

Aerospace World

By Peter Grier

Bronze Star Eligibility Narrowed

Congress, in a provision of the Fiscal 2001 National Defense Authorization Act, has voted to limit eligibility criteria for the Bronze Star.

Under the change, only personnel receiving imminent danger pay may receive the medal. In the Kosovo conflict, some Air Force personnel who were at Stateside bases but involved in supporting aircraft used in combat were nominated for the Bronze Star.

"The change to the award criteria for the Bronze Star Medal is unfortunate," said the Secretary of the Air Force, F. Whitten Peters. "The changing nature of warfare, as well as the Air Force's evolution into an Expeditionary Aerospace Force, makes geographic location of combat forces a secondary concern."

"Linking the award to imminent danger pay, which excludes many deserving Air Force men and women, is not the way to go," Peters added.

Berets for All, Says Army Chief

Next year, everyone in the Army will be issued a black beret, said Army Chief of Staff Gen. Eric K. Shinseki.

The Oct. 17 statement caught the Army by surprise. It means that headgear formerly reserved for elite Rangers will now become the province of everyone from cooks to chaplains.

"It will be a symbol of unity, a symbol of Army excellence, a symbol of our values," said Shinseki in an address to the Association of the United States Army.

The beret will replace the flat green cap. It will be issued to troops next June.

In a written statement, the Special Forces Association, which represents active and retired Army commandos, including Rangers, called the move "disrespectful."

Top DoD Tester Sees No F-22 Showstoppers

Philip E. Coyle III, DoD's director of operational test and evaluation, told defense reporters Oct. 19 that, as far as he is concerned, the F-22



Oct. 24 was busy at Edwards AFB, Calif. The Lockheed Martin X-35A Joint Strike Fighter demonstrator flew in from Palmdale, Calif. An F-22 launched an AIM-120 over the China Lake range, completing important flight-test criteria. And the space shuttle Discovery landed (above), after being diverted from Florida.

development program is good to go. His office sees no systemic testing problems ahead, despite the fact that there is currently "a lot going on" insofar as F-22 tests.

Among the upcoming milestones was the scheduled flight of version 3.0 of the F-22's avionics system software aboard a prototype aircraft. Plans called for installation of the software on the fighter between Nov. 10 and Dec. 12.

According to Congressional criteria, Raptor 4006 also had to take to the air prior to the aircraft's scheduled Dec. 21 Defense Acquisition Board review. That flight at the time was set for Dec. 15.

The F-22 flying test bed, a modified 757, has been a big help in avionics testing. But it won't be able to achieve perfection of the system, said Coyle.

"I believe they will have some problems in the aircraft that they just simply will not be able to simulate," he said.

Of the existing F-22 prototypes, 4001 is scheduled to be sent to Wright-Patterson AFB, Ohio, for live-

fire testing toward the end of the year. Aircraft 4002 is being used for ground-based missile ejection tests. Aircraft 4003 is being used for flight tests.

Raptor 4004 was likely to make its first flight by Dec. 13, said Coyle.

Space Community Goes Green

Gen. Michael E. Ryan, the USAF Chief of Staff, has approved an Air Force Space Command proposal to make the green flight suit the standard uniform for space and missile operators.

The Air Force Chief of Staff in September approved the wear of the green flight suit, known as the "green bag," and jackets for all space and missile operators, effective immediately. A blue one-piece suit, commonly called the "blue bag," has been standard space issue for nearly 12 years.

Ryan approved the plan Sept. 27. Air Force Space Command launched its implementation Oct. 1 with final phase out of the blue uniform no later than October 2001.

The one-year implementation plan broadly calls for phasing in the green

USAF photo by Jim Ross

flight suit as the existing supply of blue crew uniforms is expended. Some 3,000 active and reserve persons currently wearing the blue crew uniform will be supplied with green bags through the command.

Lawsuit Targets World War II Memorial

A disparate group of organizations opposed to placing a World War II memorial on the National Mall in Washington at the east end of the Reflecting Pool have filed suit in US District Court, aiming to halt its construction.

The protestors' lawsuit claims that the National Capital Planning Commission and other government bodies subverted laws intended to protect the Mall's open space when they made the memorial siting decision.

In response to the lawsuit, the American Battle Monuments Commission said in a written statement, "We are confident that judicial proceedings will conclude favorably and that the National World War II Memorial will be built on its approved and dedicated site."

The public has never really had a chance to express its views, say the plaintiffs.

"This memorial, with its outrageous history of ... subverted laws, cannot claim to honor our veterans, our nation, or anything that has to do with openness, fairness, lawfulness, or heeding the will of the people," said National Coalition to Save Our Mall member Neil Feldman.

Other members of the lawsuit coalition include World War II Veterans to Save Our Mall and the D.C. Preservation League.

A similar lawsuit filed in 1998 by opponents of the proposed Air Force Memorial in nearby Arlington, Va., lost in both US District Court and the US Circuit Court of Appeals.

A groundbreaking ceremony for the World War II memorial took place Nov. 11.

Zinni Defends Choice of Aden

Gen. Anthony C. Zinni, the recently retired commander of US Central Command, took full responsibility for choosing Yemen as a refueling stop for Navy ships. He spoke before the Senate Armed Services Committee on Oct. 19.

