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Comanche Program Killed

On Feb. 23 Army officials cancelled the RAH-66 Comanche program, the largest procurement program in the history of organic Army aviation. The termination cost will range from \$2 billion to \$4 billion, with more than \$8 billion already spent on the program. The impact on the Future Combat Systems and Army Aviation Modernization will certainly be a hot topic at the upcoming AAAA National Convention March 24 to 27 in Nashville, Tenn.

President George W. Bush's fiscal year 2005 defense budget requests \$401.7 billion in discretionary budget authority for the Department of Defense. This represents a seven-percent increase over fiscal 2004 funding levels, after taking into account Congressionally directed rescissions. The budget asks \$74.9 billion for procurement and \$68.9 billion for RDT&E, and requests a 3.5 percent military base pay raise. Among other provisions, the budget seeks 95 percent of each military service's facilities sustainment (maintenance) requirements; seeks \$3.2 billions support the transformation of the Army by fully funding the Future Combat Systems initiative; and asks \$1 billion to procure combat vehicles for the fifth Stryker brigade combat team.

Evans and Sutherland Computer Corp. has been selected by the U.S. Army's Program Executive Office for Simulation, Training, and Instrumentation (PEO-STRI) to update the visual systems for the Close Combat Tactical Trainer (CCTT) Program. E&S's new EPX(tm)-50 image generator was selected as a result of a competitive evaluation of a number of PC-based solutions. EPX-50 uses E&S's Environment Processor software with military extensions (EPX) and runs on a standard PC equipped with a state-of-the-art, commercially available graphics accelerator from ATI Technologies. This is the first major award for the E&S EPX-50 system, which was announced late in 2003. The CCTT visuals program was awarded through PEO-STRI's Omnibus contract, which was announced in 2001.

The Army has selected Northrop Grumman Corporation's Information Technology (IT) sector to provide research, development and engineering program and integration support services to the Research, Development and Engineering Command (RDECOM). As part of this contract, Northrop Grumman IT will provide studies and analyses, planning, organizational support, reporting, training requirements, simulation of war games and battlefield scenarios, and database development and support. The task order contract is valued at \$10 million over three years.

Sikorsky Aircraft Corp. is busy fielding staff to support its contract with Corpus Christi Army Depot (CCAD), Texas, to provide technical, engineering and logistical support services for military Black Hawk, Pave Hawk and Seahawk helicopters. More than 60 persons have been hired thus far, and plans call for 108 employees to work in such specialties as engineering, manufacturing, materials and warehouse management. Sikorsky signed a \$275 million support contract with CCAD at the end of 2002. A \$41.5 million modification to the original contract was signed in 2003. Under the five-year agreement, Sikorsky will provide support in the areas of aircraft crash-damage repair kits, inventory management, line support and other services for Army and Department of Defense aircraft.

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Aviation Branch Chief's Notes on the 2004 Aviation Conference



By BG E. J. Sinclair

This year's annual Aviation Conference was held Jan. 25 to 30 at the Fort Rucker, Ala., Conference Center. We had 192 active and reserve-component general officers and commanders, warrant officers, senior enlisted leaders and civilians from around the Army, as well as 32 retired general officers in attendance.

The conference focused on analysis of our branch's warfighting capabilities, addressed the branch's current state and identified where we need to go in the next three to five

years. Much of the information is based on lessons learned from ongoing operations, and on the recent findings and recommendations from the Army Chief of Staff's Aviation Task Force. We had excellent panel discussions on aviation operational integration in Operation Enduring Freedom (OEF) and Operation Iraqi Freedom (OIF); aircraft modernization and RESET priorities; equipment and personnel updates; Army aviation maintenance initiatives; and updates from the Army G3 and the director of

the Army Aviation Task Force. Bottom line, the conference focused on our branch's role in warfighting and on maximizing our capabilities.

Our "State of the Branch" update was appropriately titled "Army Aviation: The Decisive, Relevant Force for the Global War on Terrorism." We owe our sincerest praise and respect to the hard work and dedication of the 58,000 active and reserve Army aviation soldiers throughout the world supporting the global war on terrorism. More than 33,000 of these soldiers are currently deployed in foreign countries, many of them on second or third rotations. There are countless stories of the great efforts by individual aviation soldiers and their great contributions to the ongoing war effort.

Army aviation has been a key



LTG Ellis D. Parker (Ret.), assisted by the Army's G3, LTG Richard A. Cody, presents the 2003 LTG Ellis D. Parker Award to the 9th Battalion, 101st Aviation Regiment, at Fort Campbell, Ky., as the top overall unit and Combat Support category winner. MAJ Richard A. Farrall, the battalion S3, accepts the award on behalf of his unit.

focus in the ongoing war effort and is credited with the destruction of more than three Iraqi divisions while performing the full spectrum of aviation



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operations. Aviation is shaping the battlefield for the ground commander by conducting close-combat attack, air assaults, route reconnaissance, security, medical evacuation, sustainment and other critical mission requirements. The efforts and successes of our currently deployed aviation units have been so effective that ground commanders do not want to give up their aircraft support. More than 650 Army aircraft still remain in theater supporting OIF. The aircraft, crews and support personnel have performed beyond all expectations, flying more than 350,000 hours while maintaining operational readiness rates above 85 percent.

LTG Richard Cody, the Army's G3, spoke on the current disposition of Army and aviation forces and our contributions to the warfight. As we conduct large-scale rotations in the theater, about three-fourths of the Army will be moving in a near simultaneous timeframe. Cody stressed that the quality of today's soldiers is as great as it has ever been, and history will document our young soldiers as a great generation for their actions in defense of the

global war on terrorism. He also spoke of the great potential our Aviation Branch has to contribute to the Army and to the joint battlefield. He emphasized that while we continue to do great things for the nation, the importance of marketing our successes and speaking with a single, unified voice is paramount.

Several brigade commanders presented briefings on OEF and OIF warfighting lessons learned. COL Billy Wolf (former 11th Aviation Regiment commander), COL Curt Potts (commander of 4th Brigade, 3rd Infantry Division), COL Vance Sales (229th Avn. Regt. commander) and COL Bill Forrester (former 159th Avn. Bde. commander) shared their experiences on deployments, operational planning and execution sequences. Their senior warrant officers and command sergeants major were also present to impart lessons learned. These shared lessons are already enhancing the effectiveness of units rotating to OEF and OIF, and are being integrated into courses of instruction at Fort Rucker. This session lasted four and a half hours, and the interest and questions posed could have continued for another five hours.

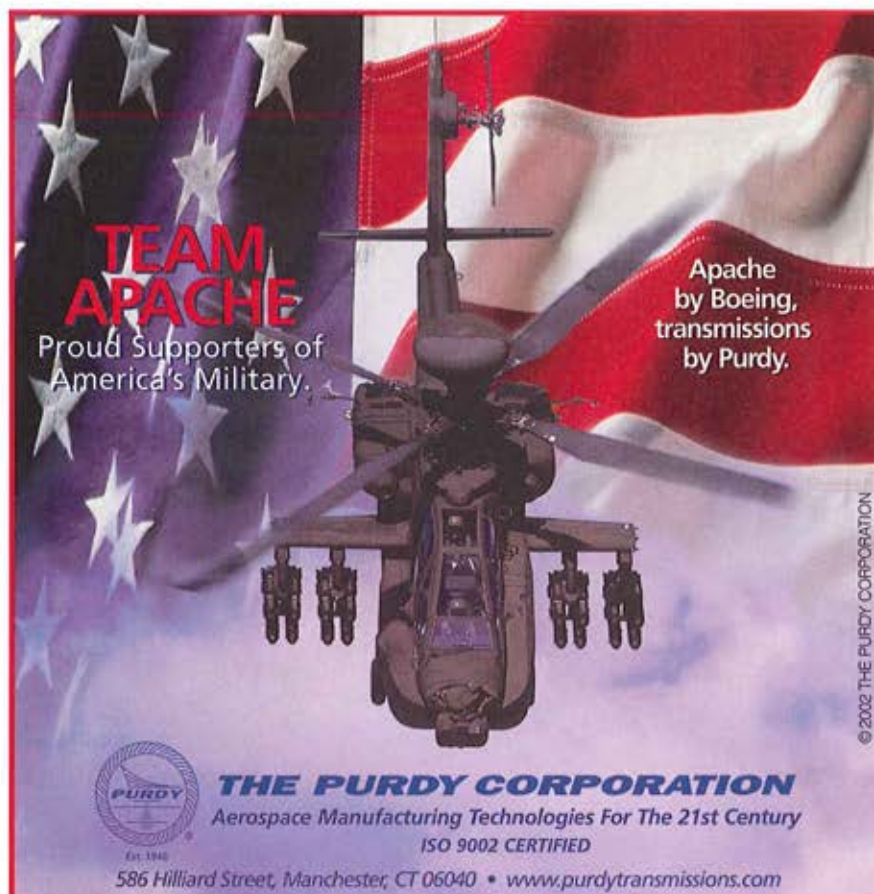
BG James H. Pillsbury, commander of the U.S. Army Aviation and Missile Command, spoke of the responsibility to RESET (restoring aircraft returning from OEF/OIF to Army 10-20 standards, repairing battle damage and completing applicable maintenance work orders) units upon redeployment from theater. He addressed the current scheduled RESET program and the acquisition of parts to support the field's operational requirements. He said that while some shortages remain critical, AMCOM's mitigation activities (such as expedited procurement, moving stocks forward, multiple sources of supply acquisition, and 24/7 operations at Army depots) are working to expedite delivery of parts and services.

MG Joseph L. Bergantz, program executive officer for aviation, discussed each of our airframe's operational tempo (OPTEMPO) in OIF, the recapitalization and modernization programs, and several critical unit operational requirements that were fielded in an accelerated nature to meet the immediate needs of units in OEF/OIF. He spoke of PEO's efforts to sustain the fleet, incorporate product improvements, enhance mission effectiveness, and extend service life while reducing burdensome maintenance requirements. PEO is also working to expedite technologies forward while continuing the development, acquisition and fielding of the Comanche, CH-47F, UH-60M and AH-64D Longbow Block III.

MG James D. Thurman, director of the Army Aviation Task Force, presented the chief of staff of the Army's guidance to the Aviation Task Force and several approved recommendations. He reiterated the CSA's guidance was to "make Army aviation a capabilities-based maneuver arm - optimized for the joint fight - and with a shorter logistics tail."

Thurman discussed what the Task Force was told to do, its mission-essential tasks, procedural methodology, courses of action and force-structure recommendations. He outlined approved company and divisional organizational structure changes which enable aviation to be more modular, tailorable, lethal and sustainable for the joint warfight. He also discussed the implementation of a Brigade Aviation Element (BAE).

Aviation Conference cont'd. on pg.19



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GEN Bryan Doug Brown — Q&A Goes on the Record

AAAA Executive Director Bill Harris posed a number of questions to GEN Bryan D. Brown upon his assumption of command of U.S. Special Operations Command.

GEN Brown, you are the first branch-qualified four-star aviator, in fact master aviator, since the branch was formed 20 years ago. Obviously, it is a tremendous personal accomplishment, but do you also see it as a coming of age of the branch?

I think Army aviation was already of age the day it was established as a branch. It was the reputation of the great Vietnam veteran aviators and the capabilities they developed on the battlefield, as well as air-assault tactics, that made aviation a well-accepted combat arm by professional warfighters. It only had to be formalized as a branch, which was, of course, a critical decision and the only way we would ultimately achieve the professional and capable organization we enjoy today.

The branch coming of age is about capability, not about promotions. I do believe I am just the first of what I hope will be many four-star aviators. The decision to form an aviation branch gave aviators the opportunity to stay in aviation and to not constantly leave the cockpit in order to progress. Like all aviators of my generation, I had to go outside aviation for professional schooling and a branch-qualifying position. As a captain I commanded a battery in Korea and, quite frankly, it was a great learning experience but probably would have been time better spent at the captain level in aviation. It was, in reality, my only tour not directly related to aviation.

We had great commissioned aviators throughout our history, but the requirement to constantly go back to a "basic branch" stifled a lot of great careers and, in turn, sometimes gave us less than totally proficient aviators. Today, these are no longer problems thanks to the establishment of the Army aviation branch.

Is the aviation branch truly accepted as a combat-arms branch by the other combat-arms branches? If so, why? What areas need strengthening, in your opinion?

Army aviation is seen as a critical combat arm on the battlefield. Those who know how to fight clearly understand the importance of Army aviation as an integral piece of the combat arms. Because of that, it is the responsibility of our aviation leaders to be experts in how to fight aviation and how it fits into the warfight.

We have too many young leaders today who are aircraft-centric. They are experts in the technical capabilities of their specific aircraft and its employment on the battlefield, but that's not good enough. An aviation leader must be able to fight every aircraft in our inventory with the

same expertise. Growing and training young leaders is our most important priority, and it's harder in aviation because we also expect them to be experts in the cockpit. Aviation leaders must lead from the cockpit.

If we are going to continue to be relevant, we must take an honest look at how we can best support the Global War on Terrorism (GWOT). We must contribute in new and different scenarios, and still maintain the world-class capability we are demonstrating in operations Enduring Freedom (OEF) and Iraqi Freedom (OIF). This is today's challenge. We suffer from having too many people who are unable to accept the changing world and are too comfortable with programs and capabilities that were relevant before 9-11.

At the U.S. Special Operations Command (USSOCOM) we are reviewing every program to see if it currently applies or if it is a legacy program. A program could have started just a few years ago and already be a legacy system because of the changing environment. This is a hard process, but it is important or we will not be relevant on tomorrow's battlefield.

Is special-operations aviation (SOA) accepted as a full team member by the special-operations forces (SOF)? If so, why? What areas need to be strengthened?

SOA is absolutely a full team member in the SOF. It is because of standards. The 160th Special Operations Aviation Regiment (SOAR) Green Platoon, started by BG Terry Henry, was a critical event to ensure the special-operations pilot in the front seat is assessed, selected and specially trained. He is no different from the SOF operator in the back of the aircraft. It is about trust and confidence in each other's ability and commitment.

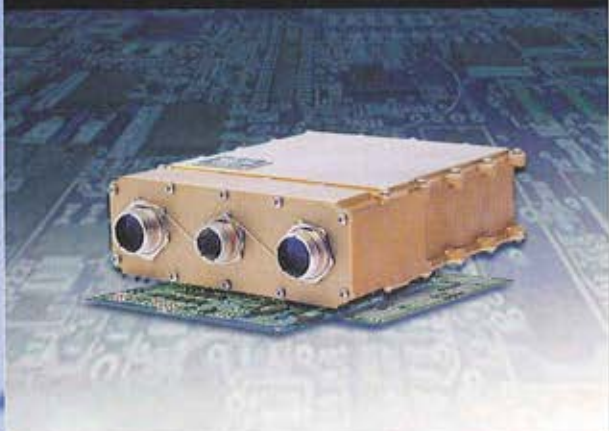
We must continue to build and relish the bond between the SOF aviators and the ground or maritime operators. We all must continue to provide immediate flexibility and responsiveness, especially in this new GWOT battlefield. There are those who would build bureaucratic processes and reduce our ability to be on time, on target. They would put our support to the ground commander through some sort of checklist or time constraint. We can't let it happen. The strength of Army aviation, and specifically SOA, has been our lack of bureaucracy, our mission orientation and our responsiveness.

