

Aerospace World

By Suzann Chapman, Managing Editor

Enduring Freedom Rolls On

The war on terrorists in Afghanistan is still being fought but has now taken a different direction, stated Defense Secretary Donald Rumsfeld.

"The campaign continues without pause," he told reporters, adding "although in a somewhat different phase."

"One does not bomb unless there is something to bomb," Rumsfeld said in late December. In the Tora Bora area, for instance, he emphasized it would not be appropriate to bomb the area when coalition forces are "crawling around in caves and tunnels."

They are looking for information, people, and weapons. The searches in Afghanistan have resulted in arrests across the world and "undoubtedly have prevented other terrorist activities," stated the defense chief.

It is also still dangerous, he said. "There are pockets of resistance throughout the country."

DOD Continues Air Strikes

Coalition forces identified new tar-

But Where Is He?

Asked for the nth time if the Pentagon knew Osama bin Laden's status, whether he had escaped to another country or was dead, Defense Secretary Donald Rumsfeld replied, "We hear six, seven, eight, 10, 12 conflicting reports every day."

"I've stopped chasing them," he added, but couldn't stop there. In his now famous acerbic style, Rumsfeld noted on Dec. 27:

"We do know, of certain knowledge, that he is either in Afghanistan or in some other country or dead. And we know of certain knowledge that we don't know which of those happens to be the case."



USAF photo by SSgt. Robert E. Minder

South Carolina Air National Guard members at McEntire ANG, S.C., ready F-16s for takeoff to a forward location, from which 169th Fighter Wing pilots, main-tainers, and support personnel will participate in Enduring Freedom.

gets in late December and early January as the search for remaining Taliban and al Qaeda elements spread beyond Tora Bora.

On Dec. 21, AC-130 gunships and carrier fighter aircraft attacked a convoy of about 10 to 12 vehicles and the command-and-control compound from which they had departed near the town of Khowst, which is south and west of Tora Bora.

On Dec. 26, heavy bombers and tactical aircraft attacked another target near Ghazni, destroying a compound that contained Taliban leadership.

On Dec. 28, air strikes targeted a compound near Gardez.

On Jan. 3, USAF B-1Bs and AC-130s and Navy F-18s struck the Zhawar Kili compound near Khowst again.

And on Jan. 4, adding B-52s, the USAF and USN aircraft struck it for at least the third time.

Air strikes continued against Zhawar Kili during the second week of January. Air Force F-16s and Navy F-14s and F-18s struck the complex, which officials called "very, very extensive."

DOD Achieves "Additional" Goal

The Administration has clearly stated its goals in the war on terror, namely to stop terrorism and the nations that harbor terrorists, emphasized Rumsfeld. That includes "al Qaeda but not just al Qaeda," he said.

In Afghanistan, there was the additional goal of ending the Taliban government because of its support for al Qaeda.

"We have now achieved that one goal," said Rumsfeld, adding this caution: "We still have the al Qaeda network worldwide to deal with, as well as the other terrorist networks, and we intend to do so."

The problem does not go away with the capture or death of Osama bin Laden, he reminded reporters Dec. 27. There are any number of people who could and would continue to operate the al Qaeda network, said Rumsfeld.

"Now, clearly it's our goal to chase them and find them wherever they are."

Where Next?

The Administration has left no doubt that the action in Afghanistan is just

the first military step in the war against terrorism. The next likely target: terrorists bases in Somalia.

Defense officials have repeatedly stated that the mission in Afghanistan is not over, while other Administration officials have begun pointing to increased surveillance over Somalia.

US intelligence officials said that aerial reconnaissance flights over the north African nation of Somalia increased the first week of the new year, reported the *Washington Times*. US, British, and French spy aircraft were gathering information about al Qaeda terrorist camps.

Defense Chief Rumsfeld would not speculate on what other country might be the next military stop in the anti-terror war. He did confirm Jan. 3 that intelligence gathering had increased.

On Somalia, he told reporters that al Qaeda "go in and out."

"We know there have been training camps there and that they have been active over the years and that they, like most of them, go inactive when people get attentive to them."

Secretary of State Colin Powell remarked to the *Washington Times* Jan. 8 that the US had told several countries to deny support to terrorists as part of a major diplomatic effort.

"And one that immediately comes to mind and that has been mentioned particularly is Somalia," Powell stated.

USAF Considers New Jammer

When the Air Force retired its last EF-111 Raven aircraft in 1998, the Navy's EA-6B Prowler became DOD's sole electronic attack platform. Its age, though, will force a replace-

Bush Announces ABM Treaty Withdrawal

President Bush announced Dec. 13 that he was giving formal notice to Russia that the US plans to withdraw from the 1972 Anti-ballistic Missile Treaty.

In remarks in the Rose Garden, Bush explained, "I have concluded the ABM treaty hinders our government's ability to develop ways to protect our people from future terrorist or rogue state missile attacks."

Bush was referring to the US pursuit of a national missile defense program that could protect the US from a small number of missiles launched by a rogue state or by terrorist organizations.

The Pentagon has held up some tests of elements of a proposed system because the tests might have violated the ABM treaty.

Russian President Vladimir Putin, in a television appearance, claimed that the US was wrong to abandon the 30-year-old cornerstone of US-Russia nuclear strategy. However, he said that the move would not threaten Russia's national security.

Senior Bush Administration officials have pursued closer relations with the Russians for some time. And that, they believe, in addition to the President's budding friendship with Putin, has ensured withdrawal from the treaty would not lead to a new arms race.

In fact, both leaders have pledged to reduce offensive nuclear arsenals further. Bush, in his remarks, said the US had pledged "to reduce our own nuclear arsenal between 1,700 and 2,200 operationally deployed strategic nuclear weapons."

Putin, in turn, called for a reduction of between 1,500 and 2,200.

President Bush said the era of the ABM treaty was "a much different time." He noted that the hostility that once led both countries to keep thousands of nuclear weapons on hair-trigger alert, pointed at each other, no longer exists.

"As the events of September the 11th made all too clear, the greatest threats to both our countries come not from each other or other big powers in the world," he said, "but from terrorists who strike without warning or rogue states who seek weapons of mass destruction."

ment some time this decade. A key question is whether USAF will pursue a replacement of its own rather than continuing the present arrangement of joint use of a single platform.

The Air Force has been sharing jammer crews with the Navy and Marine Corps using the Prowlers, an

arrangement that officials say has worked well.

Pentagon acquisition head Edward C. Aldridge confirmed in late December that the EA-6B has experienced cracks in the wing section that have restricted its operation. "We've got to replace the airplane," he said.

Aldridge told reporters that a Navy-Air Force analysis of alternatives had been completed but is under review by service leadership and would "eventually get up to me."

"There're a lot of things still to be done," he added.

USAF Chief of Staff John P. Jumper had said earlier that the Air Force has a candidate aircraft to replace the EA-6B, but he also said the issue is "wide open" to alternative solutions.

There are concepts that put jamming capability on unmanned vehicles. There may also be other avenues that would enable US forces to penetrate aerial threats.

"The whole idea of electronic warfare has to be folded into this entire notion of information warfare," Jumper emphasized.

"We can't assume that traditional notions" are the only way to penetrate threats, he added.

Low Rate Production for JASSM

Pentagon acquisition chief Aldridge cleared the Joint Air-to-Sur-



Local news media in Bishkek, Kyrgyzstan, on Jan. 9 interview members of the 86th Air Mobility Squadron, part of the 86th Contingency Response Group setting up operations for Enduring Freedom. (See news item on p. 16.)

USAF photo by SSgt. S.C. Felde

face Standoff Missile for low rate initial production on Dec. 21. That will enable the Air Force to place the newest cruise missile on board F-16 and B-52 aircraft by 2003, stated USAF officials.

JASSM, a joint Air Force–Navy program developed and produced by Lockheed Martin, is a 2,000-pound-class weapon that will also eventually be deployed on B-1, B-2, and Navy F/A-18E/F aircraft. With its stealth capability it will be able to penetrate enemy air defenses at more than 200 miles.

