



THE DUSTOFFER NEWSLETTER



DUSTOFF ASSOCIATION


JUNE 1995

Reserve Components and Aeromedical Evacuation

RESERVE COMPONENTS and AEROMEDICAL EVACUATION

ARMY AVIATION

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**BLACK HAWK UH-60Q:
GIVING THE WOUNDED
A FIGHTING CHANCE.**

UNITED TECHNOLOGIES
SPINORBIT AIRCRAFT

Army Aviation Magazine featured Aeromedical Evacuation in its 31 December 1994 issue. Articles by DUSTOFFers included in the magazine are reproduced in this issue of the DUSTOFFer NEWSLETTER.

PRESIDENT'S MESSAGE

Dear DUSTOFFERS,

This year's reunion was held in San Antonio the weekend of February 24th and, by most accounts, was a great success! It was a wonderful weekend for renewing old friendships, remembering fallen comrades, and sharing drinks and conversation. I hope you all will make a special effort to attend next year's reunion. I'm sure you'll have a great time.

I have been honored to be reelected as President of the Association for another year. Other newly elected officers include Dan Gower, Vice President; Chris Landers, reelected as Treasurer; Bill Grimes, Secretary; Doc Kralich, Member at Large; and Greg Griffin, Member at Large. Unfortunately, Chris Landers has decided to move out of the San Antonio area and I've asked Pauline Knapp to serve as the Treasurer for the coming year. We all owe Chris a debt of gratitude for the great service he has done for DUSTOFF over the past several years. He is one of our most dedicated members and his absence will be sorely missed. Best of luck to Chris wherever he goes!!!

Our annual business meeting at this year's reunion was very well attended and I appreciate everyone's participation. While highlights of the meeting are detailed elsewhere in this issue (pages 12 and 13), suffice to say that we are slowly recovering financially and membership is growing. If we continue to show fiscal restraint and have a modicum of success in collecting delinquent dues, we should be "solid" within 2-3 years. Obviously, the strength of our organization comes from you, the members, and I solicit your aggressive participation in the Association's activities. Any suggestions you have for improving the Association will be welcomed. An Executive Council meeting will be held in June to begin preliminary planning for our next reunion. Details on next year's reunion will be published in the fall edition of the newsletter which you should receive around Thanksgiving. If you don't wish to wait until the fall edition to make plans, please call me at (210) 221-6693 (work) or (210) 402-0328 (home) anytime after 1 July and I will provide the dates for our next reunion.

I hope you and your families have a wonderful and safe summer. I thank all of you for your support this past year and for the support I know you will provide in the year ahead.

Sincerely,

BOB ROMINES

DUSTOFF APPLICATION NEW MEMBERSHIP AND CHANGE OF ADDRESS

_____ I wish to join the Association as a Member \$15.00 (Annual Fee)
\$10.00 (Initial Fee)
\$25.00 (TOTAL)

_____ I wish to join as a Lifetime Member. \$100.00 (One-time Fee)

_____ Catch-Up Dues - \$15.00 per year back dues owed to be reinstated for Life Membership eligibility.

_____ Change of address.

RANK _____

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MAILING ADDRESS _____

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DUSTOFF UNITS - LINEAGE AND HONORS

283d Medical Detachment (Helicopter Ambulance)

The 283d was constituted in February 1944 in the Army of the United States as the 283d Medical Section and was activated that month at Camp Grant, Illinois. The unit was reorganized and redesignated the 283d Medical Detachment and was inactivated in Germany in 1946. Allotted to the Regular Army in 1951, the 283d Thoracic Detachment was activated and inactivated at Fitzsimons Army Medical Center in the succeeding years. As a helicopter ambulance unit, the detachment was activated at Fort Lewis, Washington, in 1963. The 283d deployed to the Republic of Vietnam in 1965 where it remained until 1972 when it moved to Fort Bliss, Texas. In 1979, the unit moved to Fort Wainwright where it remains the farthest north aviation and aeromedical unit in the United States Army. The 283d provides the only aeromedical capability, military or civilian, for the interior of Alaska with an operational area encompassing over 63,000 square miles of desolate mountains and arctic tundra. Missions are conducted in environments best described as challenging in every respect. Temperatures in the -70° Fahrenheit range are not uncommon and blowing

snow is the normal approach termination. Daylight in mid-winter is limited to three hours, so night visions operations are the norm. Aging helicopters, few airfields or navigation aids and refueling points, combine with the enormous distances to make the 283d's area of operations one of constant challenge. The Military Assistance to Safety and Traffic (MAST) mission in Alaska also includes search and rescue for civilians in the interior of the vast state.

CAMPAIGNS

World War II

Rhineland
Central Europe

Vietnam

Counteroffensive Phases I-VII
Tet Counteroffensive
Tet 69/Counteroffensive
Summer-Fall 1969
Winter-Spring 1970
Sanctuary Counteroffensive
Consolidation I and II
Cease-Fire

DECORATIONS

Meritorious Unit Commendations
(Army) with Streamers embroidered:
Vietnam 1965-1966, 1966-1968,
and 1970-1971

571st Medical Detachment (Helicopter Ambulance)

The 571st began its military existence as a Dental Operating Detachment and was activated in India in 1945, only to be inactivated later that year in China. Redesignated as a Dental Prosthetic Detachment in 1949, the unit was activated in Panama and allotted to the Regular Army. Reorganized as a Medical Detachment in 1953, the unit was inactivated in 1956 in the Canal Zone. The 571st rose from these ashes in July 1967 at Fort George G. Meade, Maryland, from whence it deployed to the Republic of Vietnam, where it remained through the Cease-Fire. Now stationed with and supporting the 4th Mechanized Infantry Division, the 571st provides aeromedical support to Fort Carson, Colorado and the Pinon Canyon Maneuver Site. The unit is a veteran MAST unit, specializing in high-altitude hoist missions.

CAMPAIGNS

Vietnam

Counteroffensive Phases III-VII
Tet Counteroffensive
Tet 69/Counteroffensive
Summer-Fall 1969
Winter-Spring 1970
Sanctuary Counteroffensive
Consolidation I and II
Cease-Fire

CLOSING OUT THE FLIGHT PLAN

One of the pioneers in the proud history of DUSTOFF passed away earlier this year after an illness of some duration. Retired Colonel Lloyd Spencer was an active proponent of and participant in the Army's aeromedical mission from its very inception and commanded its units with distinction around the world. Lloyd was the DUSTOFF commander in Vietnam who first selected the call sign "DUSTOFF," then demanded that it be retained, rather than rotated as is the norm for entries in the then-Signal Operating Instructions/ Standing Signal Instructions (SOI/SSI).

Lloyd commanded the first replacements to the 57th Medical Detachment (Helicopter Ambulance) in Vietnam in the early 1960s, replacing John Temperilli and his original "Originals." His wisdom, foresight and counsel will live in the hearts and deeds of the brave men and women of DUSTOFF and of those they serve for so long as there is an United States Army.

Retired Lieutenant Colonel Dennis Michael (Mike) Kelly died suddenly on 10 December 1994 at his home in Conyers, Georgia. Mike first became a DUSTOFF crew member while assigned to the 57th Medical Detachment (Helicopter Ambu-

lance) and later the 45th Medical Company (Air Ambulance) during 1968-1969. Kept from his chosen career as an aviator by less-than-perfect eyesight, Mike was assigned as the non-rated Administrative Officer for the units. He quickly became the very soul of the DUSTOFF legacy of dedication and selfless tenacity. Throughout his career, he continued to tout the DUSTOFF mission and to uphold its traditions. Mike was as true a friend as one could hope for in this lifetime. We'll miss him deeply and often.