The retired Marine also vigorously defended the choice, saying that the Yemeni port of Aden was more secure than Djibouti, the African Red Sea port the Navy previously used. In addition, the choice of Aden was made in part to try and forge better ties with Yemen and encourage it to

Defense Authorization Bill for 2001

On Oct. 6, members of the House and Senate Armed Services Committees reached agreement on a defense authorization bill that increases real, inflation-adjusted spending on the military for the second year in a row.

The \$309.9 billion measure included not only Pentagon programs but also defense programs in the Department of Energy.

It represents a modest 1.5 percent hike over President Clinton's budget request. It provides much-needed increases for readiness, procurement, and recruitment and retention, said key committee members.

"We still need to do more," said Sen. John Warner (R-Va.), chairman of the Senate Armed Services Committee. "Our military forces are presently involved in overseas deployments at an unprecedented rate. More and more we are being forced to confront the problems that result from trying to do too much with too little."

Lawmakers voted for a 3.7 percent pay raise for military personnel, effective Jan. 1, 2001. The Fiscal 2001 National Defense Authorization Bill also includes an extensive expansion of military retiree health benefits.

Looking ahead to budgets to come, the defense panels requested in bill provisions that the Pentagon prepare a number of plans for future forces. They require the Secretary of Defense to undertake a comprehensive review of the nuclear posture of the US, for instance, and for the Air Force to undertake a "comprehensive planning process" to identify long-term technology needs.

The legislation also mandates a semiannual report to Congress on the commitments and contributions of European allies to the peacekeeping operations in Kosovo.

In aerospace related moves, the authorization bill would:

- Reverse an Air Force decision to slow the Airborne Laser by adding \$85 million to the \$149 million budget request for the program. Congressional conferees called for the service to obtain agreement from the Ballistic Missile Defense Organization before making any changes in the ABL budget, schedule, or technical requirements.

- Transfer responsibility for the Space Based Infrared System Low Program from the Air Force to BMDO.

In a move that would affect all services, lawmakers expressed concern about the course of the Pentagon's anthrax vaccination program. "Several Defense Contract Audit Agency and DoD Inspector General reports have found irregularities in the financial management of DoD's Anthrax Vaccination Immunization Program, and questions have been raised about the program's long-term effects on recruitment and retention," concludes a House Armed Services Committee report on the authorization bill.

Therefore conferees voted to require periodic DoD reports on the number of personnel separations resulting from refusal to participate in the anthrax program, as well as its overall financial health. They also imposed limits on the purchase of more vaccine until the Food and Drug Administration approves the current manufacturer and a strategy for obtaining a second source has been developed.

fight the very terrorism that struck the destroyer USS *Cole*.

Cole was hit by a suicide bomber Oct. 12, killing 17 and injuring more than 30.

"There are no rear areas out here. There are no safe barracks," said Zinni.

Asymmetrical conflict with guerilla forces will likely be a fact of life for the US in the new century, according to the former CENTCOM chief.

"We're going to see that again. We will eventually see a weapon of mass destruction used in a terrorist act, somewhere, in this mode," Zinni told senators. "And I would just say we had better start thinking about how we're going to be prepared for that because we're woefully unprepared for that event."

The decision to use Yemen was first made in 1997. Twenty-six Navy

ships refueled there before the *Cole* attack, according to Zinni.

He said he had been told that a decade ago Navy ships in the region typically refueled at sea. But that is less practical today, partly because the Navy now has only 21 oilers, down from 32 in 1992.

USAF Adds New Combat Rescue Specialty

The Air Force, committed to bringing its people back safely from dangerous missions, has added a new specialty, combat rescue officer, to its career fields list.

Personnel in the new 13DXA category will provide expertise to command and battle staff units. They will also go into the field themselves and conduct rescue operations.

"By creating this new career field, we recognize how vital the person-

nel recovery and combat rescue missions have become in our Expeditionary Aerospace Force concept," said Air Force Secretary F. Whitten Peters.

At first the field will consist of four active duty officers. One will be assigned to Headquarters Air Force and one to Air Combat Command. The remaining two will serve with whatever rescue squadron is chosen to implement the new program.

The Air Force expects more than 160 officers—active duty, Guard, and Reserve—to enter the field by 2007. Training will consist of both formal training and unit experience.

Lockheed JSF Makes First Flight

Lockheed Martin's X-35A Joint Strike Fighter demonstrator made its long-awaited first flight Oct. 24.

The aircraft lifted off a runway at Lockheed's Palmdale, Calif., facility at 9:06 a.m. (local time). Twenty-two minutes later, it landed at the US Air

Force test facility at Edwards AFB, Calif.

The flight, in which the supersonic fighter soared to an altitude of 10,000 feet above the California desert, signified the X-35's entry into a flight-test program.

Lockheed is locked in competition with Boeing to become builder of the new fighter, a program valued at some \$200 billion. One of the fighter houses would be in line to produce thousands of aircraft for the Air Force, Navy, and Marine Corps. Boeing's X-32A demonstrator made its first flight in September.

The Lockheed pilot, Tom Morgenfeld, said the first flight was virtually "trouble free" and devoid of surprises. The X-35 climbed quickly to 10,000 feet and maintained an airspeed of 250 knots while flying figure-eight maneuvers.