Air Force Secretary James G. Roche calls JASSM “a flagship program for acquisition excellence.”

It came in under projected dollars and showed such high performance, the Air Force increased its buy from 2,400 to 3,700 missiles.

USAF is also considering an extended-range version.

AFRC Crew Flies First Enduring Freedom Prisoners to Gitmo

An Air Force Reserve Command C-141 crew from the 445th Airlift Wing transported the first Taliban and al Qaeda detainees to Cuba on Jan. 11.

The 20 prisoners were delivered to the US naval facility at Guantanamo Bay, nicknamed Gitmo, where DOD plans to hold as many 2,000 prisoners, if necessary.

Southern Command activated Joint Task Force 160 to head the operation at Gitmo. The task force includes active duty members, primarily security forces personnel, from each service and reserve personnel.

Speaking about the first flight, one of the 445th AW Reservists said of the crew, “Nobody relaxed.”

The 445th Reservists, who were all volunteers, are from Wright–Patterson AFB, Ohio. The flight crew was augmented by several airmen from the 445th Security Forces Squadron.

Other AFRC units from California, Maryland, and Wisconsin are also taking part in the transport operations.

USAF Grants Most Stop-Loss Waivers

Air Force officials said Jan. 8 that more than 80 percent of requests for relief from Stop-Loss have been approved.

USAF activated Stop-Loss last fall to restrict personnel from retiring or separating during Operations Enduring Freedom and Noble Eagle and any associated operations.

Service officials said they had re-



Photo by Phil Kocurek

Two CV-22 Ospreys have been undergoing testing at Edwards AFB, Calif., for the Air Force. The service wants the CV-22s to replace its aging MH-53J Pave Low helicopters.

Osprey To Restart Flight Testing

Testing will resume for the V-22 Osprey tilt-rotor aircraft in April, Pentagon acquisition chief Aldridge told reporters Dec. 21.

“But,” he emphasized, “this new flight test ... will be much more comprehensive than that previously planned.”

Just over a year before, the Osprey program suffered its second lethal crash in one year. The first, on April 8, 2000, killed 19 Marines. The second, on Dec. 11, 2000, killed four, including the program’s most experienced pilot and director, Lt. Col. Keith M. Sweaney.

The Pentagon halted flight testing while the entire program underwent review by the Marine Corps, the DOD inspector general, and an independent blue-ribbon panel. Though the panel criticized the program, its final conclusion, presented to Defense Secretary Rumsfeld early last year, was that the flaws could be overcome with design modifications.

In May last year, the Pentagon approved changes to hydraulics lines, poorly designed engine nacelles, and defective flight software.

Aldridge stated that production would slow to the minimum sustaining level to permit time for periodic reviews of the flight-test results and to make changes to the production aircraft, as needed.

“I personally still have some doubts, but the only way to prove the case one way or the other is to put the airplane back into flight test.”

That testing will last about two years. Among factors like shipboard compatibility and landing in dust and debris, it will also explore the phenomena called vortex ring state, which was cited as the cause of the April 2000 crash.

The Marine Corps plans to buy 360 V-22s, and the Navy and Air Force plan to buy 50 each. The Marines have maintained that they need their version of the tilt rotor for rapid deployment into high-threat areas. USAF officials, though asking for far fewer, have also steadfastly cited the need for the CV-22, the special operations version, to replace aging helicopters.

Despite the aircraft’s problems, two of Rumsfeld’s special defense review panels—the Conventional Forces and Transformation Panels—called the V-22 “critical.” They did not lavish such a term on other systems.

Aldridge, in fact, stated that the V-22 “has some very unique capabilities. ... There is no other alternative.”

However, he noted, “first thing we have to make sure of is that it’s reliable, safe, and operationally suitable.”

ceived about 900 waiver requests out of a total of 11,500 personnel affected by the order.

Major command commanders judge on a case-by-case basis whether personal reasons to leave the service are compelling enough to outweigh the Air Force's need for the individual to stay. As of Jan. 3, said officials, commanders had approved 82 percent of enlisted requests and 81 percent of waivers for officers.

"What's interesting is that less than a thousand of those affected have asked for waivers," said Lt. Col. Richard Binger, chief of retirements at Air Force Personnel Center.

"It seems that people are accepting that their country needs them right now," he added.

Bush Signs Authorization Bill

President Bush signed the \$343.3 billion National Defense Authorization Bill for Fiscal 2002 on Dec. 28, despite a major setback on the base closure issue.

The authorization bill approved a new round of base closures but not as soon as Defense Secretary Rumsfeld had requested. The bill delays the start until 2005. The Pentagon had asked for authority to start the process next year.

There were early indications that Rumsfeld might ask the President to veto the bill. Instead, he said he "slept on it" and would not recommend a veto over base closure issues.

He said a veto would delay important legislation for service members, including a sizeable military pay raise and infrastructure improvements.

The raise is the largest pay increase in 20 years, according to defense officials.

Increases range from five to 10 percent. The pay raises are targeted to certain pay grades, with enlisted members receiving a minimum boost of six percent and officers, five percent.

Certain pay grades for both enlisted members and officers will see greater increases, officials said, to help with retention.

However, Rumsfeld pointed out that the delay in the base closure program will waste money and assets.

"Given the war on terror, we will be doing something even more egregious, and that is we will be providing force protection on bases that we do not need," Rumsfeld said. "It's a shame."

Deployable Shelters Not Proved

The 40-plus-hour missions that B-2 stealth bombers flew to Afghanistan for Enduring Freedom may soon be at an end when the Air Force gets

Professor Herold Counts the Casualties

Dismayed that the Pentagon had not announced the number of civilians killed by the bombing in Afghanistan, Professor Marc W. Herold of the University of New Hampshire decided to make his own count.

His method is to read the international press—he spends 12 to 14 hours a day on the Internet, gathering "data"—and to derive his tally from the number of deaths reported. By January, Herold had thus calculated a toll of 4,050 noncombatants killed.

Herold says that his "documented high level of civilian casualties" is attributable to "the apparent willingness of US military strategists to fire missiles into and drop bombs upon heavily populated areas of Afghanistan."

He has relied considerably on such sources as the Afghan Islamic Press Agency, the al Jazeera news network, and newspapers in Pakistan.

Herold is an associate professor in the Departments of Economics and Women's Studies. He received his Ph.D. at Berkeley in 1979.

US officials do not have a count of civilian casualties but regard Herold's "count" as preposterous.

Herold's ongoing study is popular with some Arab leaders and Muslim clerics who have their reasons for believing his numbers. But he has also begun attracting attention in the Western press.

Michael Evans, defense editor of the *London Times*, called Herold's work "an unofficial report by an American academic" and used it to flesh out his own account of "mass civilian casualties" in Afghanistan.

The Guardian newspaper in Britain said Herold is conducting "a systematic independent study" that demonstrates that "the US and its camp followers are prepared to sacrifice thousands of innocents in a coward's war."

The *Washington Post* said those "with long experience in such assessments" are skeptical of counts like Herold's but followed that by noting equal skepticism of "the Pentagon's virtually routine denials" of extensive civilian casualties.

The *Post* quoted Darcy Christen of the International Committee of the Red Cross as dismissing statements on casualties by US Secretary of Defense Donald Rumsfeld as the kind of thing to be expected from "a political actor or military actor."

The Toronto *Globe and Mail* noted that the death toll of "ordinary Afghans" in Herold's study surpassed the number of people killed in the terrorist attacks on Sept. 11. It said that "other organizations, whose monitoring has been less rigorous, offer lower figures."

It does not say what methods could possibly be "less rigorous" than Herold's.

—John T. Correll

its new deployable shelters. But USAF's top officer wants more proof the shelters are up to snuff.

The first of four shelters contracted by the service in September is due this spring. A prototype shelter, complete with a climate controlled environment for maintenance of the stealth bomber's special protective coating, was tested last summer.

Chief of Staff Jumper told reporters late last fall that he was not convinced the deployable B-2 shelters will allow the Air Force to maintain the bomber's low observable capabilities "as well as I expect them to be maintained."

