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# the total force

by Maj. Gen. Anthony Jones

Army Aviation is the combat multiplier of choice for our warfighting commanders in the field. This is evident as we look at the many ongoing real-world contingencies and the major training events in the field today. I have had the privilege of being selected to represent Army aviation and to meet the challenges of the next century as your branch chief. I am honored to join the superb team at the Army Aviation Center and the surrounding communities. I return to Fort Rucker from a great tour of duty with the 1st Armored Division in Hanau, Germany, and of course our second home in Tuzla, Bosnia. With this in mind, I can tell you that I have a fresh understanding of the demands and challenges placed on our aviation commanders in the field.

The theme of this month's issue is "The Total Force." I can think of no better example of "The Total Force" than the ongoing operations in Bosnia. We have almost 7,000 soldiers deployed in Bosnia — a force that has been continually supported by reserve-component soldiers. This exemplifies the fact that when we deploy, we deploy as a total force. Currently, our reserve component aviation forces are performing the MEDEVAC and ATC missions supporting the region, and the 49th Division (TX ARNG) is scheduled for future duties in Bosnia.

Today over half of the Army's aviation resources are in the reserve components. Therefore, it should be of no surprise that they play a critical role in current and future aviation operations and force strategy. Along with its presence in the Bosnian region, our reserve component is providing critically short AH-64 qualified aviators to Korea, fielding a battalion task force to Kuwait and working in tandem with the Aviation Center

on the development of the Aviation Combined Arms Tactical Trainer -Arms simulation system.

Another aspect of the total force is the partnership that units in the field share with the Aviation Center. The Aviation Center exists to resource our units with trained professionals and to research and develop doctrine, training strategies and materiel to maintain the most effective aviation force in the world. Inherently, this can only be done successfully via continuous coordination with the field. I am committed to supporting our units in the field. I ask all of our aviation leaders to use the tools and resources available at the Aviation Center in addressing the challenges and opportunities that lie ahead.

Our annual Aviation Leaders' Training Conference will be in February. This is a great opportunity for Army aviation leaders to share ideas and to focus on our warfighting needs. I look forward to meeting each of our brigade commanders and command sergeants major during this key event.

Teamwork is key to meeting the opportunities of the Army-After-Next. I am honored to have the opportunity to lead Army aviation into the next century, and I am proud of each and every one of you executing the mission. From the research labs and schools to the flight lines and units in the field, Army Aviation is blessed with the best leaders, civilians and soldiers in the Army. I look forward to working with you and keeping Army aviation "Above the Best."



*Maj. Gen. Anthony Jones is commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala., and chief of the aviation branch.*



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# Change of Command

By Lisa Eichhorn

A bright, clear, early fall sky greeted the large crowd gathered at Fort Rucker recently to witness the change of command ceremony in which Army aviation and Fort Rucker received their 19th commander. Brig. Gen. Anthony R. Jones assumed command from outgoing commander Maj. Gen. Daniel J. Petrosky.

Jones comes to Fort Rucker from his last assignment as the assistant division commander-forward, 1st Armored Division, Tuzla, Bosnia-Herzegovina. Jones was promoted to major general on Oct. 27, 1998. Jones is not new to Fort Rucker as he previously served as the assistant operations officer, test concepts officer, test project officer, and operations research systems analyst for electronics and electronic warfare systems and on the U.S. Army Aviation Board at the post.

Petrosky, who has been in command since September 1996, leaves Fort Rucker to become the commanding general, Eighth Army/Chief of Staff, United Nations Command/Combined Forces Command/U.S. Forces Korea. He has also been appointed to the rank of lieutenant general pending senate confirmation.

The ceremony, rich in military tradition, drew many former aviation legends and leaders. Medal of Honor winner CWO 4 Joseph Novesel (Ret.) was on hand along with several former branch commanders. AAAA president, Maj. Gen. David Robinson (Ret.) came out for the event as well as Maj. Gen. (Ret) Ellis D. Parker.

Gen. John N. Abrams, commanding general, U.S. Army Training and Doctrine Command (TRADOC), handed off the branch flag from Petrosky to Jones officially signifying to the soldiers standing at attention there was a new commander. Abrams then spoke of

the accomplishments of both men.

"I can't tell you how much pride and enthusiasm I have for being back in the great state of Alabama ... to be at the home of the finest aviation branch anywhere in the world," he said. "This branch brings a sense of humanity to our business and it also make a difference when we are in need."

With much emotion, Abrams went on to say that he was losing a friend, colleague and mentor in Petrosky. Commenting on Jones, Abrams said, "We all know him, he is a great soldier, great father, great mentor and a good friend."

Speaking next, Petrosky recognized the soldiers, civilian employees and civic leaders, and commented on how they make Fort Rucker and the Wiregrass a wonderful place to serve the nation. "This is a special place ... where you see soldiers succeed every single day," he said. "Where you can walk the flight line ... see and feel the energy of flight students as they anticipate their first-ever flight in an Army helicopter."

"Folks, what I have tried to describe to you are the sights and the sounds of a national asset, a national treasure," he said. "What goes on here at Fort Rucker cannot be duplicated anywhere else in this nation or anywhere else in this world very easily."

"I guess what I am trying to say is this is a great job and I have truly enjoyed it. Now it's time to turn in my call sign, it's Brig Gen. Tony Jones' now. Tony is a superb soldier ... a superb leader, and for me it is a pleasure to know he will be the new branch chief."

Jones said he could think of no greater honor than being selected the aviation branch chief and to represent the branch into the next century.

"Army aviation is the combat capability of choice by our commanders in the field," he said. "This is evident as we look at the many ongoing, real-world operations and the major training events in the field today."

"I look forward to a challenging and exciting future and to being on your team ... a team that is truly 'Above the Best.'"

Jones is a native of Washington, Ind. He and his wife, Nancy, have three daughters, Regan, Erin and Holly.



*Lisa Eichhorn, a special correspondent for Army Aviation magazine, is based in Fort Rucker, Ala.*



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By Maj. Gen. Thomas J. Plewes

The U.S. Army Reserve (USAR) marked its 90th anniversary in 1998. Since 1908, Army Reserve citizen-soldiers have served our nation and America's army in peace and war. We have proven ourselves in World Wars I and II, Korea, the Berlin Crisis, Vietnam and in operations Desert Shield and Desert Storm. More recently, in operations in Somalia, Haiti and Bosnia, more than two-thirds of all the reserve-component forces mobilized have come from the Army Reserve. Army Reserve aviation has been a major part of this legacy of selfless service. As we enter the 21st century, aviation will remain a mainstay of the Army Reserve's key contribution to the Army and the nation.

Beginning in 1990, the USAR embarked on the path of change — transforming itself from a Cold War force to one that is prepared for the 21st century. In addition to reducing its size by over 35 percent and cutting in half the number of command, control and support headquarters, the USAR has completely reorganized its force, inactivating major combat formations and focusing on combat support and combat service support units and specialized support forces.


Today, the USAR is best categorized as a capabilities-based force, with relevance across the full continuum of operational requirements. In the chief of staff of the Army's "One Army" white paper, it is referred to as the Army Reserve "Triad of Capabilities." Specifically, this triad consists of trained and ready support units and power-projection platforms; training readiness enablers; and trained and ready individual soldiers. A major part of this transformation involved Army aviation units and included the transfer of all assault and aeromedical evacuation structure to the Army National Guard.

Today the 244th Theater Aviation Brigade — headquartered at Fort Sheridan, Ill., and with units in 12 states — is the nucleus of Army Reserve aviation. The command-and-control element for all USAR aviation units, the 244th is also one of only two theater aviation brigades in the Army. The brigade commands two CH-47 heavy-lift helicopter battalions, two fixed-wing theater aviation battalions, two AH-64 attack helicopter battalions and an aviation maintenance company.

The USAR has 100 percent of the fixed-wing theater aviation battalions, 63 percent of all fixed-wing theater aviation companies worldwide, 50 percent of the Army's theater aviation brigades and, beginning in fiscal year 2000, will have 100 percent of all CONUS-based theater aviation companies. With such a large responsibility for the echelons-above-division aviation capability in the Army, it is clear that the USAR continues to be an integral and mission-essential part of Army aviation.

As USAR aviation continues to grow (some 16 percent in the past year with three new unit activations in FY 00 alone) and is recognized for its value added to the Total Army, the focus must remain constant. That is, every unit must be adaptable to a constantly changing Army environment, relevant to the current needs and missions of the nation, and ready to meet the challenges of the 21st century.





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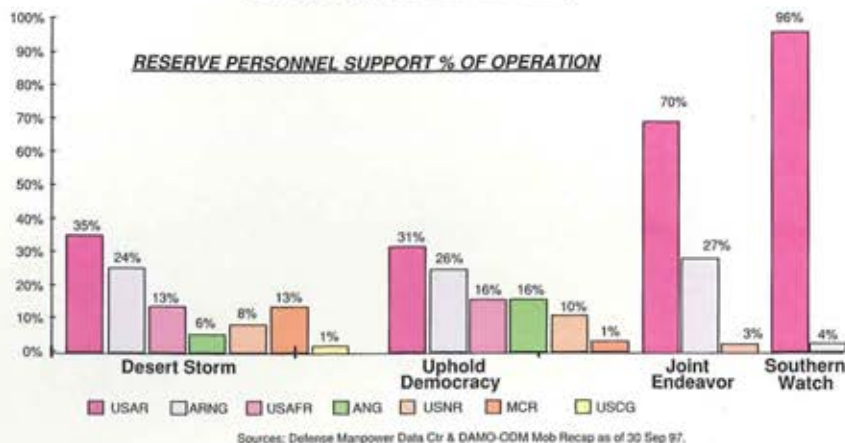
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## Ready and Relevant

Since 1993 the USAR aviation community has successfully restructured its force to remain prominently relevant to the National Military Strategy and the operational needs of today's Army.

Every USAR aviation unit is required for the warfight MTOE structure, from the attack helicopters of the 7th Battalion, 6th Cavalry, in Conroe, Texas, to the theater aviation support soldiers of the 6th Bn., 52nd Aviation, in Los Alamitos, Calif. This last unit, as well as such other units as the 2nd Bn., 228th Avn., in Willow Grove, Pa., have been deployed in support of military operations because of their expert skills, experience and relevance. Since their deployment to Germany in December 1995 in support of Bosnian peacekeeping operations, the 2-228th and 6-52nd have amassed hundreds of successful missions and logged over 10,000 flight hours. Army Reserve CH-47s comprised the last Army aviation units in Haiti and flew hundreds of accident-free flight hours supporting the United Nations operation after the departure of other U.S. forces.

## USAR TAKES THE LEAD



and ready units and individuals supporting America's Army here and abroad.

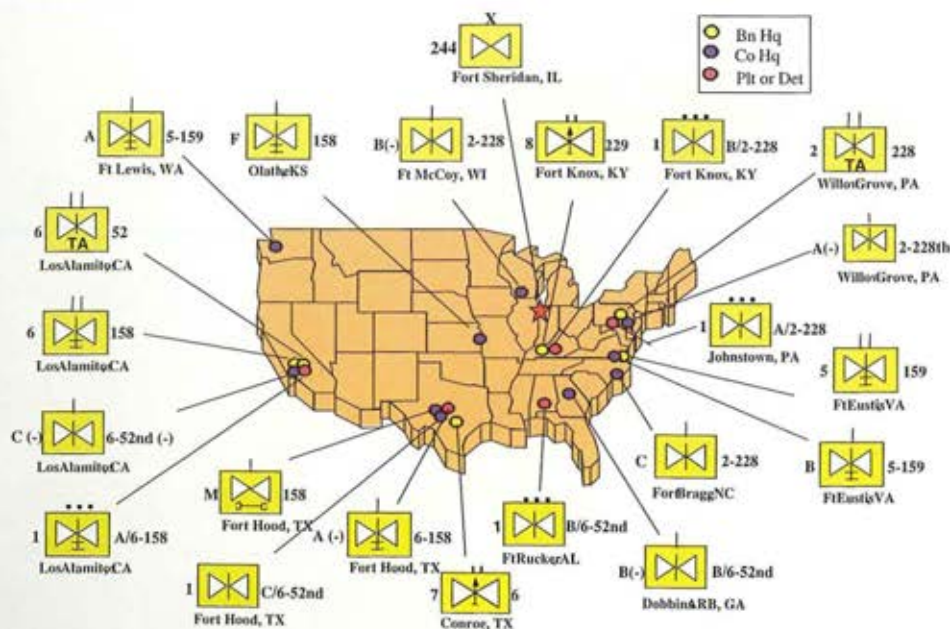
## Building for the Future

A major initiative by the Army chief of staff which affects the future of AC/RC integration rests with multi-component units. The focus of the multicomponent philosophy is to leverage the strengths of active and reserve components to improve the readiness and deployability of the force, increase RC participation in peacekeeping operations, offset AC OPTEMPO, and improve the internal understanding between and among the Army's three components.