DUSTUFF...

Did you know that...

- Then-officers of the DUSTOFF Association Rick Prouty and Glen Melton once broke into a padlocked commercial storage building in Northeast San Antonio only to learn they had the wrong address?
- Not-so-well-known aliases of various DUSTOFFers include Gomez (Al Rogers), Hort (Al Rhodes), E. Goodman (Ed Bradshaw), Rodriguez (Pauline Knapp), and Heater (Steve Johnson)?
- Sly Leonard and Joe Goodman were escorted to the gates of Fort Rucker after streaking the commanding General's party at the Officers' Club?...and that Leonard encored by eating the table piece flowers at the Open Mess in Graffenwohr?...on the road to his ultimate liaison with Sly Shirley?
- R.A. Johnson almost met his demise in a quaint little bar just down the street from the famous "Mickey Bar" in Graffenwohr?...seems he was not as polite to the hausfrau as he might have been.
- Ernie Sylvester was the first DUSTOFF aviator to log 1,000 combat flying hours in a single 12-month tour in Vietnam?

- Famed 377th Medical Company (Air Ambulance) commander Wood Woodward inspired his troops to great physical fitness by screaming at them to run faster as he drove behind the formation in his automobile?
- Bruce Furbish was the first to command the DUSTOFF presence, then an air ambulance section assigned to the hospital, in the Republic of Panama?
- Billy Covington and Al Flory completed their military careers, such as they may have been, on golf scholarships?
- Analou Eisner's classic comments to Colonel (Dr) Walt Faggett at an advanced course dining-in are still on the AMEDD Center and School's list of student "no-no's"?
- Walt Harris and Jay McGowan were not signed for long-term record contracts following their frequent 1965 auditions to Johnny Cash's "It Ain't Me, Babe?" at the 120th Aviation Company's Officers' Club at Tan Son Nhut Air Base, Vietnam?
- Bert Flanery, disguised as a fugitive from the rock band ZZ Top, is currently teaching school in a rough southside section of San Antonio?
- Debbie Knickerbocker took her first post-military job with the Bexar County Sheriff's Office?



Brigadier General Jerry Foust, Chief of the Medical Service Corps, if obviously mesmerized by someone either having a "bad hair" day or wishing to conceal her identity at the 16th Annual Reunion.

ROTOR WASH

Interesting that the Total Army's reorganization of its aviation assets will cause all Reserve Component DUSTOFF units to be National Guard assets...probably a concept that should have evolved years ago. That's not to criticize the USAR units, only the lack of economy associated with resourcing three Army aeromedical components. The Army Medical Department chose to upgrade its Senior Service College attendee profile this year by featuring three DUSTOFFers in the 1994-95 Army War College Class...all promotable Lieutenant Colonels including Charles Davis, Sly Leonard, and Bill Thresher...odds are against Carlisle's hallowed halls of higher education surviving this assault. Lots of command-changing coming up this Spring...among those Colonels moving will be Hank Tuell moving to replace Merle Snyder as Installation Commander at Fort Detrick, Maryland. Merle will slink back to Washington. Frank Novier will assume command of Fort Hood's 1st Medical Group, a move cleverly orchestrated by Sylvia Novier, who failed to fully appreciate the cultural aspects of Lower Alabama. A few quick takes from the 16th Annual: Dandy Don Conkright's birthday was duly celebrated by a visit from a very pleasant young school teacher obviously bearing an intellectual message for Don...Egor Johnson, our exalted founder, resurfaced from several year's forced absence, seemingly little the worse for wear in flagrant good health...Friday night's festivities failed to get totally out-of-hand although a world-class assault of tag-team Tequila-guzzling ensued with 37 liters being downed before Tommy Mayes, Nick Johnson, Bert Flanery and Rick Agosta "retired" at dawn...the

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**NEED TO CONTACT
THE ASSOCIATION?
CALL BILL GRIMES AT
(210) 221-8622/8623.**

ROTORWASH

(Continued from page 3)

highlights of the business meeting included: a) declaration of the Association's financial well-being, b) the first ever re-election of a president...Bob Romines reigns again!...a combination of his doing a great job and "payback" being the perennial bitch, c) Greg Griffin being nominated for at least four offices before finally being selected a member-at-large, and d) the annual boring, fruitless discussion of the reunion site being handed off to an Arrangements Committee to be named later...and perhaps a fourth round draft pick? As threatened, Wilber Stovall, Jim Loomis, and R.A. Johnson all showed up for the Reunion...little doubt why they stayed mostly on the ground rather than piloting as in the olden days...it'd take a C-5A to get them all in the air at once. A goodly gaggle of DUSTOFFers were recently selected for promotion to the grade of Colonel including: Leon Woodley, Kevin Swenie, Randy Sexton, Bill Nichols, Mickey Meis, Steve Johnson, Brian Baldwin, and from below the zone, Bill Thresher...hot off the press: Steve Johnson, now director of Health Care Operations at the AMEDD Center and School, was frocked to his new grade in a Fort Sam Houston Golf Club ceremony in March...well-deserved recognition for one of the elite DUSTOFF NRPs (non-rated pukes).

ARMY AVIATION SPECIAL FOCUS: AEROMEDICAL EVACUATION

As mentioned in our cover caption, The December 1994 edition of Army Aviation focused on Army aeromedical evacuation. The following three articles, penned by DUSTOFFers well-placed to know of what they write, were the central items in the issue -

"DUSTOFF":

DEDICATED UNHESITATING SERVICE TO OUR FIGHTING FORCES

The first known use of aviation assets to transport wounded soldiers from the battlefield was during the Franco-Prussian War, when balloon-supported gondolas were employed to move wounded "Battle Captains" to areas in the rear.

The first recorded use of U.S. Army aircraft involved in patient transport was an L-4 in the African Campaign during World War II. In the Korean War, the use of aeromedical evacuation helicopters matured as hundreds of American GIs were evacuated to MASH hospitals. In the Viet Nam War, the concept of dedicated helicopter ambulances came of age.

It was in Viet Nam that the extraordinary heroic feats of the DUSTOFF crews became the standard, exemplified by Congressional Medal of Honor winners MG Patrick H. Brady, Ret. and CW4 Michael J. Novosel, Ret.

Today, the Army has the finest, dedicated fleet of Aeromedical Evacuation Helicopters and crews standing

trained and ready to support operations anywhere in the world. When the Aviation Branch was formed in 1983, the Army Chief of Staff made the decision to exclude aeromedical evacuation assets and leave that critical mission and its resources as a part of the Combat Health Service Support system. This remains a prudent decision today, for the mission of the air ambulance is to save lives and it is an integral part of, not adjunct to, the comprehensive battlefield medical system.

The Air Ambulance fleet is currently structured in all three components. With the implementation of the Off-Site Agreement, the United States Army Reserve Air Ambulance structure will be moved to the Army National Guard resulting in the Army's aeromedical evacuation capability residing in the Active and Army Guard components.

The Air Ambulance Company, the primary evacuation unit, is effectively integrated on the battlefield through the command and control of the Evacuation Battalion. The Battalion, which also has ground evacuation assets, provides the senior stewardship for the patient evacuation, planning, operations, maintenance, and administration of its subordinate units. By tactically locating in an area where it can best control the subordinate air and ground medical evacuation companies, the Battalion conducts operations in support of the division and corps forces.