You have been associated with special operations almost your entire career. What, to your mind, has been the greatest

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change you have seen over your career from member of an "A Team" to SOCOM commander?

Two items immediately come to mind - the quality of the people and the incredible change in special operations.

I entered the Army as an enlisted man and spent my first few years on a special forces A Team. Today, I command all SOF in the Department of Defense (DOD) and the change I've witnessed is phenomenal.

Clearly, the watershed event was the Nunn-Cohen Amendment, which gave all the SOF in DOD to one four-star, unified commander. The important point is that the commander of USSOCOM is the combatant commander of all SOF based in the U.S. - both active and reserve. All training, organizing and equipping of those forces, and deploying them, is the responsibility of USSOCOM. Today, this responsibility includes fighting those forces on the battlefield.

The legislation also granted the USSOCOM commander acquisition authority and monitorship of SOF personnel actions. For the first time in our history, SOF was not disparate groups of individuals in every service trying to survive. The success of SOF on the battlefield is directly related to the Nunn-Cohen legislation.

Our number-one mission is to plan, direct and execute special operations in the conduct of the war on terrorism ...

SOF leadership continues to move to the highest positions in DOD. GEN Pete Schoomaker, the Army chief of staff, is an example, as are Lt. Gen. Norty Schwartz, the Joint Chiefs of Staff J-3, a good friend and Air Force special operator; and VADM Erik Olson, my deputy at USSOCOM and the first SEAL vice admiral in the Navy. At one time the Army had only one brigadier general in special operations. Today we have a great stable of brigadiers through four-star generals. I have been in SOF a long time, and the change is unbelievable.

Throughout my career I have seen dedicated and talented people in the Army, but today with the all-volunteer force, the abilities and drive of the young folks we attract is extraordinary. I could not be more proud of the soldiers, sailors, airmen and marines from every unit that I get the opportunity to visit around the world doing this nation's important work.

Can you clarify for our readers the different roles and integration of USASOC and USSOCOM?

U.S. Special Operations Command is one of the nine unified commands in the U.S. military's combatant command structure. As such, USSOCOM consists of more than 46,000 Army, Navy, Air Force and Marine Corps personnel from active duty, reserve and National Guard components.

USSOCOM is responsible for providing highly trained, rapidly deployable and regionally focused SOF personnel in support of global requirements from the secretary of defense, the combatant commanders, and our American ambassadors and their country teams. Additionally, we are the lead command tasked by the secretary of defense to develop the plans for executing the GWOT. To do all of this, USSOCOM has component

commands from the Army, Navy and Air Force.

U.S. Army Special Operations Command (USASOC) is the Army component of USSOCOM. Within USASOC are special forces, rangers, psychological operations, civil affairs and Army SOA.

What is SOCOM's mission?

USSOCOM is a joint command with global responsibility. Our number-one mission is to plan, direct and execute special operations in the conduct of the war on terrorism in order to disrupt, defeat and destroy terrorist networks that threaten the United States, its citizens and its interests worldwide. With this mission we can be a supported command leading operations anywhere on the globe, or a supporting command helping one of the regional commands prosecute the war on terror.

In addition to our efforts in the war on terrorism, we are responsible for organizing, training and equipping special-operations forces provided to the geographic combatant commanders and American ambassadors and their country teams.

USSOCOM manages special-operations forces to ensure the best capability in the world. This includes

recruiting, training and sustaining the force. To do this we have a world-class acquisition capability to develop or acquire SOF-unique capabilities. This is different. We are the only unified command with our own budget and acquisition authority, which is the reason we are able to take Army-standard equipment and modify it for SOF operations. Those great MH-60Ks or MH-47Es are prime examples. However, our primary focus is always our personnel. We continue to believe that humans are more important than hardware.

If you had your career to live over again, would you change anything? If so, why?

There are a thousand small decisions, specifically tactical ones, that I constantly revisit. But as far as the big decisions, I'm not sure there are many. One small example is when I think back to the time we all had night-vision goggles (NVGs) sitting in the arms rooms collecting dust - we should have taken them out and learned to use them. Instead, it took a tragedy at Desert One to force Army aviation and the 101st Airborne Division to learn how to use them, and thus the 160th SOAR was formed. We would have been years ahead, much more capable at night and safer if we had made that decision earlier.

As far as my personal career, I signed up for OCS and flight school the same day. My acceptance to OCS came back first, or today I might be a decent warrant officer.

What attracted you to aviation?

As a young enlisted green beret in the mountains of Dahlonega, Ga., I got a ride on a UH-1 Huey. I was hooked. After having carried a rucksack for weeks, the



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ability to move rapidly across incredibly tough terrain, mixed with the feeling of actually controlling a machine of that magnitude in the air, was all it took, not to mention the scenery of the Georgia mountains from the air. I immediately signed up for flight school and OCS.

Who in your career has influenced you the most or been your role model? Was there a particular first sergeant, commander, or situation or event that had a particular impact on you?

I believe we learn as much from bad lessons as we do from good ones. I saw some of the poorest leadership examples possible in my first assignment to aviation.

We had wonderful lieutenants and warrant officers in Vietnam, but the unit I was in suffered from some pretty bad leadership. Before long, we got a new platoon leader named CPT Noel, and he was superb. Upon arriving back in the States, I was blessed at the company level to serve under one of the best aviation leaders in our history, COL Mike Bissell. We all know him and we all know they don't come any better. He is still an inspiration, and continues to be a tremendous mentor to me and others as we witness every year at the AAAA Convention, and he continues to introduce young college folks to Army aviation. I was fortunate to share Thanksgiving supper with his special-forces son this year in Baghdad - that was special.

As I moved up the chain, I learned different things from different leaders, not all of them aviators. These are the guys that take on any challenge, have the vision to see the problem, and fix it. In a time when there are plenty of leaders willing to just "ride out" their commands and survive by avoiding hard decisions, I was fortunate to work with folks like GEN Wayne Downing, MG Bill Garrison and MG Dell Dailey, all of whom demonstrate tremendous leadership. I had the chance to work with GEN Pete Schoomaker very closely for the last 23 years; we are lucky to have him.

These are a few but there are a ton of great examples I have watched, and I could in no way list them all. Command sergeants major at the 160th SOAR and elsewhere have been extremely impressive. NCOs like CSMs Donny Calvery and Cliff O'Brien, Mike Hall at JSOC and USASOC - they don't come any better.

One of my personal mentors is now-retired "Hall of Famer" CW5 Randy Jones. He is one of a long list of wonderful warrant officers I think of everyday. These guys contribute in so many more ways than just doing their duty. The goodness of my long Army career has been these folks, and many more in all the services I have had the opportunity to watch, listen to and learn from.

Are the special-operations esprit, ethic and standards of "Mission First," "No Fail" and total support of the customer exportable to the larger Army?

Absolutely, and I see a lot of that in Army aviation. It's when I don't see it that I worry. The same for SOA. They have to keep from letting anything creep into their mentality and mission focus that would detract from safe execution of the mission.

Today, there are all kinds of opportunities to allow the bureaucracy to drive us away from the flexibility and responsiveness inherent in Army aviation. Recently, I

heard about a unit turning down combat missions because it violated some imaginary 72-hour planning cycle. I was flabbergasted. We should take every minute available to properly plan the mission - but when time is short and the ground guys are ready, we must be ready.

But there is risk involved with being too aggressive. We have a saying: "Don't let your enthusiasm get in front of your capability." Special operations is where it is today because of the horrific crash and failure at Desert One that got the nation energized. We need crews trained to the highest-possible proficiency, with the best-possible equipment, and missions planned and rehearsed to standard. The commander who puts all those things together will be successful on the battlefield, whether it's in SOF or the conventional force.

The cross fertilization of former SOF personnel in and out of regular Army units has led to great benefits for the Army. For many years, committing yourself to SOF/SOA was considered a career-ending decision. Have things changed in recent years?

SOF personnel are on equal footing with conventional Army personnel. Again, the Nunn-Cohen Amendment required SOF personnel be promoted at a rate equal to the big services. No special treatment, just the insurance that SOF personnel, who had been purposely left behind for many years, get a fair shake. The proof is in the success of SOF personnel. I am encouraged every day by the number of former SOA folks commanding battalions, brigades and higher. Look at the SOF guys contributing at the highest levels. GEN Pete Schoomaker is the best example.

But it is more than that. There are large numbers of leaders who served in SOF and are now assigned in the conventional force. The cross fertilization brings the goodness from both communities to the forefront. There is an abundance of high-level leaders with at least one tour in SOF, though they are not what one would consider SOF personnel. That is exactly what we want. It must go both ways for both communities to prosper from their combined strengths.

I think MG(P) Curran mentioned that well over 25 percent of aviation commanders at the brigade or battalion level have spent some time in SOF, and there have been times when it was even higher.

What has been the high point of your career to date, notwithstanding your recent promotion? Was it commanding the 160th SOAR?

It goes without saying that the highpoint of any career is command. The ability to work with the incredible folks in all the services, and specifically in aviation, has clearly been the highpoint for me.

I was fortunate to command both Black Hawk companies in the 160th SOAR, the battalion and the regiment. But equally rewarding was command of 5th Battalion, 101st Aviation Regiment, in the 101st Abn. Division. It was a great battalion, and I especially enjoyed flying with the new lieutenants and warrant officers. Our first Joint Readiness Training Center (JRTC) rotation with 5-101 AVN was a disaster. Eighteen months later, we went back. Through hard work by the soldiers, rated and not rated, we

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all learned from our mistakes and the following rotation was a great success.

What is your greatest challenge right now? Post 9-11 OPTEMPO/PERSTEMPO? Retention? Recruitment? Materiel?

Identifying our greatest challenge is easy. It is finding and destroying terrorists and their infrastructure. USSOCOM is the lead in DOD for the GWOT. We were organized as a Title X "train, organize and equip" headquarters. We are transitioning to a warfighting headquarters while keeping our traditional role. Having the lead in DOD for the GWOT is a huge undertaking. We must do this while we maintain our readiness and reconstitute our force, which just went through the biggest SOF deployment in history.

As much as I hate to use the word, USSOCOM, like everyone else, needs to transform. Many of our programs started long before 9-11. We are going through an extensive study to make sure our programs meet today's and tomorrow's demands. We have some immediate challenges in the recruiting and retention area. Our green beret NCOs are unique and very special, and we must retain them. We just finished another Tiger Team with the soldiers and their spouses looking for ways to retain our green berets and others with critical skills.

In aviation, one challenge is the recruitment and retention of the MH-47 pilots and crewmembers. All of SOA were highly successful during OEF and OIF, but the MH-47 was the super star. It really came into its own, and that is a lesson for us and for the Big Army.

SOF uses the MH-47 and our Air Force MH-53 Pave Low's as infiltration platforms. Properly employed, they are both tremendous assets. The MH-47 remains the only aircraft on the battlefield that can carry a Humvee internally, and is the most state-of-the-art helicopter in SOF. We are acquiring a new battalion, possibly stationed on the West Coast. This will dramatically help our operational-tempo (OPTEMPO) problems as the 160th SOAR Chinook community has carried a tremendous load.

The next big modernization issue for SOA will be the recapitalization of our MH-60 fleet, since this is the heart of many of our very difficult missions. We need improved lift in our MH-60K models. As we SLEP our fleet, we will expect improvements to increase the lift capability, as it already is a marvelous aircraft for all other aspects of mission performance.

Our Little Bird fleet is in the middle of a transformation and will continue to field. I believe our MH-6M remains the best urban fighter in the world. Another challenge for us will be the fielding of our special operations CV-22s. I'm not sure we are getting enough of them, but I am sure we are not getting them fast enough. The MH-53 aircraft and crews have been phenomenal on the OEF and OIF battlefield.

In the past, our plans for modernization of those aircraft constantly fluctuated from no modernization, because they were coming out of the fleet, to aggressive modernization because we needed them or there was a delay in the CV-22 fielding. We can't continue to operate that way, as it is too costly and unfair to the crews. Its replacement, the CV-22, will be an important aircraft and we will use it to the maximum of its very special capability. We will finally have some speed on the bat-

tlefield, which is critical but often overlooked. I flew Hueys in Vietnam and we cruised about 90 knots. Today, our aircraft cruise at maybe 120, and some have trouble staying at 100! Not a great improvement for 30 years.

However, we should never forget that all of this is useless without the key ingredient, a hand-picked, highly trained, dedicated and motivated crew.

What can AAAA do to better support you, your unified command and the U.S. Army?

AAAA is a marvelous organization. It must continue to help us remember our heritage, while pressing today's aviation issues and providing a great forum for discussions of the future.

We appreciate AAAA's support. The leadership of Army aviation needs to keep AAAA informed of current issues and use the opportunities AAAA provides to fully develop issues. All of us need to focus on our people, the most important piece of Army aviation.

Soldiers of all ranks serving around the world in the field of Army aviation, often under very, very difficult living and operating environments, continue to perform magnificently. Too often we focus on the technology and the platform, when the key is the people. We may want AAAA to host more warfighting symposiums, in addition to the equipment and technology symposiums. We seem to have some tactic disconnects in some of our aircraft operations in OIF. We all enjoy these symposiums, but as we transform Army aviation we need more opportunities to focus on other than material solutions and let discussion on the tactics, techniques and procedures take place.

Any further comments?

Yes, two things. First, I hate the trend to call the infantry in the back of the aircraft the "customers." This is a team. I don't see any customers!

Secondly, I've talked a lot about aviation and its people, but there is an equally important part of the team - industry.

Every day we put our lives on the line with products built by U.S. industry. I once flew an MH-60 from the Republic of Panama to Key West, Fla., using NVGs. In marginal weather, at sea, on a very dark night is no time to wonder about the aircraft you're flying, your navigation system or your goggles.

Thankfully, we don't have those kinds of doubts because the equipment built by our industry partners is the best in the world. Our equipment is safe, reliable, dependable and meets our requirements. From the mechanic on the assembly line to the company president, these are dedicated Americans who are confident and proud when their product goes out the door.

Brave Americans will put their lives in the hands of American industry. They have never let us down. They are an important part of the team and they need to get the credit they deserve.

GEN Brown is commander, U.S. Special Operations Command. Bill Harris is the executive director AAAA.

SPECIAL OPERATIONS MISSIONS FOR A CONVENTIONAL ARMY AVIATION UNIT

By CPT Tom Brewer

With proper equipment and training, conventional Army aviation units can provide the much-needed precision assault capability usually reserved for special operations aviation (SOA) forces. The Global War on Terrorism has caused many units, including the 3rd Battalion, 158th Aviation Regiment, to experience a paradigm shift in the way they fight. Special missions, such as small unit insertions and extractions, may yield far greater results in the contemporary operating environment than large-scale, multi-ship air assaults.

The old adage "necessity is the mother of invention" was never truer for the "Storm Riders" of 3-158 Avn. when they received special operations missions in support of operations Enduring Freedom (OEF) and Iraqi Freedom (OIF). The new mission requirements necessitated the development of a new training plan and, ultimately, an updated Mission Essential Task List (METL).