The Army has taken a significant step in the AC/RC integration process by including Army National Guard (ARNG) and USAR units and soldiers in the new division structure, which also integrates the aviation brigade. The next challenge is for the Army aviation community to take AC/RC integration to the next level — to leverage the strengths of the active Army as well as those of the citizen-soldiers serving in the ARNG and USAR.

Together we have postured the Army Reserve aviation force as an integral part of Army aviation to meet the challenges of the next century so that America's Army Reserve will continue its 20th century

## USAR Avn Unit Locations



The commitment of the USAR remains the same: to ensure that every unit and every soldier is ready to meet the nation's military requirements as part of a trained, ready, Total Army team. As always, the USAR continues to be a community-based federal force of trained

legacy of selfless service into the 21st century.



*Maj. Gen. Thomas J. Plewes is the chief of the Army Reserve.*

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# ARMY NATIONAL GUARD AVIATION

The challenges faced by the Total Army in the years since the end of the Cold War have affected every branch and component. Aviation is no exception. Throughout the 1990s, National Guard aviation has worked successfully to meet the challenge of fulfilling its mission requirements and maintaining readiness.

## PAST PRESENT FUTURE

by Maj. Gen. Roger Schultz

As we face the challenges of today and tomorrow, I strongly believe there are numerous reasons for optimism. One important reason for this optimism is the strong and increasing level of commitment and integration between the Army National Guard (ARNG) and the active component (AC). This cooperation and integration is a natural fit with 49 percent of the Total Army aviation force structure in the Guard.

This seamless integration of ARNG assets into Total Army mission requirements has become absolutely necessary to meet the national security strategy needs of the new century and offers the means to demonstrate the dedication and commitment of the men and women of the Guard aviation community. Still, the readiness of the Guard and its aviation assets must continue to be maintained while meeting the challenge of decreasing resources and increased requirements.

### Success Stories:

Dual Missioning, Modernization  
and Innovative Training

#### Dual Missioning

One of the more exciting initiatives in recent years is the trend toward "dual missioning" of ARNG rotary-wing assets. This initiative involves the development of dedicated training relationships between AC and ARNG aviation units. At

the same time, these Guard assets continue to maintain their role within their existing divisions. Six assault companies currently in the strategic reserve have been dual-missioned with AC battalions in the 10th Mountain, 25th Infantry, and 82nd and 101st Airborne divisions. Five general-support aviation companies are also being considered for dual missioning, working with the 1st Armored, 1st Cavalry, and 1st, 3rd and 4th Inf. divisions.

This dual-missioning relationship provides significant benefits for the Guard. Increased resourcing and exposure to AC training activities provides significant assistance in maintaining Guard rotary-wing readiness. Perhaps even more important are the modernization activities associated with the dual-missioning concept. Sixty additional UH-60 aircraft will be provided to modernize the ARNG assault companies that have received the dual-missioning assignment. An additional 16 UH-60s will be required if the five general-support companies receive dual-mission responsibilities. The result is a win for both the ARNG and the AC.

#### System Modernization

There are also some bright spots in systems modernization. The Guard received the UH-60 series aircraft, including 298 UH-60A and 83 UH-60L models, during fiscal year 1998. Plans are also underway to upgrade the

Guard attack helicopter fleet with AH-64As. The Total Army 530 Fire Control Radar (FCR) Plan will result in the cascading of 218 AH-64A Apaches to the Guard, replacing existing AH-1 Cobras. Both of these programs vividly illustrate the continued viability and long-term vitality of Guard aviation as a part of the Total Force.

#### Distance Learning

The brightest light in the future of Guard aviation is in the distance-learning arena. Using the Eastern ARNG Aviation Training Site (EAATS) and the Western ARNG Training Site (WAATS), Guard aviation trainers are able to conduct extensive simulation-based aviation qualification courses, NCOES, and a wide variety of fixed- and rotary-wing instruction. In addition to providing training for ARNG aviators, these facilities provide support to the Total Army in OH-58, AH-1 and, shortly, in AH-64 aircraft. The capability provided by these two sites represents a vital contribution to the continuing expertise demonstrated by the Total Army aviation community.

#### Meeting the Challenges

##### Increasing Responsibilities

As the Guard meets the modernization and resource challenge, it finds its share of the Total Army avi-

ation mission rising steadily. Ironically, the unsettled post-Cold War international environment represents a central contributor to this increasing OPTEMPO. The years 1996 and 1997 saw the deployment of California ARNG aviation assets in support of Operations Joint Endeavor and Joint Guard in Bosnia. More recently, the 1st Battalion, 130th Aviation Regiment, of the North Carolina ARNG and the 1st Bn., 131st Avn., deployed to Kuwait in support of Operation Southern Watch. Finally, the potential exists in the future for Guard support of joint operations in U.S. Southern Command, including meeting air ambulance, heavy lift and general support requirements.

### Decreasing Flying Hours

Perhaps the greatest challenge to current and future ARNG readiness is decreasing resources for identified flying hours. While it is generally accepted that aviation crews require approximately 20 flying hours each month to maintain proficiency, resourcing in this vital area has decreased steadily over the past several years. Between 1993 and 1997, the cost of an average flying hour in the ARNG rose by over 100 percent, while total funding for these flying hours rose just over 20 percent. This disparity leads directly to fewer hours for aircrews.

At present, current funding supports approximately 6.8 flying hours per month for Guard aircrews. While the ARNG has succeeded in maintaining an excellent safety record despite this reduction in flying hours, the lack of training time could affect the ability of Guard aircrews to meet their constantly increasing mission requirements.

This reduced training is important because Guard aviators are subject to the same task, iteration and flying hour requirements as their AC counterparts. As a result, the ability to maintain qualified crews is significantly impaired. Additionally, aviators who don't fly, or who don't fly enough to maintain peak proficiency, are a very unhappy group. Morale, too, is an oft-overlooked intangible, but it is one that I take very seriously. Our aviators must be properly resourced in order to maintain the



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### Aging Equipment

Even as modern equipment reaches the Guard, the unpleasant fact is that the Guard aviation force structure as a whole continues to grow older. This is of particular concern with regard to the large numbers of UH-1 series aircraft still in the ARNG force structure.

At present, the Guard continues to field 639 of these platforms, the newest of which dates to 1979. Some of these aircraft will be retired as the new dual-missioning concept is implemented. Others may be replaced with a completely new off-the-shelf platform currently being considered under the four-battalion Light Utility Helicopter initiative. Unfortunately, this will, at best, leave 128 (not counting ORF aircraft) of these aging platforms in the fleet. The steadily increasing maintenance and service life extension requirements of these aircraft represent a continuing challenge for the Guard.

### Looking to the Future

The end of the Cold War and the rise of religious and ethnic strife in some corners of the world have combined to make our future increasingly uncertain as we approach the 21st century. This turbulent international environment, coupled with the continuing domestic missions that are an integral part of the Guard mission, suggests that the future will be filled with excitement and challenge.

One thing is clear — the world will never be the clearly defined environment that it was during the Cold War, and Guard aviation requirements will likely never be as straightforward. Just as clearly, meeting the requirements of the changing world of the next century will require the world's best aviators and seamless integration for the Total Army to succeed.



*Maj. Gen. Roger Schultz is director of the Army National Guard.*

# The FY 99 Army Budget: AN OVERVIEW

By Maj. Gen. Clair F. Gill

The FY 99 budget does support the Army's vision and its commitment to maintain a Total Force of quality soldiers and civilians.

**W**e released the details of the Army budget for fiscal year 1999 on Feb. 2, 1998. I'd like to take this opportunity to share with ARMY AVIATION's readers my perception of how well we fared in the defense portion of President Bill Clinton's fiscal year 1999 budget.

We requested \$64.3 billion in Total Obligation Authority, which was a \$1.7 billion increase from our September 1997 budget submission to the Office of the Secretary of Defense (OSD). Most of the increase reflects transfers of Defense-level programs to the Army, such as chemical demilitarization and commissary. However, we did realize some gains in the Research, Development and Acquisition, Real Property Maintenance and Reserve Component accounts. Still, we must remain guarded. The budget has been built on an intricate balance to begin rebuilding the Army's modernization program, while taking risks in our operations, maintenance and supply areas.

The FY 99 budget does support the Army's vision and its commitment to maintain a Total Force of quality soldiers and civilians. Such a seamless Total Force is capable of executing the full spectrum of operations and employing the most modern equipment available. This budget maintains quality of life for our most precious resource — our soldiers. It also supports the "Shape, Respond, Prepare" strategy validated by the Quadrennial Defense Review (QDR). This new



budget begins full implementation of the comprehensive QDR plan for transforming the nation's defense strategy and military forces.

The QDR recommended end strengths and force levels only slightly less than those already planned as a result of earlier Department of Defense (DOD) post-Cold War adjustments. The FY 99 budget supports an Army end strength of 480,000 active, 357,000 National Guard and 208,000 Reserve soldiers. The Army will reduce its civilian work force about one percent from FY 98 to an end strength of about 237,000. While we continue to transition to forces that are different in character, the hallmarks of our Total Army workforce will continue to be quality people, high readiness, and superior doctrine and technology.

Increased funding for the digitization strategy propels the Army toward information dominance, situational awareness and combat overmatch. The FY 99 funding for digitization increased to approximately \$2.6 billion, with similar funding sustained in the outyears FY 2000 to FY 2003. This strategy is to produce an initial digitized division by Sep. 30, 2000, an initial digitized corps by Sep. 30, 2004, and, ultimately, a digitized Total Army.

At the same time, critical modernization programs such as the Comanche, Crusader, Longbow Apache, Longbow Hellfire, Army Tactical Missile System-Brilliant Anti-Tank, Abrams Tank Upgrade and the Family of Medium Tactical Vehicles continue to move forward. Modernization continues to be a critical component of the Army's ability to support the national military strategy, and of its effort to maintain a comprehensive ability to defeat any current or foreseeable military threat with minimum casualties.

The QDR concluded that the reserve component would continue to be essential to the success of the nation's defense strategy and the full spectrum of its military operations. The FY 99 budget reflects this conclusion, and continues the Army's progress toward improved active and reserve component force structure integration. Increased modernization investment in

the reserve component and implementation of the Army National Guard Division Redesign Study (ADRS) are two examples. The ADRS plan converts up to 12 Army National Guard combat brigades and slice elements from two divisions to required combat support and combat service support structure. The increasing reserve component modernization investment will ensure that the Total Force remains

interoperable and compatible. Over \$100 million was added for Army National Guard OPTEMPO and over \$200 million was added for reserve component equipment funding.

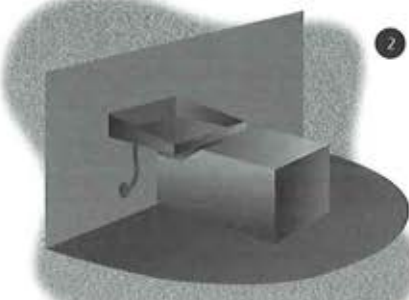
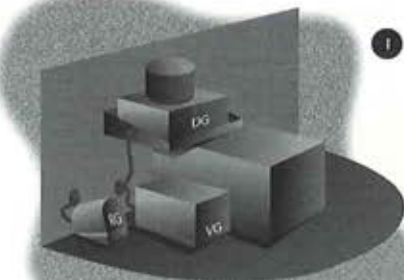
The FY 99 budget request supports the Army's readiness objectives by providing nearly full funding of ground OPTEMPO and flying-hour program requirements. These programs fund tough, realistic training at home sta-

## LITEF

# Black Hawk Gyro Replacement

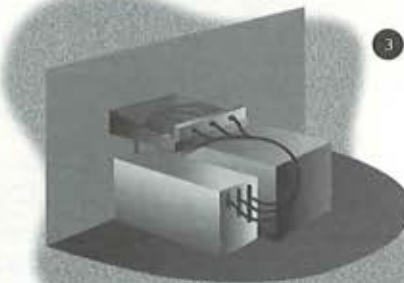
## LCR-92H "FOG" AHRS Retrofit in the UH-60

The LCR-92H is a solid-state strapdown "fog" (fiber optic gyro) AHRS (Attitude Heading Reference System) which replaces older mechanical gyros. A single LCR-92H replaces three older gyros in the UH-60 with a highly reliable, accurate & cost effective system. The retrofit can be accomplished with a minimum of effort, without altering aircraft wiring. An adapter harness mates with the aircraft connectors, and the mounting hardware uses existing mounting holes. The existing compass flux valve and cockpit control unit remain, and are utilized by the LCR-92H AHRS. The procedure is as follows:



- Remove pilot side VG (CN-1314, CN-1497/A, or CN-811), the DG (CN-998) & the Rate Gyro (TRU-2/A)
- Bolt the connector mounting bracket of the adapter harness to top front of the DG shelf.
- Harness tie the VG, DG and Rate Gyro harnesses and reroute them to the connector mounting bracket.
- Plug the existing gyro connectors into the mating connectors on the mounting bracket.

- Install LCR-92H adapter plate and tray, utilizing existing three point VG mounting holes.
- Install LCR-92H AHRS in tray.
- Fasten D Sub connectors of mating harness to the LCR-92H AHRS.



