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MAGAZINE



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By Robert S. Dudley, Editor in Chief

It's the Effect, Stupid

FOR much of US history, the American way of war was simple: destroy the enemy's forces, occupy his territory, and then accept his surrender. It worked, but it produced, inevitably, horrific battle casualties, burned-out cities, and massive costs.

Things began changing after the 1991 Gulf War, which introduced stealth, precision strike, and advanced information systems. Meat-grinder-type battles, it was said, no longer were inevitable. US forces could win, in some cases, by creating highly targeted battlefield "effects."

The idea was to bypass a foe's main strength and attack pressure points that would influence his power or willingness to keep fighting.

The concept is, to put it mildly, still very much in dispute. While the Air Force and much of the Joint establishment embraces these so-called "effects-based operations" or "EBO," others—mostly advocates of land forces—still vigorously oppose the idea.

Retired Army Col. Ralph Peters, a prominent critic, warns that EBO is just "a sales pitch" and that the only effects that matter "are those that destroy the enemy's military, the opposing leadership, and the population's collective will." Lt. Gen. Paul K. Van Riper, retired former head of Marine Corps Combat Development Command, calls EBO confusing and overly restrictive. "It's a damn virus," he told reporter Elaine Grossman of *Inside the Pentagon*.

To be sure, the EBO concept was largely shaped by Air Force officers and is seen by many as favoring airpower. USAF leaders, in fact, are often called on to defend or explain the effects-based approach to wider audiences.

As it happens, the Air Force recently produced its fullest thinking yet about the subject, a 12,000-word exposition contained in the new Air Force Doctrine Document 2, Operations and Organization. The service uses it to lay out its EBO principles and planning considerations.

It is a strong presentation. The document shows that Air Force thinking about the concept has deepened and matured in the past few years, and it makes several key doctrinal points.

Among the most important, AFDD 2 declares the "ultimate aim in war" is not

to destroy a foe, but to make him bend to our will. As a result, EBOs "focus on [enemy] behavior, not just physical changes." USAF does not rule out the use of attrition warfare, which it says "can still be valuable," but it emphasizes that better and less costly routes to victory usually can be found.

In the Air Force view, mission success comes first, and considerations of

The "ultimate aim in war" is not to destroy a foe, but to make him bend to our will.

efficiency come second. Commanders should plan operations at the lowest possible cost—in lives, money, time, or opportunities—but these commanders "must accomplish their assigned missions," period.

Far from being inflexibly mechanistic, EBO doctrine sees war as "a clash of complex adaptive systems"—that is, "a collision of living forces that creatively adapt" to new situations. Planners must be flexible and seek to know how the enemy will respond to planned actions, and incorporate this information in operations.

A corollary, says the doctrine paper, is that success comes "at a price," which is a need for "comprehensive knowledge" of the battle space and its actors. US knowledge must go "well beyond" just the enemy order of battle and include enemy thinking, influences, and tendencies. USAF notes that, in Vietnam, the US failed to detect the "implacability" of Hanoi's leaders, with lamentable results.

While new analytical tools can help, warfare "can never be a perfect science in a world of complex systems," and planners need to prepare for the unexpected.

Under EBO, says the Air Force, planning, execution, and assessment of operations must be integrated, because "doing one inevitably involves the others." Remove one of the three pieces and military forces will start "blindly servicing a list of targets." With integration, however, each combat action will have a purpose.

According to AFDD 2, planners must

take into consideration "all possible types of effects"—unintended as well as intended, indirect as well as direct, negative as well as positive. Bombing a bridge might inhibit movement of an enemy force, but it could also enrage local citizens, with unpredictable consequences. A commander must weigh the competing courses of action.

Effects-based planning is not prescriptive when it comes to weaponeering or tactical planning. It produces standard mission-type orders, and leaves choices of platforms and weapons to the lowest appropriate level.

According to the document, operators must not forget that "the law of unintended consequences is always in effect." Long-term consequences of certain actions cannot be reliably predicted, and "effects cannot be easily anticipated or quantified." Planning and execution, as a result, "must be flexible and adaptive."

In truth, says the Air Force, the effects-based approach is not really new; figures as different as Sun Tzu and Napoleon have thought in similar terms. However, modern military systems—especially those of air and space power—produce an unprecedented array of effects, with utility greater than mere attrition.

What emerges from a review of the new document is a sense of greater realism about the possibilities and problems of effects-based operations.

No one presents EBO as a magic-bullet solution for all US military challenges. Nor does anyone contend that we have seen the end of major conventional war, with its bloody, force-on-force clashes.

Moreover, the document clearly evinces a healthy regard for the sheer unpredictability of events and of the actions of potential military foes.

In the end, its major contribution may be to draw attention to the obvious.

In Bill Clinton's 1992 Presidential race, campaign aide James Carville posted in his office a written note, usually phrased as, "It's the economy, stupid." It was a constant spur to Carville to focus on what was truly important. Defense planners occasionally could use such a reminder, because, in most cases, the important thing about any military action isn't its degree of destructiveness. The important thing is its effect on the enemy. ■



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Cold Feet Not Allowed

John Tirpak's excellent article on the F-35 ("Struggling for Altitude," September, p. 38) cited the nervousness of government officials over the program's size, scope, and cost as its biggest threat. To that I would add the vultures who circle over every big program ready to swoop down and pick the carcass they so joyfully seek to destroy.

From personal experience, I recognize this scenario. The vultures are those who measure costs but ignore value. They have eagerly awaited the day when the hand-wringing over the production decision looms heavy in Pentagon and Congressional suites. That day is here and the vultures are circling. I hope that the services, OSD, and the Congress have the tenacity and courage to resist their misguided arguments and shallow alternative proposals.

The F-35 is a program that promises a long-term return on investment like its predecessor, the F-16, but only if Washington makes a timely production decision and stays the course year after year.

Cold feet not allowed.

Gen. John Michael Loh,
USAF (Ret.)
Williamsburg, Va.

The Air War Over Hezbollah

Good article [*Editorial: The Air War Over Hezbollah*, September, p. 2]. Of course, the critics of airpower will use the war to show that airpower is not where we should put our money. After all, we did not get a complete "airpower win" as in Bosnia. As you correctly point out, airpower did a powerful job and is part of a team effort.

However, I think we should pay very close attention to one observation you made: "Plainly the IAF's air campaign did not defeat the Hezbollah missile threat."

The perception was that for the first time, an Arab force was able to hit Israel and that the mighty Israeli Air Force couldn't stop them. While the actual damage to Israel may not have been so great, the fact that Hezbollah could hit Israeli cities close to the border with Katyushas and Haifa with Fajr-3s was dramatic. In the 1991 war, Saddam fired plenty of Scud missiles at Israel, but, for

the most part, they were intercepted by our Patriot batteries. Even though some damage resulted from the ensuing Scud debris, the perception was that Saddam could not hit Israel with impunity. With the Hezbollah missile attack, nothing was knocked down except one slow cruise missile. Consequently, the perception of the world, especially the Arab world, was very different.

William Thayer
San Diego

What About the X-15?

After reading Mr. Boyne's "Air Force Astronauts" [October, p. 72], I was astonished to see no mention of the X-15 program or its five USAF pilots. While the X-15 flew only two of its 199 flights above the international definition of space (100 km), the program exceeded the United States' space definition of 50 miles on numerous occasions, thereby resulting in five Air Force pilots earning astronaut wings. In addition to being amongst the few men who've earned astronaut wings without the use of a conventional spacecraft, these five Air Force officers distinguished themselves through the X-15 program and beyond. Col. Pete Knight set an unbroken world speed record in the X-15 by reaching 4,520 mph (Mach 6.7) in 1967. After retiring from the Air Force in 1982, he served in the California state senate for eight years. Following his 16 X-15 flights, Col. Joe Engle flew two missions aboard the space shuttle, including STS-2. Maj. Gens. Robert White and Robert Rushworth—my maternal grandfather—both held command positions out at Edwards AFB, Calif., following their involvement in the X-15 program

Do you have a comment about a current article in the magazine? Write to "Letters," *Air Force Magazine*, 1501 Lee Highway, Arlington, VA 22209-1198. (E-mail: letters@afa.org.) Letters should be concise and timely. We cannot acknowledge receipt of letters. We reserve the right to condense letters. Letters without name and city/base and state are not acceptable. Photographs cannot be used or returned.—THE EDITORS

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and subsequent combat tours in Vietnam. Finally, Maj. Mike Adams holds the unfortunate distinction of being the only X-15 fatality after the aircraft he was piloting entered a hypersonic spin on 15 Nov 1967. Since Maj. Adams' ill-fated flight exceeded the 50-mile threshold, he was awarded astronaut wings posthumously. While Mr. Boyne may have left the X-15 program out of his article over a technicality, I feel these five Air Force astronauts deserve an honorable mention for their astonishing achievements.

2nd Lt. Timothy Cox
Vance AFB, Okla.

Sabres and Hot Rocks

Just wanted to let you know that I enjoyed the September issue and the F-86 article in particular [*"Sabres and Aces,"* p. 78].

While I may have missed the picture, I did not see anything showing Maj. George Davis, who was one of the top aces and was lost on a mission over the Yalu. I knew George quite well when we served in the Pursuit Flight in the 6th Ferrying Group at Long Beach, Calif., in late 1945 and early 1946.

In early 1946, we had the opportunity to get checked out in the P-80, which was just beginning to come out from the Lockheed plant in Burbank. About 15 or 20 of us still young fighter pilots

went to Muroc to fly the P-80. I think we got about four hours [in it] and then delivered a bird to Norton AFB [Calif.] where they put on the external fuel tanks. Later we were tasked to ferry aircraft to Williams Air Force Base in Arizona and even to the East Coast. During the summer, we were all transferred to the First Fighter Group at March Field [Calif.], which had just been equipped with the P-80. George was assigned to the 71st Squadron and I went to the 27th. I think [George] Ruddell was in the 94th—quite a bunch of seasoned, but young, pilots with combat experience. I guess we all considered ourselves to be hot rocks and we tore up the skies in California and really got into the jet age. It was quite an experience.

I left March in late 1948 and went to the 36th Fighter Group in Germany, that had just transferred from Panama with P-80s and later into F-84Es. I think I had about 600 hours in the P-80 by that time. Manny Fernandez was assigned to the group at that time, but I did not know him well. We all wanted to take the squadrons and go to Korea, but they said no. I do not know when George went to Korea or if he stayed with the First Group when they got equipped with the F-86. I do not know where Digger Ruddell went after March. Anyway, it was nice to see the article,

as it brought back many memories of old friends. Keep up the good work.

Frank Mertely
Scottsdale, Ariz.

USAF's Finest

I have never been prouder of a group of airmen than I am of this year's selection of Outstanding Airmen [*September, p. 96*]. Any one of them could have been selected as The Outstanding Airman of the Air Force. We like to think such dedication, professionalism, and self-sacrifice is standard for Air Force personnel, but I know ... these are very special people. Each has already contributed more to our Air Force and to our country than most of us give in a lifetime. They deserve all the recognition we can give them—and more!

We are so fortunate to have young men and women like these serving in our Air Force. Where do we find such people? Throughout our society, I suspect. Our country is going to be OK so long as we keep producing young people like these.

Lt. Col. Donald L. Gilleland,
USAF (Ret.)
Melbourne, Fla.

More on That Blue Suit

I apologize for being somewhat late on this issue, but as a former member of the Air Force I just had to share an

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experience I had in reference to our uniform and its impression on non-military types [*Whatever Happened to the Plain Blue Suit?* July, p. 84].

In 1976 while serving as a staff sergeant in SAC, I had occasion to travel back to New Jersey for a legal matter. Not having an expanded budget and also being quite proud of my "blues," I wore them to court. Neatly pressed, ribbons in the right place, and my shoes highly shined, I was the epitome of 35-10. Imagine my chagrin when I was called to the witness stand and in front of the jury, spectators, and legal counsel, I was asked by the judge whether I was in the service! When I responded I was a member of the United States Air Force, he looked at me for awhile and then asked: "Whatever happened to that sharp uniform the Air Force wore in World War II, I think they called it Pinks and Greens?"

Besides being somewhat put back, I also realized that never in our existence as a separate service had the uniforms we wore found the right combination that caught the attention and admiration of those who saw it like the old "Pinks and Greens." It appears that this battle is still being fought.

Maybe it's time we realized that as a service, we are no longer the youngster on the block looking for an identity. Maybe it's time for tradition and heritage to be


the guiding principle in how we dress!
Keith Stanton
Macomb, Mich.

I enlisted in USAF in June 1963. No draft notice drove me to the recruiter's office; I was a financially broken and very tired college student, and the offer of the GI Bill was my incentive. I had no interest in being a "warrior." I wanted an education. The USAF uniform was never an issue for me. If I'd wanted to look like a soldier, a sailor, or a marine, I'd have joined one of those service branches. The standing comment was that USAF people looked like "bus drivers." I knew who I was, and I was not a bus driver. I spent 10 years in EW maintenance, two years in flight medicine, two years in the USAF PA school, and a little more than 10 years as an active duty PA. I retired in February 1989, and I continue my work as a USAF-trained civilian PA. I have no regrets about the various uniform styles I wore. I am, privately, very proud of my service. I am immensely grateful for the opportunities I enjoyed in my USAF service.

I have never felt that the USAF uniforms I wore were not worthy of me, but there were a few times when I didn't feel quite worthy of the uniform.

Capt. E.A. Novak,
USAFR (Ret.)
Akeley, Minn.

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- To educate the public about the critical role of aerospace power in the defense of our nation.*
- To advocate aerospace power and a strong national defense.*
- To support the United States Air Force and the Air Force family.*

Letters

No Comment?

I hope I am just one of many expressing disappointment in your September handling of the responses to Worden's desecration of SAC article ["A Changing of the Guard," p. 60] in the July issue of *Air Force Magazine* ["Letters: A Loggie as Chief?" September, p. 4].

Certainly Worden is entitled to his view, and I don't criticize its publication. Nevertheless, I would have expected some deliberate push back and editorial note from our premier *Air Force Magazine* in praise of perhaps the finest military command in our nation's history, and whose contribution to a peaceful conclusion to the Cold War is without equal.

I am immensely proud of having served 10 of my 35 years [of] USAF service in SAC.

Lt. Gen. Lincoln D. Faurer,
USAF (Ret.)
McLean, Va.

Operation Iraqi Freedom

It is most unfortunate that you continue to include Operation Iraqi Freedom under the heading "The War on Terrorism" ["Aerospace World: The War on Terrorism," September, p. 24]. This after everyone involved accepts what many people

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knew from the start: that Iraq had nothing whatsoever to do with al Qaeda or global terrorism. Even the word "freedom" in the title of this operation is a cynical insult to the thousands of innocent Iraqis killed by our bombs and the dozens who now die every day because of our incompetent Administration's inability adequately to manage the occupation.

Howard F. Sosbee
Scotts Valley, Calif.

No Attack on Airpower

There was a comment by Army Col. H.R. McMaster, published in the September "Verbatim" section [p. 36]. The comment was about the shortcomings of our Air Force.

The Air Force Association framed the comment with the editorialized [heading] of "Antiairpower Artillery."

Having read the colonel's book, I have a great respect for his objectivity and desire for truth, rather than promoting his agenda. I did not see Colonel McMaster attacking airpower but rather the approach the Air Force has to it. I have not seen the entire text of Colonel McMaster's interview with the *Colorado Springs Gazette*, but the comment tells volumes of how we are perceived.

I assert the criticism that the Air Force is getting has been earned. The role of supporting bureaucracies is growing all of the time, and our ability to fight the enemy we already have is being compromised by preparing for an enemy we wish we had.

Starting in the early '90s, we adopted this TQM silliness to "improve processes." What this has resulted in is a force that is so busy trying to adapt to endless changes that it is losing its core competencies. The old SAC and even the TAC guys knew that iron in the air is the way the Air Force wins.

Airpower began with a wrench, brains, and determination. Now it seems the Air Force is more concerned with documentation, covering one's six, and going "highest tech" without restraint.

We are at war with an enemy that has no airpower, and we neglect programs that support our brothers fighting him on the ground so that we can develop a new air-to-air jet. It seems to me we are preparing for the Super Bowl while the World Series is still in doubt.

The validity of Colonel McMaster's comments can be seen in the future of our forces. There is no credible theater airlift plan. Theater airlift platforms are aging. Our tanker fleet approaches 50 years of age.

Our heavy bomber is looking at an 80-year service life. CSAR and Special Ops C-130s are at 40-plus years of service. We are wearing out our C-17s

faster than we had planned and shutting down the production lines. No new Gunship platforms are on the table.

These neglected missions are capabilities that the Navy cannot bring to the fight off of an aircraft carrier. They DEFINE the Air Force: Power, agility, reach, and sustainment. Yet we give the essential missions of airlift, heavy bombardment, and power projection lip service and no attention.

The Air Force plan is nothing but new fighters that will need forward bases to operate from. Are we going to be able to offer more than the Navy in 20 years? If we continue on this path, the answer is "no."

Instead of rushing to impugn the colonel's observations, the Air Force Association should look at our force with the warts and all. We have problems that are in need of immediate attention. If we insist that we are right, without some kind of introspection, we might find ourselves so "right" that we become irrelevant.

Rudy Nartker
Mountain View, Calif.

Airpower Classics

Having served during the heyday of "Puff," I enjoyed Walter Boyne's "Airpower Classics" on the AC-47D Gunship [September, p. 136]. However, I do have to wonder about the claim that a "three-second burst ... would put a round into every square foot of a target area the size of a football field." At 6,000 rounds per minute per gun, a three-second burst should have about 900 rounds in it. Nine hundred square feet is more like a tennis court than a football field.

Pesky math aside, the AC-47 and its offspring personify the saying " 'tis more blessed to give than to receive."

Richard Henry
Ruckersville, Va.

Hell's Angels

In reference to the article "The Making of an Iconic Bomber" by Frederick A. Johnsen in the October issue [p. 78], I want to correct an error that has been nurtured far too long and needs to be corrected whenever it appears.

The B-17 *Memphis Belle* was not the first B-17 to complete 25 missions over Europe. In fact, it was the *Hell's Angels* aircraft of the 303rd Bomb Group which completed 25 missions six days earlier, on May 13, 1943.

The *Memphis Belle* was the aircraft, along with her crew, that returned to the States, highly honored and publicized. It gave birth to the misconception and perpetrated the misinformation. The *Memphis Belle* went on to be featured in a 1944 color documentary film, which toured the United States with the crew

of the *Belle*, for purposes of national morale, as was written by Mr. Johnsen in the article.

Over the many years, the legend has grown, giving the *Memphis Belle* from the 91st Bomb Group credit for being the first B-17 to complete 25 missions over Europe.

Edward C. Gates, president of the 91st Bomb Group Memorial Association, of which the *Belle* was a part, has asked for the assurance in a message to the National Museum of the US Air Force at Wright-Patterson AFB, Ohio, "that history be set straight and to credit the 303rd's *Hell's Angels* as the first Eighth Air Force B-17 to complete 25 combat missions, not the 91st's *Memphis Belle*."

As president of the 303rd Bomb Group (H) Association, Inc., I have acknowledged Edward C. Gates' request that history be correctly presented. Mr. Gates has written, "If the aircraft *Memphis Belle* is restored for public viewing, we would like to assure that the history is correctly represented. The 91st has ample reasons to be proud of its history and we do not wish to claim things that are incorrect. ... The honor of being the first appears to belong to a B-17 (*Hell's Angels*) of the 303rd Bomb Group."

Although history should show that the *Hell's Angels* aircraft of the 303rd Bomb Group was the first B-17 of the Eighth Air Force to complete 25 combat missions, I am sure it will be very difficult for the public to think it was not the *Memphis Belle* after all the publicity it has received. However, now that the record has been set straight, it is only fair that the facts be accurate whenever they are put forth for public consumption in books and articles.

Col. William H. Cox,
USAF (Ret.)
Vacaville, Calif.

■ We would be happy to correct an error if there was one, but there was not. The article actually said that *Memphis Belle* was "one of the first B-17s to complete 25 missions over Europe," which it indisputably was. We are aware that many publications claim that *Memphis Belle* was the first to make 25 missions. We, however, are not one of them.—THE EDITORS

Correction

In "The JDAM Revolution," September, p. 63, the article should have stated that last May a B-1B for the first time dropped a 500-pound JDAM in combat.

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Washington Watch

By John A. Tirpak, Executive Editor

“No” to Readiness Cuts; Glimmerings of Another “Death Spiral”; RAND’s Two-Tier Air Force

Wynne, Place, or Show

Faced with yet another round of funding cuts—this time, \$12 billion over the next six fiscal years, inflicted on the service during the August long-term budgeting process—Air Force Secretary Michael W. Wynne indicated that USAF will just have to get more efficient, despite the fact that it has been on an efficiency and streamlining drive for more than 15 years.

Wynne, meeting with defense reporters in Washington, D.C., said in August that he’s got a diminishing number of pots from which to draw money. The big ones tend to be infrastructure, people, readiness, and programs.

However, the recent Base Realignment and Closure process—infrastructure—will actually end up costing the Air Force money, at least in the short term, because it’s expensive to close bases and move their assets elsewhere.

“It looks to us that it’s going to be a bill, rather than a savings,” Wynne reported. So, no help there.

As for readiness, “we’re at war,” Wynne said simply. “You cannot cut readiness.”

The Air Force is already trimming 40,000 full-time equivalent personnel from the service—uniformed and civilian—over the next three years, and Wynne said the bulk of those reductions will be crammed into the next fiscal year.

“I think we’ve done what you can do from the standpoint of personnel,” he said. The Air Force “really cannot continue to cut people. I think we are pretty tight where we are.”

He also noted that he was obliged to cut so many positions last year because health care and other benefits are taking an ever-larger chunk out of the Air Force budget. Such expenses represent “the place of my greatest acceleration in cost,” Wynne noted, and he made a plea for Congress not to make the job any harder.

“I’ve told my Congressional colleagues, things that they add to us—for example, reserve retirements or National Guard benefits or even retired benefits—look to them to be linear additions, but ... because of the compounding nature” of health care and other benefit costs, “the additional benefits [are], to us, an acceleration, ... and it comes back compounded in our budget.”

He also expressed exasperation with Congress’ unwillingness to allow USAF to retire old airplanes that are maintenance hogs providing little combat benefit to the force. (See “Under Lockdown,” September, p. 54.)

“We’re finding out that those [airplanes] are, unfortunately, prized possessions of some Congressional districts.” He said he’s made the rounds on Capitol Hill asking for “freedom to manage” the force in the most efficient manner available.

So, where to find the extra money? Wynne said the service will step up its efforts to be more efficient and streamlined. He said USAF is looking to see how much it can shift processes and activities to cyberspace and is thoroughly exploring “what that domain means to us.” He also said that the rank and file are being asked for any and all suggestions on tightening up further.

“You can make it more efficient,” he said. “Operations and



USAF photo by MSgt. Jim Varney

Wynne wonders where he’ll find the money.

maintenance ... is largely driven by your cultural approach to how you do work. And we hope that we can start walking work out the door.” In other words, outsourcing.

Suggestions are also flowing in, he said. Air Force people are “very eager” to help. They “are a very responsive group.”

Avoiding the F-35 Death Spiral

The F-35 program is at a critical juncture, and tinkering with it now—cutting the number to be bought or slowing it down—would have grave consequences, Wynne said.

He specifically discounted the notion that the Air Force itself would propose reducing the F-35 buy, saying, “If we who have asked the Congress for stability” in funding of major programs “now shirk our duty to maintain stability in requirements, that would be a shame.”

Press reports had suggested that USAF was prepared to give up 72 F-35s—an entire wing—in budget discussions that took place in August.

Far from it, Wynne said the Air Force is keenly interested in “how fast can we get access to these airplanes.” He said he believes the corporate Air Force has bought in to the notion of keeping the F-35 program on schedule.

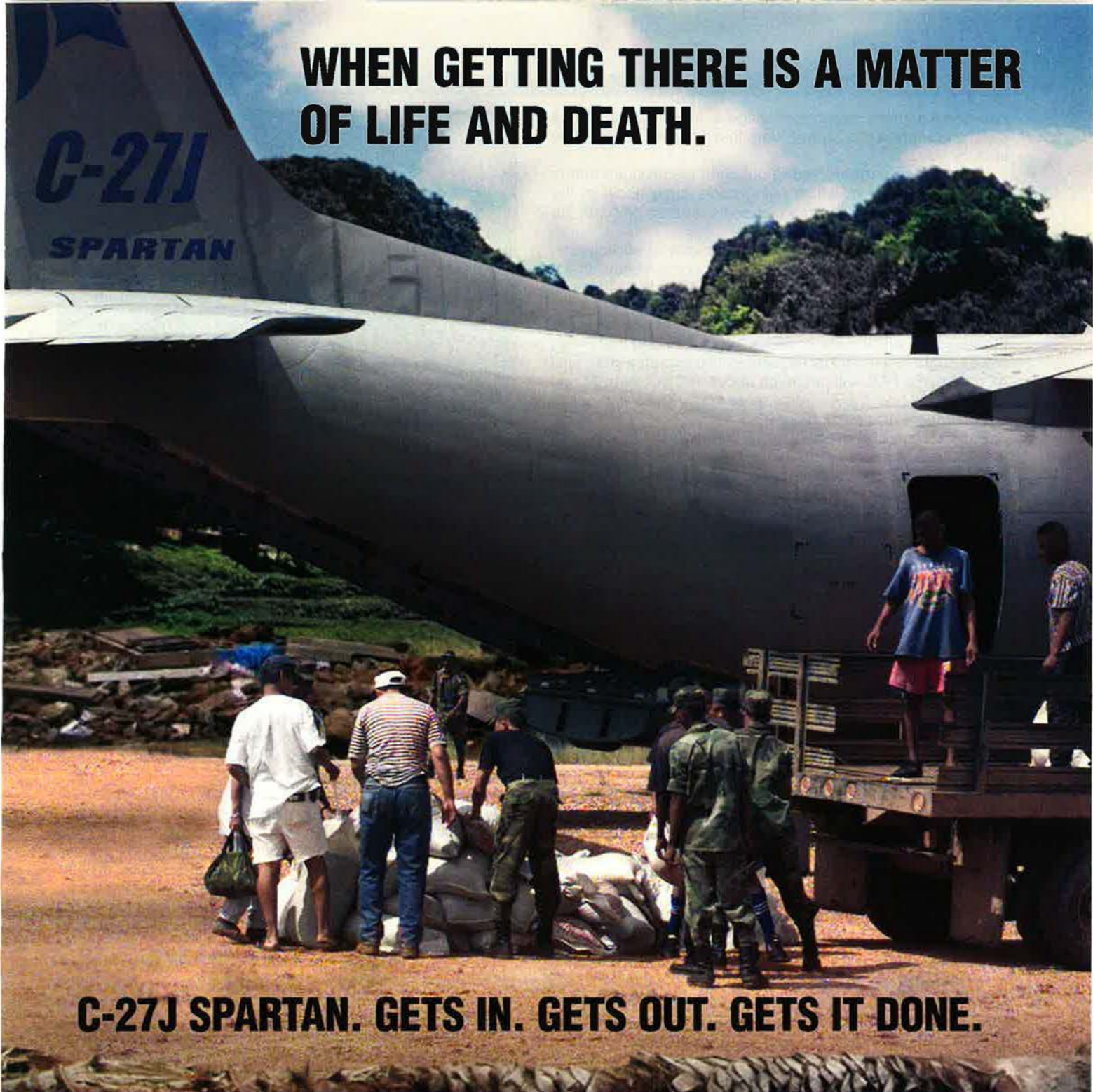
However, external threats are another matter. Wynne noted that “as programs get larger and larger, they look like better and better targets,” and the F-35 program is already expected to cost more than \$250 billion.

USAF Brig. Gen. Charles R. Davis, recently selected to be the F-35 program director, told Reuters that reports of an Air Force cut in its F-35 buy were wrong, adding that such a move would defeat the service’s own need to keep the unit cost of the program low. The Air Force will be the largest buyer of F-35s, with a stated requirement for more than 1,700 of the aircraft.

Wynne argued that the F-35 “is actually working. ... Everybody [acknowledges that it is] meeting its goals, it is meeting its timelines, it is meeting technology requirements.”

All such big-ticket programs represent a “triple handshake”

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between Congress, program managers, and industry, Wynne said, and represent a sort of "oath that says we are going to stick by you."

If one of the partners "backs out, then the program enters the classic spiral," in which rising costs force a cut in the production run, which raises unit costs, and so on, until the program is priced out of existence.

Wynne said Congress should be less critical of programs for going over budget and is "forgetting, conveniently," that it was cuts from Congress that started the F-35 down the road to financial problems.

Still, there seemed to be some play in the rate at which the Air Force will acquire its F-35s. Wynne, noting that F-16s were bought in annual lots exceeding 180 aircraft a year, said he doubts the F-35 will get much above 100 per year. At that rate, it would take the Air Force more than 17 years to get all of the fighters it's counting on.

Program officials have said that F-35 production is expected to exceed 200 aircraft per year, including those built for the Navy, Marine Corps, and foreign customers. (See "Struggling for Altitude," September, p. 38.)

Wynne also expressed pessimism that more F-22s will be bought. He has argued fiercely for keeping the F-22 production line open, especially if there are delays—technical or political—in getting the F-35 line running. However, he said that, though "we continue to push the requirement, ... we have been told, fairly straightforwardly, that everybody believes that 183 units is about what we can get." He later added that he is a believer in "getting what you can get" and that USAF has fought off any attempts to add any extras onto the F-22 as it is now configured, focused on getting airplanes on the ramp.

However, Wynne indicated he would like to see the F-22's radar be upgraded and to add connectivity to the aircraft that will allow all friendly forces to see what it sees.

RAND's "Next" Air Force

The emergence of nuclear-armed enemies such as Iran and North Korea spells a sea change in how future wars will be fought, and the Air Force will have to adjust its priorities accordingly, says a new study.

Writing for RAND, analyst David A. Shlapak sees the likelihood of major combat operations against an aggressive "second- or third-rate combined arms force" as "disappearing." The emergence of nuclear-armed nations in this category—such as North Korea and Iran—will require a different approach to warfare and some new technologies not yet available.

Nuclear-armed countries will be "much tougher" adversaries to beat, Shlapak wrote, "and their leaders will have more plausible theories of victory—or at least of avoiding defeat—than did Saddam Hussein in either 1990 or 2003."

The analysis was one of 22 studies done to support the Air Force's Quadrennial Defense Review proposals, according to RAND, which released the document in September.

The prospect of conflict with nations having a small arsenal of nuclear weapons will change the hierarchy of capabilities USAF needs to provide to the joint force, Shlapak asserted. Being able to locate and destroy such weapons, and defend against ballistic missile attack, will rise sharply in importance, he said. Deterrence and preventing such situations will also be a priority, but deterrence against such nations is likely to be different than it was against the Soviet Union.

Shlapak argues that the Air Force will have to put the greatest emphasis on "finders"—the intelligence-surveillance-reconnaissance assets that provide detailed knowledge of a region and which "enable" all aspects of the joint force. The need for such systems, as well as the demand for ever-faster speed of collection, will "exceed anything in prior US experience."



USAF photo

Will it become a fatter target?

Next up would be "influencers"—training and assistance to friendly countries in order to quell regional problems before they start and to shape national perceptions of the US.

"Responders"—noncombat capabilities designed to assist other countries, exemplified by mobility forces, would be a third priority under Shlapak's scheme. "Shooters"—those forces that actually bring force to bear—would have the last priority.

However, when force is needed, it will likely require swift action at long range, without the need for host nation support, so Shlapak suggests that intercontinental, high-speed strike assets will be a priority. He also found that long-loiter, high-firepower systems such as gunships will be important to support US support forces in other countries.

The long-range strike assets are key, Shlapak said, to dealing with no-notice, far-flung contingencies, such as if China decided to settle the Taiwan issue "in a matter of days instead of weeks or months."

Forward overseas presence will continue to be important to US foreign policy, and Shlapak anticipates that counterterrorism, counterinsurgency, and nation-assistance (CTNA) missions will be greater in number and longer term than any major combat operations USAF will be realistically obliged to undertake. For that reason, he suggests that "there may be a need to rebalance the land component of the joint force to conduct sustained CTNA operations more effectively and efficiently."

Despite the essential role of keeping forward presence, the US may lose access to bases or support if an ally is threatened with a nuclear weapon. For that reason, the long-range strike system is considered even more crucial.

Besides ever-faster methods of spotting and tracking things that are smaller—down to the scale of a single person—the Air Force will need greater capability to rapidly defeat air defenses, quickly neutralize weapons of mass destruction, protect allies against mobile theater ballistic and cruise missiles, and provide greater training and lift capability to friendly nations, as well as fire support at need.

Shlapak suggested that the Air Force "de-emphasize" attacking massed armor, either halted or on the move; killing soft, fixed targets; fighting protracted air-to-air campaigns; or deterring massive nuclear attacks, and shift resources to the emerging and more likely missions.

"In sum, we suggest that the next Air Force might do well to have fewer fighters and more 'gunships' and fewer 'shooters' overall—but many more 'finders.'"

Flying Hours Cut at ACC

Ballooning fuel costs are forcing Air Combat Command to make some sharp cuts in its flying hour program, hoping to

keep its combat pilots proficient through the use of simulators and smarter training. Other fuel saving methods are being considered.

The moves are also expected to reduce USAF's mishap rate and reduce the cost of maintaining an aging fleet.

An ACC spokeswoman confirmed in September that the command will reduce its flying hour budget by 10 percent every year from 2008 to 2013, which adds up to an annual reduction of \$280 million from the flying hours account. She said that fuel accounts for 40 percent of ACC's flying hour costs.

In Fiscal 2005, the command spent about \$739 million on fuel, but by Sept. 19, nearing the end of Fiscal 2006, it had spent \$1.12 billion. The average price of fuel in 2005 was \$1.47 per gallon; in 2006, it averaged \$2.22. In both years, the end-of-year price was substantially higher than it had been at budget time.

The run-up in fuel costs might have been disastrous for ACC this year, as the service spent nearly \$400 million more on gas in Fiscal 2006 than it did in Fiscal 2005. In previous years, the Air Force has resorted to cutting flying hours, as well as nonessential programs, such as quality of life and building maintenance, to cover spikes in fuel costs.

However, the Air Force gave ACC a big bump up in fuel funding right after the 2005 budget process concluded, and Congressional supplemental spending bills covered the rest. As a result, no drastic cuts elsewhere in ACC were required as the fiscal year wound down. The ACC spokeswoman was not able to identify the accounts that had been reduced to provide ACC with a greater flying hour budget.

A typical fighter pilot in ACC gets about 14 flying hours a month, while bomber pilots get around eight hours a month. ACC said the reduction in flying hours spending next year will drop fighter pilots down to about 12.5 hours a month, and bomber pilots down to seven.

"Current flying hours are programmed at the minimum level to meet training requirements," ACC said.

In Southwest Asia operations, pilots frequently get a higher number of flying hours, but "the vast majority of the extra hours has limited training value, as the time is spent transiting to and from the combat area or in orbits," the spokeswoman noted. As hours are reduced, she said ACC will "prioritize our training for the missions we will most likely need to cover."

High-fidelity training devices—simulators—will be used more frequently to make up the difference in flying hours. Simulator time doesn't count the same way as live-fly hours do, but adds to proficiency. Pilots of the F-15C are already using simulators "to reduce live-fly training requirements," and "similar initiatives are expected in other weapons systems once high-fidelity simulation is available," the ACC spokeswoman said.

Air Force Secretary Wynne told reporters in September that if you reduce flight hours, you reduce accidents but only if the substitute simulator hours are highly realistic. He said he has been "pushing" ACC and Air Education and Training Command to "roll back on the number of flight hours," because if you use the equipment less, you reduce the aging of the fleet, which now stands at about 24 years average age for fighters. That, in turn, will reduce the cost of operations and support. Wynne said that as the use of simulator time has increased, USAF hasn't seen "a greater rate per hour" of accidents.

The ACC spokeswoman said the Air Force is "doing a complete review of its flying training requirements to see where efficiencies can be realized."

The Air Force is also experimenting with alternative sources of fuel, so that fuel shortages or price spikes don't prevent it from meeting its obligations. (See "New and Improved Yet Not Quite Perfect Fuels" in "Tomorrow's Combat Advantages," August, p. 51.) ■



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Aerospace World

By Marc V. Schanz, Associate Editor

NATO Moves To Buy C-17s

NATO wants to buy three or four C-17s for strategic airlift needs, the alliance announced in September.

