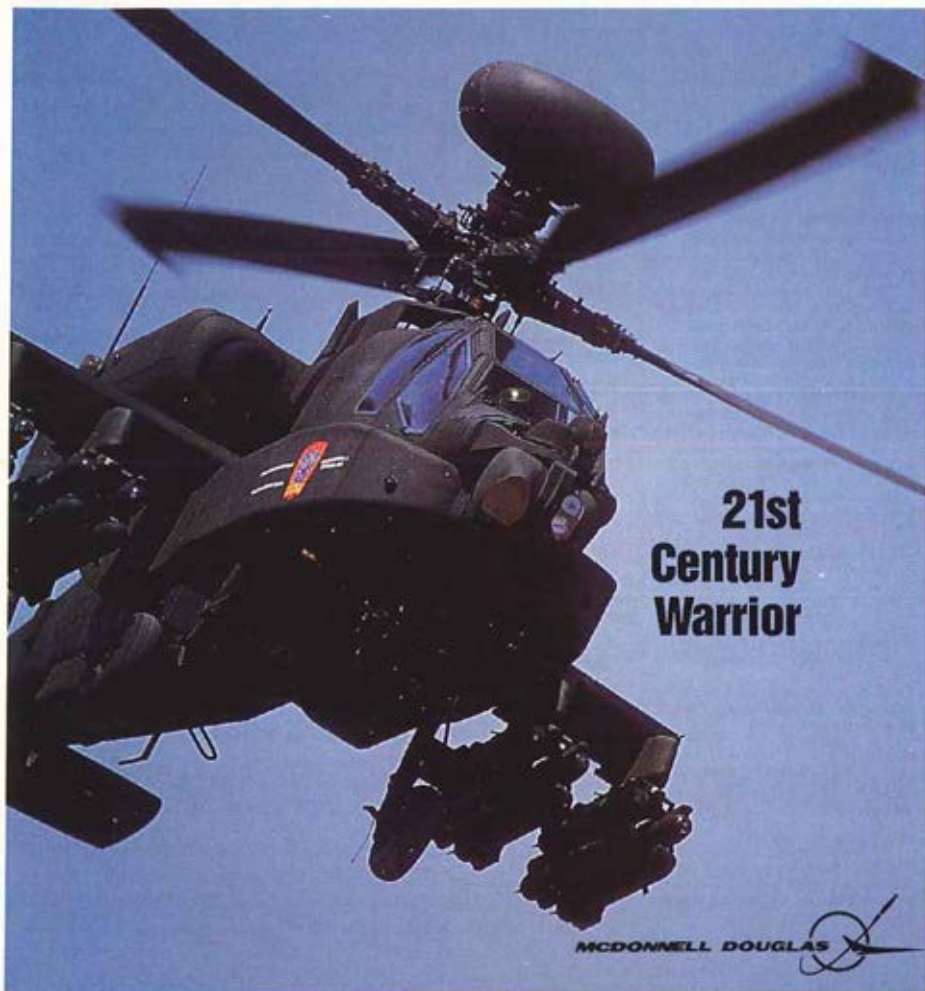


Branch  
Update:  
Women in  
Army  
Aviation

## BRANCH UPDATE: WOMEN IN ARMY AVIATION

# ARMY AVIATION

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## Briefings

On 3-5 May 1996, 22 crews made up from Active Army and National Guard Army Aviators, a Coast Guard crew, and civilian operators participated in the **1996 U.S. National Helicopter Championships** at McMinnville, OR. Significant sponsorship was provided by Bell Helicopter, Sikorsky Aircraft, and local sponsorship and support by Evergreen International. Overall winners were: 1st Place — Jim Hutchens and Jeff Johnson, IDARNG; 2d Place — Dorothy Payne and Elaine Berryman, TX/ORARNG; 3d Place — Mike Harvey and Joel Anderson, U.S. Army. Contact BG James Hesson, Ret. or MAJ(P) Robert Payne at (503) 945-3203/FAX (503) 945-3372, e-mail hcahesson@aol.com for more information on the event as well as for sponsorship and exhibit opportunities at the upcoming World Helicopter Championships, 14-18 August 1996 in Salem, OR.

The Commander and soldiers of **Darnell Army Community Hospital**, Ft. Hood, TX honored **MG Patrick H. Brady, Ret.**, Congressional Medal of Honor recipient, during the dedication of MEDEVAC Park on 13 June 1996. A former MEDEVAC pilot, MG Brady was awarded the CMH for acts of conspicuous gallantry during the Vietnam War.

The **2nd Squadron, 17th Cavalry Regiment (Air Reconnaissance Squadron, "OUT FRONT")**, 101st Airborne Division (AASLT), Ft. Campbell, KY is hosting an Open House Reception for all current and former members, to include the officers and soldiers who fought so gallantly during Vietnam. The Open House Reception will be from 0900-1500 on 11 July 1996 on Fiddler's Green at Clarksville Base, Building 7523, Headquarters Loop, Ft. Campbell, KY. For more information, contact CPT Barry Truluck or 2LT Mike Kulikowski at DSN 635-7173/7174 or Comm: (502) 798-7173/7174.

**Company C, 7th Battalion, 159th Aviation Regiment** will hold formal inactivation ceremonies at Scott AFB, IL on 4 August 1996 at 1100 hours representing the end of USAR Aviation activities for all Reserve Aviation units that have served the St. Louis area for so many years. Units include the 219th Aviation Company, 281st Aviation Company, 7/158th Aviation Battalion, and the 148th Aviation Group. For more information, contact MAJ China or Unit Orderly Room Personnel at Company C 7/159th AVN REGT, Room 128, 2520 East Drive.

**Clarification:** With regard to the May "Briefings" item, "Raytheon wins \$87M follow-on contract award", the Army has NOT awarded a NEW contract to Raytheon Aerospace Company to provide Life Cycle Contractor Support (LCCS) for logistics support of the C-12/U-21 fleet. The Government DID exercise the fourth and final option year of the existing LCCS contract. The Government is currently evaluating contractor proposals resulting from full and open competition for a Tri-Service C-12/U-21 LCCS logistics contract. Contract award is expected by the end of FY 96.

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**FRONT COVER**

**Paid Advertisement:** McDonnell Douglas Helicopter Systems. Production activities on the AH-64D Longbow Apache continue to increase with first deliveries of the U.S. Army's new multi-role combat helicopter scheduled for the second quarter of 1997. Photo by Robert W. Ferguson. Caption provided by Advertiser.



## ARMY AVIATION: PEOPLE MAKE THE DIFFERENCE

My hat's off to the AAAA for another superb convention. I want to particularly recognize the people of the civilian industries that are here tonight for what you have done to make Army Aviation what it is today. The facts are that Army Aviation in the United States of America is the premier aviation land force organization in the world. You have made that contribution to us through years of hard work and effort; sometimes in spite of ourselves. You have shown us things that we did not think were possible and have been there for us in some pretty tough times.

You have taken considerable risk in the past and I submit that many of you are right now taking some considerable risks given the challenges that we are all facing. The systems and the platforms that you have provided to us are extraordinary in every sense of the word. We have used them and you have seen the results. The American people are the beneficiaries.

I have been accused by some of my peers of being a big supporter of Army Aviation. Quite frankly, the passion has

*Excerpted  
from the  
1996 AAAA  
Annual Convention  
Banquet address,  
30 March 1996,  
Fort Worth, TX.*

always been there. It started when I was a young platoon leader and company commander in Vietnam. In all the challenges we were facing, you were always there for us.

When we needed ammo, you came. When we had to get our casualties out, and even our dead, you came. And when you had to get us out, you came.

Those who have been in situations like that know that flying into the middle of a fight is really more dangerous than for the guys on the ground.

Many of us who were there at that time knew that you could be counted on and have never forgotten it.

My passion and intensity about Aviation is the tremendous respect I have for all you have done for this country. It's been reinforced through the years as we have made this journey in the development of our great Army and Army Aviation.

Army Aviation, I believe, is in great shape. The quality of the people in the branch is reflective of the quality that we have in our Army today; in our officers and our noncommissioned officers alike. Indeed, the Aviation Branch itself has

THE WHITE HOUSE  
WASHINGTON

April 4, 1996

Warm greetings to the members of the Army Aviation Association of America as you gather for your annual convention.

The Army plays a vital role in keeping our nation secure, serving as America's force-in-readiness, and Army aviation is a key component in carrying out this crucial responsibility. As a staunch advocate of America's air power, your organization continues to play an important part in protecting American interests and in creating a world environment in which the values of freedom and democracy can flourish.

You can be proud of your vigilance in defense of America's freedom, and on behalf of the American people, I salute you for your valuable service to our nation.

Best wishes for a memorable event.

A handwritten signature in black ink, reading "Bill Clinton", with a long, sweeping horizontal line extending to the right.

matured. We truly have enormously talented people in all the right places. The CSMs, senior NCOs, and crew chiefs are dedicated; the pilots are highly skilled, and the Battalion Commanders, Brigade Commanders, and Company Commanders truly know what they are doing. The staffs are as qualified as any other staffs in our Army in terms of knowing what needs to be done on the battlefield. That is the maturity that has taken hold of our Army as a result of Aviation being a branch and being able to train its officers and NCOs the way it sees fit.

The equipment we own has no parallel in the world today. Some of it gives us challenges, but when you bring it all together, it truly makes a difference in our capability.

To understand how to use that equipment and our people properly, you have to take a look at some of the major technological advances that have taken place in the 20th century.

The tank and the airplane have changed warfare. Some people will argue that naval warfare changed because of the carrier, but the airplane really forced that on the Navy. The two (post-World War II) changes, in my judgment, that made the most impact are: the helicopter and the introduction of precision guide missiles.

The most dramatic change made in warfare and post World War II times is not a better or more mobile tank, it's not better artillery, even given all the sophistication of air defense; it is the helicopter and its expanded role in providing greater lethality and maneuverability on the battlefield.

The Army has always fought on the principle of math; that is, to gather all its combat power together and take it to the

enemy at a precise place. The visionaries of Army Aviation, many of you here tonight had the vision and intellectual concept to believe that we could bring together combat power and mass it in the air at the decisive place and engage the enemy at the time of our choosing. We moved from helicopters being used in just a supply and medical evacuation role in Korea to Air Assault and Air Attack in Vietnam. The visionaries showed us how to make a true revolutionary and technological leap in warfare, because for the first time ever it freed us from the tyranny of our terrain. We had the opportunity to take combat power and literally fly over our limitations.

Another advancement in Army Aviation that enhanced our capability was the introduction of night vision devices, which allow us to conduct operations at night with freedom from the enemy. These two dramatic steps forward have changed Army Aviation and have changed warfare. The challenge is: Are we truly taking advantage of these systems? I submit that we are and we are not to some degree.

Army Aviation is the only arm that sees the entire battle space. Our platforms can conduct reconnaissance to never before imagined distances to deliver destruction to great depths. We should be fighting these forces at the depth of their capabilities. Are we doing that? I would suggest that we are not using these systems to their fullest capability. The Army's mission is to defeat an army on a given point on the battlefield, and Army Aviation is central to this effort because it helps us to see the enemy's depth and confirm what other sensors are reporting. It is literally our eyes and therefore can direct our combat power.