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tions, combat training centers, and joint and combined exercises. The budget also addresses sustainment, quality of life, and installation maintenance — all of which are critical components of a trained and ready force.

Providing a good quality of life for the Army's soldiers, civilians and family members remains essential to sustaining the quality and readiness of U.S. forces. Reflecting that reality,

the FY 99 budget supports military pay, housing, youth services, child-care and other important benefits requirements. The budget supports military pay raises up to the maximum percentage by law. It funds a 3.1 percent pay increase for FY 99 and 3.0 percent raises for the outyears. Also fully funded is the FY 99 barracks-construction program.

The Army continues to pursue a

variety of management initiatives designed to produce efficiencies and streamline operations. Our ability to maintain readiness will depend heavily on each command to produce efficiencies and streamline operations. Included is \$1.3 billion in savings across all functional areas, which is being reinvested in modernization and other high-priority Army programs.

Each command must ensure every effort is made to complete utilities privatization and most efficient organizational competitions (A-76 studies) within or before the programmed fiscal year. It is imperative that we accomplish programmed efficiencies so that actual savings are realized. We fully recognize and appreciate the commanders' requirement to retain maximum flexibility to apply funds as necessary. However, we must naturally make every effort to properly resource prioritized requirements within the budget. We continue to support more flexibility and fewer restrictions on operation and maintenance execution.

The budgetary drain of excess infrastructure threatens the long-term readiness of U.S. forces. DOD is burdened with facilities and bases that it neither needs nor can afford. The Army fully endorses Defense Secretary William Cohen's efforts to reduce the infrastructure and overhead to ensure resources are available to support future readiness and force structure. On Feb. 2, 1998, Cohen again urged Congress to approve two more base closure and realignment (BRAC) rounds. The Army strongly endorses the proposal.

It is important to remember that while the details of the president's budget request were released in February, budget resources are still under congressional review. On July 30 the full Senate passed its version of the FY 99 DOD Appropriations Bill (S. 2132) by a vote of 97-2. The bill contains \$252.4 billion in defense spending. The Senate version added the administration's request for \$1.9 billion for operations in Bosnia, an amount that includes approximately \$1.5 billion in Army appropriations as an emergency, no-offset-required appropriation. The full House passed its version of the Appropriations Bill (H.R. 4103) by a vote of 358-61 on June 24. That bill

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contains \$250.7 billion in defense spending, but does not include the \$1.9 billion for Bosnia operations. A joint conference between the two chambers was to take place in early September after Congress returned from recess. The \$1.9 billion funding for all operations in Bosnia is expected to be a contentious issue — its passage is crucial for our Army.

**S**ome digitization initiatives have been modified in both the appropriations and authorization actions on the Hill. For example, the House authorizers and appropriators cut the FY 99 funding for the M1A1 upgrade to a digitized capability, but both Senate committees approved the upgrade to the M1A1D. The Army has submitted formal appeals to OSD asking that the Senate recommendations prevail over the House in the Authorization and Appropriations Conference Bills and Reports.

Both the authorizers and appropriators have reduced Operations and Maintenance, Army, (OMA) funding. Some of their reasons include underexecution of civilian personnel, a fuel pricing differential, automatic data processing (ADP) legacy systems replacement schedules, contract and advisory service priorities, and industrial preparedness infrastructure reductions. Appeals have been prepared and submitted which challenge each major single house reduction. Since all committees cut civilian personnel underexecution dollars, at least \$120 million will probably be taken at both conferences.

With regard to the Appropriations Conference, the House increased the request for the Comanche to develop a second prototype aircraft and to support mission equipment package risk reduction. The Senate, however,

reduced Comanche for flight test program delays and engineering changes. Since the request lies midway between the House and Senate totals, the Army is appealing back to the president's budget on the Comanche.

The Army's FY 99 budget reflected a balanced assessment of the Army's needs and priorities in complete compliance with national defense strategy and guidance. While we have taken some risk, the budget preserves near-term readiness, enhances key modernization capabilities, integrates the force structure and maintains quality of life. It makes significant progress toward fully digitizing the Army's combat forces to guarantee superiority on the future battlefield. It sustains and propels the force structure in the direction of a more "seamless" Total Army, seeking improvements in active and reserve component integration and communication.

**T**he Army has worked hard to achieve a balance between readiness and modernization. This has been a substantial challenge in FY 99. Nevertheless, the Army's commitment to soldiers remains steadfast. The Army continues to fight to provide them a good quality of life, the toughest, most realistic training, and the most capable equipment in the world. Our job as resource managers will be to execute the FY 99 budget to the best of our abilities, supporting Army goals and preserving readiness of the force.



*Maj. Gen. Clair F. Gill is the director of the Army Budget at the Pentagon.*

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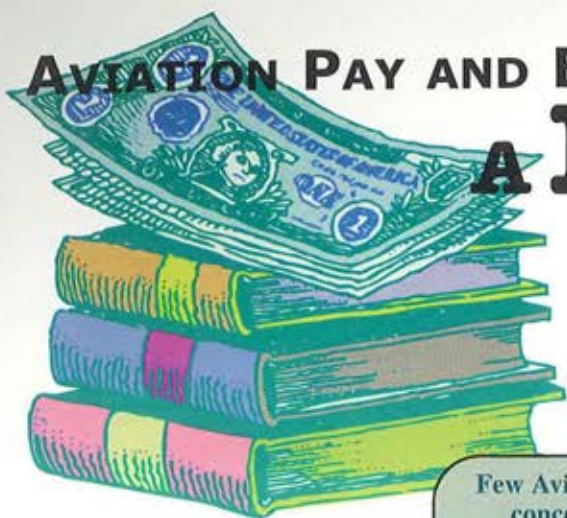
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# AVIATION PAY AND ENTITLEMENTS: A HIP POCKET PRIMER



by Capt. Alexander J. Basse

Few Aviation issues are as complex and as hard to remember as the rules concerning aviation pay and entitlements. There is Aviation Career Incentive Pay (ACIP), Aviation Continuation Pay (ACP), Gate Waivers, enlisted crewmember and noncrewmember pay ... it's enough to make your head hurt! Well, this article will hopefully help you sort it all out.

Few Aviation issues are as complex and as hard to remember as the rules concerning aviation pay and entitlements. There is Aviation Career Incentive Pay (ACIP), Aviation Continuation Pay (ACP), Gate Waivers, enlisted crewmember and noncrewmember pay ... it's enough to make your head hurt! Well, this article will hopefully help you sort it all out.

Continuous ACIP is separated into three categories

vice, then jump to \$840 a month for the 14th through the 22nd years of service [see Table 2].

For officers, flight pay begins to decrease at the completion of 22 years of aviation service. This is a change from the previous entitlement, which decreased after 18 years of Total Federal Officer Service (TFOS). Continuous ACIP ceases after 25 years of officer service, except for warrant officers [see Table 2 and Figure 1].

A 1996 legislative change to ACIP reduced TOFDC requirements for continuous ACIP to eight of the first 12 years of aviation service (first gate). Additionally, the Aviation Advanced Course and the Combined Logistics Officers Advanced Course are both now credited toward an aviators' TOFDC, if you attended after Oct. 1, 1991. The reason for these changes is to increase company-grade utilization, and it is an acknowledgment of the

competing requirements on officers' times for professional schooling, joint duty, AC/RC mandates, and so on. Aviators who are concerned about their TOFDCs should request an audit, in writing, through their assignment officers.

#### TOFDC Waivers:

Only officers and warrant officers with an ASED of Oct. 1, 1979 or later who have failed to meet the TOFDC requirements for the new eligibility gates due to "needs of the service" are eligible for an ACIP waiver.

Gate Criteria for Continuous ACIP

Old System	Aviators with ASED prior to 791001	
12 year gate:	072 months TOFDC ----->	Continuous ACIP to 18 years aviation service
18 year gate:	108 months TOFDC ----->	Continuous ACIP to 22 years TFOS
	132 months TOFDC ----->	Continuous ACIP to 25 years TFOS
New System	Aviators with ASED on or after 851001	
12 year gate:	096 months TOFDC ----->	Continuous ACIP to 18 years aviation service
18 year gate:	120 months TOFDC ----->	Continuous ACIP to 22 years TFOS
	144 months TOFDC ----->	Continuous ACIP to 25 years TFOS
Transition	Aviators with ASED from 791001 to 850930	
As of 911001:	072 months TOFDC ----->	Continuous ACIP to 18 years aviation service
12 year gate:	072 months TOFDC ----->	Continuous ACIP to 15 years aviation service
15 year gate*:	108 months TOFDC ----->	Continuous ACIP to 18 years aviation service
18 year gate:	120 months TOFDC ----->	Continuous ACIP to 22 years TFOS
	144 months TOFDC ----->	Continuous ACIP to 25 years TFOS

TABLE 1

NOTE: Transition 15-year gate applies only to aviators who have less than 72 months as of Nov. 1, 1991.

depending on the Aviation Service Entry Date (ASED) and the amount of Total Operational Flight Duty Credit (TOFDC) accrued. An aviator accrues one TOFDC credit for each month spent in an operational flying assignment. The table above shows the three gate criteria categories:

#### ACIP:

A new tier at the 14th year of aviation service has been added to the ACIP. ACIP will now be \$650 a month for the seventh through the 14th years of ser-



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Prerequisites for a waiver include completion of not less than 72 months of TOFDC by the 12th year of aviation service and submission of the request for waiver no earlier than 12 months prior to the loss of ACIP. Officers who have received an approved waiver are not eligible to receive continuous ACIP to 25 years of TFOS.

"Needs of the service" assignments, for ACIP waiver purposes, are defined as:

- (1) Department of Defense/joint duty in a designated critical billet.
- (2) Army education requirements board schooling and utilization tour.
- (3) U.S. Army Recruiting Command/Reserve Officers Training Corps/U.S. Military Academy cadre assignments.
- (4) Aviation officer positions (coded 15 or 67J) on the table of distribution and allowance of the ARSTAF in the National Capital Region or MACOM headquarters without assigned aircraft.
- (5) Medical disqualification, but subsequently enabled to requalify for aviation service.

Years of Aviation Service	Monthly Rate
0-2	\$125
Over 2	\$156
Over 3	\$186
Over 4	\$206
Over 6	\$650
Over 14	\$840
Over 22 (TFOS)	\$585
Over 23	\$495
Over 24	\$385
Over 25	\$250

**TABLE 2**

**NOTE 1:** The rates in Table 2 were effective Oct. 17, 1998.

**NOTE 2:** Flight pay decreases after 22 years of Total Federal Officer Service, not after 22 years of aviation service. Expect this to change to years of aviation service when the new law is signed (most likely during fiscal year 1999).

#### Medical Waivers:

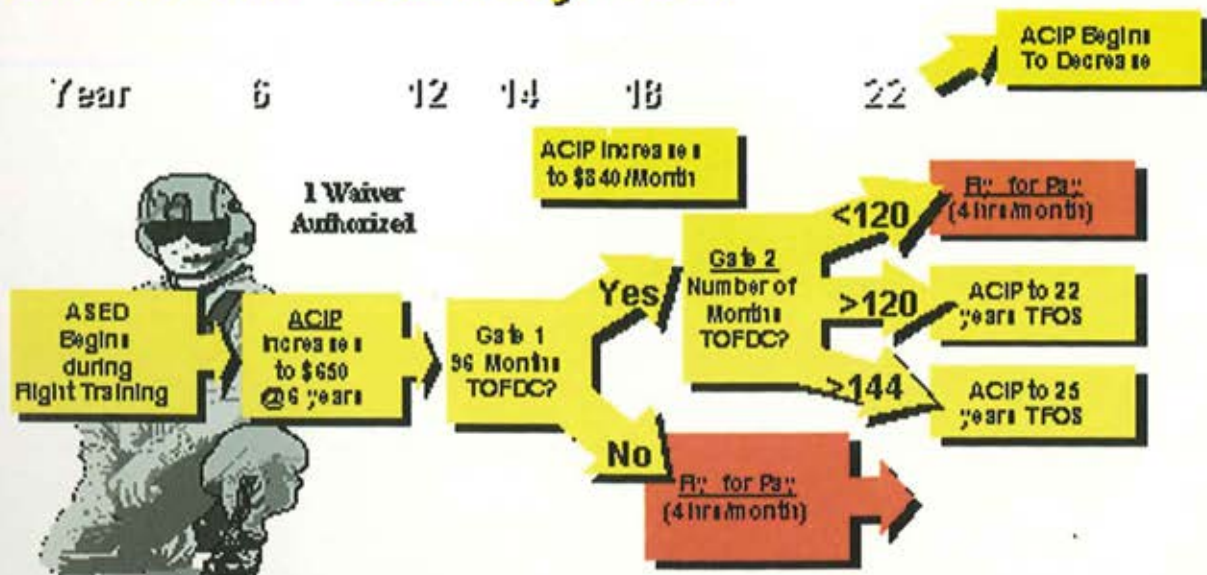
When an officer or warrant officer is temporarily grounded for medical reasons - either for failing his flight physical or for a grounding medical condition - the ACIP entitlement is affected. The incapacitation date is derived from the date that the local flight surgeon imposes the temporary medical suspension and the aviator "never regains"

flight status. A DA Form 4186 endorsed by the aviator's immediate commander is used to document this action.