In a letter of intent released Sept. 12, 13 allied nations agreed to jointly buy and fly the transports, which would be based at Ramstein AB, Germany. The aircraft would be flown and maintained by NATO crews in an arrangement similar to that for NATO's E-3 AWACS aircraft.

An alliance statement emphasized that NATO has an "urgent operational need" for strategic airlift to support operations such as the one in Afghanistan. It wants to have the first aircraft on the ramp by the middle of next year and have all its C-17s in service in 2009.

The aircraft would be used chiefly for NATO operations, but could also provide airlift "exclusively of a national character" or for United Nations, European Union, or other international purposes such as humanitarian or disaster relief.

The aircraft will be configured in the same way as those flown by the US Air Force and British Royal Air Force.

Boeing Gets Reprieve for C-17

In September, Boeing's C-17 transport got a last-minute reprieve from Congressional conferees, who added \$2.1 billion



Photo by Nate Leong

An F-16 of the Colorado ANG shows off a special paint job, given to mark the 50th anniversary of the Minute Men, the Air National Guard's first official aerial demonstration team. In 1956-59, the Minute Men, flying F-80Cs and F-86Fs, performed before more than three million spectators in 47 states and five foreign nations. Its last show came in July 1959 at Grand Junction, Colo.

to the defense appropriations bill to buy a total of 10 more of the strategic cargo airplanes.

The funding will extend production past the planned mid-2009 shutdown date previously cited by Boeing officials

in August. At that time, the company ordered suppliers to start winding down work on long-lead parts for the aircraft, as it had not logged enough new orders to keep the line running.

The Congressional add is seven more Globemasters than either the House or the Senate had previously approved, and the request will bring the Air Force inventory to 191, according to a statement released Sept. 21 by Sen. Jim Talent (R-Mo.).

Talent, a member of the Senate Armed Services Committee, said that, coupled with foreign sales, the total production run of the C-17 will stand at 205 airframes.

Jim Albaugh, president and CEO of Boeing's defense operations, was also quoted in Talent's statement—stating the funds would extend the production of the airlifter, but he did not say how long.

Apart from the NATO move to buy at least three C-17s, and possibly more, other nations, including Sweden, have also expressed interest, but could not finance the aircraft in time to meet Boeing's end date. The extension will open the door to more C-17 orders.

The decision follows an intense lobbying campaign by Boeing officials, as well as Congressional delegations from California, Georgia, and Missouri. The

Pentagon Reviewing Medals Criteria

Responding to confusion over how to recognize valor when troops are participating in many widely separated aspects of a fight, the Defense Department is undertaking a new review of criteria for awarding medals.

The planned outcome of the review is an updated and improved Manual of Military Decorations and Awards, the document that governs the awarding of medals. Pentagon officials hope to create better uniformity of guidelines across the services and plug some cracks wherein true valor can't be recognized because of a technical detail.

David S.C. Chu, undersecretary of defense for personnel and readiness, announced in September that a working group including representatives from each service, the Joint Staff, and DOD's Institute of Heraldry are conducting the review and are expected to complete their work in six to eight months.

The last revision of the guidelines was in 1996, and the current review will involve only decorations and awards that are offered by all services, such as the Purple Heart and the Bronze Star.

Members of the working group will look at three major areas—expeditionary medals, honor and valor awards, and the awarding of multiple Iraq and Afghanistan campaign medals.

A Pentagon spokesman told *Stars and Stripes* that a clear standard has to be established for the awarding of battlefield medals, and the concept of a "battlefield" needs to be clearly defined. He also added that there have been concerns about standards and consistency when awarding the "V" device for valor.

Due to the multiple tours that many service members face in either Iraq or Afghanistan, the Pentagon is also examining multiple awards of campaign medals—or developing a means for personnel to show multiple tours in the theaters. There is no device that shows consecutive tours.

C-17 is assembled in Long Beach, Calif., where it employs about 5,500 people.

US Scores Missile Intercept

After 20 months of test and preparation, the Missile Defense Agency's Ground-Based Midcourse Defense system on Sept. 1 scored a direct hit on a target missile in flight.

Prime contractor Boeing said the hit was not on its list of primary test objectives, but it happened. The testers, airmen from the 30th Space Wing and the Missile Defense Agency, accomplished the first launch of an operationally configured interceptor and the first tracking of a ballistic missile based on data gathered by a new warning radar and transmitted to the interceptor.

The interceptor was launched from Vandenberg AFB, Calif., and struck a target missile launched from Kodiak Launch Complex in Alaska.

Seventeen minutes after the Kodiak target lifted off, operators at Vandenberg launched the interceptor, which released its exoatmospheric kill vehicle. The kill vehicle tracked and, although not part of the test objective, intercepted the dummy warhead.

Plans call for a more comprehensive test of the system and a planned intercept in December.

Report Released on Airman's Death

The Air Force has deemed the May 4 death of an airman from Luke AFB, Ariz., to be an accident.

According to an official report released Sept. 6, SrA. Abby J. Bilbrey was killed when the vehicle she had been driving rolled off a cliff and fell nearly 400 feet. Bilbrey was an airfield systems journeyman assigned to the 56th Communications Squadron at Luke.

Bilbrey was driving another airman up



USAF photo by TSgt. Cecilio Ricardo Jr.

At the Pararescue and Combat Rescue Officer School, Kirtland AFB, N.M., airmen practice moving "injured" troops during an exercise.

a mountain to repair a communication system when they decided to switch places. Bilbrey stopped and put the four-wheel drive vehicle into park. As the other airman got out and Bilbrey slid over to the passenger seat, the vehicle slipped into neutral.

The truck rolled off the edge of the steep road before the other airman could gain entry to the driver's seat. Bilbrey was ejected from the vehicle and died of her injuries.

US Bids Farewell to Iceland

The US military facility in Iceland, NAS Keflavik, closed its doors and was officially disestablished Sept. 8 at a ceremony in the NATO nation.

The closure marked the end of a transition period, announced by the US in March, during which all US forces

redeployed. The Pentagon had decided that forces in Iceland were needed elsewhere. US forces maintained a presence on the island nation for more than 50 years. Iceland has no military forces of its own. (See "Presence, Not Permanence," August, p. 34.)

The 56th Rescue Squadron and 56th Aircraft Maintenance Unit relocated to RAF Lakenheath, Britain, in June, and approximately 200 airmen and their families are expected to be assigned to the two units over the next year.

ACC To Lose 12,600 Spaces

Air Combat Command's share of a planned six-year, 40,000-person force reduction will be 12,600 billets, reports ACC's commander, Gen. Ronald E. Keys.

The cuts—covering both uniformed and civilian billets—will be administered by October 2007.

Keys said at AFA's Air & Space Conference in September that the wars in Afghanistan and Iraq cost ACC about \$200 million per month. That money, he said, isn't in his budget.

The Air Force confirmed that it would compress the schedule for the force reduction, setting the final round of cuts for Fiscal 2009, or two years earlier than planned.

A \$12 billion reduction in budgets over the next six years forced the service to move more quickly. It hopes to reap great savings by squeezing the personnel account, which is USAF's biggest expense. (See "Washington Watch: Wynne, Place, or Show," p. 10.)

F-35 Concludes Wind Tunnel Tests

USAF has wrapped up aerodynamic testing on two F-35 variants, said officials

Moseley Wants Frequent Gatherings of Generals

Air Force Chief of Staff Gen. T. Michael Moseley has recently pushed up the tempo of four-star meetings, with a recent series of summits covering intelligence, space, and other issues. The first such summit was held on Aug. 2 at the Pentagon and focused on intelligence matters.

On Aug. 24, Moseley invited all general officers from the ranks of the active duty, Air National Guard, and Air Force Reserve, in addition to members of the Senior Executive Service, to meet in St. Louis for a one-day "Blue Summit" to discuss a range of issues from budgeting to personnel and operations. A Sept. 7 "Space Summit," at the Pentagon, featured current and retired space leadership. The group discussed the force's space portfolio and the recent split of US Strategic Command's joint force component.

Lt. Gen. Arthur J. Lichte, the director of staff for the Air Force, said the summit concept gives the Chief an opportunity to address the entire general officer corps and his senior civilian leaders all at the same time and to inform them about efforts to develop the force and prosecute the War on Terror. The summits are in addition to the Corona meetings, a conference of the service's four-stars that dates back to the early days of the force. Lichte said Moseley is a strong believer in getting "firsthand feedback from the field," which has driven the desire for more high-level meetings.

Summits are also planned for the topics of cyberspace and acquisition.

Central Command Forces Key to the Fight, Says North

The top Air Force officer in Southwest Asia said the service is pushing a high operating tempo in Iraq and Afghanistan and has new capabilities to aid the counterinsurgency fight.

Central Command Air Forces chief Lt. Gen. Gary L. North, speaking by teleconference with Pentagon reporters in September, said his forces have changed the classic set piece air tasking order into one that is flexible and responsive to coalition needs as they arise. He noted that when CENTAF F-16s carried out the air strike that killed terror leader Abu Musab al-Zarqawi in June, they were performing a routine countermortar-improvised explosive device patrol and were rerouted to carry out the Zarqawi mission.

Combat air forces are covering so-called "vulnerability periods" in both Iraq and Afghanistan, flying on-call in areas where troops are operating to provide both close air support and nontraditional intelligence-surveillance-reconnaissance, North said. (See "Eyes of the Fighter," January, p. 40.)

CENTAF is providing lots of close air support—an average of 74 CAS sorties per day, with 50 on average over Iraq and 24 over Afghanistan as of Sept. 1.

North noted that the use of advanced targeting pods on both F-15Es and F-16s, working in concert with unmanned drones such as the Predator, has paid dividends in the Iraq campaign, locating and targeting weapons caches, key leaders, and IED ambush locations.

The Air Force has been working mostly the areas around Baghdad, Mosul, Fallujah, and other hot spots. In Afghanistan, where the geography is more open, CAS is being called on to support NATO operations countrywide.

Air defense threats have not increased significantly since the end of major combat operations in 2003 in Iraq, North said. Anti-air threats have been limited mostly to rocket-propelled grenades and occasional light anti-aircraft artillery in both Iraq and Afghanistan.

CENTAF is now fielding several new capabilities that will improve the effectiveness of both combat and mobility operations. The Small Diameter Bomb—also known as the GBU-39—was fielded on F-15Es in the September Air and Space Expeditionary Force rotation, according to Col. Joseph T. Guastella Jr., director of operations at CENTAF headquarters.

The extended range, all-weather precision weapon will allow close air support missions to hit insurgent fighters in tighter spots, due to the minimal fragmentation of the weapon, he added.

More than 24,000 units are planned during the life of the SDB program, North said, adding that the weapon is not replacing anything in the Strike Eagle's arsenal but will allow a "better mix" of effects for close air support and contingency missions in tight urban battlespaces.

Mobility forces are keeping a high operating tempo in theater as well, North reported, airlifting more than 697,000 troops and 117,000 tons of supplies and providing 78 million gallons of gas via aerial refueling between Jan. 1 and Sept. 1.

at Arnold Engineering Development Center, Arnold AFB, Tenn. The testing comprised more than 8,000 hours of wind tunnel evaluations.

Testers gather high-speed force and momentum data for the conventional takeoff and landing (CTOL) and short takeoff and vertical landing (STOVL) variants of the F-35.

The data will be used in computer analysis of performance and flight control before the flight-testing phase of the program begins.

USAF Scraps the Firefly

The Air Force announced in September that it will scrap its entire fleet of 110 T-3A prop-driven Firefly training aircraft, which have been in storage since 1997.

The fleet was grounded following a series of fatal crashes involving midair engine stalling. The service determined that it would be too costly to repair the

airplanes and change them into a safe configuration.

Three Air Force Academy cadets and three instructors were killed in Firefly crashes.

The Air Force used the Firefly for initial flight screening of pilot candidates, but it saw little actual service.

An Air Education and Training Command spokesman said the Air Force no longer has a mission for the aircraft, now that initial flight screening duties have been contracted to Doss Aviation of Colorado Springs, Colo.

The Air Force purchased the trainers for \$32 million and spent \$10 million trying to make them airworthy in recent years.

The aircraft first saw service in 1993, but soon ran into trouble.

The Firefly was manufactured by Slingsby Aviation of Britain. The choice of a non-US supplier was controversial at the time.

South Korea Presses for UAVs

South Korea wants to buy four Global Hawk surveillance unmanned aerial vehicles to keep watch on North Korea, but Washington is balking at the sale.

The United States says it is concerned about the compromise of sensitive technology.

A South Korean government official in September said that Seoul planned to make an informal request for the aircraft at the next round of Security Policy Initiative talks.

The pitch follows two others that proved unsuccessful. The first official bid came during a meeting of the US-South Korea Security Cooperation Committee in June 2005, but was later rejected without an official explanation. In August, South Korea tried again, submitting a written request to the Department of Defense that had not been answered by mid-September.

Defense Ministry officials have publicly stated that they believe technology leak concerns are what is holding up any progress on the deal.

The country is building up its aerial surveillance capabilities and is pushing forward a \$2 billion project to purchase surveillance aircraft in addition to the requested Global Hawks.

Boeing Docked for GPS Problems

Cost overruns and delays on the Global Positioning System IIF satellites have prompted the Air Force to dock contractor Boeing \$21.4 million in performance-based fees.

After a program review, the service determined that Boeing wasn't entitled to any award fees on the GPS IIF program for the 12-month period ending this September.

The Air Force has stated that the overall price of the GPS IIF program, including development and production of satellites and ground facilities, has risen from \$2 billion to \$2.5 billion, a number that includes three more satellites than the initial cost projection planned.

A Boeing spokeswoman said the company had worked with the Air Force regarding the development problems and had restructured the program and replaced the management team.

C-17s Evacuate Wake Island

Just ahead of Typhoon Ioke, C-17s of the 15th Airlift Wing and the Hawaii Air National Guard evacuated 188 people from Wake Island.

The operation in the US territory was staged by teams of active duty and Guard airmen on Aug. 28.

Evacuees included active duty airmen, Defense Department personnel, and Thai nationals working as contractors. The entire operation took less than one hour.



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Wake is a scientific outpost and an air strip for aircraft crossing the Pacific Ocean. The runway is only 14 feet above sea level.

The storm made landfall on Aug. 31, packing winds up to 150 miles per hour.

There was less destruction than expected, and members of the 36th Contingency Response Group, Andersen AFB, Guam, were dispatched on a Navy ship to assess the state of the airfield and prep it for C-17s that followed with a larger team of airmen to begin reconstruction efforts.

Predator Cleared for US Airspace

Air Combat Command has gotten a green light from the Federal Aviation Administration to operate the MQ-1 Predator UAV in US domestic airspace.

ACC then designated four Predators as response aircraft for major disasters in the US.

Under the new agreement, the FAA and USAF will cooperatively designate airspace and altitudes at which the Predators can fly. Civilian traffic will be steered around the slow-moving drones.

The Air Force will operate the Predator from designated airports and develop a plan for getting the drones to airspace set aside for their flights.

After Hurricane Katrina in 2005, Predator optical systems were used for observation, but they were mounted on tall buildings because the FAA had not yet cleared the unmanned aircraft for use in civilian airspace. The new deal will expand their effectiveness in monitoring key infrastructure and searching for survivors.

Those MQ-1s approved for disaster response are in storage at Creech AFB, Nev.

They can be loaded onto trucks, along with their van-like control unit, and dispatched quickly. In addition to providing a 24-hour coverage of an affected area, Predators can be in contact with rescue operators.

Taiwan's Pursuit of F-16s Halted

Taiwanese defense officials have been thwarted in their quest to purchase advanced F-16C/D fighters, with the US officially blocking the deal in early October.

Taiwanese defense officials confirmed Oct. 3 that the deal has been declined by President George Bush and cite the country's parliament for failing to appropriate funds for an earlier arms deal.

Taiwan was pressing for a deal to buy up to 66 of the fighters as recently as August, submitting a formal request to the US representative in Taipei despite US misgivings about the deal and Chinese lobbying to stop any sale.

Now, Air-Dropped Cargo Pallets Steer Themselves

Think of it as precision guided cargo. That's the result of a 13-year effort to develop an air-drop system that guides cargo pallets released from an altitude of as low as 19,000 feet to a specific spot. Such a system was tested in Afghanistan in August.

An Air National Guard crew from Alaska's 144th Airlift Squadron dropped several bundles using the Joint Precision Air-Drop System—also known as JPADS—which uses GPS coordinates and a steerable parachute to get the goods right to where they're needed, while minimizing the risk to the transport aircraft from ground fire. It was the first combat drop of the system. The cargo aircraft releases "dropsondes," not unlike sonobuoys, which relay wind speed and direction at various altitudes back to the aircraft. Calculations are made and the cargo is released, steering itself to a pinpoint landing using a steerable parafoil parachute.

The JPADS is a family of systems that is combined to bring the same accuracy to the mobility community that combat pilots have enjoyed for years since the development of the Joint Direct Attack Munition.

When fully developed, the program will field four sizes of JPADS—extra light, light, medium, and heavy. While still in the concept development phase, the heavy JPADS may be able to drop up to 60,000 pounds of cargo.

Taiwan's military has been working on obtaining the Block 50/52 F-16C and F-16D models for at least a year, a US official told Reuters. The new models would replace the indigenous F-5 Ching-kuo Defense Fighter and possibly the Mirage 2000s.

China's foreign ministry has repeatedly urged Washington to not approve the deal.

Taiwan's Defense Minister Lee Jye confirmed in September that domestic political bickering endangered a previous weapons deal with the US that involves the purchase of P-3 Orion aircraft, Patriot missile batteries, and several submarines—and could complicate efforts to purchase F-16s. The failure of the country's legislature to allocate funds for the previous deal has soured the US on how seriously the country takes its own defense and has led to officials from the State Department and the

National Security Council to recommend President Bush turn down any request for new F-16s.

Taiwan's Air Force already has F-16A/B models and has trained its pilots at Luke AFB, Ariz., since 1997.

Charles Terhune Jr., 1916-2006

Retired Lt. Gen. Charles H. Terhune Jr., a former commander of the Air Force's Electronic Systems Division and head of the service's high-level technical planning study called Project Forecast, died at his home in La Canada, Calif., on Aug. 30, at the age of 90.

He was one of the original 10 men to receive the Air Force Space and Missile Pioneers award, given to those who made a significant contribution to early Air Force space programs.

He was one of the first five officers to work on Air Force ballistic missile programs such as the Thor, Titan, and

Senator ... Er ... Colonel Graham Deploys

Sen. Lindsey O. Graham (R-S.C.) became the first sitting member of Congress in decades to perform military duty in a combat zone when he deployed to Afghanistan in August.

Graham was assigned to train Afghan judges, lawyers, and prosecutors in the country's armed forces.

A colonel in the Air Force Reserve, Graham served more than six years on active duty in the Air Force's Judge Advocate General Corps before his election to Congress in 1995. He has served on the Air Force Court of Appeals in the past, but his trip to Afghanistan, Qatar, and the United Arab Emirates was his first foreign assignment as a Reservist.

"Our hope is that if we can transform the military to accept the rule of law, it will spread to the civilian population in Afghanistan," Graham told the McClatchy News Service.

During his trip, Graham traveled with Maj. Gen. Jack L. Rives—the Air Force's judge advocate general. Rives said that Graham traveled and was treated as a colonel in the Reserve. The Senator's trip was not publicized in advance, for security reasons.

Graham is the only sitting US Senator serving in the Air National Guard or Air Force Reserve. Three members of Congress serve in other branches: Rep. Steve Buyer (R-Ind.) and Rep. John M. Shimkus (R-Ill.) are members of the Army Reserve, and Rep. Mark S. Kirk (R-Ill.) is a member of the Navy Reserve.



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U.S. General Services Administration

Minuteman. After his retirement from the service, he continued to work in the aerospace sector as a civilian.

Robert McDermott, 1920-2006

Retired Brig. Gen. Robert F. McDermott, who made his mark as the "father" of the Air Force Academy and chairman and CEO of USAA, died Aug. 17 in San Antonio at the age of 86.

McDermott was named by President Eisenhower as the school's first dean of faculty in 1956, a position he held until 1968.

At Colorado Springs, McDermott introduced new academic practices, including the use of electives and majors that allowed students to pursue interests in a wide range of fields, rather than all of them having to take the same courses, as at West Point and the US Naval Academy.

After retirement, McDermott went on to serve for 25 years as the chairman and chief executive officer of United Services Automobile Association, a major insurance and financial services company, better known as USAA, in San Antonio.

The New, Responsive NRO

Even the supersecret National Reconnaissance Office has been transforming itself to meet the demands of the War on Terror. During the Cold War, the NRO delivered reconnaissance "miracles" when they were ready, Donald M. Kerr, NRO director and assistant to the Secretary of the Air Force for intelligence space technology, told the Air Force Association's Air & Space Conference.

This was acceptable because the Soviet Union was largely a static threat. Today, faced with rapidly changing threats, the NRO delivers what it can when the capability is needed.

Kerr cited chemical and biological weapons facilities, counter terrorism operations, and mobile individuals as targets that present new challenges for the Intelligence Community. The establishment of the director of national intelligence office, partly to make US intelligence more agile, had an inadvertent outcome, Kerr added: It left the Air Force "disenfranchised" at the NRO.

This was an unacceptable situation, as USAF supplies roughly half the reconnaissance office's 3,000 personnel. To remedy the problem, Air Force Maj. Gen. John T. Sheridan was recently added to the NRO chain of command, as deputy director.

The need for responsive intelligence means that some of the NRO's "most important capabilities" are in geosynchronous orbit, where they can provide around-the-clock surveillance, albeit with lower resolution than would be offered by

Senior Staff Changes

RETIREMENTS: Maj. Gen. Robert H. Latiff, Brig. Gen. Thomas E. Stickford.

NOMINATIONS: To be Lieutenant General: Raymond E. Johns Jr., Loyd S. Utterback. **To be Major General:** Johnny A. Weida. **To be ANG Brigadier General:** James A. Buntyn.

CHANGES: Lt. Gen. Robert D. Bishop Jr., from Vice Cmdr., USAF, Ramstein AB, Germany, to Cmdr., 3rd AF, USAF, Ramstein AB, Germany ... Lt. Gen. (sel.) Raymond E. Johns Jr., from Dir., Programs, DCS, Strat. P&P, USAF, Pentagon, to DCS, Strat. P&P, USAF, Pentagon ... Maj. Gen. Timothy C. Jones, from Spec. Asst. to the DCS, Strat. P&P, USAF, Pentagon, to Dir., Programs, DCS, Strat. P&P, USAF, Pentagon ... Brig. Gen. Douglas H. Owens, from Asst. Dir., Air & Space Ops., PACAF, Hickam AFB, Hawaii, to Cmdr., 36th Wg., PACAF, Andersen AFB, Guam ... Maj. Gen. Jeffrey A. Remington, from Spec. Asst. to the Cmdr., PACAF, Hickam AFB, Hawaii, to Dir., Air, Space, & Info. Ops., P&R, PACAF, Hickam AFB, Hawaii ... Maj. Gen. Edward A. Rice Jr., from Cmdr., 13th AF, PACAF, Hickam AFB, Hawaii, to Vice Cmdr., PACAF, Hickam AFB, Hawaii ... Maj. Gen. (sel.) Loyd S. Utterback, from Dep. Cmdr., PACAF, Hickam AFB, Hawaii, to Cmdr., 13th AF, PACAF, Hickam AFB, Hawaii ... Lt. Gen. Stephen G. Wood, from DCS, Strat. P&P, USAF, Pentagon, to Dep. Cmdr., UN Command & US Forces Korea, Osan AB, South Korea.

lower altitude satellites offering limited coverage periods.

Kerr said unblinking coverage can be extremely important when dealing with mobile targets. In one high-profile example, he said the United States nearly got to Abu Musab al-Zarqawi, the leader of al Qaeda in Iraq, in 2003. Zarqawi, who was being tracked as a moving target at the time, got away because of a 20-second gap in coverage. In those 20 seconds, the trail went cold.

MIA Vietnam War Airman Identified

The remains of Air Force Maj. Burke H. Morgan, who was carried as missing in action since August 1967, have been identified and interred at the Air Force Academy.

Morgan, from Manitou Springs, Colo., was lost on a reconnaissance mission over Laos. He and another airman were flying an A-26A Invader from Nakhon Phanom AB, Thailand, when contact with their aircraft was lost. Searches of their last known position found nothing.

In 2002, Laotian officials reported

that the remains had been turned over to a government official in the late 1980s but that the official had died. His driver, however, had possession of the remains and had been holding them in safekeeping awaiting directions from authorities.

Scientists from the Joint POW/MIA Accounting Command were able to identify the remains as Morgan's using forensic methods. He was buried Sept. 7 beside his wife, Mary. His burial service coincided with the 45th reunion of his USAFA class.

Midair Refueling Tests Successful

In a development with big implications for a future robotic long-range strike platform, researchers have demonstrated autonomous aerial refueling for the first time.

The Defense Advanced Research Projects Agency (DARPA) said in September that a NASA F/A-18 Hornet, configured to operate as an unmanned test bed, succeeded in taking on fuel from an aircraft using the probe-and-

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Operation Iraqi Freedom—Iraq

Casualties

By Oct. 19, a total of 2,772 Americans had died in Operation Iraqi Freedom. The total includes 2,765 troops and seven Department of Defense civilians. Of these deaths, 2,217 were killed in action with the enemy while 555 died in noncombat incidents.

There have been 21,077 troops wounded in action during OIF. This number includes 11,543 who returned to duty within 72 hours and 9,534 who were unable to return to duty quickly.

Iraqi Air Force Up and Running

Even though it has only been a going concern for a few months, the new Iraqi Air Force has racked up some impressive accomplishments, according to Brig. Gen. Stephen L. Hoog, director of the air component coordination element at US Central Command's air component.

The fledgling force has moved more than 6,000 Iraqi troops and coalition forces, along with 460 tons of cargo, and carried out 200 intelligence-surveillance-reconnaissance missions in the country, Hoog said in a Pentagon teleconference briefing for reporters in September. It has flown more than 454 sorties since March, accumulating 650 flight hours in a fleet of small prop airplanes, Bell 206 helicopters, and three C-130s.

The Iraqi Air Force's primary ISR systems are Seeker SB7L-360 light surveillance aircraft and CH-2000 tactical surveillance aircraft. Hoog said the C-130s are Iraq's most sophisticated types.

He added that, by January, the Iraqi Air Force will receive the first of 16 upgraded UH-1H Hueys for moving troops and casualty evacuation missions, as well as 10 Russian-built Mi-17s with an initial cadre of trained pilots to help troop movements of Iraqi forces. Follow-on training, assisted by USAF, will start in spring 2007. The goal is to have more than 2,500 trained Iraqi Air Force personnel ready for duty by the end of next year.

Operation Enduring Freedom—Afghanistan

Casualties

By Oct. 19, a total of 339 Americans had died in Operation Enduring Freedom. The total includes 338 troops and one Department of Defense civilian. Of these deaths, 183 were killed in action with the enemy while 156 died in noncombat incidents.

There have been 988 troops wounded in action during OIF. This number includes 380 who returned to duty within 72 hours and 608 who were unable to return to duty quickly.

Puerto Rico ANG Deploys for First Time

The Puerto Rico Air National Guard deployed to Bagram Airfield, Afghanistan, on Sept. 8—marking the first time the island's Air Guard has deployed as a unit to a war zone in its 55-year history.

A 156th Airlift Wing officer noted that the unit had so many volunteers it had to restrict the deployment length to one month to make sure most of their Guardsmen got a chance to serve in Operation Enduring Freedom.

The unit flies and operates the C-130 Hercules, previously having flown the F-16.

Although unit participants will be rotating out every 30 days, the unit is committed to its 120-day deployment.

drogue method. The receiving aircraft was fitted with gear and flight controls to conduct the refueling on its own, but a pilot was aboard, to take the controls in an emergency.

The test aircraft used Global Positioning System navigation, coupled with an optical tracker, to position the aircraft behind a tanker that was equipped with a small navigation pallet.

The test was done Aug. 30 at Edwards AFB, Calif.

Lt. Col. Jim McCormick, the DARPA program manager, said the probe-and-drogué method was chosen because it is the most challenging for autonomous systems. The capability demonstrated would apply equally to boom refueling methods used by most Air Force aircraft.

Autonomous in-flight refueling has broad implications for affordable, persistent unmanned strike systems—particularly now that the Air Force has ramped up efforts for the next long-range strike platform due in 2018. (See "The 2018 Bomber and Its Friends," October, p. 24.)

The tests were initiated under the now-defunct Joint Unmanned Combat Air System program, but the successful demonstration will allow engineers to use the data obtained to develop in-flight refueling for future unmanned aerial vehicles.

Airlift Surged for Evacuation

The Air Force played a significant role in the evacuation of 13,000 US citizens from Lebanon at the height of fighting there this summer, Air Mobility Command officials said in August.

The airlift, which surged from July 22 to 25, required 29 C-17s, as well as numerous commercial airliners. From Lebanon, evacuees were airlifted to Cyprus, and then some went on to Ramstein AB, Germany. About 1,800 of the total required immediate lift back to the US and were flown to McGuire AFB, N.J. There they were met by AMC troops who helped them make further travel arrangements.

The C-17s were drawn from bases as far away as McChord AFB, Wash.

Officials said the airlift was one of the largest noncombatant evacuations since World War II.

McGuire served as the nerve center for the effort, with the base's airmen helping connect evacuees with family members, civilian flights Stateside, and assistance from the Red Cross and other organizations, said Maj. Aaron Smith, commander of the McGuire's 305th Communications Squadron. Smith said the effort went relatively smoothly, with the average stay on base for an evacuee held to only a few hours.

More than 700 aircrew members, support, and volunteer personnel were involved with the operation. They distributed more than 1,200 Red Cross comfort kits and served 988 boxed meals for evacuees.

Joint Cargo Aircraft Replace A-10s

The new Joint Cargo Aircraft will have a home with the Michigan Air National Guard at Battle Creek, Gov. Jennifer M. Granholm announced in August. The aircraft will replace A-10 Warthogs that are leaving as a result of Base Realignment and Closure decisions. Plans call for the base's 15 Warthogs to move out in 2009, with the JCA to arrive shortly afterward. The announcement follows a June visit to the base by Lt. Gen. H. Steven Blum, chief of the National Guard Bureau, and a meeting with Michigan officials. ■

■ The F-117 test team that has evaluated the Nighthawk's stealth features and certified it for weapons for the last 24 years was inactivated at Holloman AFB, N.M., on Sept. 15. The unit had developed survivability tactics and tested all system upgrades. The inactivation was in anticipation of the retirement of the F-117 next year. The Nighthawk is slated to be replaced at Holloman by the F-22A Raptor.

■ Thirty California Air National Guardsmen and 30 members of the state's Emergency Medical Services Authority took part in a terrorism response exercise in Odessa, Ukraine, in September. The exercise, Rough and Ready 2006, simulated a response to terror attacks on a port, oil pipeline, railway, and a shopping mall. Along with Ukrainian forces, the Guardsmen trained alongside troops from Azerbaijan, Georgia, and Moldova. The exercise was conducted within the context of California's State Partnership Program with Ukraine.

■ Reorganization of the Air and Space Expeditionary Force Center took place Aug. 29, with administration of the AEF Center shifting from Langley AFB, Va., to the Air Force Personnel Center at Randolph AFB, Tex. The change will reduce overlap, save on manpower, and streamline wartime requirements and assignments under a single commander.

■ In its first such test in 11 years, Russia launched a ballistic missile from a submarine in the Arctic Ocean in September. Russian officials said all three test warheads hit their target, a test range in the Barents Sea.

■ A modernized C-5M Super Galaxy completed dynamic taxi testing at Edwards AFB, Calif., in August. The tests helped validate the structural design of the airlifter's new engine pylon. The pylon is being fitted to C-5s under the Reliability Enhancement and Re-engineering Program. The taxi tests specifically looked at structure movement when traveling over rougher surfaces with new engines.

■ Seven Air Force Research Laboratory scientists and engineers were honored as new fellows during an annual awards ceremony held Sept. 19 at the National Museum of the US Air Force. The awards recognize and reward AFRL's most outstanding in-house scientists and engineers and provide each with a grant of \$100,000 per year for two years, over and above the

recipient's normal budget. Honored at the ceremony were Paul Barnes, Hugh DeLong, Dennis Goldstein, Kumar Jata, Frank Marcos, Michael Murphy, and Carl Snyder. Those recognized are working on projects ranging from high-temperature superconductors to directed energy and nonlethal weapons.

■ Raytheon will develop an alternative approach to space-based missile warning under a \$54 million contract awarded by the Air Force in September. The work is a hedge against failure in the long-troubled Space Based Infrared System, or SBIRS, developed by Lockheed Martin, which has been plagued by delays and cost overruns. The Air Force restructured SBIRS in December 2005, and DOD has said it would like to look at alternative technology before signing up for a third SBIRS satellite, since two are already in the works. Raytheon is to deliver a key sensor for space qualification testing by 2008, when DOD is expected to weigh the alternative system against SBIRS.

■ Schriever AFB, Colo., ended its 18-year support of the Defense Support Program on Aug. 29, turning over the early warning mission to nearby Buckley Air Force Base, where it will be performed by the 2nd Space Warning Squadron. The 1st and 7th Space Operations Squadrons at Schriever will transition to other missions. The 1st SOPS will become a multimission satellite operations center.

■ Electronic Systems Center awarded a \$627 million contract to Computer Sciences Corp. in September to develop

and integrate the Expeditionary Combat Support System. The system is intended to streamline and speed up logistics operations. The company will use the Oracle 11i product suite to consolidate and support all logistics functions, replacing more than 400 legacy systems. The full-up system is to be in place in Fiscal 2013.

■ Boeing demonstrated a new camera system on its KC-767 recently, intended to make aerial tanking safer. The Remote Vision System uses a series of cameras mounted on the aircraft's fuselage and provides high-definition imagery to the boom operator, giving the aircrew wingtip-to-wingtip visibility behind the aircraft. The technology will also improve all-weather, day, and night refueling capabilities. The KC-767 is a candidate for the Air Force's next generation tanker aircraft.

■ Pacific Air Forces co-sponsored a meeting of air Chiefs from 19 nations in September. The Pacific Rim Airpower Symposium was held in Jakarta, Indonesia, and was co-sponsored by the Indonesian Air Force and PACAF's Kenney Warfighting Headquarters.

■ In August, Lockheed Martin delivered the sixth of eight C-130J Super Hercules to be fielded by the 146th Airlift Wing, Channel Island ANG, Calif. The "Super" version has a longer fuselage than the standard C-130J, featuring a strengthened cargo ramp and improved air-drop system that allows crews to make air-drops at 288 mph. A total of 182 C-130Js of both types are on order, with 142 delivered as of Aug. 31.



The MQ-9 version of the Predator unmanned aerial vehicle has been officially named the Reaper by the Air Force Chief of Staff, Gen. T. Michael Moseley. It can be armed with both Hellfire missiles and bombs. Moseley said the name was suggested by airmen and captures the lethal nature of the new system. The Air Force currently has seven Reapers, with full-rate production expected in 2009.

USAF photo

Action in Congress

By Tom Philpott, Contributing Editor

Stop the "Valor Thieves"; New Brain Injury Funding; The New Pay Raise

Retrieving "Stolen Valor"

The Senate in September passed a bill (S 1998) that would make it a crime to claim falsely, either orally or in writing, to be a recipient of a military decoration or medal.

The Stolen Valor Act, if passed by the full Congress, would make such untrue claims punishable by a fine and a sentence of from six to 12 months, depending on the award claimed.

Current law only allows for the prosecution of imposters if they actually wear an unearned medal. The Senate-passed bill would expand the law to include those who publicly claim to be decorated veterans.

Rep. John T. Salazar (D-Colo.) introduced the legislation in the House in July 2005, but it failed to advance. Sen. Kent Conrad (D-N.D.) introduced an identical bill in the Senate.

Proponents argue the legislation is needed because fraudulent claims damage the "reputation and meaning" of awards such as the Medal of Honor, Air Force Cross, Purple Heart, and other decorations.

Without tougher legislation, federal law enforcement officers have "limited ability" to prosecute these types of false claims.

The Senate bill would amend the federal criminal code to prohibit unauthorized wearing, manufacture, or sale of military decorations or medals. It would ban purchasing, mailing, shipping, importing, exporting, producing blank certificates of receipt for, advertising, or exchanging such decorations or medals without legal authorization.

Brain Injury Funds Restored

Stung by criticism from veterans' service organizations and editorial writers, Congress has added \$12 million to the Fiscal 2007 defense appropriations bill for the Defense and Veterans Brain Injury Center, headquartered at Walter Reed Army Medical Center.

