



# Expanding Fixed-Wing Aircraft Capability in U.S. Army Aviation Operations - UH-60L Blackhawk, CH-47F Chinook, C-23B, C-27J, BCT, Intra-Theater Airlift, ... Cargo Aircraft (JCA), Ground Force Support

*U.S. Government, U.S. Military, Department of Defense (DoD), U.S. Army (USA)*

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This excellent report has been professionally converted for accurate flowing-text e-book format reproduction. This study examines the possibility of expanding fixed-wing aircraft roles and missions in the United States Army. Acquiring, integrating and operating a larger number of light cargo airplanes to assume or supplement existing utility and cargo helicopter missions is a more capable, flexible, efficient and economical solution to meeting Army intra-theater airlift mission requirements.

Despite the best efforts of the military services to define individual roles and missions, the fact remains that each has the inherent responsibility to support specific needs in peacetime and wartime. For the Army, significant restrictions have historically existed, and still exist, for purchasing and operating fixed-wing aircraft to supplement Army-specific mission requirements. Consequently, Army Aviation has evolved into a highly mobile air capability that primarily operates a large fleet of rotary-wing aircraft and a small fleet of fixed-wing aircraft in 15 mission categories. But due to past service agreements the Army has historically relied more heavily on helicopters to conduct service-specific organic functions to support the land force. Helicopters generally have significant fuel range limitations and are much more expensive to operate and maintain than similar sized airplanes. Additionally, the use of utility and cargo helicopters for dedicated intra-theater airlift functions serves to reduce the availability of tactical aircraft like the CH-47 and UH-60 for tactical missions.

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CONCLUSIONS & RECOMMENDATIONS \* Introduction \* Interpretation of the Findings \*  
Recommendations \* Conclusion

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