Central to that combat power is our Apache helicopter. 150 kilometers plus with an auxiliary tank and two and one half hours of station time — that can direct all other forms of combat power to other targets; which is tremendous by itself. There is no other platform used in modern warfare today that has the capability of this machine.

We have not fully realized the potential of this machine. We can use the Apache in concert with other systems and defeat an opposing army by destroying logistical targets, C&C, cutting their interior lines, and eliminating their artillery — all without ever laying a hand on their maneuver system. However, when we do have to deal with it, we can destroy 75-80% of that maneuver system without introducing a classic maneuver force to fight a close battle.

Many casualties occur when maneuver forces meet maneuver forces. We have reduced the casualties by using Army Aviation. Most maneuver force commanders, if given a problem on the battlefield, will normally introduce the maneuver force early in the battle. Why? Because that is the way we have been trained. In this day and age, with the technology that we have, we can keep casualties down, and we owe that to the parents of the sons and daughters in our forces. In my judgment, Army Aviation is central to executing this concept.

If the mission is to defeat a government, in addition to an army, then we must go in and defeat that army to be able to defeat that government. I think with today's superior platforms, we can isolate that army, block it, tie it up in knots, and

then very quickly overwhelm that government with multiple strikes, rapid violent interdiction of air and ground forces and eliminate their will to fight. The technology is available to us today to produce minimum casualties on the battlefield and achieve what the American people want ... a return to normalcy as quickly as possible.

I do believe we are all tied to our past and to our experiences. I am not suggesting to you that the role of ground forces has diminished. I am heart and soul an infantryman, and will never change. There will always be a special place for

the infantry, what they do and what we ask them to do. But we shouldn't fight the close battle until we have to, and we don't fight it unless it's on our terms, and we must have combat patience to succeed.

We may have to use an armored force to conduct a penetration, and infantry to assault through the wire and into the objective; however, not at the begin-

ning of the ground war, but only at the end after we have reduced their combat power with our technology. That is the difference in how to apply combat power in the 1990s and into the next century, in my view.

Army Aviation is much more than an intellectual construct, and it is much more than its equipment. What has made Army Aviation what it is today is people. It's your commitment to something larger than self. It's your confidence in your skills. It's the extraordinary courage and your willingness to take risk on a daily basis. It's the courage under fire that you display and the history of that courage.

*"... we shouldn't  
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close battle  
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and we don't  
fight it  
unless it's  
on our terms..."*

It's Gary Wetzel, Vietnam 1968. Trapped in an aircraft under fire in a landing zone, and his commander wounded. He tries to provide aid to his commander and two rockets hit in his area and he is propelled twenty feet into the air. When he comes to his senses, he is missing an arm and is wounded in his other arm, his chest, and in one leg. Gary Wetzel, a young specialist, does not call out for help because there is no help to be had. He does not lay there wounded and go into shock and bleed to death. He gets up on one knee, then one leg, and he drags himself back to the helicopter.

Painfully, he crawls into the well of his aircraft and mans his machine gun with one hand and one limited arm and starts to return suppressive fire towards the enemy. And he suppresses their fire. After that, he starts to move towards his commander who is still unconscious in the aircraft to render him aid. He passes out, but eventually comes to and renders him aid.

Where do we get men like Gary Wetzel? Where do they come from? America. Americans reflecting American values. An Army aviator, to be sure. You are SP4 Gary Wetzel.

The place is Iraq, the time is DESERT STORM. 160th Special Operations Aviation Regiment (Airborne) 1st Battalion, commanded by COL Doug Brown. Time after time, he is making multiple decisions, to conduct deep strikes and air assault operations into Iraq. No publicity, no fanfare surrounding all of this. Much of this story still has not been told today.

Doug Brown goes on every mission, whether it's two, four, or six aircraft — not to supervise his people, not because he's

worried about what they may do or because he feels he is needed to make a contribution to the mission. He goes because he wants to be there for them. He wants to share in their danger.

GEN Wayne A. Downing, CinC-SOCOM who just retired, said, "Doug was just so unflappable, that he had a calming impact on all of us in our planning and our preparations." An American reflecting American values. An Army Aviator, to be sure. You are Doug Brown.

The place is Somalia. A 5/101st Aviation helicopter lands in the middle of an intersection to evacuate three Marines whose

HMMWV had hit a mine. Instead of calling for assistance or getting ground forces, the pilot lands, takes fire while the co-pilot and crew chief get out and help lift the HMMWV off a trapped marine and all board the aircraft safely. Americans reflecting American values. Army Aviators, to be sure. You are those aviators.

I want to leave one last thought to the military folks attending tonight. Since soldiers entrust their lives to us, it's not too much to ask that we dedicate our professional lives to them. You never get so senior in age or rank that you cannot afford to risk it all, to share in the dangers of those you lead.

I truly appreciate serving with Army aviators and am proud to serve with you. I am in absolute awe of what you consider to be routine. I am honored to be one of your commanders and I am also grateful to be a customer. Thank you very much for including me in this evening. I am so proud of you all. God Bless you.

★ ★

LTG Keane is the CG, XVIII Airborne Corps, Ft. Bragg, NC.

***"You never  
get so senior  
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you cannot afford  
to risk it all,  
to share in the  
dangers of those  
you lead."***



## WOMEN IN AVIATION: CELEBRATING THE PAST, BUILDING THE FUTURE

The U.S. Army Aviation Warfighting Center hosted a Women in Army Aviation Symposium in late February. Over 90 aviation soldiers of both genders and all ranks traveled to the conference representing DOD-wide backgrounds and experiences. The goal of our symposium was twofold: first, to recognize and celebrate women's 21 years of service within Army Aviation and second, to identify and discuss current "gender issues" within the branch.

There are differing, sometimes contentious, opinions as to the value of highlighting one gender within a two-gender military. But at the same time, it is almost universally admitted that there are fundamental differences between the genders that may affect the way we do business. In that light, the symposium's intent was to encourage open, fair discussion of how the branch as a whole can best address these challenges.

Women have now served in Army Aviation for more than 21 years. The first female pilot, 2LT Sally D. Woolfolk (now COL Sally Murphy) graduated from

### *A review of the recent Women in Army Aviation Symposium.*

the rotary wing aviator course in June 1974. Females were serving as enlisted maintainers with the graduation of PVT Linda Plock in February, 1974 and were integrated into the Aviation warrant officer corps in June, 1975 with the graduation of WO1 Jennie Vallance, Jr. As women began to attend and graduate from these aviation schools, they

began serving in all capacities within the branch, except for attack, cavalry and special operations.

Almost 20 years later, in 1993, congressional legislation opened the door for women to fly attack aircraft and serve in those units as both pilots and maintainers. Further legislation in 1994 allowed women to serve in air cavalry line troops. A steady number of women have since graduated from the AH-64, OH-58D and AH-1 courses at Fort Rucker, constantly adding to the number of women in the attack/cav arena. Women have served in and have commanded both attack and cavalry units; they have deployed around the globe; they have flown in combat. They have been recognized as superb

commanders and NCOs, award-winning aviators, and outstanding officers and soldiers.

While celebration was the initial order of business, the symposium also offered a rare opportunity for several generations of female soldiers and officers to discuss the challenges of a career in Army Aviation, and initiate mentoring-type discussions.

USAAVNC took this opportunity to stimulate discussion and to disseminate information. I opened the agenda with a branch overview and discussion of where women are serving within the branch today, and was followed by many superb speakers, to include BG Patricia Hickerson, who chaired a dynamic, multi-media presentation of various recruiting efforts of yesterday and today.

Lieutenant Colonels Joe and Maureen Lebouef from the United States Military Academy presented a fast-paced, interactive discussion of gender differences, both behavioral and physical. They demonstrated some fundamental differences between men and women and the resulting cultural effects. Men and women often see the same situation very differently. This is not necessarily a bad thing, but often challenging to acknowledge and appreciate.

The symposium audience was also brought up to date on the "Washington Perspective" by LTC Karen McManus. As the Pentagon's Women in the Army Representative (as well as an aviator), she provided an update of trends that are affecting women in today's military.

Presentations by the Aviation Research Laboratory (USAARL) provided a much anticipated forum for discussion of anthropometry (body measurements) and how this affects cockpit coordination, skills and safety. Ongoing studies are validating these standards, and may result in changes. The Aeromedical Center and

USAARL participants also addressed the current pregnancy policy and research demonstrating the effects of the aviation environment on the developing embryo. They also examined the relatively new issue of the "aging" female aviator; how are health and flight skills affected versus the traditional male standard?

One of the main objectives of the symposium was accomplished by establishing work groups to discuss gender issues as they affect the entire branch, not just the female soldiers. The work groups were chaired by professional military facilitators and subject matter experts. These "group leaders" ensured that group discussion was oriented toward illuminating appropriate branch-wide issues, rather than recounting purely personal experiences.

Within this framework, the work groups identified issues which the Aviation Center Team is already working — issues briefed at our NCO symposium and at our Brigade Commander VTC update.

The work group outbriefs provided impressive snapshots of the intended symposium goals: professional women sincerely presenting their best effort at making Aviation a stronger, more cohesive branch.

The representatives at the conference collectively represented a strong, dynamic female population that takes their role as part of the Aviation warfighting team very seriously. They are out front, and are willing to help lead us to a better future. We can all be tremendously proud of their contributions to our nation, our Army and to Army Aviation.

★ ★

*MG Adams is the Aviation Branch Chief and Commanding General, USAAVNC and Ft. Rucker, AL, and Commandant, U.S. Army Aviation Logistics School, Ft. Eustis, VA.*

## THE AVIATION RECONFIGURABLE MANNED SIMULATOR (ARMS)

The Army Aviation community is preparing as never before to fight as part of the total force. As we prepare to fight together, we must focus on, and maximize the limited resources available to accomplish effective aviation training in the live, constructive, and virtual environments. It is in response to this training challenge that a requirement has been identified for a technologically advanced, aviation company level collective simulation system.

Army Aviation does not currently have sufficient numbers of flight simulators to satisfy aircrew collective training requirements. Simulators are used to train at the individual and crew level only. Further, these devices and the environments in which they are employed, do not provide the realism, intensity, and integration required to ensure effective training of the collective task skills necessary to operate successfully on the combined arms battlefield. Finally, resources limit the ability for both Active and Reserve component (AC/RC) units to train to readiness standards safely and efficiently.

### *The Active and Reserve Components have joined to move Aviation into the 21st Century.*

The Aviation Reconfigurable Manned Simulator (ARMS) program started as an Army National Guard (ARNG) initiative to design, and procure a revolutionary training device capable of sustaining combat readiness in ARNG aviation units. The concept behind ARMS is to increase training effectiveness and unit readiness by fielding cost effective,

Distributive Interactive Simulation (DIS) interoperable, reconfigurable (to the six current ARNG Aircraft systems), and transportable training devices. Although initiated by the ARNG, ARMS has become a major piece of the Army Aviation Combined Arms Training Strategy (CATS).

