

November, 1971

# Army Aviation



## Drum Beat

(see back cover . . .)



**LYCOMING DIVISION**

STRATFORD, CONNECTICUT, 06497



## AAAA RESOLUTION

WHEREAS, the constraints on size and structure of the Modern Volunteer Army of the Seventies will require greater effectiveness on the part of each individual in the Army, and

WHEREAS, the greatest effectiveness within an organization can be realized by assignment of the most technically competent and professionally qualified individuals to each authorized position, and

WHEREAS, within the Army aviation program the most technically proficient and professionally qualified aviators are Aviation Warrant Officers, and

WHEREAS, the lack of a means to progress beyond CW4 has an inhibiting effect on long term retention of irreplaceable skills, and

WHEREAS, the Aviation Warrant Officer program is not compatible with the career programs of non-aviator Warrant Officers, and

WHEREAS, the requirements of the Modern Volunteer Army dictate changes in the Aviation Warrant Officer program to reflect these differences —

THEREFORE, BE IT RESOLVED that the AAAA affirms: The necessity for redesignation of the Aviation Warrant Officer category as Army Flight Officer, and

The grade structure of the Flight Officer program be expanded to include grades equivalent to CW5 and CW6, and

The flight incentive pay between the Army Commissioned Officer and the Army Flight Officer be equalized.

(This Resolution was approved by the National Executive Board of the AAAA on 13 October 1971. A copy of the Resolution has been presented to the Honorable Robert F. Froehke, Secretary of the Army, by Lieutenant General Harry W. O. Kinnard, USA (Ret.), AAAA National President.)

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**B**EFORE General Maddox gives his prepared statement I believe it would be helpful to the Committee if I gave a brief explanation of how, when, and where the Army got into the aviation business and, more specifically, how we arrived at being in the close support business today.

The Army's entrance into the aviation business came about due to the application of advanced aeronautics and aviation technology in the accomplishment of the Army functions in land combat and integration thereof of aviation into its organization.

It has not in any way come about due to a shortfall in the support that the Army has received from the other services, specifically from the Air Force . . .

In WWII the Army obtained Piper Cub type aircraft and made them the forward observer part of artillery battalions giving a better vantage point from which to do the job they had always done before from the ground. When we started this in 1941 they were considerably derided on the basis that these small aircraft just wouldn't be able to live in combat . . .

However, our experience in actual combat in WWII, in all theaters, proved that these aircraft were not nearly as vulnerable as everyone had anticipated. As a result of this, the functions performed by these aircraft were greatly expanded . . . and these aircraft being incorporated in other branches of the Army. This demonstrates, first, the application of new technology that developed an item of equipment that was specifically suitable for Army use, and it also demonstrates another significant point, which is that you can field an item of equipment against a requirement but its eventual application is going to be determined by its capabilities; and these may be quite different — and the application may be considerably different — from that originally envisioned.

**A**FTER WWII the helicopter came into existence, and the Army saw this as another step in technology to produce another item of equipment that was ideally suited for Army use, because it could be based with and operated by Army units.

When Korea broke out, we faced a situation with regard to the small helicopter quite similar to the one we faced in WWII with reference to the Cub, in that so many people said, "Well, it is a fragile little thing. It can't live in combat."

With some reluctance we sent them to Korea for the primary purpose of medical evacuation. During Korea they evacuated over 12,000 casualties from the front lines; and through this we learned that the helicopter had considerable survivability and that it fulfilled many new missions.

At that particular time the H-13 was the largest helicopter the Army had, but the Marines had the H-19, a larger helicopter suitable for cargo and troops. The Marines, not the Army, really started the airmobility concept, I suppose, because they exercised it for the first

## STATEMENT MADE TO THE AD HOC CLOSE AIR SUPPORT SUBCOMMITTEE OF THE SENATE ARMED SERVICES COMMITTEE BY LT. GENERAL ROBERT R. WILLIAMS ACSFOR, DEPT. OF THE ARMY

time in Korea by using their H-19s for troop-lift. Based on the Marine and Army experience in Korea, the Army then saw the next application of helicopters within the Army force structure as the mission of troop-lift. At that time, then, larger helicopters were procured.

Right after Korea we first began to put guns on the H-13s. They were reconnaissance vehicles and we began to arm them, stimulating, I must admit, some roles and missions questions. There were those who contended that by arming the aircraft we were violating certain roles and missions but those of us who were involved took the attitude that these were vehicles used for reconnaissance patrols; and it made no more sense to deny putting a gun on an H-13 than it would to send a man out on an infantry patrol and say, "Sorry, you can't carry a pistol. Wait for somebody else to come and give you some fire power."

So we went ahead and put some machine guns on them.

**T**HE next significant point I think was when Secretary of Defense McNamara, directed the Army in 1961 to take a new look at the ways the Army could use aircraft, specifically the helicopter, in enhancing the Army's mission.

He believed that we were not exploiting the full capabilities of aircraft within the Army. As a result, the Howze Board was formed and from it came the airmobility concept. The big significance of this concept is that rather than taking aviation in the form of aircraft that are suitable for Army use and applying them onto organizations, or having them pick up individual functions and individual missions within organizations, is to pull together for the first time all of the functions of combat — reconnaissance, firepower, logistics, troop movement and command and control — in one package with the idea of using aircraft optimized to carry out all of these functions within a unit.

From the Howze Board came the airmobile divisions and the air cavalry combat brigade.

I think it is interesting to note that the Howze Board, in studying the use of aircraft organic to the Army, was not concerned with counterinsurgency, or with a war such as Vietnam. Its studies were directed specifically to the potential application of Army aircraft in a conventional type war on the land mass of Europe.

The tests conducted after the Howze Board were also based upon the use of aircraft in Europe . . . My point is that the Howze Board's studies and ensuing tests were related much more to a problem that we face today than they were to the problem that it solved by fielding the units for Vietnam.

One of the Board's biggest points was that for an operation to be successful you must integrate all of these factors, to include fire support. As a result, we began arming U-HI Hueys. At the same time the Board was in session, Army Aviation was in Vietnam. We had originally sent H-21s there; then we sent some Hueys and we learned that they had difficulty surviving if they didn't have adequate fire support. This is nothing new. It is a principle of war that we have known for a long time.

(Continued on Page 37)

Testimony

I

## General Kinnard Reelected as AAAA President



INSTALLED at a Washington, D.C. business meeting held upon the conclusion of the 13th Annual Meeting of the Army Aviation Ass'n, a new 45-member National Executive Board slate looks forward to its first '71-'72 activity at a general business meeting to be held on February 3-5, 1972, at Ft. Hood, Texas.

Lieutenant General Harry W.O. Kinnard, USA (Ret.), was reelected for a second term as National President of AAAA. The Vice President for Corporate Planning of McCulloch Aircraft Corporation, El Segundo, Calif., General Kinnard was joined on the AAAA's Board by Major General Deik M. Oden, USA (Ret.), of Dothan, Ala., who was reelected for a second term as AAAA Senior Vice President.