The Air Ambulance Companies have the primary mission of responsive air movement and enroute treatment of critically injured and ill patients from the point of injury through medical channels to combat zone hos-

HELICOPTERS ARE DIFFERENT FROM AIRPLANES

Harry Reasoner penned the following apt description of rotary wing aircraft some years ago -

"The thing is that helicopters are different from airplanes. An airplane, by its nature, wants to fly and, if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other and, if there is any disturbance in this delicate balance, the helicopter stops flying, immediately and disastrously. There is no such thing as a gliding helicopter. This is why being a helicopter pilot is so different from being an airplane pilot and why, in general, airplane pilots are open, clear-eyed, buoyant extroverts and helicopter pilots are brooders; introspective anticipators of trouble. They know that is something bad has not happened, it is about to."

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"DUSTOFF"

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pitals. Additionally, they are responsible for the movement of medical personnel and equipment, medical resupply, and combat search and rescue. These units have 15 aircraft and when in direct support of the Division, they would typically employ three forward support MEDEVAC teams in support of the three maneuver brigades (one per brigade). These teams of three aircraft each are located so as to provide the most responsive support, 24 hours per day and through all phases of the battle. The forward support MEDEVAC team could be located with the FSB or the forward support medical company and will fly missions as far forward as the tactical situation permits.

The remaining six aircraft and crews are under the control of the area support MEDEVAC section. This section along with the company headquarters, flight operations platoon, and AVUM platoon will also be located so as to provide the most responsive support to the division. The area support section provides area MEDEVAC support in the division rear and reinforces and reconstitutes the forward

MEDEVAC teams.

DUSTOFF units have a long and proud history in their support to America's fighting forces, both on the battlefield and on the homefront. But these units have also been engaged in supporting our citizens through the Military Assistance To Safety and Traffic (MAST) program. This program was set up under the auspices of DoD, DoT, and Health and Human Services in the early 1970s and was designed to augment the emergency medical system in the local communities by providing emergency air evacuation of critically injured and ill patients. This cooperative partnership between local civilian communities and the Army's MEDEVAC units has resulted in the saving of countless lives throughout the nation. To date, MEDEVAC units have flown over 43,877 missions and evacuated more than 47,924 patients.

In 1964 in the southern part of Viet Nam, an intense firefight broke out resulting in many critically wounded soldiers. An urgent call came over the net for DUSTOFF. MAJ Charles L. Kelly, Commander of the 57th Medical De-

tachment (Air Ambulance), and his crew jumped in their helicopter and headed for the site.

Upon arriving on station, the DUSTOFF crew could see a particularly intense fight was underway. Making contact with the soldiers on the ground, MAJ Kelly started his approach. The enemy began to focus their fire on this lone helicopter as it descended to the LZ.

Repeatedly, the DUSTOFF bird was forced to break off the approach and repeatedly, MAJ Kelly kept trying. Miraculously, none of the crew was hit during these attempts and the aircraft stayed together although riddled by enemy fire. Finally, the ground commander told MAJ Kelly to break off any further attempts as he was concerned for the DUSTOFF crew's safety. MAJ Kelly responded in his typically calm voice, "Not until I have your wounded." MAJ Kelly was posthumously awarded the Distinguished Service Cross for his actions that day, but his immortal words and spirit live on today in every DUSTOFF unit.

DUSTOFF!

MEDICAL EVACUATION MODERNIZATION STRATEGY

Modernization of the medical evacuation system is the U.S. Army Surgeon General's number one near term modernization priority.

Experience in Operation DESERT STORM confirmed that current structure is simply not mobile enough to provide adequate support on an extended battlefield. Hospitals cannot be relocated quickly enough to support a fast-paced battle. Each Combat Support Hospital relocation requires up to 60 stake and platform trucks, and engineer support that must be provided by the corps. Efforts to lighten these units and make them more mobile have not been successful. Removing equipment or people from the hospitals compromises their ability to provide the necessary level of care.

The Army Medical Department (AMEDD) addressed these shortcom-

ings in the Enhanced Concept Based Requirements System (ECBRs) 96-10 process. The solution was to push resuscitative surgery down into the Brigade Support Area and leave the large immobile hospitals in the Corps rear. For this to work it is necessary to enhance key components of the Medical Evacuation (MEDEVAC) system.

The U.S. Army relies on a fully integrated system of air and ground vehicles to clear the battlefield of casualties. This gives sick and injured soldiers the best possible chance at survival and recovery. There are times and places where either the air or ground portion of the system is better suited to the mission. Evacuation by aircraft is the preferred means because it provides for much faster evacuation to definitive care and a better outcome for the patient.

Current generation MEDEVAC systems (such as the UH-1V and UH-60A helicopters) lack the communication, navigation, and medical capabilities to provide adequate support on the future battlefield. The changing nature of modern warfare demands that MEDEVAC platforms have communications, navigation, and situational awareness capabilities compatible with the forces they support. It also demands the medical capability to provide treatment and sustain casualties over greater distances.

The MEDEVAC modernization strategy calls for immediate modernization of the helicopter fleet, to be followed by the Armored Ambulance improvement and introduction of a High Capacity Air Ambulance as soon as possible.

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MEDICAL EVACUATION

(Continued from page 5)

The UH-60Q Medical Evacuation Helicopter is the highest priority of the three enhanced evacuation platforms. Lessons learned from Operations JUST CAUSE and DESERT STORM showed an urgent need for a medical version of the UH-60 helicopter. The AMEDD has also received strong support for modernization of the UH-60Q from Warfighting Commanders-in-Chief and TRADOC.

AMEDD's strategy, which was developed jointly with the U.S. Army Aviation Center, is to replace UH-1s with UH-60As from redistribution within the Army as soon as possible. This is to be closely followed by conversion of the UH-60As to the UH-60Q configuration as budget priorities permit.

The current fleet of MEDEVAC helicopters that supports the contingency corps is only 25% modernized to the UH-60A. While better for the MEDEVAC mission than the UH-1, the UH-60A has shortcomings. Given this fact and the large number of UH-1V/Hs left in the MEDEVAC system, it is critical to move the modernization process forward now. The UH-60Q will be fielded to units supporting the CONUS based contingency corps starting in FY98.

The UH-60Q is a UH-60A aircraft with communication, navigation, and medical system improvements that optimize it for the MEDEVAC mission. Potentially the most important communications improvement to the aircraft is the incorporation of a data bus. The bus will allow incorporation of digital communications now under development.

These digital systems will allow the UH-60Q to attain compatibility with the units it supports in the forward areas of the 21st Century battlefield. They will provide for situational awareness, a key to supporting a battle being coordinated in near real time, and will reduce the threat of fratricide.

The UH-60Q will also have a high frequency radio and the ability to operate on maritime frequencies. These capabilities are essential in the shore-to-ship and Combat Search and Rescue (CSAR) missions.

Navigation improvement to the UH-60Q will include a global positioning system and an improved DOPPLER or inertial navigation system. The UH-60Q will also have provisions for a Forward-Looking Infrared (FLIR) system. Plans call for each company of 15 UH-60Qs to be issued six FLIRs. This mix saves money in a time of severely constrained budgets. It also provides the minimum essential capability for night and adverse weather operations.

Each UH-60Q will have provisions for Tactical Air Navigation (TACAN) for compatibility with Navy ships and tactical airfields established by the Air Force. All UH-60Qs will have permanent provisions for a Pilot Location System (PLS). This will provide a reliable system that will be available when needed.