The House and Senate Appropriations Committees had left the center's

next-year funding at the Administration's request of \$7 million, half of its 2006 budget. The Veterans of Foreign Wars described that move as "one of the worst possible decisions any lawmaker could make during a time of war."

By mid-September, conferees wanted an alternative to consider in negotiating a final defense money bill. The Senate agreed to a bipartisan amendment from Sen. George Allen (R-Va.) and Sen. Richard J. Durbin (D-Ill.) to boost the center's budget from \$7 million to \$19 million in the fiscal year that began Oct. 1. With November elections looming, conferees quickly accepted the budget increase.

Congress OKs 2.2 Percent Raise

The 2007 defense appropriations bill, which the President signed Sept. 29, supports a 2.2 percent across-the-board pay raise for the military in January. Otherwise it contained few initiatives directly impacting the wallets or careers of active duty military personnel.

Key VA Facility Bill Delayed

Congress delayed until after the November elections a medical facility construction bill for the Department of Veterans Affairs, which would allow renovation and expansion of the storm-damaged VA Medical Center in Biloxi, Miss.

The House passed its VA medical facility bill, HR 5815, in mid-September, but the Senate failed to vote on a companion bill, S 3421, until Sept. 26. This ensured that differences between House and Senate versions will have to be resolved by a lame-duck Congress in November.

The House-passed Department of Veterans Affairs Medical Facility Authorization Act of 2006 approves construction of several major medical facilities, including new hospitals in Las Vegas and Orlando, Fla., and expansion of the VA's Spinal Cord Injury Center in Tampa, Fla.

Rep. Henry E. Brown (R-S.C.), chairman of the House Veterans' Affairs sub-

committee on health, said the theme of the bill is greater collaboration between the VA, Department of Defense, and state-affiliated medical facilities in sharing of costly equipment and delivery of quality care.

A highlight of both the House and Senate bills is authorization to restore and expand the Biloxi center to become a joint-use facility that can also serve Keesler AFB, Miss. They also authorized advance planning and site preparation for another joint-use facility in or near New Orleans as well as advance planning for a joint-use facility in Charleston, S.C.

Even before Hurricane Katrina hit in August 2005, the VA had announced plans to consolidate its Gulfport and Biloxi medical centers at Biloxi and to strengthen coordination of care with Keesler. Both bills would accelerate repairs on the Biloxi center and campus, which sustained significant storm damage.

Insurance To Wounded Warriors

Almost 3,000 war veterans who suffered life-altering wounds in Iraq and Afghanistan have received \$25,000 to \$100,000 in traumatic injury protection under Traumatic Servicemembers' Group Life Insurance (TSGLI) since the transition payments became available last December.

But TSGLI is not a benefit limited to wounded warriors, and that word needs to get out to all service members, program administrators told the Senate Veterans' Affairs Committee in September.

Sen. Larry E. Craig (R-Idaho), committee chairman, recalled how three injured veterans suggested a wounded warrior insurance program to him last year. (See "Action in Congress: 'Traumatic Injury' Rider," July 2005, p. 28.) With the cooperation of the Departments of Defense and Veterans Affairs, Craig said, the idea swiftly became law as a rider to the SGLI program.

Service members, particularly those in the National Guard and Reserve,

might not understand yet that TSGLI is payable for traumatic injury whether suffered in war or at home and even while off duty.

It is true so far that most recipients are wounded warriors, say officials. The law makes TSGLI effective retroactively only for injuries sustained in combat areas since Oct. 7, 2001, the day US troops first entered Afghanistan.

But for injuries incurred after Nov. 30, 2005, TSGLI is a benefit offered to more than severely wounded warriors. Any service member, active or reserve, who has SGLI and suffers a traumatic injury—loss of a limb, sight, or hearing, for example—can be eligible for the pay.

A reservist who loses a limb in a car crash while commuting to his civilian job or on vacation, for example, might qualify. That is important to understand because to receive TSGLI payments, a person who suffers traumatic injury must apply to their service for the benefit.

Troops Get Financial Protection

Congress in September approved the Military Personnel Financial Services Protection Act to shield service members from unscrupulous practices involving sale of insurance or investment products.

The new law takes special aim at overpriced periodic payment plan in-

vestments sold to service members by agents who are former service members and retirees. (See "Action in Congress: Too Offensive," November 2004, p. 23.)

It also amends the Securities Exchange Act of 1934 to require that its rules govern sales of securities on military installations to ensure that service members are fully informed of referral fees or agent incentives, and to clarify that securities sold on base are neither sanctioned, recommended, nor encouraged by the federal government.

The law also establishes a system for registering and disciplining sellers of insurance or investment products on base. It mandates that any state law or regulation governing insurance sales apply to activities conducted on military installations.

The Secretary of Defense now is required to establish and maintain a list of insurance agents and financial advisors that have been barred or banned from doing business on federal military installations.

Cap on Pay Day Loans?

Congress agreed to curb predatory lenders operating outside military bases by capping the annual interest rate to military personnel and their dependents at 36 percent, among other stringent payday loan safeguards approved in the 2007 defense autho-

rization bill. The President signed the authorization measure on Oct. 17.

Defense Department officials had urged House-Senate conferees shaping the bill to accept the Senate provision strengthening safeguards against abusive lenders, even while lobbyists for the short-term credit industry attempted to squelch the effort. (See "Action in Congress: Lending Practices Probed," October, p. 22.)

In addition to the 36 percent cap, the bill prohibits creditors from charging loan annual interest percentage rates that are higher than that charged to the legal residents of the state in which the service member applies for a loan. It also prohibits rollovers.

Despite DOD's claim that there has been a rise in payday loans carrying exorbitant rates, some lawmakers argued that the Senate language was too restrictive and would dry up easy credit to military personnel. Rep. Geoff Davis (R-Ky.), for example, proposed a last-minute move to drop the rate cap.

Sen. Tim Johnson (D-S.D.) told colleagues at a Sept. 14 Senate hearing that short-term loans meet a legitimate need for quick cash.

David S.C. Chu, undersecretary of defense for personnel and readiness, testified in September that the Senate-passed rate ceiling would block lenders "from imposing usurious rates" without cutting off useful sources of credit for military personnel. ■

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The Chart Page

By Tamar A. Mehuron, Associate Editor

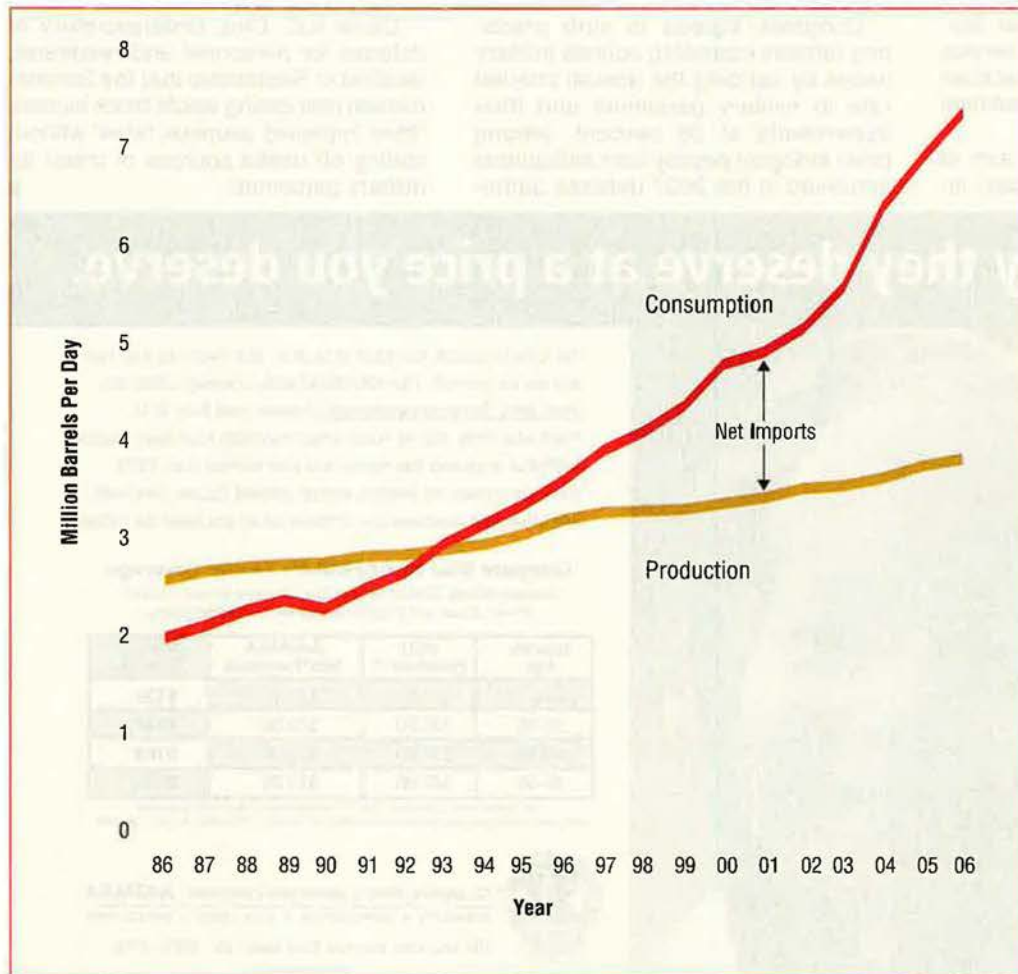
China's Oil Problem—and Ours

China, the world's most populous country, boasts a large and rapidly growing economy. Demand for oil is multiplying. The US Energy Information Administration says Chinese consumption has hit 7.4 million barrels per day (MMbbl/d) in 2006. At the same time, production is nearly flat at 3.8 MMbbl/d. This imbalance of supply and demand has created a huge gap (see figure), making China the world's No. 3

petroleum importer, behind only the US and Japan. China's ravenous appetite for oil (consumption is up by 500,000 barrels a day in the past year) has helped send worldwide prices upward. Yet that is just one worry. Competition for foreign oil could put Beijing and Washington on a collision course, notably in the Persian Gulf, home to 70 percent of the world's proven reserves.

Two Troubling Trends

China's Oil Production and Consumption, 1986-2006



Source: US Energy Information Administration



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The \$




Photo by Chris Bennett

Old warhorses such as this B-52 still do the job, but they bring crushing operations costs. USAF also suffers from unexpectedly high bills for fuel, health care, and maintenance.

\$120 Billion Cut

USAF's most senior leaders warn AFA's Air & Space Conference about the effect of a new budget crunch.

By John A. Tirpak, Executive Editor



Senior Air Force officials, addressing AFA's Air & Space Conference in Washington, D.C., delivered a sobering message: The service must once again reinvent itself if it is to come through a new and unexpected round of funding reductions.

While those leaders said they will make the best of the situation, they suggested openly that Americans should instead be asked to spend more on their military, especially in light of the fact that there's a war on.

"We face increasing financial challenges," said the Air Force Chief of Staff, Gen. T. Michael Moseley, in his address to the September conference. Today's military expenditures consume a "historically low" percentage of the nation's gross domestic product, he went on, despite the fact that the Air Force has been "at war" continuously for 15 years.

The Air Force, Moseley asserted, is "struggling with unforeseen and unexpected demands on resources," such as rising fuel costs, rising inflation and exchange rates, escalating health care costs, and being prevented by Congress from retiring old airplanes, which have a "staggering rising cost of ownership."

Overall, this "erosion of buying power," he noted, "leaves us potentially \$20 billion shy of what we need ... each year" of the new Fiscal 2008-13 Future Years Defense Program. In the course of those six years, the Air Force would cumulatively fall short some \$120 billion, roughly the equivalent of a full year's budget.

More Than the Marines

Meanwhile, the Air Force has not been relieved of any of its obligations to command air and space, nor to support the other services with

close air support, mobility, and intelligence-surveillance-reconnaissance assets, or even to provide people to pick up the slack in filling Army jobs in Iraq or Afghanistan. Some 30,000 USAF personnel are deployed to the US Central Command theater—more than the Marine Corps.

In fact, most top USAF leaders at the conference pointed out that the massive effort the Air Force is making in the war and in other ways is simply not known, understood, or recognized—either elsewhere in government or by the public.

Noting that his service is beginning to cut a further 40,000 people from its uniformed and civilian ranks, Air Force Secretary Michael W. Wynne said he can only cut the force “eight more times” at that rate before there is no more Air Force, which will be down to about 320,000 uniformed people within two years.

Those personnel cuts are being made in order to afford hardware: modernizing a force that features 44-year-old bombers and 23-year-old fighters.

“We believe it is our duty to make sure that if there is only one remaining airman, that he will have the best equipment to fight the nation’s fight,” Wynne told reporters at the conference.

However, “there comes a time when you have to say that you cannot pay your bills with personnel,” he continued. “At some point, ... quantity has



Leadership concerns emerged at the conference. Shown (l-r): Gen. William Hobbins, USAFE; Gen. William Looney, AETC; Gen. Duncan McNabb, AMC; Gen. Bruce Carlson, AFMC; Gen. Paul Hester, PACAF; Gen. Ronald Keys, ACC; and Gen. T. Michael Moseley, Air Force Chief of Staff.

a quality all of its own. You cannot continue to cut the Air Force to pay bills [elsewhere]. You’re going to have to go, hat in hand, to Congress and basically tell them that we are now down to it, that there’s a strategic imperative to make sure that the Air Force has the best equipment.”

He added that “I think the Congress will pay whatever it takes, and the American [taxpayers] will also pay whatever it takes, if they feel threatened and if they feel like this is the right thing to do.”

At this year’s conference, USAF

leaders for the first time were willing to discuss, at least broadly, the just-completed six-year spending forecast and upcoming budget. At previous conferences, such discussions were taboo, but this year senior USAF leaders seemed to want to get the word out early that the service is up against the wall, financially.

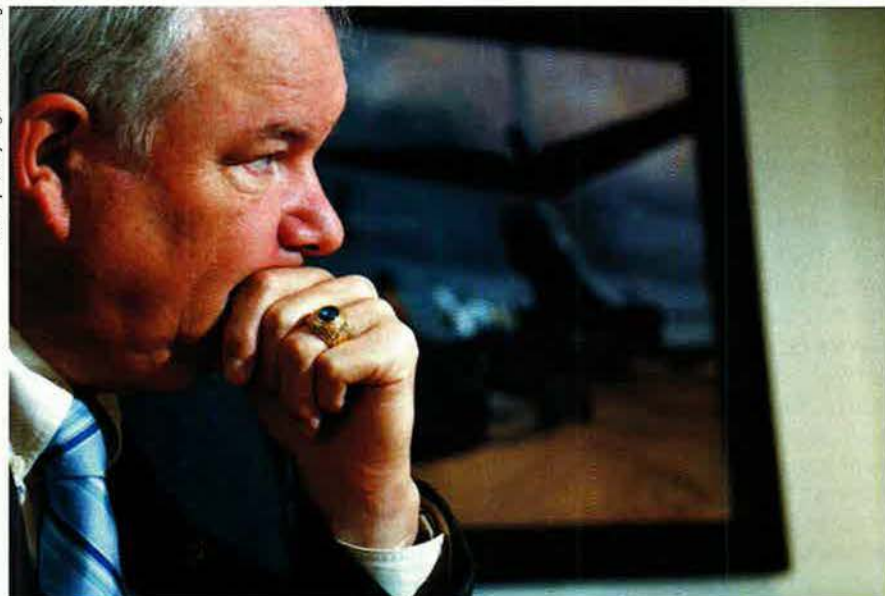
The Quadrennial Defense Review, completed early this year, was supposed to lay out a definitive posture for the military services that they could count on in future years, in order to promote stability of funding for projects and forces. However, in August, the services were informed that they would all have to find a further \$2 billion a year in cuts over the next six years.

Wynne, in an earlier session with reporters, said that since personnel, programs, and infrastructure can hardly be cut more—and readiness is off limits because of the ongoing war—then the funds will have to come from efficiencies. (See “Washington Watch: Wynne, Place, or Show,” p. 10.) At the conference, senior leaders explained what these efficiencies would be.

Smart Operations 21

Spanning the effort is a program called Air Force Smart Operations 21, which is scrutinizing the service’s processes and organizations to find even more economical ways of operating. The program is “the guiding principle

USAF photo by TSgt. Cohen A. Young



Secretary of the Air Force Michael Wynne, shown here at his Pentagon office, warns, “There comes a time when you have to say ... you cannot continue to cut the Air Force to pay [operations and modernization] bills.”

behind our quest to reduce waste and maximize efficiencies,” Wynne said in his keynote speech. Wherever possible, the goal will be to find and eliminate redundancies, use the Total Force—active duty, Guard, and Reserve, civilian and contractor—to maximum effect and rely on innovation and emerging technologies to bear the load.

Gen. Ronald E. Keys, head of Air Combat Command, explained to reporters that AFSO 21 is geared toward finding out “what the right things are to do” and to “stop doing the things that you might like to do, but aren’t essential.” The reduction of 40,000 people, Keys said, is causing some “turbulence” in the service, and the leadership is counting on AFSO 21 to bring the number of people down “in a way that we don’t break the force.”

The Air Force is intent on reducing and broadening the number of its specialty fields, Moseley said, down from 263 today to a ballpark goal of 100. This will make it easier to ensure that every airman is in the rotation pool for deployments overseas, toward making the service completely “expeditionary.”

A big chunk of the new streamlining initiative, Wynne said, will be in shifting functions to cyberspace. These functions will range from basic administrative processes all the way up to, and including, attack.

“General Moseley and I recently signed a letter calling for the development of a ‘Cyberspace Command,’” Wynne said. “In the near future, we hope to have the necessary resources and personnel in place to truly capitalize on this emerging domain.” He said more than 30,000 airmen are already engaged in cyberspace operations, “so we are eager to find the better ways to organize and the better ways to train.” The new command will be the first step in “bringing discipline” to the domain, which has such broad effects.

“Cyberspace provides the capability to conduct combat on a global scale, simultaneously on a virtually infinite number of fronts,” Wynne observed. Cyber-attacks offer a chance to hit enemies without using bombs, consuming fuel, or placing aircrews in danger, potentially without “the risk of collateral damage.”

“This domain offers many unique opportunities and highlights a new and inviolate principle,” Wynne declared. “Without cyber dominance, operations



USAF photo

The armed MQ-9 Reaper UAV, shown here, is a more powerful version of Predator. USAF leaders say they will continue to buy UAVs to acquire needed capability without adding personnel.

in all the other domains are in fact placed at risk.”

Keys, in a press conference, said USAF has “a fairly capable cyber-warfare ability right now.” The concern, he said, was to make sure both the operational systems and the practitioners of what he called “the black arts” are properly supported, with proper career progression, training ranges, and an integrated command structure.

“Do we have a rationalized way to train, equip, operationalize cyberspace?” Keys asked. Cyberspace training ranges, USAF officials reported, are closed, simulated versions of the Internet, populated with mock entities like eBay and Google, where USAF operators can practice defending against hacking attacks and also practice penetrating other systems.

Greater Dependence

Another way to get more fighting power out of the same—or fewer—dollars is to emphasize interdependent operations with the other services and with allies, Wynne said. In the future, international partnering will be “the norm” and interdependence “will define how we fight.” Services and allies alike will be linked in networks, where “every sensor will be a shooter, and every shooter will be a sensor, linked across all domains.” This will require that the services depend on each other to get some things done, and it will require “mutual respect for each other’s capabilities. ... We depend on others to succeed—and they on us.”

It will be the Air Force’s job, he said, to “set the strategic and tactical conditions that will assure victory.” It will do so by continuing to offer control of the air and space, ISR, and cyberspace. However, the joint, interdependent model is “the next step of the evolutionary process,” Wynne asserted.

In order to fulfill its part of the task, Wynne said it’s essential to build out the F-22 and F-35 fleets.

“It is imperative that we continue to locate, identify, and be able to target our enemies anywhere on the globe at a moment’s notice,” against “the proliferation of fourth-plus generation aircraft” and modern air defense systems that can block access to the places the US must go, Wynne asserted.

“We cannot even consider ceding air dominance to any other nation,” he insisted.

Moreover, the F-22 and F-35, by virtue of their network-centric features, will feed the global information grid with real-time information about the battlefield that will make all participants more effective. The F-35, because it will also be used by allies, will have a multiplier effect in joint and coalition warfare, he said. The two aircraft will “provide air dominance ... for decades to come.”

The F-35, Moseley said, is a key USAF program, and the service is not backing off its requirement for 1,763 of the fighters. Besides filling out USAF squadrons with new aircraft to replace aging F-16s, Moseley said

USAF photo by Jeff Field



A KC-135 tanker prepares to refuel a C-5 airlifter over New England. Because KC-135s are old, USAF has made procurement of a new fleet of tankers its top acquisition priority.

the F-35 will be the “gold standard” of fighters and warned that if the US doesn’t offer allies such an airplane, they have “opportunities” to buy advanced fighters elsewhere.

He also told reporters in a press conference that he has rejected any consideration of buying more F-15s or F-16s, even of advanced types, if there are delays in the F-35. If the Joint Strike Fighter is slowed, the stated plan is to buy more F-22s. “There’s no incentive to go back and look at a fourth generation system, while we have a fifth generation line open,” he maintained.

Congress’ Death Grip

Wynne and the rest of the leadership also voiced their hope that Congress will relax its objections to the retirement of many old aircraft, the upkeep of which is ravaging operations and maintenance accounts.

He claimed some success already, saying, “As it stands now, we can retire about two-thirds of what we requested for Fiscal Year ’07.” However, “we ... are still not where we want to be. ... We must do better.” Airmen, he said, “deserve the best equipment we can possibly provide them,” and the costs of maintaining old equipment past the point where it is cost-effective to do so is squandering a chance to buy or modernize the force.

Congress added 10 C-17s to the

Air Force’s budget request for 2007, three more than were listed on USAF’s “unfunded priorities” list. Wynne said he sees the move as “a very positive first step” in recognizing the need to recapitalize. However, he later told reporters that, given his druthers, he would have applied the money to buying aerial tankers.

Yet another area where the Air Force hopes to streamline and obtain

the same capability with less funds and personnel is unmanned aerial vehicles.

“We are very pleased that the UAV is really becoming a very popular asset,” Wynne said in a press conference. “Now, it’s a question of quantity having a quality all its own,” meaning that expanding squadrons of UAVs will soon provide an even greater payoff.

Air Force and industry officials described future operations in which small teams of operators will monitor multiple UAVs simultaneously. They also said the simpler versions of UAVs offer low-cost eyes over the battlefield compared with manned aircraft. UAVs can also be widely distributed to broaden overall awareness of what’s going on in the battlespace.

Moseley said the Air Force will continue to buy both MQ-1 Predators and the more powerful MQ-9 Reaper, which can carry more ordnance and stay aloft longer. The basic Predators have a big role to play in fleshing out Air National Guard UAV squadrons, in training, and in expanding the use and understanding of the system, he said. He’s also looking forward to deploying Predator “some place besides Central Command.” He said he expects to send UAVs to Europe and Korea in the near future. He also noted that USAF is working out arrangements with the Federal Aviation Administration to al-



SrA. Stephen Close secures rocket housings during an operational readiness inspection at Willow Grove ARS, Pa. USAF may be cutting 40,000 personnel, but pay, benefits, and quality-of-life items will be protected.

USAF photo by SSgt. Marie Harmon

low UAVs to operate in civil airspace, so they can help out in natural disasters such as Hurricane Katrina.

Not Hollow

For the future, service leaders touted several big new-start programs. Chief among these is the long-range strike platform, which the QDR specified must be ready for initial service by 2018. Keys reported that he was told to put “a hell of a lot of money in my budget” for the LRS system. Keys added, “This is not a hollow program.”

Still, the task isn’t easy. “In order to make 2018, you pretty much have to use the far end of the technology you already have your hands on,” Keys observed. A follow-on system in the 2030-40 period, he said, will use hypersonics, directed energy, and other advanced technologies.

However, Keys stressed that any new system will have to earn its way into his force—and not by making incremental improvements. Right now, he said, with today’s bomber force, ACC can provide the joint force commander with a loitering system that can hit a target within just a few minutes. A hypersonic system might be able to better that by two or three minutes, but at great development and procurement cost—and fleeting targets might still get away.

“Am I willing to pay ‘X’ billions of dollars for a hypersonic weapon that doesn’t solve my problem?” Keys said.

His point was that USAF will have to apply acid tests to any new system and only buy what is absolutely needed if the force is to remain viable.

“I’m at a point when I can barely pay for meat and potatoes, and dessert may not be on the table.”

However, Wynne said hypersonics and all such futuristic hardware are areas where “I want the Air Force to lean forward ... to keep us well in front of all the technologies in the world.”

The new Air Force aerial tanker should get under way soon; Wynne reported that he expects to award a contract for the system—one air-frame type—next summer. Although he didn’t completely rule out a two-supplier tanker program, and “we are fully committed to an open and fair competition,” the Air Force would rather not set up more than one new logistics train to support the mission

In Space, Too, Emphasis on Situation Awareness

It’s time for the Air Force to go back to “paying attention” to the space capabilities of other countries to the degree that it did during the Cold War, Gen. Kevin P. Chilton, head of Air Force Space Command, told AFA conference attendees.

“The space part of the Cold War was every bit as hot as any other,” Chilton said in a panel discussion. The US watched carefully every move of the Soviet Union in space, especially when that nation explored anti-satellite capabilities, Chilton noted.

“When the Soviet Union went away in the early ‘90s the focus shifted off of that,” he continued. “Those programs dried up, ... and I would argue, appropriately so.” However, since then, “we see an ever-increasing amount of capability by a lot of other countries around the world. And that, in my mind, puts us at ... a critical point in history, another turning point.” It’s time to “take a step backwards to the late ‘80s and refocus our effort on paying attention to what’s going on up in space.”

Toward that end, Chilton said, he is emphasizing space situational awareness systems, especially given that the US is now so utterly dependent on its space assets to provide navigation, communications, weather data, reachback capabilities, and intelligence-surveillance-reconnaissance.

His command needs to “be able to figure out who the good guys are, who the bad guys are, what’s up there, has it maneuvered, did they split off a micro-satellite, what’s their intent.” This information needs to be obtained, correlated, and pushed to air operations centers so that combatant commanders have the whole picture, Chilton said.

In a press conference, he expanded on his remarks, saying that, besides tracking systems, radars, and optical devices that comprise space situational awareness, he’ll be investing in “how we display information” for combatant commanders, so they can have space information at their fingertips.

Chilton also endorsed a new model for acquiring systems, shifting from an attempt to make huge leaps with every new system to focusing on incremental improvements that offer low risk and greater likelihood of success. That doesn’t mean AFSPC won’t “reach” for new capabilities, but the “block approach, ... I think, [is] a great way to go.”

In coming to terms with the overall reduction in full-time personnel, Chilton told reporters that AFSPC’s share was about 10 percent of its force. However, he said he got relief from top leaders in making a notional 25 percent reduction in contractors, since the space mission is unique in that contractors perform “a good percentage” of the work the command does, operationally.

The Air Force should split the cost of the Space Radar with the Intelligence Community, 50-50, Chilton said, since both will use it.

“There will be a debate and, I think, a healthy discussion this fall” about the need for the Space Radar and how it should be developed, funded, and what it should do. Chilton said he’s had no feedback on the Air Force’s pitch to only fund half the program, but at the time of the conference, there was “no deal” that USAF would get relief from the whole bill.

area; it already has “three different tankers out there today.”

The tanker, Moseley said, is “a high priority,” if not the highest. The tanker represents “a single-point failure for everything you do—global strike, global ISR, air bridges, global mobility.”

Space programs, Wynne reported, “are on track for a bright future.” The Air Force has restructured its method of acquiring space systems into four “interactive” stages, Wynne noted. They are “science, technology, systems development, and systems production.” Under the new scheme, mature technologies will be emphasized, rather than “overly ambitious” solutions to ISR requirements. He hopes to “field capabilities sooner” than has been the case in the last decade.

Space systems will be augmented by air-breathing systems such as airships and UAVs, Wynne said, to achieve integration “between space and ground,

space and cyberspace and beyond, when we need it.”

In the Air Force, Moseley outlined, “we’re shaping ourselves into a fundamentally different service than we have in the past. Over the next 10 years, we’ll have 10 percent fewer fighters [and] about five percent fewer airlift platforms.” However, “we will have 20 percent more combat rescue, 30 percent more long-range strike, 10 percent more tankers, five percent more new trainers, considerably more SOF,” or special operations forces, “and nearly 20 percent more ISR platforms, to include 100 percent more new unmanned aerial vehicles.”

He concluded his remarks by asserting that “I believe this Air Force of ours is better now than we have ever been; it’s more capable of responding more quickly to a wider range of threats; it’s more lethal than it’s ever been.”

The Air Force, he said, has “become something truly amazing. ... We have balanced new horizons ahead of us.” ■

The Fighting Force

Air & Space
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F-22 and F-15 fighters of the 27th Fighter Squadron, Langley AFB, Va., wait on the flight line.



The operational Air Force is starting to get some payoff from its long-delayed and greatly reduced modernization efforts. New aircraft, weapons, and other systems acquired in recent years now are coming into use around the world.

In the past year, the F-22 stealth fighter became operational at Langley AFB, Va., the GPS guided Small Diameter Bomb was fielded in Southwest Asia, and C-17 strategic airlifters were delivered to

operational units outside the continental United States, to cite three prominent examples.

Top leaders at the Air Force Association's 2006 Air & Space Conference in Washington, D.C., said they will continue to push for such new capabilities.

Given USAF's looming fiscal problems, acquiring new systems won't be easy. The service plans to shed the equivalent of 40,000 full-time airmen

positions and many of its oldest aircraft. Even so, the savings from such moves probably won't be sufficient, given the scope and magnitude of the service's modernization needs.

The Air Force has sped up deliveries of the MQ-1 Predator, the most heavily demanded system in US Central Command's theater of operations. And the changes don't end there. Also recently accelerated are an unmanned aerial vehicle known as the MQ-9

Struggles Forward

AFA's Air & Space Conference highlighted the progress and problems of the operational Air Force.

By Adam J. Hebert, Senior Editor



USAF photo by SJA Austin Knox

Reaper (formerly Predator B); the RQ-4 Global Hawk reconnaissance drone; and the near-precision, 250-pound warhead Small Diameter Bomb.

“We’ve changed the sensors about three times on our Predators, and we’ve upgraded the Hellfire warhead” fired by the unmanned aircraft, said Gen. Ronald E. Keys, chief of Air Combat Command. The service is profiting from these course adjustments, sparked by the lessons of wars in Iraq and Afghanistan.

The Air Force has changed several features of its sensors to make them more responsive to actual needs, Keys added. They now are better able to get real-time intelligence information to forces on the ground.

Deploying ROVER

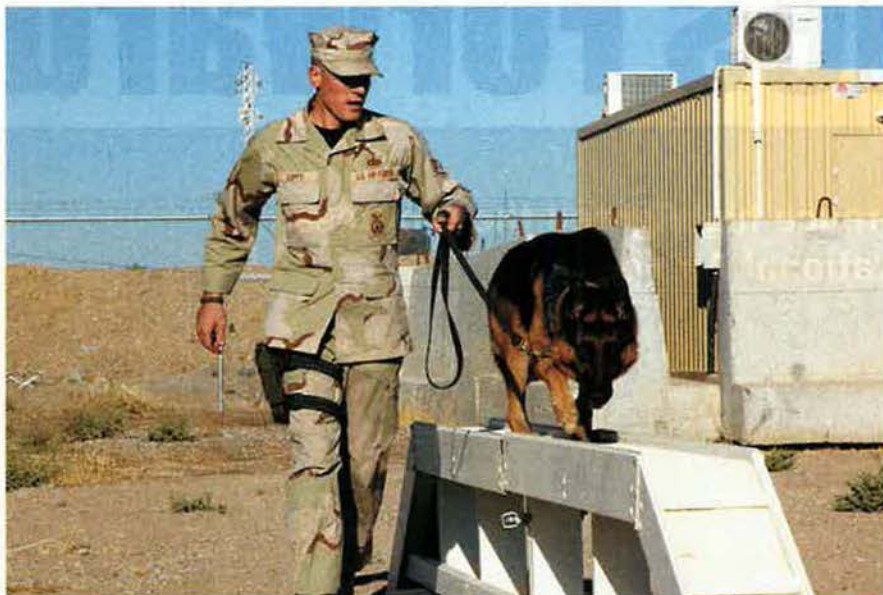
These are multicommand solutions. Example: the Remotely Operated Video Enhanced Receiver, better known as ROVER.

ROVER makes possible direct video feeds, from airborne Predators or E-8 Joint Surveillance Target Attack Radar System aircraft, which can be seen on equipped laptops used by special operations forces and other ground troops.

“We’ve been able to get ROVER out in mass quantity,” said Gen. Bruce Carlson, head of Air Force Materiel Command, in remarks to conference attendees.

AFMC has a large team dedicated to developing counters to improvised ex-

USAF photo



SSgt. Keith Lippy and Beni, a military working dog, patrol in Iraq. The two are assigned to Kirkuk AB, Iraq. USAF must cut 40,000 positions without overstressing high-demand career fields such as security forces.

plosive device (IED) technologies. This counter-IED work is “providing options and, in fact, solutions” to the theater, said Carlson. The command has also sped up the acquisition of the Litening and other targeting pods used by fighters for precision attack and nontraditional ISR missions, he said.

While the overall Air Force will be shrinking by about 10 percent to accommodate the coming loss of 40,000 personnel, Air Force Special Operations Command’s unique role in the War on Terror means AFSOC is actually expanding. The Air Force is “increasing the special operations capability in our command,” said Lt. Gen. Michael W. Wooley, commander of AFSOC.

The command will soon establish a new wing at Cannon AFB, N.M., where USAF will duplicate the capabilities of the existing air commando wing at Hurlburt Field, Fla., Wooley said, “We will have equal capability east and west,” which will allow air commandos at Hurlburt and Cannon to focus on missions specific to different parts of the world.

Wooley described New Mexico’s Melrose Air Force Range, which AFSOC will inherit in the Cannon move, as “probably the best aspect of building the second wing.”

At Melrose, said Wooley, the command will be able to “practice with our gunships, hone the skills there, work with ground teams,” and increase the time spent training with special

operations forces based in the western United States. There are “a lot of exciting possibilities” at the Melrose Range, he added.

The Big Ocean

Air Force units in the Pacific are also absorbing new capabilities to deal with the region’s ever-increasing strategic importance. Pacific Air Forces is not radically changing its force structure, noted Gen. Paul V. Hester, PACAF commander, but the command is “starting the modernization program [and] modestly increasing the number and

the quality of airplanes and equipment” in-theater.

PACAF’s initial capability growth comes from arrival of the first C-17s to be permanently based outside the continental US. Eight are stationed at Hickam AFB, Hawaii, and another eight will go to Elmendorf AFB, Alaska, over the next year.

Weaponry in the theater is also increasing. PACAF will soon possess three of the Air Force’s seven F-22 squadrons. Two squadrons will bed down at Elmendorf by 2008, and a third will be put in place at Hickam around 2011. Each of those Raptor units will be a Total Force operation, officials said. The Hawaii-based F-22s will be led by the Air National Guard, while those in Alaska will have an Air Force Reserve associate unit.

Hester told reporters that he will try to get Raptors into the Pacific even sooner, through an Air and Space Expeditionary Force rotation. F-22 units out of Langley should be ready for AEF rotations next summer, he noted. “If the Pacific is the right place” for the first operational Raptor deployment, Hester said, Andersen AFB, Guam, would be an excellent staging location. Regular deployments to Guam of other Air Force assets, including heavy bombers, will continue.

While most of these Air Force assets only visit Guam, the RQ-4 Global Hawk UAV will find a permanent home on the US territory in the Western Pacific. Seven Global Hawks will be



USAF photo

An F-15 Eagle from Elmendorf AFB, Alaska, shadows a Russian Tu-95 Bear bomber. The F-15 scrambled after a Russian exercise brought the Bear close to the Alaskan coast.

Air National Guard Settles in After a Tumultuous Year

"I don't have a good answer" to why Air National Guard flying units were hit so hard in the latest Base Realignment and Closure round, said Lt. Gen. Craig R. McKinley, the new Air National Guard chief, at the Air Force Association's Air & Space Conference.

The loss of flying units and some base closures will test the Guard's "citizen first" philosophy. Many Guardsmen may decide to leave military service rather than move or retrain for new systems.

McKinley said that when an Illinois Air Guard unit relocated from Chicago's O'Hare Airport to Scott Air Force Base, nearly 300 miles away, it lost about half its personnel.