The ARNG is continuing ARMS development with the mutual cooperation and support of the U.S. Army Aviation Warfighting Center and the U.S. Army Simulation, Training and Instrumentation Command (STRICOM). The ARMS gives Army Aviation the critical ligature it needs to meet the Army's Force XXI vision especially realizing that current funding for Aviation Combined Arms



Tactical Trainer (AVCATT) is not available until FY00-06.

AVCATT represents the consolidation of aviation training simulation. It must be capable of providing training in a realistic, high intensity, and task loaded combat environment. The AVCATT requirement consists of reconfigurable manned simulators which are capable of training individual, crew, collective, and combined arms tasks associated with current and future AC and RC aircraft systems. The functional goal of the ARMS training system is to serve as the primary trainer for aviation collective training tasks at the company level. Like AVCATT, collective training tasks are the basis for determining the functional design requirements of the ARMS. Unlike AVCATT, ARMS stops short of higher than company level training, while still supplying one essential piece to the family of devices which will eventually make up the AVCATT family. The ARMS is designed to be compatible with all Combined Arms Tactical Trainer (CATT) programs to include Close Combat Tactical Trainer.

Existing training simulation is limited to individual/crew trainers for the AH-64A Apache, AH-1 Cobra, UH-1 Iroquois, UH-60 Black Hawk, and CH-47 Chinook aircraft. There is only limited procedural training simulation capability to support the OH-58D Kiowa Warrior aircraft, and individual/crew training simulation is required to support the fielding of the AH-64D/Longbow Apache. No collective training simulation currently exists in the field to support any of these aircraft.

ARMS enhances standardized aviation training capabilities for specific levels of training, while focusing primarily on company level tactical decision making in realistic collective combat environments. It provides the capability to train to fight using virtual task driven training scenarios, and is capable of simultaneously participating in the con-

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structive and live training environments. Combined with other AVCATT devices such as the Aviation Mission Planning Station (AMPS), and the Aviation Tactical Operations Center (AVTOC), ARMS is capable of leadership and staff training.

The ARNG plans to field the simulators in groups of six, within the six regions of the country best suiting the needs of ARNG aviation units. A simulated tactical battlefield will be provided to include, friendly and opposing semi-automated forces, environmental conditions, terrain data bases, and realistic depiction of communication, navigation, weapon, Aircraft Survivability Equipment (ASE), and sensor systems. An After Action Review (AAR) capability accompanies ARMS for real time viewing and after action debriefing.

ARMS has extensively leveraged other on-going simulation initiatives to include, Battle Lab Reconfigurable Simulator Initia-

tive, various command and control initiatives and current Commercial Off The Shelf technology. ARMS will also leverage significantly from the Close Combat Tactical Trainer program. DIS standards and protocols, software architectures, weapon system hardware and software, semi-automated forces, performance data bases, terrain data bases, AAR, instructor/operator stations, and work stations will be reused to the maximum extent possible on ARMS.

The Aviation Test Bed will be used to develop the doctrine and tactics of how to fight through additional analysis and testing in support of ARMS development. ARMS production and fielding is planned to begin in FY97 and completed in FY98.

★ ★

*MAJ Mulvihill is the Aviation Simulation Program Manager, Plans & Programs Branch, Aviation Operations Division, Army Aviation & Safety Directorate, NGB, Arlington, VA.*

## TACTICAL UAVs: THE EYES OF FORCE XXI

From Sun Tzu to today military strategists have expounded the fundamentals of "know your enemy" and "know the terrain". Through the evolution from spies, owning the "high ground", specialized reconnaissance units, tethered balloons, manned aircraft, to space based vehicles, commanders have attempted to master these tenets.

The ideal is to be able to know your foe's capability, intentions, detailed plans and the condition of the terrain in your maneuver space. Today's UAVs, operating in purpose with other collection systems, provide much of these benefits. With near real-time pictures of the enemy, commanders can ascertain capabilities, better understand intentions, predict near-term plans, and accurately study the maneuver space with unambiguous data and imagery — all without risk of life. The unique attributes that UAVs bring to war and operations other than war have placed them at the forefront of DoD and Congressional interest.

The future of UAVs in the Department of Defense is indeed bright — user and

*How to  
know the  
enemy and  
dictate  
the terms of  
battle.*

industry interest has never been higher. The cornerstone of this interest centers around the UAV's unique ability to gather precise real-time information and transmit that information to the decisionmakers without placing a human in harms way.

Real-time information is a primary means of getting into your opponent's decision cycle, whether the

information is for targeting today and tomorrow's precision weapons or for monitoring compliance of complicated rules in vague and dangerous situations. This alone makes UAVs invaluable but the added major benefit of not worrying about a beaten and tortured "UAV pilot" on the evening news takes that info-political weapon away from our foes. Information garnered from UAVs will allow future commanders to make timely, high confidence decisions to fully apply the indirect approach — to win without fighting, to conduct a precision operation for a specific objective, or to apply massive, aimed firepower for total victory.

**Overview.** A UAV is in actuality a very highly integrated system of an air



vehicle with sensor(s), a data relay package, and ground control station(s). The purpose of the air vehicle is to place the sensor in position so that information about the target and target area can be transmitted to the ground station. The sensor is extremely important since it "sees" and its characteristics are what determine where the air vehicle should be to capture usable information. Current sensors on DoD UAVs include electro-optical, infrared, and synthetic aperture radar. Many other sensors are in development.

Getting the information from the sensor to the ground station is also critical. Currently, there are two primary types of data links. The most common is analog. Analog provides ample volume for the data, is relatively inexpensive, commercially available, lightweight, and consumes small amounts of power. Analog data links are used in the Pioneer, Predator, Hunter, and most smaller UAVs. The other data link in use is digital.

Current digital data links are heavier, more expensive, and have a greater power requirement than do the analog. Digital data links are used in the HAE class of UAVs and are the non-line-of-sight (NLOS) data link used in the Predator. Digital data links, however, do offer many advantages for the future. DoD is in hot pursuit of a low-cost, low power consumption digital data link for use in all UAVs.

The ground station is an important and complex part of the system. It is at the ground station where pre-mission planning is accomplished, air vehicle launch, control, and landing are accomplished, and where the sensor information is usually received, interpreted, and sent through the appropriate interface for the dissemination to decisionmakers. The important point

here is that a UAV is a complex system — much more than just an air vehicle.

**Classes of UAVs.** There are several classes of UAVs. The High Altitude Endurance (HAE) are large air vehicles that carry large payloads, have extended range and endurance, have large and complex ground stations, launch and recover from robust fixed sites, and generally work for Theater and higher commanders.

The Medium Altitude Endurance (MAE), are medium size air vehicles that also require fixed facilities and a large support footprint, fly to ranges of several hundred miles, carry large payloads, have extended endurance, and normally work for the Joint Task Force Commander — but can be sent forward to support Corps and in rare cases, Division Commanders.

The Tactical UAVs are smaller air vehicles with shorter range and endurance than the MAE/HAE but with an ability to move with and be immediately responsive to the tactical commander. These UAVs can be expected to support the Corps, Division, and Brigade Commanders tactical intelligence and situation awareness needs. Each class of UAV fits a vital battlespace need.

*High Altitude Endurance.* There are currently two HAE Advanced Concept Technology Demonstration programs underway, the Tier II+, (Global Hawk) and the Tier III- (Dark Star). Both programs are managed by ARPA with support from the Joint Program Office for Unmanned Aerial Vehicles (JPO). These programs are for long dwell, broad area theater systems. Both systems consist of an air vehicle with sensors and a ground segment consisting of launch and recovery equipment, mission control, and communications equipment.

• Global Hawk — the Global Hawk will

be capable of sustained operations out to 3,000 miles at an altitude of 60,000 feet with an endurance on station of 24 hours. It will carry EO/IR and SAR payloads and will use both line-of-sight (LOS) and SATCOM datalinks. First flight is expected in December 1996.

- **Dark Star** — the Dark Star is a complementary air vehicle with low observable technology features and endurance of eight hours at altitudes up to 45,000 ft. It can carry either the EO/IR or SAR payload and will also use both LOS and SATCOM datalinks. The Dark Star's maiden flight was in April of this year.

#### *Medium Altitude Endurance.*

- **Predator** — the Predator UAV system was the first UAV ACTD and has been highly successful. Responding to a JCS need, the Predator provides a continuous coverage, long-dwell, fully autonomous, and attritable UAV capability. The ACTD spans 30 months and includes exercise participation and field deployment. The ACTD ends June 1996 when the Predator will transition to an operational system. Transition to production is expected in FY97. The first aircraft was delivered for testing six months after contract award. In 1995 the U.S. deployed Predator to Albania in support of UN Peacekeeping Operations in Bosnia. In March 1996, Predator returned to the Bosnian Theater equipped with electro-optics/infrared sensors, Synthetic Aperture Radar (SAR), and ice detection capability. Predator is presently providing vital support from its base in Tazsar, Hungary in support of the peace-keeping mission.

A typical Predator UAV system consists of three or four air vehicles, a ground control system and the Trojan Spirit communications system. The Predator has a 49 foot wingspan and can stay airborne for over 40 hours. In addition to its EO/IR and SAR sensors, it also has the

capability for satellite command and control, and data transfer using a Ku band satellite communications data link.

#### *Tactical UAVs.*

- **Pioneer UAV Program** — the Pioneer has been operational for 12 years and may be in our Navy and Marine Corps inventories to the year 2003. As the TUAV system comes on line, Pioneer systems will be retired. The Army transitioned its one Pioneer system to the Navy in July 1995. Pioneer provided highly successful reconnaissance support for DESERT SHIELD/DESERT STORM operations in 1990-1991.

Army, Navy and Marine commanders lauded Pioneer's operational effectiveness during Desert Storm. Six operational units flew over 300 combat missions over the course of the operation.

The Pioneer is powered by a reciprocating, pusher-propeller engine and can carry payloads weighing up to about 100 pounds. Payloads include either electro-optical (EO) or infrared (IR) sensors.

- **Hunter UAV Program** — acquisition of the Hunter program began in FY89 with full and open competition resulting in the September 1989 award of two firm-fixed-price contracts. A January 1993 Defense Acquisition Board (DAB) review approved the program for low rate initial production. Subsequently, there were contractor delays in system deliveries to the government and several hardware and software problems were experienced that required correction. Additionally, the program experienced a series of training and developmental mishaps that grounded the Hunter for several months.

The JROC on 13 October 1995 recommended that the Hunter contract be allowed to expire. On 31 January 1996, USD (A&T) released an Acquisition Decision Memorandum (ADM) which



directed that the contract expire after accepting the last two of seven systems; that the Army operate one system to refine UAV concepts of operation; support the operating system with the necessary training and logistics; store the remaining Hunter systems; and to continue commonality and interoperability initiatives that apply to the on-going tactical UAV efforts.

Lessons learned from Hunter and other UAVs are categorized as follows:

- Reaffirmed the need for a timely and accurate picture of the battlefield.
- UAVs must be reliable, survivable, and maintainable.
- Interoperability of ground stations is of critical importance.
- Discipline and operational procedures, developed over the years for manned platforms, must be applied to the operation of UAVs.
- A key lesson learned from a review of Hunter and all other UAVs world-wide was that UAVs as a whole will experience a higher attrition rate than will manned aircraft.