The medical capabilities of the UH-60Q will, for the first time, give the Army Medical Department a state-of-the-art aeromedical capability. Unlike current MEDEVAC aircraft, the full litter capacity of six patients will be accessible for treatment. The UH-60Q will have on board oxygen generation and a medical suction system built-in. Electrical outlets are located strategically throughout the cabin to provide easy access for the powered medical equipment used in patient care. The data bus mentioned earlier also provides for the integration of systems to transmit telemetry and eventually still pictures or video of injuries to receiving medical facilities. This supports the AMEDD's Telemedicine program and the practice of medicine in the 21st Century.

The UH-60Q will be employed in companies of 15 aircraft, with one company in direct support of each division of three separate maneuver brigades. Other companies will be supporting requirements in the Corps and Theater.

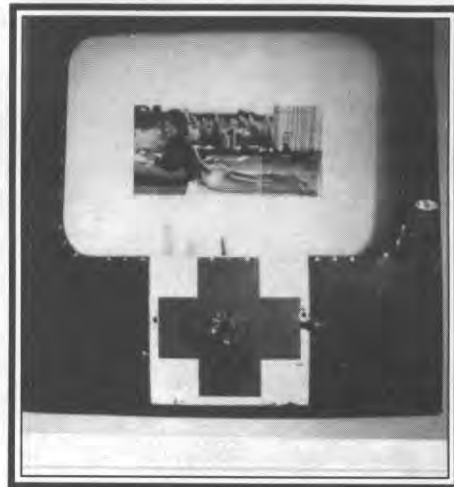
The High Capacity Air Ambulance (HCAA) is another key component of the MEDEVAC modernization strategy. It will improve the tactical commander's ability to sustain the force and project combat power by decreasing the need to keep hospitals close to the fight.

The HCAA's primary mission is evacuation of casualties from the bri-

gade support area to Corps hospitals on the extended battlefield. It will operate from small, unimproved landing surfaces as small as 1,500 feet in length. These are not accessible to the larger Air Force C-130s that the Army relies on now, when available. Other HCAA missions are movement of medical supply (Class VIII) and urgently needed medical teams, and support of special medical missions.

The HCAA is currently included in the Army fixed wing modernization strategy. This calls for a common airframe to do the HCAA mission, the Common Sensor Mission, the Theater Logistics Mission, and some special operations missions. This Common airframe is designated the Multi-mission Medium Tactical Transport (M3T2). A medical interior, with capabilities similar to the UH-60Q, is to be installed in those aircraft designated for use as HCAAs. The HCAA will be able to carry between 12 and 18 litters and/or ambulatory patients.

Modernization of the MEDEVAC platforms is critical to the AMEDD's ability to support the Army on the future battlefield. American soldiers expect the high quality medical care they are entitled to. The nation will accept nothing less.



A UH-1B cargo door, damaged by a number of armor-piercing 7.62 mm rounds in close proximity to the highly protective Red Cross adorns the wall of a BOQ room in Saigon. Aptly adorned for Christmas 1965, the door features a holiday garland protruding from the center of the cross and the window outlines a dream of returning to the world.

EMERGING DOCTRINE: MEDEVAC AND COMBAT SEARCH AND RESCUE

Imagine for a moment that you are an AH-64 Apache pilot returning from a patrol over war ravaged Sarajevo. Your flight of six aircraft has been involved in providing support to United Nations Protection Forces over night. You are returning to base, when suddenly your aircraft is hit, without warning, by a shoulder fired surface to air missile. Your copilot is seriously wounded and you lose an engine and partial hydraulics. Despite the severe damage sustained by your aircraft, you manage to get clear of the engagement area and make a "successful" forced landing.

Once on the ground, you manage to get your copilot out of the aircraft and begin performing basic first aid. Overhead, the remaining five aircraft of your flight have formed a protective "wagon wheel" to keep potential bad guys away from your position. Because of the severe wounds to your copilot, you decide against trying to ride out on one of your flight's aircraft. Within ten minutes they are forced to leave the area because of low fuel. Back at your battalion's Tactical Operations Center, the battalion staff is scrambling to put together a Combat Search and Rescue (CSAR) plan. By the time a CSAR task force arrives at your location; however, you and your copilot are prisoners being driven in the back of a truck into the mountains to await your political fate.

This scenario unfortunately could come all too true. Most Army Aviation units do not know what Combat Search and Rescue is, let alone who responsible for performing the mission of Combat Search and Rescue.

Why is Combat Search and Rescue a critical mission? Combat Search and Rescue is a force multiplier. In today's Army, which is constantly being drawn down in terms of manpower and equipment, every trained soldier is a critical component of successful mission completion. As we saw in Somalia, an American serviceman taken captive becomes a powerful weapon to unfriendly factions in contingency operations.

Finally, CSAR is a morale builder

to those forces which must regularly operate across the Forward Line of Own Troops (FLOT) or situations where the risk of shoot-down and capture is great.

What is Combat Search and Rescue? Combat Search and Rescue is defined as a "specific task performed by rescue forces to effect the recovery of distressed personnel during wartime or contingency operations."

Who Performs Combat Search and Rescue? Several years ago the Joint Chiefs of Staff determined that each Service is responsible for performing their own Combat Search and Rescue. The United States Air Force was given the lead for developing a Joint Publication establishing basic doctrine and responsibilities for planning and executing Joint CSAR. Joint Pub 3-50.2 was staffed by all the Services and approved in July of 1994.

Joint Pub 3-50.2 is a positive step forward in integrating the CSAR assets of all Services and establishing a common document from which all the Services can develop their own tactics, techniques, and procedures. Joint Pub 3-50.2 also assigns the mission of CSAR for the Army to MEDEVAC.

Several other Army documents such as TRADOC PAM 525-XXX, FM 90-18, and *Army Aviation in the Twenty-First Century* also give the mission of CSAR to Army MEDEVAC.

MEDEVAC and CSAR. Many people would ask why have MEDEVAC aircraft perform the mission of CSAR. Actually, MEDEVAC aircraft are probably best suited to perform the mission for the Army. MEDEVAC aircraft are equipped with a high performance rescue hoist, jungle penetrator, medical equipment, and have trained medical personnel on board. MEDEVAC crews often perform single ship missions and are regularly required to plan and execute missions in a very short period of time. — characteristics often required of a CSAR mission. Contrary to popular belief, MEDEVAC aircraft can go across the

FLOT and operate successfully. This has been proven both in combat and in training exercises at the Combined Training Centers. In contingency operations where there is no clear FLOT, MEDEVAC aircraft operate in all areas where other Army aircraft go.

In order to go across the FLOT and perform the CSAR mission, MEDEVAC aircraft operate in all areas where other Army aircraft go.

In order to go across the FLOT and perform the CSAR mission, MEDEVAC aircraft must be modernized. Currently, only 50% of the active force and none of the Guard or Reserve MEDEVAC units are equipped with Black Hawks. This severely limits MEDEVACs' ability to perform CSAR missions. UH-1s are not equipped and do not have the capabilities to operate across the FLOT.

In performing a CSAR mission, MEDEVAC aircraft would most likely operate as part of a CSAR Task Force. This task force would consist of attack helicopters, lift aircraft with ground security force, and MEDEVAC aircraft. This task force would be organized before any operation that might require a CSAR. The CSAR task force would have an on-order mission to perform CSAR in the event of a downed aircraft.