He said that does not prevent use of B-2s, but is just a question of conducting "considerable tests" to prove the shelter capability before he commits them to forward locations.

The shelters, he admitted, "have had some problems," but he added, "I don't think that has been the showstopper."

When he has a chance to have that maintenance capability proved to him,

Jumper said, the Air Force has a plan to pre-position the new bombers in host countries.

Navy Area Missile Gets Ax

The Pentagon announced Dec. 14 that it had canceled the Navy Area Missile Defense Program because of excessive cost growth.

The Navy missile's acquisition unit cost had increased by 57 percent and average procurement unit cost by 65 percent.

Under the Nunn-McCurdy law, passed several years ago, once a program's unit costs increase by 25 percent, the Pentagon must certify to Congress that:

- The acquisition program is essential to national security;

- There are no alternatives to the acquisition program that will provide equal or greater military capability at less cost;

- The new estimates of the program acquisition unit cost or procurement unit cost are reasonable; and

■ The management structure for the acquisition program is adequate to manage and control program acquisition unit cost or procurement unit cost.

Pentagon acquisition head Aldridge told reporters Dec. 21 he could not answer yes to all four criteria, "so we had to stop the program."

One key answer was yes, though, Aldridge emphasized. He said that it was essential to national security.

The program will be restructured, he said, with the Navy essentially developing a new terminal defense system that will incorporate new technical developments, such as hit-to-kill technology.

Rumsfeld: We Need Two New Civilian Posts

Defense Secretary Rumsfeld requested in late November that Congress grant him authority to create

two new senior civilian posts: an undersecretary of defense for homeland security and an undersecretary for intelligence.

In a letter to Congress, obtained by *Inside the Pentagon*, Rumsfeld said, "It is becoming clear that we are likely to need reorganization in two principal areas: intelligence and homeland security" to conduct a sustained campaign against terrorism.

He added that it was not his intention to grow the Pentagon bureaucracy, "so we will find organizational offsets to account for two new undersecretaries."

USAF Establishes Homeland Security Directorate

The Air Force activated the Directorate of Homeland Security on Jan. 2 under the Deputy Chief of Staff for Air and Space Operations.

The interim director of the new or-

ganization is Maj. Gen. Jeffrey B. Kohler, who also serves as the director of operational plans in the DCS.

"Several major commands have created homeland security points of contact and some have created small offices," he said. "The focus of this organization will be to bring this all together with policy and guidance to make sure the Air Force is marching with one vision in homeland security."

USAF Sets Up Operations From Kyrgyzstan

Members of the 86th Contingency Response Group from Ramstein AB, Germany, deployed to Bishkek, Kyrgyzstan, late last year to open an airfield for Enduring Freedom.

Unit personnel from more than 40 Air Force specialties established the initial aerial port operation. They also provided force protection and coordinated construction of living, operational, and maintenance areas that would support coalition military personnel flying from Manas Airport in Bishkek to Afghanistan.

The 786th Security Forces Squadron has permanent roving patrols, plus a quick-reaction force that works with host nation security personnel to ensure area security.

In early January, a squad of eight from the 786th set out on foot for its first dismounted patrol to cover a seven-mile route. TSgt. John Murphy, patrol squad leader, said, "There are no known enemy forces here," adding that the patrol was checking for spots that might provide any potential enemy an advantage.

The USAF security forces said they were also sharing tactics and techniques with Kyrgyzstan security personnel.

The CRG was poised to provide support for 30 days or more.

Bulgaria Hosts US Military

Air Force air refueling aircraft began operating out of Bulgaria in late November for missions supporting Enduring Freedom over Afghanistan.

Six KC-135 Stratotankers from RAF Mildenhall, UK, were sent to Burgas airfield.

About 200 support and operations airmen from bases in England, Italy, and Germany make up the 351st Expeditionary Air Refueling Squadron. The unit's primary job is to provide aerial refueling for aircraft air-dropping humanitarian aid to Afghanistan.

US forces have participated in exercises in Bulgaria for several years,

Stateside CAPs Impact Readiness

The services have faced readiness problems for years. Now, however, readiness for the Air Force has taken on a new dimension, one not considered before the Sept. 11 terrorist attacks.

The new factor is that USAF is now not only faced with heightened operations abroad, said Gen. John P. Jumper, the Air Chief of Staff, but also a new mission at home—flying Combat Air Patrols over US cities.

That is "something we've not had to deal with before," Jumper told reporters. "We're in a situation where the increased requirements are at home and overseas at the same time."

"Does this cause us problems? You bet," emphasized the USAF Chief last fall.

The long running readiness issues were created as the services downsized yet picked up mounting workloads from back-to-back contingencies abroad. Compounding the problem were budgets that did not enable them both to modernize and recapitalize older systems.

Today's even higher use rate of USAF's older aircraft is undercutting their useful service life. And the toll for the Air Force from flying continuous CAPs for Operation Noble Eagle is seen in people as well as aircraft.

It's a tempo burden, said Jumper, that also cuts into training and funds for training.

The Air Force is assessing what the right concept of operations will be for homeland defense, according to the Chief. It could include flying continuous CAPs or perhaps switching to an alert status arrangement.

Ending the stateside CAPs could prove a political problem. The public may not be ready to forgo the sense of added security they provide.

Having fighter jets only on ground alert raises a timing issue. As an example, some point to the incident of the 15-year-old student pilot who crashed a private airplane into an office building in Tampa, Fla., on Jan. 5. He first strayed through the airspace at Tampa's MacDill Air Force Base, which is home to Central Command headquarters. Fighters on strip alert at Homestead Air Force Base outside Miami, about 200 miles away, could not have arrived in time even with adequate notification.

In this case, the FAA failed to notify NORAD, the military command charged with managing CAPs and dispatching alert aircraft, until after the teenager crashed. FAA officials said they are investigating why there was such a delay in what is supposed to be a more streamlined notification process. (See "The Return of NORAD," p. 50.)

Today, continuous CAPs are flown over Washington, D.C., and New York City, as well as up to six other cities or regions. Otherwise CAPs are flown when and where needed and fighters remain on ground alert able to scramble within 15 minutes at about 24 bases around the country.

The Air National Guard provides most of the fighter aircraft for the patrols, with support from active and Air Force Reserve Command forces.



A B-1B takes off on an Enduring Freedom mission.

Warner: Too Soon for B-1s To Retire

Sen. John Warner, ranking Republican on the Senate Armed Services Committee, told reporters in mid-December that the Air Force's plan to retire about a third of its B-1B bombers should be reconsidered after the bomber's contributions to Enduring Freedom in Afghanistan.

Air Force Chief of Staff John Jumper was asked in late November if the service had been rethinking the move. "I'm sticking with that decision," he said.

USAF officials announced the plan last June as a cost saving measure. They proposed to retire 33 B-1s by the end of 2002. That would have left 60.

The decision created a furor, especially among Congressmen whose districts would be affected.

The Air Force's plan would eliminate B-1B units at McConnell AFB, Kan., Mountain Home AFB, Idaho, and Robins AFB, Ga. It would consolidate the remaining bombers at Dyess AFB, Tex., and Ellsworth AFB, S.D.

Air National Guard units at McConnell and Robins would be most affected. That fact and the "political" consolidations in Texas and South Dakota prompted a wave of protests.

Although House and Senate conferees indicated their support for the decision, lawmakers did manage to slow the process by including \$164.4 million in the Fiscal 2002 defense authorization bill to maintain the 33 B-1Bs until the Air Force completes a number of reviews.

USAF officials maintain that by shrinking the force, they can free up about \$1.5 billion to equip the remaining B-1s with new precision weapons, self-protection systems, and reliability upgrades.

The Air Force bought a total of 100 of the sleek bombers in the 1980s. Earlier attrition claimed seven. An eighth crashed Dec. 12. The B-1B entered service as a nuclear bomber designed to attack the Soviet Union but was converted for conventional munitions.

but this marked the first long-term stay for US military forces.

Petko Draganov, Bulgaria's deputy minister of foreign affairs, said the move required a difficult constitutional procedure that any country would require before "allowing foreign military to rest on [its] soil."