A similar loss occurred when a Georgia ANG unit moved from Dobbins Air Reserve Base to Robins Air Force Base, even though the distance involved was much less.

The Air Guard will try to hold onto its personnel, and in some cases new missions will keep airmen in place. McKinley noted that it is likely that the Netherlands Air Force will come to Springfield-Beckley Arpt., Ohio, to set up an F-16 foreign military sales flying training unit. This would protect the 178th Fighter Wing's flying mission, which otherwise will go away when its existing F-16s are redistributed, per BRAC commission orders.

For the time being, the Air Guard is doing well in both recruiting and retention. CMSgt. Richard Smith, command chief for the Air National Guard, said another Guard unit in Mansfield, Ohio, that is slated to lose its aircraft just had a record recruiting year and is currently manned at 107 percent authorized levels. "The emphasis is on service, not what airplane they fly," Smith said of the Guardsmen.

McKinley added that the Air Guard will not be losing personnel as part of the Air Force's coming reduction of 40,000 airmen. This concession came at a price, however.

To offset the cost of the airmen, the Air Guard agreed to slash its spending by \$1.8 billion, through reductions in flying hour, maintenance, and military construction accounts.

stationed at Andersen by 2009, where their wide-area intelligence-surveillance-reconnaissance capabilities are eagerly awaited.

In fact, Hester said, Australia, Japan, Singapore, and South Korea all have expressed interest in the Global Hawk, although certain US legal restrictions probably will bar sales to the latter two nations.

PACAF has had some early discussions with other Pacific nations about setting up "gas station"-like arrangements for Global Hawk, Hester said. The UAV could land and refuel at these forward locations. Humanitarian relief missions, combat search and rescue training, and ISR operations are mission areas that show potential for expanded international cooperation in the region, he added.

Hester noted that, because there is no multinational treaty organization such as NATO in the Pacific, PACAF is constantly looking for "nonthreatening" ways for "nations to do business together."

Airpower assets are "providing the stability for our command and also providing the right face to those who would cause harm in the Pacific to peace and stability," Hester said.

Gen. William T. Hobbins, US Air Forces in Europe commander, said successful USAF peace and stability efforts are often overlooked in his area

of responsibility which includes Africa. He cited two examples:

First was the Med Flag 06 operation in Ghana, where airmen from Germany's Ramstein Air Base and Spangdahlem Air Base deployed to work with Ghanaian doctors. The airmen drove north to "the heart of Muslim territory" and began seeing patients in a remote community. Hobbins called this some of the most rewarding work available to the airmen, as they saw 3,200 patients,

fed starving children, gave out 2,400 pairs of eyeglasses, and, in general, "stopped the dying."

African Badlands

More traditionally military work is being done in the Trans-Sahel area of Africa—the area between the Sahara in the north and the rest of the continent.

"A lot of terrorism routes exist along this line between Northern Africa and Southern Africa," Hobbins said. USAFE is "engaged there with our C-130s, doing air-drop missions with the special operations forces on a routine basis"—providing presence and "credibility" to the indigenous military forces in the region.

Precise navigation, provided by Air Force Space Command's GPS system, is critical in this section of the world, noted Gen. Kevin P. Chilton. "There are no landmarks out there," said the head of Space Command. "You can't say, 'Go over that hill,' because it's a sand hill—it'll blow away the next day. You need GPS to find your way around out there and to conduct the operations."

New GPS-based capabilities are continuously coming on-line. Combat forces now have the Small Diameter Bomb, and mobility forces have recently begun using the Joint Precision Air-Drop System, or JPADS, in Afghanistan. JPADS is like the Joint Direct Attack Munition except that the "payload" is cargo. (See "Aerospace World: Now, Air-Dropped Cargo Pallets Steer Themselves," p. 18.)



A Global Hawk UAV arrives at Langley AFB, Va., after flying from Edwards AFB, Calif., for a NATO exercise. Officials recently accelerated the program for the RQ-4, which is in heavy demand.

USAF photo by TSgt. Jack Braden

USAF photo by TSgt. Shane A. Cuomo



C-17s of the 535th Airlift Squadron at Hickam AFB, Hawaii, taxi at Kona Arprt., Hawaii. These are among the first C-17s to be based outside the mainland US.

Without a precision air-drop system, mobility aircraft come in at an altitude of 1,000 feet to deliver supplies with high accuracy. Until now, many drops would go into valleys in Afghanistan where enemy fighters are encamped in the mountains on each side, explained Gen. Duncan J. McNabb, head of Air Mobility Command. The mobility aircraft “basically are getting shot at from the mountains next door to them.”

McNabb said airlifters were being hit about five times per week, “so we said, ‘How do we get above the threat?’” JPADS, which allows pallets to be delivered from 20,000 feet, was the answer.

Fewer Convoys

With IED attacks against convoys still posing the deadliest problem for US troops in Iraq, mobility forces are also working to keep as many vehicles as possible off the roads. McNabb said Army Gen. John Abizaid, the theater commander, asked AMC and US Transportation Command, “What can you do to help us?”

The answer was, quite a bit. The 64 C-130s in-theater began making deliveries along many of the routes previously serviced by trucks and buses. Larger C-17 and C-5 aircraft began “theater direct delivery,” McNabb said, which is “taking an airplane directly into its final destination,” instead of just to a central airlift hub.

Armored vehicles that previously would have been trucked from the hubs

to forward locations now are being airlifted directly to their destinations. Approximately 9,000 passengers per month have been taken off the roads in Iraq because of these airlift substitutes for convoys, McNabb noted. That total does not include military “passengers”—all of whom are now moved around the theater by C-130.

Two C-17 squadrons have been forward deployed to help with these missions. Their crews now stay in-theater for 120 days rather than shuttling back and forth between the United States and the Middle East.

The cost is additional wear and tear

on the C-17. Takeoffs, landings, and engine cycles are up dramatically—accumulating at almost three times normal rates. For that reason, McNabb said, Congress’ recent decision to fund 10 new C-17s as wartime replacements is “huge for us.”

The Air Force had requested seven additional C-17s as its top unfunded priority for 2007. The purchase of 10 new airlifters will raise the total inventory to 191.

Mobility acquisition personnel are now ready to turn their attention away from airlifters and toward a new tanker. A draft request for proposal, requesting industry ideas about a new air refueling tanker, was released Sept. 25, during the AFA conference. Officials expect to award a contract for a new tanker in July.

New tankers with “doors, floors, and defensive systems” will allow the Air Force to retire problem-prone KC-135Es and more efficiently transport passengers and cargo pallets. However, it may take decades to fully recapitalize the fleet.

The Air Force clearly will not get everything it needs to fully recapitalize its aircraft fleets. For example, the Air Force has an ongoing need for 381 F-22s, but only 183 are funded.

Three for One

New equipment actually helps the Air Force meet its required manpower reductions, Keys noted. ACC is starting to see increases in maintenance man-hours, in



From left, A1C Bradley Smith, SSgt. Jessica German, and A1C Gerardo Gonzalez prepare to load an AIM-9 Sidewinder missile aboard a forward-based F-16.

USAF photo by MSgt. Terry L. Blevins



SRA. Joshua Cullins (l) and SSgt. Dan Kovarik guide an A-10 to its target during an Air Warrior exercise at Ft. Polk, La. Air Warrior will now be called Green Flag and will focus on realistic close air support training.

unscheduled maintenance actions, and in the cost of parts for its old aircraft, many of which are older than the pilots who fly them.

"For every Raptor I'm buying, I'm probably going to get rid of at least three F-15s," he said, which leads to savings. In a head-to-head comparison, an F-22 requires fewer maintainers than does an F-15.

Keys expects similar savings as Global Hawk UAVs begin to replace U-2 spyplanes and as unmanned Predator aircraft take on additional missions. "As you get new equipment, you're not replacing it on a one-to-one basis, which means you need fewer people," Keys noted.

Coming reductions will not be easy. Keys said his command will shed roughly 12,600 spaces, or about one-third of the Air Force's overall reduction of 40,000 full-time-equivalent airmen. "That's a lot of people, ... about 10 percent of my force," he said.

War expenses create short-term budgetary problems. Operation Enduring Freedom and Operation Iraqi Freedom "are costing me about \$200 million a month," Keys told reporters. "That money's not in my budget," so until supplemental appropriations come in to pay for those expenses, the command must "carefully refrain from breaking programs."

Keys cited the A-10 as an example of modernization trade-offs which the service must make. USAF would like to equip the entire A-10 fleet with precision

engagement capabilities, but the money probably isn't there.

When A-10 pilots today talk to joint tactical air controllers, they sometimes write down their targeting instructions on the A-10's canopy with a grease pencil. "I would like to be able to bring all of my A-10s into a precision engagement upgrade," Keys said. "If I can't do that, some of them are going to be out there writing with a grease pencil on their canopy. That's just a choice we have to make."

Grease pencil notations are "not very sophisticated for the greatest air force in the world, but we're better [at] close air support than anybody in the world," Keys said. This is because technological shortcomings are overcome through training.

Sensor integration is often "done by the [pilot] that's flying the airplane," he said. "That's why training is so important."

ACC is "committed to making sure that when we send folks down range in harm's way, ... they're going to be the best trained, the best equipped, and the best led force that we possibly can send," Keys asserted.

New Green Flag

To that end, ACC is restoring the Green Flag name with a new focus on Air Force ground-support missions. Green Flag, once USAF's realistic electronic warfare training exercise, was absorbed into Red Flag. The new Green Flag will

build upon the Air Warrior exercises at the Army's National Training Center at Ft. Irwin, Calif., and at Ft. Polk, La.

Green Flag exercises will hone skills for close air support, urban operations, counterinsurgency, and irregular warfare, Keys said, in close cooperation with ground forces.

"You develop a little bit of that personal recognition" through events like Green Flag, he said, so that when it comes time to conduct operations in a war zone, "you know those guys, you've talked to them, and you know they know what you're doing."

The air-ground team needs realistic training for complex operations featuring terminal attack or urban close air support, Keys said. "That requires a lot of high-end practice," he said.

The training payoff is obvious in the war zone. Lt. Gen. John A. Bradley, chief of Air Force Reserve Command, noted that A-10 operations were totally integrated in Afghanistan. That was because active duty and Reserve airmen got together and worked out procedures before they deployed to Bagram Air Base.

The active duty A-10 wing commander from Spangdahlem and the Reserve A-10 wing commander from Whiteman AFB, Mo., "got together and decided how they wanted to do this," Bradley explained. "Spangdahlem provided a squadron commander and I provided an ops group commander there, and we sort of split the airplanes."

Before heading to Afghanistan, "Spangdahlem sent some folks over to Whiteman to get some training on the Litening AT targeting pod." The result, Bradley said, was that the active and Reserve airmen were "totally integrated when they went to Bagram." Whiteman Reservists were working on Spangdahlem jets and vice versa, and individual combat flights were integrated.

All of this took place at a time when the expeditionary A-10 squadron was regularly performing close air support and "dropping more bombs than they've dropped in Afghanistan since [A-10s] went there in October 2001," Bradley noted.

Total Force operations are not just for combat zones, he added. "We are going to continue to do more and more of these Total Force integration efforts," such as for the F-22 basing in Alaska. ■

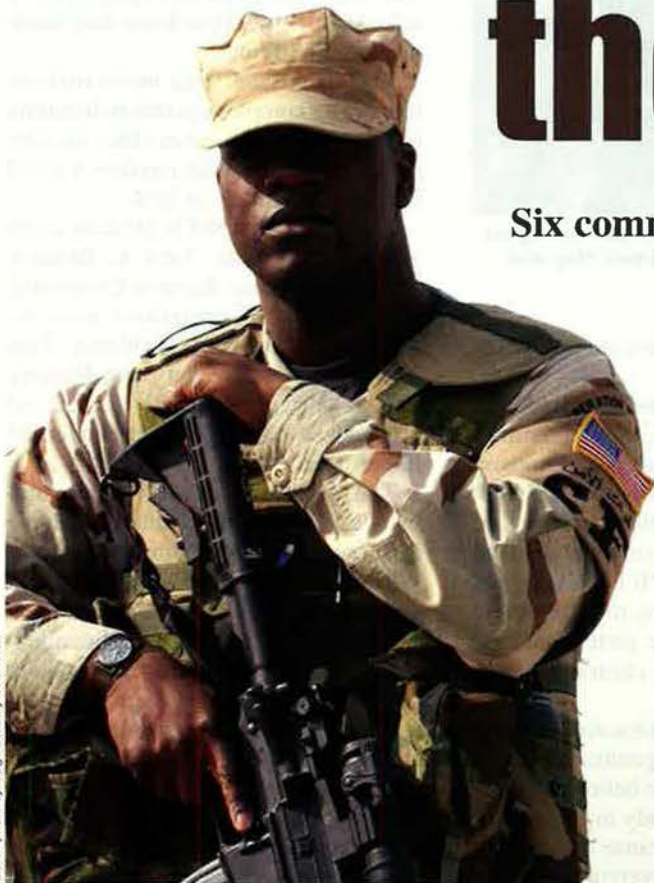
The Concerns of the Troops

Six command chief master sergeants talk about what's on the minds of today's airmen.

By Peter Grier



USAF photo by SSGT. Bradley C. Church



SSgt. Dwayne Shephard guards the flight line at Ali AB, Iraq.

Cutbacks in the enlisted force. ... The state of airmen's dormitories. ... Pride in wearing the uniform. ... The need to win the Global War on Terrorism. ...

These and other topics emerged in a wide-ranging Sept. 25 discussion among command chief master sergeants that unfolded at the 2006 Air Force Association Air & Space Conference in Washington, D.C.

If the forum had an overall theme, it was the need for USAF's enlisted troops to ward off day-to-day distract-

tions and to stay focused on the main Air Force mission.

"I'd just like for you all to continue to think about the four Rs, and the four Rs are readiness, readiness, readiness, and readiness," said CMSAF Rodney J. McKinley. "We've got to be ready. ... We have to be ready for the next event, wherever it is."

McKinley moderated the panel, which consisted of the command chief master sergeants of four USAF major commands, one field operating agency, and one reserve component.

They were:

- CMSgt. Joseph E. Barron Jr. (Air Mobility Command)
- CMSgt. Anthony L. Bishop (Pacific Air Forces)
- CMSgt. Michael C. Gilbert (Air Force Special Operations Command)
- CMSgt. David W. Popp (Air Combat Command)
- CMSgt. Chris Redmond (Air Force Office of Special Investigations)
- CMSgt. Richard Smith (Air National Guard)

Smith noted that base closings are a

big issue for the Air National Guard. More than 60 ANG units are facing a mission change as a result of the 2005 BRAC process, he said. More than 20 have been stripped of their aircraft, for the same reason.

“We face retraining and all the fallout from remissioning and relocation of our weapon systems and our personnel throughout the Air National Guard,” said Smith.

Gilbert emphasized that Special Operations Command is small but busy.

“We’re bringing on new units, new aircraft, and retiring others,” said Gilbert. “But best of all and most importantly, [we’re] killing terrorists every day.”

It was questioning from the audience that drove most of the 90-minute discussion.

Keeping the Culture

One questioner—who said he was a dorm manager from Hickam AFB, Hawaii—asked about prospects for dormitory privatization. Use of private contractors to provide and manage housing for married enlisted had improved Air Force quality of life, said the questioner. Might the same approach help dorm residents as well?

One barrier to contracting out dormitory management is the atmosphere the Air Force wants to maintain in the dorms, said panelists. The service wants to instill Air Force culture in airmen during their first three years in uniform, said Popp of Air Combat Command, and dorms are one place to do that.



USAF photo by TSgt. Cohen A. Young

CMSgt. Michael Gilbert (r) answers a question as CMSgt. David Popp (l) listens in.

“So who is the right person to do it?” asked Popp. “A contractor to help us with that? Or maybe a military dorm manager? I believe it’s a military dorm manager who helps us with that.”

“We need a noncommissioned officer ... who’s in charge of those airmen while they’re in that dormitory to make sure they’re getting the supervision and guidance and, more importantly, the leadership they need to be successful in our Air Force, said Bishop.

Downsizing was another key issue raised by questioners. As Gilbert of AFSOC noted, it is inevitable that the enlisted force will be losing people.

Currently it appears that attrition will cover the loss.

That said, it may still be a good time for airmen to look at where they are in their careers and decide whether they should now take advantage of opportunities in the service.

“As I travel around, I keep running into great jobs, great opportunities to go and do really good things for the country, that are undermanned,” said Gilbert. “So we’ve got opportunities for people.”

Combat control, pararescue jumper, tactical air control party, and intelligence are some of the fields that are short of people, said Gilbert. “So if you’re concerned that in your particular career field there may be a time when you’re going to be asked to move or forced to move or whatever, there are opportunities available for you that are very rewarding and a great place to be,” said Gilbert.

In the current environment, some officers may be asked to leave, however. For an enlisted person whose goal is to win an officer’s commission, this may represent a dilemma, at least for the short term. Barron said that some NCOs whom he recommended apply for a commission several years ago were successful in their quest—but are now being separated from the service.

Nowadays, he counsels young airmen and NCOs that working on their college degrees is a good thing for its own sake. “But I will also tell them [that] until this turmoil kind of slows down, until we get through a lot of these cuts that we’re



USAF photo by A1C Andrew Oquendo

SSgt. Glenn Fritch stands guard at an entry control point at Balad AB, Iraq.

USAF photo by MSgt. Val Geemple



SrA. Maria Ronquillo, a security forces airman with the Guam Air National Guard, patrols a perimeter at Andersen AFB, Guam.

going through in the next few years, I would also recommend that they hold off applying for a commission for a little bit," said Barron.

Paycheck or Adventure?

Given the nature of the Air Force today, with personnel cutbacks, decorations perhaps harder to come by, reviews tougher, and frequent deployments, some airmen might consider their job just a paycheck, not an adventure. One questioner asked what the chiefs would say to try and reignite the enthusiasm of someone with such an attitude.

One way would be to emphasize opportunity, said Popp. The Air Force provides many opportunities for travel, education, and retraining.

"As a person who joined the Air Force 63 days after high school, the message I'd say is, what an equal opportunity employer," said Popp. "It doesn't matter who you know. It's all about you and how you apply yourself."

Another way would be to deliver a tougher message, said Gilbert. The Air Force is now at war against an enemy that has killed thousands of Americans. It needs strong leaders—and if anyone in this generation of NCO leadership wants to step aside, the coming generation will pick up the slack.

"You either do it, or someone coming up behind you [is going to], because what we've got coming up right now is a generation of the most experienced combat veterans we've ever had, and

we're keeping them," said Gilbert. "They're re-enlisting, they're staying with us, and they're going to make great master sergeants who know what the heck's going on."

The chiefs agreed that anyone who was in the Air Force for the money, praise, or awards was in it for the wrong reasons. Being a member of any of the branches of the US military means being part of something larger than yourself.

Smith noted that he has worn an Air Force uniform for 35 years. Thirty-three of those years he was a drill-status

Guardsman. In civilian life he was a senior vice president of a bank, a profession at which he became quite good. He wore a business suit to work. "That was a job," he said. "This is a passion."

Smith said he still gets a lump in his throat every morning when he puts on the uniform of his country. Most airmen look at it that way, he said. Most serve at great personal sacrifice. They could make more money outside the service. They could certainly spend more time with their families and at home.

"I think the passion is very much alive throughout the active, Guard, and Reserve today," Smith said.

AFSO 21

Bringing the discussion back to specific service processes, a questioner asked about Air Force Smart Operations 21 and who its target audience is supposed to be.

As defined by McKinley, AFSO 21 provides tools that allow members of the Air Force to evaluate what they do against the value it brings to the mission of their organization.

"If there's no value added by a task, we can't afford to do it—it's as simple as that," wrote McKinley in an "Enlisted Perspective" on the subject released Sept. 20.

The MAJCOMs are all designating one person each to become their enlisted AFSO 21 expert, said Barron of AMC. These people will receive 26 weeks of AFSO 21 training.



USAF photo by A1C Andrew Oquendo

SrA. Nathan Stolle (l) and SSgt. Charles Evelo (r) load illumination rockets aboard an F-16 at Balad Air Base.



Air Force enlisted tactical air controllers accompany the Army's 82nd Airborne on a foot patrol through an arms market in Iraq.

Once the training is finished, those newly minted experts will probably be sent out to bases to brief more enlisted people.

"I would think what we need to do is gradually train our folks in AFSSO 21, maybe start off with giving them a little bit in technical training, then give them a little bit more when they go through Airman Leadership School, and a little bit more when they go through the academy," said Barron.

Popp said that for his part he is finding that senior NCOs don't really know what AFSSO 21 means and that they want to know what it requires them to do.

In Air Combat Command, they are starting with functional managers and asking them what processes their area does at every ACC base—and if there is a way they can be documented so that people will carry them out the same way, wherever they are.

"For example, the launch sequence on an F-15, F-16, B-52, B-2, B-1," said Popp. "What is it about a launch sequence? ... We've all traveled around and what we've seen is everybody's got the best idea, ... and they want to show that to you. So what we're trying to say is, can we standardize those processes so we have something we can sustain?"

The Air Force is losing 40,000 people, so it has to become more effective at what it does, pointed out Popp.

"For ACC, that's 9,200 people [who, beginning] 1 Oct., we are not paid to keep," said Popp. "So how do we get smarter?"

McKinley added that he believes the Air Force is at the beginning of a long journey, in which everyone, military and civilian, officer and enlisted, should have the opportunity to come forward and speak up if they have a better, more efficient way of doing things. "We can call it whatever we want to. We call it AFSSO 21," said McKinley. "But it's just recognizing the fact that we can do things better and smarter."

Enlisted performance reports are a prime example of something that could benefit from AFSSO 21, added the Chief Master Sergeant of the Air Force. Should fitness performance results be added to EPRs, for instance? If so, should they be pass-fail or something more detailed? How should they take into account something temporary, such as pregnancy or a broken leg, that might affect fitness performance?

Or should the whole enlisted evaluation system be revamped? The MAJCOM command chiefs are going to get together

and come up with recommendations in this area soon, said McKinley.

"With the amount of time and effort we spend bouncing EPRs back and forth and OPRs back and forth, that's time away from taking care of our airmen," said McKinley. "So I'd like to see us develop a new form that's much more efficient."

Symbols of Strength?

One issue that came up was the decision of McKinley's predecessor, CMSAF Gerald R. Murray, to prohibit use of American Indian images on official Air Force documents and in service ceremonies.

The use of such images has been a cherished part of the history of chief sergeants in the Air Force, said panelists. Many airmen see Indian chiefs as symbols of strength and leadership.

But some chiefs or chiefs' groups at different bases had gone too far, said Bishop of Pacific Air Forces.

McKinley added that he supported the decision to ban the imagery, and that it was unlikely to be changed.

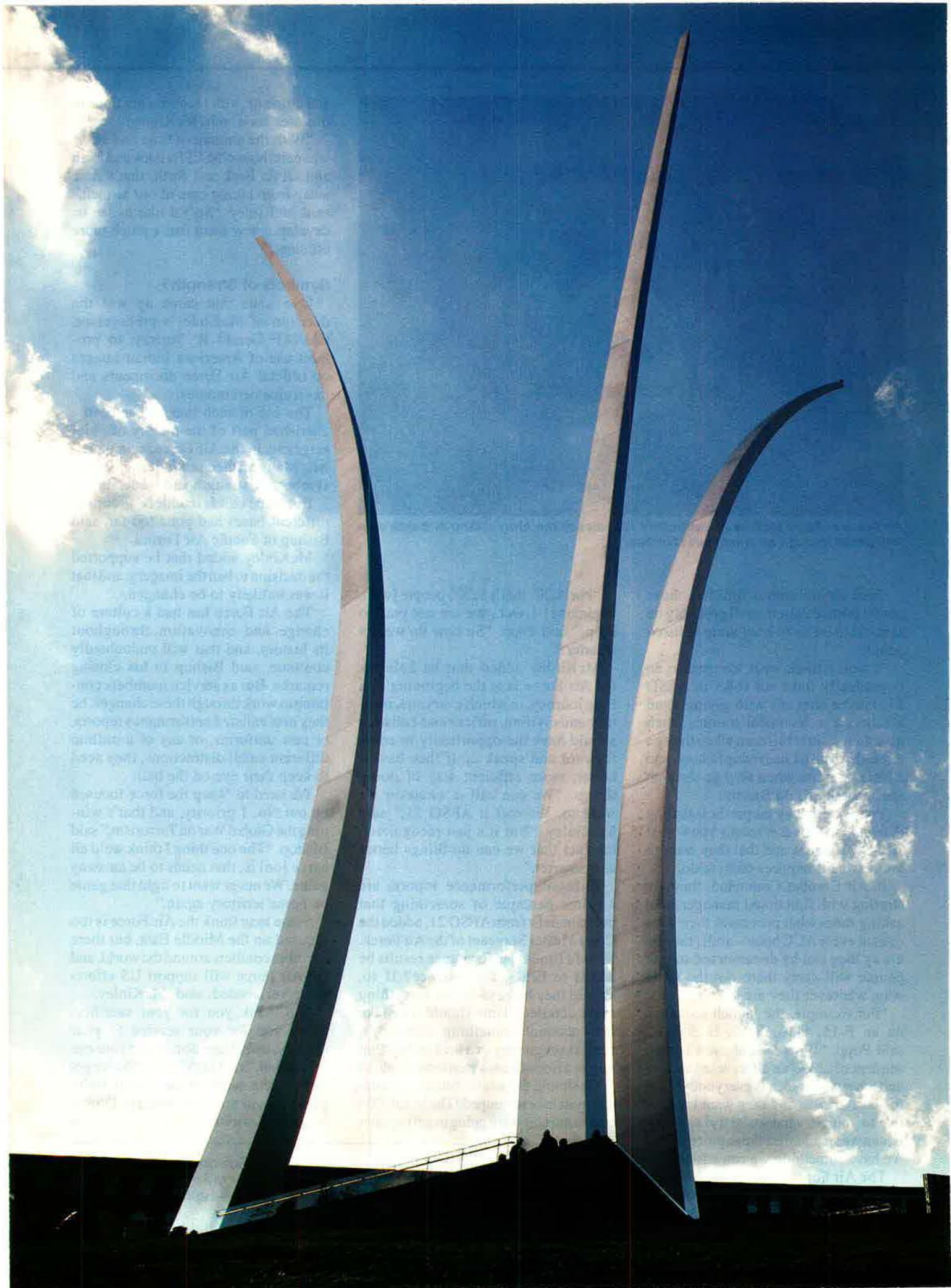
The Air Force has had a culture of change and innovation throughout its history, and that will undoubtedly continue, said Bishop in his closing remarks. But as service members continue to work through these changes, be they new enlisted performance reports, or new uniforms, or any of a million different small distractions, they need to keep their eye on the ball.

We need to "keep the force focused on our No. 1 priority, and that's winning the Global War on Terrorism," said Bishop. "The one thing I think we'd all agree [on] is, that needs to be an away game. We never want to fight that game on home territory again."

Some may think the Air Force is too focused on the Middle East, but there are other conflicts around the world, and the Air Force will support US efforts wherever needed, said McKinley.

"So thank you for your sacrifice, thank you for your service to your country, and please do not take your eye off the ball," said McKinley. "We've got to have the sense of mission if we're going to win this long war, the Global War on Terrorism." ■

Peter Grier, a Washington, D.C. editor for the Christian Science Monitor, is a longtime defense correspondent and a contributing editor to Air Force Magazine. His most recent articles, "The JDAM Revolution," and "The Laptop Scandal," appeared in the September issue.



In October, airmen gathered on a promontory above Arlington National Cemetery to dedicate and consecrate an Air Force place of honor.

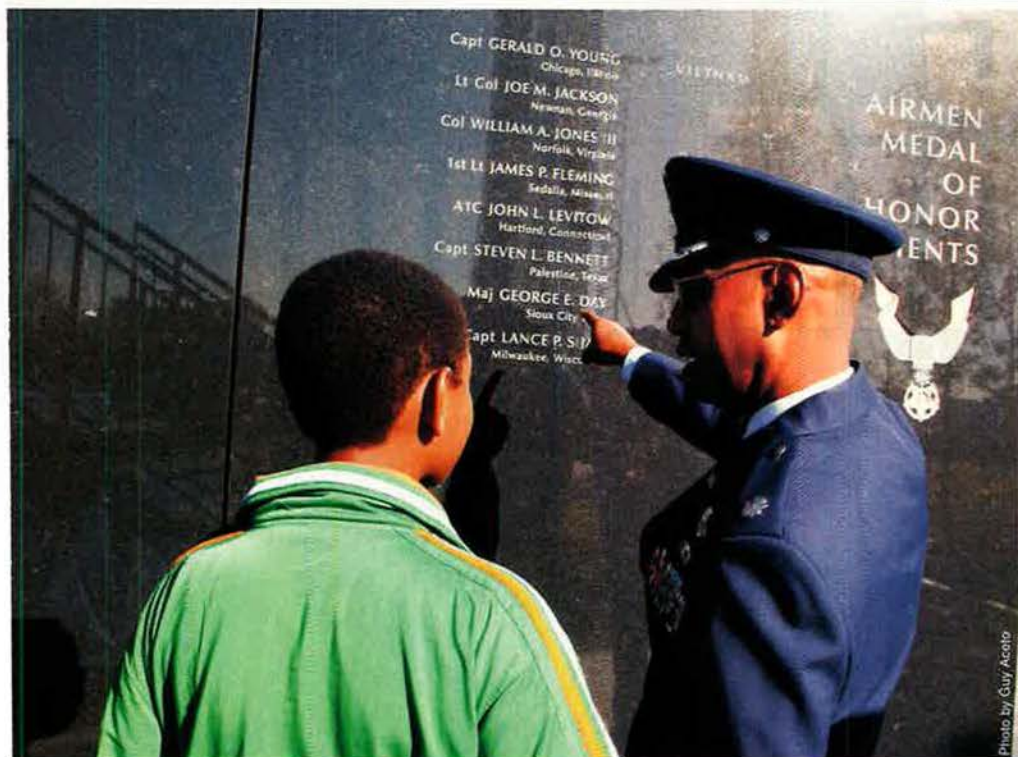
The Magnificent Memorial

Photography by Randall Scott and Guy Aceto

THREE STAINLESS STEEL SPIRES SOAR HEAVENWARD, OFFERING AN OUTWARD AND VISIBLE SIGN OF THE SPIRIT AND DRAMA OF FLIGHT.

The Air Force traces its origin to 1907. Over nearly 100 years, more than 54,000 airmen died in combat, yet the Air Force remained the only service without its own memorial in the nation's capital. That all changed on Oct. 14 when a multitude of airmen—including one named George W. Bush—officially dedicated the gleaming Air Force Memorial in Arlington, Va., just across the Potomac River from the Washington Monument and Capitol dome. Its three spires, the highest reaching 270 feet, overlook Arlington National Cemetery and are now part of America's most sacred ground. The dedication ceremony honored the millions of men and women who have served in the Air Force and its predecessor organizations.

At right, members of the US Air Force Honor Guard wait near the Memorial's imposing steel spires.



Clockwise from above: In the plaza surrounding the spires, father and son contemplate the names of Air Force Medal of Honor recipients inscribed on a granite wall. • A bronze Honor Guard sculpture, comprising four eight-foot-tall figures of airmen, faces the site's central parade ground. It was created by sculptor Zenos Frudakis. • A C-17 airlifter soars above one of the Memorial spires; it was part of an overhead "aerial review" of historic and current Air Force aircraft.

The capital's newest monument was designed by a world-renowned architect, the late James Ingo Freed. Freed spoke of "making the medium of the Air Force visible. ... The core of this effort lies in making air tangible, making technology felt." The dedication ceremony opened a year-long celebration leading to USAF's 60th birthday on Sept. 18, 2007.





Photo by Guy Aceto

Counterclockwise, from left: Gen. Russell E. Dougherty, USAF (Ret.), holding cap, and Brig. Gen. John O. Gray, USAFR (Ret.), both former AFA Executive Directors, linger after the dedication. • Retired Col. Bernard F. Fisher, whose name is inscribed on the Medal of Honor wall, displays the decoration he received for heroism as an A-1E pilot in the Vietnam War. • A four-ship "heritage flight" features (l-r) an F-86 Sabre, F-22 Raptor, F-15 Eagle, and F-4 Phantom.

The dedication event drew a crowd of some 30,000 attendees, including such dignitaries as Medal of Honor recipients, combat aces, Flying Tigers, Tuskegee Airmen, Women Airforce Service Pilots, and Air Force astronauts.



Photo by Randall Scott



Photo by Randall Scott



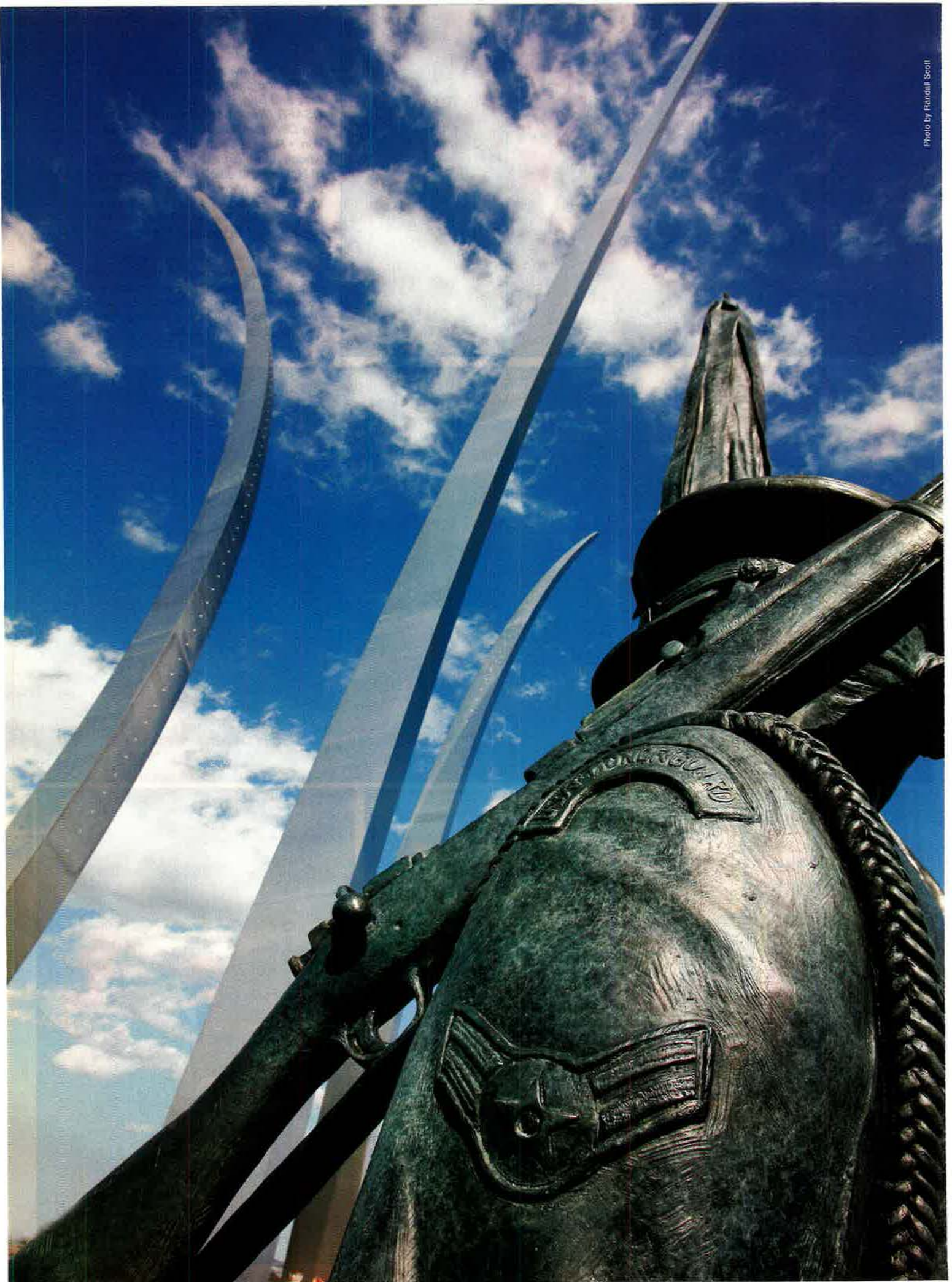
Photo by Guy Aceto

Above, President George W. Bush, a former Air National Guard F-102 pilot, arrives as Secretary of Defense Donald H. Rumsfeld looks on. The Commander in Chief delivered the keynote address and then accepted what he called "this magnificent monument" for the American

people. • At right (l-r) are Jean T. McCreery, Lorraine Z. Rodgers, and Elaine D. Harmon, all Women Airforce Service Pilots during World War II. They have just received commemorative coins from Secretary of the Air Force Michael W. Wynne.