The new governing board also installed Colonel Edward L. Nielsen, USA (Ret.), of Moylan, Pa., as Secretary-Treasurer.

Incumbent Board members who'll serve as National Vice Presidents include Lieutenant General G.P. Seneff, Jr., Ft. Hood, Tex.; Brigadier General Edwin L. Powell,

Jr., USA (Ret.), Bel Air, Md.; Chief Warrant Officer (W4) Robert L. Hamilton, currently serving in USARV; and Wayne R. Smith, of St. Louis, Mo.

Newly-elected Vice Presidents are Brigadier General Eugene M. Lynch, Hunter Army Airfield, Ga.; Colonel John W. Marr, Washington, D.C.; and Chief Warrant Officer (W4) Donald R. Joyce, Ft. Eustis, Va.

Arthur H. Kesten, Executive Vice President of Westport, Conn., an appointee; Past Presidents Brigadier General Robert M. Leich, IGR; Evansville, Ind.; Bryce Wilson, Glenbrook, Nev.; Darwin P. Gerard and Brigadier General O. Glenn Goodhand, USA (Ret.), both of Washington, D.C.; General Hamilton H. Howze, USA (Ret.), Ft. Worth, Tex.; and Colonel Richard L. Long, USA (Ret.), Fairfield, Conn., along with USAREUR Regional President Colonel Walter F. Jones; twenty CONUS Chapter Presidents who serve as Chapter Members-at-Large; and seven National Members-at-Large appointed by the President constitute the full Executive Board.

**I**t is a privilege to appear before this committee and present Army views on the subject of **Close Air Support** ... the employment of aerial vehicles in support of ground operations.

The Air Force classifies **Close Air Support** as an element of combat air support which also includes air superiority, interdiction, and reconnaissance tasks.

In assessing combat air support by the Air Force, the Army considers that air superiority, interdiction, and reconnaissance should have priority over **Close Air Support** for improvement in the design of future Air Force aircraft. While battlefield priorities may change from situation to situation, it generally is felt that in the initial phases of a war, the air superiority requirement will have priority.

**Close Air Support** itself includes all fires delivered from the air as part of or in support of our ground forces. According to the Joint definition, **Close Air Support** is:

"Air attacks against hostile targets which are in close proximity to friendly forces and which require detailed integration of each air mission with the fire and movement of those forces."

Different definitions have been used in the past and have frequently resulted in confusion. Therefore, to eliminate any misunderstanding, the Army considers **Close Air Support** to include not only attacks by high performance fixed wing aircraft, but also all fires delivered in close proximity to friendly forces by attack helicopters, LOH's and even door gunners on troop-carrying helicopters ...

**C**onceptually, the attack helicopter is part and parcel of the Army's airmobility concept. The firepower aspect of the airmobility concept received its baptism of fire in Vietnam. In 1962, the Army deployed an aviation company to South Vietnam with H-21 transport helicopters and used these helicopters to transport Vietnamese troops. For fire support, this company depended basically on the A-1 and T-28 aircraft flown by our Air Force and Vietnamese pilots. We had a few unfortunate experiences of inserting troops into landing zones beyond artillery range and with no immediately responsive supporting firepower.

To meet the obvious need for firepower, the Army drew on its efforts of the late 1950's and assembled a company of utility helicopters equipped with jury-rigged weapons. This unit was quickly deployed to Vietnam. The original intent was for these aircraft to escort troop helicopters to the landing zone. Fire support in the landing zone was still to be provided by A-1's and T-28's.

Combat experience very quickly showed that the armed helicopter, as well as the fixed wing fighter, were required to give the helicopter-delivered-troops the fire support needed to carry out their mission. This led to fielding the Huey gunship as an integral part of helicopter lift companies.

During this same period, the Army described a helicopter tailored specifically to future operational needs for higher intensities of combat, the **Advanced Aerial Fire Support System**. The AH-56A (Cheyenne) was developed against that requirement.

With the continuation of the Vietnam war and the great

## STATEMENT MADE TO THE AD HOC CLOSE AIR SUPPORT SUBCOMMITTEE OF THE SENATE ARMED SERVICES COMMITTEE BY BRIG. GEN. WILLIAM J. MADDOX, JR., DIRECTOR OF ARMY AVIATION, OACSFOR

demand for armed helicopters, however, it was determined that an interim aircraft was essential. The **Cobra**, an aircraft designed specifically for the armed helicopter role, was built and deployed to Vietnam.

During the late 50's and early 60's, the U.S. Army was the only service that believed there was any requirement for armed helicopters. In the mid 1960's, other services began to consider this unique weapon.

Based on combat experience in Vietnam, the U.S. Navy borrowed Army armed helicopters to operate along the rivers in the Mekong Delta. They determined early that these helicopters had to be flown by Navy pilots so that their support could be closely integrated with their surface operations. The Marine Corps, which earlier had also visualized relying solely on fighter support, learned the value of the armed helicopter. Marines now employ the **Cobra** gunship in much the same way as the Army — this despite the fact that they also employ fixed wing fighters.

Joining the ranks of converts are the U.S. Air Force Special Air Warfare forces. These units operate in Southeast Asia with the same ratio of armed helicopters to lift helicopters as does the Army. They do not attempt to insert ground elements unless accompanied by gunships. Under the Vietnamization program, the USAF is also providing the VNAF with armed helicopters for the same purpose.

The Australians arrived in Vietnam with a squadron of trooplift Hueys. They soon discovered that they needed U.S. Army gunship support. They found also that the gunships should be under command and control of Australian forces. Hence, they — too — have acquired their own.

The desirability, almost universally recognized at this juncture, of the operating unit owning and commanding armed helicopters in order to employ them properly, has also been recognized by the Air Force in the Pacific theater. In 1969, Pacific Air Force submitted a Required Operational Capability document for an Air Force owned helicopter gunship for air base defense in Southeast Asia.

Combat lessons from Vietnam are not limited to those of our own forces. Military intelligence gleaned from interviewing prisoners and deserters is also quite revealing. Interviewers report that enemy troops have the greatest respect for the accurate and lethal attack helicopter. The most feared capability of these helicopters is their ability to remain on target regardless of attempts to evade them. The minimum warning given before a helicopter attack contrasted in the minds of the enemy with the timely warning the FAC's presence gives before a fighter strike. Thus, the helicopter gunship quickly latches on to a target and holds it while delivering its fires. Close Air Support fixed wing aircraft provide the heavy punch. This is an essential distinction between the two.