Critical to the success of this type of operation is a sound relationship between the MEDEVAC unit and the Aviation Brigade with which it will operate. MEDEVAC units must establish effective lines of communication between the MEDEVAC company and the Aviation Brigade. By taking a proactive role in the planning of CSAR operations with the Aviation Brigade, the MEDEVAC commander ensures that resources are properly employed in CSAR operations. A positive relationship between the Aviation Brigade and the MEDEVAC company ensures that CSAR is performed by the right assets using the proper tactics, techniques and procedures.

The Future. The Directorate of

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MEDEVAC

(Continued from page 7)

MEDEVAC Proponency (MEPD) at Ft. Rucker, AL, is working to develop tactics, techniques and procedures for MEDEVAC units to employ in performing CSAR. MEPD is also working closely with the Air Force and Navy to develop Joint tactics, techniques and procedures for CSAR. More importantly, MEPD is working to disseminate doctrine to units in the field to educate them about the CSAR mission and their responsibility in performing it.

In the past, confusion over who has the responsibility of performing CSAR has limited Army participation in Joint CSAR exercises such as DESERT RESCUE held at Fallon Naval Air Station in Nevada. This year, however, for the second straight year, Army MEDEVAC aircraft and personnel will participate in DESERT RESCUE V.

Fielding of the UH-60Q will greatly enhance Army MEDEVAC's ability to perform CSAR. MEDEVAC crews will have the capability to rapidly plan the mission, launch, navigate to, rapidly locate, and recover a downed aircrew.

UH-60Qs, with their precision navigation system and FLIR, could act as pathfinder aircraft for the CSAR task force (much like the MH-53s which guided the Apaches who fired the first shots of DESERT STORM). The UH-60Q will greatly enhance the ability of MEDEVAC aircraft to operate across the FLOT, thus providing continuous medical support across the entire battlefield.

Combat Search and Rescue is a critical mission that will, in the future, be performed for the Army by MEDEVAC aircraft and crews in addition to their MEDEVAC missions. Working closely with Aviation assets as part of a CSAR task force, MEDEVAC aircraft are capable of performing the mission of CSAR for the Army.

Our soldiers are our most important resource on the battlefield. We must be prepared to do our absolute best in providing the support they need and deserve.

QUOTABLES ON THE UH-60Q

Major General Dewitt Irby, the PEO, Aviation, Army Aviation and Troop Command, noted in the November issue of Army Aviation -- "The UH-60Q MEDEVAC Aircraft will be included in the modification scenario to meet the identified shortfall in the medical fleet."

Colonel Rees, Project Manager, Utility Helicopters, USAATCOM, also wrote in Army Aviation -- "For the past year a team comprised of representatives of the U.S. Army Medical Department Center and School, U.S. Army Aviation Center, the Training and Doctrine Command, and the Utility Project Management Office has refined the requirement and defined the configuration for the UH-60Q MEDEVAC. The acquisition strategy is based on a three-phase program with the initial phase having been the development of a demonstrator aircraft to show the viability of utilizing available commercial technology. The next phase, planned to begin in FY95, will qualify each of the components, integrate them into the UH-60A and perform the various components and aircraft qualification tests. The conclusion will be a three to five year kit production and installation phase on aircraft assigned to the contingency forces."



Young Captain Dave Severence takes advantage of the shade and cover offered by a disabled Iraqi truck to relieve his tortured bowels at a makeshift latrine site during a brief respite in the otherwise hectic action of Operation Desert Storm.

...AND THUS BEGAN THE ERA OF COED DUSTOFF AVIATION...

The history of aviation is replete with the contributions of female pilots. From Amelia Earhart to the Women's Auxiliary in World War II and to the present day where, in particular, DUSTOFF units worldwide are manned by increasing numbers of exceptionally competent and courageous female aviators. That this has occurred with little fanfare and almost as a matter of due course is a tribute to the professionalism that is inherent in the DUSTOFF tradition and that has been added to the DUSTOFF capability by these fine officers.

That's kind of a long way around of saying "It wasn't always that way." In fact, the introduction of history's first female DUSTOFF aviator into an operational unit was replete with controversy and accusations of malfeasance publicized world-wide. Few of you may recall the aviator featured in the affair but some of those who served in the line of fire, so to speak, will be familiar to many. By way of presentation from source material containing official records, statements and press clippings,

we'll look through a chronology of the whole exciting affair with as little undue comment as is possible to gain a proper understanding:

- 23 July 1975 - The Army Times reports that a "Woman Flier Sets Precedent," noting that WO1 Jennie Vallance had become the first woman to be graduated from the Warrant Officer Rotary Wing Aviator Course at Fort Rucker. Ms. Vallance received her wings from CW4 Mary Hootman and 1st LT Sally Murphy, first female graduate of the Officer Rotary Wing Aviator Course. The article also mentioned that WO1 Vallance was destined for the 159th Med Evac Co in Nurnberg, Germany.
- 22 September 1975 - WO1 Vallance indicates that she'd like to discuss with higher headquarters her assignment to the 159th which she feels was purely sexual discrimination.
- 7 October 1975 - WO1 Vallance is counseled concerning her frequent absences from her place of duty, the unit supply room, to be with her husband at Feucht Army Airfield and about her husband's frequent visits to the 159th.
- 17 October 1975 - WO1 Vallance is grounded for medical reasons after amassing a total of 66.2 flying hours in Germany, of which 51.5 were with the 159th and 14.7 were with the 2d Armored Cavalry Regiment.
- 10 November 1975 - WO1 Vallance requests a transfer to Air Cavalry Troop, 2d ACR, indicating in her request that:
 - She was not satisfied in the mission of MEDEVAC nor the safety aspects involved. She stated that the pilots of the 159th omit safety in the interest of the mission and continuously fly in a manner so as to endanger the lives of the crew and passengers/patients.
 - She was not originally assigned to the 2nd ACR because females could not be assigned to a combat arms unit. Her claim of sexual

discrimination was further described as her "...abilities as an aviator should not be limited by my physical/pelvic configuration."

- WO1 Vallance also noted that her husband was also assigned to the 2d ACR, so her transfer would be convenient, an asset to her marriage, and would cost nothing since both units were in Nurnberg.
- 10 November 1975 - In a one hour counseling session, Captain Don Conkright, the 159th's Commander, and WO1 Vallance address her attitude and its effect on other unit members. She indicates that it is difficult for her to remain mission-ready and to have to fly medical evacuation missions on weekends and at nights when she should be cleaning her house, cooking for her husband, and fulfilling all of her home chores.
- 12 November 1975 - Captain Conkright discussed the allegations of unsafe aviation practices in the 159th with the command element of the 421st Medical Company (Air Ambulance), the 159th's next higher headquarters. WO1 Vallance's allegations, general in nature, are deemed to have been without basis with the exception of one incident in which the command had already taken disciplinary action without her assistance. A flight completed in the previous month by 159th Aviators during which flight rule violations were alleged to have occurred was investigated and found to have been perfectly compliant.