Photo by Randall Scott



Clockwise from right: A World War II veteran contemplates inspirational words on a granite inscription wall. • Senior Air Force leadership (l-r) CMSAF Rodney J. McKinley, Chief of Staff Gen. T. Michael Moseley, and Secretary of the Air Force Michael Wynne stand at attention as American flags snap in the breeze. • Retired Maj. Gen. Doyle E. Larson, a former AFA Board Chairman, waves to a friend, while retired CMSgt. Glenn M. Shull of Minnesota, an AFA state president, surveys the crowd.

Initial plans, formulated in the early 1990s, envisioned a star-shaped memorial on Arlington Ridge, near the Marine Corps' famed Iwo Jima Memorial. This sparked opposition, and Congress authorized construction on the present site, where the space is larger and the view grander. Construction began in February and was completed in September.



Photo by Guy Aceto



Photo by Randall Scott



Photo by Guy Aceto



Photo by Randall Scott



Photo by Randall Scott

Far left: The highly polished stone inscription walls lend a sense of depth to the inner courtyard area. Note the personal memory book left behind by a visitor. • Left: Retired Lt. Col. Spann Wilson, 90, was one of several Tuskegee Airmen—America's World War II African-American military fliers and their support members—were pioneers against racial discrimination. Sixty-six died in action, while 32 were taken as POWs.

President Bush, in his address, told the audience: "Every man and woman who has worn the Air Force uniform is part of a great history. From the Berlin Airlift to the Korean War, to Vietnam, to the Gulf War, to Kosovo and today's War on Terror, a long blue line of heroes has defended freedom in the skies above. To all who have climbed sunward and chased the shouting wind, America stops to say: Your service and sacrifice will be remembered forever, and honored in this place by the citizens of a free and grateful nation."



Photo by Randall Scott

Right: Three Tuskegee Airmen—(l-r) Sam Rhodes, Sam O'Dennis, and Charles E. McGee—chat with members of the media after the ceremony. The distinctive red coats are symbolic of the famed Air Force group.

"This Memorial soars; it soars in space and in the imagination," declared Secretary of the Air Force Michael Wynne. "This Memorial is a brilliant symbol of freedom and the spirit of flight." Added President George W. Bush, "A soldier can walk the battlefields where he once fought. A marine can walk the beaches he once stormed. But an airman can never visit the patch of sky he raced across on a mission to defend freedom. And so it's fitting that, from this day forward, the men and women of the Air Force will have this Memorial, a place here on the ground that recognizes their achievements and sacrifices in the skies above."



Photo by Randall Scott



Photo by Randall Scott



Photo by Randall Scott

Clockwise, from above: US Army Air Forces Maj. Frank Brandon, 86, a World War II glider pilot, was also a prisoner of war in Germany, one of several who attended the dedication. • Members of the Air Force Honor Guard Drill Team performed in advance of the official ceremony, tossing and spinning 11-pound M-1 Garand rifles with fixed bayonets in precision routines. • Leading the procession of old and new aircraft over the spires was this yellow Stearman PT-17 biplane. • The B-2 stealth bomber, with its distinctive geometric shape, was a real crowd pleaser.

The Air Force Memorial officially opened to the public on Oct. 17. The site now will be operated and maintained by the National Park Service, with input and oversight from various Air Force groups, including the Air Force Association.



Photo by Randall Scott



Photo by Gary Aceto





Counterclockwise, from left: O.R. Crawford, vice chairman of the Air Force Memorial Foundation (and former AFA Chairman of the Board), talks over the day with Maj. Julie Petrina (sunglasses), an ANG C-130 pilot, and her sister, Maj. Jenifer Petrina, an intelligence officer. • Retired Col. James P. Fleming (left, with grandson Garrett Fleming) and retired Col. Joe Jackson, both Medal of Honor recipients of the Vietnam War era, get together at the dedication. • Attendees visit the glass wall engraved with images illustrating the "missing man" aircraft formation—the only images of aircraft to be found at the Memorial.



Left: Dallas developer H. Ross Perot Jr., chairman of the Air Force Memorial Foundation and former Air Force Reserve fighter pilot, steered the project for the past five critical years. Perot said that contributions from 140,000 private

donors provided the \$30 million for construction of the monument. • Above: Members of the Thunderbirds take care of business at the on-site vehicle, helping prepare for the day's flying event.

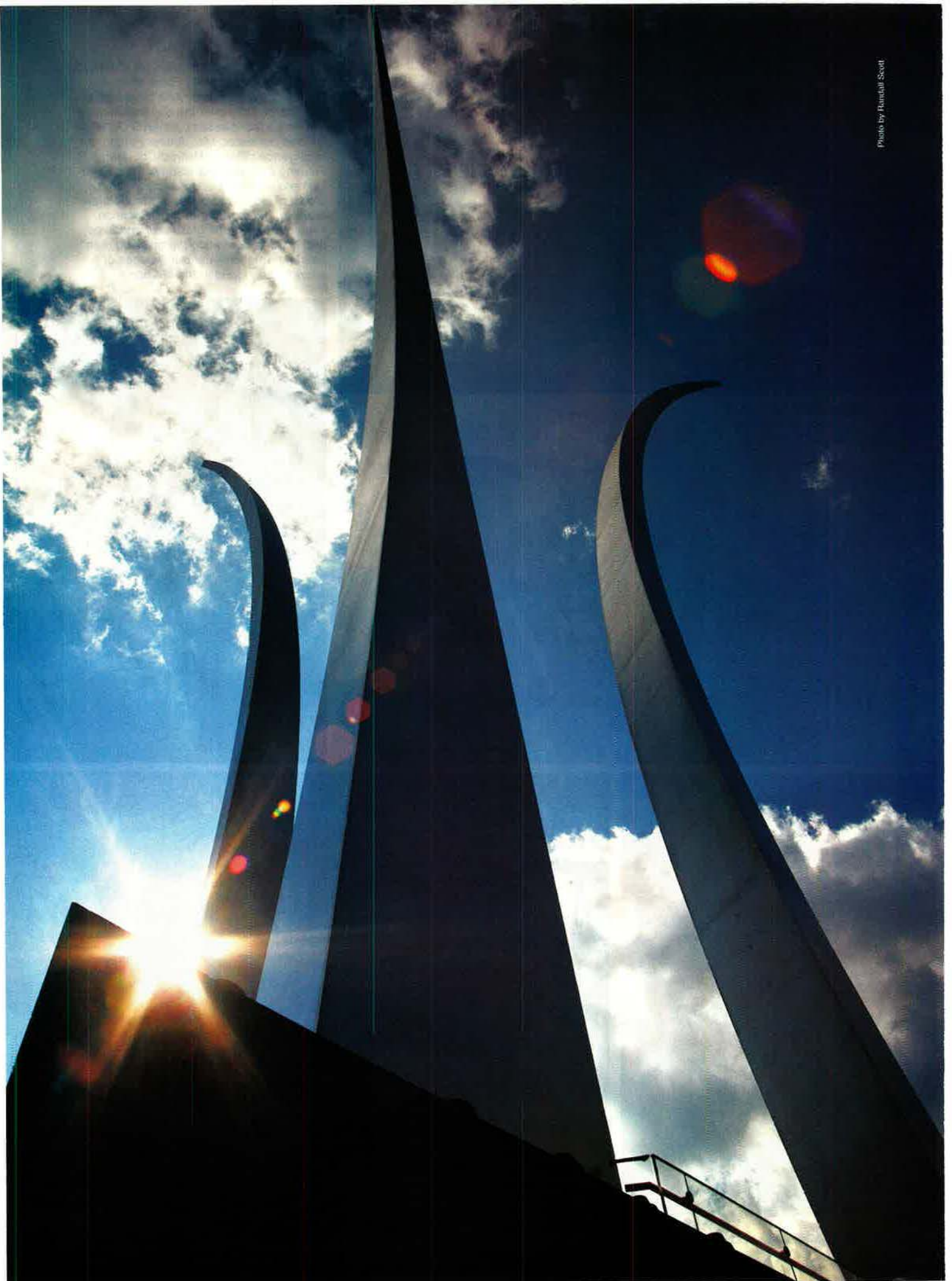


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Photo by Guy Aceto



Photo by Guy Aceto

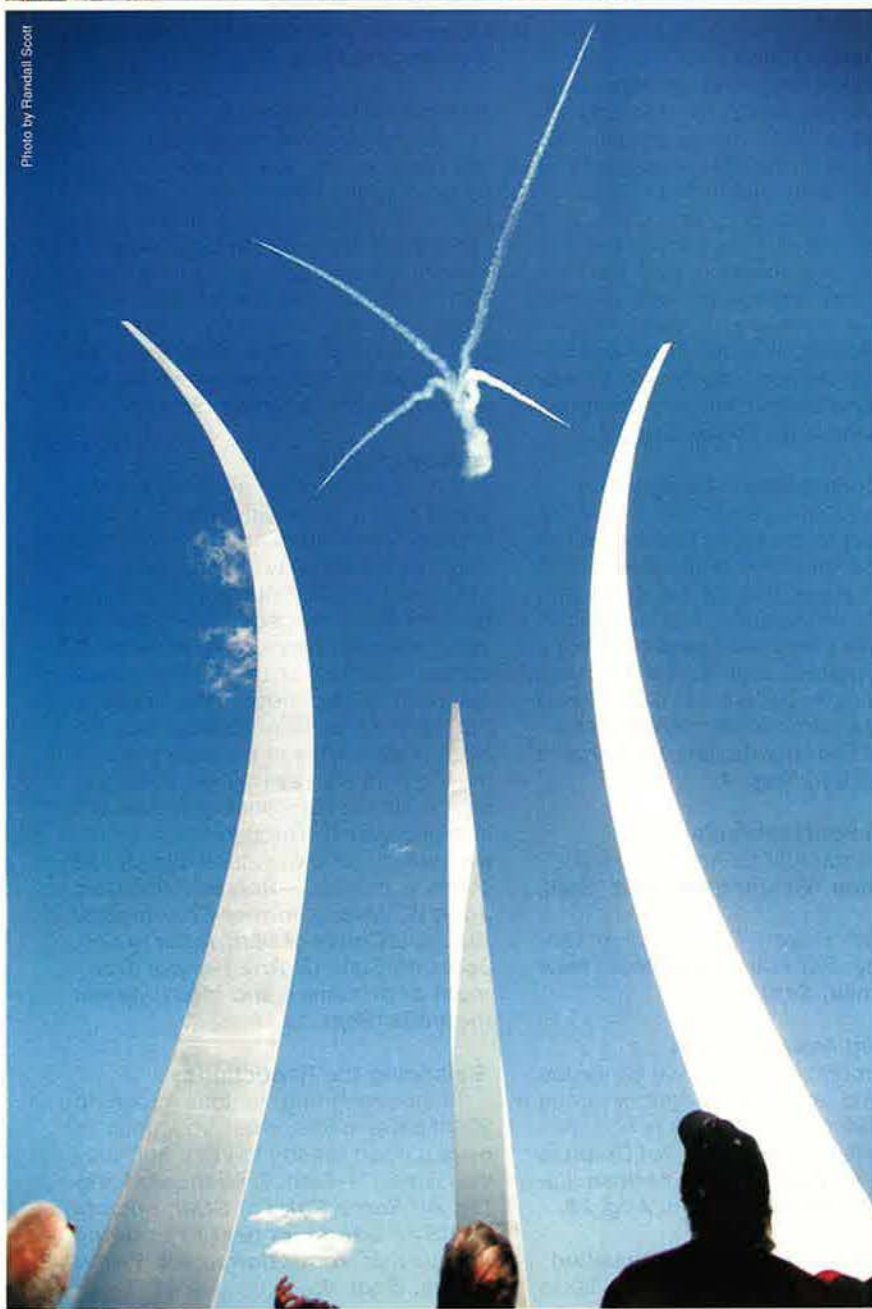


Photo by Randall Scott



Photo by Guy Aceto

Counterclockwise from top left corner: Six specially marked F-16s of USAF's Thunderbirds aerial demonstration team streak past the Air Force Memorial in preparation for the day's final event. • Directly above the spires, four Thunderbirds zoom up and curve outward, trailing smoke and forming a ring through which a fifth F-16 would plunge in a grand finale. • At a special service on Oct. 15, Secretary of the Air Force Michael Wynne lays a wreath under the spires in memory of fallen airmen. It was the first official event to be held at the new monument. • Four F-16s fly over the Memorial in a "missing man" formation, traditionally used to honor pilots lost in the line of duty.

H. Ross Perot Jr., chairman of the Air Force Memorial Foundation, said, "This Memorial says, to everybody who visits, ... 'This is the spirit that helped build our Air Force.'" ■

Randall Scott is a Washington, D.C.-based freelance photographer whose work has appeared in the pages of Time, Forbes, and the New York Times, among other national publications. This is his first contribution to Air Force Magazine. Photographer Guy Aceto is a former art director of Air Force Magazine and frequent contributor. His firm, Ace Art and Design, is based in Ashburn, Va. His most recent work for Air Force Magazine, "Battlefield Airman School," appeared in the April issue. Other contributors were Donna Parry, an Air Force photographer, and Geoffrey T. Chesman of Image Link Photography, Bethesda, Md.

By John T. Correll, Contributing Editor

Well, That's Important

"A recent poll found that nearly three-quarters of those asked could name each of the Three Stooges—Larry, Curly, and Moe—but only 42 percent were able to name the legislative, executive, and judicial branches of government."—*Brit Hume, Fox News, Aug. 15.*

What Strain? What War?

"President Bush said Monday that the Iraq War is 'straining the psyche of our country.' What country is he talking about? The United States? If that's what the President thinks, he ought to get out of the house a little more. Unless you're in the military, or related to someone who is, the only strain you're feeling from this war is—what?—the price of gasoline maybe?"—*Dan Rodricks, columnist, Baltimore Sun, Aug. 24.*

Center of the Struggle

"For al Qaeda, Iraq is not a distraction from their war on America—it is the central battlefield where the outcome of this struggle will be decided."—*President Bush, speech to Military Officers Association of America, Sept. 5.*

Carried Away With Airpower

"What happens time and again is that militaries get carried away by the power and imagined invincibility of their air forces and forget that there are things they can't do well. ... Air strategists now forgotten—Billy Mitchell, Giulio Douhet, Alexander de Seversky—all grossly overestimated aircraft."—*Fred Reed on "the failure of Israel's air campaign in Lebanon to be decisive," Washington Times, Aug. 18.*

65 Years Out of Date

"Since the evolution of air, land, and naval components in joint warfare, no strategically successful military leader has expected one service to be 'decisive' on its own. To say that Israeli airpower failed because it did not unilaterally defeat an entrenched Hezbollah guerrilla force is just as wrong as to blame ground forces for failing to seize and hold ground alone without help from air, sea, and space. ... It is time to stop referring selectively to assertions made

by early airpower doctrine writers 65 or more years ago and get to the latest chapters on air and space thinking to understand the real wars of today."—*Retired Gen. John P. Jumper, former Air Force Chief of Staff, letter responding to Fred Reed column, Washington Times, Sept. 6.*

Then There's Ralph

"Precision targeting systems and other superweapons are dangerously seductive to civilian leaders looking for military wins on the cheap. Exaggerated promises about capabilities—made by contractors, lobbyists, and bedazzled generals—delude Presidents and Prime Ministers into believing that war can be swift and immaculate, with minimal friendly or even enemy casualties."—*Ralph Peters, retired Army officer-columnist-author, attacking airpower (again) and calling for more boots on the ground, USA Today, Sept. 6.*

Force Commander's Perspective

"We must also remember that, in the heat of battle, the factor that makes the difference for ISAF is airpower. Time and time again, through hundreds and hundreds of missions, it is the skill of our aircrews that has saved our troops on the ground and paved the way to success."—*British Lt. Gen. David Richards, commander of NATO International Security Assistance Force in Afghanistan, Sept. 4.*

General Schizophrenia

■ "General Affirms Anbar Analysis."—*headline, Washington Post, Sept. 13.*

■ "Grim Report Out of Anbar Disputed by General."—*headline, New York Times, Sept. 13.*

Rumsfeld Assails Critics

"Any moral or intellectual confusion about who and what is right or wrong can weaken the ability of free societies to persevere."—*Secretary of Defense Donald H. Rumsfeld, American Legion national convention, Aug. 29.*

Formerly Released, Now Classified

"The Department of Defense takes

the responsibility for classifying information seriously. This includes classifying information at the lowest level possible."—*Maj. Patrick Ryder, Pentagon spokesman, on the recent classification of previously open information (such as the often-published number of strategic weapons in the US nuclear arsenal in the Cold War), Washington Post, Aug. 21.*

Methods Not Disclosed

"I cannot describe the specific methods used. I think you understand why. If I did, it would help the terrorists learn how to resist questioning, and to keep information from us that we need to prevent new attacks on our country. But I can say the procedures were tough, and they were safe and lawful and necessary."—*President Bush on interrogation methods in war on terrorism, New York Times, Sept. 8.*

Vessey on Values

"I continue to read and hear that we are facing a 'different enemy' in the War on Terror; no matter how true that may be, inhumanity and cruelty are not new to warfare nor to enemies we have faced in the past. In my short 46 years in the armed forces, Americans confronted the horrors of the prison camps of the Japanese in World War II, the North Koreans in 1950-53, and the North Vietnamese in the long years of the Vietnam War, as well as knowledge of the Nazis' holocaust depredations in World War II. Through those years, we held to our own values. We should continue to do so."—*Retired Army Gen. John W. Vessey, former Chairman of the Joint Chiefs of Staff, letter to Sen. John McCain (R-Ariz.) about treatment of prisoners and interrogation methods, Sept. 12.*

Balancing the Reductions

"If you're going to lose close to 200 fighter pilots, then you have to have a good reason to keep 900-plus bandsmen."—*Gen. T. Michael Moseley, Air Force Chief of Staff, on cuts to USAF bands as part of ongoing manpower reductions, Air Force Times, Sept. 4.*

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Unauthorized air strikes in North Vietnam, depicted as “protective reaction” missions, led to his ouster as commander of 7th Air Force.

LAVELLE



By John T. Correll

Gen. John Ryan (left), USAF Chief of Staff, and retired Maj. Gen. John Lavelle appear at a 1972 hearing before a House Armed Services subcommittee. Their testimony differed about the number of “protective reaction” missions.

On March 23, 1972, Gen. John D. Lavelle—seven months into his tour as the four-star commander of 7th Air Force in Saigon—was suddenly recalled to Washington. On April 7, the Pentagon announced that Lavelle had retired “for personal and health reasons.”

Replacing him as the senior Air Force officer in Southeast Asia was Gen. John W. Vogt Jr., formerly director of the Joint Staff. Vogt’s promotion had been expected, but the assumption was that he would be assigned to Europe.

Lavelle was retired in his permanent grade of major general. It was routine to promote generals on the retired list to the highest grade they held on active duty, but nothing was said about promoting

Lavelle. There was no precedent for reducing a general by two stars upon retirement.

The fiction of a medically induced retirement held for almost a month.

On May 4, Rep. Otis Pike (D-N.Y.) called for a Congressional investigation. Pressed by Congress and the news media, the Pentagon issued a revised statement on May 15. Gen. John D. Ryan, the Air Force Chief of Staff, said that Lavelle “had been relieved of command of the 7th Air Force by me because of irregularities in the conduct of his command responsibilities.”

With that, the questions began in earnest. “What irregularities?” Pike asked the next day. “What conduct? What command responsibilities?”

The story unfolded in hearings before the Senate and House Armed Services Committees and in hundreds of newspaper articles.

The Air Force said that in 28 documented instances, Lavelle had directed the unauthorized bombing of North Vietnam under the guise of “protective reaction” strikes, exceeding his authority and in violation of the rules of engagement. Operational reports were then falsified to conceal the actual nature of the strikes.

These actions came to light only because a sergeant involved in the false reporting wrote to his Senator, triggering an investigation and the recall of Lavelle. The Air Force itself was accused of a cover-up for

putting out the medical retirement cover story.

Lavelle said that he had been encouraged by the Secretary of Defense and others to interpret the rules of engagement liberally and that the reports were falsified by subordinates who misconstrued his instructions.

A belated proposal in May by the Air Force to promote Lavelle to lieutenant general was eventually turned down by the Senate. His retired grade would be major general, but his retired pay would be based on his previous four-star rank because his official relief as 7th Air Force commander did not occur until his retirement had taken place. This opened up yet another line of criticism.

Piling On

The reaction from the news media and Congress was devastating. In "The Private War of General Lavelle," *Newsweek* described a "widespread conspiracy" in which "scores of pilots, squadron and wing commanders, intelligence and operations officers, and ordinary airmen were caught up in the plot."

George C. Wilson of the *Washington Post* said, "What Lavelle did—taking a war into his own hands—has obviously grave implications for the nation in this nuclear age." There was speculation that other senior officials were implicated. "Was Lavelle the only bad apple?" Nina Totenberg asked in the *National Observer*.

Tom Wicker of the *New York Times* said that "numerous 'protective reaction' raids on North Vietnam have been staged to let American fliers bomb what they wanted to bomb, when they wanted to bomb it."

Sen. William Proxmire (D-Wis.) called for the Air Force to court-martial Lavelle, saying that if a private first class had defied orders as Lavelle did, "he would be investigated, charged, court-martialed, given a bad conduct discharge, and confined for two years at hard labor."

On the other hand, Rep. William L. Dickinson (R-Ala.), a member of the House Armed Services investigating subcommittee that conducted hearings in June, laid considerable blame on the "crazy rules for this crazy war which has no parallel or anything to compare with it."

The most relentless coverage was by investigative reporter Seymour M. Hersh of the *New York Times*, who had established his reputation in 1969

by exposing the My Lai massacre in Vietnam. Hersh charged that the case "raised grave questions about the Nixon Administration's grip on command and control over the skies of Southeast Asia."

The mountain of facts produced by the Congressional hearings and the news media reports did not lay the matter to rest. Lavelle's critics thought that he had gotten off too easily. His supporters thought that he had been singled out for unfair treatment. Both sides thought there was more to the story than had been told.

Thirty-four years later, what came to be known as "the Lavelle affair" is still a touchy subject.

Rules of Engagement

Lavelle arrived in Saigon Aug. 1, 1971. As commander of 7th Air Force, he had operational control of Air Force units based in both Vietnam and Thailand. He was also deputy commander for air operations for Military Assistance Command Vietnam, or MACV.

By that time, Vietnamization—the transfer of responsibility for the war to the South Vietnamese—was well along, and US forces were steadily withdrawing. Protests in opposition to the war were raging back in the United States, and in Paris, President Nixon's national security advisor, Henry A. Kissinger, was engaged in secret negotiations with the North Vietnamese.

Rolling Thunder, the air war against North Vietnam, ended in 1968. (See "Rolling Thunder," March 2005, p. 58.) Since then, there had been no regular bombing of North Vietnam, although intensive reconnaissance continued.

In November 1968, less than a month after initiation of the bombing halt, the North Vietnamese shot down a reconnaissance aircraft. Fighter escorts were assigned and given "protective reaction" authority. They could attack any missile or anti-aircraft artillery sites that shot at them. The authority was later expanded to include MiG fighters and Fan Song radar sites when the fire-control radar was activated against reconnaissance aircraft or their escorts.

US airmen were saddled with extensive and restrictive rules of engagement that specified when and how they could attack the enemy. The rules kept changing, and they did not come in a neat list. They consisted of a compilation of wires, messages, and directives.

"We have a saying we used in Vietnam, that we finally found out why there are two crew members in the F-4," Lavelle said. "One is to fly the airplane and one is to carry the briefcase full of the rules of engagement."

Ryan told Congress that the Joint Chiefs of Staff in 1970 had restated the basic protective reaction authority, empowering fighters "to strike any SAM anti-aircraft artillery site in North Vietnam below 20 degrees north which fired at or was activated against US aircraft conducting missions over Laos or North Vietnam." However, "this authority was limited to immediate protective reaction; no subsequent retaliation was authorized."

The key phrase was activated against. Once the fighters were painted by the tracking radar, they got no further warning until the missiles were on the way. Radar homing and warning (RHAW) gear in fighter cockpits could detect the Fan Song radar beam, and for the first years of protective reaction, that was sufficient.

During the months that Lavelle was commander of 7th Air Force, the tight rules of engagement were frequently suspended for a "limited duration." This happened, for example, when Washington officials wanted to send the enemy a message related to the negotiations.

In September 1971, 7th Air Force flew about 200 sorties against three gasoline tank farms. Operation Proud Deep Alpha, Dec. 26-30, launched 1,000 preplanned sorties against North Vietnam. These missions had no discernible military value, but the Air Force and the Navy lost five aircraft and seven airmen. The operation was timed for a week when college students were home for the holidays, reducing the probability of campus protests.

The day after Proud Deep Alpha ended, the regular rules of engagement went back into effect. The fighters were forbidden to attack the same kinds of targets that they had been pounding for the past five days.

Secretary of Defense Melvin R. Laird met privately with Lavelle on a visit to Saigon Dec. 8. "He told me I should make a liberal interpretation of the rules of engagement in the field and not come to Washington and ask him, under the political climate, to come out with an interpretation; I should make them in the field and he would back me up," Lavelle said. "He stated that if I were to make



Then-Maj. Gen. Alton Slay served as 7th Air Force deputy chief of staff for operations during the time of the protective reaction strikes. He rose to become commander of Air Force Systems Command.

more liberal interpretations of the rules of engagement, I was not likely to be questioned by DOD for our actions. ... I conveyed this information and my private discussion to [Army Gen. Creighton W. Abrams Jr., commander of MACV], and General Abrams said he agreed with Secretary Laird."

Lavelle said he got another cue to relax the rules of engagement from a conference in Honolulu in January 1972. He did not attend himself, but his vice commander, Maj. Gen. Winton W. Marshall, did. Lavelle said Marshall told him that Vogt, representing the Joint Chiefs of Staff at the meeting, said that "field commanders were, in the opinion of the Chairman of the Joint Chiefs of Staff, not nearly as aggressive as they should have been." At the time, the JCS Chairman was Adm. Thomas H. Moorer.

In a written statement submitted to the Senate, Lavelle said that Marshall reported that Vogt "indicated" that "field commanders had not been flexible enough in the use of existing authorities" and that "JCS would not question our aiming points (targets) on protective reaction strikes."

Lavelle Bends the Rules

In late 1971 and early 1972, the United States was preparing to depart South Vietnam, but the North Vietnamese were not. They were concentrating forces and equipment near the Demilitarized Zone, preparing for what would shortly become known as the "Easter Offensive" of South Vietnam. (See "The Easter Halt," September 1998, p. 60.)

The North Vietnamese were also increasingly aggressive. Between No-

vember and February, more than 200 surface-to-air missiles were fired at US aircraft, compared to about 20 for the same interval a year before. The number of incursions by MiG fighters into South Vietnam and Laos increased by a factor of 15.

More significant to Lavelle's decisions that followed, the North Vietnamese netted their Fan Song fire-control radars with their Bar Lock, Whiff, and Spoon Rest ground control intercept radars. The GCI radars could feed the tracking data to Fan Song, which then did not have to be turned on until missile launch.

Whereas the RHAW gear gave warning when aircraft were being tracked by the Fan Song, it could not detect emissions from the GCI radar. Pilots had little or no warning of a missile attack.

The GCI radars were always on, and, in Lavelle's opinion, that redefined the "activated against" criterion for protective reaction strikes. "As far as

I'm concerned, from November on, no airplane ever went into North Vietnam when the system wasn't activated against them," he said. Lavelle bent the rules of engagement in several ways.

- Anytime US aircraft were in North Vietnam, crews were to assume the air defense system was activated against them, so they were authorized to fire.

- Spontaneous protective reaction was not good enough. US fighters might not be carrying their best weapons or have full target information when they were shot at. Details had to be worked out in advance. Lavelle called these planned protective reaction strikes and said that reaction was to be assumed, said Maj. Gen. Alton D. Slay, 7th Air Force deputy chief of staff for operations. Lavelle required that routes in and out, dive angles, aim points, and other details be worked out before the mission was launched.

- Targets for the planned protective reaction strikes went beyond elements of the air defense system.

In his testimony to the House Armed Services Committee, Ryan said that these missions "were not protective reaction strikes. They were briefed before those pilots ever took off, to go and hit a target whether any reaction came or not. ... The targets were preselected and were not always Fan Song radars or ack-ack."

"I chose to make a very liberal interpretation of these rules of engagement," Lavelle acknowledged. "In certain instances against high priority military targets, I made interpretations



Twelve years after the controversy, Jerome O'Malley became the four-star commander of TAC.



Gen. Charles Gabriel became USAF Chief of Staff in 1982, a decade after the Lavelle affair.



Secretary of Defense Melvin Laird talked privately with Lavelle about the rules of engagement.



Adm. Thomas Moorer was the Chairman of the Joint Chiefs of Staff in 1972.



US Army Gen. Creighton Abrams Jr. was the top American commander in South Vietnam.

that were probably beyond the literal intention of the rules.”

Lavelle said he could have hit some of the targets within the rules of engagement by “trolling,” or first sending aircraft into hostile areas as bait to provoke enemy fire. He said that the Navy used this practice but that he did not, regarding it as unacceptably dangerous to his aircrews.

No “No Reaction”

“Planned protective reaction strikes” moved into a new phase on Jan. 23, 1972. Seventh Air Force intelligence determined that the North Vietnamese planned to attack “a large aircraft” that night, presumably a B-52, two of which would be flying against targets on the Ho Chi Minh Trail in Laos.

This was a reprise of an attack attempted earlier, when MiGs had fired missiles at a B-52 near the Mu Gia Pass but missed. On Jan. 23, the North Vietnamese were going to deploy a flight of their best pilots to Dong Hoi, just north of the DMZ, and they would conduct the attack from there. Lavelle decided to destroy the MiGs or foil their plans under the guise of a protective reaction strike.

Intelligence reported that the MiGs had taken off from Hanoi, and 7th Air Force put up its strike flights. Weather closed in around Dong Hoi, but Lavelle—who was in the command post personally directing the operation—told the fighters to cut the runway at Dong Hoi so the MiGs couldn’t land. A critical exchange of words followed.

“That strike went off extremely

well,” Lavelle said, “so well that the report came in and said, and I was in the control room running it myself, from the lead pilot—we used code words, but in effect his code word said, ‘Mission successful. Target hit, did expend, no enemy reaction.’ That is, we got in and got out before they were awake.

“At that point, I said, ‘We cannot report “no reaction.”’ Our authority was protective reaction, so we had to report there was some enemy action. ... Now that was really the first of these missions when we planned and reported this as ‘protective reaction.’”

Slay, the operations deputy, was in another part of the command post and did not hear the exchange, but Lavelle filled him in right away. As Slay recounted it later in testimony, “General Lavelle did tell me what had occurred and he said, ‘You see those letters up there?’ and the plotters would always have, you know, each day would have a code, like ‘no reaction,’ might be today [deleted] and it was [deleted] up there. He said, ‘Goddamn it; we can’t have that. It’s got to be ‘reaction.’ You have got to show ‘hostile reaction.’”

The aircraft that flew the strike were from the 432nd Tactical Reconnaissance Wing at Udorn RTAB, Thailand, where the commander was Col. Charles A. Gabriel, a future Air Force Chief of Staff.

“On a number of missions,” Gabriel later told the Senate, “my wing was given instructions from 7th Air Force to conduct a planned strike against specific targets regardless of whether

or not there was a reaction from the air defenses in North Vietnam.

“The first time ... was on the 23rd of January when our reconnaissance pilot called in, ‘No reaction, fighter expended.’ Seventh Air Force called my command post right away and said, ‘You cannot do that; you were given instructions that on these planned protective reactions you would call in ‘Reaction, fighters expended.’”

Lavelle repeated his admonition against reporting “no reaction” on various occasions. The big question was what exactly he meant by that.

A Letter From Udorn

Sergeant Lonnie D. Franks of Cedar Rapids, Iowa, had been in the Air Force for three years. He was an intelligence specialist for Gabriel’s wing at Udorn, where his duties included debriefing pilots after they returned from missions and helping them prepare the OPREP-4, one of five operational reports that had to be rendered.

Of these, the most important were OPREPs 3 and 4. The OPREP-3, based on a radio report from the flight as it exited North Vietnam, went forward in most cases before the aircraft landed. It was kept for only a short time since the OPREP-4 was more complete. The OPREP-4 was detailed and specifically formatted, designed for use by specialists and to provide data for a computerized database. It was also the official record of the mission.

On Jan. 25, 1972, Franks debriefed a pilot and a navigator who had flown a reconnaissance mission. They said



Gen. John Vogt Jr. replaced Lavelle as USAF's senior officer in Southeast Asia. What did he really say at the January 1972 Pacific Command meeting in Honolulu?

they had not received any ground fire or hostile reaction but had been instructed nevertheless to report hostile reaction.

Franks checked with his supervisor, TSgt. John Voichita, who told him to fabricate the necessary details, "make it look real," and "just make up some sort of hostile reaction." Franks then asked the officer in charge, Capt. Douglas Murray, who confirmed the instructions from Voichita and said the orders came from the wing director of intelligence.

Franks created an OPREP-4 that said 10 to 15 rounds of 23 mm AAA had been fired at the reconnaissance crew. Other such instances followed in subsequent days.

Falsification was not limited to stating hostile reaction. Sometimes the OPREP-4 stated a target different from what was actually struck, reporting a SAM site or AAA site when the real target was a truck or a supply area. For the OPREP-4, a considerable amount of detail needed inventing, including the target, type of target, the coordinates, the time, and the bomb damage assessment.

Franks was concerned, both by the falsification of reports and by his being required to falsify them. The designated official for hearing concerns and complaints was the inspector general. Franks did not feel he could go to him, because the wing IG, Col. Jerome F. O'Malley, was also the deputy wing commander. Both O'Malley and Gabriel sometimes monitored the debriefings and already knew what was going on.

Franks wrote to his Senator, Sen. Harold E. Hughes (D-Iowa), who was a member of Armed Services Committee. His letter said, among other things, that "we have been reporting that our planes have received hostile reactions such as AAA and SAM fir-

ings, whether they have or not. We have also been falsifying targets struck and bomb damage assessments."

Hughes gave the letter, with Franks' name deleted, to Sen. W. Stuart Symington (D-Mo.), a fellow member of the committee and a former Secretary of the Air Force. Symington sent it to the then-current Secretary, Robert C. Seamans Jr., who turned it over to the Chief of Staff, Ryan, on March 8. The next day, the Air Force inspector general, Lt. Gen. Louis L. Wilson Jr., was on his way to Saigon to investigate.

The Roof Falls In

It did not take Wilson long to figure out what was happening. Everyone, including Lavelle, talked to him freely. Wilson interviewed Slay, Gabriel, pilots, intelligence officers, and others, including Franks. In addition, he obtained copies of OPREP-4s.

Lavelle told Wilson that he interpreted the rules of engagement liber-

ally, as he had been prompted to do. He explained why he regarded the air defense system as always being activated against any aircraft flying into North Vietnam, thus providing grounds for protective reaction strikes. He told people in the command that they could not report "no reaction" to a mission over North Vietnam.

Lavelle was astounded when Wilson showed him the OPREP-4s with false data. He said he had never seen an OPREP-4 before and had not known the detail that was required to complete one. He had assumed that a general statement about enemy reaction would do.

Lavelle called in three members of his staff and asked them to reconcile the OPREP-4 reporting requirements with the kinds of missions he had been directing. They quickly determined that it could not be done. At that point, Lavelle ordered the planned protective reaction strikes stopped, but it was too late to save his career.

On March 23, Wilson reported his findings to Ryan, who immediately summoned Lavelle to Washington. "Upon his arrival in Washington on March 26, General Lavelle admitted to me that a limited number of strikes which had attacked military targets in North Vietnam had been inaccurately reported as protective reaction," Ryan said. "He also admitted that he ordered that crews could not report 'no reaction' when they expended ordnance in North Vietnam."

In Ryan's view, Lavelle's biggest offense, worse than violating the rules of engagement, was putting members of the command in a situation where they were forced to falsify reports. Ryan told Lavelle he could either retire or take

Sen. Harold Hughes (D-Iowa) received a troubling letter from a constituent, USAF Sergeant Lonnie Franks, an intelligence specialist at Udorn.