Overall JSF Program Slips a Bit

The Department of Defense will likely

select the winner of the Joint Strike Fighter program a bit later than planned, Undersecretary of Defense for Acquisition, Technology, and Logistics Jacques S. Gansler told reporters at a breakfast meeting Oct. 12.

The original schedule called for DoD to make the call between competitors Lockheed Martin and Boeing next spring. That decision will now probably take place no earlier than September 2001.

"If you are looking realistically, it is probably more likely in the fall than in the summer, but it is in that time period," said Gansler.

There are three main reasons for the delay, said the Pentagon procurement chief. The first is that as the contractors move into the flight-test regime they are likely to have to do more tests than they have currently planned. The second is that Congress cut the JSF's total budget in the Fiscal 2001 authorization bill by more than \$150 million.

Peters Says Defense Needs \$80 Billion to \$100 Billion Per Year Boost

The Defense Department would need a one-third increase in budget simply to maintain the forces and capability it already has, Air Force Secretary F. Whitten Peters said in October.

Peters told reporters in Washington that the military services collectively require "somewhere on the order of \$80 billion to \$100 billion a year" to maintain fleet ages at acceptable levels.

That would represent an increase of about a third over the current Pentagon budget of about \$300 billion.

The Air Force alone needs "\$20 billion to \$30 billion a year in order to recapitalize," Peters said.

As an example of Air Force needs, he noted that 40 percent of the 40-year-old KC-135R tanker fleet is down for repairs at any given time and that it takes a year to get a KC-135 through depot maintenance because of all the age-related problems discovered during the periodic overhauls. Younger airplanes are more efficient and cheaper to maintain.

To keep the Air Force at a "steady state," with aircraft average age at about 20 years, the service would need to buy 150 new airframes a year for the next 15 to 20 years, Peters asserted.

"I think this year we have done 50, ... substantially fewer than 150," he said.

Acknowledging that such a massive increase in funds is unlikely, Peters said he would welcome a national debate about what the country wants its military to be able to do "and what kind of risk do you want us to take."

Peters also bluntly rebutted rumors that USAF's support for the Joint Strike Fighter is lukewarm. Peters said the JSF will come in at a cost comparable to the most advanced version of the F-16 it will replace and offer far greater capability.

The idea of forgoing the JSF and buying F-16 Block 60s "is a nonstarter," Peters said.

"It does not make a whole lot of sense to scrap what we've done and start over again," he asserted, especially since "large blocks" of the F-16 fleet will reach certain retirement age within a decade.

Likewise, Peters said suggestions that the F-22 be can-

celed in favor of buying more F-15s ignores the fact that the F-15 line would have to be re-engineered at great cost to deliver a more capable airplane, and that F-15Es USAF is buying now by Congressional mandate already cost "\$100 million a pop." Even a reduced force of only 100 or so F-22s would be a nightmare to manage, Peters said.

"That is not enough" to take care of worldwide responsibilities, perform necessary testing and training, and keep personnel from being so overworked that they leave the service, Peters said.

He believes the F-22 will clear testing requirements for entry into production as early as this month but no later than February. The biggest risk in the program's schedule, he said, is the availability of software engineers. Many are being lured from defense work to "dot com" businesses, Peters noted.

Peters anticipates hard choices ahead on strategic reconnaissance. The U-2 fleet will fall below necessary levels in about 2007, meaning a decision will have to be made in about 2004 whether to bet on the success of the Global Hawk Unmanned Aerial Vehicle or restart the U-2 production line. The Global Hawk, Peters said, is unable to do all the missions the U-2 can do.

Asked to comment on the Space Commission, which is studying whether space activities should be spun off from the Air Force, Peters said such a move would be "shortsighted."

"What comes from space is valuable because of the way you integrate it with everything else you do," Peters asserted, and a separate entity with responsibility for space would hamper integration with layers of bureaucracy.

Those clamoring for weapons in space should be aware, Peters noted, that a true space-based laser that is an operational system and not just experimental, has been estimated to cost "\$40 billion a pop." Hypersonic aircraft that would service space weapons would require "\$300 [million] to \$400 million a year" in development funds over a decade or more, he added.

"The technology is not there, the data is not there," Peters asserted. "We don't have the money to fund these kinds of things, given the current budgets that we see."

An E-Blaster From Chuck Spinney

Defense critic Chuck Spinney distributes his opinions in a series of what he calls "E-mail Blasters." He posts these on his Web site as well. He has a considerable following in Washington, where he is a favorite of many in Congress and in the news media.

On Oct. 11, he sent around Blaster #391, entitled "John T. Correl & the Question of Integrity?" In it, Spinney denounces the editorial in the October issue of *Air Force Magazine* as "carefully constructed, first-rate intellectual slime" and invites his readers to "judge for yourself if Correl speaks the TRUTH, or is deliberately lying, or is merely an ignoramus."

What set him off, of course, were the lines in the "Budget Truth" editorial that said, "Pentagon gadfly Chuck Spinney is circulating a chart that depicts the current defense budget as almost four times as large as during the Vietnam War. (Spinney leaps to his conclusion by ignoring the effects of 525 percent cumulative inflation since 1968.)"

The basis for that part of "Correl's" editorial was Spinney's E-mail Blaster #381, "Madness of Versailles: The 4 Percent Solution," dated Aug. 20. We reproduced Spinney's defense budget chart from that Blaster on p. 10 of the October issue. It arrayed budgets in current dollars, thus portraying defense as costing four or five times as much as it did in the peak years of the Vietnam War.