He added, "But it all went very smoothly, and I was really satisfied by the fact that when it came to parliament, 100 percent of the members of parliament voted for it."

USAF Announces Reorganization

Air Force Secretary Roche and Chief of Staff Jumper outlined the new look for the headquarters staff Dec. 18 in a joint press conference

with Army leadership. Both services announced plans to make themselves more efficient.

Pentagon spokesman Rear Adm. Craig Quigley said the Navy and Marine Corps would discuss similar efforts soon.

For the Air Force the agenda was to remove stovepipes, to find overlaps, and to transform the way it leads, said Roche.

The third item included establishing a new position—Deputy Chief of Staff for Warfighting Integration—to "worry about the architecture for our fighting forces," he said.

The office will integrate command-and-control and intelligence, surveillance, and reconnaissance systems

that are increasingly important to warfighters.

The new DCS will be the person, Roche added, who "can say this passes the test for sensible warfighting architecture."

"We have seen in Afghanistan the blending of systems that exist—the Predator UAV with the AC-130 in an effort that put Predator video on board the AC-130," said Jumper. "Seems like a simple step," but he added that a few months ago direct integration of stovepipes would not have happened on the battlefield.

"The key word here is integration," he said. The problems the Air Force has are at the seams, between and among the functions of find, fix, track, target, engage, and assess.

Congress OKs 60 More C-17s

Lawmakers included a provision for purchase of 60 additional Boeing C-17 transports, beginning in Fiscal 2002, in the defense authorization bill it released Dec. 12.

Senior Pentagon officials had told Congress that the Mobility Requirements Study 2005 cited the need for 50 to 60 more C-17s than the planned buy of 120.

The Air Force believes that the MRS-05, produced early last year, is already out of date.

Bush Approves Combat Zone Tax Break

President Bush signed an executive order Dec. 14 that grants significant tax breaks for service members in Afghanistan and the airspace above it.

The order is effective from Sept. 19, the day troops first started deploying for Enduring Freedom. It also applies to service members directly supporting operations in Afghanistan from other locations if they are receiving imminent danger pay or hostile fire pay.

The order permits enlisted service members and warrant officers to pay no federal income tax on all basic pay and special pay. Officers will pay tax only on that portion of their pay that exceeds the highest enlisted pay plus the \$150 imminent danger pay, a figure currently set at \$5,043.

Eligible service members also receive an automatic extension to file their taxes.

Additionally, since the order is retroactive to Sep. 19, officials said eligible service members will get a refund of taxes already paid, and future withholding will stop.

BMDO Gets New Name

The Ballistic Missile Defense Organization was redesignated the Missile Defense Agency the first week in January.

USAF Lt. Gen. Ronald T. Kadish remains as director and continues to report directly to Pentagon acquisition, technology, and logistics chief Aldridge.

In a memo announcing the change, Defense Secretary Rumsfeld stated his four key objectives, which included establishing "a single program to develop an integrated system under a newly titled Missile Defense Agency" and assigning "the best and brightest people to this work."

C-17 Sets 13 World Records

A 418th Flight Test Squadron crew from Edwards AFB, Calif., broke 13 altitude and payload world records Nov. 27 for the C-17, bringing the total number of C-17 world records to 33.

The crew flew three sorties to set maximum altitude records for payloads ranging from no payload to 88,200 pounds. Maximum altitudes were achieved by first burning down to the minimum fuel required to return to base and land, and then climbing the aircraft as high as possible.

An observer from the National Aeronautic Association, the governing body for US record attempts, was on board for all three sorties to verify the records.

One altitude record set was for steady horizontal flight, in which the crew had to maintain a constant air-speed and altitude for at least 90 seconds. The C-17 maintained an unofficial level altitude of 44,430 feet with a 22,100-pound payload. Altitudes of 43,820 and 45,500 feet were also reached carrying payloads of 88,200 and 22,100 pounds, respectively.

The aircraft was ready to keep going, said Maj. Chris Lindell, one of the test pilots.

"The maximum altitude achieved for the lower weights attempted was 45,500 feet, which was based on an operating restriction for the engines," he said. "The aircraft could have gone higher."

In addition to Lindell, the record-setting crew comprised test pilots Maj. Todd Markwald, Capt. Chris Morgan, and Boeing's Norm Howell and loadmasters TSgt. Tom Fields and Boeing's Gary Briscoe.

What Is the Best Approach?

No decisions have been made yet about what to do with the space based radar, according to Air Force Chief



A1C Jerry Pierson, 555th Fighter Squadron, Aviano AB, Italy, tightens the arming wire on a bomb as SrA. Patrick Dull, a load standardization instructor with Aviano's 31st Operations Group, watches closely.

USAF photo by TSgt. Dave Ahlischweide

Jumper. He is not convinced that it's the right system for the job.

"My concern is that we don't go down a path that might be a rush to failure."

The Air Force is trying to determine what is the best combination of manned, unmanned, and space that will provide the best ground moving target indicator radar picture.

"Do we go for something in low Earth orbit or should we wait a few years and go up to medium Earth orbit?" asked Jumper.

The real question, he said, is how you get the best information to commanders rather than whether it is done by air or in space.

The technical analysis is ongoing, Jumper added.

Interceptor Test Successful

The Ballistic Missile Defense Organization, now known as the Missile Defense Agency, announced Dec. 3 it had scored a successful intercept of an ICBM target.

This was the third successful intercept out of five tests for the Ground-based Midcourse Defense Segment, formerly known as National Missile Defense.

In this test, designated integrated flight test 7, a modified Minuteman ICBM target vehicle was launched from Vandenberg AFB, Calif., and a prototype interceptor was launched approximately 20 minutes later from the Ronald Reagan Missile Site Kwajalein Atoll, about 4,800 miles away in the Pacific.

About 10 minutes later, the interceptor hit the target more than 140

miles above the Earth during the midcourse phase of the warhead's flight. The closing speed for the hit-to-kill intercept was in excess of 15,000 mph, officials stated.

The interceptor's Exoatmospheric Kill Vehicle separated from the rocket booster more than 1,400 miles from the ICBM target warhead. After separation, the EKV used onboard infrared and visual sensors, augmented by ground X-band radar data, to locate and track the target.

The sensors were able to distinguish between the target, the shroud enclosing the missile, and a decoy deployed in the test.

Another intercept system test is set for this month or March. The Missile Defense Agency has other tests scheduled for the intercept booster later this month.

Tanker Lease Up for Negotiation

Air Force Secretary Roche told *Defense News* on Dec. 21 that a controversial tanker aircraft lease proposal sent to Congress last fall was simply hypothetical.

House and Senate appropriators approved a lease plan in December.

The Air Force proposal was to lease 100 modified Boeing 767s over 10 years for \$20 billion, or \$20 million per aircraft. USAF would buy the aircraft for \$1 at the end of the lease.

The service had planned to begin replacing its aging fleet of KC-135 aerial refuelers by the end of this decade. That plan changed after the Sept. 11 attacks. Tankers have been flying virtually nonstop supporting both Operation Noble Eagle here in

the States and Enduring Freedom in Afghanistan.

Roche said Congress asked the Air Force to jump-start the recapitalization. Hence the lease proposal.

After weeks of debate, appropriators approved a provision that would allow USAF to lease 100 Boeing 767s for 90 percent of their market purchase price, modify them for tanker use, fly them for 10 years, remove the modifications, and return them to Boeing.

The Office of Management and Budget has warned that this plan may cost more than buying the aircraft outright.

But, Roche told *Defense News*, "now we've got the authority. ... Now we will take a good six months and go see what we can get."

"If we can conclude a satisfactory lease [and] if it's a good lease for the taxpayers, we will permit it," he added.

At issue for some Congressmen is the sole source aspect of the arrangement. Republican Sen. John McCain, for one, claimed that Senate

appropriators were using DOD to disperse corporate welfare to Boeing.

However, in a letter to the *Washington Post*, Dec. 21, Roche stated that the Air Force needs to modernize its tanker fleet and is "considering all reasonable options."