STORM RIDER ORGANIZATION AND EQUIPMENT

As the assault battalion for the Giebelstadt, Germany-based 12th Avn. Brigade, 3-158th Avn. is comprised of a Headquarters and Headquarters Company, two 15-aircraft UH-60L flight companies and an AVUM maintenance company. Forward deployed to Iraq, the battalion's mission is to conduct combat, combat-

support and combat service-support aviation operations in support of 12th Avn. Bde. across the full spectrum of military operations in Iraq.

Before deployment in support of OEF and OIF, the battalion routinely conducted joint, combined, and combined-arms collective training

based on the METL, which included Transition to Operations, Conduct Air Assault Operations, Conduct Air Movement Operation and Sustain the Force. The battalion owns a handful of specially modified aircraft for special-operations missions. These modifications include



internal Robertson fuel tanks, Fast Rope Insertion and Extraction System (FRIES) and satellite-communication (SATCOM) radios. The management of these limited critical enablers poses a distinct challenge conducting special missions in Iraq.

The internal fuel tanks offer increased range and station time for over-water operations and long-range insertion/extraction missions when forward-area refueling is not available. The FRIES bars are an obvious requirement for conducting FRIES missions, but when a rescue hoist is not available a caving ladder can be attached to the bar for emergency over water extraction. The SATCOM radio and, in some cases, the high frequency (HF) radio, are absolutely critical for over-the-horizon communications during special missions.

A NEW MISSION

The first special mission assigned to the Storm Riders was in

support of OEF and the Global War on Terrorism. The basic concept of the mission was to support special-operations forces conducting over-water combat missions.

The battalion started individual training from scratch with Dunker and Helicopter Aircrew Breathing Device (HABD) qualifications in Pensacola and Jacksonville, Fla. Soon after, the aircrews self-deployed to conduct single-spot deck-landing qualifications with the Navy, assisted by instructor pilots from the 160th Special Operations Aviation Regiment (SOAR). The SOAR instructors possess the necessary operational knowledge and experience to train the aircrews on basic over-water tasks. Once back at home station, the aircrews focused their collective training on specific mission tasks to hone their operational skills. All of this training was conducted under night vision goggles, with a concerted emphasis on crew coordination training to ensure mission accomplishment.

METL DEVELOPMENT

Since the inception of the over-water mission and the subsequent deployment to Iraq, the Storm Riders have been assigned numerous combat missions in support of special-operations forces. These new special missions formed the METL task titled "Conduct Special Mission Operations." The associated battle tasks emphasized over water, fast-rope insertion and extraction system (FRIES), and small unit insertion/extraction Operations.

The mission training plan for assault helicopter battalions, ARTEP 1-045-MTP, provides a general process for METL development. Further, the ARTEP "gives guidance on how to train and what key missions to train." However, the key missions that the ARTEP refers to are air-assault and air-movement operations. Unfortunately, the manual does not cover how to train a conventional Army aviation unit to conduct special-mission operations.



Conduct Special Mission Operations



HHC	A/3-158	B/3-158	D/3-158	Current Overall	Strategy	Project
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					Battle Staff Tasks • CONDUCT LNO OPERATIONS • BN INTEGRATES BOS • COORDINATE FOR A2C2 • BATTLE TRACKING • PLAN FOR FUTURE OPERATIONS	

AS OF: JANUARY 04

Regardless, the Storm Riders used the METL-development process as a guide and created the necessary training plan to meet the newly assigned missions.

OPERATIONS IN IRAQ

The 3-158th Avn. is currently the only conventional Army aviation unit deployed in support of OIF with current and qualified crews in over-water and deck-landing operations. This capability gives Coalition Joint Task Force 7 (CJTF-7) the flexibility to conduct special over-water missions from the Persian Gulf and back into Iraq.

Additionally, the Storm Riders have aircrews under the operational control of an SOA unit in Iraq. To

date, the 3-158th Avn. aircrews have flown more than 1,000 combat hours in conjunction with the SOA unit on such missions as air assault, air movement, casualty evacuation, combat search and rescue and FRIES. This mission support further generated a training requirement to ensure each assault company maintained current and qualified FRIES crews. This capability was executed with a "show of force" FRIES insertion of Company E, 51st Infantry (long-range surveillance), into Baghdad.

THE ROAD AHEAD

The Storm Riders changed the way they train and conduct combat missions in order to provide flexibil-

ity on the battlefield of Iraq. In this environment, there is not much call for large-scale multi-ship air assaults to seize terrain and gain the initiative against large conventional forces.

The ability to conduct small-unit insertions and extractions, over-water operations and special missions across extended operational distances is a capability often sought after by CJTF-7. From this deployment to the next, the Storm Riders will stand ready to adapt their training and mission capabilities to meet the mission requirements of full spectrum aviation operations.



CPT Tom Brewer is the A/S-3 for 3rd Battalion, 158th Aviation Regiment.

Aviation Conf. cont'd. from pg.8

The BAE is a dedicated aviation planning cell, established in ground maneuver BCT/UAs, which synchronizes aviation operations and provides direct communication linkages to Army and joint assets. LTC James Kenney, who was the deputy officer in charge on an Aircraft Shoot Down Assessment Team (ASDAT), briefed the purpose and makeup of the team. The ASDAT is a team of specialists formed to investigate and determine the causes of recent aircraft shoot downs by enemy fire in Iraq, and will recommend preventative measures to minimize repeat occurrences.

Kenney reviewed the findings and recommendations on the first five OIF aircraft downing incidents and entertained in-depth discussions relating to the causes of each. The ASDAT will continue its mission as required.

Mrs. Gail Dwyer, wife of COL Steve Dwyer (1st Avn. Bde. commander), presented a Spouse Survival School program, which focuses upon orienting new spouses at Fort Rucker to their first Army aviation assignment. The program introduces spouses of soldiers in training to family readiness groups; defines acronyms, definitions and procedures; and provides an idea of what spouses can expect upon receipt of PCS orders and arrival at their first duty station. The course also establishes an

Internet Web site for volunteer spousal sponsorship-type programs and spousal points of contact at the new duty stations.

Other briefings and discussion panels covered a wide variety of Branch initiatives and responsibilities. These included topics relating to ground and aviation safety, doctrine, organization, training, maintenance, personnel and logistics. Additional topics included airframe and power-plant licensing for enlisted personnel, development of an aviation life-support equipment military occupational specialty, and the development of master gunner and non-crewmember instructor courses.

During the conference, the LTG Ellis D. Parker Aviation Unit Awards were presented to the 2003 recipients. The awards recognize excellence in leadership, training, maintenance and safety. The awards were presented to the 9th Battalion, 101st Avn. Regt., as the Overall winner and Best Combat Support Category winner; the 1st Bn., 101st Avn. Regt., as the Best Combat Battalion; the medical-evacuation aviators of the 421st Avn. Bn. as the Best Combat Service Support Battalion; and the 1st Bn., 223rd Avn. Regt., as the best Table of Distribution and Allowances Battalion.

The BG Carl I. Hutton Memorial Award is an Order of the Daedalians trophy presented annually to the

Army aviation unit that has demonstrated the highest professionalism and invaluable contributions to the advancement of flight safety in Army aviation. The 2003 recipient (for the third consecutive year) is the 159th Avn. Bde. at Fort Campbell, Ky.

The 2004 Aviation Conference was a great success. The exchange of information and lessons learned will prove instrumental in shaping the future of our branch. We have taken many of the lessons and ideas shared at the conference and are reviewing them for DOTML-PF applicability. Issues relating to aircraft modifications, maintenance, supply parts, unmanned aerial vehicles, personnel recovery, gunnery and training are being evaluated.

Our soldiers have innumerable success stories of individual and unit bravery, both on and off the battlefield. Collectively, we must market our successes and tell our branch story. Local and professional publications are great tools to document our accomplishments. However, the greatest tool to communicate the success of our branch rests with our aviation soldiers. Our soldier, the aviation soldier, is the finest on the battlefield.

"Above the Best."



BG E.J. Sinclair is the commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala.

Building the Foundation: The Yathrib Clinic Project

By CPT Lacy Dodd

After the 12th Aviation Brigade established itself on what is now Balad Southeast Army Airfield, Iraq, the unit's members decided they wanted to undertake a project to help the people living in the nearby village of Yathrib. The brigade flight surgeon, MAJ Harlan Walker, had heard of a medical clinic in the surrounding area that was in need of significant aid and assistance.

Walker met with U.S. Army civil-affairs representatives who knew of the clinic and, with their assistance, the 12th Avn. Bde. stepped forward to spearhead the project. Walker con-

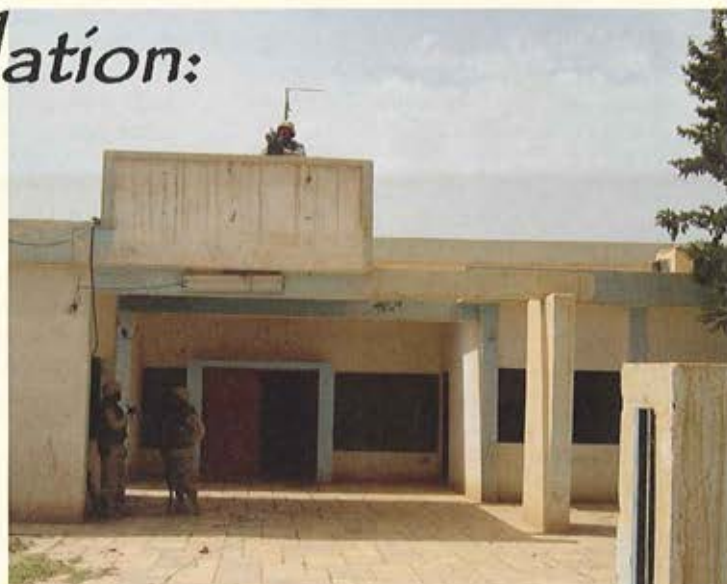
ducted the initial survey of the clinic with LTC Bates and his Army civil-affairs team. The clinic was working out of three adobe huts with generator produced electricity. The team evaluated some abandoned buildings to find one that could be turned into a more suitable health-care facility. The chosen building was the former Ba'ath Party headquarters, once the

political dictator's base for the town of Yathrib.

During the war the building was completely gutted by Iraqi looters. There were no wall sockets, tiles, light bulbs, windows, doors, electrical wires or plumbing facilities. Only scarred walls, floors and ceilings remained.

From May through July, 2003, the 12th Avn. Bde. generated contracts for windows, doors, electrical wiring, plumbing, painting and plastering. The Army's 130th Engineer Bde. paid the bill and assisted in completing these tasks.

Initially, two Iraqi contractors were paid to perform the construction work. But early on in the project one of the contractors was shot and another had his house attacked. Both, thankfully, survived their wounds.



During the war the building was completely gutted by Iraqi looters.



Former members of the Ba'ath Party were retaliating by resorting to violence and death threats. The engineers realized the risk being taken by these Iraqi contractors and decided to go in themselves to perform much of the work on the building. An Iraqi guard force was paid to protect the clinic's improvements.

Meanwhile, Walker developed contracts for the purchases of \$15,000 worth of basic medical office furnishings, including water coolers, refrigerators, medical cabinets and tables, as well as \$11,000 worth of such specific medical equipment as stethoscopes and patient beds.

The grand opening of the Yathrib Clinic was held on Oct. 6, 2003. The people of Yathrib showed their appreciation to the U.S. soldiers involved in the project by giving them a grand tour of the completed facility.

BG Vincent E. Boles (*below right*), commander of the 3rd Corps Support Command (COSCOM), took time out to visit the clinic and receive the tour himself. Needless to



say, he was very impressed by the new clinic and its staff.

The engineer commanders and Walker (*below*) posed for a picture with Yathrib's mayor (*second from left*) and senior sheikhs. Mayor Shugan then expressed his gratitude to the U.S. soldiers for all their help with this important project. The people of Yathrib then celebrated this joyous event and showed their appreciation to the Americans by providing live entertainment.

With the assistance of U.S. Army

The goal here was to teach the Iraqis "how to fish" by using their own resources. Once medicine was available on their shelves, the next step was to revitalize the clinic's vaccination program and to make sure that vaccines were made available to the community. This was accomplished by linking the clinic with UNICEF.

In an effort to maximize vaccination participation by Iraqi families, 12th Avn. Bde. soldiers have been contacting friends and relatives in



The people of Yathrib showed their appreciation to the U.S. soldiers involved in the project.



civil affairs soldiers, Walker was introduced to the regional minister of health in Tikrit and a pharmaceutical distribution system contract was established. The Yathrib Clinic pharmacist was taken to the pharmaceutical warehouse in Tikrit and the clinic's medicine supply was replenished. This direct linkage between the clinic and warehouse has been functioning effectively without outside involvement for five months now.

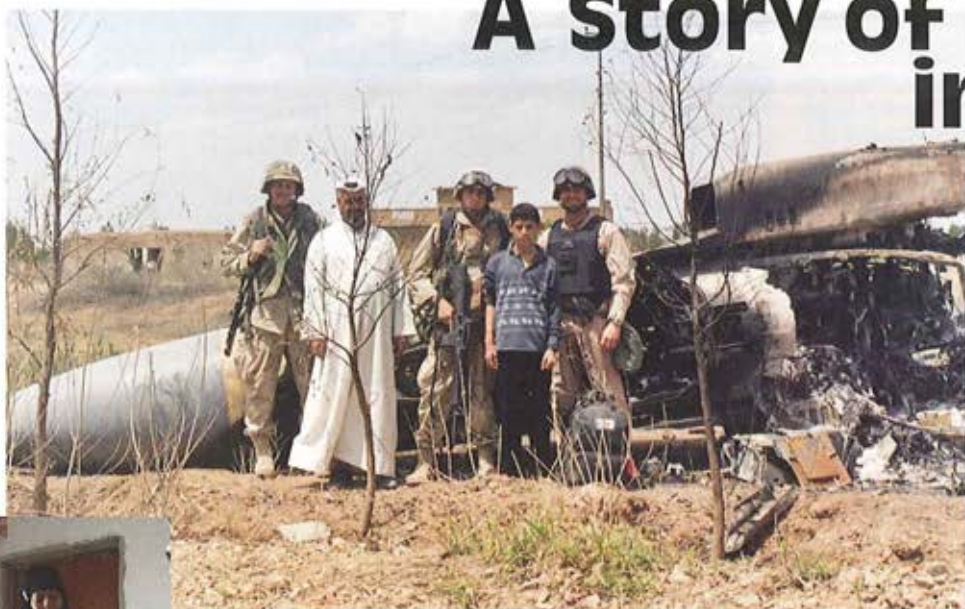
the United States to have them donate kid's clothes, shoes and toys. These items will be given to the children of Yathrib on Vaccination Day. This will surely be another special day in which Americans and Iraqis work together again for peace and prosperity.



CPT Lacy Dodd is currently attending the Combined Logistics Captains Career Course at Fort Lee, Va.



TO STAND ON THEIR OWN: A Story of Hope in Iraq



By CW5 Wayne Ray and CPT Lacy Dodd

The 12th Aviation Brigade had been based at Balad Southeast Army Airfield in central Iraq for only a few days when an Iraqi man came to the South Gate and requested medical help for his son. The boy had been injured by shrapnel when a U.S. military aircraft bombed an Iraqi MiG fighter plane that had been moved from the airfield to the family's front yard. The shrapnel had gone through the boy's arm, fortunately slowing the momentum of the metal fragment and sparing the boy's life, before entering his chest.