In his more recent Blaster #391, Spinney attacks what he calls my "audacity (or stupidity)" for saying he had ignored the effects of inflation. He chastises me for not noticing that he published an article in *Defense News* on Sept. 5, in which, he says, his numbers are adjusted for inflation. Those numbers, he says, are almost the same as the numbers that "Correl" used.

If Spinney got it right in *Defense News*, then good for him. I didn't see that article. I do not read everything he puts out. I was going by his August Blaster #381—which, by the way, is still posted on his Web site. It creates a misconception about the defense budget, just as I said it did. The editorial

cited his chart from the August Blaster as an example of analysis gone wrong, but the main focus of the editorial was broader, explaining when and how the defense budget cuts of recent years happened.

In the August Blaster, Spinney characterized his chart—the one where defense budgets are not adjusted for inflation—as a way to "place the numbers in an historical context" and to put the 4 percent budget scenario "in the context of past hopes and dreams as well as the reality of past defense budgets."

If you regard current dollars (not adjusted for inflation) as the appropriate way to compare budgets in "historical context," then Spinney's August chart will be right up your alley.

In the Oct. 11 Blaster, Spinney says it was all right to use current dollars for his August chart because "removing the effects of inflation did not change my conclusion—namely that the 4 percent of GDP defense budget will spark a budget war with Social Security and Medicare (i.e., the conclusion that Correl chose not to mention)."

Actually, we did mention that. On p. 10 of the October issue, we quoted Spinney as saying that spending 4 percent of GDP on defense "would be tantamount to a declaration of total war on Social Security and Medicare in the following decade."

However, as recently as 1994 and for many decades prior to that, the nation allocated more than 4 percent of GDP to defense, so a return to that level should not be beyond the nation's means to afford. The question is whether that level of allocation is necessary. For more on that issue, see our Web site at www.afa.org.

Spinney stuck both the "Budget Truth" editorial and the Air Force Association Statement of Policy onto Blaster #391. That's good. As Spinney says, people should judge for themselves.

For Spinney's Blaster see www.infowar.com/iwftp/cspinney. For "Correl," see www.afa.org and click on What's New.

—John T. Correll

Finally, Congress has prohibited Lockheed and Boeing from pumping their own money into their JSF prototypes to speed things up.

"This is the largest program in the history of the world, I guess," said Gansler. "You would expect there to be a little interest on both parts to win and therefore to spend some of their own money on it, [but] Congress said you can't do that."

Predator Suffers Multiple Crashes

An Air Force RQ-1A Predator Unmanned Aerial Vehicle assigned to the 15th Reconnaissance Squadron crashed on restricted land at Nellis AFB, Nev., on Sept. 14. The Air Force had no comment on causes, pending an investigation of the incident.

In a second accident, a Predator UAV crashed near the El Mirage Test Facility, Calif., on Oct. 4. The aircraft was undergoing a routine test at the time of the crash.

AFRC Responds to *Cole* Attack

In the days following the terrorist



Honors are rendered as the remains of five sailors from USS Cole arrive at Ramstein AB, Germany. Air Force Reserve Command units provided airlift and mortuary support in the wake of the terrorist attack on Cole. This C-17 is from the 315th Airlift Wing, Charleston AFB, S.C. A crew from the same unit then transported the bodies to Dover AFB, Del. Honor guards for this ceremony came from Ramstein's 86th Airlift Wing and NAS Sigonella, Italy.

USAF photo by MSgt. Keith Reed

attack on the Navy destroyer USS *Cole* in Yemen, Air Force Reserve Command units responded with airlift and port mortuary support.

On Oct. 15, a C-141 crew from the 452nd Air Mobility Wing, March ARB, Calif., flew 33 survivors to meet loved ones in Norfolk, Va. An active duty medical trauma unit based in Germany cared for the injured on the long flight home.

Two days earlier a Reserve C-17 crew from the 315th Airlift Wing, Charleston AFB, S.C., had flown the bodies of five of the sailors killed in the attack to Ramstein AB, Germany. A second crew from the same unit then transported the bodies to Dover AFB, Del., for port mortuary processing. A brief airplane-side ceremony honored the dead upon their arrival.

Air Force Reservists comprise 74 percent of the designated port mortuary support force. Most of the 290 personnel so designated are assigned to Dover or Travis AFB, Calif.

Boeing Unveils Uninhabited Combat Aircraft

Boeing unveiled the first X-45A Uninhabited Combat Air Vehicle in a ceremony in St. Louis on Sept. 27.

The aircraft, which resembles a cross between a B-2 stealth bomber and a radio-controlled model, is only 27 feet long, with a 34-foot wingspan. It is designed to carry a variety of weapons and to be stored unassembled in a small container for up to a decade.

Workers can unpack and reconstitute the UCAV in an hour, said Boeing officials. The all-electric aircraft is



Vietnam-Era Gunships Keep Going and Going

AC-130H Spectre gunships—a weapons system originally designed only to last through the Vietnam War—are getting a new lease on life and will continue in service well into the new century, thanks to an overhaul program currently under way at Robins AFB, Ga.

The overhaul is rebuilding the aircraft's Infrared Suppressor System, which is nicknamed "tub" and is designed to thwart heat-seeking missiles.