**R**esponding to the lessons from Vietnam, we have incorporated the attack helicopter into our organization at the lowest level. Attack helicopter platoons are organic to the air cavalry troop and the assault helicopter company. We have assigned branch pronency based on the tactical employment of the unit, i.e., the assault company is the responsibility of the infantry; air cavalry troops

(Continued on Page 30)

Testimony



# The KingCobra. You've got to see it to believe it.

**In its first five hours of flight test, the KingCobra performed 3g maneuvers and hit dive speeds of more than 200 kts.**

This kind of maneuverability plus its outstanding hover performance makes the KingCobra an authentic tank buster in every sense. It carries the TOW missile, a day-night fire control system, a HUD system for flight information. It has every important capability

you'll find in any other helicopter built for the anti-armor mission. Yet the King is only slightly longer than the compact HueyCobra. It's a tough target to hit. Point: The KingCobra is the most survivable anti-tank chopper in the world. **And it's the most economical by a country mile.** Bell rolled it out September 28, 1971. See it. Compare it.



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1971 AAAA Annual Meeting:

# "The best yet ever.."

By BG William J. Maddox, Jr.,  
Director of Army Aviation,  
OACSFOR, Dept. of the Army

**I**F you weren't there, you should have been! Our AAAA Annual Meeting in Washington, D.C. was a signal success! Statistically, we exceeded all previous AAAA conventions. In spirit, there has been no precedent. In this year when Army strength is tapering and the aviation industry is depressed, Art Kesten indicated we registered 759 convention attendees compared with 677 in 1970, and that this year's figure did not include several busloads of aviators who arrived for the professional program from Fort Meade and Fort Belvoir.

At our Honors Luncheon we presented award winners to about 1,000 friends as compared with 867 the previous year, exceeding our hotel luncheon guarantee for the first time in many years.

Our award winners this year were individuals with previous national news coverage. LTC Bob Molinelli, the "Army Aviator of the Year," returned again to Washington where he earlier had impressed many government officials with his calm recounting of LAMSON 719, the South Vietnamese incursion into Laos earlier this year.

Specialist Five Dennis Fujii was named "Aviation Soldier of the Year" based on his outstanding performance during a combat tour as a medic on a *Dustoff* helicopter, as well as for the initiative he displayed in taking charge of close air support while cut off in a besieged fire base in Laos. After a long discussion with the Secretary of the Army, he is considering the alternative of attending college under the GI bill or applying for an Army commission.

Because aviation has an important story to tell this year, we reinstated the *Annual Meeting Press Conference* and received national coverage in the Associated Press as well as in the normal trade

publications, *Army Times*, *Armed Forces Journal*, and *Aerospace Daily*.

As Programming Chairman I am relieved to report that you can line up 21 general officers and run them across the stage without exceeding the time schedule. Our presenters proved that they are thinking ahead in airmobile terms whether or not they are rated aviators. While their remarks did not always reflect current DA positions, their comments were worthy of further study and consideration.

This and subsequent issues will include the presentations as given on the convention floor by the experts. This year's theme, "*Aviation and the Modern Volunteer Army*," leads naturally into a theme for next year on the universality of Army Aviation. I am at work on a program proposal for next year which will demonstrate the commitment of other Free World nations to the airmobility concept.

Incidentally, mark on your calendar the dates of the next AAAA Annual Meeting which are 11-13 October 1972. We expect to return to the scene of our most recent success . . . the Sheraton Park Hotel in Washington, D.C.

## A training deficiency?

Accidents normally occur in batches. Several months ago, our problem was wire strikes. In the first three weeks of October it was impact with the ground in low visibility. We had 33 fatalities and five injuries. Because the accidents are so recent, a sound analysis has not been completed.

However, the somber recounting of the cases should make individual pilots and commanders consider whether we are extending ourselves beyond our capability. Our training was adequate but in many cases proficiency has lapsed. If this is the case, then let's not give up low visibility and instrument flight but rather prepare ourselves better to perform it.

## Significant Statements

In mid-October the Chief of Staff published a personal message to every commissioned and warrant officer in the Army, including the National Guard and Reserve officers not on active duty. The letter is entitled, "*Special Trust and Confidence*" and bears strongly on the Chief of Staff's major area of emphasis: *Professionalism*. Because it bears repeating and re-reading, it is included in toto on the opposite page.

I would like to close this column with another paragraph, presented by General Bruce Palmer, Jr., Vice Chief of Staff of the Army, in recent Congressional testimony. It best states the determination and dedication of the Army in these difficult times. General Palmer said:

"... In short, gentlemen, you can count on your Army. We come from the people — in fact, the Army is people and we are closer to the people than any other Service. It is our nature and thus we suffer from the frailties of human beings and their failings. Recognizing these failings, identifying our problems, and facing up to them squarely are initial steps. We are now in the crucial period of solving our problems. We are optimistic on this score. The Army will continue to move along that long traveled road of proud, selfless and obedient service to our country."

Be professional!



UNITED STATES ARMY  
THE CHIEF OF STAFF

12 October 1971

TO: Each Officer of the United States Army

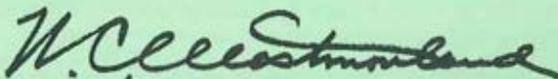
SUBJECT: Special Trust and Confidence

An officer's commission reposes "special trust and confidence in the patriotism, valor, fidelity, and abilities" of each of us. Several months ago, I gave new emphasis to policies that reflect greater trust and confidence in the officer corps. My most recent decision to decentralize Army training is a prime example.

We must further rejuvenate the meaning of "special trust and confidence" as we develop a professional force of the highest quality. Accordingly, I want the policies and practices of the Army to reflect:

- More careful selection of commanders who can provide honest, forthright, and productive leadership and who will establish and maintain high standards.
- More reliance on the integrity and judgment of commanders.
- More responsibility and authority for our qualified leaders.
- More emphasis on mission-type orders.
- More personal effort on the part of seniors to guide, develop, and support subordinates.
- More emphasis on demonstrated performance and less reliance on sterile statistics in evaluating efficiency.
- More personal involvement of officers in the dialogue of command information and less reliance on written communications in passing instructions and policies through the chain of command.

The policies above must be implemented by officers at all levels. We all share a responsibility to achieve and maintain the highest standards of military professionalism throughout our ranks. The accomplishment of this goal requires that each officer renew his determination to prove worthy of "special trust and confidence."



W. C. WESTMORELAND  
General, United States Army  
Chief of Staff

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A.**

# New Silhouette on the Horizon!

# The Bell KINGCOBRA



FORT WORTH, Texas (Delayed) — Surprising the more than 400 military and industry attendees in making a nap-of-the-earth high speed pass from nearby defilade, KingCobra, an advanced armed helicopter capable of performing anti-armor missions under adverse weather, terrain, and threat environments, made its premiere in late September.

Textron's Bell Helicopter Company is proposing the KingCobra to the Army and the Marines in slightly different versions to meet their specific requirements. The KingCobra expands the concept of the AH-1G HueyCobra and the AH-1J SeaCobra, of which nearly 950 of the Army and Marine HueyCobra version aircraft have been manufactured to date.