Dr. (MAJ) Harlan Walker, the brigade flight surgeon, went out to the man's house with an interpreter, SFC Furbush, and a small escort to examine the young boy. It turned out that neither wound was life threatening, but both had become infected and required medical treatment.

While there, Walker noticed that at least three of the other children suffered from cerebral palsy. He also saw numerous cluster bomb units scattered around the front yard and nearby fields. Over the next few days Walker formed a task force to assist the children, destroy the explosives and document the war crime Saddam Hussein's regime had committed by trying to protect the MiG by placing it so close to a civilian dwelling.

An orthopedic surgeon, Dr. Tim Floyd, and a rehabilitation doctor, Dr. Tom Joseph, examined the children suffering from cerebral palsy. They then taught the parents and family members how to perform rudimentary daily physical therapy and to encourage the children to attempt standing and walking.

CW5 Wayne Ray (*top opposite page*), the 12th Avn. Bde. safety officer, accompanied Walker and a combat engineer team from the 4th Infantry Division. While the doctors tended to the children and family, Ray and the combat engineers destroyed the cluster bombs.



CPT Joseph Gray (*bottom left pg 22*), the 12th Avn. Bde. legal counsel, rigorously gathered evidence to establish the existence of a war crime by the now-deposed Iraqi government.

Four weeks later, Walker and Ray returned to check on the family and to deliver clothing and toys procured by CPT Mark Mitcham, the brigade communications officer. Mitcham obtained the items via an e-mail campaign he developed with volunteer networks in his hometown of St. Louis, Mo. After distributing clothing, toys and candy, the Americans examined children and found that the boy hit by the shrapnel had fully healed.

A smaller boy who had previously severely cut his hand also responded well to the treatment he'd received. After these two were checked and other family members' medical concerns were addressed, the two children with cerebral palsy had something to show their American helpers.



Using a simple walking assistive device of two plastic milk crates stacked on top of each other (*middle photo*), they both stood and walked upright. According to the parents of these children, neither had ever before stood or walked upright. Both children had previously been confined to moving about only on their knees. Now they had a new talent - but more than anything, they had a new hope.

It's amazing how these American soldiers with various occupational specialties - surgeon, lawyer, safety officer, communications officer - were able to come together like clockwork to help the Iraqi family. The Americans were able to use their unique talents to help fulfill the family's needs.

In the midst of the turmoil in Iraq, this was a glimpse of hope. A ruthless dictator has been removed from power and there is now a chance for these people to move out of their current situations. They now have prospects for a better life.

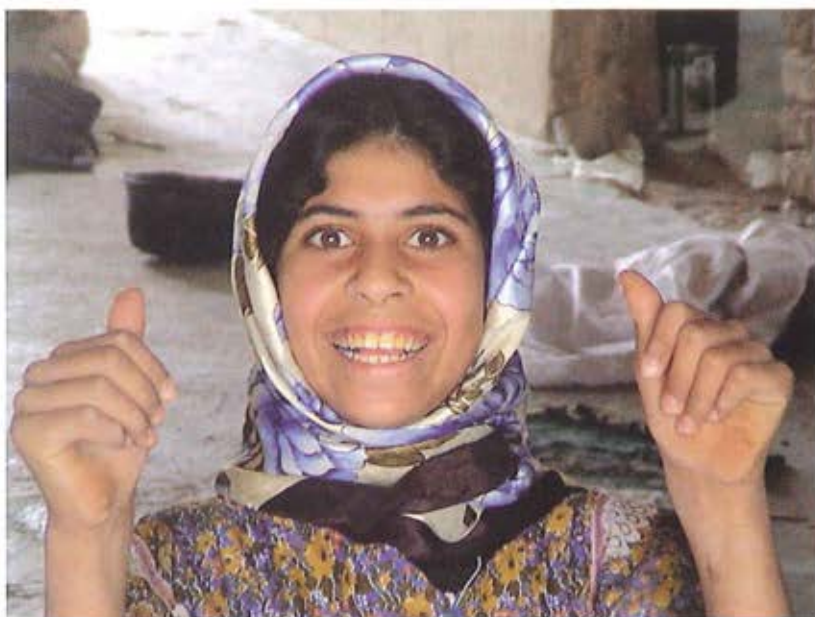
The American soldiers in Iraq are directly responsible for this occurrence. We have been able to stare evil in the face and prevail. The Iraqi children who couldn't walk before have overcome their fears. Feelings of doubt have been replaced with a "can-do" attitude. We have provided Iraqis with the "milk crates" and now they are using these tangible tools to stand on their own.



More importantly, Iraqis now have the intangible tools: the freedoms of thought and expression and the pursuit of happiness without oppression. Two young Iraqis now stand on their own using all these tools and a young, new Iraqi nation is drawing upon these tools to do the same.

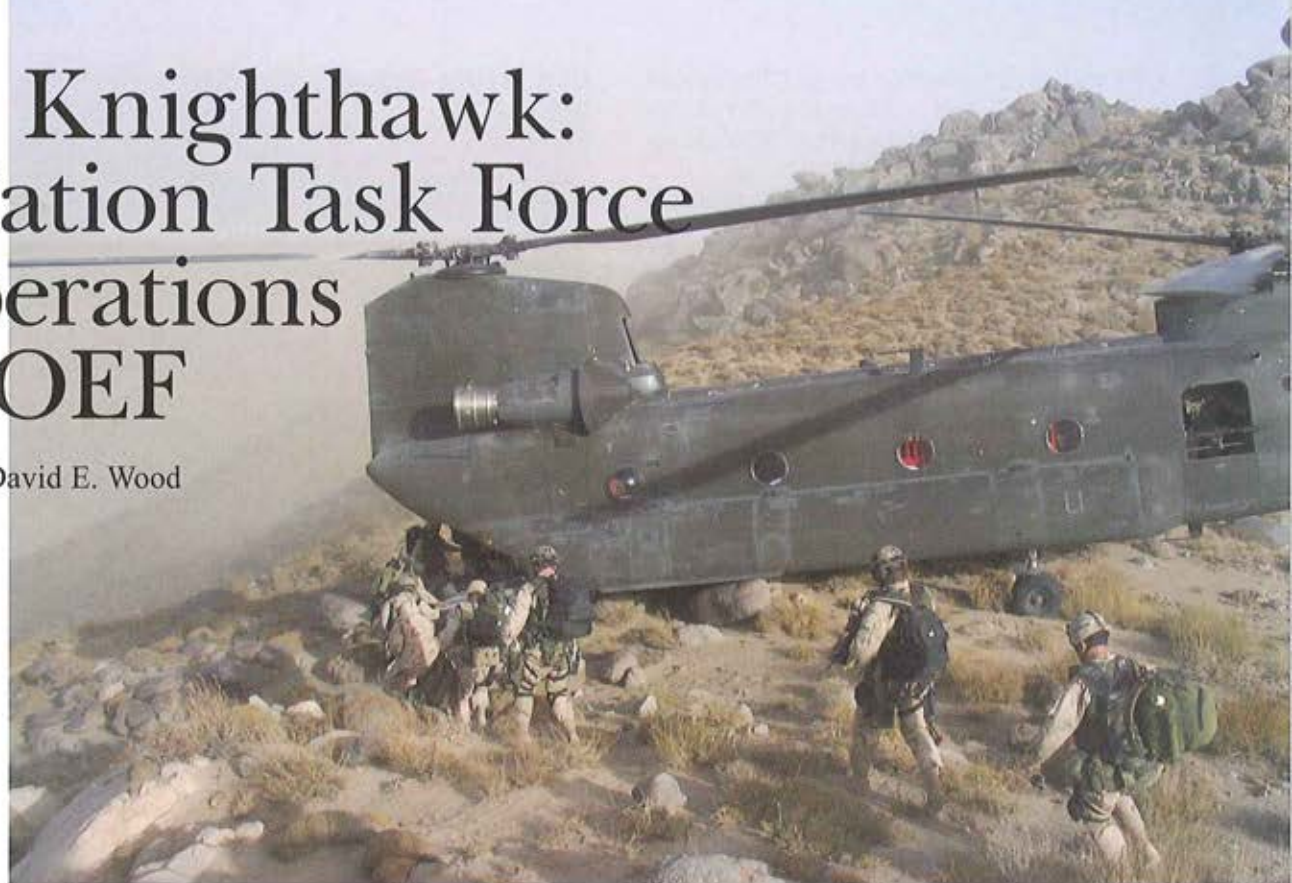


CW5 Wayne Ray is the 12th Aviation Brigade safety officer. CPT Lacy Dodd is currently attending the Combined Logistics Captains Career Course at Fort Lee, Va.



TF Knighthawk: Aviation Task Force Operations in OEF

By MAJ David E. Wood



As the second-year anniversary of the presence of U.S. forces in Afghanistan passes, it is important to look at the successes of aviation operations in Operation Enduring Freedom (OEF).

The country of Afghanistan is slowly stabilizing with economic growth and a national constitution soon to be ratified. Random destruction and "green on green" fighting have been significantly reduced. Coalition forces are strategically placed throughout the central and eastern provinces, ready to respond at a moment's notice to potential enemy activity or movement. The capture and destruction of anticoalition militants and their infrastructure has continued to be a challenging but successful mission for the sky soldiers of Coalition Joint Task Force 180 (CJTF-180).

OPERATIONAL CENTERPIECE

Within the CJTF-180 structure, Army aviation is the centerpiece for deliberate operations. The successes of coalition forces here are only possible because of the extensive integration of Army helicopter assets. To manage the execution of these missions, an aviation task force organization is structured to provide for two

battalion-sized aviation task forces under the control of a brigade-level element, identified as Joint Aviation Task Force Falcon.

The brigade commander, COL Anthony Crutchfield, provides lift, attack and cargo helicopter assets to the commander of CJTF-180, headquartered at Bagram Airfield approximately 40 miles north of Kabul. Collocated with TF Falcon, TF Panther provides battalion-level aviation support in northern and central Afghanistan. Panther's sister battalion, TF Knighthawk, operates in the southern and eastern provinces, an area that runs the gamut of environments from harsh deserts to rugged mountains.

Kandahar, the former stronghold of the Taliban, has been the central hub of U.S. military activities in southern and eastern Afghanistan. Ten miles to the north of the city is Kandahar Airfield (KAF), the center of aviation logistics and home of TF Knighthawk.

With a C2 structure formed from the 2nd Battalion, 10th Aviation Brigade, under the command of LTC Orlando Lopez, TF Knighthawk has led the way in accomplishing the huge array of deliberate operations and resupply missions CJTF-180 requires.

TF Knighthawk took the mission from the 82nd Airborne Division's 1st Squadron, 17th Cavalry, with a Transition of Authority (TOA) on Aug. 1, 2003. With CH-47s, AH-64s and UH-60s, TF Knighthawk's unique structure stems from its variety of aircraft types and from its heavy mix of both active-duty and Army National Guard (ARNG) soldiers and equipment.

WELL EQUIPPED

With four line companies, an aviation-maintenance company, a headquarters and headquarters company (HHC) and an air-traffic control (ATC) detachment, TF Knighthawk is well equipped to perform its mission. Its organic assets include HHC, 2nd Bn., 10th Avn. Regiment; Company D, 2-10 Avn. (the maintenance company); and seven UH-60s of Co. B, 2-10 Avn. The ARNG provides TF Knighthawk with 14 CH-47 Chinooks from Co. G, 104th Avn. Regt. (Pennsylvania and Connecticut); nine AH-64 Apaches from Co. C, 1st Bn., 130th Avn. Regt. (North Carolina); and three UH-60 medical-evacuation aircraft from the 717th Medical Co. (Oklahoma and New Mexico).

As a participant in Operation Iraqi Freedom and OEF-3, the "Yankees" of G/104 Avn. are the veterans of the TF

Knighthawk. The ARNG unit is not only the largest company-sized aviation unit in theater, it also is tasked to provide cargo helicopter support to TF Panther on a continuous basis. The company's Chinooks have provided the foundation for deliberate operations and resupply missions in an environment that can be restrictive to other airframes as a result of high altitudes and temperatures. The CH-47s also provide the primary means of movement of troops and supplies within Afghanistan, flying more than 4,000 combat hours in the past nine months.

Attack support is provided by the "Aces" of C/1-130 Avn. The Apaches are not only necessary for direct support of ground troops, but their value as deterrence cannot be underestimated. The Apache escorts have been key to reducing surface-to-air fire against coalition helicopters. Their presence is often required to provide for rapid response to insertions and resupply missions to the various firebases and safe houses located throughout the country.

The UH-60s of B/2-10 Avn. are critical to TF Knighthawk's support and air-assault capability. The "Mountainhawks" provide not only for LRS insertions and C2 during deliberate operations, they are also crucial to resupply and lines of communications throughout the theater. In addition, the 717th's UH-60s are on constant standby to evacuate both military and civilian casualties.

UNPRECEDENTED SUPPORT

TF Knighthawk's leadership, planning and vision in Army aviation operations enable unprecedented support to the tactical ground commanders of CJTF-180. Constant attention to detail in coordinating combat air assaults, providing for night-vision goggle (NVG) resupply missions and maintaining aircraft to respond to the needs of a quick-reaction force (QRF) all are necessary to disrupt terrorist activities and deny sanctuary to Anti-Coalition forces in Afghanistan.

TF Knighthawk's contributions to deliberate combat combined-arms missions result in a significant decrease in Taliban, HIG, and al-Qaeda activity in and around southeastern Afghanistan. The TF planned, supervised and flew missions in a myriad of combat operations in 2003, including such deliberate operations as Unified Resolve (June),

Haven Denial (July), Warrior Sweep/Devil Fury (July-August), and TF-10's Mountain Viper I (August-September), Mountain Viper II (September-October), Mountain Resolve (November) and Mountain Avalanche (December). The TF also supervised and executed various supply missions, both at Kandahar and Bagram, ensuring the continuity of area security operations through direct support of fixed operating bases (FOBs).

Of particular note, during CJTF-180's recent Operation Mountain Viper, TF Knighthawk aircraft provided air-assault and supply support for the largest tactical operation since 2002's Operation Anaconda. The TF developed a flexible air-support plan that easily adapted to the combined-arms requirements of an operation that involved both conventional units and special-operations forces. This planning played a pivotal role in a mission that resulted in the capture of several high-value targets, the

has flown more than 10,000 combat hours, hauled 5 million pounds of cargo, transported 15,000 passengers and pumped more than 1.5 million gallons of fuel!

A UNIQUE MIX

The uniqueness of TF Knighthawk can certainly be seen in its mix of ARNG and active-duty assets. The Guard soldiers not only bring to the TF an overwhelming amount of experience, but their presence also indicates the importance of our country's presence in Afghanistan and the war on terrorism.

For the active-duty components of TF Knighthawk, the integration of ARNG and active-component techniques and procedures provides for a more effective mission focus. The



destruction of more than 25 cave complexes and the disruption of enemy operations in the Dai Chopan region.