"[The IRSS is] like an extra cowling that hides the heat signature of the engines from observers below," said Al Lowas, aerospace engineer for the AC-130H Integrated Product Team.

Extreme heat and pressure and the salt air at the AC-130H home base of Hurlburt Field, Fla., all contributed to IRSS deterioration.

The overhaul and rewiring consists of a complete teardown and rebuild of the IRSS and replacement of half its components. Since the system was designed in the 1960s, Robins maintainers had no set procedures to follow.

The work should save the Air Force up to \$1 million and two weeks of downtime per aircraft, per year.

"The overhaul should make these tubs last for the next seven to 10 years," said Lowas.



More than 400 people were on hand when Boeing unveiled the first Uninhabited Combat Air Vehicle on Sept. 27 at Lambert-St. Louis IAP, Mo. Flight testing is to begin in spring 2001 at Edwards AFB, Calif.

projected to cost only \$10 million apiece and is small enough that six can be carried in a C-17.

"We see in the future that this aircraft will help take care of some of the air-to-ground threats that we face right now and allow manned assets to do their jobs more efficiently and safely," said Lt. Col. Michael Leahy, UCAV government program manager.

The rise of the UCAV could significantly affect the whole concept of air combat. It is intended mainly for use as a defense suppression weapon before a wave of manned aircraft.

Such systems do not signal the end of the need for combat pilots, officials said.

"The role of the pilot will change concerning this aircraft," said Leahy, "but I think the person who operates this in the mission control console has to have every bit the knowledge of strategy and tactics in the operational art of war that any pilot has."

New ID Card Makes Debut

The Department of Defense has begun issuing its new "smart card" identification card, officials announced Oct. 10.

Three Air Force bases and an Air National Guard unit are among the first to test the software which processes card information, as part of the phased-in smart card introduction.

Langley AFB, Va.; Osan AB, South Korea; Ramstein AB, Germany; and the 203rd RED HORSE unit in Virginia Beach, Va., are thus in the forefront of an ID revolution.

"This card gives our people a key technological tool to improve performance while protecting individual privacy," said Undersecretary of Defense (Personnel and Readiness) Bernard D. Rostker.

The credit-card-sized ID contains an embedded computer chip with 32 kilobytes of data storage, a magnetic stripe, and two bar codes. Besides serving as identification, it will eventually allow access to secure areas and permit entry into restricted computer networks.

The card could be used to process food service charges in mess halls and update deployment information. Officials are studying whether to include medical and dental information, student status, and other personal data on the card.

"The smart card will give us the capability to digitally sign documents, transactions, orders, and a lot of other implements we use to do business," said Paul Brubaker, deputy chief information officer, Office of the Assistant Secretary of Defense for Command, Control, Communications, and Intelligence.

It has taken about a decade to develop the new card. One-third of the Air Force target population should receive theirs by February 2001. The remainder should be outfitted by September 2002.

Initial costs are \$6 to \$8 per card. DoD has no current plans for military family members, retirees, and inactive Guard and Reserve members to receive smart cards, due to the expense.

UCAV flight testing is set to begin next spring at Edwards AFB, Calif. The program plans for all testing to be completed by 2005. Operational aircraft could be deployed by 2010 if the Air Force decides to go in that direction, Leahy said.

Remains of Vietnam-Era USAF Pilot Identified

On Sept. 13, remains retrieved from an excavation site near Hanoi were positively identified through a series of DNA tests as Air Force Lt. James Milton Jefferson, according to the *Washington Post*. A military board had declared Jefferson officially dead in June.

Jefferson, an Air Force Academy graduate, was near the end of his tour with the 390th Tactical Fighter Squadron at Da Nang AB, South Vietnam. He disappeared May 12, 1967, during a raid on a North Vietnamese air field. He was serving as the bombardier/navigator in an F-4.

Flight commander then-Col. Norman C. Gaddis ejected safely from the two-seat Phantom and was captured and held as a prisoner of war for six years. Though he was shown Jefferson's helmet and other personal effects, his captors said nothing about the pilot's fate.

Remains were first spotted at the suspected crash site of the F-4 in 1998. Some 1,993 US military personnel are still listed as missing in Vietnam.

Putin Postpones, Announces Military Cuts

At a meeting of Russia's National Security Council on Sept. 27, President Vladimir V. Putin put off massive cuts in the Russian military.

Only a few weeks before, Putin's defense minister, Marshal of Russian Federation Igor D. Sergeyev, had said that the 1.2 million person

Russian military would be cut to 850,000 by 2003.

Putin intended to shelve that plan. He said streamlining the armed forces was more important than mechanical reductions.

"We spend colossal resources on the military, and we allow the military budget to be wasted on peripheral issues that have nothing in common with either the army's combat readiness nor with its direct supplies," he said, per the *New York Times*.

However, Putin announced Nov. 9 that the cuts would go through.

Experts agreed that cuts are needed but differed on where they would lead and whether necessary modernization would follow.

Employers Pinched by Reservist Deployments

Most employers support the principle of worker participation in the National Guard or Reserve. But the military's increasing reliance on part-time warriors has also left many employers in a bind as valuable employees disappear for weeks at a time.

That is the conclusion of a recent Department of Defense poll, which found that nearly half of responding employers said a two week absence by a Guard or Reserve employee caused problems. Fully 80 percent said there were negative effects when deployments stretched 30 days or more.