## Industry-sponsored project

Bell President E. J. Ducayet noted that, "Bell and 10 other KingCobra team members are providing two flying prototypes, one with complete systems, all on company-sponsored basis. We are taking advantage of production hardware, qualified components, and systems in pre-production stages of government sponsorship to maximize mission performance and minimize cost and risk."

Bell's experimental test pilots started flight testing with the new helicopter September 10. Within the first five hours of flight test, the initial prototype KingCobra exceeded 200 knots dive speed. In maneuver flight at cruise speed it exceeded three G's. Still to be determined in flight test are VNE and level flight cruise speeds.

Prototype #1 is powered by the UACL Pratt & Whitney T400-CP-400 "Twin Pac", the same as on the Marines' SeaCobra. However, a growth program would increase the current 1,800 shaft horsepower rating to 1,970 shp, with further potential growth to 2,400 shp.

## Army version in early '72

Prototype #2, with working systems, will be ready during the first half of 1972. It will be powered by a Lycoming T55-L-7C engine with 2,850 shp, flat rated to 2,000 shp.

The KingCobra's uprated dynamics and slightly elongated (49 feet), strengthened fuselage are expected to provide greatly improved performance, systems capability, and useful load, as well as reduced maintenance.

The swept tip main rotor incorporates a high-



LEFT: Front view showing nose-mounted stabilized sight system and turret system with 20mm cannons. RIGHT: Wing stores include pod with 19 folding-fin rockets and tubes for four anti-tank missiles.



ABOVE: Side view of Bell's new KingCobra showing minimum size airframe and compact silhouette to reduce vulnerability and enhance survivability. The KingCobra small arms vulnerable area is lower than the AH-1G.

lift airfoil section, extended chord and diameter (48 feet) and an elastomeric hub.

Bell's transmission and drive train are rated at 2,000 hp take-off and 1,650 hp continuous. Under development since 1964, they have been tested extensively on the HueyTug and HueyPlus and have accumulated more than 1,000 flying hours since 1968.

## Strengthened fuselage

The fuselage retains the general configuration of the HueyCobra, but has been strengthened to accommodate the increased rotor thrust and gross weight capability. Other fuselage changes include the nose modification for the stabilized multi-sensor sight and enlarged ammunition bay for the linkless ammunition drum, larger wings (13-foot span) to accommodate additional fuel (2,300 lbs. in its landing gear, a tail boom extension to compensate crashworthy fuel cells), and ordnance.

Also, the KingCobra features a strengthened

for the larger rotor, and a ventral fin for increased longitudinal stability and tail rotor protection. As a result of these improvements, the KingCobra can hover out of ground effect (OGE) at 4,000 feet at 95 degrees at a gross weight of 14,000 pounds.

## Avionics-navigation

The KingCobra also incorporates a multi-sensor fire-control system for day-night delivery of anti-tank missiles, 20mm shells, and rockets. Other systems include radar warning, night vision sensors, a self-contained inertial navigator, dual station IFR, and improved passive and active defense systems.

Bell officials stated that the KingCobra's combination of offensive weaponry, defensive systems, vehicle performance, and small size give it unequalled ability to survive.

(Ed. Note: The September 28 rollout date of the KingCobra precluded the publication of information on its premiere flight in the October 13 "Convention Issue.")

# Army claims world altitude records in Sikorsky CH-54B

STRATFORD, Conn. — Following a flight made on November 3, the U.S. Army claims the world helicopter altitude record of 36,711 feet for its Sikorsky CH-54B flying crane helicopter. This record is claimed for the altitude in horizontal flight with zero payload category, and betters the present world helicopter altitude record of 36,037 feet set by a French Alouette in June, 1958 in the maximum altitude with zero payload category.

The flight was one of a series of flights in which the Army has claimed a total of five world altitude records and three time-to-climb records for the CH-54B. Four of the flights were made with payloads and four without.

Two of the records will be returned to the U.S. from the Soviet Union, as a result of the flights. Six others were by an earlier Sikorsky flying crane, the CH-54A.

## Nine-day span

The record-breaking flights took place during a nine-day span. (Oct. 26 to Nov. 3, 1971) at the Sikorsky plant, and were observed and monitored by officials of the National Aeronautics Association, representing the Federation Aeronautique Internationale (FAI), the organization which certifies world aviation records.

The four U.S. Army pilots who alternated as pilot and co-pilot on the various flights were Captain Brendan Blackwell, AVSCOM, St. Louis, Mo.; CW4 Eugene Price, Ft. Eustis, Va.; CW3 Delbert Hunt, Ft. Sill, Okla.; and CW3 James Church, Ft. Rucker, Ala.

Details of the new claimed records and comparisons to the present records are as follows:

- Altitude, in horizontal flight, without payload: 36,711 feet. Present record: 31,484 feet, held by U.S. Army/Sikorsky CH-54A helicopter. (Compares with 36,037 by Alouette.)

- Altitude with 1,000 kilogram (2,205 pound) payload: 31,317 feet. Present record: 29,342 feet held by the CH-54A.



Reviewing plans prior to their assault on the helicopter world altitude records in a CH-54B flying crane are, l-r, Army pilots CW3 Delbert Hunt, CW3 James Church, CPT Brendan Blackwell, and CW4 Eugene Price.

- Altitude with 2,000 kilogram (4,410 pound) payload: 30,581 feet. Present record: 28,745 feet, held by the CH-54A.

- Altitude with 5,000 kilogram (11,025 pound) payload: 25,647 feet. Present record: 23,462 feet, held by USSR Mi-10K helicopter.

- Altitude with 10,000 kilogram (22,050 pound) payload: 16,798 feet. Present record: 16,028 feet, held by USSR Mi-6 helicopter.

- Time to climb to 3,000 meters (9,843 feet): one minute, 32.3 seconds. Present record: one minute, 38.32 seconds, held by the CH-54A.

- Time to climb to 6,000 meters (19,686 feet): Three minutes, 22 seconds. Present record: three minutes, 32.83 seconds, held by the CH-54A.

- Time to climb to 9,000 meters (29,529 feet): six minutes, 15.2 seconds. Present record: Seven minutes, 57.44 seconds, held by the CH-54A.



# "The Thrust is Progress"

INTRODUCTORY PRESENTATIONS MADE AT 1971 AAAA ANNUAL MEETING

**G**ENERAL Kinnard: Welcome to the professional programming of our Thirteenth Annual AAAA Convention. I'm sure everyone who has introduced the programs over the years has probably kicked it off by talking about the high quality and caliber of the presentations.

I have to do the same thing, and I believe I can safely and definitely state that this year's program is the finest that Quad-A has ever put together. I had the chore of being Programming Chairman a few years ago and I thought we had a splendid program then, but I have to say in looking at the breadth of coverage, the subjects, and particularly the speakers who have consented to make this year's presentations that this is far and away the best one that Quad-A has ever had.