Changes to AR 600-105 were made to afford the aviator every opportunity to regain flying status before permanent disqualification. Aviation officers medically incapacitated will be considered qualified for aviation service unless

## The ACIP Gate System

FIGURE 1



ACIP: Aviation Career Incentive Pay TOFDC: Total Operational Flying Duty Credit  
 A SED: Aviation Service Entry Date TFOS: Total Federal Officer Service

such incapacitation continues for more than 12 months. "Disqualification for aviation service by reason of medical incapacity is effective on the first day following a period of 365 days that coincide with the date of incapacitation, or on the date a competent medical authority determines the medical incapacitation to be permanent," whichever is earlier.

The policy of continuing ACIP for 180 days after permanent disqualification no longer applies. When an aviator is medically terminated from aviation service, the following actions occur:

- (1) Termination of continuous or monthly ACIP.
- (2) Termination of authority to pilot Army aircraft (including SFTS).
- (3) Change in Pilot Status Code from PSC-1 (Qualified for Aviation Service) to PSC-2 (Medically Disqualified); termination of flying duty credit toward meeting the 12-, 15- or 18-year gate.
- (4) Termination of time creditable toward award of a senior or master aviator rating. Medically disqualified officers may be evaluated by a flight surgeon for consideration of requalification with or without an aeromedical waiver. If U.S. Army Aeromedical Center (USAAMC) concurs, a recommendation requesting requalification for aviation service will be forwarded to PERSCOM (TAPC-PLP-A and TAPC-OPH-MC) for approval.

would change the gate system to require eight years (96 months) of TOFDC by the 14th year of aviation service and would entitle payment out to 20 years. The 14th year would constitute the first gate. The second gate would occur at 20 years and require 12 years (144 months) of TOFDC. In effect, this would move Gates 1 and 2 from 12 years and 18 years, to 14 years and 20 years, respectively.

● **Enlisted Flight Pay** - Effective the first quarter of FY 98, enlisted Crewmember Flight Pay for E-1 through E-3 increased from \$110 a month to \$150 a month, while pay for E-4 and up increased from \$125 a month to \$150 a month. Noncrewmember Flight Pay also increased from \$110 a month to \$150 a month.

● **Aviation Continuation Pay (ACP)** - ACP is a tool that has been used extensively by the Air Force and Navy to encourage aviators to stay in service. The Army has approved awarding ACP for AH-64 rated warrant officers between the end of their sixth (beginning of seventh) and end of their 13th year of service as part of a larger strategy to address Apache pilot attrition. HQDA has funded \$12,000 annually to AH-64 warrant officers in this target window effective Oct. 17, 1998. When this ACP begins, DA will release a MILPER message describing eligibility requirements and implementation procedures by the end of November.



#### Upcoming Changes/Proposals:

● **Aviation Career Incentive Pay (ACIP)** - A Department of the Army and DOD Study Group is considering a proposal to the new ACIP system that

*Capt. Alexander J. Basse is the Personnel Proponent Systems Manager in the Aviation Proponency Office, U.S. Army Aviation Center, Fort Rucker, Ala.*

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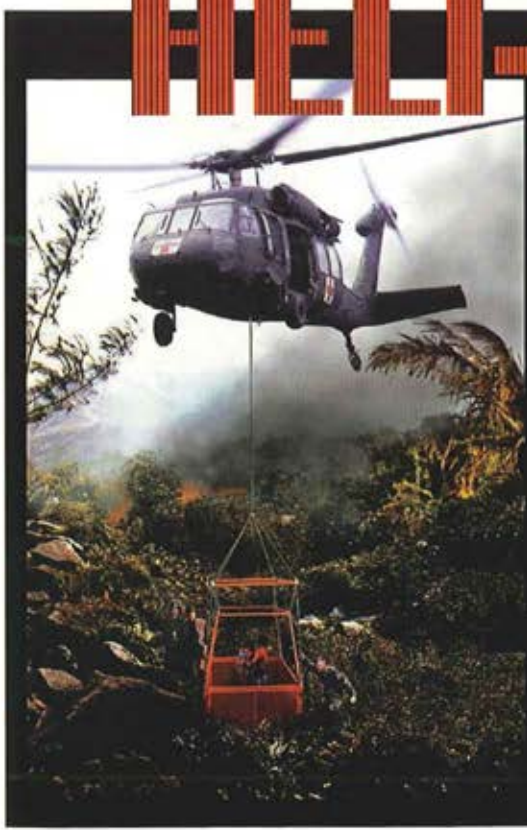
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Boudreaux, Mike A., (CW4) (M96) (Mr. Boo) 1424 Quebrada Del Sur, Harvey, LA 70058. Dy: (502) 243-7630. Res: (504) 361-5418. S: Gwn. Dy: Aircraft Mechanic Supervisor, LAARNG, Lakefront Airport, New Orleans. Cbt 876 AM/1.

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Bridwell, Travis R., (WO1) (M97) (Brid) 916 W. Central Avenue, Bismarck, ND 58501. Res: (701) 250-9488. S: Tracy. Dy: A Co, 1-112th Avn, Bismarck, ND. RW Qual. Time: 200 Hrs.

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Campos, Jose L., (CPT) (M96) Cond. Apolo Tower, Apt 3A, 2102 Calle Sirce, Guaynabo, PR 00969. Dy: (787) 253-6094. Res: (787)

287-0839. Dy: American Airlines, Ticket Agent. RW Qual. FW Qual. Time: 635 Hrs./Cbt 14.

Cardenas, Carlos M., (SSG) (M96) 3406 E Pueblo Avenue, Mesa, AZ 85204. Dy: (602) 891-4931. Res: (602) 924-0700. S: Luisabell. Dy: Technical Writer-AH64A, The Boeing Company.

Carlsen, James A., (CW4) (M94) (Jimmy) 12140 Leafwood Street, Stanton, CA 90680. Dy: (562) 795-2232. Res: (714) 537-9459. EM: carlsen@usarc-emh1.army.mil. Dy: Contracting Officer Rep, D Co 1/228th Avn Regt. Rtg: IP MTP. RW Qual. FW Qual. Time: 4,000 Hrs. AM/1. Life Member. Past Chapter Officer.

Calvert, Gregory A., (CW2) (M90) P.O. Box 889, Salisbury, NC 28145-0889. Dy: (704) 359-5835. Res: (704) 630-0564. EM: gac130@aol.com. Dy: Co F, 130 Avn NCARNG, Training Officer/EWO/ UH-60 IP. S: Dana. Rtg: SAA, IP, IFE. Time: 1,400 Hrs. Life Member.

Carman, Edward F., (CW2) (M95) 101 Shirley Circle, Anderson, SC 29625. Dy: (304) 464-4370. Dy: Medevac Pilot, Det 1, 121st Med Co, Parkersburg, WV. RW Qual. Time: 350 Hrs.

Carnevale, Robert L., (CW5) (M97) (Bob) 8613 Old Mill Lane, Spotsylvania, VA 22553. Dy: (703) 806-7694. Res: (540) 582-3446. EM: cw5aso@erols.com. S: Mae. Dy: ASO, AASF, DCARNG, Fort Belvoir, VA. Rtg: SIP. RW Qual. Time: 3,500 Hrs.

\*Carroll, Edward L., (MAJ) (M67) (Eddie) 2612 E Fox St., Mesa, AZ 85213. Dy: (602) 891-5650. Res: (602) 898-7086. S: Barbara. Dy: Engineering Manager, The Boeing Company, Mesa, AZ. Rtg: AA. RW Qual. Time: 1,800 Hrs./Cbt 800 DFC/2, AM/13.

Carroll, Gerald A., (CW3) (M85) 705 Brier Creek Road, Mammoth Cave, KY 42259. Dy: (502) 564-8434. Res: (502) 286-0001. Dy: B Co, 1/114th, KY National Guard, Frankfort, KY. Rtg: MAA MTP. RW Qual. Time: 2,500 Hrs.

Casper, Richard R., (CW2) (M95) 3830 South Sheila Avenue, Tucson, AZ 85735. Dy: (602) 267-2401. Res: (888) 975-5695. EM: casper@azng-mail.army.mil. Dy: C/1-285th Attack Helicopter Bn., Silverbell AHP, Marana, AZ. Rtg: AA MTP IP. RW Qual. Time: 1,300 Hrs.

Cerney, Kenneth A., (MAJ) (M98) 4113 Matthews Place, Fort Knox, KY 40121-5000. Dy: (502) 624-7721. Res: (502) 943-7309.



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Chapter Officer.

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Smith, William F., (COL) (M97) (Bill) 1630 Tanglewood Road, Columbia, SC 29204. Dy: (803) 799-4444. Res: (803) 254-5354. S: Anne. Dy: Commander, 59th Troop Command, SCARNG, Columbia, SC. Rtg: MTP. RW Qual. FW Qual. Time: 3,500 Hrs./Cbt 600 AM/1.

B, 1/126th Avn(LUH), Picatinny Arsenal, NJ. Time: 2,000 Hrs./Cbt 1,000 AM/1.

Sutton, Mark A., (CW3) (M93) (Cliff) Flying Tigers VP Renewals, 6440 Sandhill Road S.E., Elizabeth, IN 47117. Dy: (502) 624-4896. Res: (812) 969-3101. EM: suttonm@nknox-emh3.army.mil. S: Teresa L. Dy: 8/229th Avn Regt.(ATK) Fort Knox, KY. Rtg: MTP. RW Qual. Time: 2,000 Hrs. VP, Membership Renewals, Flying Tigers Chapter.



# BRIEFINGS

The Sabreliner Corporation's turbines facilities in Neosho, Mo., and Independence, Kan., have been awarded an Army contract to repair and overhaul Allison T-703 engines, components and accessories for OH-58D Kiowa Warrior helicopters. The five-year contract has four one-year option periods in addition to the one-year base period. The value of the initial award is \$4.2 million, a figure that could increase to more than \$15 million if all options are exercised.

The Department of Defense has named the **Longbow Limited Liability Company** — a joint venture of the Lockheed Martin and Northrop Grumman corporations — winner of the third annual DOD Life Cycle Cost Reduction Award for a Longbow Hellfire missile program projected to save the Army more than \$1 billion over the next eight to 10 years. The missile program cost-reduction effort was judged the best of 57 nominees.

In related news, **Hellfire Systems LLC**, a Lockheed Martin and Boeing Co. joint venture, has won an Army contract with a potential value of \$12.4 million for the production of 100 Hellfire II missiles with blast-fragmentation warheads and 100 inert training missiles. Work on the missiles is scheduled to be completed by May 31, 2000.

Two Army aviation pioneers — **Maj. Gen. George W. Putnam (Ret.)** and **John F. Zugschwert** — were among seven persons who received the National Aeronautics Association's Elder Statesman of Aviation Awards in an October ceremony in Washington, D.C. The award was established in 1954 to honor outstanding Americans who, by their efforts over a period of years, have made contributions of significant value to aeronautics and have reflected credit upon America and themselves.

**Alliant Techsystems' Defense Systems Group** has completed the Advanced Concept Technology Demonstration program for the Outrider tactical unmanned aerial vehicle. Key accomplishments of the program, which began in May 1996, included more than 180 total flight hours amassed over the course of 185 flights; 150 autopilot flights; 32 automatic takeoff and landing flights; and seven flights of greater than three hours' duration.

**Raytheon Systems Co.** has received a second low-rate initial production contract for the TOW anti-tank missile's Improved Target Acquisition System. The \$49.4 million, sole-source contract — an option exercised by the U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala. — will be completed by May 31, 2000.

On Aug. 5 the **U.S. Army Garrison Aviation Detachment** at Fort Greely, Alaska, celebrated its 34th year of accident-free flying — the longest such streak for any Army aviation unit. The detachment, which consists of five pilots and three UH-1H helicopters, records 650 to 700 flying hours a year. The 34-year safety streak equals 22,000 hours of accident-free flight.

Former Army aviator **Amaparo Calatayud** has been named assistant manager of FlightSafety International's Learning Center in San Antonio, Texas. While on active duty Calatayud — a qualified UH-60, UH-1H and OH-58 maintenance test pilot and maintenance test pilot evaluator — held several command positions and was director of Allied Systems Training at Fort Eustis, Va.

The first examples of the Interactive Electronic Technical Manual (IETM) developed by **The Boeing Company** for its AH-64D Apache Longbow helicopter have entered service with the 1st Battalion, 227th Aviation Regiment, at Fort Hood, Texas. The battalion — which is scheduled to become the Army's first combat-ready Apache Longbow unit — uses the IETM in place of traditional paper manuals. The IETM provides rapid access on one CD-ROM to 105 maintenance operational checks, 2,500 fault-isolation procedures, 10,000 maintenance tasks, 110,000 spare parts, 10,000 illustrations and schematics and all of the applicable descriptive information.