NOTE: Before, during, and after the period of this narrative, the 159th received no fewer than 11 awards and citations for aviation safety and accident prevention from the Department of the Army, U.S. Army Europe, U.S. Army Medical Command, Europe, the Air Force Rescue and Recovery Squad-

DUSTOFF ASSOCIATION FINANCIAL STATEMENT

ACCOUNTING PERIOD:
25 FEB 95 to 26 APR 95

BEGINNING BALANCE:
\$16928.98

RECEIPTS:
Dues, Donations, Reunion Fees 6768.00
Interest 18.52

EXPENDITURES:
Holiday Inn 7320.00
Liquor 1231.79
Golf 771.45
Scholarship 500.00
Operating Costs 400.00
Frame Maker 307.93
Gifts 300.00
T&M Printing 269.00
Spouses' Luncheon 211.58
Albertsons 161.78

ACCOUNT STATUS \$12241.97

(Continued on page 10)

COED DUSTOFF AVIATION

(Continued from page 9)

ron, the German Rescue Center, and the 47th Medical Battalion.

- 13 November 1975 - Captain Conkright, now the subject of intense scrutiny, lands at Nellingen Army Heliport, home of the 421st Headquarters, in minimal VFR weather, following radar vectors from Stuttgart International after his successful IFR approach to the middle marker. Don's strict adherence to safe flying procedures and his ability to document same with his weather briefings and flight planning saved the day when it at first appeared that an Operational Hazard Report (OHR) might be forthcoming.
- 13 November 1975 - WO1 Vallance alleges to the 421st command group that one of the 159th pilots, CW2 Billie Belsher, had landed in an open field with a patient on board due to a low fuel state in the aircraft. She further alleged that they had been required to send a fuel truck and an ambulance to the field site to refuel the aircraft and to recover the patient. Investigation revealed that the aircraft had, in fact, encountered a low fuel state upon arrival at the 130th General Hospital helipad in Nurnberg. The crew had unloaded the patient into the waiting ambulance and shut the aircraft down at that location until the next morning when a fuel tanker was sent to refuel the aircraft.
- 14 November 1975 - WO1 Vallance reports to 421st command group personnel, including Major Percy G. Hurtado and Captain Frank Novier, that she has frequently been forced to fly with intoxicated pilots in the 159th. This allegation is determined to be without any basis in fact. Interestingly, there is a great deal of talk and innuendo about replacing Captain Conkright as commander of the 159th with Major Hurtado.
- 9 December 1975 - 421st Safety and Standardization personnel, including Major Hurtado and 1LT Brian

Baldwin, visit the 159th for a variety of evaluations of records, flight training, safety, alcohol and drug abuse program, and similar issues. There are no indications of any discrepancies or shortfalls in any of the unit's programs. Major Hurtado does mention to Captain Conkright that a recent Officer Evaluation Report given to WO1 Vallance, featuring "...awfully low scores..." would probably hurt her career. Captain Conkright responds that she is a poor officer and doesn't deserve more than the rating she received. There is some discussion about the effect on WO1 Vallance brought about by her husband, who is reportedly not a sterling example of military bearing.

NOTE: Interestingly, word is received from the 2d ACR concerning WO1 Vallance's husband Jimmy's performance on a recent border check ride. Apparently, the Instructor Pilot was receiving no response from WO1 Vallance (the husband) concerning questions on check points, tactics, and guard posts and towers. The IP then discovered that Mr. Vallance was involved at that time in a transcendental meditation (TM) experience and couldn't be involved in flying the aircraft at the same time.

- 19 December 1975 - 1LT Brian Baldwin and CW2 Alan Denison of the 421st are appointed as Investigating Officers to conduct a three day AR 15-6 investigation concerning allegations of improper aircraft maintenance practices and procedures affecting the 159th.
- 24 December 1975 - Captain Jack Wooford arrives at the 159th pursuant to the directions of the Colonel Gib Beltran, commander of the 30th Medical Group, to investigate the allegations of unsafe practices in the unit. Captain Wooford, an immensely qualified aviator with many years prior experience as a warrant officer, finds no safety problems and indicates his opinion that the allega-

tions are only involved with WO1 Vallance's desire for a transfer.

- 5 January 1976 - WO1 Vallance again requests transfer to the 2d ACR, continuing her allegations of unsafe aviation practices but omitting her references to "pelvic configuration."
- 6 January 1976 - Captain Conkright recommends approval of the transfer noting, however, that he understands this is not to be possible, even with an officer of extremely poor attitude.
- 7 January 1976 - Captain Conkright requests that WO1 Vallance be transferred from the 159th to any other unit.
- 14 January 1976 - Captain Tom Lacey, the 159th's Operations Officer, discusses sick call procedures with WO1 Vallance.
- 21 January 1976 - Brigadier General Price, the Nurnberg Community Commander, visits the 159th and speaks with Captain Conkright and WO1 Vallance. BG Price explained that Army policy prohibits her assignment to the 2d ACR or a similar unit. He requests that WO1 Vallance call him on 22 January to discuss her request for reassignment.
- 4 February 1976 - WO1 Vallance calls BG Price as directed, but almost 2 weeks late. He agrees to inquire into her request for transfer.
- 27 February 1976 - WO1 Vallance is placed back on active flying status.
- 2 March 1976 - WO1 Vallance fails to pass an instrument check ride and is directed to receive additional training.
- 4 March 1976 - WO1 Vallance is scheduled for two training flights, one day and one night flight of two hours each. She misses the first due to "other commitments" and refuses to fly the second as she had gotten up early that morning for an alert. In fact, she had arrived at the unit that morning one hour and 45 minutes after being notified of the alert and being directed to report immediately.

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COED DUSTOFF AVIATION

(Continued from page 10)