Yet as the US military stretches around the world to handle peacekeeping and humanitarian actions, such long deployments are becoming more



The NF-16D Variable-Stability In-Flight Simulator, Test Aircraft (above) recently arrived at the US Air Force Test Pilot School at Edwards AFB. The VISTA trainer can simulate fighters such as the F-15 and the Navy F-14 in flight and gives students an opportunity to learn how to test future integrated cockpits.

SecDef Says US Needs To Plan Homeland Defense

A cyber or terrorist attack on the United States homeland is one of the most dangerous threats to national security US forces face. Even so, more needs to be done to guard against such eventualities, Secretary of Defense William S. Cohen said in what was billed as a major speech on Oct. 2 to the Center for Strategic and International Studies.

Right now local authorities are supposed to take the lead in responding to domestic attacks. But the Pentagon might need to take a primary role, intimated Cohen, despite understandable sensitivities about the intrusion of the military into domestic affairs.

"Is there any other institution in this country that has the organizational capability, the logistics capability, other than the Department of Defense, to respond, to provide transportation, to move medicines and personnel, provide the hospital beds, etc.?" asked Cohen.

Currently DoD is working to answer the questions of authorities in 120 US cities about what to do in case the unthinkable happens. Issues include protection of fire and police personnel and what to do about contaminated casualties.

Such preparation is necessary. But if terrorists strike many places at once—a not unlikely scenario—domestic agencies may be overwhelmed and call for direct military assistance.

"We need to work this out in advance so we don't have [a] kind of constitutional challenge or confusion taking place in those times of crises," said Cohen.

common. No longer is reserve service a matter of a few weekend camping trips and some summer time off.

Better communication between the military and employers, and between employers and their Guard/Reserve employees, might help at least ameliorate concerns.

The National Committee for Employer Support of the Guard and Reserve, based in Arlington, Va., hopes to establish a database and media plan for employers with Guard/Reserve workers. It already supports "bosslifts," in which bosses are flown into military bases for a look at the second life their employees lead. Employers most want to know how many of their workers are subject to military call-up, who they are, and what their schedule might be—as far in advance as possible.

"Most employers tell us they can almost eliminate the real burden of replacing people temporarily if they have enough advance notice," said Bryan E. Sharratt, executive director of the organization.

IG Blasts Civil Air Patrol

The Civil Air Patrol has poor safety procedures, a lax attitude toward maintenance and financial accounting, and is under investigation by federal authorities for possible law violations, according to a Department of Defense Inspector General report.

CAP has been the Air Force's volunteer auxiliary since the 1940s. It exists as an education and training force for civilians and undertakes some real-world missions such as counterdrug flights. It receives about \$28 million a year in Air Force funds.

It has 52 wings, composed of 1,700 smaller units called groups, squadrons, or flights, spread throughout all the states, D.C., and Puerto Rico. It has a fleet of more than 530 of its own light airplanes, as well as 4,700 airplanes owned by volunteer members.

The IG report only confirmed a widespread opinion in the Air Force that CAP needs more oversight. Of 86 airplanes studied by the Pentagon IG, 62 percent had been flown without undergoing rudimentary safety checks, such as visual inspection for damage or oil checks. Some 29 percent had gone a year without checks.

In many cases there were no records of such mandatory maintenance activities as transponder tests.

As to money, accounting policies and procedures were in disarray, said the report. Likewise for pilot records.

"The CAP did not adequately manage pilot records to verify that CAP pilots are fully qualified to operate corporate aircraft and fly assigned missions," said the IG.

The FBI and the Air Force Office of Special Investigations are continuing a probe into such possible criminal activity as double billing for flying missions. In July 1999, federal agents raided CAP headquarters and that of its Air Force oversight office, at Maxwell AFB, Ala., to seize possible evidence.

Air Force officials plan to keep a closer watch on CAP in the future. A new agreement between the organizations took effect Oct. 1. Among other things, it allows the Air Force to withhold money or suspend Air Force mission status due to safety or fraud concerns.

Cohen Says: Learn to Love EU

In a speech to NATO defense ministers Oct. 10, Secretary of Defense William S. Cohen said the US must take a more positive view of the European Union's efforts to develop its own military identity.

"It is clear that in the future NATO will no longer be the only major multilateral structure with a role in responding to crises, including military crises, which could affect European



Lt. Col. Kenneth Dressel speaks at an Oct. 10 ceremony at Moody AFB, Ga., as he assumes command of the 49th Flying Training Squadron. The unit moved from Columbus AFB, Miss., to provide an Introduction to Fighter Fundamentals course.

USAF photo by TSgt. Cecil Daw

New Air Force Safety Records

Fiscal 2000 saw the Air Force experience its lowest number of major aircraft accidents ever, as well as its second-best year in on-duty ground safety.

The aviation mishap rate was 1.04 per 100,000 flying hours. The previous best was 1.11, set in 1991.

Other records set included the lowest number of major accidents, 22; lowest number of aircraft destroyed, 14; and fewest aviation fatalities, seven.

A major mishap is defined as an accident in which someone is killed, the airplane is destroyed, or the airplane incurs more than \$1 million in damage.