The Lockheed Martin Company's **Sanders** division has received a \$50 million contract from Martin Marietta Millimeterwave Technologies Inc. to manufacture millimeterwave transceivers for the Longbow Hellfire missile. The missiles will be deployed on U.S. Army AH-64D and British Army WAH-64 Apache helicopters. Under the full-rate production contract Sanders will build 2,087 receivers, with deliveries scheduled to be completed by early 2001.

Army aviation pioneer **James T. "Butch" Kerr Jr.** was among the native Oklahomans inducted into the Oklahoma Aviation and Space Hall of Fame in an October ceremony. Kerr served as an engine mechanic on light Army aircraft during World War II, and was one of the first seven people assigned to Army aviation at Fort Sill, Okla., in 1947. He went on to log more than 14,000 flight hours and was certified to fly virtually every type of fixed- and rotary-wing aircraft in the Army. In 1958 Kerr was named the Army's first "Aviator of the Year," and he was inducted into the Army Aviation Hall of Fame sponsored by AAAA in 1992.

The Army has selected **Icom America's F3S** portable transceiver as the new Soldier Intercom. Icom America will deliver more than 22,000 of the transceivers to specific ranger, airborne, air assault, light infantry and mechanized infantry units.



**Evans & Sutherland Computer Corp.** has received a \$32.2 million Boeing Co. contract for four complete simulator visual systems and a variety of databases that will be used to support the British Army's WAH-64 Apache attack helicopter aircrew-training program. Boeing is building the training systems, and the Evans & Sutherland technology will be integrated into one full-mission simulator and three field-deployable simulators.

The **AH-64D Apache Longbow** was welcomed into the Army inventory at a special June 12 ceremony at Fort Hood, Texas. The ceremony included a fly-by, guest speakers and equipment demonstrations, and was open to the public. The first Army unit to be equipped with the Longbow is the Fort Hood-based 1st Battalion, 227th Aviation. AAAA and AUSA co-sponsored the reception and lunch following the ceremony.

A group of former Army helicopter pilots is planning to build **The National Museum of the Vietnam War** in Mineral Wells, Texas. The group, each member of which is a Vietnam veteran, is currently in the planning and fundraising stage of the museum's development. For more information or to make a contribution, contact The National Museum of the Vietnam War, P.O. Box 146, Mineral Wells, TX 76068, or visit their website at [www.nationalmuseumvnwar.org](http://www.nationalmuseumvnwar.org).

The U.S. Army Communications-Electronics Command has awarded **ITT Night Vision** a two-year contract to supply Generation III image-intensification devices to the U.S. military. The total value of the contract, including all options, is \$172 million. Deliveries on the contract will commence in April 1999 and continue through 2001. Requirements include production and delivery of AN/PVS-7D and AN/PVS-14 infantry night-vision goggles and spare MX-11620 image-intensifier tubes.

**Army Aviators Class 53C-1** (San Marcos AFB and Fort Sill, Okla.) Seeking members for a possible reunion in the fall of 1999. Contact Ed Preisendorfer, 701 Shadow Hills Drive, Grants Pass, OR 97526, (541) 955-1064 or Bill McPherson, 1029 Park Drive, #29, Indian Harbor Beach, FL, 32937, (407) 773-2578.

The Defense Airborne Reconnaissance Office (DARO) and the Defense Advanced Research Projects Agency (DARPA) have selected the **Harris Corporation's Aerospace Systems Division and GEC-Marconi Hazeltine's CNI Systems Division** for Phase II of the Defense Department's Tactical Common Data Link (TCDL) Program. The two firms were the finalists in a DARO/DARPA competition intended to select final suppliers of TC DL terminals. Phase III will determine which firm will win all potential user program awards.

Bell chairman and CEO Terry Stinson named **John Murphy**, a Bell employee since 1961 and the company's executive vice president, as the company's new president. The post had been vacant since Stinson assumed responsibilities as chairman of Bell, replacing Webb Joiner who retired in August.



## mailbox

Share your opinion on matters of interest to the Army aviation community. The publisher reserves the right to edit letters for style, accuracy or space limitations. All letters must be signed and authors identified. The publisher will withhold the author's name upon request. The opinions expressed are those of the authors, and do not reflect the opinion of ARMY AVIATION Magazine. Send letters to AAAA MAILBOX, 49 Richmondville Ave., Westport, CT 06880-2000, Tel: (203) 226-8184, FAX: (203) 222-9863, E-Mail: [aaaa@quad-a.org](mailto:aaaa@quad-a.org).

Dear Editor:

I am a staff officer in Personnel Directorate for the Colorado Army National Guard. The Colorado Army Guard is currently recruiting qualified UH-1 and UH-60 pilots. The goal is to recruit 20 warrant officers and 10 lieutenants or very junior captains. These positions are for traditional Guardsmen only. The duty requirements for these positions are one weekend a month, two weeks of annual training a year, and 24-48 additional flight training periods per year. Aviation units are stationed at the Buckley ANG Base on the east side of Denver and the Eagle Regional Airport near Vail.

Interested aviators should contact the Aviation Command S-1 Capt. Tim Winslow, at (303) 677-9851 or (DSN) 877-2183.

Phil Jones  
Major, Aviation  
Colorado Army National Guard

# ARMY AVIATION WARFIGHTING BULLETIN

## Message From the Branch Chief (Maj. Gen. Daniel J. Petrosky)

As we end this fiscal year, I want all who support Fort Rucker to know how pleased we are with the progress made this past year. We spent precious tax dollars efficiently without sacrificing quality — all while protecting the force in the broadest sense. It took dedication and teamwork from many to make this year work.

As we bring this year to a close, several very significant activities are under way that will shape our branch for the future. USAAVNC is well into the 1998 Aviation Branch Functional Area Assessment (FAA). We still have two sessions with the vice chief of staff of the Army (VCSA) on doctrine, training and simulation, and on organization and materiel.

We use the FAA process to identify and resolve issues that affect the execution of Department of the Army short-range plans and programs. This input will directly affect you in the field.

The Division Commanders' Course is also a great success. About once a month we bring three or four division commanders to Fort Rucker and provide them with a comprehensive overview of aviation operations from safety and risk management to crew selection and Quarterly Training Briefs. We have had nothing but positive feedback about this course and how essential it is for division commanders. The division commanders also think this is a great professional development for their assistant division commanders and the Aviation Pre-command Course.

Looking to the future, Fort Rucker will once again host this year's Aviation Leaders' Training Conference, from Feb. 1 through 5, 1999. This is a great opportunity to bring the aviation brigade commanders, their sergeants major and safety officers together to discuss current issues facing warfighters. These include lessons learned from recent operations and simulations, CINC priorities and how Army aviation meets those priorities, and how aviation fights, trains, mans, sustains and equips the force. It is also a chance to project our mission, vision and goals. To help us, we invite active and retired aviation general officers and SESs. These senior aviators' insights are valuable to those commanders who are meeting the mission daily.

As you all know, my time as aviation branch chief has come to an end. I have many fine memories of my time as your branch chief. I would like to thank all those people and organizations that supported Army aviation, Fort Rucker and me. Please continue that support for your new branch chief, so that he can shape Army aviation for 2000 and beyond.

With a proud heritage, quality soldiers, competent leaders and a willingness to grasp the future, Army aviation is firmly established on course, en route to the objective.

*Above the Best!*

excerpted from 4th QTR FY98 Warfighting Bulletin  
ATZQ-APG DSN 558-3056 4TH QTYR FY 98 (EXP 09-30-98)

- FM 1-100 "Army Aviation Operations," dated 21 Feb 97. POC is Capt. Atkins, (DSN) 558-3292, e-mail: charles\_atkins@rucker-emh4.army.mil.
- FM 1-108 "Army Special Aviation Operations." Worldwide staffing complete. Expect final draft by 31 Aug 98. POC is Capt. McCrary, (DSN) 558-9350, e-mail: edward\_mccrary@rucker-emh4.army.mil.
- FM 1-111 "Aviation Brigades," dated 27 Oct 97. POC is Capt. Atkins.
- FM 1-112 "Attack Helicopter Operations," dated 2 Apr 97. FM 1-112 will undergo revision this fall to include AH-64D Apache Longbow. Expect coordinating draft to the field Jan 99. POC is Capt. Atkins.
- FM 1-113 "Utility/Cargo Helicopter Operations," dated 12 Sep 97. POC is CWO 4 Barker, (DSN) 558-1184, e-mail: william\_barker@rucker-emh4.army.mil.
- FM 1-114 "Air Cavalry Squadron/Troop Operations." Final draft approved 1 Jul 98. Expect TRADOC print date of Dec 98. POC is CWO 3 Scheel, (DSN) 558-3292, e-mail: michael\_scheel@rucker-emh4.army.mil.
- FM 1-140 "Helicopter Gunnery," dated 29 Mar 96. Undergoing revision. Coordinating draft complete 1 Sep 98. POC is CWO 3 Scheel.
- FM 1-300 "Flight Operations." TRADOC print date 15 Jul 98. POC is SFC McLendon, (DSN) 558-2358, e-mail: michael\_mclendon@rucker-emh4.army.mil.

## ■ TRAINING

*AN/ARC-220/VRC-100 High Frequency Radio Training.* Aviation units receiving the ARC-220 HF nap-of-the-earth radio will also receive a CD-ROM containing Interactive Multimedia Instruction (IMI) as part of the radio's training support package. The IMI will provide the unit with the capability to provide individual initial/continuation training on the radio. The CD-ROM will provide instruction on how to use the program, introduction to the radio, HF radio frequency properties, interactive radio operation instruction, staff/mission planning and an interactive review and test.

*The IMI CD-ROM* is expected to be ready by 1Qtr99. The IMI CD-ROM will be provided to units by the CECOM NET Team as they receive training on the ARC-220/VRC-100 HF radio. POC is CWO 4 Rivers, (DSN) 558-1952, e-mail: patrick\_rivers@rucker-emh4.army.mil.

## ■ MATERIEL

*Command, Control, Communications and Computer Requirements Definition Program (C4RDP).* Is the Army's validated source of battle command and combat support/service support information exchanges and C4 equipment distribution requirements. The C4RDP documents the current C4 operational architecture, providing invaluable insight into the development of the Army Enterprise Operational and Systems Architecture. It serves as a source of validated Battle Command information exchanges requirements for Army-wide modeling and simulation.

Currently, we are developing and preparing for the final export of OPFAC rules for the Force XXI Aviation Brigade. Two by-products (detailed FDD Aviation Brigade Radio Net Architecture and a FDD OPFAC C4 horseblanket) are available on the DCD FTP site. A complete review of Force XXI OPFAC changes was recently conducted with the Systems Architecture Branch, DCD, U.S. Army Signal Center. POC is Mr. Charles Hover, (DSN) 558-0168, e-mail: Charles\_Hover@rucker-emh4.army.mil.

*Improved Data Modem (IDM).* Interface Control Document (ICD) provides a systematic approach for the integration of Embedded Battle Command (EBC) into aviation weapon system platforms. The IDM provides a buffering concept which allows the platforms to receive messages that are not part of the platform message set. The ICD provides the interface requirements for the IDM and the platform mission equipment processor. This isolates the platform from the turbulence associated with the JVMF message formats. An IDM ICD Configuration Control Board (CCB) has been established with members from PEO Avn, Platforms PMs and TSMs, AEC, JSTARS, TAPO, ATC and DCD to support the configuration management of the ICD for integrating EBC into the platforms. A draft IDM ICD was completed 31 March 1998. The chief of the Aviation Force XXI Office will determine the scheduling of IDM ICD CCB meetings. POC: Architecture Branch, C4I Division, DCD, (DSN) 558-0168.

*Aviation Operational Architecture (AOA).* This is one of the architectures required by TRADOC and the Army for the integration of complex systems. It provides a plan to generate command, control, computers, communications and intelligence (C4I) requirements for Army aviation future systems. It provides the corporate approach to information exchange and connectivity requirements for interoperability with combat, combat support (CS) and combat service support (CSS) units. The OA for Force XXI 4th Avn. Bde. will represent the architecture to provide warfighter with C4I systems capable of meeting aviation information requirements. The draft OA prepared by the TRADOC Program Integration Office for Army Battle Command Systems (TPIO-ABCS) is currently under review to complete the verification and validation process. POC is Architecture Branch, C4I Division, DCD.

*GPS Navigation Systems.* AN/ASN-128B Doppler/GPS Navigation System (DGNS) provides a combined GPS/Doppler navigation capability through the embedding of a six-channel GPS receiver into the signal data converter of the currently fielded AN/ASN-128 Doppler navigation system. H-764G Embedded GPS/Inertial Navigation System (EGI) is a tri-service, USAF-led effort to provide an integrated navigation solution for craft equipped with MIL-STD 1553 digital data bus. POC is CWO 3 Chris Miller, (DSN) 558-9004, e-mail:

Chris\_Miller@rucker-emh4.army.mil.