US Senate Historical Office

off the four-star rank and be assigned somewhere else as a major general.

(Major general was the highest permanent grade an officer could hold. Temporary promotion to lieutenant general or general was possible when the officer was assigned to a position justifying those grades, but the rank was in the job, not in the individual. At the end of the assignment, unless going to another position that carried a high temporary grade, the officer reverted to permanent grade.)

Lavelle had genuine medical problems—a heart murmur, emphysema, and a disc problem that caused aggravated pains in his hips and legs—so his retirement could be explained as being for medical reasons. The assistant surgeon general was waiting outside Ryan's door to begin the processing.

Lavelle decided to take the retirement, but soon found himself front page news in the *New York Times* and his actions the subject of two Congressional investigations.

Congressional Hearings

Ryan and Lavelle were the only ones called to testify before the House Armed Services investigating subcommittee June 12. The Senate Armed Services Committee hearings, Sept. 12-19, took a deeper look. Ryan and Lavelle told their stories again, and the committee also heard from Slay, Gabriel, Abrams, Murray, Franks, Moorer, the Chairman of the Joint Chiefs of Staff, and Adm. John S. McCain, former commander in chief of US Pacific Command.

At the House hearing, Ryan said that before relieving Lavelle, he had gotten assurances from the Secretary of Defense, the Joint Chiefs, and US Pacific Command that no authority had been given to deviate from the rules of engagement. Moorer, McCain, and Abrams said in their Senate testimony that they knew of nothing that would have led Lavelle to interpret the rules as he did.

■ **Scope of Unauthorized Strikes.** Ryan told the House Armed Services Committee that between Nov. 8 and March 8, there had been some 28 missions, equating to about 147 sorties, that were in violation of the rules of engagement. The Air Force had evidence of false reporting in three cases, but the total number of false reports was not known.

Lavelle said Ryan's numbers were high. The total of protective reaction missions exceeding the rules of en-

Sen. Barry Goldwater (R-Ariz.) had harsh criticism for the rules of engagement and expressed sympathy for Lavelle's situation. However, he said, the general's violation of an order "cannot be defended."



gagement "was in the neighborhood of 20, probably less," he said.

■ **The False Reports.** Ryan said that Lavelle's instructions were the "impetus" behind the falsified reports. Lavelle agreed but said that "the impetus for what went into that report stems from me by my stating that we could not report 'no reaction.' Now there is a difference here between that and a false report."

Lavelle later added that "my instructions were not clear and were subject to misinterpretation and, in retrospect, were apparently interpreted by my subordinates as an exhortation to report enemy fire when there was none. 'Hostile action, enemy radar,' would, in my judgment, have been an accurate report." That, of course, left his subordinates with the problem of what to put on the OPREP-4.

■ **What Lavelle's Subordinates Understood.** In most cases, Slay was the intermediary between Lavelle and the wings on the reporting of strikes, and in most cases, the wing involved was Udorn. Of the 28 known planned protective reaction missions, Udorn had flown 25. The wing had one reconnaissance squadron and two F-4D fighter squadrons, which made it easier for reconnaissance and escort crews to talk to each other.

At the Senate hearing, Slay was asked what he thought Lavelle's reporting instructions had meant. "It was just understood by everybody that was involved in this thing that the reports had to come in with 'enemy reaction' shown because that is what the boss directed," Slay said.

In response to another question, Slay said, "Lavelle knew, sir, that regardless

of whether there was reaction or not, it would be reported that there would be reaction. He knew that because he directed it."

Slay said Lavelle exuded "supreme confidence" and gave the impression that he had the authority to do what he was doing. "I accepted the fact that General Lavelle would not be such a damned fool to go about this on his own," Slay said.

Gabriel said that at a conference, Lavelle "chided me personally about the call that was made Jan. 23, about 'no reaction, fighters expended,'" but said there may have been a teasing tone to the chiding.

■ **"Specats."** "The wing commander later submitted on this type of strike, a Specat, a special category message to 7th Air Force and said, 'This is what we really hit,'" Ryan said. This special category report, he said, was called a "Specat eyes only" and was "a message that does not come to the normal distribution centers."

Asked by Congressman Pike about the Specats, Lavelle said, "I was aware that he [Slay] was getting special reports that included the actual bomb damage that was being done."

■ **Acceptance of the Orders.** Lavelle's orders about planned protective reaction strikes and the characterization of enemy reaction met no serious challenge from within the command. Gabriel, in his testimony to the Senate, explained it best.

"Looking back, I think certainly if his directions were to strike civilian targets, cities, or anything not directly related to our military objectives over there, I certainly would have questioned the orders," Gabriel said. "But

since these were all military targets and I had one authority that I answer to, the 7th Air Force, for the rules of engagement as well as the strikes, I assumed that he had the authority to tell me to do what I did."

Asked by Sen. John C. Stennis (R-Miss.), chairman of the Armed Services Committee, what he thought about filing the false reports, Gabriel said, "My conjecture was that possibly there was—it goes to the world, the OPREP-4—and I assume there was somebody on the loading list that did not have a need to know, and the full report would be filed with the special report [the Specat] that was sent in at night." By "to the world," Gabriel said he meant the OPREP-4 went to a lot of addressees.

Beyond that, the White House and the Pentagon had set a low standard for truth in the Vietnam War. From 1964 to 1970, for example, the government claimed that US forces were flying only "armed reconnaissance" missions in Laos, with aircraft authorized to return fire if fired upon. In actuality, the Air Force and the Navy were flying hundreds of combat strike missions a day in Laos. Official records were full of cover stories for operations that were not what they seemed. (See "Barrel Roll," August, p. 54.)

■ Why No Court-Martial? "I considered a court-martial and thought about it quite awhile," Ryan said. "I decided against it. Relief from command is a blow to a man's pride, to his high prestige. ... I thought it was adequate punishment."

The Flap Rolls On

In a *New York Times* article June 18, reporter Hersh disclosed that the whistleblower had been a sergeant at Udorn who wrote to a Senator from Iowa. There were only two sergeants in the Current Intelligence section. Franks was from Iowa and the other sergeant was from California.

After that, working in the intelligence shop became difficult for Franks and he requested a transfer. He was assigned to the social actions office, first as a counselor and then as a clerk typist. Just before his testimony to the Senate, he was reassigned to McCoy AFB, Fla., again as a clerk typist.

On Nov. 3, 1972, Franks preferred charges against Lavelle, Slay, Gabriel, O'Malley, and 20 others with a series of accusations that included violation of the rules of engagement, false reporting of operations, and inducing others to violate

the rules and make false statements. The charges were dismissed by the Secretary of the Air Force Nov. 21.

(Anyone subject to the Uniform Code of Military Justice can prefer charges against anyone else who is also subject. In June 1972, 1st Lt. Delbert R. Terrill Jr., a recent graduate of the Air Force Academy, filed charges against Lavelle for disobedience of orders and falsifying official records. Terrill, who was assigned to *Air Reservist Magazine* at Bolling Air Force Base in Washington, acted on behalf of the Concerned Officers Movement, an anti-war group. His charges had been dismissed in October.)

One item on the agenda for the Senate hearing was to consider the Air Force's proposal to promote Lavelle. Ryan said that although Lavelle's "service as a four-star general was not satisfactory and did not warrant retirement in that grade," his service as a lieutenant general was outstanding and the Air Force recommended his promotion to that grade. The Senate disapproved the proposal in October and held Lavelle's retired grade at major general.

Sen. Barry Goldwater (R-Ariz.) was strongly critical of the rules of engagement and expressed considerable sympathy for Lavelle, but he said that Lavelle's actions were "the violation of an order which has been admitted to" and that Lavelle "cannot be defended."

For several months in 1973, Senator Hughes held up promotions for 160 Air Force and Navy officers who might have "material evidence regarding unauthorized air strikes" in Southeast Asia but eventually gave it up. "In 1973, revelations about the false reporting system authorized by President Nixon for the bombing of Cambodia undercut Hughes' campaign against Lavelle's subordinates," Air Force historian Wayne Thompson said. "In any case, most of Hughes' colleagues saw merit in General Ryan's position that General Lavelle's subordinates had no way of knowing how high was the source of the orders they were getting from Lavelle."

Three of those involved—Slay, Gabriel, and O'Malley—went on to become four-star generals. Gabriel

was Chief of Staff of the Air Force from July 1982 to June 1986.

Lavelle Unwavering

In retirement and until his death in 1979, Lavelle stuck to his position. The strikes were within the rules of engagement because the air defense radars were constantly activated against his aircraft. A liberal interpretation of the rules had been encouraged. He did not intend for the reports to be falsified. The Air Force was "hasty" in relieving him.

In an oral history interview in April 1978, Lavelle said that the inquiry had been neither thorough nor fair. "If anybody really wanted the total story or wanted the true story, no effort was made to gather it by historians, by the Senate, by the press, by the Air Force," he said. He pointed out that the Senate had not called Vogt to ask him what he said at the conference in Hawaii.

Vogt responded in an oral history interview of his own in August 1978. "In fact," he said, "I had attended a conference out at CINCPAC where his [Lavelle's] deputy had come up, and we had talked about what we were going to do in this situation. And I said to them, 'I'll tell you the JCS thinking on this. The Chiefs say that we must abide by the rules. You cannot fire on them until they've fired on you, but once they've fired on you, there is no limit to the amount of effort you can put in, in response.' ... Whether he misinterpreted that guidance to mean that the Chief would support him in the other thing he did or not, I don't know."

Vogt said the Joint Chiefs understood that the rules of engagement put pilots at a disadvantage and had, without success, "made repeated attempts to get that loosened up." The rules were laid down "at a very high level," and the White House wanted to give the appearance of great constraint and great restraint as a tactic in the negotiation process.

Ironically, the North Vietnamese Army launched its Easter Invasion of South Vietnam on March 30, 1972, a week after Lavelle's recall. The bombing of North Vietnam resumed, and 7th Air Force was flying missions daily against the very kinds of targets that Lavelle had stretched the rules of engagement in order to attack. ■

John T. Correll was editor in chief of Air Force Magazine for 18 years and is now a contributing editor. His most recent article, "Flak Trap," appeared in the October issue.



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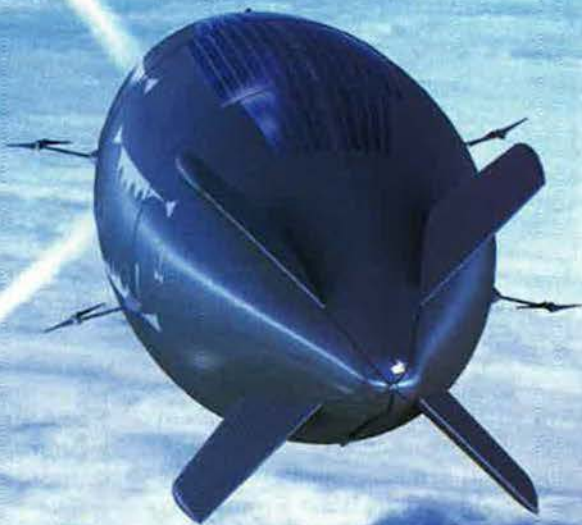


Ken Scherban
B-52 Weapons
Carriage Program

Are Airships for Real?

After decades of military irrelevance, lighter-than-air vehicles could be making a modest comeback.

By Rebecca Grant



Artist's conception of the proposed high-altitude airship, capable of loitering at near-space heights.

In June 1937, the Army Air Corps walked away from lighter-than-air aviation. The AAC had been operating two airship and two balloon squadrons, but Congress and Army leaders, facing tight budgets, decided they had to go. Maj. Gen. Oscar Westover, the AAC Chief, turned over the fleet to the Navy and got the nation's premier air arm out of the blimp business—seemingly forever.

Airships virtually disappeared from public consciousness over the next 70 years. However, they did not completely die out. Lighter-than-air systems—in small numbers and operated in other armed services or agencies—all the while have occupied niche roles in US national defense.

Now, to the surprise of virtually everyone, airships seem to be making a

modest comeback, more than a century after the Army fielded its first models. Some new types are being flown by the Air Force.

These are not the blimps of old, which were unwieldy, unreliable, and often dangerous to life and limb. The new types could take on missions such as resupply of American ground forces overseas and defense against cruise missiles.

This new breed of airships ranges from unmanned, high-altitude aerostats designed to stay in one place to experimental giant cargo airships capable of carrying several times the tonnage hauled by a C-5 airlifter.

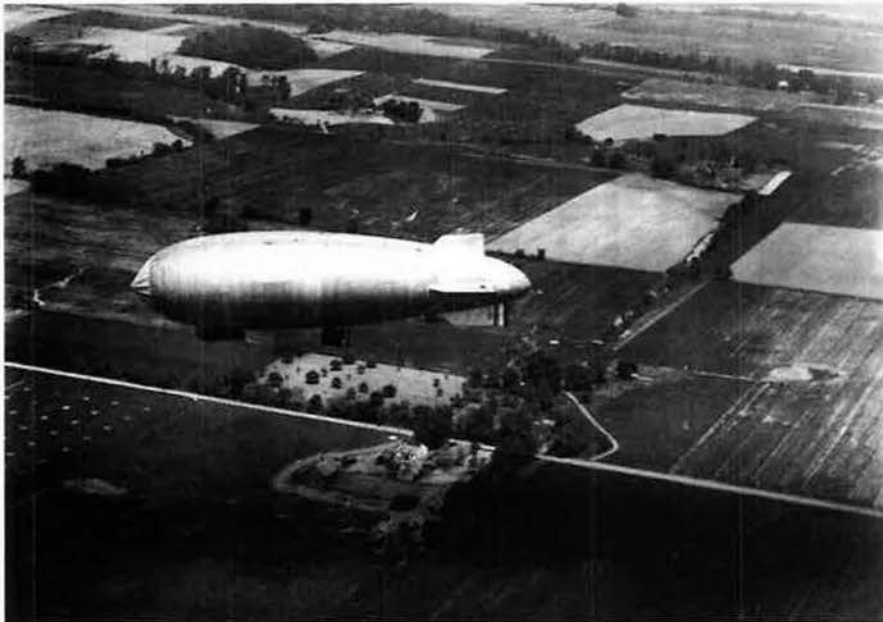
Sausage Squadrons

In World War I, “sausages” (the term used in the early days of ballooning)

were commonly used for artillery spotting and other observations. In fact, the first unit in the US Army Air Service to be declared operationally ready was a balloon company that came up to the Western Front in late February 1918.

In the US military, the Navy dominated the lighter-than-air community. It kept balloons in use for coastal defense through World War II. Naval aviators in those days opted either for the lighter-than-air or the heavier-than-air track—each with its distinct service badge.

In the early days, the reputations of airships were irremediably tainted by highly publicized accidents. The Navy's USS *Shenandoah* went down in a 1925 storm, with much loss of life. It was the specific event that provoked



Army airship RS-1 is shown in this May 1926 photo. A series of airship disasters gave lighter-than-air military craft a bad reputation.

Army Brig. Gen. William Mitchell to accuse the Army and Navy of treasonable aviation management. (See "The Keeper File: The Blast From Billy Mitchell," July, p. 28.) Britain's R101 airship crashed near Beauvais, France, in 1930. Then came the *Hindenburg* disaster at Lakehurst, N.J., in 1937. The hydrogen-filled dirigible exploded in an immense fireball.

The Navy's airship investments created enough of an industrial base to support production of what came to be the legendary Goodyear blimps. Goodyear built its first blimp—named "Pilgrim"—in 1925.

The Navy had 10 airships at the outset of World War II. Thereafter, production expanded and, in 1945, the service could call on 141 operational K-type blimps, used mainly for open ocean escort. According to an official history, these Navy aircraft escorted some 89,000 surface ships without the loss of a single vessel to enemy submarine attack. The Navy kept some semblance of a program until 1962.

Today's developments could propel airships into military operations over the next decade. New technologies—and changing geopolitics—are making airships relevant for such missions again.

Airships have already returned to military service in a traditional role: surveillance. In 1980, North American Aerospace Defense Command inaugurated use of the Tethered Aerostat

Radar System (TARS). This Air Force airship operates on the southern border of the United States.

The aerostat is a slimmed-down cousin of the original airships. Filled with helium, it looks and performs like an unmanned cross between a blimp and a balloon. A cable provides a tether and power sufficient to keep

the aerostat airborne for months at a time. A TARS aerostat can reach an altitude of 12,000 feet while carrying a payload of sensors weighing more than a ton.

Given its high-altitude vantage point, the radar on the aerostat can detect targets such as small airplanes at a distance of 230 miles. Positioning several aerostats on the border forms a steady and cost-effective radar screen. The TARS aerostats were first used as radar platforms for drug interdiction. They picked up a new homeland security mission after the Sept. 11, 2001 attacks.

Tactical Aerostats

Today two tactical aerostat variants are assisting US troops in other ways. REAP—the Rapidly Elevated Aerostat Platform—is a joint Army and Navy program. Just 25 feet long, REAP is designed to operate 300 feet above the surface with day and night electro-optical sensors.

Big brother to REAP is the newer Rapid Aerostat Initial Development (RAID) system. It's twice as big and can carry payloads of sensors to 1,000 feet. RAID's main purpose is force protection.

The need for defense of US soil from cruise missile attack opened up an entirely new mission for sophisti-

Lighter Than Air, Long on Notoriety

One hopes that airship operations of the future do not become as notorious as those of the early 20th century. After World War I, military experimentation began in earnest. The resulting trail of disaster was long indeed.

The Army Air Service got things off to a bad start with *Roma*, a 410-foot-long dirigible acquired from Italy in 1920. In a test flight on Feb. 21, 1922, *Roma* struck some high-voltage wires, which touched off its hydrogen gas. The explosion killed 34 of 45 crew and civilians on board.

Thereafter, however, the Navy suffered a string of spectacular mishaps:

USS *Shenandoan* was built for coastal defense and fleet surveillance. The airship was a popular sight, flying over state and county fairs until it went down during one such publicity tour in September 1925. Fourteen crew members died.

USS *Akron* ran into a violent storm and crashed into the Atlantic in April 1933, and a smaller J-3 Navy airship crashed during the rescue attempt.

USS *Macon* encountered a storm off California and crashed into the Pacific in February 1935.

Such problems left the Navy more than willing to sign a contract in October 1935 for the new LZ-129 *Hindenburg* to operate from NAS Lakehurst, N.J. The Navy swapped landing rights and servicing in return for seats for Navy observers on the homeward flights.

Hindenburg was the largest airship ever to fly. Sixteen gelatin-coated gas cells encased the hydrogen lifting gas. Four diesel engines provided power for liftoff and cruise. *Hindenburg* was a passenger liner that made 10 successful trips from Frankfurt to Lakehurst during 1936.

The airship's course took it across the Atlantic at about 1,000 feet and then over Manhattan on the way to Lakehurst.

On May 6, 1937, disaster struck. While *Hindenburg* was trying to dock at the mooring tower, it caught fire at the stern. Hydrogen-fed flames consumed the airship in a little over a minute, killing 36 passengers and crew. Many of the survivors owed their lives to the sandy soil of the landing area, which cushioned their falls from the burning wreckage.



The first all-metal airship, the Navy's ZMC-2, makes an appearance at the 1929 National Air Races in Cleveland.

cated aerostats. The Joint Land Attack Cruise Missile Defense Elevated Netted Sensor (JLENS) system dates to the mid-1990s. JLENS was conceived as part of the solution to the challenge of detecting and tracking low-flying cruise missiles.

Defending against cruise missile attack calls for continuous surveillance with no gaps. While high-end systems such as the Airborne Warning and Control System aircraft and the Aegis system are more than capable of picking up the low-fliers, the trick is keeping sets of E-3s or Navy cruisers in place all day, every day.

An expanded aerostat system could in theory remain on guard continuously at much lower cost. JLENS posited a two-layer system to perform the early over-the-horizon detection and fire-control missions for cruise missile intercept. In theater operations, the JLENS airship would be accompanied by a mobile mooring station and a separate processing station for the radar data.

According to a recent Congressional Research Service report, "JLENS is seen by some to be an important part of DOD's network-centric warfare approach, because it is the centerpiece of a larger attempt to seamlessly link together numerous sensors across services to build a 'single integrated

air picture' that will enable effective cruise missile defense."

Pushing aerostats to the next level entails moving from the 12,000-foot altitudes of TARS to the "near space" altitudes of about 70,000 feet. Radars permanently positioned at that height could greatly expand the integrated air picture of activities on Earth.

In theory, a small band of high-altitude airships could survey the entire United States, including the interior, and do it well above commercial and military aircraft lanes.

The operational concept calls for an airship to carry an over-the-horizon radar, much like a low-flying satellite would do. Ten high-altitude airships could provide overlapping coverage of an entire US coast.

An operational airship would have to be about 25 times the volume of a Goodyear blimp for the helium to function at 70,000 feet. The huge airship may also become the structure for the radars it carries. An active electronically scanned array radar with long antennae on the sides of the giant blimp could provide stunning power, coverage, and reliability. The Defense Advanced Research Projects Agency is researching the concept.

The Air Force Research Laboratory has funded experimental research on a high-altitude airship capable of remaining on station as long as one year. To keep a geostationary position, the airship would need its own fuel cell—still under development—and thrusters to reposition it in the winds at 65,000 feet, according to Purdue University professor John Sullivan.

Hybrid Airships

These craft face some of the same challenges that bedeviled the zeppelins of old. Thunderstorms brought down



Perhaps the most famous airship was the dirigible Hindenburg, seen here at its home base at Rhein-Main, Germany, circa 1937.



The Navy is testing this Skytrain 500, a British-built airship, for its handling qualities and radar signature. Unmanned blimps have been serving as a radar picket on the US-Mexico border since the 1980s.

USS *Shenandoah*, but the classic summer storm might be nothing compared to the turbulence at 70,000 feet.

To get around this problem, the high-altitude airship would, in theory, be able to “fly” under its own power, change altitude, and reposition itself to avoid dangerous conditions.

Plans call for the high-altitude airship demonstrator to fly in 2009.

The real successors to the airships of bygone days may be a new crop of hybrid systems able to carry vast quantities of cargo. DARPA, the Navy, and the Army all set hybrid airship research in motion in recent years.

The hybrid airship is technically heavier-than-air. It combines static lift from the buoyancy of helium gas with aerodynamic lift derived from the lifting body shape of the pressure envelope. Theoretically, the combination makes huge payloads possible.

Hybrid airships would take off and land at low airspeeds that allow flight controls to remain effective. Engine-driven propellers and vectored thrust increase control and handling options.

The impetus behind this new activity is a recurring requirement: cheaper intercontinental lift for heavy ground forces. Since the end of the Cold War, the Army has been seeking ways to

deploy units more quickly. The ideal solution is a vertical takeoff and landing vehicle that could operate in austere locations without large runways.

Could hybrid airships fill the bill? That’s what DARPA set out to explore with a program called Walrus. Requirements called for an airship to deliver a payload of 500 tons over a distance of 13,800 miles in less than seven days.

In 2005, DARPA awarded two formal contracts for competitive development of a behemoth Walrus cargo airship. Lockheed Martin squared off against newcomer Worldwide Aeros Aeronautical Systems.

Then, Congress zeroed out funding. DARPA opted to close down Walrus after completion of the first phase.

This does not spell the end for hybrid airships, however. Lockheed Martin flew a test hybrid airship dubbed the P-791 in California in early 2006.

Observers described the P-791 as the size of three 200-foot-long Fuji blimps joined together. It has air cushions for landing gear. Reportedly, airship

pilots took hovercraft training to get a feel for the ground handling of the demonstrator.

Promising as some of the demonstrators may be, the new airships still have hurdles to overcome. These include ground handling difficulties, development costs, and lingering questions about vulnerability in a combat environment.

The cargo hybrids face integration challenges, and even the high-altitude airships have to contend with thermal and ozone factors and days when winds in the stratosphere top 115 mph.

“They’re not cool,” quipped retired Gen. John P. Jumper, former Air Force Chief of Staff, who also saw their value.

A recent Congressional report estimated that 32 companies across Europe, Asia, and North America are designing and manufacturing airships, mostly for commercial or experimental purposes.

It seems that, this time, blimps may be around for a while. ■

Rebecca Grant is a contributing editor of Air Force Magazine. She is president of IRIS Independent Research in Washington, D.C., and has worked for RAND, the Secretary of the Air Force, and the Chief of Staff of the Air Force. Grant is a fellow of the Eaker Institute for Aerospace Concepts, the public policy and research arm of the Air Force Association. Her most recent article, “Fade to Black,” appeared in the October issue.

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The Power To Do More



The 15th Chief Master Sergeant of the Air Force has some timely advice for today's airmen.

Chief McKinley



USAF photo

By Peter Grier

The new Chief Master Sergeant of the Air Force, Rodney J. McKinley, has this message for younger members of the Air Force: Don't model your career after mine.

It could turn out to be valuable advice at a time of force reductions and uncertainty about the future of careers.

Back in 1977, when the Air Force was getting smaller as a result of a force reduction no: unlike today's, the service was handing incentive packages to airmen who chose to leave. Rodney McKinley had been in the military for only three years—and he'd been offered what seemed like a good paying job, helping to run a

CMSAF Rodney McKinley speaks to airmen at Lincoln Airpark, Neb. The airmen are based at Offutt Air Force Base.



Lt. Gen. Arthur Lichte, USAF assistant vice chief of staff, congratulates McKinley after the ceremony making him the 15th Chief Master Sergeant of the Air Force.

popular restaurant outside the gates of Seymour Johnson AFB, N.C.

So McKinley took the buyout and returned to civilian life.

He soon learned, however, that his civilian paycheck wasn't that impressive after all, especially when computed on a per-hour basis. The benefits left a lot to be desired as well.

An avid golfer, McKinley the airman had paid \$90 per year to play all he wanted on the Seymour Johnson course. As a civilian, rounds were costing him \$26 for each outing.

He also missed the Air Force camaraderie, and he wanted more security for his family. And so, after five years as a civilian, in 1982, he re-enlisted.

The lesson McKinley learned from this experience? Don't make uninformed decisions that affect your future.

"It's a good example of, 'Don't do what I did,'" he says. "If you choose to be a civilian, that's OK, as long as you weigh out all the factors."

Tough Times

That is advice many in the Air Force will need to consider as the service faces downsizing and an overall personnel transformation that could be the biggest in the service since it was founded in 1947.

"I recognize I'm stepping into this job at a very difficult time," says McKinley today.

As the 15th Chief Master Sergeant

of the Air Force, McKinley is the top noncommissioned officer in the Air Force and the chief advisor on enlisted matters to Gen. T. Michael Moseley, the Chief of Staff. He was promoted on June 30 and took over the position from CMSAF Gerald R. Murray. Murray retired after four years in the post and 29 overall years of service.

A native of Mount Orab, Ohio, McKinley grew up a country boy, according to own his description. "I've baled a lot of hay," he says.

He enlisted in the Air Force with a buddy in the fall of 1973. As a youth, he'd dreamed of a medical career, so he sought, and was granted, a job as a medic. He ended up working in hospital emergency rooms.

"I really enjoyed it," says McKinley. "It was even better than I had thought it would be."

It was gratifying to see how his job in the Air Force affected people's lives for the better. He could take pride in such things as suturing up a cut so it would heal without a scar and helping sick kids get better.

"One of the lessons I learned being a medic is perspective," he says. "A lot of things I do today are not life and death. If a report is late, it's important we get it in, but it is not really life and death."

After leaving the Air Force in 1977, he eventually found himself back in his hometown. He attended nursing school during the day and at night helped run the emergency room at the hospital in which he was born.

When he re-entered the service in 1982, McKinley knew that this time he would be fully committed to a military career. Because of his prior experience and private-sector training, McKinley assumed that he would be assigned to work at something in the health care field.

He was wrong. At the time, the only openings for prior-service personnel were in the weapons and crew chief fields. So he opted to become a crew chief—and decided he would work



McKinley shakes hands with a new airman at Lackland AFB, Tex., on Aug. 7. McKinley spoke at the ceremony, which marked the transition of trainees at Lackland into airmen.

to become the best crew chief he could be.

"Whatever job the Air Force gave me, my goal was always to do the best that I possibly could," says McKinley.

He was happy as a crew chief, but in 1990 the Air Force threw him another curve—one of the aircraft that he knew best, the F-4, was going to transition out of service.

Cross Train or Die

"They told me to either cross train or get out. I chose to become a first sergeant," says McKinley.

The change enabled him to learn yet another set of skills. First sergeants have to know what is going on and take care of airmen and their families. This was the job he performed for a decade, until his promotion in 2001 to command chief master sergeant for the 86th Airlift Wing at Ramstein AB, Germany.

The lessons from his first sergeant experience have been "invaluable," says McKinley. "Almost everything I do now is related to my 10 years as a first sergeant."

In Qatar during Operation Iraqi Freedom, McKinley served as command chief for the 379th Air Expeditionary Wing, a force that generated more than 4,000 sorties.

Following that, he was promoted to command chief master sergeant of 11th Air Force, Elmendorf AFB,

15 Chief Master Sergeants of the Air Force	
Paul W. Airey	April 1967 - July 1969
Donald L. Harlow	August 1969 - September 1971
Richard D. Kisling	October 1971 - September 1973
Thomas N. Barnes	October 1973 - July 1977
Robert D. Gaylor	August 1977 - July 1979
James M. McCoy	August 1979 - July 1981
Arthur L. Andrews	August 1981 - July 1983
Sam E. Parish	August 1983 - June 1986
James C. Binnicker	July 1986 - July 1990
Gary R. Pfingston	August 1990 - October 1994
David J. Campanale	October 1994 - November 1996
Eric W. Benken	November 1996 - July 1999
Frederick J. Finch	July 1999 - July 2002
Gerald R. Murray	July 2002 - June 2006
Rodney J. McKinley	June 2006 - present

Alaska. In March 2005, McKinley was named command chief master sergeant, Pacific Air Forces, at Hickam AFB, Hawaii.

Only a few months later, he was picked for his present post.

"Any number of chief master sergeants could have been selected" as Chief Master Sergeant of the Air Force, McKinley says. "Now that I'm here, I have a great responsibility to all the airmen and their families out there."

Travel is a big part of being the Air

Force's top enlisted person. Within weeks of assuming the job, McKinley had toured bases in the San Antonio area, visited Peterson AFB, Colo., to get a look at what the Air Force is doing in space, and attended an Air Force Week celebration in St. Louis that included a Cardinals game at the city's new downtown stadium.

"My goal is not just to go out and make appearances," says McKinley. "I'll be at the places I need to be to represent the Air Force."

He is not planning big changes from his predecessor's approach. The top job, McKinley says, is to focus on the Air Force's three priorities: winning the War on Terror, taking care of airmen, and modernizing the force.

One thing he does emphasize is the importance of recognizing the needs of and providing leadership for junior enlisted airmen.

"I want supervisors to take a greater role in taking care of their airmen," says McKinley.

That includes reminding the airmen that when they are deployed to foreign countries, they become representatives of both the Air Force and the United States. Bad behavior harms not just themselves, but their country.

"We have fantastic core values of integrity, service, and excellence," says McKinley. Airmen need to not just quote those values, but practice them, especially when on temporary duty assignments in other countries, he says.

USAF photo



McKinley addresses airmen at an enlisted call at Offutt.



CMSgt. David Popp (far left), ACC's command chief, answers a question during an Air Force Association Air & Space Conference professional development forum. McKinley led the panel of six command chief master sergeants.

Enlistees across the Air Force should be proud to be airmen, he adds. That means proud in their work, proud in their behavior, proud of the uniform. Junior enlistees are not "kids," or "troops," but airmen—as integral a part of the service as four-star generals.

"We should all have a lot of pride in our heritage," he says.

McKinley himself had a chance to appreciate the Air Force's heritage when he visited the site of the new Air Force Memorial, near the Pentagon, this summer. With Moseley, he signed a stainless steel segment that was placed at the tip of one of the spires that make up the memorial's soaring design.

"That was just a humbling experience," says McKinley.

Those 40,000 Cuts

The new chief has assumed his job at a time when the force is being drastically reshaped. The Air Force is committed to shedding the equivalent of 40,000 full-time personnel in an effort to become more efficient and gain the resources necessary to modernize an aircraft fleet that is now the oldest in service history.

Some commissioned officers are being told they have to go in 2007. Because of that, they will get separation pay. (See "Aerospace World: Air Force RIFs Lieutenants," July, p. 18.)

But under current plans, the enlisted force will not be trimmed in the same involuntary fashion next year, according to McKinley. The Air Force will bring fewer recruits into basic training

and is going to take some people in overmanned career fields and ask them to cross train into fields that are now short of personnel.

"If we find we cannot get the numbers out the way we want, we will probably have to go out and ask for legislation allowing us to pay [enlisted] people to leave," says McKinley. "But we think we are going to get the numbers right without asking for more money."

Today's airmen will have to get used to accelerating change, says McKinley. They will have to be more adaptable than even he has been in his career.

For much of the time the chief has been in the service, the Air Force faced one clear enemy, the Soviet Union. Today's military does not have that kind of certainty.

"We don't know who the next enemy is going to be," says McKinley. "We have to be prepared to go anywhere in the world on a moment's notice and fight in many different ways.

"It's a different Air Force from the one I grew up in," the chief adds. "Our people are deploying much more than ever before," but the personnel are up to the challenge. "Airmen today are phenomenal," he says. ■

The Star, Wreath, and Stripes: The Early Years

The following pieces of lore come from "The Chiefs," a 48-page study of the Office of Chief Master Sergeant of the Air Force and its origins. It was published in 1984 by the Air Force Association.

- The term "Chief Master Sergeant of the Air Force" appeared officially for the first time, it is thought, in the language of a 1966 bill introduced by Rep. Mendel Rivers, D-S.C., chairman of the House Armed Services Committee. Until then, the Air Force tentatively had used the title "Sergeant Major of the Air Force" for the proposed position.
- In October 1966, the Air Force acted administratively to establish the post of CMSAF, with Gen. John P. McConnell, the Chief of Staff, announcing his decision in a letter to major air command commanders.
- Selection criteria for the first CMSAF were sent to major air commands in November 1966. Candidates were to be E-9s with a minimum of 22 years of service. Of the Air Force's 5,900 chief master sergeants, some 2,200 met the 22-year service criterion.
- There were three finalists to become the first CMSAF. They were CMSgt. Jefferson F. "Red" Marsh of Pacific Air Forces, CMSgt. Conrad F. Stevens of Military Airlift Command, and CMSgt. Paul W. Airey of Air Defense Command. Airey was ultimately selected.
- For insignia, USAF first considered adding a third stripe atop the E-9 chevron, but that was rejected as "too much." Ultimately, USAF decided to place a star encircled by a wreath on the interior field of the stripes. (A third stripe for all E-9s was added later.)
- Responsibilities of the CMSAF were defined officially as "to advise and assist the Chief of Staff and the Secretary of the Air Force in matters concerning enlisted members of the Air Force."
- The term of office was originally established as two years, but it was changed in 1976 to tenure "at the discretion of the Chief of Staff."
- In the establishment of the position, the relevant headquarters operating instruction (which later became a regulation) said that the CMSAF "takes precedence over all other enlisted members of the Air Force while serving in the position."
- In 1977, the Air Force placed the grade of Chief Master Sergeant of the Air Force in its official grade chart. It also recognized "CMSAF" as the official abbreviation.

Peter Grier, a Washington, D.C., editor for the Christian Science Monitor, is a long-time defense correspondent and a contributing editor to Air Force Magazine. His most recent articles, "The JDAM Revolution" and "The Laptop Scandal," appeared in the September issue.



This Is AFA

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Air Force Association



Photos by Christopher J. McCartin

At the Air Force Anniversary dinner, AFA celebrated the 50th anniversary of its Outstanding Airmen of the Year program. Here, Outstanding Airmen past and present gather on stage for a lengthy standing ovation.

National Convention 2006

THE Air Force Association's annual National Convention and Air & Space Conference and Technology Exposition, held Sept. 22 through 27 at the Marriott Wardman Park Hotel, Washington, D.C., celebrated AFA's six decades of existence and its 50-year history of bestowing the outstanding enlisted airmen award. It was a week in which the national headquarters building was rededicated, and participants got a "first look" tour of the new Air Force Memorial.

On Friday evening, Sept. 22, AFA





Above (l-r), CMSAF Rodney McKinley, Secretary of the Air Force Michael Wynne, and AFA National President (now Chairman of the Board) Robert Largent await the Air & Space Conference opening and awards ceremonies.

At right, Gen. John Corley, USAF vice chief of staff, and Rep. Ike Skelton (D-Mo.) (far right) were welcomed to the Midwest Region Congressional Breakfast by Judy Church, AFA's new National Secretary, and Keith Sawyer of the Scott Memorial Chapter (Ill.)