## Top level direction

The man who is responsible for the presentations is the Director of Army Aviation, General "Bill" Maddox, and I will tell some of you who don't know that he made what I think is a splendid suggestion. . . . Instead of Quad-A having to go out and beat the bushes each year for a Programming Subcommittee Chairman, he has — and I use his word — "institutionalized" the idea that the Director of Army Aviation will handle the presentations each year. I hope that his successors all go along with that in later years.

I know that all of you are well aware that we



LTG Kinnard



BG Maddox

include again this year the "Advanced Planning Briefing for Industry (APBI)" as a part of our total program. We believe that that package is a noteworthy part of our total 1971 programming which will be of particular value to industry members who are looking for the Army's planning thoughts and materiel requirements.

Without further ado, I will now turn the program over to our Programming Chairman, the Director of Army Aviation, Brigadier General "Bill" Maddox. . .

■ **GENERAL MADDOX:** After we run through 21 generals and 23 presentations today you may very well want to be "institutionalized"! . . . or de-institutionalize the program next year, but after the AUSA and the Early Birds' Reception, I'm probably confused like the aviator who while flying with the Alaskan bush pilot, headed cross country for about 200 miles. The bush pilot had cranked up, didn't put on a headset, charged off, and took up a heading. Puzzled, the Army Aviator said, "How are you navigating?"

The bush pilot said, "IFR."

The Army pilot then said, "Obviously, you're not using any radio," and the bush pilot said, "No, I'm flying IFR — I follow river!"

So let's follow the river today and cover the waterfront.

## Helicopter symbolic of Army

The name that we've picked for this program is "Aviation in the Modern Volunteer Army" and subtitled, "The Thrust is Progress!" Without infringing on General Forsythe's subject, I'd like to say that the helicopter is the symbol of the Modern Volunteer Army. I am not talking about the Modern Volunteer Army that is related to the way in which we procure our people, but to the broader aspects of how we march into the future and do our jobs more effectively. Obviously, in the past ten years — and even specifically in the past year — we have

proven how important Army Aviation and rotary wing technology is to the Army of the future.

As far as "The Thrust is Progress!" is concerned, I think we've demonstrated this, particularly in the fires of LAMSON 719, the South Vietnamese incursion into Laos earlier this year. At that time we had a window into mid-intensity environment . . . that's a European or a mid-Eastern type of combat which is substantially stepped up from low intensity combat which we consider to be chasing guerrillas around the jungles.

We've had a lot of mid-intensity combat in brief periods and in designated geographic locations in the past several years. LAMSON was one of these where we had very heavy antiaircraft fires, determined opposition at the lower altitudes where Army aircraft and aviators work and fight with other ground soldiers on a fulltime basis.

### Test program well underway

We're in the process this year of translating our Vietnam experience into aviation for the rest of the world . . . how we'll fight in Europe, how we would fight if we were called on to fight in the Middle East, or Korea, or anyone of a number of other areas where there is international friction. We are proceeding with the test program, division-wide, at Fort Hood where the 1st Cavalry Division is organized with armor, airmobile, and air cavalry brigades and is tying these together so that we can determine how we would fight in Europe. Additionally, there



**WHAT GOES UP . . .** doesn't necessarily have to leave the ground as proven by the altitude chamber now being installed at Ft. Rucker, Ala. Checking the facility, which can simulate a maximum height of 43,000 feet, are, from left, SFC James D. Carter, SSG William C. Bryant, and SFC David E. Bohl. Carter, who has been trained by the U.S. Navy at Pensacola, Fla., on the chamber's operation, and Bohl are assigned to the Department of Aeromedical Education and Training, USAAVNS. Bryant is from Company B, 83rd Engr Bn, the unit that physically installed the chamber at Rucker's Hanchey Army Airfield.

### SPECIAL RECOGNITION

"I'm going to deviate for a moment from the awards ceremonies to pay special recognition to the Army Aviation Warrant Officers who are, in a true way, the backbone of the Army Aviation Program. I'd like to put in a personal note and say that one of the really moving experiences that I've ever had came when I was leaving the 1st Cav and was made an Honorary Warrant Officer. I would ask all the Warrants in the hall to please stand and let us salute them . . ."

—Remarks of LTG Harry W. O. Kinnard, USA (Ret.), AAAA National President, during the 1971 AAAA Honors Luncheon

is much other testing going on . . . at CDEC and in Europe itself.

As far as the hardware aspects are concerned, I think "The Thrust is Progress!" here also. This year we gained approval and we are going to contractors for two new replacement aircraft systems, the Utility Tactical Transport Aircraft System (UTTAS) which is to be our first true squad carrier, and the Heavy Lift Helicopter (HLH), which is going to revolutionize logistic operations and be the backup support for our squad carrier fleet.

We're working massively to bring about the fire-power portion of that inseparable combination, fire-power and maneuver. We not only need the lift ships — we need the gunships that have to work in the same environment and stay with the troops which we put on the ground. We're expecting production money in the 1973 budget for our Cheyenne, which I flew just last week. I can report to you that it is everything good that you've heard about it.

### Stability of assignments

Lastly, as far as people are concerned, "The Thrust is Progress!" applies here, too. We are starting next month the first classes of primary students to be fully instrument-qualified. We're also establishing our personnel on a more stable basis where there will be less jittering back and forth with one year tours. Because the demands of Vietnam will be considerably less, we'll be able to spend more time getting deeper into the jobs that we are assigned.

We're looking, as the Chief of Staff said the day before yesterday, for a much higher degree of professionalism, and I'm talking mainly standardization in our case because I think aviation has shown a maximum of professionalism in these last six years of heavy warfare.

So it is on this basis that I can report to you this year that "The Thrust is Progress!"

(Ed. Note: "Vietnam in Perspective" and "Trends in Combat Developments" are the first two of 16 AAAA Annual Meeting presentations to be published in this and subsequent issues. The December, 1971 issue will carry the presentations of LTG George I. Forsythe, LTG Robert R. Williams, LTG Joseph M. Heiser, and MG Fred Kornet, Jr.)



## VIETNAM IN PERSPECTIVE

BY BRIGADIER GENERAL JACK W. HEMINGWAY  
Chief of Staff, Project MASSTER, Fort Hood, Texas

IT'S a great pleasure for me to speak to the AAAA Convention about my favorite subject, Army Aviation, and in particular, Army Aviation as I saw it in FY71 in Vietnam.

Army Aviation in Vietnam entered the FY71 year with a background of unquestioned success. Army Aviation had, in the words of General Abrams, "been accepted into the brotherhood of the combat arms."

To continue to meet the standards established by those who had performed so magnificently in the years before would have been challenge enough, but that wasn't the way it was to be. Until late FY70, Army Aviation's mission had been essentially to support military operations. Riding to the sound of the guns was the order of the day.