"These aviation rates are pretty significant, especially when you account for the increased ops tempo, deployments, and operations in austere locations such as Southwest Asia," said Air Force Chief of Safety Maj. Gen. Timothy A. Peppe. "This is a tremendous accomplishment."

A significant contributor to the overall flight safety record was a decline in mechanical failures. There were only four confirmed aircraft mishaps due to mechanical fault in 2000, down from 20 in 1999.

Meanwhile, the service saw its second-best ground safety year, with six on-duty fatalities. There were only three such deaths in 1998, the lowest rate.

Off-duty ground safety was a more dangerous story. The Air Force lost 51 airmen in 2000, as opposed to a record low 41 last year.

"The primary causes remain motor vehicle accidents, alcohol use, and people who are not wearing seat belts," said Peppe. "We are optimistic that with continued focus and commitment to make operational risk management a part of on- and off-duty life, we can do better."

stability and security," Cohen said.

The US has been skeptical of EU attempts to forge its own security structure in the past, on grounds that such a move could diminish NATO's importance. The new EU-NATO relationship must take into account four things, according to Cohen. NATO and EU efforts to strengthen European security must be coherent and mutually reinforcing. The two organizations need to treat each other as equals. Contacts must be close and frequent. There should be no discrimination against the member states of either organization.

The NATO deputy supreme allied commander Europe should become the "strategic coordinator" between NATO and EU forces, said the US defense chief.

First Air Force Space Commander Dies

Retired Air Force Gen. James V. Hartinger, who rose from an Army private to become a four-star general and first commander of Air Force Space Command, died Oct. 9 in Colorado Springs, Colo. He was 75.

Hartinger was drafted into the Army in 1943. After service in World War II as an enlisted man he entered West Point. He was named commander in chief of NORAD in 1980. In 1982 he became the first head of the new Air Force Space Command.

News Notes

■ On Oct. 2 the Air Force unveiled its newest base when Buckley ANGB, Colo., became Buckley AFB. Command responsibility for the installation shifts from the 140th Wing of the

Colorado ANG to Air Force Space Command's 821st Space Group.

■ An Article 32 hearing, similar to a civilian preliminary hearing, against a 61st Airlift Squadron pilot charged with negligent homicide and dereliction of duty opened Oct. 16 at Little Rock AFB, Ark. The charges against Capt. Darron A. Haughn stem from a

Dec. 10, 1999, incident in which the C-130 he piloted landed short of the runway at Ahmed Al Jaber AB, Kuwait, killing three.

■ On Oct. 13, the Navy announced that the MV-22 Osprey has been judged operationally effective and suitable for land-based operations. The move validates eight months of evaluation and brings the aircraft a step closer to full-rate production, Marine Corps officials said.

■ Among individuals recognized as Outstanding Department of Defense Employees with Disabilities at a Pentagon ceremony Oct. 11 was Susan L. Kunz, assistant base visual information manager, Air Mobility Command, Scott AFB, Ill.

■ The Air Force's newest Maverick air-to-ground missile has successfully completed its first test firing, officials announced Oct. 11. The AGM-65H/K missile, launched from an A-10A, destroyed a target tank. Among other things, the new Maverick variant doubles the guided weapon's standoff range.

■ In a move intended to standardize the designation of 14th Air Force with numbered air forces in other unified commands, US Space Command has changed the component designation for 14th Air Force from AFSPACE to SPACEAF.

Senior Staff Changes

CHANGES: Brig. Gen. Curtis M. **Bedke**, from Vice Cmdr., 8th AF, ACC, Barksdale AFB, La., to Cmdr., 2nd BW, ACC, Barksdale AFB, La. ... Brig. Gen. Craig R. **Cooning**, from Dir., MILSATCOM Jt. Prgm. Office, AF Prgm. Executive Office, Asst. SECAF, Acq., Los Angeles AFB, Calif., to PEO, Space Prgms., AF Prgm. Executive Office, Asst. SECAF, Acq., Rosslyn, Va. ... Brig. Gen. Tommy F. **Crawford**, from Dep. Dir., Ops. (Natl. Systems Spt.), Jt. Staff, Pentagon, to Dir., Jt. Matters, DCS, Air & Space Ops., USAF, Pentagon ... Brig. Gen. William M. **Fraser III**, from Cmdr., 2nd BW, ACC, Barksdale AFB, La., to Dep. Dir., Ops. (Natl. Systems Spt.), Jt. Staff, Pentagon ... Brig. Gen. Paul M. **Hankins**, from Dir., Recruiting & Retention Task Force, OSAF, Pentagon, to Cmdt., AFOATS, AU, AETC, Maxwell AFB, Ala. ... Maj. Gen. Jack R. **Holbein Jr.**, from Cmdr., Spec. Ops. Command Pacific, PACOM, Camp H.M. Smith, Hawaii, to C/S, JFCOM, Norfolk, Va. ... Maj. Gen. Michael S. **Kudlacz**, from Dir., Ops. & Tng., DCS, Air & Space Ops., USAF, Pentagon, to Dir., OSIA, Defense Threat Reduction Agency, Dulles, Va. ... Brig. Gen. William L. **Shelton**, from Dir., Manpower & Orgn., DCS, P&P, USAF, Pentagon, to Dir., Rqmts., AFSPC, Peterson AFB, Colo. ... Brig. Gen. John M. **Speigel**, from Cmdt., AFOATS, AU, AETC, Maxwell AFB, Ala., to Principal Dep. Asst. SECAF, Strategic Development (Manpower, Reserve Affairs, Instl. & Environment), Pentagon ... Brig. Gen. Joseph P. **Stein**, from Cmdr., 7th BW, ACC, Dyess AFB, Tex., to Dir., Manpower & Orgn., DCS, P&P, USAF, Pentagon ... Brig. Gen. Simon P. **Worden**, from Dep. Dir., C², DCS, Air & Space Ops., USAF, Pentagon, to Dep. Dir., Ops., SPACECOM, Peterson AFB, Colo. ... Brig. Gen. Donald C. **Wurster**, from IG, AMC, Scott AFB, Ill., to Cmdr., Spec. Ops. Command Pacific, PACOM, Camp H.M. Smith, Hawaii.