OTHER MISSIONS

TF Knighthawk's mission does not end at KAF. The TF often puts aircraft under the operational control (OPCON) of AJTF Falcon. TF Knighthawk supports numerous missions with TF Panther, as well as with TF Red Dog, the Marine contingent assigned to TF Falcon.

With the variety of command structures, it is easy to see the flexibility and cooperation that is required to achieve the levels of success evident in Afghanistan. The results are impressive. To date, TF Knighthawk

"One Team, One Fight" concept has proven itself effective within TF Knighthawk. The challenge of integrating and solving the unique needs of aviation assets in a high operational-tempo environment has been successfully put to the test in the mountains and deserts of Afghanistan.

TF Knighthawk continues to bring the fight to the enemy, and live up to its proud motto: "Sky Soldiers!"



MAJ David E. Wood is commander of Company G, 104th Aviation Regiment, and is deployed with Task Force Knighthawk in Afghanistan. G Co., 104th Aviation is the 2003 AAAA ARNG Unit of the Year.

Army UAVs — A SYSTEMS UPDATE

By COL John D. Burke



When the Sept. 11, 2001, terrorist attacks occurred the Army had only two unmanned aerial vehicle (UAV) systems fielded to MTOE units: the 15th Military Intelligence (MI) Brigade at III Corps had the Hunter UAV system, and the 104th MI Battalion in the 4th Infantry Division had the Shadow 200.

Two years after that fateful date, the Army fielded two additional companies of Hunter UAVs, seven platoons of Shadows, and a rapid equipping of the Raven small UAV to Operation Enduring Freedom (OEF).

In this same two year interval the Army approved the first full-rate production decision for a Department of Defense (DOD) UAV system, approved RESET for the Hunter and Shadow UAVs, and the Army G3 directed a wartime urgent requirement for small UAVs to OEF and Operation Iraqi Freedom (OIF) forces.

What made such rapid progress possible? There were several factors: Senior Army civilian and military leaders' support to advanced UAV systems for land warfare; integrated system development with U.S. Army Training and Doctrine Command (TRADOC), U.S. Central Command (CENTCOM), U.S. Pacific Command (PACCOM), U.S. Army Forces Command (FORSCOM) and U.S. Army, Europe (USAREUR); and deliberate and disciplined acquisition focused on the needs of warfighting commanders.

SYSTEMS IN OIF AND OEF

The systems fielded and equipping

the forces in OIF and OEF consist of the Shadow tactical UAV, the Hunter medium altitude/medium endurance UAV and the Raven small UAV. These systems comprise the near and mid-term equipping of the current and Stryker Brigade UAVs. All Army air vehicle operators (AVOs) and payload specialists are enlisted soldiers and noncommissioned officers (NCOs).

SHADOW TACTICAL UAV (TUAV)

The Army, unique among the services, fields its UAV systems as organizational sets in platoons or companies. This unit set for the Shadow TUAV consists of two officers and 20 NCOs and enlisted soldiers.

The Shadow system consists of four fixed-wing aircraft, two ground-control stations, ground-data terminals, remote video terminals and embedded logistics. The TUAV is designed for split-based operations over a maneuver brigade battle area using two ground-control stations, flying two aircraft simultaneously, and conducting 24/7 operations.

The Shadow's basic payload is the electro-optic/infra-Red (EO/IR) sensor mounted under the fuselage. Shadow TUAV platoons are in the 2nd and 4th Infantry divisions, 1st Cavalry Div., 82nd Airborne Div. and Stryker Brigade Combat Team. LTG Cody, the Army G3, has directed that every maneuver brigade in OIF/OEF will be equipped with the TUAV system. The prime contractor for the Shadow TUAV is AAI Corp. of Hunt Valley, Md.

HUNTER UAV

Two companies of Hunter UAVs, consisting of eight fixed-wing aircraft, ground-control stations, data links and logistics, were in support of the Joint Task Force 7 (JTF-7) commander as a corps-level asset.

During the past two years the Hunter has qualified several payloads, including signals intelligence (SIGINT), Synthetic Aperture Radar/ Moving Target Indicator (SAR/MTI), and the Brilliant anti-tank munition (BAT munition) in both "Base-BAT" and a laser-designator variant (Viper Strike).

The Hunter has a payload of 250 pounds and a range of nearly 250 km. The main payload for the Hunter is the EO/IR sensor in both a 280mm and 770mm focal length. The Hunter prime contractor is Northrop Grumman Corp.

RAVEN SMALL UAV

The Raven is a small, fixed-wing UAV designed to be used by infantry, scout and maneuver platoon units.

The Army G3 directed a wartime urgency need for a small UAV to equip the forces in OIF and OEF. This particular UAV system consists of three air vehicles, a forward-looking daytime camera, a forward- or side-looking infra-red (IR) sensor, a GPS receiver and a data link. An existing Advanced Concept Technology Demonstration (ACTD) was accelerated by two years in conjunction with the Army's Rapid Equipping Force. Five Raven systems were delivered to OEF in December 2003. The prime contractor is Aerovironment Corp.

UAV OBSERVATIONS IN OIF AND OEF

The demand for UAV systems is constantly increasing. Division and the joint task force commanders have repeatedly communicated to Department of the Army and the Joint Staff the utility and need for additional UAV systems to prosecute the global war on terrorism.

The UAV systems engaged in OIF and OEF are contained in the commander's order of battle, assigned 24 hour, seven day a week continuous operations, with multiple aircraft in the same unit operating simultaneously. MG Odierno, commander of the 4th Inf. Div., said the Shadow TUAV "has become an absolute must for my brigade combat team commanders in locating, identifying and ultimately defeating high-value targets in their brigade areas of operations."

Hunter and Shadow are used principally for intelligence, surveillance, reconnaissance, battle-damage assessment, real-time targeting and small unit overhead EO/IR (raids). A secondary mission is route reconnaissance and enemy detection (Raven for example in OEF).

Essential to successful and sustained operations is a strong focus on logistics. Contractor field service representatives aug-

ment the maintenance personnel in Shadow and Hunter units. These personnel have become part of the unit's operational planning, including deploying and billeting in the same remote locations as the brigade UAV platoons.

Our logistics approach and support is based on integrating UAV systems with collocated forward repair areas, streamlined transportation, asset tracking and parts stockage. Our goal is for maneuver brigade commanders to have high operational readiness rates (85 percent) without becoming experts in UAV logistics. Additionally, this streamlined logistics method reduces the different contractor and quantity of logistics personnel required in theater.

FORECAST FOR 12-36 MONTHS

The operational tempo of the UAV systems deployed in OIF-1, OIF-2 and eventually in OIF-3 is expected to stay at the same pace as the previous

year. Commanders continually look for innovative ways to combine the combat capabilities of their assigned systems. In this vein, UAVs may be used for communications relay, Synthetic Aperture Radar (SAR), laser designation, mine and chemical detection, and employment of such weapons as the Advanced Precision Kill Rocket (2.75-inch), Viper Strike, Hellfire, Stinger or Javelin.

The Army will double the quantity of TUAV-Shadow systems in the field to 24 fully equipped platoons. Some 185 units will have a small UAV system by year's end. The I-GNAT UAV, a downsized Predator, will be in Army use for the remainder of 2004 and may continue into 2005. Like the Hunter UAV, the I-GNAT, manufactured by Aeronautical Systems, is an above-brigade-level asset for long-

UAV's cont'd. on pg.32



"The Army, unique among the services, fields its UAV systems as organizational sets in platoons or companies."



Sustained Aviation Operations in a **DESERT ENVIRONMENT**

Part II

By LTC Laura Richardson
and CPT Tony Hudson



While rotor-blade erosion and damage to turbine engines were the most dramatic effects Iraq's desert environment had on our UH-60L Black Hawks, we learned many other lessons that were equally important.

For example, aircraft washing became a key factor in the survival of our aircraft. Sand and dust are the primary factors in electrical, electronic, hydraulic and mechanical failures in aircraft subsystems during desert operations. A daily rinse or washing of rotor heads, hydraulic control surfaces, engines, auxiliary power units (APUs) and moving parts tremendously decreases damage and failure rates. The use of a pressure-washing system is absolutely essential and more than worth its weight in gold.

Be sure to deploy with a stockage of repair parts and tires to sustain the pressure washer. Because of the distances we've traveled in Iraq and the continuous use we've made of the pressure washer, we have replaced almost every part except for the tank and chassis.

Having a water source identified and available once environmental training begins and throughout operations is paramount. We did not begin the "bird bath" for our aircraft due to

the lack of a water source and sufficient water storage until three weeks after we received our equipment and two weeks after the start of combat operations. We were able to use a local resource to help with our bird-bath and water-storage problem. A water source must be available from the very beginning of environmental training and throughout operations.

The UH-60 APU, without modification, has no means of purifying the air drawn through the inlet. Operations in fine dust environments allow certain amounts of unclean air into the APU, resulting in severe erosion of the turbine. This leads to degradation and eventual failure of the unit. There is a fiber filter "diaper" that slows the process, and it should be changed as often as every five hours, according to TB 1-2835-205-20-2, "Sandy Environment and/or Combat Operations for Gas Turbine Engine (Auxiliary Power Unit)." We deployed with a 30-day supply of APU diapers, but with having to change them so frequently and the lack of a reliable Class IX air parts flow in place, our supply ran out quickly. We recommend deploying with a 60-day supply of APU diapers.

FM 3-04.500 says preventative maintenance is vital in the desert.

Protective covers should be used at all times. Windscreens, blade covers, nose covers and engine-inlet covers should be in place when the aircraft is not in use. Covers should have a tight fit to avoid flapping, because sand on the underside of a vibrating cover can scratch the windscreen.

The use of covers, combined with smart parking orientation, will alleviate some "heat-soaking" problems. We purchased windshield covers that covered the nose section back, including the green house and the cockpit doors. The company we purchased the covers from also had covers available for the rotor hub and tail-rotor hub. These helped keep the uniballs clean on the rotor head, which prolonged the life of the flight controls. Also, the covers helped tremendously when the battalion began flying with the cockpit doors removed because of the heat, as opposed to windshield covers that just covered the windshield alone.

If an aircraft does not fly for more than a week, but is parked in the sand with the appropriate covers, the engines should be rinsed and flushed before the aircraft is flown to counter sand accumulation. We paid for that mistake with four engines on two aircraft.

We found that the UH-60L's ALQ-144 infrared jammer and APR-39 radar-warning receiver suffered high failure rates in the desert. During the first two months of combat the battalion had more than 25 percent Partly Mission Capable (PMC) time, due mostly to ALQ-144 problems. The majority of the problems were due to high speed and low speed bearing exposure to the dust. The system is designed to use unfiltered air to cool its electronics, which allows large quantities of dust to circulate internally. To counter this problem, we recommend that AVIMs increase their Prescribed Load List (PLL) for ALQ-144s and also have a robust float program of at least 30 additional ALQ-144s to alleviate a lot of unnecessary PMC time. The biggest problem with the APR-39s was the need to frequently change the processors.

Regarding parts flow in theatre, we recommend that units tapped for deployment increase the AVUM PLL to sustain the unit for 60 days. This will help counter the effects of an immature logistics system in theatre once deployed, until the parts flow opens up.

Here is a list of other helpful ideas to prolong the life of aircraft in the desert environment (TB 1-1500-200-20-29, Recommended Desert Operation Preventative Maintenance, offers other ideas to sustain missions in the desert):

BEFORE EACH FLIGHT

- Use care not to scratch exposed piston shafts or damage seals; wipe sand or dust from hydraulic actuators, shock struts and dampers.

- Clean sand or dust from rod-end bearings, swashplates and rotor heads. A squirt bottle with water is helpful.

- Ensure that sand and dust are vacuumed from avionics bays, storage bays and other enclosed compartments. Pay particular attention to air inlets, compartments for APU, radiators and heat exchangers. Industrial vacuum cleaners and leaf blowers work very well for this.

- Clean weight-on-wheels switch plunger and check operation.

AFTER EACH FLIGHT

- Protect switches, radios, etc., by covering consoles with plastic sheet

secured with cellophane tape.

- Cover cyclic and collective grips with small plastic bags and secure with tape.

- Ensure engine inlet and exhaust are covered.

- Cover any access — such as avionics bay cooling air inlet or fan — that might allow sand or dust to filter in.

- Cover cockpit windows to reduce interior heat when the aircraft is parked. Cover aircraft whenever possible or park in shaded area.

- Ensure weapons are stowed and covered.

to accelerated loss of electrolyte from high temperature.

- Use care to avoid contamination when servicing transmission and gearboxes. Do not take fluid from previously opened containers.

- If the external coating on the antennas has worn down excessively, repaint the antennas in accordance with TM 55-1500-345-23, paragraph 6-17. This will prevent further damage or erosion to the antennas. CARC paint may also be used to paint antennas.

The common theme of these two articles has been simply this: Army



OTHER CONSIDERATIONS

- Oil and hydraulic filters may clog more frequently in the desert. Ensure an adequate supply of filters and system fluids for flushing.

- Adhere strictly to the ground-run cooling schedule for engine, hydraulic pump, avionics equipment and stores as called for in the applicable aircraft or equipment maintenance manuals.

When reservicing hydraulic systems:

- Wipe refill area clean of sand, enclose area with large clear-plastic bag with quart make-up fluid can and opener enclosed. Open refill cap and can under these conditions.

- Discard unused fluid in quart can.

- Ensure that quart hydraulic fluid cans are available.

- Service battery frequently due

aviators should be prepared before deployment to not only destroy the enemy, but also to do battle with the desert's wicked environmental effects on the aircraft.

Although preventive maintenance and repair parts will delay the effects of exposure to sand and dust, the desert can easily beat you and win the day. The best solution to all of these problems is good pilot dust-landing techniques, aggressive erosion prevention plan with assets on hand, increased aviation PLL, access to critical repair parts, and the use of all available hardstands.



LTC Laura Richardson is the commander of 5th Battalion, 101st Aviation Regiment. CPT Tony Hudson commands the battalion's AVUM company.

The ARMY'S UTILITY HELICOPTER PROGRAM — The Path Ahead

By MG Charles F. Drenz (Ret.)

"Sometime ago the Army held a press conference to release some details of the future of Army aviation. It sounded like the Army was finally on course to fix most of the problems that have plagued Army aviation since the end of the Cold War. A senior officer was quoted as saying that the Army plans to retain only one utility helicopter — the 'medium weight' UH-60 Black Hawk.

This needs to be changed to avoid a serious future problem."

UTILITY HELICOPTER STUDIES

The Army's Aviation Modernization Plan states that the UH-60 Black Hawk will perform all utility helicopter mission requirements beyond the year 2004, when the venerable UH-1 Huey is retired from the force. This in spite of two studies the Army conducted - one in the early 1990s and the other later in the same decade - which concluded that two utility helicopters were required; the Black Hawk for the combat air assault and medical-evacuation mission, and a light utility helicopter for all other utility missions. An upgraded or recapitalized Huey was even considered and found to be attractive.

The Army, as a result of these studies, went so far as to begin writing an Operational Requirement Document (ORD) for a commercial off-the-shelf (COTS) light utility helicopter and establish the program over a five-year period beginning in the late 1990s. But something happened on the way to the budget. The Army decided that it could not afford two utility helicopters and also pay for the RAH-66 Comanche and a recapitalized program for the AH-64 Apache and the CH-47 Chinook helicopters. So it decided on a more costly approach - buy more UH-60 Black Hawks to accomplish not only the air-assault job, but also to perform the light-utility mission.