FY71 brought many changes . . . The principal objectives for the year can be best summarized as follows:

- Provide operational support.
- Participate in force withdrawals.
- Conserve assets.
- Support Vietnamese improvement and modernization program.

You've heard the expression, "Lean forward in your foxhole!" We found it necessary to lean both east and west at the same time. Combat operations always received priority, but at no time did we lose sight of the other objectives.

Army Aviation supported operations were roller coaster in their intensity. Peaks of activity were experienced throughout the year, these being interspersed with periods of relative calm. Perhaps the most widely known of peak activity was LAMSON 719, a campaign named for the scene of the battle in the 16th Century when King Leloi soundly trounced the Chinese invaders.

LAMSON 719, a 50-kilometer thrust into Laos by RVN forces, challenged airmobility and Vietnamization to prove their mettle, and this they did. RVN units attacked a numerically superior, well-trained enemy in his home territory — an area best described as a long-occupied, extensively developed, heavily fortified base, staging, communications, and transport area. The NVA had good mobility and the advantage of defending home territory.

Divisions, regiments, battalions opposed each

other. Both sides employed tanks, artillery, rockets, mortars, and a complete family of infantry weapons. NVA forces opposed Allied air and airmobile operations with heavy anti-aircraft fire from an extensive air defense system. Our helicopters were engaged by small arms, 12.7mm, 14.5mm, 23mm, 37mm, and 57mm anti-aircraft weapons. Vietnamese Army and Marine forces joined in combined operations under Corps control. For the first time they were conducting large scale operations without U.S. advisors. Advisors, as some of you know, were not permitted to go into Laos.

Considering the strength and the skill of the enemy, the forbidding terrain, the adverse weather, the sudden change to operate without U.S. advisors, and the challenges presented by a ground operation conducted by forces of one nation supported largely by aviation from a different nation, the accomplishments of LAMSON 719 are noteworthy.

### Bravery, tenacity, and endurance

Bravery, tenacity, and endurance characterized the performance of the individual Vietnamese soldier, airman, and marine. Despite the awesome challenges, the Vietnamese command retained its "cool". General Sid Berry, the commander of all U.S. Army Aviation in LAMSON 719, said, "From the beginning this quickly constituted airmobile team had been operationally effective to such an outstanding degree while meeting unique challenges is testimony to the spirit, dedication, flexibility, mission-orientation, and professional competence of the units and the individuals comprising the team.

This was a real team effort all the way.

I'd like to turn to the Standdown and Withdrawal Activities and how they affected Army Aviation. Our units stood down under two basic programs. One was to provide aircraft for the activation of Vietnamese Air Force Squadrons, and the second was to meet national force reduction schedules. These actions placed special emphasis on leadership at all levels to keep units performing with the precision required right up to a rather abrupt standdown point.

Most personnel from the units standing down were reassigned to other aviation units, which accentuated the personnel turbulence. Despite the many apparent problems growing out of withdrawal actions, the adjustments were made quickly and

Presentation made by BG Jack W. Hemingway  
at AAAA Annual Meeting, Washington, D.C.,  
October 14, 1971.

deftly, and the revised support packages rapidly reached the high level of effectiveness that the support commanders had become accustomed to receiving.

The year brought new emphasis to the management of aviation assets. We in USARV were challenged to live within our assigned budget. Although we knew that the successful conduct of operations was paramount, it was also apparent that important savings could be realized without impairing the conduct of operations. Impressive savings were realized in three principal areas.

**Professional Flying  
Flying Hour Management  
Maintenance and Supply Management**

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### A new level of achievement

Professionalism and safety in flying are objectives we have always sought. Army Aviation in Vietnam began a trend of steady improvement in accident prevention in '66-'67 that has continued throughout the ensuing years. A new level of achievement was realized in FY71 — a rate of 19 accidents per 100,000 flying hours is not only the lowest rate on record in USARV, but also compares very favorably with the Army worldwide rate of 14.7 per 100,000 hours. No single factor can be given sole credit for this achievement. The ever-improving training being given our new aviators in the CONUS training base has certainly had its effect. Great influence has been brought to bear by the school-trained aviation safety officers authorized and now assigned to virtually every level of aviation command at company level and above.

Probably, the most important factor has been the emphasis given to the program not only by our aviation commanders but by our supported commanders as well. The "combat syndrome" accident hasn't disappeared, but it has diminished significantly.

Next I'll address the important fiscal management actions taken by USARV to live within its aviation budget as programmed. As we all know, the surest way to reduce flying costs is to reduce flying. Army Aviation in Vietnam was challenged to do this without impacting upon mission performance. Several approaches were considered ranging from a rather strict flying hour program to a self-policing effort. The command decided in favor of the latter approach, accompanied by a continuing review of results to insure that progress was being made.

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### The "need to use air"

The first order of business was to insure that each proposed trip was, in fact, necessary. Once the need for the trip was established, the requirement for air travel was reviewed. In other words, could it be done another way? In the last several years the inland waterway, road, and rail nets have improved in quality and coverage. Despite this it was apparent that many opportunities to use surface mobility were not being taken.

Also, this review of "need to use air" in the accomplishment of the mission placed special emphasis on the need for thorough planning. Finally, planned air movements were carefully reviewed to combine missions wherever possible. General McCaffrey established as an objective a 15% reduction in flying hours in FY71, compared to what USARV would have flown at the FY70 rate with fleet reductions being considered. Aided by continuing command emphasis at all echelons, this program exceeded the established goals. I wish to reemphasize that unqualified support of military operations was the first order of the day and flying hour savings were realized after achievement of that criteria.

As I mentioned earlier, USARV was challenged to live within its O&M budget. When the dollars were broken out shortly after the beginning of the fiscal year, the annual aviation budget appeared to be about 20% short of forecast requirements. The flying hour savings, which I mentioned earlier, reduced the shortfall by about one-half. It was apparent that other savings would have to be exacted if we were to achieve our established goals.

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### Major savings in parts return

An intensive program of inventory of ASL's and PLL's resulted in the recovery of several million dollars of aircraft parts. There were also a number of surprises. Among these were parts for the OH-23, helicopter, which had not been in the USARV inventory for over a year. A thorough inventory of parts in one division resulted in several million dollars in inventory being returned to the USARV depot. Other major savings were realized through reduction of requisitioning objectives at depot and DSU level. The transportation and supply systems have proved sufficiently responsive to merit the risk associated with this action.

A major source of fund savings was the return to the supply system of parts in the ASL and PLL's of units and activities being stood down. Very careful preservation, packaging, and recording insured that these assets were being integrated into depot stocks so that they would be available immediately to meet field requirements. A final action of significance was the tight control that was placed on the retrograde of repairable items and the realization of dollar credits were due.