*Second-Generation FLIR.* This is also known as Improved FLIR (IFLIR). It provides improved range, resolution, and maintainability. These improvements are achieved by replacing the first generation common module components with digital components. SGF is a key feature of Comanche; no current program to provide SGF to other Army aircraft; however, on-going efforts to fund a retrofit for AH-64 aircraft. POC is Mr. Danny Mason, (DSN) 558-9238, e-mail: Danny\_Mason@rucker-emh4.army.mil.

*Aviation Tactical Operations Center (AVTOC).* This provides commander and staff Army Tactical Command and Control Systems (ATCCS) automated environment in which to plan, direct, coordinate and control aviation operations. One brigade-size CP prototype successfully participated in Division XXI in November 1997. The program has merged with all other Army TOC programs under PEO C3S and TPIO-ABCS. Force XXI AVTOC fielding will go to 4ID (FY 99/00), 1st CAV (FY 01/02), 3rd ACR (FY 02) and III Corps (FY 04). DCD in conjunction with the 4th Brigade, 4th ID, developed a user-functional description document for submission to TPIO-ABC (TRADOC lead for TOCs). POC is Capt. Rob Davis, (DSN) 558-1935, e-mail: Robert\_Davis@rucker-emh4.army.mil.

*Improved Cargo Helicopter (ICH).* ICH will extend the life of the CH-47 until the 2020-2025 timeframe. Improvements include improved lift and range capability, vibration reduction and the capability to operate on the Army XXI digitized battlefield. TRADOC approved the ICH Operational Requirements Document (ORD) on 17 Nov 96. ICH obtained approval to proceed during the Milestone 0/II Army Systems Acquisition Review Council (ASARC) on 12 DEC 97. The ORD Key Performance Parameters (KPPs) were validated and the ORD approval authority was delegated to the Army during the Joint Requirements Oversight Council (JROC) on 13 APR 98. The DAB Readiness Meeting (DRM) designated the ICH program as ACAT IC on 6 May 98. Current plan to begin fielding in FY04 timeframe. POC is Capt. Noel Russell, (DSN) 558-3304, e-mail: Noel\_Russell@rucker-emh4.army.mil.

*UH-60 Black Hawk Improvement Program.* The program was initiated with the establishment of an Integrated Concept Team (ICT) on 20 May 1997. The purpose of the effort is to determine modernization requirements necessary to enable the UH-60 Black Hawk helicopter to remain operationally effective well into the 21st century (2025-2030). The product of this 18 month study will be the UH-60 Operational Requirements Document (ORD); a draft ORD is due back from worldwide staffing on 7 Aug 98. We anticipate completion of ORD in December 1998. POC is Mr. Chuck Gant, (DSN) 558-9115, e-mail: Charles\_Gant@rucker-emh4.army.mil.

*Kiowa Warrior.* The first three units (3-4th Cav., 1-7th Cav. and 1-10th Cav.) have been fielded with the OH-58D (R) aircraft incorporating Improved Master Controller Processor Units with Video Crosslink, Improved Mast Mounted Sight Processor, Improved Data Modem, Embedded Global Positioning System Inertial Navigation System, SINCGARS SIP radios and the R3 engine with Full Authority Digital Electronic Control. Fielding continues with 4-3rd ACR 1st quarter FY 99. The Safety Enhancement Program adding crashworthy seats and cockpit airbags to the above items has been funded. Existing Kiowa Warrior aircraft in units in the field will be retrofitted to the OH-58D (R) standard. The Crew Station Mission Equipment Trainer prototype has been accepted with pro-



**FY98 Captain, Active Army  
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2192 Adamowski, James F.  
2295 Adams, Brett N.  
379 Adams, Christopher  
1212 Adkins, Jonathan I.  
656 Anderson, Cheryl L.  
2544 Antunez, Alejandro  
575 Arnold, Eric N.  
1458 Arnold, Jason L.  
3225 Athey, Thomas E.  
1743 Bailey, David B.  
3412 Bailey, David B.  
942 Bailey, Robert G.  
755 Bald, James J.  
1216 Ballenger, Thomas M.  
431 Barnford, Thomas W.  
1536 Barnes, Shawn M.  
1015 Barnett, Stephen W.  
1582 Barnett, Thomas J.  
1047 Barry, Kathleen A.  
173 Barton, Scott P.  
165 Bax, Guy D.  
2700 Bassey, Bassey E.  
1720 Bauer, John W.  
2651 Becker, Jeffrey A.  
128 Beerbower, Christopher  
2168 Beistein, Jeff R.  
1524 Belden, Jennifer L.  
3289 Bellone, Anthony P.  
2288 Benjamin, Andrew M.  
3411 Berg, Paul E.  
1387 Bergantz, Eric A.  
1648 Bettencourt, John M.  
1634 Bilmann, Kevin C.  
652 Blevins, Jason B.  
2172 Bliss, Mark A.  
3068 Boehm, Lynne R.  
2173 Bollo, Brian C.  
1939 Bosley, Theodore S.  
1882 Bowman, Bradley L.  
984 Broman, Matthew W.  
985 Broman, William P.  
694 Brattmiller, Todd I.  
1707 Brien, Thomas A.  
157 Brosig, Max A.  
2004 Brown, Kelly C.  
1952 Bruce, Bradley N.  
1840 Buegler, John F.  
1757 Buhr, Todd E.  
1076 Bukowski, Vincent J.  
2199 Burbank, Dale W.  
1705 Burns, Barry A.  
1070 Butora, John A.  
2033 Campfield, Chad E.  
2087 Carey, Thomas J.  
1786 Carter, Andrew T.  
2231 Chaney, Kevin S.

130 Clark, Dean T.  
3418 Clark, James D.  
1784 Clouatre, Spencer J.  
1978 Coleman, Bryan A.  
1021 Cook, Robert J.  
2790 Cornett, Travis W.  
1937 Cortez, Ernesto A.  
914 Cowherd, William K.  
1043 Cox, Todd C.  
1970 Coyle, Richard R.  
2074 Crawford, Jeremy W.  
1816 Crispino, Jesse A.  
1122 Cross, Jennifer L.  
2082 David, Todd J.  
1303 Davis, John P.  
2209 Davis, William E.  
1812 Degliommini, Joseph  
2240 Demeule, Sean E.  
2304 Dermott, Ronald T.  
1845 Dimarco, Abraham C.  
2328 Dodd, Christopher L.  
818 Dotro, Leon J.  
131 Donovan, James T.  
3101 Donovan, Patrick K.  
2079 Dossey, Matthew D.  
1082 Duckworth, Thomas M.  
1507 Duffault, Frederick  
2120 Dunlop, Joseph A.  
1244 Duntun, Richard L.  
1782 Edmond, Matthew R.  
154 Edwards, Jeffrey J.  
911 Ervin, Todd E.  
1904 Faulkner, Mark W.  
1933 Fellman, Craig W.  
2275 Figueredo, Jason E.  
444 Filtz, Kevin L.  
2028 Flury, Kathelina C.  
3283 Fontonezalón, Luis  
686 Forman, Charles B.  
1815 Frasier, Johnathan  
535 Garber, William B.  
3210 Gengler, Marcus A.  
160 Gillespie, Mark C.  
2628 Glistrop, Wayne A.  
1575 Glusow, Gregory C.  
2032 Glickwell, William  
3392 Good, Gary L.  
2367 Greeson, Jon M.  
1833 Gregory, Eugene J.  
2861 Guarda, Luis E.  
1884 Gultomsen, Eric A.  
1838 Hall, David L.  
2223 Hall, John F.  
3288 Hall, Scott D.  
1706 Ham, Derek C.  
480 Hansen, Michael P.  
345 Hansen, Leslie E.  
1257 Harris, Victor H.  
2207 Haskin, Robert J.  
191 Hebert, Jennifer S.  
3410 Hellman, John G.  
1340 Hennessy, Stacy W.

2104 Hernandez, Manuel J.  
1704 Hess, Zachary N.  
959 Hiemstra, Jan  
2263 Higgins, Joshua P.  
1764 Highley, Justin L.  
279 Hill, Anthony J.  
1591 Hobbs, Edward L.  
655 Hodgson, Joseph J.  
1902 Hoffman, Daniel A.  
1279 Hollis, Melanie E.  
2276 Holmann, Ronald J.  
670 Holmes, Frank L.  
2015 Hopkins, John C.  
1779 Houston, Alyson T.  
1880 Howard, Andrew T.  
1115 Huggins, Sean F.  
1325 Jackman, Stephen S.  
343 Jakubick, Justin T.  
2862 Jamieson, William J.  
2299 Jefferies, Sharon A.  
2011 Johnson, Mark C.  
929 Johnston, William W.  
2293 Judge, Katie J.  
1899 Kappelmann, Mark G.  
2109 Karwan, Katherine S.  
326 Kell, Paul M.  
1873 Kerr, Jon D.  
1858 Kersh, Stephen W.  
2216 Ketchum, Matthew F.  
1803 Kitchell, Raymond A.  
809 King, Darren L.  
286 Knott, Daniel L.  
1022 Kovack, Kenneth J.  
58 Kovacs, Derek A.  
1862 Krummacker, Kurt  
3180 Kruse, Scott C.  
3304 Kuenzi, Michael J.  
2233 Kugler, Cornelius W.  
2195 Lashbrook, Robert K.  
3252 Leblond, Scott A.  
204 Leleendecker, Amy E.  
2720 Lentz, Heather A.  
2668 Lopezramos, Jose C.  
2208 Lundahl, Gregory T.  
2063 Lundgren, Cass D.  
1944 Macalintal, Romeo R.  
2000 MacDonald, Kelly G.  
1895 Maggiano, Paul J.  
1181 Maguire, Andrew D.  
153 Markowski, Thomas M.  
1905 Marchant, Stephen T.  
28 Marshburn, Todd H.  
1145 Marlin, Richard A.  
790 Marlyn, Bryan P.  
651 Masuyama, Bo G.  
1823 Mathsen, Diedra V.  
2259 McAuliffe, Daniel J.  
672 McCauley, Kerry J.  
671 McDonald, Brent L.  
2249 McGlyn, Paul G.  
1762 McIntyre, Andrew S.  
3306 McLaughlin, Geoffrey

1620 Means, Stephanie  
1768 Melnyk, Richard V.  
2058 Menivar, Otmario A.  
3287 Meyer, Martin C.  
1283 Mikesch, Robert J.  
44 Miller, Christine A.  
754 Mims, George O.  
1063 Mitchell, Patrick S.  
3142 Mitchner, Matthew  
1242 Morgan, William E.  
538 Mozley, David.  
1484 Murphy, Jeanjacques  
2246 Murphy, Stephen O.  
2280 Naylor, James T.  
1710 Norton, Andrew J.  
2964 Oakley, David J.  
2018 Odell, Joseph R.  
2538 O'Leary, Patrick G.  
2069 Oneal, Kimberly A.  
1942 Orabona, Paul P.  
653 Ostby, Christopher  
2657 Ott, Mark P.  
838 Pasibe, Rodel F.  
370 Patel, Jitendra V.  
1361 Patrick, Wilkom T.  
2005 Pawlick, Eric W.  
1817 Pennone, Gabriel A.  
2154 Perry, Jeffrey D.  
1752 Phillips, David C.  
2971 Phillips, Terry D.  
2094 Pittman, Stacey L.  
1046 Plumtree, Michael W.  
374 Powers, Kevin J.  
687 Permo, Michael P.  
40 Prieto, Daniel J.  
2129 Rains, Jeffrey S.  
760 Ray, Ronald S.  
481 Reeb, Paul M.  
2234 Reel, Nathan R.  
2671 Reese, Christopher  
1843 Rehkopf, li Dale R.  
3290 Remigiorodriguez, L.  
3111 Resnick, Dana E.  
2212 Reyburn, Michael A.  
1155 Reyes, Jorge A.  
152 Reynolds, John M.  
3195 Rice, Daniel L.  
1027 Richardson, Alston  
599 Richardson, Johnnie  
1864 Rieger, Andrew D.  
3192 Risner, Toby L.  
340 Rixham, Andrew M.  
120 Roa, Alvaro F.  
2552 Rosenkranz, Mary M.  
1159 Rothenbush, Fred D.  
2631 Rusing, Richard G.  
3245 Sale, Adam L.  
1703 Sammon, William P.  
3030 Sander, Dane T.  
2179 Sautsbury, Ryan J.  
3305 Schrader, Thomas W.  
1144 Schutte, Michael H.