- 5 March 1976 - WO1 Vallance fails to appear for a training flight.
- 9 March 1976 - WO1 Vallance fails to pass her instrument flight oral examination.
- 23 March 1976 - WO1 Vallance fails to appear for a scheduled training flight due to a hospital appointment.
- 25 March 1976 - Captain Conkright restricts WO1 Vallance's flight duties to Visual Flight Rules (VFR) only.
- 29 March 1976 - WO1 Vallance is counseled concerning sub-par performance as the Unit Supply Officer as well as her continuing poor attitude.
- 29 March 1976 - The 159th Safety Officer recommends that WO1 Vallance be given a competency check ride.
- 30 March 1976 - WO1 Vallance and CW2 Murphy are scheduled for an instrument check ride and she is directed to file the flight plan while he preflights the aircraft. Upon CW2 Murphy's return to the Operations Office, WO1 Vallance could not be located anywhere at the airfield.
- 31 March 1976 - Captain Lacey directs WO1 Vallance to participate in a competency check ride with the Unit Instructor Pilot. She responds by asking if that was a direct order. Upon receiving an affirmative response, she answers "Then I'm going to the Flight Surgeon." Later that afternoon, she was counseled by Captain Conkright about completing her training and check rides. WO1 Vallance responded by refusing to talk to Captain Conkright after he explained the number and types of disciplinary actions that she might face if she continued in the manner she had begun. At length, WO1 Vallance stated to Captain Conkright that she did not wish to discuss the matter and that he could speak to her lawyer. Taken aback by this answer, Captain Conkright inquired as to whom that might be. WO1 Vallance said she could not remember his name, but promised to furnish it soon.
- 5 April 1976 - The Wichita Eagle, a Midwestern newspaper, carried an article quoting WO1 Vallance as saying that her helicopter ambulance duties are "boring" and that she wanted to transfer to a combat outfit flying the East German border. She is further quoted as saying that her commander "went bananas" over her request for a transfer. "They overreacted because I am a woman," she said.
- 7 April 1976 - Colonel Beltran directs that WO1 Vallance report to Headquarters 421st, for recovering her flying proficiency. She is to be flown to Stuttgart by Major Hurtado who tells WO1 Vallance that he will be Nurnberg at 1530. WO1 Vallance, missing all afternoon from the unit, reports to the orderly room stating that she had been tying up loose ends. She indicates that she has told Major Hurtado that she is driving to Stuttgart and will be leaving in a few hours. Major Hurtado calls Captain Conkright at 2100 hours to determine WO1 Vallance's whereabouts, as she was to have reported to the 421st at 1600 hours. She was to have picked up keys to an apartment where she would be staying at that time. Some mention of Article 15 punishment for AWOL was discussed. WO1 Vallance and her husband arrived at Nellingen shortly after midnight.
- 9 April 1976 - The London Daily Mail carries a feature article in its "Femail" section with the headline "What Makes Jennie Willing to Kill?" in which, among other definitive information, WO1 Vallance tells the reporter that General Blanchard, Commander in Chief, U.S. Army Europe, really puts her down because she's a female. In the article, husband Jimmy mentions that "if Jennie could earn enough to keep us both, I'd be quite happy to stay at home and do the washing. I have no particular desire to kill anyone."
- 12 April 1976 - The 159th receives hard copy of the U.S. Army, Europe, denial of WO1 Vallance's request for transfer to the 2d ACR.
- 4 May 1976 - The Army Surgeon General, Lieutenant General Richard R. Taylor, presents the 159th Army Aviation Accident Prevention Award of Merit and the Award of Honor in ceremonies at Nurnberg.
- 8 May 1976 - Upon her return from Nellingen Barracks, WO1 Vallance is directed to report to Captain Conkright concerning a hand receipt signature for some hospital equipment in the unit's possession. WO1 Vallance fails to show, indicating that the 421st Executive Officer, Major Hurtado, had told her that she needn't come in.
- 17 May 1976 - The Overseas Weekly, published in Oakland, California for U.S. military personnel overseas, carried the now semi-famous WO1 Vallance story, adding that she had now engaged a lawyer to continue pressing her request for transfer and to make her story public.
- 24 May 1976 - WO1 Vallance is counseled at length about failures in her management of the unit supply operation, her overdue car inspection, her failure to qualify with her individual weapon, her failure to participate in physical training, her persistent bad attitude, and her statement about her unit commander going "bananas." She refused to comment, departing from the unit at 0830 not to return that day.
- 25 May 1976 - WO1 Vallance is reported AWOL from the 159th until 1130 hours. She is directed to return to Captain Conkright's office at 1230 after lunch. Instead her lawyer, Chip Mulford, arrives, announcing that WO1 Vallance is filing charges against Captain Conkright for dereliction of duty, alleging that he never informed her of her restriction to VFR flight. The charge is found to be without substance.
- 28 May 1976 - The European Stars and Stripes carries a page 2 story on

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COED DUSTOFF AVIATION

(Continued from page 11)

the filing of charges, rehashing the claims of discrimination but noting that the 159th has recently been awarded the Department of the Army's two top aviation safety awards.

- 29-30 May 1976 - The International Herald-Tribune, in its "People" feature, notes the filing of charges by WO1 Vallance against her commander.
- 10 June 1976 - The Mount Pleasant, Michigan, Daily Times and New reports the receipt of multiple aviation safety awards by the 159th, noting WO1 Vallance's previous allegations and her absence from the ceremony. Mount Pleasant is Don Conkright's hometown.
- 17 June 1976 - WO1 Vallance formally requests relief from active duty, citing the Army for failing to inform her that she would be a "second class aviator" and for not being an equal opportunity employer. She also refused to fly any further missions and indicated that she did not desire appointment in the U.S. Army Reserve.
- 2 July 1976 - An Officer Evaluation Report rendered by Captain Tom Lacey and Captain Conkright gained WO1 Vallance a total of 2 points out of a possible 60 in the promotion potential section. The endorser's portion included the quote by the rated officer that "Apparently the lack of a penis and at least one testicle makes me a second class aviator."
- 8 July 1976 - A note handwritten on a Statler Hilton note pad says: "Furth Barracks - Vallance out of Army 1505, 8 July - Hooray!" The author is unknown.
- 14 July 1976 - A European Stars and Stripes story entitled "Woman Pilot Quits Army in Protest" included more allegations of Army discrimination and "traditional military sexist attitudes" as described by Jimmy Vallance.

QUICK TAKES FROM THE 16TH ANNUAL REUNION

A few excerpts from the Reunion Business Meeting as well as the January meeting of the Executive Committee should assist in keeping members informed as to the status of their association and issues concerning its operation and future:

- Financial condition of the Association is in much better condition than in recent years. Insuring that the Reunion at least broke even was a major factor in this turnaround. Our liquidity is in the \$12-13,000 range. There are a number of "members" in arrears as far as dues are concerned. If each of these were to become current members, the Association would collect some \$35,000. Letters will be forwarded to all of these members offering three options concerning their status with the DUSTOFF Association. Option 1 will allow payment of the difference between previous total payments and

\$100 to obtain life membership. Option 2 will offer paying all arrearages to regain the right of Life Membership upon payment of 15 consecutive years annual dues. The third option will offer payment of 1995 dues to begin the 15 consecutive years toward life membership. For those members not responding, further mailings will be discontinued.

- A major goal this coming year is updating the membership data base. Anyone who can assist with corrected addresses will certainly further this goal.
- Skip Geiger informed the Association of the recent dedication of a MEDEVAC building at Fort Stewart, Georgia, for the 498th standby crews to the memory of 1LT Joseph D. Moks, killed in the Operation Desert Storm. The Association donated the engraved nameplate in front of the building.

OLD BUSINESS:

1. Issue: DUSTOFF memorabilia in museums.

- a. Discussion: The issue of the AMEDD museum and Aviation museum at Ft. Rucker selling DUSTOFF memorabilia was addressed. Inquiries into the business aspects of the association's relationship with the museums were raised.
- b. Recommendation: The association check with both museums and determine how much of an inventory they currently have, how the merchandise is sold, and other business aspects.
- c. Decision: The secretary will investigate.

2. Issue: Size of the executive council.

- a. Discussion: The composition of the executive council was mentioned as getting too big to be extremely effective. The discussion focused on reducing the members of the executive council.
- b. Recommendation: The executive council's composition should not change.
- c. Decision: No change to the constitution.

3. Issue: DUSTOFF Scholarship.

- a. Discussion: The majority of the discussion centered around the lack of applicants for the scholarship.
- b. Recommendation: A motion was made and seconded to drop the association's scholarship program.
- c. Decision: The secretary needs to look at any changes to the constitution regarding the scholarship program now that it has been cancelled.

(Continued on page 13)

OLD BUSINESS:

(Continued from page 12)

4. Issue: Newsletter distribution.

- a. Discussion: Problems with the distribution of the newsletter were discussed. In order to get more members, all MEDEVAC units need to get copies of the newsletter.
- b. Recommendation: Three copies of the newsletter should be sent to all active duty, reserve, national guard MEDEVAC units.
- c. Decision: The secretary will ensure mailing to MEDEVAC units.

NEW BUSINESS:

1. Issue: Association's book review.

- a. Discussion: Bob Romines wants an independent audit of the association records (financial/membership/etc.) reviewed approximately 60-90 days after the reunion.
- b. Recommendation: The executive council appoint a member of the association to serve as the auditor.
- c. Decision: At the next executive council meeting a member of the council will be asked to audit the association's records.