PJ Dies After Rescue

SSgt. Doug Eccleston, an Air Force Reserve Command pararescue specialist assigned to the 920th Rescue Group at Patrick AFB, Fla., drowned Dec. 7 following a successful rescue mission.

Eccleston, 35, and two other PJs had gone to aid a crew member aboard a Malaysian supertanker about 200 miles southeast of Bermuda, said officials.

They were flown out on an HC-130 aircraft, jumped into the ocean, and inflated a Zodiac raft to reach the tanker. The raft was hoisted aboard the tanker with the PJs in it.

The PJs stabilized the crewman and the tanker continued to Bermuda, where the patient was taken to a hospital.

The fatal accident took place when Eccleston and one of the other PJs were being lowered in the raft from the ship. The raft capsized, throwing both PJs into the water.

The other PJ was recovered right away, but Eccleston couldn't be seen. His body was found a few hours later.

Indiana ANG Extend Tour

The 181st Fighter Wing of the Indiana Air National Guard was asked to extend their normal 30-day deployment to support Operation Northern Watch to 90 days to fill in for active duty units tasked elsewhere.

The wing put out the word and had more volunteers than it could take.

"After the catastrophic events of the past few months, of course, there's been an even greater surge of patriotism than we've seen previously," said Lt. Col. Greg McDaniel, commander of the unit's 113th Fighter Squadron. "We just had more volunteers than we had spots for."

More than 180 Guardsmen deployed to form the 181st Expeditionary Fighter Squadron and other combat support packages.

"I could have actually taken the entire unit," said Col. Gary Peters, 181st FW commander. "I had a thousand members who would have volunteered to come out here; unfortunately, we could only bring a small portion of our unit."

"The employers have to allow these folks to take time away from their jobs, which puts a burden on their companies at the same time," Peters said. "But it shows you the tremendous patriotism and professionalism of a Guardsman who does step up to the plate."

AFRC Airlift Crews Take On Atlantic Express

The Atlantic Express continues to run, courtesy of two AFRC C-141 units.

Volunteers answered the call when Air Mobility Command said it couldn't keep up the thrice weekly flights to deliver supplies and equipment to Ramstein AB, Germany, because of Enduring Freedom missions.

The 445th Airlift Wing, Wright-Patterson AFB, Ohio, and the 459th AW, Andrews AFB, Md., picked up the duty to keep the Express line from backing up.

The Reservists nearly doubled their normal flying hours.

RED HORSE Sets Up at Nellis

AFRC reactivated the 555th RED HORSE late last year to supplement

Fear of Mistakes Carries High Cost

It seems to have slipped much notice, but a comment by USAF's top military leader about a new office being set up to join the seemingly never-ending struggle to improve the acquisition of weapon systems may just be the "I'm not going to take it anymore" signal the service has needed.

Said Gen. John Jumper: "Our unbridled fear of mistakes is costing us far more than any sensible risk taking ever will."

The new office, formally opened Dec. 10 at the Pentagon, is called ACE—Acquisition Center of Excellence.

It's not a replacement for Air Force Materiel Command or Air Force Space Command, with its new role in acquisition through the Space and Missile Systems Center. Its charter is to help USAF acquisition professionals do their job—better than it's been done in the past.

The plan, which was endorsed by Air Force four-star generals and senior civilians in November, is "to foster a culture of innovation and reasonable risk taking," according to USAF's new assistant secretary for acquisition Marvin Sambur.

If the service can do this, Sambur said, it can "shorten acquisition cycle times, insert new technologies into systems throughout their life cycles, and deliver today's technologies today."

The Air Force did not name the individual who would head ACE, saying only that it would be a member of the senior executive service. However, a report by *Inside the Pentagon* just last month said the job had gone to Terry Little.

Little is known as a reformer.

He managed programs like the Joint Direct Attack Munition, USAF's lead pilot program in acquisition reform, and the Joint Air-to-Surface Standoff Missile, another acquisition model, that was just approved for low rate initial production.

Air Force Secretary James Roche called JASSM a "flagship program."

The task for Little is huge.

But comments by Darleen A. Druyun, Sambur's principal deputy assistant secretary and a leading advocate on cutting red tape, seem to sum up the situation: "We need to get on with this. If there's a consensus on anything in the area of acquisition reform, it is that there's been enough study. It's time for action."

"Sometimes, we are our own worst enemies," she said. "That is about to change."

USAF photo by SrA. Shane Sharp



Nero, the German shepherd, and his handler, SSgt. Marshall Cavit, from Peterson AFB, Colo., took part in the biggest marijuana bust yet for DOD's Counterdrug Task Force when they worked with US Customs for three months along the US-Mexico border last fall.

the active duty 554th RED HORSE at Osan AB, South Korea.

The new unit is looking for full-time and traditional Reservists to fill 18 career fields at its home base at Nellis AFB, Nev.

Officials said the 555th and 554th were both formed originally in 1965. The 555th was disbanded four years later.

The revived 555th, along with the ANG's 254th RED HORSE flight from Washington State, will augment Osan's squadron to form USAF's first active duty, Guard, and Reserve RED HORSE unit.

AFRC's 555th will also train with the active duty 820th RED HORSE at Nellis.

Ramstein Gains Hub Title Early

The actual transition of missions from Rhein-Main Air Base in Germany, long considered the transportation hub for European operations, to Ramstein Air Base is not scheduled until Dec. 31, 2005, but the pace of the changeover has been overcome by events.

Operation Enduring Freedom increased the number of airlift missions transiting Ramstein by nearly 50 percent.

Since the days of the Berlin Airlift, Rhein-Main had always been the "go to" base for airlift contingency operations. With its scheduled closure, all future contingency operations were to transition to Ramstein and Spangdahlem AB, Germany. Rhein-Main

had already begun its phased draw-down, forcing the early switch to Ramstein when airlift support for Enduring Freedom took center stage.

Normally, Ramstein processes 80 movements daily, including about 20 strategic aircraft. Since Sept. 11, the strategic missions jumped to about 30 per day.

The transition from Rhein-Main to Ramstein, which will pick up 65 percent of the old hub's mission, involves 14 construction projects, including a new runway, repair and lengthening of the old runway, additional ramp space, a freight terminal, a passenger terminal, and numerous other projects to upgrade the infrastructure of the base, said US Air Forces in Europe officials.

They said the transition will be funded through several sources, including the Frankfurt Airport, USAFE, NATO, and the Federal Republic of Germany.

Spangdahlem, about 85 miles northeast of Ramstein, will assume about 35 percent of the Rhein-Main mission. There are 23 construction projects planned for Spangdahlem.

Closing In on an Air-breathing Rocket Engine

NASA expects a design contract it awarded in December to a US industry team to lead to a ground test version of an air-breathing rocket engine by 2006.

Air-breathing propulsion is the key, according to NASA, to development

of a Reusable Launch Vehicle that would take off and land at airport runways and be ready to fly again within days. The result: more reliable and less expensive space transportation than is currently available.

The concept actually dates to the 1960s. Some 360 tests of alternative engine configurations over the past four years led NASA to believe it's a viable concept.

The \$16.6 million contract award to a consortium that includes Aerojet, Boeing's Rocketdyne, and Pratt & Whitney calls for completion of conceptual design and subsystem testing by November.

State Dept. Seeks Cheaper Space Access

The head of the State Department's Office of Space and Advanced Technology told the Commission on the Future of the US Aerospace Industry that low-cost access to space is an urgent matter.

"As a nation we have become increasingly dependent on foreign launchers, a trend that poses both national security and trade competitiveness risks over the long term," Ralph Braibanti advised the commission late last year.

The commission was created by the Fiscal 2001 Defense Authorization Act. It is chaired by former Rep. Robert Walker.

Braibanti noted that the need for reliable, low-cost launchers is apparent, but there's no consensus on how to get there.

Weldon: Let USAF Develop RLVs

At the same commission hearing, Rep. Dave Weldon (R-Fla.) said that the Air Force needs to develop RLV technology. He called for an end to the policy that placed NASA in the lead role.

Weldon was the lawmaker who put language creating the commission into the Fiscal 2001 defense bill.