A processing point was set up at Hotel Three at Tan Son Nhut through which all high value and aviation intensively managed items were inspected to insure that their condition warranted shipment to the rebuild facilities, that they were properly preserved, that they were carefully packaged, and that they were adequately documented to enable the command to claim the dollar credit due.

The combined results of the flying hour control program and these maintenance and supply actions turned previously forecasted shortfalls into a substantial turnback which was used by USARV to fund shortfalls in other programs.

One of the principal tasks of Army Aviation during FY71 was to support the Vietnamese Improvement

and Modernization Program. Beginning on the 2nd day of September 1970, one VNAF squadron was activated each month with the exception of one month in which two squadrons were activated, resulting in an increase during an eight month period of VNAF helicopter squadrons from five to 14. Preparing up to 66 aircraft per month to meet very high transfer standards placed a substantial burden on aviation as well as the direct support maintenance units through which the aircraft were to be transferred. As many of you know, the basic responsibility for providing advisors to the VNAF rests with our USAF. The Army, however, was tasked to provide 27 personnel per newly-activated squadron to augment the Air Force team. The size of each augmentation group was reduced with the passage of time. Throughout much of this activation period we had from 150 to 200 highly-skilled individuals in the maintenance as well as operating field working directly with the VNAF squadrons.

We also provided additional training to VNAF pilots returning from training in the U.S. The influx of field-inexperienced VNAF helicopter pilots severely taxed the nucleus of experienced VNAF helicopter-qualified personnel, making it necessary to provide outside assistance to achieve the earliest practicable readiness dates. The new pilots were individually trained but needed the usual unit training and area orientation. VNAF pilots with Army helicopter units flew as crewmembers to gain this experience. As a group their individual performance was outstanding.

In the area of logistical support the 34th General Support Group and the Aviation Materiel Management Center not only provided most of the Vietnamese helicopter parts support but also worked closely with USAF advisory elements to assist in the establishment with VNAF of a viable helicopter parts supply system.

### Is Vietnamization succeeding?

I've been asked on frequent occasions if Vietnamization is succeeding. My knowledge of the subject is limited to Vietnamization as it pertains to the VNAF helicopter program. I believe that the VNAF has done a remarkable job of assimilating two new aircraft systems and expanding helicopter fleet from 5 to 14 squadrons in a period of less than a year. As would be expected it does take time for each of the newly-activated squadrons to achieve optimum effectiveness.

A measure of the success of this effort can be seen in the steadily increasing level of support being assumed by VNAF helicopter units. Whereas U.S. Army Aviation provided most of the helicopter support during the Cambodian operation in the spring of 1970 at the time I left Vietnam, approximately a year later the VNAF helicopter units were providing most of the lift support for ARVN units operating in Cambodia. Special joint training programs for qualifying VNAF "Dustoff" pilots to assume aerial medical evacuation missions were also progressing well.



FT. WOLTERS — CWO Frank Thompson, left, who flew the first Hiller OH-23 helicopter to Ft. Wolters in 1956, bids farewell to CWO Ken Kalahar as Kalahar readies himself to fly the last OH-23 back to his USAR aviation unit in Des Plaines, Iowa. Witnessing the departure of the last Raven are two Southern Airways officials, Jack Massey and Wayne Schwalm. The 418-ship fleet of OH-23s served with distinction during 1956-1971, accumulating more than 2,565,800 hours of flying time.

I feel confident that in the near future VNAF helicopter squadrons will equal and probably exceed the capability for operating in the Vietnam environment demonstrated by our helicopter units. I say this based on one factor, stability. The VNAF helicopter units are fast approaching completion of their first year since activation. Their level of individual and unit training and experience will one day equal those of our typical unit. From that point on they should exceed the capability of our typical unit in Vietnam because, unlike U.S. units which are experiencing a near complete turnover of personnel in every unit, the VNAF unit will experience little turbulence once their new unit activation program is completed.

### Among the last to leave

I have quickly reviewed some of the major activities of Army Aviation in Vietnam during the past fiscal year to give you a feel for how things have changed since many of you were last there. At no time has it been more important to keep a close eye on the bouncing ball. As for the future, it is logical to assume that there will be a continuing demand for the same quality of performance and flexibility that Army Aviation has delivered in the past. As for how long Army Aviation will be in Vietnam, our helicopter and fixed wing units were among the first to be committed in Vietnam and in its "economy of force" role Army Aviation is most likely to be among the last to leave.

The requirement to support combat operations, while making the most efficient use of all assets and at the same time retrograde aircraft and related items for the future use of the Army, will continue as a challenge to the new Army Aviation team in Vietnam during FY72. Based on the performance of the past there is no doubt that new standards of achievement will be set.



## TRENDS IN COMBAT DEVELOPMENTS

BY LIEUTENANT GENERAL JOHN NORTON  
Commanding General, USA Combat Developments Command

**W**E have an opportunity to look for a few minutes at what I would hope would be useful trends in combat developments and in the future of our own Army forces. I'll try to give you what I consider is a consolidated view of trends — emphasizing airmobility, yes — but I have to tell you that we have other problems. Airmobility is not really free to be fully exploited, because we haven't done as well by all the other things the Army needs in order to make airmobility a true reality.

I will talk about TRENDS, and the combat developments battlefield, if you will, and certainly try to give you some better leads on priorities as I see them in combat developments.

The main threat now — as LTG Bob Williams told you — is different. We see the enemy as a massed armor force with plenty of close air support and very advanced forward area air defense systems. The full appreciation of that threat is dawning on all of us. Airmobility is a great success, but it remains still to be proven as a very efficient weapons system in the mid-intensity environment. LAMSON 719 gave us some insights. Work at CDEC and MASSTER is giving us more insights, but let's be real tough on ourselves here: we've still got a lot to be plugged in on how we do this job!

### Reliance on strategic airmobility

The trends all taken together, in or out of Europe, indicate more reliance on strategic airmobility (it's no accident that we're saying two UTTAS's have to go into a C-141, and you'll see more of that). We need more emphasis than ever on the air-ground team. I recently talked to General William W. Momyer, CG of TAC. We expect close air support to take out a lot of the enemy forward area air defense systems. As tough as they are, most of them are going to have to be taken out by close air support — along with suppressive fires from the Army.

It's no secret that we are looking at concepts on how to prepare for and win a much shorter war. This is a very serious trend. An important trend.

We see the continuing trend of what we will do

Presentation made by LTG John Norton at AAAA Annual Meeting, Washington, D.C., Oct. 14, '71.

under the constant threat of the use of nuclear weapons. These things continue all through the spectrum of trends for the next ten years, as evidenced by the rising trend on the use of airmobility to solve our logistical problems. Across the ocean, and with very mobile battalions on the land mass, we need some kind of crane that can supply a battalion 24 hours a day with precise navigation on a very fluid battlefield.