2. Issue: Database management.

- a. Discussion: Many problems exist with the accuracy of the database. Problems stem from members not providing changes of address and from a lack of continuity of officers managing the database.
- b. Recommendation: Explore the possibility of hiring a full time secretary. This individual needs to be in San Antonio and will be paid to manage the mailing lists, database, etc.
- c. Decision: This will be discussed at the next executive council meeting.

3. Issue: Location and frequency of DUSTOFF reunion.

- a. Discussion: Members discussed the feeling that the association was losing something. It was stated that attendance was falling off and maybe the reunion should be held every two years instead of annually. The location and timing of the reunion was also discussed. Questions were raised about holding the reunion in San Antonio and in conjunction with the AMEC.
- b. Recommendation: Look into another location to hold the reunion and also look at the possibility of holding the reunion every two years.
- c. Decision: Executive committee will re-look this issue.

4. Issue: Mechanism for nominating units for the Lucas Aerospace Award.

- a. Discussion: The Lucas Aerospace Air/Sea Rescue award is awarded annually to units performing lifesaving rescues involving the Lucas Aerospace rescue hoist. For the 1995 award, no active duty units were nominated for the award. In order to ensure a unit is nominated and we don't lose this award to other than AMEDD units, we must develop a system of ensuring nominations.
- b. Recommendation: The aviation consultant to the Surgeon General be responsible to ensure MEDEVAC units submit narratives to the award committee.
- c. Decision: Pass the issue to the aviation consultant.

5. Issue: Input to the DUSTOFFer newsletter.

- a. Discussion: Jim Truscott, DUSTOFFer Editor, expressed his concern about the lack of material available to publish in the newsletter. He stated that he has a limited supply of photos and other material to include in the edition of the newsletter.
- b. Recommendation: All association members take a more active role in submitting material to Jim Truscott for inclusion in the newsletter.
- c. Decision: Same as the recommendation.

6. The business meeting was closed at 1506 hours.

WEATHER NEWS FROM THE WIREGRASS...

The summer months in Alabama always bring rapid weather changes and personnel turnover. This year's storm front is predicted to arrive in July with minimal hail and precipitation...

- Colonel Randy Sexton will replace Colonel Frank Novier as the Director of the Medical Evacuation Proponency Directorate. Colonel Novier is leaving to assume command of the 1st Medical Group, Ft. Hood, Texas. With a quartering tail wind, Colonel Novier might get there before his "will proceed date"...
- Colonel (Dr.) Urbauer is replacing Colonel (Dr.) Hope as the Dean, United States Army School of Aviation Medicine. Colonel Hope is predicted to attend the Army War College but is fighting hard to attend the Air War College in Montgomery, AL. A lot of senior flight surgeons keep Ft. Rucker as a "stationary front"...
- Captain Rob Saale is resigning from the Army to join the FBI. Captain Saale was actively recruited by the agency and fell right in the path of a "major snow storm"...
- FLATIRON is receiving "wind shift" as Major Brent Overton assumes command from Major Clendon Raines who is leaving for long term civilian education and USAARL is on reverse cycle and continues to weather the budget cuts...

And that's the weather from WSFA Alabama's News Watch 12!

Significant progress is continuing on the UH-60Q. \$17 million has been approved for aircraft systems integration and air worthiness qualification. Program to begin this fiscal year and will take about two years. The first AMEDD Aviation Pre-Command Course graduated twelve students on 28 April 1995. Kudos to Colonel Hope's crew for putting on a great course and a special thank you to all instructors and speakers. Next year's class is tentatively scheduled for 15-26 April 1996.

The Aeromedical Evacuation Officer Course (2CF7) will be conducted in Germany from 13-28 June 1995. Contact USASAM at DSN 558-7416 or 421st Evac Bn at 049-0611-705-5603 for more information.

The 1996 Army Medical Evacuation Conference is programmed for 25 February to 1 March 1996. Central funds will not be available so program funds now! Information on location/hotel will be announced in October.

That's the news update from the Home of Army Aviation...Master Sergeant Yeager and Lieutenant Colonel Rogers will continue to maintain continuity and can always be reached at (334) 255-1166/70/79. Summer's HOT, golf is COOL...Larry's BBQ is GREAT!

...AND FROM OUR OVERSEAS UNITS...

Updates were only received from DUSTOFF Europe and Korea at the last moment before our publication date and will be included in some detail in the Thanksgiving issue. Highlights from the reign of LTC Rick Agosta at the 52d Medical Battalion in the Republic of Korea include:

- Major Matt Granger is currently commanding the 377th Medical Company with 1SG Edgar Marshall as the top soldier.
- A particularly gruelling and heroic mission was completed on 26 September 1994 which will certainly be in the running for the next Lucas Air/Sea Rescue Award...right, Rick?
- Recent training highlights included hoist operations with the Republic of Korea's 7th Special Forces, 31st Battalion, and Navy carrier qualifications, working with the USS Flint, an ammunition cargo ship.

"Kudos" to the men and women of DUSTOFF Korea!

Greetings from the Nations Capital!

It certainly appeared that everyone had a great time at the reunion and I'd like to formally thank Bob Romines, the association officers and the many volunteers who worked so long and hard to make the weekend such a huge success. It was great to see that so many of our members have kept their instrument tickets current as the majority were flying IFR on Friday night.

Our modernization efforts continue, but with modest success. We were able to turn around an initial Army decision to not fund for the final qualification of the UH-60Q and will receive sufficient dollars now to complete this critical phase. Concurrently, the Army is working the Program Objective Memorandum (POM) and the UH-60Q is, at this time, not competing very well for the funding required to procure aircraft. The budget is the tightest I've ever seen and, where in the past \$1 million was a rounding error, we now have senior Generals in heated discussions of \$100,000 and that's just to get a particular program moved up on the unfunded list. The fight continues and I believe we will ultimately prevail because it is truly the right thing for the Army.

I'm sure everyone has read about the tragic incident at the Florida Ranger camp. You may have also seen some sound bites or read articles that infer the MEDEVAC didn't perform as we have expected. Let me assure all that, in fact, their performance was of heroic proportions and absolutely in keeping with the finest traditions and standards that you all set.

RICHARD R. BEAUCHEMIN
COLONEL, MS
Aviation Consultant

NEW* ENTRIES ON THE FLIGHT MANIFEST

John Airington - LaFayette
Ricardo Alcantara - San Antonio
Thomas Axtman - Manhattan
Sonny Baltimore - Florence
Henry Bartosik - Fayetteville
Bruce Burgess** - Korea
Charles Cowles** - Fairbanks
Rene Doublier** - Fort Irwin
Paul Dueringer** - San Antonio
Max Easter - Austin
Gregory Fix - Fayetteville
Michael Halsey - Fayetteville
John Holm** - Europe
Mark Hough - Bellevue
R. A. Johnson - Fort Smith
Stephen Johnson - San Antonio
Sheryl Koeltzow** - San Antonio



Brian Kueter - Manhattan
Andrew Lankowicz** - Europe
Ralph Lauder - St. Louis
Peter Lehning - San Antonio
James Loomis - Montgomery
Peter Myers** - San Antonio
Stephen Peth - Burke
Jerry Puckett - Ft. Hood
David Spero - Fayetteville
Brandan Squire - Ozark
Stephen Suttles - Korea
Thomas Teeples - Black River Falls
Henry Tuell - Fort Sam Houston
Alex Valadez - San Antonio
John Walker - Fayetteville
Brian Waring** - Fort Drum
Richard Yearman - Milpitas

*Includes some renewing previous memberships.

**Life member.

DUSTOFF ASSOCIATION

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