What's wrong with this picture?

BLACK HAWK DEVELOPMENT PROGRAM

The UH-60 Black Hawk never was and never will be a light utility helicopter. At 20,000-plus pounds, more than twice the gross weight needed for light utility missions, it was developed by the Army to be, and is, the best combat air-assault helicopter in the world. It is the Army's airborne "Bradley," specifically designed to transport and sustain an infantry squad in a hostile combat environment.

The high cost of a Black Hawk is driven by such things as ballistics protection, significantly enhanced crashworthiness and redundant systems, all vital to survivability on the battlefield, but not required in a utility helicopter for

day-to-day, noncombat, administrative, personnel and light-logistics missions.

AIRCRAFT AGE ISSUE

Aircraft age is not the important discriminator. This is a myth very often used as a reason to justify new procurements. But it seldom applies to aircraft. Why? Because airframe design has changed very little since World War I. Simply stated, it's still a lightweight frame on which and in which state-of-the-art technology items are installed. The only exception may be stealth designs such as the Comanche, the F-117 and the B-2.

A number of examples exist to prove this technology-insertion approach - the B-52, the CH-47, the Marine UH-1, and even the Army's AH-64A to D conversion. All of these airframes have been or are being upgraded with current technology - engines, drive trains, avionics or rotor systems, etc. Even the president of this great nation uses a helicopter that first flew more than 35 years ago - the Sikorsky H-3. The age of the technology, not the airframe, should be the discriminator.

WE KNOW, BUT CAN'T SAY

What is known is not known. Ask any Army aviation leader, off the record, if the decision to have only one utility helicopter to perform both the air-assault and light-utility missions is the answer. He'll respond (if candid) that the medium utility Black Hawk is too much helicopter for the rear area non-warfight "ash and trash" type of missions that Army aviation is called upon to perform on a day-to-day basis.

BUY ONE FOR EVERY TWO

One will not do what two can do. The premise that one larger aircraft can do the work of two smaller ones - like using one Black Hawk for two light utility helicopters - is erroneous. The airline industry knows this better than anyone. That's why the aircraft are sized to the requirement in

terms of the route and the expected passenger load. This is why we don't see a Boeing 747 flying between Atlanta and Dothan, Ala., on a daily basis.

The Southwest Airline model, which uses only one type aircraft, the Boeing 737, works well - but only because Southwest flies routes that are sized to this aircraft. It is virtually impossible for the Army to control its missions in this manner.

THE ECONOMICS MAKE NO SENSE

The economics do not support the procurement and use of the Black Hawk as a light utility helicopter. Currently, the Army is paying about \$10 million to procure each Black Hawk. It costs approximately \$2,200 (less crew) in fuel, parts and maintenance to operate the UH-60 for one flight hour.

Utility helicopters fly about 14 hours a month, or 168 hours a year. The light utility aircraft fleet needed is about 400 helicopters.

Over 30 years - the accepted life of utility helicopters - buying and operating 400 Black Hawks will cost the Army about \$8.4 billion in today's dollars - \$4000 million in procurement costs and \$4435 million in operating costs.

On the other hand, buying a COTS light utility helicopter or an upgraded UH-1 is about \$4 million per aircraft with a \$600 cost per flight hour. Using the same factors - 400 aircraft, 168 hours annually and a 30-year life - the cost would be \$2.8 billion; \$1600 million for procurement and \$1210 million in operating costs.

This is a savings or cost avoidance of \$5.6 billion. The savings are considerably higher when crew costs are considered. The Black Hawk must operate with a crew of

three, while the light utility helicopter operates with one or two crewmembers. Not only will these savings more than justify the procurement of a light utility helicopter fleet, but the savings accrued can be used to fund a badly needed recapitalization program for the Black Hawks already owned by the Army.

THE SOLUTION

So what's the solution? What should the Army do?

The utility helicopter studies that were conducted in the 1990s are more valid today than ever before in light of the terror attacks of Sept. 11, 2001. The need for a light utility helicopter in support of homeland defense is imperative, especially to the reserve component. A COTS helicopter, about 10,000 pounds gross weight, can be competitively procured. It should have digital avionics, a passenger or cargo payload of at least 2000 pounds and a cabin area comparable to the UH-1. Importantly, it should be about one third the cost of a Black Hawk in terms of procurement and operating and support costs.

The senior officer who stated that the Army was to retain only the "medium weight" UH-60 Black Hawk knew exactly what the description meant. It's not too late to add a "light" utility helicopter to the Army's aviation fleet.



MG Charles F. Drenz (Ret.) is a former program manager of the AH-1 Cobra-TOW, UH-60 Black Hawk and AH-64 Apache helicopter programs. In each program he was responsible for completing development and testing, starting production, and fielding the systems to the training base and initial operational units.

DOD Announces Korean Defense Service Medal

The Department of Defense (DOD) has announced the creation of the Korean Defense Service Medal (KDSM). The medal is intended to give special recognition for the sacrifices and contributions made by members of the U.S. armed forces who have served or are serving in the Republic of Korea.

Public Law 107-314 legislated the creation of a new medal to recognize military service in the Republic of Korea and the surrounding waters.

Members of the armed forces authorized the KDSM must have served in support of the defense of the Republic of Korea. The area of eligibility encompasses all land area of the Republic of Korea, and the contiguous water out to 12 nautical miles, and all air spaces above the land and water areas.

The KDSM period of eligibility is July 28, 1954, to a future date to be determined by the secretary of defense. Service members must have been assigned, attached or mobilized to units operating in the area of eligibility. They must have been physically deployed in the area of eligibility for 30 consecutive or 60 nonconsecutive days, or meet one of the following criteria:

- Be engaged in actual combat during an armed engagement, regardless of the time in the area of eligibility.
- Be wounded or injured in the line of duty and

require medical evacuation from the area of eligibility.

■ While participating as a regularly assigned aircrew member flying sorties into, out of, within or over the area of eligibility in support of military operations. Each day that one or more sorties are flown in accordance with these criteria shall count as one day toward the 30 or 60-day requirement.

Personnel who serve in operations and exercises conducted in the area of eligibility are considered eligible for the award as long as the basic time criteria is met. Due to the extensive time period for KDSM eligibility, the nonconsecutive service period for eligibility remains cumulative throughout the entire period.

The KDSM may be awarded posthumously, and only one award of the KDSM is authorized for any individual.

Each military department will prescribe appropriate regulations for administrative processing, awarding and wearing of the KDSM and ribbon for their service members, including application procedures for veterans, retirees and next-of-kin.

More than 40,000 members of the U.S. armed forces have served in the Republic of Korea or the waters adjacent thereto each year since the signing of the cease-fire agreement in July 1953, which established the Demilitarized Zone.

endurance and medium-altitude missions.

The Army Requirements Oversight Council (AROC) approved the Army's Extended Range/ Multi-Purpose (ER/MP) UAV in December 2003. The operational requirements document will go before the Joint Requirements Council in April 2004.

This UAV capability is designed to provide commanders three primary missions: intelligence, surveillance and reconnaissance (ISR); communications relay; and weapons capability. The ER/MP UAV could be fielded to units by 2007. The formal acquisition process is already under way.

The Army's Future Combat Systems (FCS) UAVs are making headway. Although the company and battalion UAVs were deferred for FCS Increment 1, the Class I (platoon) and Class IV (brigade) UAVs are being integrated by the Boeing-SAIC Lead Systems Integrator (LSI). The November contract for the rotary-wing Firescout began the development of a fully integrated

UAV in the FCS architecture, complete with common software, communications, training, computer and simulation inherent in the FCS systems-of-systems design.

SUMMARY

The Army should be justifiably proud of the progress in its UAVs since Sept. 11, 2001. The ability to field UAVs systems rapidly on demand from division and corps commanders will be a pleasant and gratifying challenge.

The recently published Army Strategic Planning Guidance emphasized three areas dependent on UAV systems: Army aviation, the network and actionable intelligence. TRADOC and Army Acquisition are vigilant in pursuing the strategic operational needs of the Army as the nation's land warfare service with high quality UAV systems.



COL John D. Burke is the Army's UAV project manager in the Program Executive Office-Aviation, at Redstone Arsenal, Ala.

AVIATORS HONORED FOR SINAI ACTIONS

By SFC Rhonda Lawson

Six members of the Sinai, Egypt-based Aviation Company, 1st U.S. Army Support Battalion, were awarded Army Achievement Medals for their rescue efforts following the crash of Flash Airlines Flight FSH604 on the morning of Jan. 3.

The awards came as a surprise to the team members, who are currently serving on the South Sinai Peninsula in support of the Multinational Force and Observers. They arrived at the crash site just minutes after the aircraft crashed into the Red Sea near Sharm el-Sheikh, only a few nautical miles from the camp.

The plane had crashed just before 5 a.m., killing all 148 people on board. Most of them were French tourists who were returning to Paris. The Army aviators, who happened to be on call that night, were notified early that morning that they should be ready for a possible search-and-rescue mission.

"By 5:20, everyone had been notified and was in the office," said crew chief SSG Bobby Brown.

SGT Jarrett Nielsen, the team's flight medic, had also grabbed his swim fins and diving mask.

Once they received the order to launch, they loaded into their UH-1H helicopter and flew to the crash scene. Co-pilot WO1 Thomas Hamilton was the first to spot the wreckage.

"It looked like an oil slick about a mile long," he said. "There was a lot of trash and floating debris."

The team flew around the site for nearly three hours searching for survivors. They also kept in touch with their



Photo by SFC Rhonda Lawson

Soldiers from Aviation Company, 1st U.S. Army Support Battalion, stand at attention after receiving Army Achievement Medals for their actions following the Jan. 3 crash of Flash Airlines Flight FSH604, which crashed into the Red Sea in Sharm El-Sheikh shortly after takeoff.

flight operations NCO, SSG Lavaughn Steward, who kept in constant contact with the team's aviation liaison officer, CW2 Ian Davis.

"Our phone rang constantly for two hours that morning," Steward said. "But throughout the whole ordeal, everyone maintained their professionalism. We didn't get overexcited, and we didn't panic - we did what we were trained to do."

Davis, in turn, contacted the MFO's Coastal Patrol Unit, which is manned by the Italian Navy.

"They had the worst part of the job, because they're the ones who actually pulled the bodies out of the water," Nielsen said.

Following their initial effort the Army aviators turned responsibility for further

recovery operations over to Egyptian personnel, and went back to their normal routine. In fact, some members of the team had thought they were forgotten until the 1st Spt. Bn. commander, LTC Corey Gipson, and Aviation Company commander MAJ Robert Peden visited the platoon on Jan. 18, armed with awards.

"This is the best reaction force in the South Sinai, if not the entire Sinai," Gipson said during the award ceremony. "If you could have done something, you were ready to do it."

"I would rather have found survivors than get an award," Brown said. "But it's nice to have been recognized."

(SFC Rhonda Lawson is assigned to the Task Force Sinai Public Affairs Office.)



Editor's Note: Army Aviation is seeking good-news announcements of aviation-related professionals who are on the move. If you or your organization have an upcoming change of leadership (at the battalion or squadron level, or higher for MTOE and TDA units), please forward the information to Barbara Ross, care of the AAAA National Office.

The Office of the Chief of Staff, Army, announced on Feb. 2 the promotion of **MG Larry J. Dodgen**, the commanding general of the U.S. Army Space and Missile Defense Command in Arlington, Va., to lieutenant general, effective Feb. 1, 2004.

Calendar Year 2003, Aviation Branch Command Sgt. Major and Sgt. Major Promotion Selection List. Congratulations to the 22 Aviation Branch selectees.

NAME	PMOS	CSM
Aila, Antoinette K.	15P5	ALT

Babb, Scott D.	15Z5	ALT
Beckman, Charles J.	15Z5	ALT
Chandler, John L.	15Z5	ALT
Crosby, Ricky L.	15P5	SEL
Dawson, Keith C.	15Z5	SEL
Dobs, Michael R.	15P5	ALT
Farmer, Larry D.	15P5	ALT
Gordon, Thomas W.	15Z5	SEL

Haynes, Mickey	15Z5	SEL
Johnson, Carolyn B.	15Z5	SEL
Little, Keith C.	15Z5	SEL
Meehan, Charles V.	15Z5	ALT
Mione, Lawrence V.	15Z5	ALT
Mitchell, Richard A.	15P5	ALT
Perdices, Laura L.	15P5	ALT
Perkins, David L.	15Z5	ALT

Samuels, Anthony L.	15Z5	ALT
Smith, Marlin J.	15P5	ALT
Sowers, Scott O.	15Z5	ALT
Waller, Stephen B.	15Z5	ALT
Westergart, Chester	15Z5	ALT

* = AAAA member
+ = Life member

FY05 Lt. Col. Command, Selection List
Congratulations to the 42 Lt. Col. and promotable Majors.

COMBAT ARMS

4ER-Aviation TSS

MAJ	Beltson, Steven D.
MAJ	Carlile, Christopher B.
LTC	Crozier, William E. III
MAJ	Fassi, Mark F.
MAJ	Lamb, Samuel E.
MAJ	Taylor, Mark C.

4EX-AVN Institutional (Garrison/BSB)

MAJ	Coffman, Carl R. Jr.
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4L-AVN Attack/Cavalry Tactical

MAJ	Barker, James T.
MAJ	Blum, Gustavo E.
LTC	Brown, Robert S.
MAJ	Devito, Timothy P.
MAJ	Fee, David M.
MAJ	Jamison, Terry J. Jr.
MAJ	Novallis, John E. II
LTC	Parmentier, Albert G. II
MAJ	Pyott, Michael D.
MAJ	Royar, Kenneth T.
MAJ	Walach, Christopher E.

4M-AVN Assault/General Support Tactical

MAJ	Bird, James E. III
MAJ	Cassidy, Robert M.
MAJ	Cooper, Curt S.

MAJ	Fish, Charles A.
MAJ	Flood, Albert L. III
MAJ	Huggins, George D.
MAJ	Joslin, Christopher A.
MAJ	Little, Manfred L. II
MAJ	Metheny, William P. III
MAJ	Miller, Michael D.
MAJ	Patterson, Mark C.
MAJ	Tate, Frank W.
MAJ	Zero, Guy M.

4N-AVN Medium Lift Tactical

MAJ	Covert, Alex G.
MAJ	Kubica, Scott P.

COMBAT SUPPORT ARMS

5E-Aerial Exploitation Tactical	
LTC	Coyle, Tristan P.

MAJ	McIntosh, Kirk E.
MAJ	Sanborn, Scott E.

5ER-Aerial Exploitation TSS

MAJ	Farnell, Angela D.
-----	--------------------

COMBAT SERVICE SUPPORT

6H-AVN Maintenance Tactical

MAJ	Crogan, Richard E. II
MAJ	Heitkamp, Dean D.
MAJ	Jessen, Frederick H.
MAJ	Kiser, Robert R.
LTC	Tarutani, Jerome M.