COMMAND CHIEF MASTER SERGEANT RETIREMENT: CMSgt. Mike L. **Myers**.

CCMS CHANGE: CMSgt. John **Ensor**, to Command Chief Master Sergeant, US Air Force Academy, Colorado Springs, Colo.

SENIOR EXECUTIVE SERVICE RETIREMENT: Gerald B. **Kauvar**.

SES CHANGES: Robert E. **Corsi Jr.**, to Dep. Administrative Asst., Office of the Administrative Asst., USAF, Pentagon ... John M. **Gilligan**, to Principal DAS, Business & Info. Mgmt., Dep. Chief Info. Officer, Pentagon. ■

Deutch Won't Talk

John M. Deutch, former CIA director and ex-deputy secretary of defense, has declined to answer government investigators' questions about his alleged mishandling of classified material when in office, officials said Oct. 10.

Deutch is keeping mum on advice of counsel, said Pentagon spokesman Rear Adm. Craig Quigley. A Justice Department special prosecutor has recommended that Deutch be prosecuted for security violations.

Among the specific mysteries which thus remain are what has become of computer disks that Deutch used to store an electronic diary he compiled of his Pentagon experiences between 1993 and 1995.

"We do not have those floppy disks; those have not been recovered," said Quigley.

Deutch has admitted using unsecured home computers to handle classified data. Those computers were also used to access the Internet, leading to security officials' fears that the data were compromised by hackers or foreign governments.

The Pentagon has been looking into both where those computers are and what secrets the data may have contained.

"What was the information, was it classified, how classified was it? ... We would like to ask, but he has declined to answer questions at this point, through counsel," said Quigley.

■ NASA's 100th space shuttle mission was directed by two Air Force officers. Col. Brian Duffy was commander of the space shuttle *Discovery* mission. Lt. Col. Pamela A. Melroy was pilot, the third female so designated.

■ MSgt. Steven C. Adams, 347th Civil Engineer Squadron Fire Protection Flight, Moody AFB, Ga., has been chosen as a recipient of a prestigious Tuskegee Airmen, Inc., award, the CMSgt. Fred Archer Military Award for an outstanding senior enlisted member. The Moody firefighter was cited for providing fire protection for 92 combat aircraft and 319 facilities.

■ The Defense Department's most sophisticated telescope changed hands Oct. 1. Responsibility for the Maui Space Surveillance Complex transferred from Air Force Space Command to Air Force Materiel Command, reflecting a greater emphasis on research activities as opposed to tracking and photographing satellites.

■ RED HORSE squadrons celebrated their 35th anniversary at the end of September. The first two Rapid Engineer Deployable, Heavy Operational Repair Squadron Engineer units were formed under Tactical Air Command in September 1965. Today they continue to provide the Air Force with a mobile, rapid-response civil engineer force.

■ An Air Force investigation has determined that a bird strike caused the crash of a Hill AFB, Utah, F-16 on June 21 at the Cold Lake Air Weapons Range, Alberta, Canada. A white pelican struck the canopy of Capt. Richard Pietrykowski's aircraft. He ejected with minor injuries.

■ The Air Force ordered T-6A Texan II trainers grounded Sept. 18, following an August T-6A crash. The new aircraft will remain grounded until an engine-oil coolant system is replaced.

Search Begins for AFA Executive Director

The Air Force Association has begun its search for a new executive director to replace John A. Shaud, who has indicated he wishes to retire in 2001 after six years in the position. A search committee has been appointed to identify candidates.

The search committee consists of Jack C. Price as chairman, Monroe W. Hatch Jr., and Roy A. Boudreaux. Price is a former AFA National President and National Chairman of the Board. Hatch is a former executive director. Boudreaux is a national director with broad experience in AFA.

Persons wishing to be considered by the search committee must submit their requests in writing, to be received by Feb. 1, 2001, to:

**Air Force Association
Attn: Search Committee
P.O. Box 994
Arlington VA 22216-0994**

The Air Force Association intends to select a new executive director by next summer.



Shaud

■ On Oct. 14, remains believed to be those of 15 American servicemen missing in action from the Korean War were to be repatriated in a formal ceremony at Pyongyang, North Korea. The transfer marked the largest number of remains recovered in one operation since joint recovery work began in North Korea in 1996.

■ Northrop Grumman's Electronic Sensors and Systems Sector has been awarded a follow-on contract for B-52H AN/ALQ-55 countermeasures system upgrades, which should deliver five times the jamming power of the old. ■

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