Below, AFA's National Treasurer, Steven Lundgren of the Fairbanks Midnight Sun Chapter, addresses the AFA delegate meeting. He was elected for a second term.



hosted the ceremony rededicating its newly renovated national headquarters building, followed by a reception. About 100 guests, including delegates and AFA officials, attended. The rededication featured the unveiling of a plaque paying tribute to Gen. Jimmy Doolittle, who pioneered the establishment of a national association to support the United States Air Force; Gen. Russell E. Dougherty, who envisioned a national headquarters building for AFA; and national officers, past and present, who supported and sustained AFA's ownership. The plaque, which marks the building's entrance, reads in part: "This building stands as a permanent reminder that the Air Force Association is still on the job—working to maintain the kind of aerospace power required to ensure the freedom

of future generations of Americans." Assisting AFA Chairman of the Board Stephen P. "Pat" Condon was former AFA Chairman of the Board David L. Blankenship, who was AFA's National President at the time the building was first dedicated in 1984.

For the second year in a row, AFA hosted students from USAF's Air Command and Staff College, Maxwell AFB, Ala., at the Air & Space Conference and Technology Exposition. The Class of 2007, all 587 students, attended the workshops, speeches, and briefings. Their participation was made possible by a grant to AFA from Boeing. Accompanied by faculty members, the students arrived Sunday, Sept. 24, and stayed through Wednesday, Sept. 27. They became acquainted



The Air Force Chief of Staff, Gen. T. Michael Moseley, delivered an address on air and space power to conference attendees. Moseley also moderated a forum of four-star generals.

with AFA, met with current USAF leaders, and conversed with defense and aerospace industry representatives and executives. They also attended panels and seminars and visited the various exhibits at the Technology Exposition.

The students were joined by more than 1,250 attendees registered for the Air & Space Conference, along with hundreds of AFA members and delegates who gathered on Saturday and Sunday to participate in the AFA National Convention preceding the Air & Space Conference.

Many delegates, conference attendees, and ACSC students attended a memorial service on Sunday at the hotel. Donald J. Harlin, AFA National Chaplain, officiated. He gave the invocation, offered a message highlighting the new Air Force Memorial, and concluded with a closing prayer. AFA Chairman of the Board Condon, and National President Robert E. "Bob" Largent read the 2006 Memorial Tribute List. After the service, many boarded chartered buses for an Air Force Memorial tour, conducted by Memorial Foundation President Maj. Gen. Edward F. Grillo Jr., USAF (Ret.). Following a tour of the memorial, attendees visited the World War II, Korean War, and Vietnam War memorials.

Gen. T. Michael Moseley, Air Force Chief of Staff, welcomed delegates, Air Force attendees, and members of

industry at the conference opening on Monday morning, Sept. 25. The opening ceremony also featured a video highlighting 60 years of AFA service and accomplishments as "The Force Behind the Force." Later that evening, AFA honored the 12 Outstanding Airmen of the Year, with an address by Gen. John D.W. Corley, vice chief of staff. CMSAF Rodney J. McKinley was toastmaster. The next day, Tuesday, Sept. 26, the Outstanding Airmen met with their Congressional representatives on Capitol Hill.

Tuesday evening's festivities began with a reception, underwritten by a donation from Lockheed Martin. At the Air Force Anniversary Dinner following the reception, AFA honored retired Gen. Lance W. Lord, former commander of Air Force Space Command, with the H.H. Arnold Award, in recognition of the year's most significant contribution to national security.

Ronald D. Sugar, chairman and CEO, Northrop Grumman, was honored with the John R. Alison Award for industrial contributions to the nation's security.

AFA officials also thanked members of the aerospace industry for their support of the Air Force Memorial, set to be officially dedicated Oct. 14.

To mark the 50th anniversary of AFA's Outstanding Airmen program, 90 award recipients, representing each of the five decades, were honored on stage during the evening. The honorees reciprocated by presenting a plaque to Condon, as well as to AFA, in gratitude for the association's support of the program, which has honored 715 distinguished enlisted airmen during the last half-century. Largent also received a thank you gift of USAF artwork from Moseley.

A birthday cake celebrating AFA's 60th year was cut and served to guests. A musical presentation narrated by Tim White, and featuring the singer Andy Childs, rounded out the evening.

At the National Convention, there were 252 registered delegates rep-



Secretary of the Air Force Michael Wynne (l) and then-AFA Chairman of the Board Pat Condon gather with other anniversary dinner attendees. Wynne delivered the keynote address at the conference.



Joseph Sutter (above) of Knoxville, Tenn., was elected National President and, pursuant to subsequent changes in AFA's governance structure, on Oct. 1 assumed the title of AFA Vice Chairman, Field Operations.

At right, Thomas Kemp, then AFA National Secretary, chats with Gen. Ronald Keys, commander of Air Combat Command.

AFA officials and National Convention attendees on Sept. 22 rededicated the association's recently renovated headquarters building in Arlington, Va. Shown here (l-r) at the rededication plaque were National President Bob Largent, Board Chairman Pat Condon, Vice Chairman L. Boyd Anderson, and Donald Peterson, Executive Director.



representing 45 states, the District of Columbia, and the European area. The Air & Space Conference's Technology Exposition drew some 6,850 attendees and 85 news media representatives.

Holding meetings were trustees of the Air Force Memorial Foundation. Also meeting were the Air Force's Air National Guard Council, Civilian Advisory Council, Company Grade Officer Council, Enlisted Council, and Reserve Advisory Council. The conference marked the 50th anniversary of these councils: In 1956, then Air Force Chief of Staff Gen. Nathan F. Twining met with association members to establish the advisory councils to provide Air Force and association leaders with input on issues of importance.

Over the years, many former coun-



cil members have gone on to assume senior leadership positions in the Air Force. At the joint council meeting, Gen. Lloyd W. "Fig" Newton, USAF (Ret.), representing all former council members, spoke about his tenure on the Company Grade Council and how it influenced his Air Force career.

Election of Officers

Robert E. "Bob" Largent, Harrison, Ark., was elected Chairman of the Board for a first term. Joseph E. Sutter, Knoxville, Tenn., was elected National President, for a first term. Judy K. Church, Lenexa, Kan., was elected National Secretary for a first term, and Steven R. Lundgren, Fairbanks, Alaska, was re-elected National Treasurer for a second term.



AFA Vice Chairman of the Board L. Boyd Anderson addresses AFA delegates. On Oct. 1, Anderson assumed the new title of AFA Vice Chairman, Aerospace Education.

Pursuant to changes in AFA's governance structure approved by the delegates (see "Other AFA Business"), Sutter on Oct. 1 assumed the title of Vice Chairman of the Board, Field Operations, and L. Boyd Anderson, who was serving as Vice Chairman of the Board, became the Vice Chairman of the Board, Aerospace Education.

Other Elections

Elected to the Board of Directors for three-year terms were Dennis R. Davoren, Woodland, Calif., James Hannam, Burke, Va., Buster Horlen, San Antonio, Charles A. Nelson, Sioux Falls, S.D., Paul W. Schowalter, Hickory, N.C. (at large), and Charles P. Zimkas Jr., Colorado Springs, Colo.

Five new Region Presidents were elected. Newly elected are Marvin L. Tooman (Midwest Region), Michael J. Peters (Far West Region), Maxine Donnelly, (Northeast Region), Leonard Vernamonti (South Central Region), and Edward W. Garland (Texoma Region).

For a complete list of AFA National Directors and Region Presidents, including those re-elected, see "This Is AFA," p. 76, and "Field Contacts," p. 103.

Other AFA Business

AFA delegates ratified transition documents approved earlier by the Board of Directors at their December 2005 and February 2006 meetings that were necessary to merge AFA and the Aerospace Education Foundation into

a single organization and to create the AFA Veteran Benefits Association (AFAVBA). (These changes took effect April 1, 2006.) These included an AFA Transition Constitution, an AFA Operations and Procedures Manual, and an AFAVBA Constitution. This was a necessary first step to considering a more permanent governance structure.

Delegates also ratified a permanent-governance-structure AFA Constitution and Operations and Procedures Manual. The new structure is to be phased in over a number of years. Among its more important features are

the following: It reduces the size of the Board of Directors; establishes a Field Council to function in a similar manner to the Aerospace Education Council set up by the transition documents; and realigns titles and responsibilities of the national officers. In addition to the Oct. 1 elected officer title changes noted above, the Executive Director assumes the title of President.

Delegates also approved changes to the way the AFA Nominating Committee is constituted and functions. The new procedures are to be phased in over a number of years, parallel to the board phase-in schedule, and require some further approvals by the board and delegates. The first steps, however, will be taken during the 2006-07 operating year.

Other actions included directing the newly created Field Council to develop ways to streamline the AFA field organizations and to monitor several administrative changes approved by the delegates to be incorporated into the operating policy for field units.

Congressional Activity

AFA state delegations sponsored 14 Congressional Breakfasts on Tuesday, with 44 members of Congress participating. Among them were Sen. John Cornyn (R-Tex.), Sen. James Talent (R-Mo.), and Sen. John R. Thune (R-S.D.), members of the Senate Armed Services Committee.

Members of the Senate Appropriations Committee attending the breakfasts included Sen. Wayne Allard



Lester Lyles and Elizabeth McLaughlin compare notes during a break at an AFA Board of Directors meeting in Washington, D.C.



Gen. Duncan McNabb (l), head of Air Mobility Command, and Gen. Ronald Keys (c) head of Air Combat Command, talk things over with retired Gen. Lloyd Newton, a member of AFA's Board of Directors 2001-05. Retired CMSAF Gerald Murray can be seen in the background.

(R-Colo.), Sen. Robert Bennett (R-Utah), Sen. Byron Dorgan (D-N.D.), Sen. Kay Bailey Hutchison (R-Tex.), and Sen. Tim Johnson (D-S.D.).

Participating in the AFA breakfast meetings were Rep. Joel Hefley (R-Colo.), Rep. Jim Marshall (D-Ca.), Rep. Ike Skelton (D-Mo.), Rep. John M. Spratt Jr. (D-S.C.), Rep. William "Mac" Thornberry (R-Tex.), Rep. Michael Turner (R-Ohio), and Rep. Mark Udall (D-Colo.), members of the House Armed Services Committee.

Members of the House Appropriations Committee attending the breakfasts included: Rep. Virgil H. Goode Jr. (R-Va.), Rep. David Hobson (R-Ohio), Rep. James Kolbe (R-Ariz.), Rep. Dennis Rehberg (R-Mont.), and Rep. Dave Weldon (R-Fla.).

Other Senators attending the breakfasts included: Sen. Max Baucus (D-Mont.), Sen. John DeMint (R-S.C.), Sen. Orrin Hatch (R-Utah), and Sen. Johnny Isakson (R-Ga.).

Other lawmakers attending the breakfasts were Rep. John Alver (D-Mass.), Rep. J. Gresham Barrett (R-S.C.), Rep. Joe Barton (R-Tex.), Rep. Rob Bishop (R-Utah), Rep. James Clyburn (D-S.C.), Rep. Ginny Brown-Waite (R-Fla.), Rep. Ralph Hall (R-Tex.), Rep. J.D. Hayworth (R-Ariz.), Rep. Stephanie Herseth (D-S.D.), Rep. Jim Matheson (D-Utah), Rep. James McGovern (D-Mass.), Rep. John Mica (R-Fla.), Rep. Jeff Miller (R-Fla.), Rep. Dennis Moore (D-Kan.), Rep. James Moran (D-Va.), Rep. Earl

Pomeroy (D-N.D.), Rep. Bobby Scott (D-Va.), Rep. Pete Sessions (R-Tex.), Rep. John F. Tierney (D-Mass.), and Rep. Joe Wilson (R-S.C.).

Secretary of the Air Force Wynne visited breakfasts hosted by Utah, Virginia, and Wyoming. Moseley, the Air Force Chief of Staff, visited breakfasts hosted by North and South Dakota, Texas, and Wyoming. Gen. John D.W. Corley, vice chief of staff, visited the Midwest Region, Texas, and Utah breakfasts. Gen. Bruce Carlson, commander of Air Force Materiel Command, visited the Utah breakfast.

Gen. Kevin P. Chilton, commander of Air Force Space Command, attended the Montana breakfast.

AFA Education Awards

Videos on the theme of "How Skills Learned in Air Force ROTC Build Character and Better Citizens" competed for AFA's annual Jimmy Stewart Aerospace Education Award. The winning entry, from AFJROTC Unit VA-20011 at Franklin County High School, Rocky Mount, Va., explored the role that the Air Force core values of integrity, service, and excellence play in forming effective AFROTC cadets, and the effects of that development on their collegiate and post-collegiate life.

Susan Rippe, from Olathe, Kan., won AFA's National Teacher of the Year Christa McAuliffe Memorial Award as the year's outstanding teacher of aerospace science, mathematics, or computer science.

Acknowledgements

Parliamentarian for the AFA National Convention was Joan L. Blankenship. Inspectors of Elections were Robert Rutledge (Chairman), William R. Goerges, and James W. Simons. Lynn Morley chaired the Credentials Committee, serving with Joan Sell and Patricia J. Snyder.

The association is particularly grateful to a corps of volunteers who assisted the staff in convention support: Jason R. Baseil, Cecil G. Brendle, Molly Mae E. Potter, Charlie Tippett, Leola Wall, and 2nd Lt. Robert Wray. ■



Susan Rippe of Olathe Northwest High School in Olathe, Kan., received the Christa McAuliffe Memorial Award as AFA's National Teacher of the Year.



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Air Force Association

The latest and best in aerospace technology was on display at AFA's annual showcase.



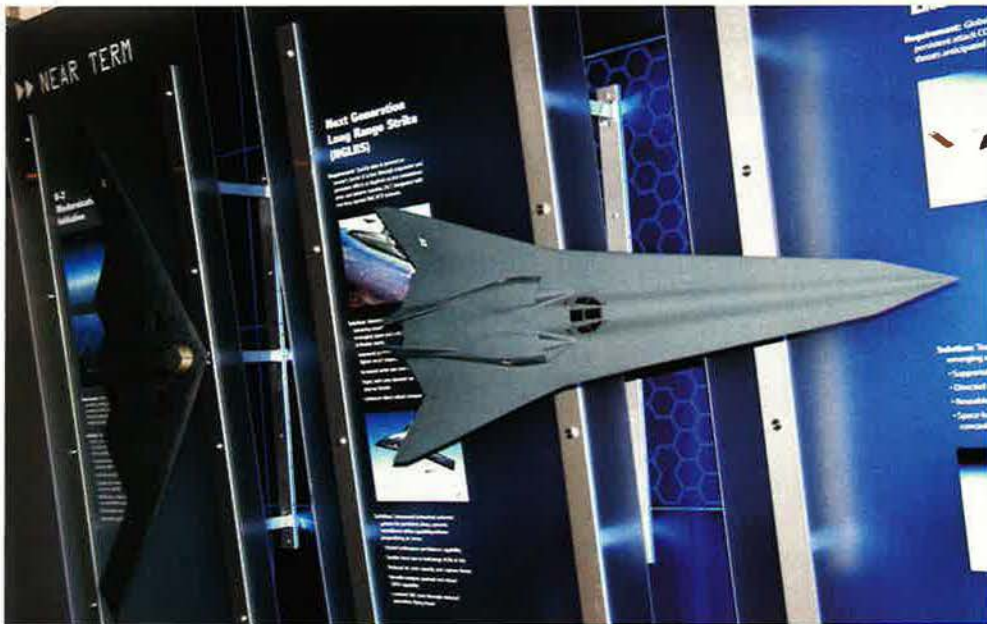
Counterclockwise from left: A colorful banner marks the entranceway to the world's foremost exhibition of advanced aerospace technologies, which this year saw thousands of blue-suit and other visitors. ■ Secretary of the Air Force Michael Wynne speaks at the opening of the exhibition halls. ■ The Raytheon exhibit concentrated on its new precision weapons, noting improvements to systems such as the GBU-12 (top) and AGM-88 HARM. ■ Textron displayed its M1117 Armored Security Vehicle, operationally in service with USAF security forces. ■ ATK, a specialist in rockets and launch vehicles, displayed models of new boosters derived from the space shuttle system.



Photos by Guy Aceto



Technology Exposition 2006



Counterclockwise, from above: Lockheed Martin displayed a model of the Polecat, a tailless, high-altitude UAV demonstrator that may prove useful in development of a long-range strike system. ■ Northrop Grumman's booth contained a model of a conceptual long-range manned bomber, one that created quite a buzz among attendees. ■ Boeing's mock-up of a next generation C-130 cockpit attracted Air Command and Staff College student (and C-130 pilot) Maj. David Panzera (seated), TSgt. Shawn Beyers (left, pointing), and Maj. Chad Fager (right). ■ Shown, in model form, at Lockheed's booth were, top to bottom, the F-16C, C-130J, A-10A, and F-117. ■ Donald Zweifel of AFA's General Doolittle Los Angeles Area Chapter (center) brings together Walter Jordan (left), a World War II P-38 pilot, and Bruce Bauer, who helped design that fighter. Interesting meetings of this type are fairly common at the exposition.



Left: Boeing presented a model of its entry in the Air Force's combat search and rescue aircraft competition—the twin-rotor HH-47 version of the famed Chinook. ■ Left, below, a model of the US101 (Lockheed Martin, AgustaWestland, Bell Helicopter-Textron) contender for the CSAR-X aircraft. ■ Below, a rotary 50-caliber gun sprouts from the full-scale mock-up of the US101 helicopter.



Above, an Air Force Research Laboratory technician briefs two visiting students from Air Command and Staff College—Col. Wamidh Mahmood of the Iraqi Air Force and Maj. Mike Perez, US Marine Corps.



Clockwise from right: Lt. Gen. Craig McKinley, the newly named director of the Air National Guard (and former AFA official) meets with industry representatives. ■ Lockheed presented a scale model of the company's Joint Air-to-Surface Standoff Missile, known as JASSM. ■ At the EADS booth, a model of the Northrop Grumman-EADS KC-30 tanker competitor was on display.



Photos by Guy Acaio



Left: At the Northrop Grumman exhibit area, a crowd listens to a high-technology targeting system briefing, one of many such events in the exposition hall. ■ Below, a full-size portable UAV, Evolution-XTS, was on display. It was built by L3 Communications and BAI Aerosystems and is in use today as an ISR platform.



Small photos above, top to bottom: Two members of the F-22 acceptance team—MSgt. Verlyn Rogge (l), crew chief, and TSgt. Brian Wurster, engine specialist—meet with Lockheed F-22 representative Bob Moore. ■ A model of

a concept demonstrator, the RATTLRS, drew many onlookers. ■ Famed aviation artist Keith Ferris autographs a print of his work, which depicts the C-17, F-15E, F-16, F-22 and F-35, for Nancy Melendez, a vice president for AFA's

Frank Luke Chapter. ■ Above, Gen. Bruce Carlson, commander of Air Force Materiel Command, checks up on the people hosting AFMC's popular series of exhibits.



Air Force Association National Awards 2006

National Aerospace Awards

Award

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AFA's highest honor in national security to a member of the armed forces

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Gill Robb Wilson Award

Outstanding contribution in arts and letters

Hoyt S. Vandenberg Award

Outstanding contribution in aerospace education

Thomas P. Gerrity Award

Outstanding contribution in logistics

Department of Veterans Affairs Employee of the Year

Sen. Ted Stevens Leadership Award

Recipients

Gen. Lance W. Lord, USAF (Ret.), Former Commander, Air Force Space Command, Peterson AFB, Colo.

(no presentation this year)

Ronald D. Sugar, Chairman and CEO, Northrop Grumman, Los Angeles

354th Fighter Sq., Davis-Monthan AFB, Ariz.

Integrated Avionics Test Facility Team, Det. 2, 28th Test Sq., Tyndall AFB, Fla.

James Ingo Freed (posthumously), Pei Cobb Freed & Partners, New York, N.Y.

Scott Crossfield (posthumously), Herndon, Va.

Lt. Col. Maurice McDonald, 3rd Logistics Readiness Sq., Elmendorf AFB, Alaska

Alan Sumitomo, National Cemetery of the Pacific, Honolulu

(no presentation)



Gen. Lance Lord, who retired in April after 37 years of active service, received the H.H. Arnold Award for ushering in a new generation of space professionals supporting joint combat forces.



Ronald Sugar (left), chairman and CEO of Northrop Grumman, receives the John R. Alison Award, for outstanding leadership in furthering aviation and space technology, from Pat Condon, AFA Chairman of the Board.



At the Air Force Memorial site, AFA Chairman of the Board Pat Condon (left) thanks Jack Metzler, Arlington National Cemetery superintendent, for his past support of AFA's annual Memorial Service. At right is AFA Chaplain Donald Harlin.

USAFA Outstanding Squadron

Cadet Squadron 9

"Viking 9"

Fall Cadet Commander

Cadet 1st Class Andrew Gray

Spring Cadet Commander

Cadet 1st Class Hunter Grunden

Crew Awards

Award	Recipients	Achievement
Airborne Battle Management Crew	Crew Two, Joint STARS, 16th Expeditionary Air Command & Control Sq., Robins AFB, Ga.	Best airborne battle management crew
CMSAF Thomas N. Barnes Award	SSgt. James L. Briscoe, 347th Aircraft Maintenance Sq., Moody AFB, Ga.	Crew chief of the year
Lt. Gen. Claire L. Chennault Award	Capt. David J. Berkland, 4th Fighter Sq., Hill AFB, Utah	Best aerial warfare tactician
Brig. Gen. Ross G. Hoyt Award	Crew of Guts 31, 8th Special Operations Sq., Eglin AFB, Fla.	Best air refueling crew
Gen. Curtis E. LeMay Award	Crew of DOOM 02, 9th Expeditionary Bomb Sq., 7th Bomb Wing, Dyess AFB, Tex.	Best bomber aircrew
Gen. Jerome F. O'Malley Award	Crew of Guss 01, 488th Intel Sq., USAFE; 343rd Recon Sq., 97th Intel Sq., 55th Ops Gp., Offutt AFB, Neb.	Best reconnaissance crew
Gen. Thomas S. Power Award	Crew S-200, Capt. David S. Bristow and Capt. Eric J. Ward, 90th Operations Sq., 90th Space Wing, F. E. Warren AFB, Wyo.	Best missile combat crew
Space Operations Award	STS-114 Return to Flight Crew, 45th Space Wing, Patrick AFB, Fla.	Best space operations crew
Lt. Gen. William H. Tunner Award	Crew of Talon 04, 15th Special Operations Sq., Hurlburt Field, Fla.	Best airlift aircrew
USAF Test & Evaluation Team of the Year	Multi-aircraft Control Ground Control Station Test Team, Wright-Patterson AFB, Ohio	Best test team

Professional, Civilian, and Educational Awards

Award	Recipient
Gen. Billy Mitchell Award for C4 Excellence	Capt. David M. Canady Jr., Tinker AFB, Okla.
Paul W. Myers Award for Physicians	Lt. Col. David L. Smith, Lackland AFB, Tex.
Verne Orr Award for Human Resources	50th Operations Support Sq., Schriever AFB, Colo.
Juanita Redmond Award for Nursing	1st Lt. Julio Cano, US Air Force Academy, Colo.
Stuart R. Reichart Award for Lawyers	James W. Russell III, Bolling AFB, D.C.
Personnel Manager of the Year	Capt. Casey J. Vile, Spangdahlem AB, Germany
Civilian Wage Employee of the Year	Michael E. Hartsfield, Seymour Johnson AFB, N.C.
Civilian Program Specialist of the Year	Kathryn A. Burge, Vance AFB, Okla.
Civilian Program Manager of the Year	William H. Grozdanich, Lackland AFB, Tex.
Civilian Senior Manager of the Year	Monique F. Botting, Langley AFB, Va.
AFROTC Cadet of the Year	Patrick D. O'Dell, University of Oklahoma
CAP Aerospace Education Cadet of the Year	Haley Blevins, Lexington Park, Md.
Joan Orr Award for Air Force Spouse of the Year	Doris M. Lankford, Holloman AFB, N.M.
Air Force Chaplain Service Award	SSgt. Daniel T. Krautheim, Lackland AFB, Tex.
Christa McAuliffe Memorial Award for Teachers	Susan Rippe, Olathe, Kan.
Jimmy Stewart Aerospace Education Award	VA-20011 Unit, Franklin County High School, Rocky Mount, Va.

USAF Team of the Year

Recipient	Unit
SrA. John J. Hitchens	375th Services Sq., Scott AFB, Ill.
A1C Nicolas A. Paulino	355th Services Sq., Davis-Monthan AFB, Ariz.
A1C Andrea Quintanilla	347th Services Sq., Moody AFB, Ga.
A1C Ashley N. Sakurai	35th Services Sq., Misawa AB, Japan
SSgt. Heather J. Schaffer	153rd Services Flight, Wyoming ANG, Cheyenne, Wyo.

Citations of Honor

Recipients	Achievement
437th and 315th Maintenance Gps., Charleston AFB, S.C. (AFRC)	Launched 13,823 mobility missions worldwide, carrying 68,387 passengers and 111,592 tons of cargo. Strong data management produced engineering fixes for C-17 deficiencies. Smoothly integrated 320 mobilized reservists into workforce.
8th Special Operations Sq., Eglin AFB, Fla. (AFSOC)	Deployed MC-130Es and their crews to four separate missions in Southwest Asia, Gulf Coast, and Latin America. Transported Iraqi military leaders to combat zone. In orbit off Mississippi coast, refueled search and rescue aircraft for Hurricane Katrina victims. Trained Peruvian paratroops in high-altitude, low-opening operations.
TSgt. Jason L. Graves, 8th Information Warfare Flt., Barksdale AFB, La. (ACC)	First enlisted airman assigned to Marine Camp Fallujah, Iraq. Created targeting information operation plans and briefed senior Marine leadership. Managed the redesign of the special technical operations facility. Provided training for USAF air and space expeditionary force follow-on deployment forces.
HAF/XOOC "Checkmate," Pentagon, Washington, D.C.	Conducted detailed study of USAF support to homeland defense, civil support, and emergency preparedness. Wrote the joint air operations plan for Hurricane Katrina. Initiated design of post-Saddam era Iraqi Air Force.
Eugenio G. Pino, Peterson AFB, Colo. (NORAD-USNORTHCOM)	Spearheaded a network of military, federal, and civilian academic institutions to support education in homeland defense and security. Wrote a brief on US Northern Command's wartime missions. Wove lessons learned from Hurricanes Katrina and Rita into national civil support exercise Ardent Sentry 2005.
David K. Russell, SATCOM Operations Manager, Offutt AFB, Neb. (USSTRATCOM)	Engineered recovery of operations after two satellites temporarily failed, affecting coverage of Southwest Asia. Fought for and secured funding for future capability of aging ultrahigh frequency satellites. Devised and implemented standardized requests for narrowband satellite access.
614th Space Operations Sq., Vandenberg AFB, Calif. (AFSPC)	Directed space operators worldwide for Operations Iraqi Freedom, Enduring Freedom, and Noble Eagle. Delivered thousands of space products. Optimized GPS signals for US Central Command. Monitored missile and space launches. Trained space advisors.
Capt. Bernard R. Sprute, 48th Security Forces Sq., RAF Lakenheath, Britain (USAFE)	Served as protection policy officer and base security planner, normally a lieutenant colonel-level position, while deployed for six months to Iraq. Responsible for implementing Iraqi installation access control policy and managing the program.
309th Aircraft Maintenance Gp., Hill AFB, Utah (AFMC)	Expedited repairs and maintenance on nearly 500 A-10s, C-130s, and F-16s in record time. Their work garnered the Silver Shingo Prize for F-16 modifications. Chosen for the F-22 repair assignment.
22nd Security Forces Sq., McConnell AFB, Kan. (AMC)	First USAF security forces team to support US Army detainee operations in Iraq. Managed more than 3,000 detainees, quelled prison riots, discovered escape tunnel, thwarted escape attempt. Trained Afghan security forces.

Management and Environmental Achievement Awards

Award	Recipient
AFMC Executive Management Award	Col. Robert M. Stambaugh, Wright-Patterson AFB, Ohio
AFMC Middle Management Award	Kevin G. O'Connor, Tinker AFB, Okla.
AFMC Junior Management Award	1st Lt. William C. Williams II, Wright-Patterson AFB, Ohio
Gen. Edwin W. Rawlings Award for Environmental Excellence (Management)	Badar U. Habib, Tinker AFB, Okla.
Gen. Edwin W. Rawlings Award for Environmental Excellence (Technical)	TSgt. Jeffrey S. Hemly, Luke AFB, Ariz.

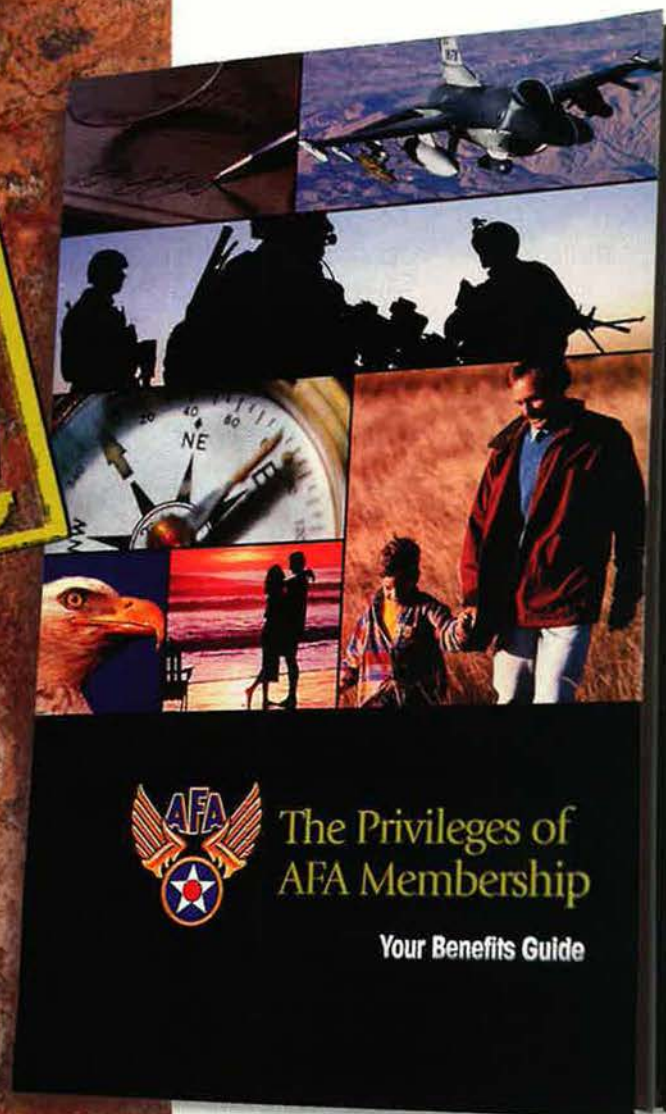
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Air National Guard and Air Force Reserve Command Awards

Award	Recipient	Achievement
CMSgt. Dick Red Award	MSgt. Jon G. Beam, 122nd Maintenance Gp., Fort Wayne Arpt., Ind.	Best ANG maintainer
Maj. Gen. Earl T. Ricks Award	CONR-1AF (AFNORTH) Operation Noble Eagle Team, Tyndall AFB, Fla.	Best ANG unit airmanship
Best Air National Guard Unit	148th Fighter Wing, Duluth Arpt., Minn.	Top ANG unit of the year
Best Air Force Reserve Unit	482nd Fighter Wing, Homestead ARB, Fla.	Top AFRC unit of the year
President's Award	Advanced Airlift Tactics Training Center, St. Joseph, Mo.	Best AFRC aircrew of the year

2006 AFA Membership and Activity Awards

AFA Member of the Year

Craig E. Allen



AFA Member of the Year Craig Allen (left) meets up with last year's Member of the Year, Charles Nelson. Allen is from the Northern Utah Chapter and Nelson is from the Dacotah Chapter.

D.W. Steele Sr. Memorial Award

(AFA Unit of the Year)
Enid, Okla.



Board Chairman Pat Condon (left) and National President Bob Largent (right) present George Pankonin of the Enid Chapter with the AFA Unit of the Year award.



USAF 1st Lt. Adam Shaw traveled from Germany to accept the Charlemagne Chapter's Storz award for membership recruiting. Condon (left) and Largent presented the honor to Shaw, the chapter VP, at the AFA Presidents' Reception and Awards Dinner.

Arthur C. Storz Sr. Membership Awards

Chapter Award	Individual Award
Charlemagne, Germany	(no presentation)

Jack Gross Award

Small Chapter	Extra Large Chapter
Meridian, Miss.	Montgomery, Ala.
Medium Chapter	Chapter Larger Than 1,500
Fairbanks Midnight Sun, Alaska	Lance P. Sijan, Colo.
Large Chapter	
Ute-Rocky Mountain, Utah	

2006 AFA Membership and Activity Awards (cont.)

Special Recognition—Sustained New Member Recruitment

Ark-La-Tex, La.
Big Sky, Mont.
Central Florida, Fla.
Central Oklahoma (Gerrity), Okla.
Charlemagne, Europe
Charles Hudson, Calif.
Col. H.M. "Bud" West, Fla.
Columbus-Bakalar, Ind.
David D. Terry Jr., Ark.
Del Rio, Tex.
Earl D. Clark Jr., Mo.
Edward J. Monaghan, Alaska
Enid, Okla.

Falcon, Fla.
Fort Dodge, Iowa
Fort Wayne, Ind.
Gen. B.A. Schriever Los Angeles, Calif.
Gen. Charles A. Horner, Iowa
Gen. David C. Jones, N.D.
Gen. E. W. Rawlings, Minn.
Gen. Robert E. Huyser, Colo.
Golden Triangle, Miss.
Green Mountain, Vt.
Happy Hooligan, N.D.
Harry S. Truman, Mo.
Hurlburt, Fla.
Lance P. Sijan, Colo.

Leigh Wade, Va.
Lloyd R. Leavitt Jr., Mich.
Mercer County, N.J.
Miami, Fla.
Mount Clemens, Mich.
Northeast Texas, Tex.
Northern Utah, Utah
Paul Revere, Mass.
Pioneer Valley, Mass.
Roanoke, Va.
Shooting Star, N.J.
Snake River Valley, Idaho
Ute-Rocky Mountain, Utah

Unit Activity Awards

Outstanding State Organization
Iowa

Outstanding Small Chapter
Fort Dodge, Iowa

Outstanding Medium Chapter
Red Tail Memorial, Fla.

Outstanding Large Chapter
(no presentation)

Outstanding Extra Large Chapter
Lance P. Sijan, Colo.

Exceptional Service—Best Single Program
Hurlburt, Fla.

Exceptional Service—Communications
Roanoke, Va.

Exceptional Service—Community Partners
Central Oklahoma (Gerrity)

Exceptional Service—Community Relations
Northern Shenandoah, Va.

Exceptional Service—Overall Programming
Eglin, Fla.

Exceptional Service—Veterans' Affairs
Mercer County, N.J.