"NASA's recent track record on X vehicles has not been good," he said. "The Air Force has a much better track record on X vehicles and should be given an opportunity to apply that experience to RLVs."

NASA canceled development of its X-33 and X-34 RLVs in March 2001. Air Force officials at one time thought that X-33 technology would aid in development of a space operations vehicle.

However, USAF announced last fall, after reviewing the program, that it would not assume management and funding responsibility for

NASA's X-33. Instead, it opted to continue to pursue other RLV avenues with NASA.

Weldon told the commission that pursuing an RLV is more critical for the Air Force than for NASA.

"I will even go so far as to posit for consideration that maybe NASA should get out of the new—RLV business altogether," he said.

Dover Nav Assists Airdrops

A C-5 navigator, Capt. Chris Deslongchamp, developed a computer program that helped C-17 crews with the high-altitude airdrops that were in use over Afghanistan.

Officials said the C-17 mission computer can normally handle high-altitude drops, but it was not able to independently calculate the release point for the humanitarian relief drops using the Tri-wall Aerial Delivery System. The release points needed to be manually calculated, until the mission computer can be modified.

That is where Deslongchamp's program, which he created two years ago, came in. His program, said Maj. Robert Rhyne of the Air Mobility Warfare Center at Fort Dix, N.J., "provided a very quick, convenient method for manually calculating a release point."

He added that there was at least one other existing program that could have been adapted, but Deslongchamp's was simpler to work with and was based on software familiar to C-17 pilots. The C-17 does not have a navigator.

Deslongchamp is a special operations low-level II navigator assigned to the 9th Airlift Squadron at Dover AFB, Del.

New Civil Service Rules

USAF officials announced in mid-December a new "Job Kit" for civilians seeking civil service jobs with the Air Force.

The kit includes some new rules for those seeking employment. One change is the requirement to have a résumé on file before applying for specific jobs.

"Under the new requirements, if their résumé isn't on file, they will not be eligible for consideration," said Hong Miller, acting chief of the Air Force Personnel Center delegated examining unit/recruitment branch at Randolph AFB, Tex.

Another change is that résumés will only be retained for one year, with updates allowed as necessary. New résumés must be submitted upon the one-year expiration. Officials said résumés will no longer be extended.

Applicants can access the Job Kit

Bush: Changing the Face of Battle

In a Dec. 11 speech at The Citadel in Charleston, S.C., President Bush continued his Administration's call for military transformation.

"We have to think differently," Bush said. "The enemy who appeared on Sept. 11 seeks to avoid our strengths and constantly searches for our weaknesses. So America is required once again to change the way our military thinks and fights."

"This revolution in our military is only beginning, and it promises to change the face of battle," he added.

He said that Afghanistan has been a proving ground for this new approach.

"These past two months have shown that an innovative doctrine and high-tech weaponry can shape and then dominate an unconventional conflict," Bush said.

The brave men and women of our military are rewriting the rules of war with new technologies, he continued. "Our commanders are gaining a real-time picture of the entire battlefield and are able to get targeting information from sensor to shooter almost instantly."

"Our special forces have the technology to call in precision air strikes, along with the flexibility to direct those strikes from horseback in the first cavalry charge of the 21st century," Bush pointed out.

He cited the Predator Unmanned Aerial Vehicle as an example of the new technology. "This Unmanned Aerial Vehicle is able to circle over enemy forces, gather intelligence, transmit information instantly back to commanders, then fire on targets with extreme accuracy."

"Now it is clear the military does not have enough unmanned vehicles," he added.

"Precision guided munitions also offer great promise," he said. "In the Gulf War, these weapons were the exception—while in Afghanistan, they have been the majority of the munitions we have used. We're striking with greater effectiveness, at greater range, with fewer civilian casualties. More and more, our weapons can hit moving targets. When all of our military can continuously locate and track moving targets—with surveillance from air and space—warfare will be truly revolutionized."

Bush emphasized that the terrorist attacks of Sept. 11 had not changed his vision of military transformation, just the timeline.

"What's different today is our sense of urgency—the need to build this future force while fighting a present war. It's like overhauling an engine while you're going at 80 miles an hour," he said. "Yet we have no other choice."

Bush called on Congress to not micromange DOD, to let defense leaders innovate. He also asked for "every constituency ... to sacrifice some of their own pet projects."

"Our war on terror cannot be used to justify obsolete bases, obsolete programs, or obsolete weapon systems," he said. "Every dollar of defense spending must meet a single test: It must help us build the decisive power we will need to win the wars of the future."

by going to the Air Force Personnel Center's Web site on civilian employment (ww2.afpc.randolph.af.mil/resweb).

Those without access to the Internet can send résumés and supplemental data to HQ AFPC/DPCTDC, Attn.: Recruitment Call Center, 550 C Street West, Suite 57, Randolph AFB, Tex., 78150-4759. A recruitment representative can be contacted at: 800-699-4473 or 800-382-0893 for TDD users.

"Homegrown" AFRC Officers Get Equity

A policy change the Air Force approved Dec. 19 will make promotion opportunities for Air Force Reserve Command lieutenants relatively equal to their active duty counterparts.

The change reduces time-in-grade requirements for promotion to captain from five years to two years.

"Without this change," said Maj. Douglas A. Young, chief of the promotion and evaluation policy branch for the Office of the Air Force Reserve, "we were prohibiting our homegrown lieutenants from promotion consideration until the four-to-five-year mark, while officers in the active duty component were being considered with two years time in grade."

More than 12,000 officers have joined the Reserve in the ranks of captain or higher since 1996, Young explained. Those officers had the opportunity of mandatory promotion to captain at four years time in grade or less. During the same time frame, only about 2,000 officers who had been commissioned into the Reserve as lieutenants were considered for promotion to captain.

"This is a fairness and equity issue—especially in light of the high [operations tempo] the Reserve attained

USAF art by SrA. Duane White



Selected USAF aircraft will begin displaying a distinctive nose art design this year. The design was created by SrA. Duane White at Air Combat Command and features the words "Let's Roll," said by Todd Beamer as he and other passengers moved to fight for control of United Airlines Flight 93 before it crashed in Pennsylvania Sept. 11. Officials believe the airliner was destined to strike either the White House or the US Capitol building.

The Air Force Thunderbirds and other demonstration teams will apply the nose art to all their aircraft, said Air Force officials. Major command and wings may each use the design on one aircraft.

in the past few years," Young added.

"The change will result in a one-time increase of about 300 eligibles to the grade of captain," said Young.

The new time-in-grade policy goes into effect immediately for all Fiscal 2003 captain promotion boards for all competitive categories within AFRC.

Competitive Categories for Selected Reserve

Another policy change established separate competitive categories and quotas for officers in the selected and nonselected Reserve. The change started with the majors board this month.

Selected Reserve officers—traditional reservists—participate in week-end and annual drills, are paid, accumulate points, and receive evaluation reports. Nonselected Reserve officers, on the other hand, fall into two categories: those who participate for points and evaluation reports only and those who earn membership points only.

In the past, nonselected Reserve officers were promoted against a quota established for selected Reserve officers—reducing the number of traditional reservists that could be promoted.

Separate quotas and competitive categories "would afford officers with similarities in career paths, participation, and documentation a more equitable promotion opportunity," said an AFRC official.

The competitive categories include

line officers, chaplains, judge advocates, and biomedical science, dental, medical, medical service, and nurse corps officers.

The quota for all competitive categories will be reviewed and approved annually by the Secretary of the Air Force before the board convening date, based on the needs of AFRC.

News Notes

- Marvin R. Sambur was sworn in as USAF's new acquisition chief Jan. 4. He was president and chief executive officer of ITT Defense.

- President Bush signed legislation Dec. 18 designating Sept. 11 Patriot Day. The House resolution requires the President to issue a proclamation each year and order flags at half staff.

- *Jane's Defense Weekly* reported Jan. 2 that DOD has directed the Air Force to buy eight additional AC-130 Spectres and to accelerate development of a follow-on aircraft. Use of the AC-130 in Afghanistan prompted the move.