The Hunter is currently operating with the 15th MI Battalion at Ft. Hood, TX and at the DoD UAV Training Center at Ft. Huachuca, AZ. Since return to flight in December 1995, the Hunter system has flown over 216 accident free flight hours. You can expect to see this rugged "warfighters" UAV in many upcoming exercises starting with the 4th Infantry Division NTC rotation in July 1996.

**Tactical UAV (TUAV) ACTD Program.** The TUAV program is being initiated as DOD's most recent Advanced Concept Technology Demonstration (ACTD) program and currently is in source selection. The ACTD process was selected in order to ensure early and active participation of the military user in

evaluating military utility and developing the concept of operations. TUAV will provide the Army, Navy and Marine Corps with a single responsive UAV system that can deliver timely, accurate and complete targeting and other battlefield information to combat units in near-real-time. The TUAV concept of operations supports the Division/Brigade/Battalion, and Marine Expeditionary Force (MEF) needs, and includes employment of the TUAV on large deck amphibious ships (LHAs/LHDs).

The ACTD contract was awarded to Alliant Techsystems's "Outrider" platform. Six systems and eight attrition vehicles will be built. The JROC performance goals are presented in Figure 1.

The current DoD requirement is for 61 TUAV systems. Each system includes four air vehicles. Plans are to modify 12 Navy ships to operate the TUAV. The Army would operate 38 systems, the Navy 8, and the Marine Corps 11 systems. Four systems are planned for the Joint UAV Training Center.

**Tactical Control System.** A key element of providing affordable and effective tactical UAVs to the warfighters is the Tactical Control System (TCS), often referred to as the ground control system. We are creating a single TCS that will be interoperable with all tactical UAVs — a single interoperable tactical UAV system that will include a control system with multiple air vehicles as required.

This approach promotes commonality, interoperability, affordability, jointness, and easy introduction of new air vehicles when needed. The concept is to define the fundamental architecture and system interfaces between the various air vehicles and their control systems and to use common/transportable software. By having core software that supports the common elements of our UAVs and also



## JROC TUAV PERFORMANCE REQUIREMENTS\*

\* ADM states "as close as possible"

Cost	\$350K @ 33rd and \$300K @ 100th A/V and Sensor		
Range	200 km		
Target Location Error	Best Possible Using State of the Art GPS (not to exceed 100 m)		
On Station Endurance	3 hrs		
Launch and Recovery	Unprepared Surface/Large Deck Amphibious Ships		
System Mobility	2 HMMWV/1 Trailer		
System Deployability	Single C-130 (4 A/V and Ground Equipment)		
Payload	EO/IR		
Integration	EMI Shielding/Corrosion Inhibition		
Data Link	Compliant with JII (200 km LOS at sea level)		
Propulsion System	As provided by Contractor		
Mandatory Options	UAV CARS/Heavy Fuel Engine		
Options	Common Data Link/Synthetic Aperture Radar		

having a software interface at the subsystem level as established and controlled by our Joint Interoperability Interfaces (JIIs), we can port this software to any number of tactical control system hardware configurations.

The TCS, whether on the ground or at sea, will work across the spectrum of UAVs including the full-sized ground control system used by Corps and Division, the Navy Shipboard/Submarine/MEF control systems hosted on TAC3/4 systems, and the downsized ground control systems used by the Brigade, MEF, and Battalion. The DOD and all Services have reviewed and agree to this approach. We expect to achieve interoperability across the TCS architecture by FY98.

**Payloads.** Parallel with UAV development is payload development. Existing production payloads include electro-opti-

cal, infrared, and synthetic aperture radar and have focused on RSTA missions. Current and future payload developments will expand the RSTA mission and create many new missions and uses for UAVs. COMINT, ELINT, mine detection, NBC detection, and information relay are just a few of the military and commercial applications.

Payloads that will be demonstrated in FY96 include the Coastal Battlefield Reconnaissance and Analysis payload for shallow water mine detection, the Tactical Remote Sensor System, the Hyper Spectral Imaging Sensor, Communications Relay, Electronic Intelligence, Radar and Communications Jammer, FLIR/Laser Designator, and the Z Electro-optical (dual TV/FLIR) payload.

**Simulation.** In order to support ongoing development of UAVs, Conops, requirements, and to aid training, the JPO fund-

ed a UAV simulation that was DIS compatible and that could operate as an adjunct to the Corps Battle Simulation. The UAV simulation receives data from CBS, populates the battlefield with "look-like" units, and displays the image to the payload operator. The video image can also be ported to multiple locations.

The first phase of this effort was completed in time for the III Corps Battle Command Training Program that ended in March of this year. The UAV simulation was a resounding success, restating the value of being able to see the enemy throughout the battlespace. Future efforts will focus the simulation on adding both Predator and TUAV, simulation of a greater variety of payloads, and making the simulation more robust, realistic and portable.

**Aviation Applications.** PEO(CU) will also expand the already demonstrated application of providing near real-time information into the cockpit and the corollary of also providing UAV control to the cockpit. Tomahawk Operational Test Launch 165 demonstrated passing live UAV video to strike aircraft that were to attack a mock weapons facility immediately following a Tomahawk attack on a nearby AA radar. The airborne strike commander, getting information instantly from "his" UAV, was able to alter the attack route and complete his mission.

UAV simulation embedded in the III Corps Warfighter Exercise demonstrated the synergy of preceding Apache deep attacks with a UAV. Placing the UAV in control of the Battle Captain is the next logical step. Control of the UAV will permit the attack to ingress through a route that he has just "seen", to attack with greater precision at less risk to the attacking force, and to allow the attacking force to clear the hostile area or hold in a

safe area while the UAV provides instant BDA.

Laser designation capability on the UAV would allow the attacking force to quickly clear the AA threat from the EA or pinpoint the high value target whether it be the command track or the second white Mercedes. The range, endurance, and battlefield mobility of the TUAV will make it a perfect match for the Aviation Brigade. A familiar problem with the Air Assault crowd is picking PZs and LZs from map spots on ten year old maps for the Air Assault at 0300 hours the next morning — usually much too late to get a recent picture of the area. A UAV could fly the ingress and egress routes, map the PZs and LZs, determine threat activity, and provide valuable information to the ground tactical commander — all within a few minutes during the planning cycle with a reconfirmation flight just prior to PZ time.

**Conclusion.** UAVs are essential peace-keeping and warfighting assets — now and in the future. These extremely flexible, in mission and payload, platforms are capable of dynamic tasking and retasking while avoiding risk to human life. UAVs are proving themselves around the world in operations today. They will quickly gain in importance as greater numbers are placed in the hands of warfighters, as the systems improve in capability, and as new payloads are developed. The full integration of UAVs at all tactical levels into FORCE XXI will allow future commanders to "know the enemy" and to dictate the terms of battle.

★ ★

*COL Duckworth is the Deputy Director, Unmanned Aerial Vehicles Joint Project Office (UAV JPO), Washington, DC.*

## U.S. ARMY AVIATION MUSEUM UPDATE

Greetings from the U.S. Army Aviation Museum! This is the first of what we hope will be a regular correspondence meant to keep you informed as to the recent developments here at the museum.

Last month the museum underwent its five-year recertification inspection from the Center of Military History. Curators from the Ft. Lewis Museum, the National Infantry Museum, and from the Marine Corps came to conduct a two-day, intensive inspection of museum operations. While the results will not be posted for several weeks, by all indications the museum program here ranks with the best in the Army museum system.

On the 25th of April, 52 years to the day that LT Carter Harman completed the first "air rescue" of a downed liaison pilot and three British Commandos using the "new" Sikorsky R-4B, the President and the former Secretary of the 1st Air Commando Association visited the museum and donated a rare lithographic print depicting the event. The print had been commissioned by the Sikorsky Aircraft Corporation in 1945.

Earlier in the month, the museum installed a new aircraft on the exhibit floor. We are now the proud owners of one of the eight known original Sopwith F1 "Camel" aircraft in the world. It is, by serial number, the final Camel to come out of the Kingston plant during WWI, under the watchful eye of Tom Sopwith, and has two confirmed "kills" on the Western Front in late 1918. The restoration left the aircraft fully airworthy.

We now have a life-size depiction of a forward arming and refueling station from the Gulf War which is centered around the Apache helicopter. Mannequins are seen reloading the Hellfire racks, performing maintenance on the 30mm, and refueling the auxiliary tank, all in a desert setting. Also, making its first appearance in nearly 8 years, is the pristine F-51D Mustang.

The Army Aviation Museum Foundation, Inc., a non-profit organization, continues to support the museum. *FlightLines*, a unique interactive, computerized archive of the personal histories of civilian and military personnel who have been associated with Army Aviation, is one of the ways the Foundation raises funds. The system preserves personal career histories, provides a valuable educational tool for visitors to better understand Army Aviation, and supports the continued growth of the museum.

The museum is now the second most visited no-charge tourist attraction in Alabama. The Foundation is committed to work with the museum staff to make the U.S. Army Aviation Museum one of the finest museums in the U.S. Army. For more information about the museum or Foundation or to enroll in *FlightLines*, please contact Steve Maxham, (334) 255-2893, or Shay Collins, (334) 598-2508.

★ ★

*Mr. Maxham is the Museum Director, U.S. Army Aviation Museum, Ft. Rucker, AL. Ms. Collins is the Museum Foundation Manager, U.S. Army Aviation Museum, Ft. Rucker, AL.*



## MUSEUM FOUNDATION DONATIONS



At the recent AAAA Annual Convention in Fort Worth, TX, a number of very generous donations to the Army Aviation Museum Foundation were received from industry. Pictured at left is Mr. Dan Bannister, CEO of DynCorp, presenting a check for \$5,000 to MG Benjamin L. Harrison, Ret., President of the Foundation, as Army Aviation Branch Chief MG Ronald E. Adams looks on.

At right, Mr. René Beauchamp, Director, Military Requirements, McDonnell Douglas Helicopter Systems, Mesa, AZ also donated \$5,000 on behalf of MDHS.



At left, Mr. William Pollard, Director, International Business Development, Sikorsky Aircraft, Stratford, CT donated \$2,500 to the Foundation from Sikorsky.

## AIR TRAFFIC SERVICES IN KOREA

**A** rmy Air Traffic Services (ATS) in Korea: you can sum it up by saying, "Short on people, long on mission, and aging equipment." It is also absolutely essential to successful mission execution by forces here on the Korean Peninsula.

In many ways, the status of Army ATS in Korea is a reflection of ATS throughout the Army: one more victim of downsizing, smaller MTOEs and TDAs, delays in new equipment fielding, and mission redefinition. It also reflects the total dedication of those soldiers charged with deconflicting the airspace that Army Aviation and numerous other airspace users share. A great deal of positive things are being accomplished. The bottom line is that we make it happen in spite of the challenges. We must!

Army ATS in Korea as executed by the 164th ATS Group, can be divided into three separate, but much related, areas: tactical ATS operations, Army Airspace Command and Control (A<sup>2</sup>C<sup>2</sup>), and fixed base operations. Together, these areas encompass the range of ATS services

*A positive  
attitude  
and total  
dedication  
achieve  
success.*

required across the range of military operations. With its effective use, ATS has and will continue to prove its value to enhance force protection and maximizing aviation and the other airspace users' freedom to use the third dimension of the battlespace, thus making it a combat multiplier for these warfighting forces.