1241 Scoville, Marc A.  
159 Seaworth, Stacy M.  
1133 Shakirah, Lindwe Y.  
3163 Shaw, Jeffrey A.  
912 Silva, Alfred R.  
574 Simmons, Anthony R.  
1771 Smith, Bradford W.  
2067 Smith, Dana L.  
3145 Smith, Jason S.  
654 Snow, Alexa G.  
151 Solorivera, Ivette  
2237 Spake, Michael D.  
1178 Spell, Jon R.  
2471 Spence, Deldre N.  
3024 Stallings, Christopher  
2405 Steele, Jenness F.  
1469 Steinbach, Jonathan  
275 Stinson, Roger L.  
1326 Stone, Christopher  
3031 Storhaug, Brian M.  
2147 Sufek, Ronald D.  
824 Swanson, Christopher  
711 Sweet, Richard L.  
1316 Tarvin, David A.  
3420 Taylor, Tony  
1917 Teague, Edward B.  
1163 Terpenney, James L.  
1954 Then, Eric R.  
3119 Theiot, Kenya D.  
1860 Thompson, Abigail H.  
788 Todd, Robert W.  
657 Toft, Madeline A.  
2016 Tolles, Tanya T.  
1232 Traurn, Steven B.  
1150 Tremlett, Michael L.  
590 Veddler, Edward M.  
2038 Velloff, Richard J.  
1376 Vermillion, Cheryl  
1964 Viles, Timothy C.  
2076 Vine, Christopher C.  
789 Wadsworth, Phillip  
667 Walker, Carl D.  
2866 Warfel, Brian E.  
1442 Watkins, Brian T.  
1319 Watson, William G.  
1799 Webb, Geoffrey A.  
1856 Wehmeyer, Alex L.  
1251 Weigner, Heather E.  
1525 Weinshtel, Matthew R.  
669 White, Paul A.  
668 Wilkinson, Scott D.  
1057 Williams, Michael R.  
736 Williams, Raymond E.  
1062 Wilson, James D.  
1901 Wilson, Gail E.  
323 Wilson, Kenneth C.  
614 Wimbley, Kevin P.  
2239 Wolocko, Jamison R.  
2121 Wynkoop, James R.  
412 Zamora, Stephen D.

**FY99 Army Experimental  
Test Pilot Board**

An Officer Personnel Management Directorate selection board will convene on or about Feb 8, 1999, to select the aviators best qualified to participate in the Army Aviation Experimental Test Pilot Training Program (ETPIP). The board will review and select both commissioned and warrant officers. Commissioned officers selected to attend the U.S. Naval Test Pilot School (USNTPS) are automatically accessed into the Army Acquisition Corps career field.

Applicants for the ETPIP must submit an application to:  
Commander,  
U.S. Total Army Personnel Command  
ATTN: TAPC-OPB-E  
200 Stovall Street  
Alexandria, VA 22332-0411

Applications should include:

- Official transcript of college credits.
  - A copy of the aviators most current DA Form 759.
  - Endorsements by an instructor pilot or standardization instructor pilot who will comment on the applicant's flying ability.
- Personnel in a position to recommend and endorse candidates

are urged to make a thorough appraisal of that applicant's flying ability, operational experience, motivation, adaptability, and ability to communicate orally and in writing.

PERSCOM must receive all applications by Jan 15, 1999.

All aviators selected for ETPIP will incur a service obligation of four years under the provisions of AR 350-100, irrespective of course completion.

Experimental test pilots utilization assignments will be based on the needs of the Army. Initial tours will be served at the Aviation Technical Test Center at Fort Rucker. USNTPS graduates will serve in experimental test pilot or organizational staff positions that directly affect the type, design and configuration of Army aircraft.

For additional information or a sample memorandum of how to apply for the ETPIP, contact one of the following persons at DSN 221-xxxx or (703) 325-xxxx:

- Latesha Holloman at xxx-2757, e-mail: holloma@hoffman.army.mil
- Capt. Eric Glenn at xxx-2800, e-mail: glenne@hoffman.army.mil
- CWO 3 Randy Grunow at xxx-5251, e-mail: grunowr@hoffman.army.mil

## New Chapter Officers

### North Country:

Lt. Col. Patrick N. Plourd, Sr. Vice President

### Edwin A. Link:

Mr. Kevin C. Schlosser, V.P. Membership

## AAAA Soldiers of the Month

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly Basis

### SSgt. Bryan P. Flynn

August 1998

(Narragansett Bay Chapter)

### SSgt. David J. Piccirillo

September 1998

(Narragansett Bay Chapter)

## AIT Soldier of the Month

A Chapter Program to Recognize Outstanding AIT Soldiers on a Monthly Basis

### Pvt. Anthony D. Minton

August 1998

(Colonial Virginia Chapter)

## NCO of the Month

A Chapter Program to Recognize Outstanding NCOS on a Monthly Basis

### Sgt. Petrina E. Lewis

4th Qtr. 1998 (Aviation Center Chapter)

## AAAA Soldier of the Quarter

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Quarterly Basis

### PFC Lisa J. Robertson

4th Qtr. 1998 (Aviation Center Chapter)

## AAAA Instructor of the Quarter

A Chapter Program to Recognize Outstanding Aviation Instructors on a Quarterly Basis

### SSgt. Mark A. Prince

4th Qtr. 1998 (Colonial Virginia Chapter)

## Aces

The following members have been recognized as Aces for their signing up five new members each.

1st Lt. Kevin R. Card

## New AAAA Life Members

CSM Raywood P. Dartez, Ret.

CWO 3 Billy C. Dove, Jr.

Mr. Niseforo Garcia, Jr.

CWO 4 John C. Nobles, Ret.

Capt. Robert M. Notch

## New AAAA Order of St. Michael Recipients

Maj. Gen. Daniel J. Petrosky (Gold)  
 Col. Donald S. Burke, Jr. (Silver)  
 CWO 5 Richard G. Johnson (Silver)  
 Col. Nathen W. Noyes (Silver)  
 CWO 5 Dennis R. Williams (Silver)  
 Mr. Ronald S. Briones (Bronze)  
 Cpt. Nicholas P. Chronis (Bronze)  
 Cpt. Jesse J. Cox (Bronze)  
 SFC Martin Dickinson (Bronze)  
 Lt. Col. John C. Donahue (Bronze)  
 Lt. Col. Richard G. Hatch (Bronze)  
 Mr. James E. Hicks (Bronze)  
 Mr. John R. Kennamore (Bronze)  
 Maj. Timothy L. Kopra (Bronze)  
 Lt. Col. Robert D. Nossov (Bronze)  
 Cpt. William R. Peaster (Bronze)  
 CWO 5 Tommy T. Penrose (Bronze)  
 Mr. Gary A. Rasponi (Bronze)  
 CWO 3 Peter W. Sladeski (Bronze)  
 Lt. Col. William A. Tucker (Bronze)  
 Ms. Sally Yohn (Bronze)

## In Memoriam

Col. Ejner J. Fulsang  
 CWO 3 William M. Hack  
 CWO 2 Terry R. Knight  
 Col. Joseph R. Koehler

Chapter Corner

## VIRGINIA MILITARY INSTITUTE CHAPTER

The VMI Chapter was initiated in 1995 when Col. Mike Bissell (Ret.), the former commandant of cadets and the special assistant to the superintendent, found many young cadets interested in Army aviation. The chapter was formed by VMI cadets and the Virginia Women's Institute for Leadership (VWIL) cadets from Mary Baldwin College. VWIL was formed as an all women's cadet corps in 1995.

This Chapter now has more than 55 members. The cadets earn money for the chapter by selling tickets and performing as ushers for VMI football and basketball games. With this source they plan two trips a year - one to Cape Canaveral to observe a space launch or visit facilities, and the other to the National Convention. There, in addition to the normal program, the cadets receive special briefings from prominent AAAA members and perform as ushers and as a color guard for the final banquet.

During the academic year the cadets have monthly meetings that feature such guest speakers as the commander of the 101st Airborne Division, the Fort Rucker chief of staff, astronauts, industry representatives and simulation experts. The chapter is growing in experience and size, and proves to be a great pool for cadets interested in Army aviation.

## CHAPTER BRIEFINGS

### Jimmy Doolittle Chapter

At its recent Third Quarter meeting the Jimmy Doolittle Chapter discussed a range of topics, including its proposed co-sponsorship (with the Potomac Chapter) of a reception area at the May 1999 AAAA Convention, to be held in Nashville, Tenn. Other items of discussion at the meeting included President Lemuell Grant's report on the recent AAAA Presidents/Secretaries meeting in Charlotte, N.C., as well as hearty congratulations for all on the Chapter's winning of the AAAA Annual Convention golf tournament.

### Narragansett Bay Chapter

The Rhode Island-based chapter's second annual golf tournament was a great success, with double the number of participants hitting the links than took part last year. The members of the winning team were Col. William H. Pond, Col. Alexander Lindsay, CWO 3 Mike Alford and CWO 2 Jeff Read.

## NORTH COUNTRY CHAPTER



Col. David P. Brostrom (right) chapter president, presenting CWO 3 William I. Brennan with the Order of Saint Michael (Bronze).

Col. Brostrom presenting CWO 4 Duerst, SIP, HHC 4-24th Avn. Regt., with the Order of Saint Michael (Bronze).



## NEW MEMBERS

### ARMADILLO CHAPTER CONROE, TX

MAJ Timothy J. Creamer

### AVIATION CENTER CHAPTER FORT RUCKER, AL

2LT Anthony J. Antonucci  
WO1 Nathan B. Blaesing  
WO1 Bret S. Buisvis  
2LT Colleen M. Campbell  
WO1 Michael J. Campbell  
WO1 Ryan N. Collier  
2LT Clyde L. Fleming, Jr.  
MAJ Steen H. Flensmark  
2LT Shawn C. Henley  
1LT Derrick Jee  
WO1 James L. Latson  
1LT Thomas D. Mallory  
SSG Phillip A. Marquis  
2LT Shamgar E. McDowell  
WO1 Michael A. McEvers  
LTC James S. McGhee  
WO1 James M. Moon  
CPT Mark A. Morek  
WO1 Terrance S. Newsome  
Mr. Richard D. Ostlund  
WO1 Brian L. Payne

2LT Daniel H. Robinson  
2LT Dustin J. Schrock  
2LT Shawn G. Stanley  
WO1 Travis R. Stewart  
2LT Beth A. Thomas  
WO1 Terry G. Weber  
2LT Karl M. Wojtkun

### BLACK KNIGHTS CHAPTER WEST POINT, NY

CDT Joseph S. Minor

### CENTRAL AMERICAN CHAP. FT. CLAYTON, PANAMA

MAJ Van T. Oxer

### CENTRAL FLORIDA CHAP. ORLANDO, FL

LTC Charles M. Paulk, Ret.

### COLONIAL VIRGINIA CHAP. FORT EUSTIS, VA

COL Donald G. Tucker

### CORPUS CHRISTI CHAPTER CORPUS CHRISTI, TX

Mr. Joe D. Dalton

Ms. Mary Ann Matthews  
Mr. Daniel M. Washa

### DELAWARE VALLEY CHAP. PHILADELPHIA, PA

Mr. Tavis D. Anderson

### FLYING TIGERS CHAPTER FORT KNOX, KY

1LT Mark L. Baker

### INDIANTOWN GAP CHAPTER INDIANTOWN GAP, PA

SPC Bradley A. Riethmiller

### IRON MIKE CHAPTER FORT BRAGG, NC

CPT Robert C. Plotrowski  
CW3 Terry A. Salazar

### MONMOUTH CHAPTER FORT MONMOUTH, NJ

Mr. Kurt M. Kovach  
Mr. Rock J. McLaughlin  
CW4 Douglas L. Staples, Ret.

### MORNING CALM CHAPTER SEOUL, KOREA

1SG Jimmie R. Carmichael  
Mr. Harry B.Y. Lee  
SGT Kenneth G. Smith  
SSG Timothy A. Spratley

### NARRAGANSETT BAY CHAP. N. KINGSTOWN, RI

SSG Bryan P. Flynn

### NORTH COUNTRY CHAPTER FORT DRUM, NY

1SG Jeffrey D. Sturtevant

### PIKES PEAK CHAPTER FORT CARSON, CO

CPT Patrick C. O'Brien

### RAGIN' CAJUN CHAPTER FORT POLK, LA

CPT Kyle M. Bruner  
CDT William E. Richardson

### SHOWME CHAPTER JEFFERSON CITY, MO

CW3 Albert G. Nichols

### TENNESSEE VALLEY CHAPTER HUNTSVILLE, AL

Mr. Gene S. Gilbertson  
Mr. Gerald F. Johnson  
Mr. William E. Jordan, Jr.  
Mr. John Stallworth  
SFC Michael von Asch, Ret.

### WASHINGTON-POTOMAC CHAPTER WASHINGTON, DC

Mr. Albert G. Delucien, Jr.  
CDR Greg N. Tindall

### MEMBERS WITHOUT CHAPTER AFFILIATION

Mr. John Del Negro  
MAJ Norman W. Grotz, II  
Mr. John F. Kelly  
CPT John I. Lyons  
Mr. Stanley C. Marcieski  
COL Gervis A. Parkerson  
LTC William S. Stirewalt, Jr.

## Tennessee Valley Chapter

The Tennessee Valley Chapter AAAA held a special dinner at Redstone Arsenal's Soldatenstube on Sept. 22, 1998. The featured speaker for the occasion was Mr. John Stallworth (shown). John, a former star wide receiver with the Pittsburgh Steelers, is currently the president and chief executive officer of Madison Research Corporation in Huntsville, Ala.