- A USAF RQ-4A Global Hawk UAV crashed Dec. 30 on a routine mission for Enduring Freedom. Officials said the crash was not the result of enemy fire and plans were being made to recover the vehicle.

- David Chu, the Pentagon's personnel undersecretary, was named to lead a review of the military mix of active and reserve forces, according to a memo obtained by *Inside the Pentagon*.

- Eleven Air Force Special Operations Command pilots were the first

to graduate from the USAF Weapons School at Nellis AFB, Nev. These 11 pilots will be the initial cadre for the special operations forces weapons school division located at Hurlburt Field, Fla. The graduates were Maj. Ian C. Jannetty, Mike McKinney, Lance A. Tilghman, Daniel J. Turner, and Craig J. Walker; and Capt. Mark T. Daley, Oscar E. Espinoza, Kevin D. Huebert, Paul H. Mullis, Robert D. Sagraves, and Herbert D. Smith.

- Brig. Gen. Stephen J. Ferrell became the first Army officer to fill the national security space architect position when he was appointed late last year.

- Airmen who are having pay problems that they cannot solve through their local military personnel flights or finance offices can contact the Air Force Personnel Center via e-mail (afpc.dpsfm@afpc.randolph.af.mil) or voice by calling 800-558-1404 or DSN 665-2949.

- Air Mobility Command announced Jan. 2 it was canceling its biennial international readiness competition—Air Mobility Rodeo—for this year because of current operations tempo. Rodeo 2003 is planned for June 21–28 at McChord AFB, Wash.

- Frank E. Herrelko Sr., an 88-year-old USAF retiree, carried the Olympic flame Dec. 21 during a special torch relay event and ceremony that paid tribute to veterans of World War II and the Korean and Vietnam Wars. Herrelko represented all the men and women who served in the armed forces during World War II. He



Members of 820th RED HORSE load equipment in January onto a C-5 bound for Enduring Freedom.

CE Sets Up Bare Base Camps

Following the Sept. 11 attacks, Air Force civil engineers began deploying to countries in Southwest Asia to establish fully functioning bare-base camps that would support personnel and air operations for Enduring Freedom.

Civil engineers began setting up or expanding existing tent cities at 13 locations in nine countries neighboring Afghanistan. At the same time, they repaired or established airfields for flight operations at 10 of the locations.

USAF has prepackaged, transportable bare-base kits, called Harvest Falcon, that contain tents, a kitchen, showers, latrines, and electrical power generation for a 1,100-person encampment. The kits also have everything needed to set up bare-base airfield operations, including portable aircraft hangars, mobile aircraft arresting systems, emergency airfield lighting systems and structures, and utilities.

Even with Harvest Falcon kits, the job was tough. The terrain was rugged.

The heavy construction equipment used for the operation came from pre-positioned stocks in Europe and Southwest Asia. Additional heavy equipment, like bulldozers, used in the theater was leased from vendors in the region for two reasons: speed and to keep USAF cargo aircraft free for other critical missions, said USAF officials.

"It was important for us to get our civil engineers in as soon as possible and establish forward basing operations because it not only reduced the distance our pilots have to fly to bring in supplies, ammunition, and equipment, it reduces the amount of time it takes to turn around aircraft, reload them with munitions, and get them back into the fight," said Lt. Col. Josuelito Worrell, contingency support director for the Air Force Civil Engineer Support Agency.

Some of the first civil engineers to arrive in the theater were Prime Base Engineer Emergency Forces members from the 366th Wing at Mountain Home AFB, Idaho, and the 820th and 823rd RED HORSE from Nellis AFB, Nev., and Hurlburt Field, Fla., respectively.

By December, more than 18,000 Air Force people were living and working in the tent cities in Southwest Asia, and hundreds of aircraft were flying in and out of the expeditionary airfields, according to officials.

was not new to the Olympics, having won some 240 medals since he started competing in the Senior Olympics at age 70.

- A reality-based series, "American Fighter Pilot," follows three Tyndall AFB, Fla., pilots training in the F-15. It is scheduled to air this month on CBS.

- Facility and unit winners of the

2001 Gen. Thomas D. White Environmental Award are: Eglin AFB, Fla., AFMC, and 181st Fighter Wing, Terre Haute, Ind., ANG, for Environmental Quality Award (nonindustrial); F.E. Warren AFB, Wyo., AFSPC, Restoration Award; Robins AFB, Ga., AFMC, Pollution Prevention Award (industrial); Fairchild AFB, Wash., AMC, Natural Resources Conserva-

tion Award (small base); Eglin, Cultural Resources Management Award; Patrick AFB, Fla., AFSPC, Pollution Prevention Acquisition Team Award and Natural Resources Conservation Award for Individual/Team Excellence.

- Individual winners of the White Environmental Award were: Joan Albury, Patrick AFB, Environmental Quality for Individual/Team Excellence; Beatrice Kephart, Vandenberg AFB, Calif., AFSPC, Restoration Award for Individual/Team Excellence.

- A New Jersey ANG F-16 crashed Jan. 10 in a heavily wooded area in the state. The pilot ejected safely. USAF officials are investigating.

- The *Los Angeles Times* reported Dec. 18 that US forces are using their former bases in the Philippines for refueling and storage for forces participating in Enduring Freedom. USAF left Clark Air Base and the Navy Subic Bay in 1992, after Philippine legislators refused to allow the US to continue using the bases.

- DOD now urges caution in filing official documents at local courthouses. For years, officials recommended that individuals who were retiring or separating file documents such as the DD Form 214, which contains personal information, with courthouses for safekeeping. Now DOD is concerned that such action may open an individual to identity theft. Officials suggest individuals check with their local courthouses to ensure the protection of information contained in military documents.

- Defense Secretary Rumsfeld chartered a Defense Science Board task force to evaluate Enduring Freedom and develop lessons learned, according to a memo obtained by *Inside the Navy*. It will be headed by retired USAF Gen. James McCarthy.

- DOD selected Air Force employee Sheila M. Noel among 18 employees with disabilities recognized during the 21st annual DOD Disability Awards Ceremony on Dec. 11. The Air Force took the trophy for the best military department. There are approximately 6,500 persons with severe disabilities employed in DOD—more than any other federal agency, said officials. DOD plans to hire 32,000 more disabled persons over the next five years.

- Metro bus service returned to the Pentagon in December, operating from the new Pentagon Transit Center. Regular bus service had been suspended following the Sept. 11 terrorist attacks. The larger, brighter, and more security-conscious transit center, a \$36 million project funded by DOD, was designed and planned

before Sept. 11 as part of the security upgrades set for the Pentagon's Metrobus and Metrorail facilities. Additional security upgrades at the Pentagon include construction of a new entrance building and new elevator and canopy at the Metrorail entrance—expected to be completed by this fall.

■ At a Pentagon ceremony Dec. 14, SMSgt. Andres Alvarez, lead production superintendent of the 37th Airlift Squadron, Ramstein AB, Germany, and Capt. Brian Stuart, a maintenance officer with the 33rd Rescue Squadron, Kadena AB, Japan, received the 2001 Gen. Lew Allen Jr. Trophy for top aircraft generation.

■ A prototype rocket motor booster system failed after launch from Vandenberg AFB, Calif., Dec. 13. It was part of the Ground-based Midcourse Defense System.

■ USAF selected 31 future test pilots and 11 alternates at a November board. Officials said the selectees have near-perfect flying records and high Grade Point Averages. Computed on technical courses only, the average was 3.54 for undergraduates. All but two have technical-field master's degrees with an average of 3.74. Two have doctorates in technical fields, with 3.88 GPAs.

■ China tested its newest short-range ballistic missile, the CSS-7, in mid-December, as part of ongoing tests to improve its accuracy, reported the *Washington Times*.

■ India tested an improved version of its nuclear-capable, surface-to-surface Prithvi missile, also in December.

■ Air Force Services named its top lodging performers for the 2001 Innkeeper Awards: Mid-Atlantic Lodge from Lajes Field, Azores, and Whiteman Inn from Whiteman AFB, Mo., took best large and small lodging operations, respectively, in the unit category. Individual honors went to SSgt. Sarah Allen, Lajes; SSgt. Carmen Kubiak, Whiteman; SSgt. Eric Guitierrez, Andersen AFB, Guam; and Misty Hironaka, Hickam AFB, Hawaii.