* = AAAA Member
+ = Life Member



MG James D. Thurman (right) director of the Army Aviation Task Force in the Office of the Deputy Chief of Staff, G-3 at Department of the Army headquarters, recently reviewed attack-helicopter gunnery from the front seat of an AH-64D Longbow Apache. Between sessions of the annual Aviation Conference at the U.S. Army Aviation Center at Fort Rucker, Ala., Thurman joined LTC John D. Williams, commander of the 1st Battalion, 14th Aviation Regiment, for an update on tactics, techniques and procedures. (U.S. Army photo by CPT Richard Haggerty)



Army Aviation at War...
A Full Spectrum Force Meeting the
Challenges of Today and Tomorrow

2004 AAAA ANNUAL CONVENTION

March 24-27, 2004

Gaylord Opryland Resort and
Convention Center, Nashville, TN

NEW MEMBERS

AIR ASSAULT CHAPTER FORT CAMPBELL, KY

MAJ Gregory D. Cameron
CW4 Richard K. Chenaull
CW4 Ronald G. Corley
CPT Larry C. Halsey
CW4 Ronald J. McKinstry
CPT Timmy L. Rose
Mr. Charles F. Terry, Esq.

ALOHA CHAPTER HONOLULU, HI

CW5 Richard D. Dohmen

ARIZONA CHAPTER MESA, AZ

SFC Floyd T. Burks, Ret.
LTC J. Marty T. Gendron, Ret.

AVIATION CENTER CHAPTER FORT RUCKER, AL

WO1 Biruk Abraham
MSG Craig A. Allgood
WO1 Devin J. Anderson
WO1 Darrell L. Bell
2LT Dustin L. Brecher
WO1 Brent A. Brozovsky
WO1 Jason L. Burke
WO1 Yanil O. Carrero
2LT Nicholas B. Challen

2LT Mark J. Cleary
WO1 Ryan L. Cox
CW4 Bulch Daniel
WO1 Scott T. Ellison
2LT Andrew S. Evans
WO1 Chad P. Field
CPT Christopher Fuhrman
WO1 Michael W. Fusilier
WO1 Edward R. Gamble
WO1 Juan L. Guzman
LTC John L. Hamlin, Ret.
CW4 Arthur L. Johanson
2LT Mark C. Jones
WO1 Otis M. Kent
WO1 David R. Lance
2LT Bradley D. Lindgren
WO1 Michael J. Lopez
Mr. Roger B. Louer
WO1 Allon L. Lusk
Mr. Larry K. Martin
2LT Bryan L. Meadows
WO1 Jeremy L. Newman
2LT Juan Nieves-Lozada
WO1 Andrew A. Reed
WO1 Jesus R. Rocha
CPT Thomas W. Schrader
2LT Christopher R. Stewart
2LT Michael S. Tomsik
WO1 Samuel C. Walden, Jr.
2LT James F. Watts
2LT Matthew P. Woolsey

BAVARIAN CHAPTER HOHENFELS, GERMANY

CW3 Joseph S. Bowen

BIG RED ONE CHAPTER ANSBACH, GERMANY

MAJ Peter A. Calanese

COLONIAL VIRGINIA CHAPTER FORT EUSTIS, VA

SSG Dale L. Bailey
CW3 David A. Borden
WO1 Judith S. Huck

GREATER ATLANTA CHAPTER ATLANTA, GA

COL Michael P. Holland, Ret.

HIGH DESERT CHAPTER FORT IRWIN, CA

CPT George G. Ferido

IRON EAGLE CHAPTER HANAU, GERMANY

CW5 Wendall A. Condon
CW4 Brian C. Patterson
CW3 Doug Savell

IRON MIKE CHAPTER FORT BRAGG, NC

LTC Terence W. Reeves

JIMMY DOOLITTLE CHAPTER COLUMBIA, SC

2LT James M. Cole
Mr. Algernon S. B. James IV

NORTH TEXAS CHAPTER DALLAS/FORT WORTH

Mr. Paul Ford
Mr. Leonard Genna
Ms. Terri Wait

OREGON TRAIL CHAPTER SALEM, OREGON

Mr. Karsten Lemmon

PHANTOM CORPS CHAPTER FORT HOOD, TX

SGT Sunday Halway
SPC James T. Horace

RAGIN' CAJUN CHAPTER FORT POLK, LA

Ms. Sofia C. Sanchez

SOUTHERN CALIFORNIA CHAP. LOS ANGELES, CA

Mr. Tom Nixon

TENNESSEE VALLEY CHAPTER HUNTSVILLE, AL

Mr. Jason A. Chamberlain

Mr. Myron F. Curtis
Ms. Latana P. Erves
SFC Stephen L. Felts, Ret.
Mr. Christopher C. Fry
Mr. William D. Hazen
Ms. Stacy L. Jennings
Mr. James A. Moore
Mr. Richard P. Redoblado
Mrs. Tonya R. Snow-Cook
Mr. Gary H. Trotter

WASHINGTON-POTOMAC CHAP. WASHINGTON, DC

LTC Thomas A. Balish
COL Raymond M. Burns, Ret.

MEMBERS WITHOUT CHAPTER AFFILIATION

Mr. Mohammed Fahad Al-Dosari
Ms. Elisabeth Dubioq
CW4 Richard W. Farkas, Ret.
CW4 John F. Forsman, Ret.
SGT Hari Nam S. Khalsa
LTC Bruce T. Montgomery, Ret.
CW5 Michael A. Moore
Ms. Mary E. O'Brien
2LT J. B. O'Reilly
Mr. Lee Owen
Mr. Randall E. Watson
Mr. Eddie Wilson
Ms. Tiffany Winzell

Delaware Valley Chapter



LTC Mark Ballew, commander of DCMA Boeing Philadelphia and vice president of AAAA's Delaware Valley Chapter, presents the Bronze Order of St. Michael to **MSG Terrance O'Neal** for his efforts as the senior aircraft maintenance supervisor for flight operations at DCMA Boeing Philadelphia for the past three and a half years. O'Neal will now attend the First Sergeants Course at Fort Bliss, Texas, before his reassignment to Korea.

AAAA's Central Florida Chapter and the Sunshine Chapter of the Association of the United States Army held a joint breakfast on Nov. 19, 2003. The guest speaker was BG E.J. Sinclair, who presented a first-hand account of the spectacular feats accomplished by our aviation units in Operation Iraqi Freedom (OIF). An autographed copy of Mike Durant's book "In The Company of Heroes" was given to Sinclair in appreciation.

Pictured (left to right) are Mike Genetti, executive vice president of the Sunshine Chapter; Sinclair; and Ken Donahue, senior VP of the Central Florida Chapter.



Central Florida Chapter

U.S. Army Aviation Museum

AAAA president MG Ronald Anderson (Ret.) and AAAA's Executive Director Mr. Bill Harris attended the 2004 annual board meeting of the Army Aviation Museum Foundation at the U.S. Army Aviation Museum at Fort Rucker, Ala. A check from AAAA in the amount of \$1.00 per member was gratefully accepted by the foundation. AAAA is the foundation's largest single contributor.



And The Award Goes To:

Since 1963, the foundation has awarded more than 1,200 scholarships,
totaling more than two million dollars.

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heights by providing grants and interest-free loans to help its members,
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grandchildren pursue higher
education.

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your name will follow

**And the Award Goes
To: You!**



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Ad written and designed courtesy of
DynCorp— A CSC company.

MG Andy Anderson
President

As part of the dining-in, brigade commander COL Curtis Potts (*center*) presented Orders of St. Michael to (*from left to right*) CW5 Mike Smith, CW4 Ray Collins, CW4 Randy Godfrey and CW4 Scott Beiler.



Help us find our Lost Members. We'll give you an additional month on your AAAA membership free for each member you help us locate. Simply write, call or E-mail us with the Lost Member's current address. AAAA, 755 Main Street, Monroe, CT 06468-2830. Tele: (203) 268-2450; FAX: (203) 268-5870; E-Mail: aaaa@quad-a.org.

Ah-Ahbab, Mihm, CAPT
Alghazal Suwai, Akam, CAPT
Beneat, Christopher, 1SG
Blair, Richard H., SFC
Booth, James R., CW4
Crowell, Stephen L., CW4

Fisher, Jon D., 1SG
Flowers, Kristain W., WO1
Furne, Chad W., CPT
Gordon, Thomas W., 1SG
Hoecherl, Joseph A., CPT
Lambert, Chester A., 1SG

Manning, Gina R., SGT
Manzo, Fred V., LTC
Martinez, Amy L., SPC
Montes, Justin R., WO1
Munson, John M., WO1
Nesworthy, Carlos E., WO1

Pergler, Bob, Mr.
Powers, Dustin R., WO1
Reynolds, James B., CDT
Roman, Michael J., WO1
Roozer, Charles O., 2LT
Smith, Kendrick M., CPT

Snyder, Jeff, Mr.
Spangler, Mark R., WO1
Steward, Aristoteles, WO1
Uribe, Cesar, SGT
Ward, Andrew J., SGT



AAAA Annual Convention
March 24-27, 2004
Gaylord Opryland Resort and Convention Center, Nashville, TN



2003 MEMBERSHIP WINNERS

The winner of the 2003 "Chapter Membership Enrollment Competition" are:



MASTER CHAPTER CATEGORY

Tennessee Valley Chapter, Huntsville, AL (1,180 members)

CY03 Net Member Gain of 63 members

COL Robert P. Birmingham, Chapter President

LTC James D. Pepper, Ret., VP Membership

SENIOR CHAPTER CATEGORY

Jimmy Doolittle Chapter, Columbia, SC (189 members)

CY03 Net Member Gain of 39 members

COL Lester D. Eisner, Chapter President

CPT Ray J. Davis, VP Membership

AAAA CHAPTER CATEGORY

Stonewall Jackson Chapter (90 members)

CY03 Net Member Gain of 25 members

LTC Paul M. Kelly, Chapter President

CPT Neal J. Edmonds, VP Membership

AAAA "TOP GUN" INDIVIDUAL MEMBERSHIP RECRUITMENT

Mr. John H. Bae, Morning Calm Chapter
enrolled 647 new members

Mr. William J. Cannon, Aviation Center Chapter
enrolled 590 new members

CW3 Richard H. Tanner, Aviation Center Chapter
enrolled 50 new members

LTC Donald N. Galli, Air Assault Chapter
enrolled 45 new members

LTC Michael F. McClellan, Ret., Tennessee Valley Chapter
enrolled 30 new members

Morning Calm Chapter

AAAA's Morning Calm Chapter in Korea celebrated "Medal of Honor Recipients" at the annual AAAA Army Aviation Winter Ball in the Grand Hyatt Hotel in Seoul. COL David J. Abramowitz, commander of the 17th Aviation Brigade and president of the Morning Calm Chapter, hosted the event.

More than 800 aviators and crewmembers from across the peninsula gathered to celebrate and hear guest speaker and Medal of Honor recipient MG Patrick Brady, Ret., honor a few outstanding soldiers and units in Korea.

Brady and Abramowitz presented awards to the following winners of the Morning Calm Chapter achievement awards:

- Aircraft Survivability Equipment Award — CW3 Thomas McClellan.
- Avionics Award — SGT James E. Davis (National Award Winner).
- Army Aviation Trainer Award — CW4 Glenn E. Smith.
- Army Aviation Air Traffic Control Manager of the Year — SSG Maurice Skinner.
- Army Aviation Air Traffic Controller of the Year — SSG Theodore L. Rogers.
- Army Aviation Logistics Support Award — Company C, 52nd Aviation Regiment.
- Army Aviator of the Year — CW3 David N. Johnson.
- Army Aviation Soldier of the Year — PFC Jennifer L. Steele.
- Army Aviation NCO of the Year — SFC Rick Nelson.
- James H. McClellan Aviation Safety Award — CW3 William S. McLendon.
- Army Aviation Unit of the Year (Active) — 3rd Squadron, 6th Cavalry Regt.
- Robert M. Leich Award — CW4 Sean F. Gilpin.

Brady and Abramowitz also took the opportunity to recognize Mr. Roger L. Brown (6th Cav. Boeing contract field service representative) as the winner of the Army Aviation Material Readiness Contributions by an Individual Member of Industry award, and the DynCorp Contract Team at K-16 Airbase as the winner of the Material Readiness Contributions by an Industry Team, Group or Special Unit, Award.

The Morning Calm Chapter Army Aviation Winter Ball was a tremendous success. As always, we look forward to seeing you at next year's ball, Jan. 15, 2005, in Seoul.



SFC Rick Nelson (second from left) received the Morning Calm Chapter Army Aviation NCO of the Year Award.

AAAA Honors Excellence in Materiel Readiness

The recipients of AAAA's Materiel Readiness Awards were recognized at the 30th AAAA Joseph P. Cribbins Product Support Symposium, sponsored by the AAAA Tennessee Valley Chapter, February 11-13, in Huntsville, Ala.

Outstanding Aviation Logistics Support Unit of the Year

The Fort Campbell, Ky.-based 8th Battalion, 101st Aviation Regiment, has been selected as AAAA's Outstanding Aviation Logistics Support Unit of the Year for 2003. The honor is based on the battalion's world-class support to aviation units engaged in Operation Iraqi Freedom (OIF).

The 8th Bn. provided aviation intermediate maintenance (AVIM) and aviation repair parts support for the 256 helicopters assigned to the 101st Airborne Division during combat operations in Iraq. Since there was no theater-level AVIM unit in-theater, the 8th Bn. also provided back-up support for each of the 58 aviation units deployed during OIF.

The dedication of the battalion's soldiers was instrumental to the success of Army aviation operations in OIF, as well as to the safety of aviators and aircraft.

Outstanding Individual Contribution to Materiel Readiness

Roger L. Brown - the Boeing Company's contract field representative with the 3rd Squadron, 6th Cavalry - is AAAA's outstanding Individual Contributor to Materiel Readiness.

Over more than a year with the unit, Brown proved himself to be an essential member of the squadron's maintenance team. His technical expertise facilitated the unit's fielding and training program at Fort Hood, Texas, and he stayed with the squadron when it redeployed to Camp Humphreys, Korea.

A recognized expert in AH-64 systems and maintenance, Brown's desire for mission accomplishment and unceasing drive for excellence make him the consummate materiel-readiness professional.

Contribution by a Major Contractor

AAAA is pleased to recognize the General Electric Aircraft Engines Company as the 2003 winner of the Materiel Readiness Award for a contribution by a major contractor.

During the award period the company supported Corpus Christi Army Depot (CCAD), Texas, through a 61-percent increase in production over the previous year's rate. The firm also achieved a five-year turn-around-time reduction in just two and a half years, and identified \$33 million in repair improvements and \$26 million in process improvements.

The support provided to Army aviation by GE Aircraft Engines Co. has proved vital in daily operations both at home and overseas.

Materiel Readiness Team Award

The DynCorp Team supporting the 1st Bn., 52nd Avn. Regt., has been tapped as the 2003 winner of the Industry Team Materiel Readiness Award.

During fiscal year 2003 the battalion's 33 UH-60 helicopters flew more than 8,300 hours and, due in large part to the DynCorp Team's efforts, the unit maintained a fully mission capable rate of more than 79 percent. The team's focus on rapid and thorough PMS-2 inspections provided the foundation for this excellent record.

The DynCorp Team's professionalism and dedication to the regiment contributed immeasurably to the unit's readiness and operational success.