The 164th's fixed base facilities involve operating seven separate control towers, two Ground Control Approach (GCA) facilities, numerous remote NAVAIDS, and Guardian Control, the theater flight following facility. Together, they have safely handled approximately 450,000 aircraft movements since January 1995. Among these facilities are Desiderio AAF at Camp Humphreys, the most complex Army airfield in the Pacific.

Controlling U.S. and Korean fixed and rotary wing aircraft from all services, this airfield has a full suite of capabilities: tower, GCA, ILS, VOR, NDB, TACAN, and DME. Guardian Control is unique to Korea with its centralized flight following facility in Seoul and four remote sites

which allow it to cover a large portion of the theater.

On-going improvements to our fixed facilities include communications console upgrades to five of the towers, the installation of uninterruptable power supplies in all facilities, cable and antenna upgrades to all remote flight following sites, replacement of aging NDBs with newer equipment, and the installation of a test program at Guardian Control called "Soldier 911." This system allows positive flight following through signals received from aircraft-mounted GPS systems.

The end result of all of these improvements will be to improve the quality of ATS services in theater through greater range, reliability, and redundancy.

The Group's tactical ATS units are challenged by aging equipment and personnel shortages as they strive to be mission ready. Personnel shortages in the MTOE units are aggravated by the requirement to augment fixed facilities with tactical controllers in order to keep those facilities open to serve the aviation community. Nevertheless, tactical training continues at a blinding pace and the 164th routinely validates its capability to provide tactical ATS services in the field.

Key to this success is the close relationship fostered with the theater's aviation battalions. Virtually all battalion-level aviation FTXs include an ATS slice. The training benefits are outstanding for all concerned. Only in this fashion can the capabilities of tactical Army ATS be understood and effectively utilized. Through close cooperation with

the theater aviation units, Korea's Army ATS units are fully trained to do their tactical mission on a moment's notice.

A<sup>2</sup>C<sup>2</sup> will always pose a significant challenge. The 164th ATS Group has committed a great deal of resources to seize the A<sup>2</sup>C<sup>2</sup> initiative for the theater. Only through the commitment of commanders at all levels can effective, doctrinal application of A<sup>2</sup>C<sup>2</sup> principles be achieved. It is up to us to bite the bullet and make A<sup>2</sup>C<sup>2</sup> happen before the bullet bites us.

So, what's the assessment of Army ATS in Korea? Without the great, dedicated, professional soldiers which populate the Group, we would not achieve the success we have enjoyed. We are making the best of our personnel and equipment assets. We can do both our fixed base and tactical missions, and continue to make great strides in the A<sup>2</sup>C<sup>2</sup> arena.

With improvements to equipment and increased personnel staffing, we will improve/increase services which will directly benefit the theater's maneuver forces. Whether running a fixed base facility or a tactical GCA at an improvised airfield, the soldiers of the 164th ATS Group will be there and they will be ready to provide the services required to ensure the successful execution and mission accomplishment of the warfighting forces.

★ ★

LTC Black is the Commander, 164th ATS Group, Eighth U.S. Army, Korea.

***"The Group's tactical ATS units are challenged by aging equipment and personnel shortages as they strive to be mission ready."***



## PERSONNEL UPDATE: MOS 93C, ARMY AIR TRAFFIC CONTROLLER

The Army drawdown is affecting soldiers and units at all levels. But even as we downsize, requirements to support extremely important operations continue at an undiminished pace. With the current operations ongoing in the Balkans, air operations have taken on an even more significant role. One of the most critical skills required to open and maintain safe and orderly air routes in a combat zone, or in support of a joint or combined task force is that of Army Air Traffic Controller, MOS Code 93C.

Qualifications to become an Army Air Traffic Controller are:

- Meet the physical demands of Very Heavy
- A physical profile of at least 222211
- Normal color vision
- A minimum score of 100 in Aptitude area ST
- Be able to meet the Army ATC medical standards of fitness as prescribed in AR 40-501
- Be able to clearly enunciate in English
- No record of drug or alcohol abuse, and no documented instance of the use,

*The  
requirements  
and career  
progression  
for these  
highly skilled  
soldiers.*

sale or manufacture of any narcotic or other controlled substance. No documented conviction by any courts martial or civilian court of the use, sale or manufacture of narcotics or other controlled substance, to include non-judicial punishment under Article 15, UCMJ

Formal Advanced Individual Training (AIT) for Army Air Traffic Control-

lers is conducted by the U.S. Army Aviation Center at Ft. Rucker, AL. The 93C course is 11 weeks in duration, and includes some of the most demanding tasks in the Army. Students are taught all aspects of airspace management and air traffic control. In the initial phase of training, each trainee must successfully complete the Federal Aviation Administration Control Tower Operator (CTO) examination. This is a comprehensive exam designed to test proficiency in basic air traffic control regulations, procedures, and phraseology.

The CTO exam is very difficult, and is the main reason for the abnormally high attrition rate in the 93C course, a rate well above other AIT courses. During the

remaining phases of the course, 93C trainees are taught the Army's air traffic control systems and equipment. Upon graduation from the course, the newly trained air traffic controller is qualified to be assigned to any Army air traffic control unit or facility.

Specific tasks performed by 93Cs are demanding and complex. The army air traffic controller operates tactical and fixed base air traffic control towers, radars, flight following facilities, and navigation aids. 93C's also process flight plan data, formulate and issue clearances, advisories and information to aircrews; resolve potential air traffic and airspace conflicts, and apply air traffic rules and procedures to maintain safe, orderly and efficient air traffic flow. It becomes quite clear that the army air traffic controller is fundamental to aviation safety.

Although AIT is quite challenging, the new 93C still has lots of intense training to complete in the unit or facility. In order to meet obviously stringent air safety requirements, air traffic control operations and procedures are strictly regulated by the FAA and the Army. In order to become fully qualified to control air traffic, each controller must obtain a "rating" in that unit or facility. Ratings for tower controllers require at least six months training to complete. Radar and flight following facilities vary, but usually require from four to 18 months of intense training unique to that facility. Tactical ATS units have tactical certification and rating programs designed to ensure top quality world wide air traffic control service for military operations on very short notice, such as the current radar supporting the IFOR at Tuzla.

Career progression for air traffic controllers is bittersweet. Army downsizing, coupled with the civilianization of many Army fixed base ATC facilities, have

caused Army-wide 93C authorizations to drop from 1530 in June of 1994 to 1143 by June of 1996. This causes several challenges. 93Cs typically progress to E-4 at a rapid rate, and are selected for promotion to sergeant quickly, leaving a shortage of 93C's at Skill Level 1. The Army needs roughly 270 air traffic controllers to be trained each year to meet Army grade and structure requirements.

Currently, the Aviation Center can only produce about 235 air traffic control soldiers each year. The training is necessarily tough, and while the high attrition rate does not help produce more controllers, it's the cost of doing business to train soldiers in a high skill MOS that has very little margin for error. With regard to the NCO promotions, whether we like it or not, NCO promotions are requirements based. We can only promote NCOs to specified levels based on documented requirements for NCOs in specific grades and MOSs. Since air traffic control units operate under roughly the same standards of grade as do most other Army organizations, there are fewer mid-grade NCO slots for the rapidly progressing junior 93Cs to be promoted into, and promotion slow down can occur at the mid-grade NCO level. The recent merger of 93C and 93P (Flight Operations Specialist) at the E-8 level has certainly helped more 93Cs progress to Master Sergeant.

Army air traffic controllers are smart, highly motivated, and committed soldiers. They routinely coordinate and deconflict airspace and air traffic to permit safe, orderly and efficient air operations in support of Army, joint, combined or interagency requirements.

★ ★

*COL Ledbetter is Chief, Aviation Branch, Enlisted Personnel Management Directorate, PERSCOM, Alexandria, VA.*

## DOPPLER, LORAN, AND GPS: WHAT ELSE DO YOU NEED?

### *The Third Place Winner of the Second Annual Essay Contest.*

In this day and age of new aircraft and technology, the army aviator is finally seeing some new navigation systems. The Doppler system has been around for over fifteen years, but to a budding UH-60, AH-1F or AH-64 aviator, it is still somewhat of a marvel. Some units have locally purchased Lorans or Global Positioning Systems (GPS) and have installed them in their aircraft.

The Army has realized the need for more accurate navigation systems that are not VOR based. Helicopter crews during Operation DESERT STORM used handheld GPS receivers from the infantry. As good as an Army aviator can be at pilotage and dead reckoning, even the best can be challenged in a harsh, featureless, and changing terrain as the desert.

When an aircraft must travel over 100 miles in unknown territory, and arrive at the objective at a precise time, an accurate navigation system, such as GPS, is a must! Being too early can be just as deadly as being too late.

So what's the problem? You just said it is a must to navigate over great distances and be precise! What else do you need? A MAP! You still need a map. Too many pilots, both military and civilian turn that magical box on and fly that-a-way until the dial, pointer, or numbers say "you are here."

The regulations have not changed. The pilot is still required to familiarize himself/herself with all information pertaining to the flight, including departure and arrival airfield procedures and route of flight. To do this you must refer to the current publications and charts.

When used properly, the Doppler, Loran, or GPS is the greatest thing since the E-6B! If proper preflight planning is done, these navigation systems can literally mean the difference between life and death! They are normally very accurate and provide up to the minute positioning including ground speed, wind speed/direction and, time to the objective.

Again, you ask—So what's the problem? The problem is some pilots put all, 100% of, their faith on this one black



box! When they take off and turn it on, it's like sitting back in the "rocking chair" and don't follow along with the charts, don't monitor the system in case it fails or back up the information with raw data. This can be a fatal mistake! My personal encounter with this problem, coupled with poor night flying technique, almost resulted in six deaths.

I had taken a couple of days leave to earn some extra money and see the corporate side of aviation. The experience I got was not worth the extra money I made!

For three days, I flew around in a multi-million dollar corporate dream. It was unbelievable, this helicopter had carpet! That in itself was impressive for an Army aviator like myself, but this aircraft would shoot an ILS approach hands off and level out at 50 feet AGL. It was stuffed with equipment that I only read about in aviation magazines and it looked like it was doing 150 knots just sitting on the ramp.

After only the first flight into New York City, I noticed something. The pilot didn't have any charts out. Nothing! Now I know that after numerous times into a known area, you don't have to refer to your publications, but you should at least have these accessible. The only publication available in the cockpit was an instrument approach plate. Everything was from memory and the trusty Loran.

Our first night approach was unnerving because when the Loran read two miles out, the pilot started his descent into the pitch black mountains with only a smattering of lights, without the landing site in view. I used some ACT (Aircrew Coordination Training) magic and said, "Do we really want to do this?" He relented until he actually had visual contact with the well-lit helipad (one light

on a wind sock). We came in hot and steep and completed the landing. No harm, no foul—right? I was at a set of controls.