Following a wonderful German meal provided by the Soldatenstube, John spoke on the correlation between being a football team player and doing Defense Department contract-service support work. He emphasized that bottom-line effort and teamwork are what separate the highly successful from the less successful.

After John's motivating presentation, he and his wife, Flo, visited with the approximately 90 Tennessee Valley Chapter members who attended the dinner.

As a token of our appreciation for his being our guest speaker, John was provided a free membership in our chapter of AAAA, and was also presented with several aviation mementos by the Tennessee Valley chapter president, Brig. Gen. Joseph Bergantz.



Mike Siverd (right) receives the Army Aviation Association of America's (AAAA) Maj. Gen. Ellsworth Bunker scholarship from Brig. Gen. Joe Bergantz, AAAA's Tennessee Valley chapter president. Mike has begun his freshman year at the Massachusetts Institute of Technology, studying electrical engineering and computer science. Mike's parents, Jim and Melinda Siverd, reside in Madison. Jim is the systems engineering division manager for the Camber Corp., in Research Park. AAAA Scholarships are awarded solely on the basis of academic merit. The AAAA Awards Committee meets each July in Washington to select the winners. All files are scrubbed to remove the names of the students and their parents as well as ranks and military or corporate affiliations. (U.S. Army Photo by Eugene Walk).



Sara Vins (above) receives the Army Aviation Tennessee Valley Chapter scholarship from Brig. Gen. Joe Bergantz, AAAA's Tennessee Valley chapter president. Sara is studying journalism at the University of Maryland, College Park. Sara's parents, Joe and Cathy, reside in Madison. Joe is a logistics management specialist under SAIC contract to AMCOM's fixed wing product manager. (U.S. Army Photo by Eugene Walk)

## CFC ● CFC ● CFC ● CFC ● CFC ● CFC ● CFC

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.*

## CFC ● CFC ● CFC ● CFC ● CFC ● CFC ● CFC



# AAAA NEWS

## THE AAAA JOSEPH P. CRIBBINS PRODUCT SUPPORT SYMPOSIUM

The 25th Annual Joseph P. Cribbins Product Support Symposium (PSS) will be held in Huntsville, Alabama at the Von Braun Center, 27-29 January 1999. This year's Symposium marks a special milestone and is hosted by the Tennessee Valley Chapter of AAAA for both the Aviation and Missile Command and the PEO, Aviation. The symposium examines logistics support requirements in the near term, and other business opportunities will be covered by briefers from both organizations. The symposium is also designed to address issues of interest to all industry attendees.

On Thursday, the CG, AMCOM, MG Emmitt Gibson, the Systems Acquisition Director, BG Robert Armbruster, and their supporting directors and program managers will address specific aviation system requirements in the near term. Friday morning will be filled with briefings from MG Jim Snider and the PEO Aviation Program Managers.

You are encouraged to take advantage of the early registration form (below). A block of 225 rooms have been reserved on a first come, first serve basis at the Huntsville Hilton conveniently located directly across the street from the Von Braun Center, and easily accessible (12 miles) from the Huntsville/Madison County Airport and Redstone Arsenal. Next month's issue will contain more information concerning the agenda.



### 1999 AAAA Joseph P. Cribbins Annual Product Support Symposium Advance Registration Form



VON BRAUN CENTER • HUNTSVILLE, AL • 27-29 JANUARY 1999

SPONSORED BY THE TENNESSEE VALLEY CHAPTER OF THE ARMY AVIATION ASSOCIATION

(ADVANCE REGISTRATION DEADLINE: 20 JANUARY 1999)

NAME: \_\_\_\_\_

RANK/TITLE: \_\_\_\_\_

UNIT/COMPANY (for badge): \_\_\_\_\_ Nickname for Badge: \_\_\_\_\_

COMPANY ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

OFFICE PHONE: Voice: ( ) \_\_\_\_\_ FAX: ( ) \_\_\_\_\_ E-Mail: \_\_\_\_\_

AAAA Member Yes No Would you like to join AAAA? Please mark membership line below

If you work for a Defense Contractor on a Full-Time, Part-Time or Consulting Basis, you are NOT eligible for Gov/Mil registration fee, even if you are retired military.

	27-29 Jan 99 Registration*	Proceedings Manual	28 Jan 99 Luncheon	29 Jan 98 Banquet	1 Year Membership	Total Paid
<b>AAAA Member</b>						
INDUSTRY FEES	____\$225	(Included)	(Included)	(Included)	____\$ 21	\$ _____
GOVT/MIL FEES**	____\$ 35	(Included)	____\$ 15	____\$ 25	____\$ 21	\$ _____

	27-29 Jan 99 Registration*	Proceedings Manual	28 Jan 99 Luncheon	29 Jan 98 Banquet	1 Year Membership	Total Paid
<b>Non AAAA Member</b>						
INDUSTRY FEES	____\$250	(Included)	(Included)	(Included)	____\$ 21	\$ _____
GOVT/MIL FEES	____\$ 40	(Included)	____\$ 20	____\$ 30	____\$ 21	\$ _____
SPOUSE FEES	N/A	N/A	____\$ 15	____\$ 25		\$ _____

Late Registration Fee \$ 25 (postmarked or faxed after 20 Jan 99)

Circle Form of Payment: Cash Personal Check Business Check  
(sorry, we cannot accept credit cards)

Grand Total \$ \_\_\_\_\_

\*Registration includes Proceedings Manual and Early Bird Reception.

\*\*Government fees apply to active duty U.S. military personnel and full-time U.S. Government employees only.

DRESS: Early Bird Reception - Business casual Dinner: Military - Class A; Civilians - Business Dress  
Conference Speakers: Class A; Others: Military/Class B; Civilians/Business Dress

MAKE CHECKS PAYABLE TO: AAAA PRODUCT SUPPORT SYMPOSIUM

IF CANCELLATION IS NECESSARY, REFUNDS OF REGISTRATION FEES WILL BE PROVIDED ONLY UPON RECEIPT OF:

WRITTEN NOTICE OF CANCELLATION - POSTMARKED NO LATER THAN 20 JANUARY 1999. ALL PAYMENTS NOT RECEIVED BY CLOSE OF REGISTRATION WILL BE BILLED

#### MAILING INSTRUCTIONS

Mail completed registration form and appropriate fees to:  
Jodi Weiner/AAAA Product Support Symposium  
P.O. Box 928  
Huntsville, AL 35804-0928

Questions:  
Ms. Jodi Weiner  
(256) 837-5953 (voice) (256) 837-4275 (fax)  
e-mail: jweiner@aol.com

#### HOTEL RESERVATIONS

TO MAKE YOUR HOTEL RESERVATION,  
CONTACT THE HOTEL DIRECTLY AT (256) 533-1400  
HUNTSVILLE HILTON, 401 WILLIAMS STREET, HUNTSVILLE, AL 35801.  
In order to receive reduced rates, please refer to "AAAA Product Support Symposium" when making reservations.  
Reservations received after 20 Jan 99 will be on a space available basis only.



# The Army Aviation Standard Of Excellence

CWO 3, (later CWO 4) Michael J. Novosel was a "man for all seasons." As a DUSTOFF pilot — that almost legendary breed of helicopter flier whose record in rescuing wounded men during battle is one of the proudest chapters in the Vietnam War — he was one of the best.

A lieutenant colonel in the Air Force Reserve when the Vietnam conflict began to broaden in the early 1960s, Novosel lived comfortably, but felt that he could be a help to his country in some capacity. Finding the USAF overstrength in its senior grades, he obtained four years' military leave from his employer, Southern Airways, and joined the Army aviation program in June 1964 as a warrant officer.

His desire to help was quickly answered when, as a member of the special forces in 1965, he evacuated wounded civilians to hospitals when the U.S. intervened in the Dominican Republic civil crisis.

In Vietnam, he was credited with evacuating more than 2,200 wounded persons and "extracting" some 5,500 wounded soldiers and Vietnamese in all. His 60 Oak Leaf Clusters to his Air Medal, his three Distinguished Flying Crosses, and his Purple Heart denote a remarkable man.

At age 48, he became the oldest member of the Army to win the Medal of Honor, the award being made for his repeated bravery in the face of heavy Viet Cong gunfire while he extracted 29 wounded South Vietnamese soldiers during 2 ½ desperate hours of flying on Oct. 2, 1969.

Always displaying the technical competence of the true professional, Novosel has dedicated his life to aviation, to the military, and to his country.

*CWO 3 Novosel was inducted into the  
Army Aviation Hall of Fame,  
sponsored by the AAAA, on June 14, 1975.*





# AAAA SCHOLARSHIP FOUNDATION

Scholarships "dedicated" to Enlisted, Warrant Officer, Company Grade Officer, and Department of the Army Civilian Members.  
Funds also available for spouses, siblings & children of AAAA Members.

Contact the AAAA Scholarship Foundation, Inc.  
49 Richmondville Ave., Westport, CT 06880-2000  
Tel: (203) 226-8184 • FAX: (203) 222-9863

E-Mail: [aaaa@quad-a.org](mailto:aaaa@quad-a.org) for details

## Application Deadline: May 1, 1999

### arrivals/departures

#### COLONELS

Cripps, Dennis L., 4860 Broadmoor Bluffs Dr., Colorado Springs, CO 80906.  
Littlejohn, Edward, 1796 Hilltop Rd, Newton, AL 36352.  
Matthews, Thomas E., 9421 Park Hunt Court, Springfield, VA 22153.  
Saltness, Gerald, 1 Elgin Road, Ballsbridge, Dublin 4, Ireland. EM: saltness@indigo.ie  
Taddonio, Frank T., 1333 W. Guadalupe Road, Apt. 116, Gilbert, AZ 85233.  
Webb, George S., 5 Barry Ave, Fort Riley, KS 66442.

#### LT. COLONELS

Baum, Franklin R., 2501 Bacon Ranch Rd, # 506, Killeen, TX 76542.  
Crowley, John S., 110 Crichton Ct, Dothan, AL 36305.  
Downing, Benjamin H., Stonewall Jackson Sr. VP, 2200 Middle Field Court, Raleigh, NC 27615.  
Harter, Robert L., PSC 88, Box 2326, APO AE 09821.  
Hendrick, Forrest B., 28 Ripley Dr, Redstone Arsenal, AL 35808. EM: hendrick.f.b@exchange1.redstone.army.mil  
Trexler, Mark A., 7645 Spurge Dr, Fayetteville, NC 28311.

#### MAJORS

Cassella, James P., HHD, 164th ATS Group, Unit 15276, Box 535, APO AP 96205.  
Creamer, Timothy J., 5103 Carefree Drive, League City, TX 77573.  
Flensmark, Steen H., 100 Brentwood Place, Enterprise, AL 36330.  
Loeffler, Andrew, 1524 Redbud Dr, Fayetteville, NC 28311.  
Marcinkowski, Robert D., P.O. Box 1137, Delta Junction, AK 99737.  
Murray, Charles S., 83 4th Artillery Road, Fort Leavenworth, KS 66027.  
Souza, Mark K., PSC 303 Box 27, APO AP 96204.  
Turner, Richard J., 165 McCumber Drive, Allenhurst, GA 31301. EM: ahrjturn@clds.net  
Yomant, Charles M., 340 E. Rhode Island Ave., Southern Pines, NC 28387.

#### CAPTAINS

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#### Jan. 11-13, 1999.

AUSA/AAAA Aviation Symposium, Fairview Park Marriott, Falls Church, Va.

#### Jan 27-29. 25th

Annual Joseph P. Cribbins Product Support Symposium, Huntsville, Ala.

Feb 1-9, 1999. Aviation Leaders Training Conference, Fort Rucker, Ala.

Feb 12. AAAASFI Executive Committee Meeting, Arlington, Va.

Feb 13. AAAA Awards Selection Meeting, Arlington, Va.

May 9-12. AAAA Annual Convention, Nashville, TN.



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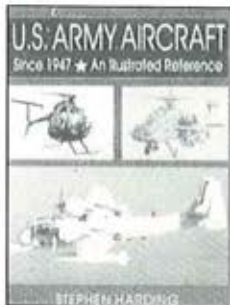
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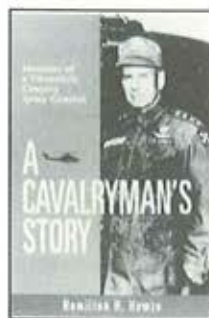
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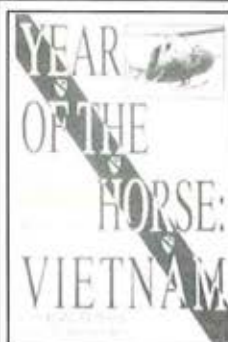
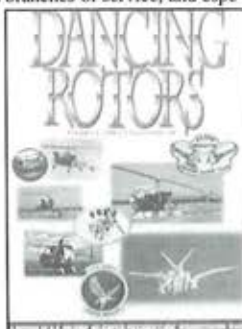
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