■ The Air Force selected 3,408 first lieutenants for promotion to captain, personnel officials announced Dec. 6. The selection boards considered 3,428 first lieutenants.

■ USAF approved full-rate production of the Joint Primary Aircraft Training System, the T-6A Texan II, produced by Raytheon, officials announced in December.

■ Aerial refueling aircrews at RAF Mildenhall, UK, got their first taste of a new \$10 million KC-135 flight simu-

Fear of Terrorism Fades With War's Progress

According to a January Gallup poll, terrorism is no longer uppermost in the minds of the American public. One reason might be that Americans believe the US and its allies are winning the war.

The January poll revealed that only 35 percent chose terrorism, national security, and the war when asked what was the most important problem facing the US, as compared to 64 percent in October last year.

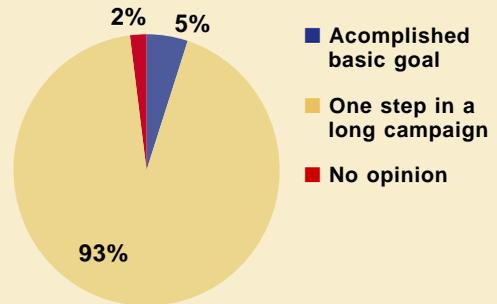
As noted by Gallup, the responses do not necessarily mean that Americans do not consider the fight against terrorism important. They may simply have the issue less on their minds now than they did in the months immediately after the Sept. 11 terrorist attacks.

And the responses are offset by a continued positive assessment of progress in the war on terrorism. When asked in January who is winning the war, 66 percent said the US and its allies. Responses to that question have shown an upward trend since October.

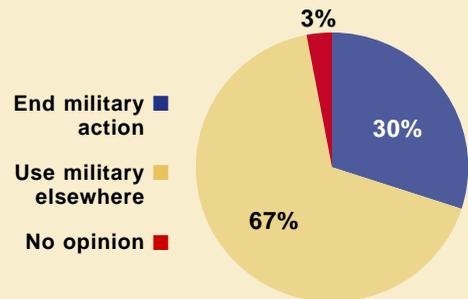
| Who's winning | Jan 2002 | Dec 2001 | Nov 2001 | Oct 2001 |
|---------------|----------|----------|----------|----------|
| US and allies | 66% | 64% | 53% | 42% |
| Neither side | 25% | 28% | 33% | 44% |
| Terrorists | 7% | 5% | 11% | 11% |
| No opinion | 2% | 3% | 3% | 3% |

Americans Expect Long War

An overwhelming number of Americans believe that the neutralization of Osama bin Laden is just a first step in a long campaign to fight terrorism. In a CNN/USA Today/Gallup poll conducted in mid-December, nine out of 10 said there was more to be done.



A similar question revealed that more than two-thirds of Americans believe that US forces should be used in other countries harboring terrorists. Just 30 percent feel that the US should bring its troops home if bin Laden is captured or killed and his terrorist network in Afghanistan destroyed.



lator, the only one outside the US, in early December. Before, crews had to return to the States for training. Officials said the savings in time and money add up on both sides of the Atlantic.

■ Personnel officials announced in December that airmen serving their first term of enlistment now have the choice to extend one year for their "personal convenience," rather than

a mission-related reason. Major command senior enlisted leaders recommended the change, said CMSAF Jim Finch, in view of the focus on retention. It is a one-time-only rule for re-enlistment eligible airmen. Officials said local personnel flights have more information on the initiative.

■ USAF awarded Honeywell a contract potentially valued at \$1.2 billion

over 15 years for upgrades to the service's satellite communications network.

■ In December, CMSgt. Kenneth F. Van Holbeck, US Transportation Command and Air Mobility Command command chief master sergeant, became the first enlisted person to accept and deliver a new C-17 airlifter. He accepted the 79th C-17 from Boeing in Long Beach, Calif., and flew on the aircraft to its home at McChord AFB, Wash. Holbeck, who retired last month, called it a tremendous honor and said, "It is a tremendous weapons system, but it is the enlisted men and women ... who make it a weapon system."

■ Air Force officials cleared the service's C-141 transport aircraft to fly within days of grounding the fleet worldwide in late December after the wing on a Tennessee ANG C-141 collapsed at Memphis Airport. Engineers decided the problem was unique to that airplane.

■ Air Force investigators determined that human and physiological factors caused the Sept. 5 crash of a T-37B training aircraft near Pine Bluff, Miss. A student pilot on a solo flight incorrectly performed a G-awareness exercise and an associated anti-G straining maneuver, causing him to lose consciousness for several seconds. He then applied right rudder and entered a spin, at which point he could not recover the aircraft but ejected safely.

■ Four earned USAF's 2001 Lance P. Sijan Air Force Leadership Award, said personnel officials. They were: Lt. Col. Carlos R. Cruz-Gonzalez, as commander of the 90th Civil Engineer Squadron, F.E. Warren AFB, Wyo.; Capt. Shawn W. Campbell, as the combat support flight commander for the 52nd Services Squadron at Spangdahlem AB, Germany; MSgt. Timothy A. Gerald from the Air Force Honor Guard, Bolling AFB, D.C.; and SSgt. Kile W. Stewart, as a rescue crew chief for the 18th Civil Engineer Squadron, Kadena AB, Japan.

■ A technical data specialist from the airborne accessories directorate at the Oklahoma City Air Logistics Center, Tinker AFB, Okla., received \$10,000 from the Air Force Innovative Development Through Employee Awareness Program for suggesting and developing the use of e-mail for the technical order sales request process.

■ Civil Air Patrol, the official auxiliary of the Air Force, marked its 60th anniversary Dec. 1. CAP became famous during World War II for

Gulf War Vets Exhibit Lou Gehrig's Disease

DOD and Veterans Affairs have found some evidence that Persian Gulf War veterans are nearly twice as likely as their nondeployed counterparts to develop Lou Gehrig's disease.

Lou Gehrig's disease is the common name for Amyotrophic Lateral Sclerosis. The Yankees baseball star of the 1920s and 1930s died from ALS, which is a fatal neurological disease that destroys the nerve cells controlling muscle movement. There is no cure for the disease.

Death usually follows diagnosis within three to five years. VA health officials said even with the new findings among Gulf War veterans, the disease is extremely rare, affecting only about one in 25,000 people. Among Gulf War veterans, it's one in 17,500.

DOD provided most of the money for the \$1.3 million epidemiological study, which began in March 2000. The investigation involved nearly 700,000 service members who served in Southwest Asia during Operations Desert Shield and Desert Storm at some time from Aug. 2, 1990, to July 31, 1991. More than 1.8 million service members who did not deploy to the Persian Gulf were also interviewed.

The study was done by researchers at the Durham VA and Duke University Medical Centers in North Carolina. It found 40 cases of ALS among the deployed veterans and 67 cases among the much larger nondeployed group.

Although the study had not yet met peer review, VA officials said the VA will provide compensation because of the progressively fatal nature of ALS.

The VA said it will contact those who were identified by the study and will help them file new claims or prosecute existing claims. It will also pay benefits retroactively to the date their claims are filed.

There is no known cause for ALS, and officials said there is currently no scientific evidence pointing to what might have caused ALS among Gulf War veterans.

coastal patrols, where civilian volunteers used privately owned aircraft to spot enemy submarines along the Atlantic and Gulf coasts. Today, it performs more than 85 percent of inland search-and-rescue missions in the continental US, as tasked by the Air Force.

■ Crews from the 353rd Special Operations Group, Kadena Air Base,

aided in Typhoon Lingling recovery in the Philippines in November. Two of the group's MC-130 Combat Shadow aircraft were in the Philippines, just two hours from the area hit, and delivered 20,000 pounds of supplies to victims. More than 130 persons died in the typhoon and hundreds fled their flooded homes, according to the Red Cross. ■

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