The terror came on the last night. We had been waiting for over twelve hours when the CEO finally showed up. He was an airplane pilot and type rated in his own Gulfstream III. The weather had gone down through out the day and was now marginal VFR. He informed the pilot that I would be riding in the back seat for the trip home and he would ride up front. I could not believe it. With the weather deteriorating, and remembering the previous night approach, I seriously considered saying I would stay in New York or take a bus home. But, I fell into the mind trap of "What could go wrong?"

The proverbial accident chain already had enough links to cause an accident with the previous events and the long duty days. So, with the addition of these last few links, I was treated to a significant emotional event that I will never forget.

The pilot was cruising at approximately 1,500 MSL out of New York City, in marginal VFR at 140 knots. A major player in the amusement ride I was involved in was the radar altimeter and low altitude warning system being set at 200 feet AGL. (It was set from an ILS approach we executed the day before.) If the aircraft descends below the setting, an aural tone goes off, warning the pilot of the low altitude.

Riding in the back, I knew something was wrong. I couldn't help remembering the night flying skills of the pilot holding my destiny. He started his standard two mile out descent, and I was not in a position to make any corrections. It didn't take long at 140 knots for 1,500 MSL, rising terrain, low ceiling and a descending helicopter to react to the poor

combination!

The low altitude alarm went off. The pilot responded with full aft cyclic. The airspeed bled off and the aircraft began to spin rapidly! I lost count on the third time around of how many times we rotated. The nose of the aircraft must have been approximately 30° to 40° nose high. I remember, clear as a bell, thinking, "This is what it feels like right before you die." I fully expected to go IMC and end the evening with a bang!

By the grace of God, the helicopter stopped spinning. The CEO told the pilot to get some airspeed, so he lowered the nose and we flew out of it and to the nearest airfield. I believe that the tail rotor thrust was rendered ineffective by the main rotor wash because of the extreme attitude of the aircraft.

The combination of poor judgment, night flying skills and complete reliance on the Loran almost killed six people and gave us the ride of our lives! Not addressing my own lack of assertiveness in this situation, complete reliance on one system for positioning should never have happened.

Now before you start saying that this would never happen in the military, let me add this. The pilot was an ex-active duty helicopter pilot, unaided night and NVD qualified Army aviator. So yes, this could happen to you!

In 1993, a military C-12 was lost and all personnel on board were killed when it slammed into a mountain. The crew was relying solely on one navigation system, the KNS-660, and not backing it up with raw data on the number two side (localizer, VOR, or NDB). Had the crew backed up the "black box" with raw data on the co-pilot's side, they might very well be alive today!

As sophisticated as these systems are,

they can fail, give false readings or misleading information. They are like a computer, GIGO. This means Garbage In - Garbage Out. If you enter wrong data in, you get wrong data out. The systems the military has do not tell you if you are flying through special use airspace (some civilian systems can). Nor will they deviate around severe weather or mountains if you are too low. You can not just check out of the operational net while the magic box "does its thing". The human factor still plays and must play a vital role in successful and safe mission accomplishment!

The basics learned in flight school must still be used to safely conduct a mission, even with the new navigation aids. Yes, with new technology, the workload can be reduced, however, it is still the pilot who is ultimately responsible and will be the one to put wheels on the ground or steel on target.

★ ★

*CW4 Chandler is an SIPIFE with the Pennsylvania Army National Guard, Ft. Indiantown Gap, PA.*

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# AVIATION SOLDIERS

## The Backbone of Army Aviation

### Directory Sample

**LAST NAME, First Name, M.I. (Rank)(Initial Membership Year) (Nickname) Mailing Address. Dy: Duty Phone. Res: Residence Phone. S: Spouse's Name. Dy: Duty Assignment. MOS. AAAA Offices Held.**

*\*A professional-personal roster of Enlisted AAAA members. Data sheets were sent to all AAAA enlisted members, requesting information for the following directory. Only those members who responded by 29 April 1996 are listed.*

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# AAAA President's Message

*(Ninth in a Continuing Series)*

**MG Richard E. Stephenson, Ret.**

Enough already!

Things are being said and printed in other professional publications that are sending mixed signals to the defense community.

Hopefully, a few facts will help set the record straight. Our CSA, GEN Reimer, has not said that any one branch, system, or career progression path, is more or less vital than any other. We are in a risky business, postured as we are, in this Army today with capabilities short of all our requirements. No piece of the team can have a time out. OPTEMPO training and readiness demands, coupled with real world moves, put the CSA in a tightwire act in providing the trained, ready, and dominant force required.

Quality people and technology enable the Chief to do what has to be done — but the risk is always there, even if the bear appears to be asleep. Army Aviation need not worry about its position in the future Army. Pure, simple, direct warfighting effectiveness, or *battlefield accountability*, inherent in the mobility, flexibility, lethality, and overarching synergy of Army Aviation overrides branch, system, career progression path, or any and all other anomalies imbedded in the Pentagon prattle of the day. Specifically, our serving branch chief has NOT announced a summer retirement for 1996 and BG Thomas W. Garrett DOES NOT have orders to Ft. Rucker ... as of this writing. BG Emmitt E. Gibson, who replaced LTG John J. Cusick as CG, ATCOM, puts an aviator into the position — a position that has been held by non-rated general officers *more often* since 1957 than by rated general officers. So where is the 911? In fact, the founder of ATCOM, LTG William B. Bunker, was non-rated, but has a spot in our own Army Aviation Hall of Fame.

LTG Jay M. Garner has devoted these last few years to figuring out how to get rid of the third dimension (air or space) threat for the future warrior, and is an ardent Army Aviation supporter where warfighter effectiveness is concerned.

MG John M. Riggs has been on point for Apache, Longbow Apache, and Comanche for the last ten years. Who could possibly be a better digitization guru? Short answer — no one! But wait, my bet is that Riggs will be a significant influence in the combined arms arena for years and grades to come. He deserves it, and then some. As the deputy DCSOPS, his influence will be magnified even more.

As far as the "sky is falling" whining from other publications goes, Army Aviation has no need for apologists or excuses. We will acquit ourselves well in E-ring combat, Capitol Hill, or Bosnia, along with the rest of the great Army team! There is a difference between professional, responsible journalism and gossip.

Let's close by stating, unequivocally, that the outcome of all future operations will be dramatically and positively effected by the full integration of the commander's aviation warfighting capabilities. Comanche is a step-function, leap ahead combat catalyst that will not be fully digested and exploited until well into the 21st Century. The winning combined arms team has no better wild card than Army Aviation with the Comanche. We all know it and will relish the day ahead when it is time to put it on the line.



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**AAAA BALANCE SHEET AS OF DECEMBER 31, 1995**

<b>ASSETS</b>	
Cash	\$15,809
Cash Equivalents	451,541
Debts and Equity Securities	137,375
Loan and Accounts Receivable	5,202
Inventory of Pins	11,227
Prepaid Administrative Fees	207,655
<b>TOTAL ASSETS</b>	<b>\$828,809</b>

<b>LIABILITIES</b>	
Accrued Expenses and Allocations Payable	\$27,523
Deferred Membership Dues	195,715
Deferred Convention Revenues	283,897
<b>TOTAL LIABILITIES</b>	<b>\$507,135</b>

<b>FUND BALANCES</b>	
General Fund	\$29,621
Board Designated Funds	
Emergency Fund	274,530
Hall of Fame Escrow Fund	9,000
Order of St. Michael Fund	8,523
<b>TOTAL FUND BALANCES</b>	<b>\$321,674</b>
<b>TOTAL LIABILITIES AND FUND BALANCES</b>	<b>\$828,809</b>

**STATEMENT OF REVENUE, EXPENSES AND CHANGES IN FUND BALANCES AS OF DECEMBER 31, 1995**

<b>REVENUES</b>	
Membership Dues	\$301,558
Annual Convention	663,263
AEC Symposium	21,045
Souvenirs	2,815
Interest	30,960
Realized Loss on Sale of Available-for-Sale Securities	3,647
Order of St. Michael	9,906
Miscellaneous	3,766
<b>TOTAL REVENUES</b>	<b>\$1,036,960</b>

<b>EXPENSES</b>	
General and Administrative	\$340,529
National Programs	109,567
Chapter Programs	40,230
Annual Convention	527,515
AEC Symposium	19,002
AAAA Scholarship Foundation	34,428
Hall of Fame	12,960
Order of St. Michael	14,560
<b>TOTAL EXPENSES</b>	<b>\$1,098,791</b>

<b>EXCESS OF REVENUES OVER EXPENSES</b>	<b>(61,831)</b>
---	-----------------

<b>FUND BALANCE — BEGINNING</b>	<b>\$383,505</b>
<b>FUND BALANCE — ENDING</b>	<b>\$321,674</b>

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## National Awards Presented at



The AAAA Army Aviation Air/Sea Rescue and the Army Aviation Trainer of the Year Awards were presented at the AAAA Aviation Center Chapter Banquet on 12 January 1996.

**A Company, 2nd Battalion, 158th Aviation Regiment, Ft. Carson, CO** was named this year's winner of the Army Aviation Air/Sea Rescue Award sponsored by Lucas Aerospace. Attending the ceremony were (above, left to right): SSG Carl Wilber, CW3 Thomas Leedom, Mr. Roy Zavitz, Lucas Aerospace, MAJ Mike Connelly, Commander, SSG Florencio Abendano, CPT Garth Lecheminant, PFC Autumn McCauley, MG Richard E. Stephenson, Ret., AAAA President, and SSG James Swindler.

On 26 April 1995, the Battalion launched its search and rescue crew to the 13,100 foot level of Pike's Peak Mountain. Fighting high winds and marginal weather as a result of a late spring snow storm, the pilots were able to hover over the site in which four skiers had been caught in an avalanche the night before. Ground crews had reached the injured skiers, but were unable to stabilize them to a point where ground evacuation would be possible. The flight crew fought the elements and successfully used the aircraft hoist to recover two injured skiers

and their rescuers.

The 1995 AAAA Trainer of the Year Award, sponsored by Hughes Training, Inc., was presented to **CW3 Paul D. Hutchison**.

Serving as 1-14th Aviation Battalion's and the Aviation Training Brigade's Longbow Apache action officer, CW3 Paul Hutchison spearheaded and steered numerous efforts and initiatives in preparation for the fielding of the Longbow Apache. He developed the initial tactics, techniques, and procedures to be used with the Longbow. He produced the major elements of the initial Longbow Program of Instruction and Flight Training Guides and also developed the TDA for the Apache Longbow Training Company. He served as a vital advisor in the development of the Statement of Work (SOW), and made numerous significant, long-lasting contributions to the Longbow program. Pictured above are CW3 Hutchison's wife and son accepting CW3 Hutchison's award on his behalf from Mr. Ricky Morrow (left), Hughes Training Inc., and MG Stephenson (right).

Other National Awards presented at Ft. Rucker include the AAAA Army Aviation Medicine Award to **Dr. (MAJ) Robert A. Mazur**, Battalion Flight Surgeon, 224th Military Intelligence Battalion (Aerial Exploitation), Hunter Army Airfield, Savan-



## Fort Rucker Ceremonies



nah, GA. The award is sponsored by Gentex Corporation and is presented annually to "the flight surgeon or aeromedical physician assistant who best exemplifies the contribution to Aviation during the awards period encompassing September 1 through August 31."