Community Partner Membership Awards

Gold Award

Altus, Okla.
Carl Vinson Memorial, Ga.
Central Oklahoma (Gerrity), Okla.
Cheyenne Cowboy, Wyo.
Cochise, Ariz.
Col. H.M. "Bud" West, Fla.
Contraails, Kan.
Del Rio, Tex.
Enid, Okla.
Fairbanks Midnight Sun, Alaska
Fort Wayne, Ind.
Gen. Charles L. Donnelly Jr., Tex.
Gen. David C. Jones, N.D.
Golden Triangle, Miss.
Happy Hooligan, N.D.
High Desert, Calif.
Lance P. Sijan, Colo.
Leigh Wade, Va.
Lloyd R. Leavitt Jr., Mich.
McChord, Wash.
Mercer County, N.J.
Meridian, Miss.
Montgomery, Ala.
Northeast Texas, Tex.
Richard D. Kisling, Iowa
Steel Valley, Ohio
Swamp Fox, S.C.
Ute-Rocky Mountain, Utah

Achievement Award

Brig. Gen. Bill Spruance, Del.
Bob Hope, Calif.
Charles Hudson, Calif.
Chautauqua, N.Y.
David D. Terry Jr., Ark.
Eagle, Pa.
Fort Dodge, Iowa
Gen. B.A. Schriever Los Angeles
Hurlburt, Fla.
Joe Walker-Mon Valley, Pa.
Mel Harmon, Colo.
Maj. Gen. Charles I. Bennett, Calif.
Mount Clemens, Mich.
Palm Springs, Calif.
Pioneer Valley, Mass.
Roanoke, Va.
Robert H. Goddard, Calif.
Shooting Star, N.J.
Tucson, Ariz.
William A. Jones III, Va.
Wright Memorial, Ohio

Named in Memorial Tribute

Deaths during the past year that were formally recognized at the convention
CMSgt. Kenneth Beers, USAF (Ret.)
SMSgt. Eugene M. Brudnicki, USAF (Ret.)
Col. Charles C. Carr, USAF (Ret.)
Robert L. Carr
Col. Harry Chrisman, USAF (Ret.)
Scott Crossfield
Lewis M. Epperson
SMSgt. Edmund J. Gagliardi, USAF (Ret.)
MSgt. Winston S. Gaskins, USAF (Ret.)
C. James Gleason
Lt. Gen. Harry Goodall, USAF (Ret.)
Maj. Gen. David L. Gray, USAF (Ret.)
Col. Jack B. Gross, USAF (Ret.)
Col. Clarence Hand, USAF (Ret.)
CMSgt. Ronald C. Heise, USAF (Ret.)
Col. Bruce Herrstrom, USAF (Ret.)
Harry Henry
Grace M. Lizzio
Howard T. Markey
Robert Puglisi
CMSgt. Clayton C. Pyle, USAF (Ret.)
Maj. Alfred D. Richter, USAF (Ret.)
Brig. Gen. Robert L. Scott, USAF (Ret.)
CMSgt. Walter E. Scott, USAF (Ret.)
Daniel M. Sheehan Jr.
Maj. Gen. Joe L. Shoshid, USAF (Ret.)
Maj. Jack Shotwell, USAF (Ret.)
Robert A. Trivalos
Billie E. Thompson
Lt. Col. Allan V. Wexler, USAF (Ret.)
Robert Young

Individual Activity Awards

Presidential Citation

Richard Bundy, Del.
Judith K. Church, Kan.
Janet Cowley, Wyo.
Lee Greer, Calif.
Raymond Klosowski, Minn.
Dennis Mathis, Tex.
George Pankonin, Okla.
Richard Schaller Jr., Fla.
Richard Seiber, Wash.
Michael Winslow, Ohio

Central East Region

Medal of Merit
Nicholas Abate, Va.
Peter Gavares, Va.
Jim Holt, Va.
Dave Kolodzinski, Va.
Jerry Levesque, Va.
Matt O'Kane, Va.
Ronald Perkins, Md.
Gordon Strong, Va.
Jay Welsh, Va.

Exceptional Service Award

Harold "Hap" Harris, Md.
Joe Price, Va.
Scott P. Van Cleef, Va.
Harry Van Den Heuvel, Del.

Far West Region

Medal of Merit
Phil Berger, Calif.
Joseph Battaglia, Calif.
Holly Branch, Calif.
John P. Delaney III, Calif.
Nora Feuerstein, Hawaii
Ben James, Calif.
Wayne Kauffman, Calif.
Barbara Konieczny, Calif.
Edith A. Magerkurth, Calif.
Rick Reaser, Calif.

Exceptional Service Award

Robert W. Barrow, Calif.
Beverly Brumley, Calif.
Bob Darling, Calif.
Tom Dwelle, Calif.

Florida Region

Medal of Merit
Robert F. Cutler, Fla.
Theresa Kemp, Fla.
Edward J. Madden, Fla.
Dave Schantz, Fla.
John E. Schmidt Jr., Fla.
Timothy D. Wieck, Fla.
Sandra S. Wood, Fla.

Exceptional Service Award

E. Grady Jordan, Fla.
Gary Sharpe, Fla.
Kevin Sluss, Fla.

Great Lakes Region

Medal of Merit

John Hoff, Ind.
Ed Katz, Ohio
John McCance, Ohio
Betty Moredock, Ohio
Ev Odgers, Ohio
Fred Pumroy, Ohio
Walt Shellhorn, Ohio

Exceptional Service Award

Karen A. Bell, Ind.
Jim Heitz, Ohio
Tim Kern, Ohio

Midwest Region

Medal of Merit

Bruce Bachellor, Iowa
Charles McDonald, Iowa
Gayle K. McDonough, Mo.
Thomas O'Shea, Ill.
Robert E. Seibolt, Mo.
James W. Thomas Jr., Neb.

Exceptional Service Award

Justin Faiferlick, Iowa
Gregg A. Moser, Kan.
Fred W. Niblock, Mo.
Marvin Tooman, Iowa

New England Region

Medal of Merit

Ronald M. Adams, Mass.
Daniel W. Caron, N.H.
Richard Codling, Mass.
Henry L. Cyr Jr., Mass.
Louis Emond, N.H.
Daniel R. Scaca, Conn.
Don Sutton, N.H.

Exceptional Service Award

John W. Hasson, Mass.
Donald G. Jones, Vt.

North Central Region

Medal of Merit

Milton A. Arneson, N.D.
Matthew Leardini, Mont.
Thomas Nelson, N.D.
Glenn Shull, Minn.
Carol Wolosz, Minn.

Exceptional Service Award

Edwin C. Culbert, Minn.
Leo Wittenberg, Minn.

Northeast Region

Medal of Merit

Robert Braverman, N.Y.
Edward A. DeFalcon, N.J.
Robert Hodges, N.J.
Kenneth Kibler, Pa.
Gary Lewi, N.Y.

Exceptional Service Award

Robert Nunamann, N.J.
Cathy Ward, N.Y.

Northwest Region

Medal of Merit

Stephani Butler, Wash.
Roger Fogleman, Idaho
Bart LeBon, Alaska
Shana Medford, Wash.
Matthew Pollock, Alaska
Butch Stein, Alaska
Tom Traver, Ore.

Exceptional Service Award

James Drew, Alaska
William P. Moore, Wash.

Rocky Mountain Region

Medal of Merit

James Aadland, Utah
Jeri Andrews, Colo.
Tom Cavalli, Colo.
Brian Curtis, Colo.
Debbie Estrem, Colo.
Ronald A. Geurts, Colo.
Jason Unwin, Colo.

Exceptional Service Award

Robert Ekstrom, Utah
Teresa Tafoya, Colo.
Don Wardle, Utah

South Central Region

Medal of Merit

David A. Bird, La.
Larry Carter, Ala.
Ron Gaston, Ala.
John Heffernan, Ark.
Claude Morse, Tenn.
Andy G. Potter, Ala.
Bill Rodgers, Tenn.

Exceptional Service Award

John Logan Burrow, Ark.
Mike Clowers, Ala.

Southeast Region

Medal of Merit

Greg Bricker, Ga.
Arthur D. Cartwright, Ga.
Sandy Edge, S.C.
Joyce W. Feuerstein, N.C.
Tom Halfhill, N.C.
Ralph R. Hightower, N.C.
Millie L. Hudgins, N.C.
Corlyn J. (C.J.) Troyer, S.C.

Exceptional Service Award

Elizabeth McLaughlin, Ga.
Daniel B. Mitchell, N.C.

Southwest Region

Medal of Merit

Ramon A. Barajas, Ariz.
Adolphus Bledsoe Jr., Ariz.
Lloyd W. Howerton, Ariz.
Nancy Melendez, Ariz.
James F. Record, Ariz.

Exceptional Service Award

James M. Fitzsimmons, Ariz.
Karen Halstead, Ariz.

Texoma Region

Medal of Merit

Dave Bauer, Tex.
Douglas A. Chown, Okla.
Terry Cox, Okla.
James Diehl, Okla.
James Henderson, Tex.
Jay Jacobs, Okla.
Cameron Johnson, Tex.
Veronique Nicklas, Okla.
Scott Northcutt, Okla.

Exceptional Service Award

Jack E. Beam III, Okla.
Ralph Chalfant, Tex.
Ric Hamer, Tex.
Ross Lampert, Okla.



Air Force Councils

Air National Guard Council



Lt. Gen. David B. Poythress (Chair)

CMSgt. Lori Ashness
Capt. Robert T. Botkin
CMSgt. Kevin M. Gadd
CMSgt. Michael W. Meyer
Lt. Col. Craig A. Noll
Brig. Gen. Charles V. Ickes II (Advisor)
Lt. Col. Randy D. Johnson (Liaison)

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Sheila Barboza
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Laura L. Loffin
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Sharon B. Seymour
Karen Thomas
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Company Grade Officers Council



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Capt. Alonzo Bray
Capt. Jason Calhoun
Capt. Mary Carnes
Capt. Eric Crowell
Capt. Tammy Haley
Lt. Manny Hauck
Capt. Robert Jackson
1st Lt. Joshua Logie
Capt. Marc Meyer
Capt. Megan Schafer
Capt. Joshua Zaker
Brig. Gen. K.C. McClain (Advisor)

Enlisted Council



CMSgt. Trenda L. Voegtle (Chair)

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SrA. Polly-Jan Bobseine
SSgt. Daniel F. Dierickx
SSgt. Jeffrey M. Hansen
SMSgt. Michael T. Lemke
SMSgt. Henry Parker III
SrA. Eric J. Pena
SSgt. David L. Plachno
MSgt. Bradley T. Reilly
SSgt. Elizabeth E. Sewell
TSgt. Billy D. Tramel Jr.
MSgt. Renee L. Williams
MSgt. Michael E. Harris (Liaison)

Reserve Advisory Council



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CMSgt. Alan Gingras
SSgt. Dominique Hogan
SMSgt. Phyllis Joyner
Capt. Jennifer Kowalski
Maj. Robert Palmer
SMSgt. Anthony Rittwager
Col. John C. Silvia III
Lt. Col. Raymond Stuermer
Lt. Col. Meleah Whetstone
SrA. Kris Winder
CMSgt. Valerie Barnes (Liaison)
Wayne Gracie (Advisor)
Col. Michael LoGrande (Advisor)



AFA

Veterans/Retiree Council



Walter S. Hogle Jr. (Chair)

Gloria J. Crawford
Richard E. Fitzhugh
David A. Guzman
Charles E. Lucas
Jimmy L. Miller
John T. Park
Robert E. Patterson
Elia T. Vasilopoulos

By Frances McKenney, Assistant Managing Editor

AFA's Teacher of the Year

At the Air Force Association's Air and Space Conference and National Convention, Susan Rippe from Olathe, Kan., received the 21st annual Christa McAuliffe Memorial Award as AFA's National Teacher of the Year.

The Missouri State AFA and Olathe Northwest High School nominated the aerospace and engineering teacher for the award. It is given to a public, private, or parochial school teacher in grades K-12 who promotes aerospace technologies through innovative curriculum in the classroom.

Rippe has been teaching for more than two decades and has earned several excellence-in-teaching awards in Kansas. She received AFA's National Teacher of the Year honor for her recent work in creating the aerospace and engineering program at her high school, where she is the department chairman. She is a member of the **Harry S. Truman Chapter**.

Second place winner for the Teacher of the Year award was Chantelle Rose of Graham High School in St. Paris, Ohio, nominated by the **Wright Memorial Chapter** of Dayton. Jeri Ann Martin, an active member of the **Hurlburt (Fla.) Chapter** who teaches at Thomas L. Sims Middle School in Pace, Fla., received the third place award.

The National Teacher of the Year award is named for Concord, N.H., high school teacher S. Christa Corrigan McAuliffe, who was to become the first teacher in space before she died in the 1986 *Challenger* space shuttle explosion.

More Convention Awards

Among the awards presented at the AFA National Convention were two that recognize members of the Air National Guard and Air Force Reserve Command and their employers.

The George W. Bush Award, given to a traditional ANG officer, went to Col. Dean L. Winslow, a flight surgeon with the Delaware ANG, and his employer, Santa Clara Valley Health and Hospital System in San Jose, Calif. Winslow is a member of the **Tennessee Ernie Ford Chapter (Calif.)**.

SrA. Brooke E. Gorman, assistant manager of the Retention Office, 177th Fighter Wing, Atlantic City Arpt., N.J.,

Susan Rippe (center), AFA's Christa McAuliffe Teacher of the Year, helps students Nate Michie (left) and Jerad Bickford work on a robotics project last year at Olathe Northwest High School in Kansas.



received the George W. Bush Award for enlisted personnel, along with her employer, *Clipper Magazine* of Mountville, Pa., where she is a field representative.

The 2006 AFRC Citizen Airman Award for an officer went to Capt. William C. McLeod, an aircraft maintenance officer with the 442nd Maintenance Group, Whiteman AFB, Mo., and his employer, Aquila, Inc., based in Kansas City, Mo.

CMSgt. Joe Cholopisa was the enlisted recipient of the AFRC Citizen Airman Award. He is the first sergeant for the 301st Aircraft Maintenance Squadron, NAS JRB Fort Worth, Tex. Sharing his award was his employer, Deen Meats, Inc., also of Fort Worth.

William W. Spruance, an AFA national director emeritus and member of the **Thunderbird Chapter** in Las Vegas, funds these awards.

Full Scholarship

The first recipient of AFA's new full scholarship to Grantham University is retired Lt. Col. Guy J. Fritchman, a professor

at the Air Force Institute of Technology, Wright-Patterson AFB, Ohio.

The four-year scholarship is worth \$28,000 and can be used for an associate or bachelor's degree, a master of science degree, or a master of business administration degree, completed online through Grantham University. Fritchman, who has an M.S. degree in logistics management, will pursue an MBA with an emphasis on project management.

The scholarship is open to AFA members and their dependents and to dependents of active duty service members.

Fritchman, who has been a guest lecturer at the Air War College and is president of AFIT's Faculty Council, is a member of the **Wright Memorial Chapter**.

Grantham University was established in 1951 and is headquartered in Kansas City, Mo.

9/11 Remembered

With a memorial reception on Long Island, N.Y., the **Iron Gate Chapter** re-

membered the events of Sept. 11, 2001, and the nearly 3,000 people who died in the terrorist attacks that day.

The chapter hosted the memorial reception at the Cradle of Aviation Museum in Garden City on Sept. 7, with some 75 guests. They included several firefighters from New York City, such as chapter member Bruce Brenner, a Manhattan fire alarm dispatcher supervisor who had the task of sending firefighters into the World Trade Center on the morning of 9/11.

Following the reception and buffet dinner, the guests—now numbering about 150—entered the museum's IMAX theater for a presentation by chapter member Ronald Regan, traffic management officer at New York Terminal Radar Control. On 9/11, Regan had ordered the shutting down of flights from 51 New York area airports. Also presenting brief remarks with Regan was Federal Aviation Administration manager Carmine Gallo and James Ciccone, a New York City police department helicopter pilot who had circled the World Trade Center towers that morning, hoping to evacuate survivors.

Chapter President Frank Hayes said this remembrance was a way to thank the "silent heroes who performed so splendidly on the battle line of that terrible day."

Ride for Pride

In Utah, several **Ute-Rocky Mountain Chapter** members—including AFA Vice Chairman of the Board L. Boyd Anderson—observed the 9/11 anniversary with their fifth annual 9/11 Memorial Ride for Pride.

On Sept. 9, 75 motorcycle, dirt bike, sport bike, and even scooter riders formed up in Layton. Although they were not all AFAers, they were led by chapter members Ed Brisley and Gerald K. Wilcox and rode north together in a three-quarter-mile-long procession, for about three hours, to Brigham City. There, they pulled up to reserved parking on Main Street and became part of the Harley Davidson motorcycle show at the city's Peach Days festival.

An annual celebration of the peach harvest since 1904, Peach Days attracts as many as 75,000 spectators over the course of the weekend. Funds raised by the motorcyclists go to Operation Warm Heart, a family support program run by the First Sergeants group at Hill AFB, Utah. The chapter's public relations VP, Brandon Berrett, said the riders raised \$1,500. They also filled their motorcycle saddlebags with canned goods—donations for the Peach festival's fund-raising effort to help area families.

Winning Team

The headline in the local news the next day read, "Braves Crush Nationals, 6-1," but for at least one group at that Washington, D.C., baseball game, the evening had been—in the words of **Gabriel Chapter** President Terrence J. Young—"a resounding success."

The chapter joined the **Donald W. Steele Sr. Memorial Chapter**, also of Virginia, in inviting 20 military personnel to the National League game that pitted the new baseball team in the nation's capital against the visiting Atlanta Braves. The active duty service members were patients at Walter Reed Army Medical Center, recovering from injuries or illnesses incurred overseas. They were accompanied to the game by a family member and 25 escorts.

Young, who was among the escorts, said that the Washington Nationals team provided the tickets and ushered the group to one of RFK Stadium's suites, where the guests received home team baseball caps. Another giveaway: phone cards, made available through the Steele Chapter.

Gabriel Chapter's Kenneth A. Spencer took the lead in organizing the baseball outing, with Nancy T. Cribb serving as coordinator for the AFA escorts.

Young credited the **Langley Chapter (Va.)** with being "the AFA leader" in inspiring the two northern Virginia chapters.

The Langley Chapter hosts three to four similar events for veterans at the VA hospital in Hampton, Young said, and the chapter shared recommendations on how to carry out this morale boosting activity.

WWII Survivor's Story

Central Indiana Chapter members learned about a famous World War II ship named for their state's capital when a Navy veteran addressed their dinner meeting in August.

In July 1945, James E. O'Donnell was a water tender third class—a petty officer in the boiler room of USS *Indianapolis*. The heavy cruiser had just delivered the first operational atom bomb to Tinian island and was en route, unescorted, from Guam to the Philippines. In the Philippine Sea just after midnight on July 30, two torpedoes from a Japanese submarine hit *Indianapolis*, blowing away the bow and setting off an explosion that knocked out electrical power. The cruiser sank in 12 minutes.

Of the 1,196 sailors and marines aboard, 900 made it into the water. Their ship was not reported as overdue, so they spent the next four days fending off shark attacks, thirst, hunger, and exposure, waiting for rescue. Most had only a standard life jacket. By the time an anti-submarine patrol airplane chanced upon them, only 317 were still alive.



Gen. Charles A. Gabriel Chapter members Tom Brown (front row, far right) and Greg Harrison (back row, far right) were among the AFA escorts who took in a baseball game with military personnel recovering from injuries. Army personnel with them are (front row l-r): Spec. Sarah Richter, Sgt. Matthew Pennington, Capt. Gladys Lanier, and (back row) Lt. Col. James Berry. See "Winning Team."

AFA In Action

The Air Force Association works closely with lawmakers on Capitol Hill, bringing to their attention issues of importance to the Air Force and its people.

Outstanding Airmen on the Hill

The Air Force's 12 Outstanding Airmen spent a morning on Capitol Hill, joining Air Force Association delegates for the Congressional Breakfast Program, held as part of the National Convention and Air & Space Conference and Technology Exposition. The airmen toured the Capitol, then met with several US Senators.

TSgt. Billy D. **Tramel Jr.** and SSgt. Timothy A. **Bishop** met with Sen. John **Cornyn** (R-Tex.). SSgt. Jeffrey M. **Hansen** and SSgt. Daniel F. **Dierickx** met with Sen. Ron **Wyden** (D-Oregon) and Sen. Gordon **Smith** (R-Oregon). SMSgt. Michael T. **Lemke** met Wyoming Republicans Sen. Craig **Thomas** and Sen. Michael B. **Enzi**. Sen. Trent **Lott** (R-Miss.) welcomed SSgt. Elizabeth E. **Sewell**, and Sen. Hillary Rodham **Clinton** (D-N.Y.) spoke with SrA. Polly-Jan **Bobseine**.

SSgt. David L. **Plachno** met with Sen. Barack **Obama** (D-Ill.), and SMSgt. Henry **Parker III** met Sen. Jeff **Sessions** (R-Ala.). Florida Democrat Sen. Bill **Nelson** chatted with MSgt. Bradley T. **Reilly**, and Sen. Debbie A. **Stabenow** (D-Mich.) met with MSgt. Renee L. **Williams**. California Democrat Sen. Dianne **Feinstein** met SSgt. Eric J. **Pena**.

Chief of Staff Visits Staffers

AFA provided Capitol Hill professional staff members with the chance to meet the Air Force Chief of Staff, Gen. T. Michael **Moseley**, during the AFA convention and conference. More than 30 staffers attended the event and learned about a wide variety of issues—from force structure adjustments to aircraft divestiture. This event helped bring the largest number ever of Capitol Hill staff members to AFA's conference.

Staffers Learn About Tankers

AFA and the Office of Air Force Legislative Liaison hosted a panel discussion to educate Capitol Hill staffers about tanker operations. Some 50 guests from Senate and House offices heard from those who have flown tankers—especially the KC-135. Panel members included retired Lt. Gen. John B. **Sams Jr.**, retired Maj. Gen. John D. **Becker**, Maj. Gen. Mark **Pillar**, Col. Kurt **Vogel**, and Maj. Teri **Consoldane**.

USAF and Alternate Fuels

AFA and the Legislative Liaison Office also hosted a breakfast to brief members of Congress and staffers about alternate fuel testing that took place using a B-52H aircraft. Briefers included Ronald M. **Sega**, the undersecretary of the Air Force; Michael A. **Aimone**, the assistant deputy chief of staff for logistics, installations, and mission support; and Maj. Gen. Ted F. **Bowlds**, commander of Air Force Research Laboratory. AFA leaders Pat **Condon**, Bob **Largent**, Joe **Sutter**, AFA Vice Chairman, Field Operations, and L. Boyd **Anderson**, AFA Vice Chairman, Aerospace Education, also attended the briefing.

Chapter President Michael Malast said O'Donnell, now a retired firefighter, told the chapter audience his story in a humble, matter-of-fact manner. "What was really different from other dinner speakers," said Malast, "was that people wanted to have their photo taken with him. I don't remember this ever happening before."

Malast added that **Grissom Memorial Chapter** President Brian L. Wright and VP David L. Shearer drove from Kokomo to hear O'Donnell's presentation, and now other AFA chapters in the Hoosier State have scheduled the **Indianapolis** survivor as their dinner speaker.

The KC-135's 50th

In Oklahoma City in September, the **Central Oklahoma (Gerrity) Chapter** helped USAF and the Tinker Heritage Foundation celebrate the golden anniversary of the KC-135.

Boeing's Stratotanker first flew on

Aug. 31, 1956, at Renton, Wash. Today, the Oklahoma Air Logistics Center at Tinker AFB, Okla., manages an inventory of more than 500 KC-135s, including engines, software, and avionics.

The Gerrity Chapter's Rick Pena and John Thompson organized two golf tournaments as a kickoff for the two days of anniversary activities at Tinker. More than 270 golfers teed off. Proceeds from the tournaments—estimated to be \$20,000, according to Chapter President James F. Diehl—benefited the chapter's aerospace education endeavors.

The next day, the base offered tours of the KC-135 depot maintenance areas, a flyover, aircraft static displays, industry displays, and an interactive flight deck and boom pod simulator.

Lt. Gen. Christopher A. Kelly, Air Mobility Command vice commander, was guest speaker for the formal banquet held that evening at the National Cowboy and Western Heritage Museum.

KC-135 on Canvas

The Stratotanker was the focus of an oil painting created by **Columbia Gorge Chapter** President Jerry Moore as a gift for Oregon's 939th Air Refueling Wing (AFRC).

Moore, an accomplished artist who has five paintings in the Air Force Art Collection, painted a scene showing a KC-135 refueling a C-17 with Mount Hood in the background. The painting is called "Pride of the Pacific Northwest."

In a September ceremony at Portland's Air National Guard facility, he



Ute-Rocky Mountain Chapter's Jerry Wilcox (left) and Ed Brisley led a chapter-sponsored 9/11 observance by motorcycle riders in Utah. See "Ride for Pride." Wilcox is on a Harley low rider, Brisley on a Honda Valkyrie.

presented the painting to Col. William N. Flanigan, 939th commander. Joining Moore for the ceremony were Tom Stevenson, Oregon state president; Phillip A. Szymkowicz, chapter VP; Darlene M. Parrow, secretary; Thomas Traver, community affairs VP; and chapter members Mary J. Mayer and Natalie Bradshaw, an AFROTC cadet from the University of Portland. Two television stations covered the event.

Moore painted the KC-135 to commemorate a milestone in the 939th ARW's history. In August, the last four of eight KC-135s assigned to the unit left Portland Airport as part of a base closure and realignment action that split the tankers between March ARB, Calif., and Tinker AFB, Okla.

Tentative plans are for the 939th ARW to be relocated at Vandenberg AFB, Calif. For now, the unit's executive staff and mission support group remain in Portland until October 2010, along with Moore's painting. Chapter Secretary Parrow said that the artist is arranging for unit members to be able to have prints made of this artwork.

Trio of Events

The **Alamo Chapter** joined USAF and Air Education and Training Command in sponsoring a convention at a Hyatt Regency hotel in San Antonio, combining a technology exposition, the Retired General Officers' Summit, and the Air Force Birthday Ball. The three-in-one event on Sept. 8 was billed as the beginning of a year-long celebration of USAF's 60th anniversary.

Among the AFA representatives taking part was L. Boyd Anderson, Vice Chairman of the Board.

One major focus of the day—which organizers hope will become an annual gathering—was an indoor-outdoor exposition, where Air Force and industry representatives displayed the latest technology and products.

When he invited the retired general officers to the convention, the AETC commander, Gen. William R. Looney III, said this expo would serve as "an Air Force education day ... for the local community and schools," helping to tell "the Air Force story." Alamo Chapter Secretary Kaye H. Biggar reported that expo visitors included cadets from 16 AFJROTC and several AFROTC units. He said special seminars were held for them.

The retired general officers, meanwhile, received briefings from Air Staff and other senior leaders. USAF Chief of Staff Gen. T. Michael Moseley delivered the keynote address at the conclusion of this 33rd annual summit.

The black-tie Air Force Ball that evening brought together more than 900 military and civilian guests, with

Moseley serving as guest speaker. The Air Force Band of the West, from Lackland, performed a musical tribute to USAF and to San Antonio, often called the birthplace of military aviation.

Proceeds from this ball support the Alamo Chapter's aerospace education projects.

Talent on the Team

Three hours beforehand, the guest speaker for the **Col. H.M. "Bud" West (Fla.) Chapter** meeting bowed out because of an emergency. This might have caused the chapter president to panic—except that John E. Schmidt Jr. turned out to have a couple of well-qualified relief pitchers in his bullpen.

The first one offering to take to the mound was John G. Brennan, a former chapter president. The second was William Webb, another former chapter president.

In the end, Brennan received the call to the bullpen and quickly organized a presentation on the Civil Air Patrol. As the state's CAP liaison to 1st Air Force at Tyndall AFB, Fla., he already had comprehensive knowledge of the topic. He covered CAP's history, going back to World War II, spoke about its new capabilities for providing the Department of Homeland Security with real-time assessments of disasters, and described CAP's homeland secu-

Reunions

(reunions@afa.org)

7th SOS. July 6-11, 2007 at RAF Mildenhall, Britain. **Contact:** Tom Bradley, 1448 Bahia Dr., Navarre Beach, FL 32566 (850-939-8628) (bradtnt@aol.com).

20th FW Assn. Sept. 19-22, 2007 in Denver. **Contacts:** John Walters, 9649 Timber Hawk Cir., #13, Highlands Ranch, CO 80126 (johnwalters@iqmail.net) or Dennis Schaan (dschaan@compuserve.com).

465th FIS, Griffiss AFB, NY. September 2007 at The Beeches in Rome, NY. **Contact:** Tony Kimball (315-339-2500) (tkimball@twcny.rr.com).

Pilot Classes 57-Q, R, & S, and Navigator Classes 57-10, 11, & 12. Oct. 10-14, 2007 in Dayton, OH. **Contact:** Ken Wikle, PO Box 151, Villa Grande, CA 95486 (707-865-9000) (wikle@usa.net).

Ramey AFB Historical Assn. March 20-24, 2007 at The former Ramey AFB, Aguadilla, PR. **Contact:** Ken Coombs (603-735-4291) (ken-bon@msn.com).

South Carolina ANG/169th FW. Dec. 9 in Columbia, SC. **Contact:** Stan Hood (803-787-2743) (sv2ahood@aol.com).

E-mail unit reunion notices four months ahead of the event to reunions@afa.org, or mail notices to "Unit Reunions," *Air Force Magazine*, 1501 Lee Highway, Arlington, VA 22209-1198. Please designate the unit holding the reunion, time, location, and a contact for more information. We reserve the right to condense notices.

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riety role in relation to 1st Air Force. He used PowerPoint slides to show some of CAP's Cessna 182 and Cessna 172 aircraft.

Thanks to having a talent pool already on the team, "48 members of the Bud West Chapter had another 'well-planned' and successful meeting," Schmidt said afterward. The retired chief master sergeant has served five years as president and at this meeting was re-elected for another term.

E.F. Faust, 1925-2006

Retired Col. E.F. "Sandy" Faust, an AFA national director emeritus and veteran of three wars, died Sept. 16 in San Antonio. He was 80 years old.

Born in Shawnee, Okla., Colonel Faust joined the US Navy in 1943, serving in the Pacific. He returned to civilian life after World War II but resumed military service in 1949, joining the US Army as a sergeant. He was commissioned out of Officer Candidate School later that year and went on to serve in the Korean War and in the Vietnam War. He completed his college degree at McNeese State University, Lake Charles, La.

Colonel Faust retired from the military in 1972, after 27 years of service, and became an executive with the National Bank of Fort Sam Houston. He retired from his second career in 1994.

He was a member of the **Alamo Chapter (Tex.)** and had served as its president, as well as Texas state president and an AFA region president.

More Chapter News

■ In Lewistown, Pa., a charter member of an AFA charter chapter helped present a donation to fix up a veterans memorial only a decade older than he is. **Mifflin County Chapter** Vice President Anthony Sinitski, who turns 91 next month, joined Chapter President George Rheam and Treasurer David R. Pletcher in giving \$1,500 from the chapter to a county association, to update the lighting of Mifflin County's 100-year-old Soldiers' and Sailors' Memorial. The county celebrated the monument's centennial in June, with the chapter not only making the donation but also providing the commemorative programs for the event.

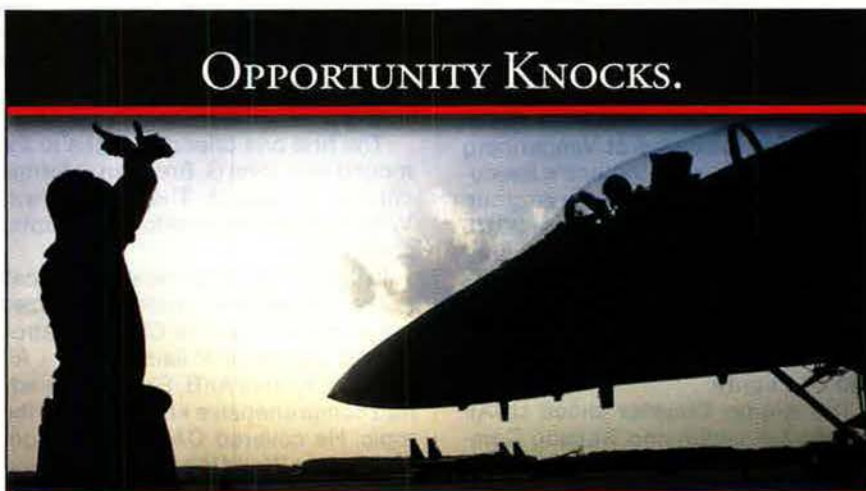
■ Members of the **Columbia Gorge Chapter**—another AFA charter chapter—visited the Oregon Veterans' Home in The Dalles, Ore., in August, to help staff members carry out an ice cream social for residents of the long-term care facility. Darlene M. Parrow, secretary, reported that the chapter

members also donated CD players, microwavable popcorn, bird feeders, and other items that the veterans had put on their wish lists.

■ Grace M. Lizzio, an editorial associate at *Air Force Magazine* from 1971 to 1993, died Sept. 2 at the age of 77. A native of Brooklyn, N.Y., she was a longtime resident of the Washington, D.C., area and after retiring from the magazine lived in Dunkirk, Md. ■

Have AFA News?

Contributions to "AFA National Report" should be sent to *Air Force Magazine*, 1501 Lee Highway, Arlington, VA 22209-1198. Phone: (703) 247-5828. Fax: (703) 247-5855. E-mail: natrep@afa.org. Digital images submitted for consideration should have a minimum pixel count of 900 by 1,500 pixels.



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New legislation now allows you to make gifts totaling up to \$100,000 a year from your IRA account to the Air Force Association without incurring income tax on the withdrawal. This is good news for people who want to make charitable gifts from their retirement assets during their lifetime. This opportunity is only available for tax years 2006 and 2007, but you must act before December 31 of 2006 to take full advantage!

TO QUALIFY:

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- Transfers must be made directly from a traditional or Roth IRA account (contact your plan provider for instructions). Gifts from 401k, 403b, SEP and other plans do not qualify.
- Gifts must be outright. Gifts to life-income arrangements, such as charitable remainder trusts and gift annuities, do not qualify.

BENEFITS—QUALIFIED CHARITABLE DISTRIBUTIONS:

- Can be excluded from your gross income for federal income tax purposes (no charitable deduction is available, however);
- Can be used to satisfy your Minimum Required Distribution (MRD);
- Are not subject to the 50% deductibility ceiling or the 2% rule.

Consult your attorney or tax advisor before making a decision.

FOR MORE INFORMATION CONTACT:
Lois S. O'Connor, Director of Development
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For information on the Air Force Association, see www.afa.org

Airpower Classics

Artwork by Zaur Eylanbekov

O-1 Bird Dog



The O-1 Bird Dog was a superb forward air control aircraft for the war in Southeast Asia. Used by the Air Force, Army, Marine Corps, and various allied air forces, it always seemed to turn up in the thick of the action. The O-1 was small, slow, and vulnerable to enemy fire, but it could take fire and keep going. FAC pilots, flying low and slow, gained intimate knowledge of terrain and turned it to American advantage.

The O-1 began with a 1949 redesign of the Cessna 170, called L-19, which won a 1950 Army-Air Force competition for a new liaison airplane. This variant was used by Army and Marine Corps pilots in the Korean War. Its USAF career, however, did not begin until 1962, when USAF revived its "observation" category. All Air Force O-1s, in fact, were

acquired from the Army. It was the standard aircraft for five Air Force tactical air support squadrons and one clandestine Raven unit. In 1965, USAF took control of all fixed-wing observation craft, although the Army and Marine Corps continued operating O-1s.

The O-1 provided low-level reconnaissance and air strike control over the Ho Chi Minh Trail in Laos and close support to American and allied ground forces in South Vietnam. Its pilots marked enemy positions with white phosphorous rockets and directed tactical aircraft, calling in aiming corrections. The O-1 also could serve as bait; a pilot's mission, some jokingly said, was to "fly around until you get shot at, then call in an air strike." The last one was built in 1962.

—Walter J. Boyne

This aircraft: USAF O-1E—#56-2635—as it looked shortly before it was lost in a June 14, 1968 operational accident in Sa Dec Province, South Vietnam. It had been attached to the 22nd TASS at Binh Thuy, South Vietnam.



In Brief

Designed, built by Cessna Aircraft ★ first flight Dec. 8, 1949 ★ crew of one ★ number built 3,431 ★ single 6-cylinder engine ★ armament eight white phosphorous rockets ★ **Specific to O-1E:** 213 hp Continental O-470 engine ★ max speed 151 mph ★ cruise speed 104 mph ★ max range 530 miles ★ weight (loaded) 2,400 lb ★ span 36 ft ★ length 25 ft 9 in ★ height 7 ft 3.5 in.

Famous Fliers

USAF Capt. Hilliard A. Wilbanks, Medal of Honor ★ at least 14 Air Force Cross recipients, including Lt. Col. Allan R. Baer, Maj. John L. Carroll, Capt. Charles E. Engle, Lt. Col. Karl T. Feuerriegel, Capt. Delbert W. Fleener, Co. James K. Gibson, Maj. James C. Harding, Lt. Col. Ramon A. Horinek, Maj. Joseph B. Madden, Maj. William W. McAllister, Capt. Kenneth H. Sellers, Capt. Donald D. Stevens, Lt. Col. Ronald E. Storz, and Capt. Richard L. Whitesides.

Interesting Facts

Often called a "Jeep with wings" ★ name "Bird Dog" bestowed by US Army Gen. Mark Clark, the Korean War commander ★ South Vietnamese Air Force Maj. Bung Ly, fleeing Saigon with his family, landed an O-1 on carrier USS *Midway* ★ used by US Army for 24 years ★ training given in Hue, South Vietnam, at what was colloquially known as "FAC U" ★ built under license in Japan, to military specifications ★ in the Vietnam War, 108 USAF O-1 pilots were killed in action.



An O-1 Bird Dog searches the Vietnamese countryside.

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