Contribution by a Small Business Organization

The 2003 award for the Outstanding Contribution by a Small Business Organization goes to Westar Corporation's Aerospace Filtration Systems Division (AFS), in recognition of the significant impact the firm's new engine barrier filter (EBF) has had on Army aviation.

AFS designed, manufactured and delivered both custom and standard integrated filtration systems for use on Army OH-58D and special operations helicopters. The systems provide improved filtration for engines operating in sandy desert environments, and use of the filters in areas such as Iraq and Kuwait has improved aircraft performance, reduced operating costs and significantly enhanced aircrew safety.

IMPLEMENTATION UPDATES

■ **DIC for Remarried Widows:** H.R. 2297 (Public Law 108-183) allowed survivors of service members who died of service-connected causes to retain Dependency and Indemnity Compensation (DIC) if they remarry after attaining age 57. Those who have already remarried (and were age 57 or older when they did so) have until Dec. 16, 2004, to apply for reinstatement of their DIC benefits. The application form is Department of Veterans Affairs (VA) form 21-686c (available on the Web at www.va.gov/pubs/forms/21-686c.pdf).

■ **Military Tax Relief:** Information on the new tax benefits in the recently enacted Military Family Tax Fairness Act is posted on the IRS Web site at www.irs.gov. Click on the "Armed Forces Tax Benefits" link in the lower right-hand corner, then scroll down to the first two items under "Other Items" for an overview of the tax breaks in the bill and a more detailed explanation - including which forms are needed for filing amended tax returns and special marking requested by the IRS to speed processing. This is especially important for survivors of military members who died on active duty after Sept. 10, 2001; for military homeowners who sold a home after May 6, 1997; and for drilling members of the National Guard and Reserve who incurred overnight expenses attending drills more than 100 miles from their homes after 2002.

■ **Long-Term Care for Gray-Area Reservists:** With the passage of the fiscal year 2004 National Defense Authorization Act on Nov. 24, 2003, gray-area reserve-component members, including those in the National Guard, are now eligible to participate, if medically qualified, in the Federal Long Term Care Insurance Program (FLTCIP). Gray-area reservists are those who have completed at least 20 qualifying years of service, but have not yet attained age 60 and eligibility for retired pay. LTC Partners, a subsidiary of John Hancock and New York MetLife, is developing a marketing plan to reach out to every gray-area reservist within the next few months. Importantly, gray-area reservists do not have to wait for letters of notification to apply for enrollment. For more information, members may contact LTC Partners through their Web site at www.ltcfeds.com or by calling (800) 582-3337.

■ **Health Care for Mobilized Reservists:** The FY 2004 Defense Authorization Act authorized the Temporary Reserve Health Care Program, providing TRICARE health-care coverage for reservists and their family members starting on the date a "delayed-effective-date order for activation" is issued (rather than waiting until the date they actually go on active duty). Since some beneficiaries may receive health-care services before the program can be implemented, the Pentagon advises any families whose sponsors are deployed in support of a contingency operation to save their health-care receipts, claims and "explanation of benefits" forms for care received on or after Nov. 6, 2003, the effective date of the new legislative authority.

One problem that has contributed to the implementation delay is the lack of a universal definition of "delayed effective date order for activation." The good news is that on Jan. 7, Undersecretary of Defense Dr. David Chu issued a policy memo defining these orders for all branches of the uniformed services. The bad news is that we still do not have a start up date for the program - so save your receipts.

Once each of the services begins to identify those



LEGISLATIVE REPORT

Col. Sylvester C. Berdux, Jr. (Ret.),
AAAA Representative to The Military Coalition (TMC)

individuals qualified for the program, eligibility records will be sent to DEERS - the official list of all individuals eligible for military health benefits. Once eligibility has been verified in DEERS, regional TRICARE contractors will provide education and enrollment support for service members and their families.

More information can be found on the Web at www.tricare.osd.mil/TRHCP.cfm. You can also contact a local TRICARE Service Center or call a regional toll-free number (find regional numbers at <http://tricare.osd.mil/mhshome.aspx>).

Unfortunately, there are a number of other recently passed initiatives for which The Military Coalition (TMC) is still awaiting implementation information. These include updated application forms for Combat-Related Special Compensation, health-care eligibility for certain drilling members of the Guard and Reserve, and waiver of Medicare Part B late-enrollment penalties for certain military beneficiaries. Rest assured that we are keeping in close contact with the agencies responsible, and doing everything TMC can to ensure that they implement these benefits in a timely manner. Keep a close eye on the Legislative Update, and I'll report any developments as soon as they become available.

HELP INFORM YOUR FRIENDS, AND THEIRS

Congress approved so many new or expanded benefits for current and former military beneficiaries last year that it will be a major task to get the word to all of the people who may be eligible for one or more of the benefits.

Many long-remarried widows of veterans who died of service-connected causes may now be eligible for reinstatement of VA widows' benefits of almost \$1,000 per month. Many military people who sold homes years ago (after May 6, 1997) may now be eligible for thousands of dollars in capital gains tax refunds. There are multiple new benefits for drilling Guard and Reserve members and families. And much, much more.

In many cases, the newly eligible people are not members of any military association, and may not have received a government check in years. Realistically, the government is going to make only limited efforts to publicize these changes. That means members of AAAA, TMC, the Military Officers Association of America (MOAA) and other veteran service organizations need to take on the challenge of conducting outreach efforts to get this important information to as many people as possible.

Please help by informing your veteran's organizations, civic associations and neighbors on these issues. If you wish an electronic copy, contact AAAA@aaaquad-a.org or me at Sylvester.berduxjr@verizon.net for a copy of the IMPLEMENTATION UPDATES and forward this legislative update to every person on your e-mail address list - and ask them to forward it to everyone on their address lists, too.

You may be surprised to find that you helped someone you know collect a significant, long-overdue benefit. And it's virtually certain that at least one

of your friends will know someone who's affected by one or more of the new changes.

The government may not want to spend millions on postage to get the word out, but we hope you'll be willing to spend a few electrons and a few minutes of your time to make sure your friends (and theirs) get every possible opportunity to reap the rewards of our collective grassroots legislative work of the past year.

CONCURRENT RECEIPT/CRSC UPDATE

Over the past several weeks, members of the The Military Coalition and MOAA headquarters staff have been closely monitoring the progress on the concurrent receipt provisions from the FY 2004 Defense Authorization Act. Although quite a few details remain to be worked out, here's a summary of the current status.

■ **Concurrent Receipt** (for qualifying retirees with disabilities rated 50 percent and higher): The Defense Finance and Accounting Service (DFAS) began payments on Feb. 1 for all retirees who were previously entitled to Special Compensation for the Severely Disabled (SCSD, or "old" special compensation). These retirees are already identified, and will only need an adjustment in their level of compensation.

However, other retirees eligible for concurrent receipt payments may face a delay of several months as VA and the Department of Defense (DOD) develop the requisite programming to implement the phase-in. TMC has been assured that they are working as diligently as possible, and we'll keep the pressure on to ensure all retirees eligible for concurrent receipt receive their compensation as promptly as humanly possible. When the payments start, they will be retroactive to Jan. 1, 2004.

■ **Combat-Related Special Compensation (CRSC):** DOD has not yet released guidance for the processing of applications under the expanded CRSC rules, but TMC expects further clarification sometime this month. In the meantime, we encourage those who are newly eligible to begin to compile specific documentation on how your disabilities are related to combat, military training operations, or "instrumentalities of war" (Agent Orange, etc.) - including, if possible, VA rating decisions, VA Schedule for Rating Disabilities (VASRD) Code sheets, military medical records, a copy of your DD 214 and supporting documentation such as Purple Heart award citations. A personal visit to the nearest VA records office may help you gather copies of some of these records.

Certain retirees who were previously denied CRSC will not have to re-apply. The Services have kept track of those service members who were awarded CRSC ratings of less than 60 percent, and these applicants should automatically be issued the special pay. Most reservists who previously applied and were denied because they lacked 7200 points will not have to re-apply. The Army and the Air

continued ➤

Force have retained these applications; however, the Navy did not retain those from applicants who applied early in the process. Consequently, Navy and Marine Corps reservists will need to re-apply when the new guidance and applications are released.

Current applicants who have not yet received their determinations are urged to be patient, as the services are working as quickly as they can to process incoming requests. In the meantime, TMC representatives have met with service and defense officials to urge dedication of manpower and funding resources as needed to process these requests in a timely manner. We know there are efforts ongoing to try to do this.

If your application has lingered for longer than six months, the services have set up procedures to check the status. Call (866) 281-3254 for status.

CONGRESS HAS RETURNED AND FACES MANY ISSUES

The 108th Congress commenced Jan. 20, and legislators know that they have a busy schedule ahead. After hashing out unresolved funding issues from last year, they will turn their attention to preparing the FY 2005 Budget Resolution (the Budget Resolution sets general spending guidelines for the rest of the Congressional year).

If AAAAA and TMC want to be successful in winning an increase in the age-62 SBP annuity, inclusion of SBP budget authority in the Budget Resolution is absolutely critical. Many times, this one step can mean the difference between success and failure on a particular issue. The key to correcting this inequity is winning budget authority for a fix in the FY 2005 Budget Resolution. Last year, the House Budget Committee came within one vote of doing so. This year, we need to make sure the job gets done. On concurrent receipt, for example, TMC began to make significant progress only after provisions for it were made in the FY 2003 Budget Resolution.

With Budget Committee action expected in March, we're asking all AAAAA members to help that cause with a barrage of mail to Congress in February.

The chairmen of the House and Senate Budget and Armed Services Committees - Rep. Jim Nussle (R-IA), Sen. Don Nickles (R-OK), Rep. Duncan

Hunter (R-CA) and Sen. John Warner (R-VA) - are particularly important in this effort.

If you have not already done so, please send an e-mail or letter to these four chairmen and your Congress member. Ask them to make SBP a personal priority. To win their support, we have to remind them that SBP is absolutely vital to the military community, and improvements cannot wait any longer. With a sustained grassroots effort 2004 can finally be the year that we win a much-needed SBP annuity increase for older survivors.

2003 LEGISLATIVE SCORECARD

Last year was an excellent one from almost any legislative standpoint. TMC certainly didn't achieve all of its legislative goals, but Congress provided substantial relief on a long list of initiatives that we have sought for many years. Here's a summary of selected 2003 accomplishments:

MEDICARE BILL

- Reversed 4.5 percent Medicare/TRICARE rate cuts and substituted 1.5 percent increases for January 2004.
- Waived Medicare Part B late-enrollment penalty for Medicare-eligible military enrollees, effective in 2004.
- Ended \$1,500 annual cap on Medicare payments for physical therapy.

MILITARY TAX RELIEF BILL

- Raised gratuity for survivors of members who die on active duty from \$6,000 to \$12,000, and made it tax-free.
- Restored authority for Guard/Reserve members to claim tax deductions for drill-related expenses, starting with the 2003 tax year.
- Restored capital gains tax equity for military homeowners.
- Exempted Homeowner Assistance Program payments from federal income taxes (paid to those whose home values are reduced by base closure actions).

DEFENSE AUTHORIZATION ACT

- Expanded CRSC to cover all operations-related disability ratings, for members with 20 or more

years of service.

- Authorized "real" concurrent receipt for 20-year and drawdown-related retirees with at least 50 percent disability ratings.

- Expanded CRSC and concurrent receipt authorities above to include Guard and Reserve retirees.

- Authorized a one-year trial of TRICARE coverage for Selected Reserve members who don't have employer-provided health coverage.

- Required explicit DOD actions to expand doctor participation in TRICARE Standard, inform beneficiaries of TRICARE benefits and assist beneficiaries in finding participating providers.

- Authorized 4.15 percent average military pay raise for 2004 (vs. 3.2 percent private sector wage growth).

- Repealed permanent law that would have capped future military pay raises below private sector wage growth, starting in 2007.

- Authorized Survivor Benefit Plan coverage for survivors of Guard/Reserve members who die during inactive duty for training.

- Extended full commissary privileges to Selected Reserve and gray-area reserve retirees.

- Authorized government long-term care coverage for gray-area reserve retirees.

- Authorized full replacement cost coverage for household goods damaged during military moves.

IRAQ SUPPLEMENTAL APPROPRIATIONS ACT

- Increased Family Separation Allowance and Imminent Danger Pay.
- Eliminated the food surcharge for injured troops in military hospitals.

VETERANS LEGISLATION

- Authorized continuation of VA survivor annuity for qualifying widows who remarry at age 57 or older.
- Increased VA education benefits for survivors and dependents of members who die of service-connected causes.
- Substantially improved Soldiers/Sailors Civil Relief Act protections for service members.
- Made the VA home loan authority permanent for Guard and Reserve service members.

☞ **Mar. 15-17.** HAI Heli-Expo 2004, Las Vegas, NV.

☞ **Mar. 24-27.** AAAAA Annual Convention, Gaylord Opryland Convention Center, Nashville, TN.

☞ **Jun. 8-10.** AHS 60th Annual Forum & Technology Display, Baltimore, MD.

☞ **Jul. 1-5.** The Vietnam Helicopter Pilots Association (VHPA) 21st Annual National Reunion, Dallas, TX. Contact: Don Joyce (407) 870-5367.

☞ **Jul. 16.** AAAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.

☞ **Jul. 17.** AAAAA Scholarship Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.

☞ **Oct. 18-21.** AFCEA Infotech 2004 Conference & Exhibition, Dayton, OH.

☞ **Oct. 18-21.** AHS/AAAA Helmut XI Specialists' Meeting, Williamsburg, VA

☞ **Jan. 28, 2005.** AAAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.

☞ **Jan. 29, 2005.** AAAAA National Awards Selection Meeting, National Guard Readiness Center, Arlington, VA.

☞ **May. 6-11.** AAAAA Annual Convention, Disney Coronado Springs Resort, FL..

☞ **Jun. 1-5.** 11th ACR Reunion, Fulda, Germany.



Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2004. Contact the AAAA National Office for details at (203) 268-2450

COL John W. Marr Army Aviation Hall of Fame 1980 Induction

A recognized combat leader and personnel management expert, COL John W. Marr contributed significantly to the Army aviation program over several decades of service.

Selected as the deputy of Army aviation at Department of the Army, Marr was responsible for developing plans and policies in the areas of procurement, training, distribution, assignment, career development and strength management for the Army's entire corps of aviators - 26,000 officer and warrant officer pilots.

The management of this highly trained and specialized contingent provided the most significant personnel management challenge of the Vietnam conflict. Marr's ability to assimilate the myriad of details to which he was exposed and then blend his personnel expertise with the intricacies of both tried and innovative management techniques, provided the impetus to initiate programs that helped to meet all high-priority requirements while still maintaining combat tour equity and essential career-development demands.

With the end of the Vietnam War, Marr again faced many complicated personnel-management problems. The rapid force reduction after Vietnam resulted in large numbers of aviation warrant officers (AWOs) who could not be properly utilized postwar due to the limited number of aviation positions.

When the decision was made to hold AWO strength at certain levels and to increase commissioned officer aviator strength, Marr recommended a program for the direct appointment of certain qualified AWOs as commissioned officers. This program, which satisfied the aspirations of many outstanding young AWOs, was economically sound and immediately fulfilled the needs of the Army.



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