The AAAA Army Aviation Fixed Wing Unit Award went to the **U.S. Army Operational Support Airlift Command**. Sponsored by FlightSafety International, this National Award is presented to "the unit or detachment with fixed wing aircraft that has achieved the highest level of excellence in training, safety, logistics, operations and support during the awards period encompassing September 1 through August 31."

Also recognized at the event were the 1995 AAAA U.S. Military Academy Cadet of the Year, **2LT Andrew J. Norton** and the 1995 AAAA ROTC Cadet of the Year, **2LT Fred D. Rothenbush, Jr.**

Right: Mr. Britt Hoskins (left), Flight-Safety International, and MG Stephenson (right) present the 1995 Army Aviation Fixed Wing Unit of the Year Award to OSAC representatives, **LTC John E. Easter II** and **SFC Curtis L. Williams**.



Above: Dr. (MAJ) Robert A. Mazur (center) accepts the 1995 Army Aviation Medicine Award from MAJ Gerald L. Johnson, Ret. (left), Gentex Corporation, while MG Richard E. Stephenson, Ret. (right), AAAA President, looks on.



# AAAA ANNUAL PRESIDENT'S REPORT

*The following remarks are excerpted from the AAAA President's Annual Report delivered by the President, MG Richard E. Stephenson, Ret. during the AAAA Membership Meeting, 28 March 1996, at the AAAA Annual Convention in Fort Worth, TX.*

In total membership, as of March 1, 1996 there were 15,536 active members. Notably, enlisted membership has sustained last year's growth and remains at almost 18% of total AAAA membership. We have also gained another 93 Life members to now total 1,112. Industry support is up a significant 5% from last year at 205 Industry Members. Sustaining Memberships for local non defense related businesses are also up 8% at 52 as of 1 March.

National, Regional, and Chapter activities have done very well over the last year. The Thirteenth Annual AAAA Aviation Electronic Combat (AEC) Symposium took place in late October in Louisville, Kentucky and served as a good warm up for the AAAA Annual Convention that will be held there in 1997.

This year we are going to combine the biennial AAAA Monmouth Chapter Avionics Symposium with the AEC on November 12-14 in Long Branch, New Jersey.

Two months ago, the Lindbergh Chapter Annual Joseph P. Cribbins Product Support Symposium served as another excellent opportunity for AAAA to foster communication between the Army and Industry. The Lindbergh Chapter, under the leadership of Dan Rubery, hosted an outstanding event.

AAAA's 61 Chapters held more than 150 meetings in 1995. We have also welcomed four new AAAA Chapters in the last 12 months:

- the Frozen Chosen Chapter, Grand Forks, North Dakota
- the Oregon Trail Chapter, Salem, Oregon
- the Rising Sun Chapter, Camp Zama, Japan
- and the Virginia Military Institute Chapter, Lexington, Virginia.

ARMY AVIATION Magazine continues to bring comprehensive information written by and for the Army Aviation Community to our members also sponsors the Annual AAAA Essay Contest.

The top three essays are published in the magazine and first prize is \$500, so fire up your word processors and send in your entry. Suspense is July 1.

One of AAAA's biggest annual efforts is the AAAA Awards Program.

The AAAA recognizes excellence throughout the year. In October two awards were presented at the AAAA's Aviation Electronic Combat Symposium in Louisville. The AAAA's Aircraft Survivability Equipment Award sponsored by Loral Electronics Systems, Inc., went to CW2 Kevin L. Crumpler, 4th-123rd Theater Aviation Battalion, Fort Wainwright, Alaska.

The Avionics Award sponsored by Cubic Defense Systems, Inc. was awarded to Mr. Thorwald E. Eide, Equipment Specialist (General), 160th Special Operations Aviation Regiment, (Airborne), Fort Campbell, Kentucky. The second year in a row that a Night Stalker has won this award.

At the AAAA Aviation Center Chapter Awards Dinner in Fort Rucker in January, this year's Army Aviation Trainer of the Year Award, sponsored by Hughes Training, Inc., Link Division, formerly CAE-Link, was awarded to CW3 Paul D. Hutchison, HHD, 1-14th Aviation Regiment, Aviation Training Brigade, Ft. Rucker, Alabama.

Also presented was the Army Aviation Air/Sea Rescue Award sponsored by Lucas Aerospace to CW4 Randy L. Mullen, CW3 Thomas D. Leedom, SSG Florencio Q. Abendanio, SSG James A. Swindler, SGT Carl D. Wilbur, PFC Autumn D. McCauley, and flight surgeons CPT Garth W. Le Cheminant and CPT Michael S. Machen, A Company, 2nd Battalion, 158th Aviation Regiment, Ft. Carson, CO.

In addition, two of AAAA's newest awards, the Fixed Wing Unit Award and the Army Aviation



Medicine Award sponsored by FlightSafety International and Gentex Corporation respectively, were also presented at the Aviation Center event.

The 1995 Fixed Wing Unit of the Year was the Operational Support Airlift Command, Ft. Belvoir, Virginia.

The 1995 Army Aviation Medicine Award was won by Major Robert A. Mazur, M.D., 224th Military Intelligence Battalion (Aerial Exploitation), Hunter Army Airfield, Savannah, Georgia.

The AAAA Lindbergh Chapter Product Support Symposium in February 1995 was the venue for the presenting of the Logistics and Materiel Readiness Awards.

The Outstanding Logistic Support Unit of the Year Award for 1995 was awarded to 7-159th Aviation Regiment, Illesheim (Stork Barracks), Germany.

The Individual Industry Award went to Mr. Frank Gordon, COBRO Corporation, Earth City, Missouri.

The Materiel Readiness Award for Contributions by an industry Team, Group or Special Unit was awarded to the UNC Lear Siegler, Inc.

The Small Business Organization Award went to COBRO Corporation.

The Major Contractor Award was presented to Parker Hannifin Corporation.

In addition to these various national and functional awards, there is the AAAA Distinguished Graduate Award program. This program was vastly expanded in 1992 and now provides the top graduates from the U.S. Army Aviation Logistics School, U.S. Army Aviation Center and the Army National Guard Aviation Training Sites with awards documenting their achievements.

The Association also honors other outstanding young people who are entering Army Aviation with the AAAA Top ROTC Cadet of the Year and AAAA Top U.S. Military Academy Cadet of the Year Awards. The Top USMA Cadet for 1995 was Andrew J. Norton and the Top ROTC Cadet was Fred D. Rothenbush, Jr.

Our most significant program, certainly in financial terms, is the AAAA Scholarship Foundation Inc. We help our members before, during, and after they and their loved ones graduate from college. The Foundation was able to give out 55 scholarship grants and loans for a total of \$141,500 in 1995 and is expected to match that effort this year. The big news in 1995 was that applications were up almost 60% over 1994. A record 276 people applied.

Over the last few years, we have earmarked scholarships for specific membership categories like Enlisted personnel that help insure fair distribution of this benefit. However, we still need many more applicants in our Enlisted, Warrant Officer and Company Grade ranks to make this program as effective as possible.

Your Association is managed by the National Executive Board consisting of ten elected Vice Presidents, twenty National Members-at-Large who are appointed annually by the President, and the Past Presidents of the AAAA, the Past Executive Vice President and National Members-at-Large Emeritus who serve as permanent members of the Board. In addition, the NEB is also comprised of the USAREUR Region President and the Presidents of Chapters representing 150 or more members.

In recent years, we have expanded the NEB to include additional company grade officers, warrant officers and enlisted soldiers as National Members-at-Large.

This breadth and depth of experience of personnel serving on the NEB is intended to keep your leadership in touch with the real world of our membership. You should not hesitate to communicate your thoughts to your board representative.

With all these programs, how do we keep financially solvent? Membership dues alone do NOT cover our expenses. The answer is the support of our Industry members. As I mentioned earlier, much of our income comes directly from this Annual Convention with the sale of exhibit space to our industry member firms. We are deeply appreciate all they do for us year in and year out.

These are certainly challenging times, but with our solid membership numbers and strong industry support, we look forward to the next year and the future of an even stronger and more vital Army Aviation Association of America.



## NEB MINUTES

AAAA's National Executive Board (NEB) conducted its Spring meeting during the AAAA Annual Convention in Atlanta, GA, March 27-30, 1996. Highlights of the actions approved included:

**AAAA/AAPI Contract Review:** MG Robinson summarized the written report of the Contract Review Committee and made a motion that the NEB "negotiate and amend the AAPI contract to provide for transfer of the Executive Director position from AAPI to AAAA as soon as practicable." The motion was approved with a vote of 35 in favor and 23 against.

**By-Laws & Legal: Ratification of NEB Appointments.** The NEB ratified the following National Member-at-Large appointments, those appointments to expire at the 1997 AAAA Annual Convention: COL Eric W. Braman, COL Dave Carothers, Ret., LTC Howard T. Comer, SGM Jeffrey R. Culp, CPT Robert L. Douthit, BG Jerome V. Foust, BG Stuart W. Gerald, CSM Marvin E. Horne, Thomas L. House, COL Gerald R. Kunde, Ret., MAJ Jeanette M. McMahon, LTG Ellis D. Parker, Ret., MG Daniel J. Petrosky, William Pollard, CW5 Darrell C. Pope, MG John M. Riggs, GEN Crosbie E. Saint, Ret., BG James R. Snider, and COL Harry W. Townsend, Ret.

**Awards: Proposal to Establish Certificate of Commendation.** A motion was approved to accept the recommendations of the Awards Committee and to establish a National Certificate of Commendation as described in the Agenda, with the first award to be presented to the Scientific Support Laboratory operated by Computer Sciences Corporation for their outstanding support of the recent AH-64D Longbow Apache tests.

**Membership: Proposal to Provide Cash Prizes to "TOP GUN" Runner Ups.** A motion was approved to establish cash awards for the "Top Gun" runner ups, in addition to the Top Gun winner, to encourage more competition, as follows: \$400 for second place; \$300 for third place; \$200 for fourth place; and \$100 for fifth place.

**Executive Group:** A motion was approved to ratify the actions of the AAAA's Executive Group consisting of the AAAA President, Senior Vice President, Secretary-Treasurer, and Executive Director (non-voting), which included approval of Charlotte, North Carolina, as the site of the 1998 AAAA Convention.

**Convention and Symposia: Merger of AEC Symposium and Monmouth Chapter Avionics Symposium.** A motion was approved to merge the AAAA's AEC Symposium and the AAAA Monmouth Chapter's Avionics Symposium, which would be held at the Ocean Place Hilton in Long Branch, NJ, on November 12-14, 1996.

Members may request a copy of the minutes of AAAA NEB Minutes from the AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880; Tele: (203) 226-8184; FAX: (203) 222-9863; E-MAIL: 74023.3400@compuserve.com.

***AAAA Army Aviation Simulation Symposium***  
***4-6 September 1996, Arlington, VA***  
***AAAA Avionics and Electronic Combat Symposium***  
***12-14 November 1996, Long Branch, NJ***  
***Contact the AAAA National Office for details!***  
***203 226-8184***



Above: AAAAA's newest chapter, the AAAAA Stonewall Jackson Chapter became active on 9 March 1996 in Sandston, VA. Chapter officers are, standing left to right: CW2 Neal Edmonds (VP, Membership), LTC William Simpson (Senior VP), COL James Holden (President), CW3 Hugh Adams (VP, Programs). Kneeling, left to right: CW2 Mark Becker, Treasurer, and CPT James Ring, Secretary.

Below: LTC Jason H. Martin, Jr. (center) was awarded the Bronze Order of St. Michael Award at Ft. Rucker, AL during a ceremony held in January 1996. Applauding the award is MG Ronald E. Adams, Aviation Branch Chief and CG, USAAVNC and Ft. Rucker. At right is LTC Martin's wife, Kathalise.



## New AAAAA

### Chapter Officers

#### Colonial Virginia:

LTC Janice F. McHale  
(Senior VP).

#### Jack H. Dibrell (Alamo):

LTC Timothy Harrod  
(Pres); COL Leo E.  
Bergeron, Ret. (SrVP);  
MAJ Harold Abner (VP,  
Memb); MAJ Mark Souza  
(VP, Prog).

#### Iron Eagle:

CPT Stuart M. Beltson  
(Treasurer).

#### Land of Lincoln:

LTC David C. Mackey  
(Pres); SFC John R.  
Schmick (SrVP); CPT  
Dave Hamman (Secy);  
CW3 Frank J. Olivito  
(Treas); CPT Kurt A.  
Kennard (VP, Memb); CPT  
George O'Brien (VP,  
Prog); CPT Chris J.  
McIntyre (VP, Soc Dir).

#### Edwin A. Link:

Ms. Courtney E. Most  
(Secy); CW4 Ernest G.  
Cooper III, Ret. (VP,  
Memb).

#### Lindbergh:

Mrs. Christine L.  
Henderson (Treasurer).

#### Mid-America:

MAJ Michael C. Mullins  
(President).

#### Narragansett Bay:

COL William H. Pond  
(President).

#### North Country:

1LT Robert A. Martinez  
(VP, Memb); CPT Arthur  
A. Jackson (VP, Awards).

#### Northern Lights:

LTC Daniel H. Farley  
(President).



**Pikes Peak:**

CPT Neal J. Zuckerman  
(VP, Membership).

**Potomac:**

COL Joseph L. Ferreira  
(Pres); SFC Pamela L.  
Shugart (VP, Prog); COL  
Ralph J.W.K. Hiatt, Ret.  
(VP, Industry Affairs).

**Savannah:**

CSM Edward P. Iannone  
(VP, Enlisted Affairs).

**Southern California:**

LTC Thomas E. Lasser  
(VP, ARNG).

**Stonewall Jackson:**

COL James D. Holden  
(Pres); LTC William A.  
Simpson (SrVP); CPT  
James W. Ring (Secy);  
CW2 L. Mark Becker  
(Treas); CW2 Neal J.  
Edmonds (VP, Memb);  
CW3 Hugh W. Adams  
(VP, Programs).

**Talon:**

COL Robin C. Walker  
(Pres); CPT Michael A.  
Casper (SrVP); MAJ  
Robert L. Johnson, Jr.  
(Treas); 1LT Nicholas S.  
Catchings, II (VP, Memb.  
Enroll); 2LT Jeffrey J.  
Fleher (VP, Prog); CSM  
Lawrence J. Owens (VP,  
Enlist. Aff); MAJ Charles  
A. Jumper (VP, Chap.  
Awards); 1LT Scott T.  
Fleher (VP, Pub. Affairs).

**Taurus:**

CPT Christopher I. Jose  
(Treasurer).

**New AAAA****Industry Members**

Allard Industries, Inc.

Hatfield, PA

Carleton Technologies,  
Inc.

Orchard Park, NY



Above: Eight Officer Candidates were branched and commissioned into Army Aviation in a ceremony held on 22 September 1995. They are, from left to right, bottom row: 2LT Aaron Smith; 2LT Gary Good; and 2LT Geoffrey McLaughlin. Top row: 2LT Michael Kuenzli; 2LT Daniel Ryan; and 2LT Thomas Schrader. They are currently attending the Aviation Officer Basic Course and IERW at Ft. Rucker, AL.

Below: Army aviators currently enrolled in the Air War College, Maxwell AFB, AL Class of 1996. Studies are concentrated at the National and Strategic levels of policy and doctrinal development with an emphasis on Joint Warfighting. Left to right: LTC Robert L. Thompson, LTC(P) Gary S. Coleman, LTC Bruce K. Ladeira, COL James A. Cerniglia, and LTC(P) Lee A. Thompson.







Above: Wearing their command numbers and participating with nearly 900 runners at Ft. Bragg, NC in the first ever AAAA Iron Mike Chapter Blue Dragon 10K Run are (left to right) COL Ted Larew, Cdr, 82d Avn Bde, COL Roger McCauley, Cdr, 18th Avn Bde and Chapter President, COL Duz Packett, Cdr, 229th Atk Hel Regt, and COL Brian Pankey, Cdr, 159th Avn Grp. The run raised \$1,000 for local Boy and Girl Scouts, and with AAAA matching scholarship funds, will produce \$4,000 for Iron Mike Chapter Scholarships.

Below: The National Aeronautical Association (NAA) has announced that LTC Thomas M. Lee has claimed the U.S. aviation record of "Speed Over a Recognized Course from Los Angeles to Washington DC". LTC Lee and Mr. Douglas Scott flew a WWII U.S. Army Piper L-4H to establish this record in August 1995. The trip was sponsored by the AAAA Greater Atlanta Chapter.



## New AAAA Industry Members (cont.)

**Contract Fabrication  
& Design**

Princeton, TX

**Curtiss-Wright**

**Flight Systems, Inc.**

Bloomfield, NJ

**DCM Clean-Air Products**

Fort Worth, TX

**DRS Precision Echo, Inc.**

Santa Clara, CA

**EIDOS Corporation**

Lincoln, NE

**FANA (A Division of  
FPM Incorporated)**

Flat Rock, MI

**Fastener Dimensions Inc.**

Ozone Park, NY

**Flight Visions, Inc.**

Sugar Grove, IL

**Galaxy Scientific  
Corporation**

Warminster, PA

**Global Helicopter  
Technology, Inc.**

Arlington, TX

**Innovative Solutions &  
Support, Inc.**

Malvern, PA

**Inter-Coastal**

**Electronics, Inc.**

Mesa, AZ

**Kollsman, Inc.**

Merrimack, NH

**Krautkramer Branson**

Lewistown, PA

**Lundy Technical Center,**

**Division of ATMI**

Pompano Beach, FL

**Metters Industries, Inc.**

McLean, VA

**Nations, Inc.**

Tinton Falls, NJ

**NDT Engineering Corporation**  
Kent, WA  
**Palomar Products, Inc.**  
Carlsbad, CA  
**Phoenix Products, Inc.**  
Berea, KY  
**Rogerson Aircraft Corporation**  
Irvine, CA  
**Shadin Company, Inc.**  
St. Louis Park, MN  
**Sparta, Inc.**  
San Diego, CA  
**Stanley-Proto Industrial Tools, Inc.**  
Covington, GA  
**Staveley NDT Technologies, Inc.**  
Wichita, KS  
**Tel-Instrument Electronics Corp.**  
Carlstadt, NJ

### **New AAAA Sustaining Members**

**Flightline**  
**Sherling Ford**  
**Boswell Honda**  
**Coldwell Banker**  
**Manhattan's**  
**Waltham Clock**  
**Sea Divers**

### **In Memoriam**

CW4 Alonza T. Bailey, Ret.  
LTC Floyd T. "Blue" Barron, Ret.  
CW4 Friedrich Burk, Ret.  
COL Stephen F. Cameron, Ret.  
COL Donald H. Jersey, Ret.  
MAJ Oran B. Jolley, Ret.  
Mr. Herbert L. Williams

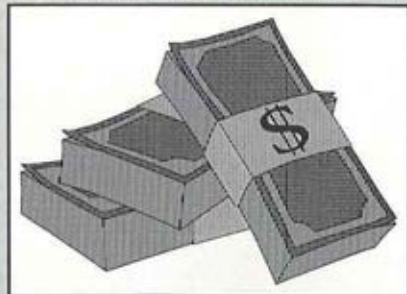


Above: LTG John M. Keane (second from left), CG, XVIII Airborne Corps, Ft. Bragg, NC, inducted two new members into the Order of St. Michael at the Ft. Bragg Aviation Birthday Ball held on 13 April 1996 at Simmons Army Airfield. Ms. Betty Smith (left), Post Aviation Officer, and Mr. Dru Blair (second from right), a nationally-recognized aviation artist, received their Bronze St. Michael certificates and medals from LTG Keane. COL Roger E. McCauley (right), Commander of the 18th Aviation Brigade and Iron Mike Chapter President, assisted in the presentations.

Below: MG Richard E. Stephenson, Ret. (left), AAAA President, presents USMA CDT Philip J. Root (right) with the 1996 AAAA Top USMA Cadet Award during a 28 May 1996 trip to the U.S. Military Academy at West Point, NY.







The AAAA Scholarship Foundation, Inc. (AAAASF) is now part of the Combined Federal Campaign (CFC), a workplace charitable fund drive conducted by the U.S. Government for all federal employees. It is the single largest workplace fund drive in the country, raising approximately \$195M in pledges annually.

Please consider making a CFC-sponsored contribution to the AAAA Scholarship Foundation this year. AAAA's code number for the Fall 1996 CFC is 2121.

### **AAAA GOES ON-LINE!**

The AAAA National Office now has E-Mail capability via CompuServe. Our address is:  
74023.3400@compuserve.com

## **AAAA CALENDAR**

A list of upcoming AAAA Chapter and National events.

### **July 1996**

- **Jul. 19.** AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- **Jul. 20.** AAAA National Scholarship Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.

### **September 1996**

- **Sep. 4-6.** AAAA Aviation- Simulation Symposium, Crystal Gateway Marriott, Arlington, VA.

### **October 1996**

- **Oct. 14.** AAAA National Executive Board Meeting, Sheraton Washington Hotel, Washington, DC.
- **Oct. 14.** AAAA Scholarship Executive Committee Meeting, Sheraton Washington Hotel, Washington, DC.
- **Oct. 29-31.** AAAA Colonial Virginia Chapter and AHS Hampton Roads Chapter, Helicopter Military Operations Technology Specialists Meeting (HELMOT VII).

### **November 1996**

- **Nov. 12-14.** AAAA Avionics/Electronic Combat Symposium (formerly AAAA AEC Symposium), Ocean Place Hilton, Long Branch, NJ.

### **January 1997**

- **Jan. 29-31.** Joseph P. Cribbins Product Support Symposium sponsored by AAAA Lindbergh Chapter, Stouffer Concourse Hotel, St. Louis, MO.

### **February 1997**

- **Feb. 8.** AAAA National Awards Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.

### **April 1997**

- **Apr. 23-26.** AAAA Annual Convention, Kentucky Fair and Expo Center, Louisville, KY.





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