We usually talk less about the constraints, but the trends, as we are now looking at them, indicate that we're going to have to find a more efficient, combat-effective unit that's smaller. We're looking at 100-man rifle companies. This is a sane approach to what we can do with a smaller force. General Howze wrote about this when he retired, talking about "fighters, workers, and supporters." It's a solid concept with most of us — it goes with the Modern Volunteer Army and with a very high caliber man.

We have to reduce the number of soldiers who are not too good, the malingerers, and the guys who really get lost. The only way to get there is to have a small, efficient fighting force. We are looking at things like 10,000-man divisions — and we're serious — and maybe a 12,000-man division which has more equipment. We are certainly looking at ways and means to reduce the echelons above the division. These are very much in our studies today.

Then there is the technology area. I hate to call that a constraint for it's really a two-faced factor that says, "We have constraints, but we also have great opportunities for exploiting the technology."

### Capitalizing on our strengths

How are we going to capitalize on our strengths? Let's take a look at this problem in terms of the five functions of land combat, as we know them from our doctrinal manuals:

Firepower, Mobility, Support, Intelligence, and Command-Control-Communications.

In FIREPOWER, in MOBILITY, and in the SUPPORT area, we are basically ahead — but not completely. Preserving a lead in these areas is essential, and certainly the airmobility area is one of the areas we count as strength.

In the FIREPOWER area we have noticeable deficits in both our own air defense capability and

in our ability to suppress the enemy air defense — which we must do not only as a combined arms team, but as a combined Army-Air Force team. The last two on the list are "catch-up areas" — and we've talked about them ever since I enlisted in the Army. I mean INTELLIGENCE and the COMMAND-CONTROL-COMMUNICATIONS areas. They are still very much holding up the show.

In FIREPOWER, the infantry is looking for a better rifle than the M-16. It's a fine weapon, but we see that there can be a better small arms weapon for the infantry, and a better machine gun for the infantry. By the time you get through the full scale of the firepower equation, you find that we are still moving towards larger, better weapons systems like the Field Artillery "Lance" and the large surface to air missile system, the SAM-D. We see deficits here but generally we are protecting our lead.

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### Upping the daily utilization

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MOBILITY needs to be further assessed. Our investment in the ground combat vehicles, and the air combat vehicles, is forcing us to make some tough choices that we may not be ready to make. My feel here with regard to ground and air vehicles is that we've got to get more daily utilization out of the air vehicles. We can't make progress with only a 60-80 hour flying hour program for the air vehicles. We're talking about getting five hours a day to keep going all the way with the air vehicles.

The only way that we are ever going to get the family of combat vehicles — air and ground — in perspective, in my opinion, is to get more daily utilization out of those air combat vehicles. You'll see this, I think, when you look at the UTTAS requirement; we're pushing this very hard as an essential requisite for progress. It seems as if we are not on the ground for very long but yet, if you add up all of the hours in a day, we're a sitting duck for about 22 hours.

Dispersal, yes; camouflage, yes; but we need some kind of poor man's protection — a revetment, if you will, on the ground. If we get the maintainability-reliability up, we get a double bonus — we're not on the ground as long, and we get increased utilization of the aircraft.

The SUPPORT area is strong, but it needs to be strengthened. No one is working harder on this than General Heiser (DCSLOG), but you have to understand that we're not satisfied we've got the most efficient support system. I mentioned about having too many echelons; we've got too many makes and models — too many parts and pieces — so we've got to go in the other direction from the proliferation under which we've been suffering.

Our division today, compared to WWII, has twice as many line items and twice as many MOS's — costs too much — weighs too much!

In the testing and experimentation areas, what we are really saying is that we've still got a lot to learn. The work at CDEC and MASSTER, coupled with the work being done by Seventh Army, is showing a lot of dividends.



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### The "catch-up" problems

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Now let's look at the "catch-up" problems I mentioned earlier.

We need to catch up in intelligence! Satellites, sensors, EW, and ADP — just four areas — but they may provide the thrust we need.

We are going to have to pay more for suppressing enemy air defense; I think we are beginning to realize this. It's a very sophisticated problem. You heard LTG Williams refer to the Air Force's experience. It looks like the Air Cav, as we think of it — reconnaissance and surveillance — is going to have to go a step further. We don't think that we can give every scout or attack helicopter a complete wardrobe of area surveillance, target acquisition, EW, ECM. That would practically sink the bird.

Somewhere in the division, however, maybe in the Air Cav Combat Brigade, a unit is emerging which is going to do the wide area surveillance business. We'll get some of these things fed into our test at CDEC. This is going to put a lot of power on a small part of the battlefield and get that target identification out to 5 or 10 kilometers.

Our units are going to have advanced capabilities for wide area surveillance and target acquisition, and for handing those targets off with the laser designators to the Air Force or our own troops. They are also going to have to handle the very difficult job of ECM. That's the kind of new concept our technology is leading us to, and that's the kind of concept the threat seems to be leading us to.

I can't talk too much about satellites, but I can say in very general terms that there's a tactical relationship between what the satellites can do for us in the next ten years and what the remote sensors can do for us. This area will probably be the key to our effective use of the long range, indirect fire systems. Terminal homing will play a part. These



Master Sergeant Harold G. Baskins (2d from right), is presented an AAAA "Certificate of Appreciation" by BG William J. Maddox, Jr. (right), Director of Army Aviation, OAGSFOR, during the David E. Condon Chapter's September 16 dinner meeting. The ceremony honoring the NCO for his many Chapter efforts was also witnessed by COL Harry L. Jones (left), Chapter President, and Mrs. Baskins.



LTC George I. Forsythe, Special Assistant for the Modern Volunteer Army, Office, Chief of Staff, was the guest speaker at the David E. Condon Chapter's Nov. 23 professional luncheon meeting at the Fort Eustis Officers' Open Mess. Fort Monroe members will also attend.



Booted and suitably garbed for the October weather, Lt. Wainwright, the newly-elected slate of AAAA's North Lights Chapter poses for an informal photo. L-r are: Dale Lance (VP, Progmg), CPT Peter T. Pearson (MAJ) Herbert L. Degner (VP, Benefits), LTC Robert L. W. ter (Pres), MAJ James H. Goodloe (ExVP), MAJ Adam Runk (VP, Memb Activ), CPT Gerald J. Spiker (Sec), MAJ Donald P. Detiveaux (VP, Publicity).



Winners of the "First Annual AAAA Golf Tournament" at Ft. Rucker pose with their trophies at the Aviation Center Chapter's Sept. 14 "Shrimp & Beer Bust." They are, l-r, LTC Jack D. Hill, MAJ Joseph A. Drew, MAJ Robert K. Wright, COL Sidney W. Achee, CPT Joseph T. Tison, and MAJ James H. Jinks, Jr. The tournament consisted of two-man teams in match play. Places receiving recognition were 1st and 2nd place in the handicapped-flight, and 1st place in the non-handicapped-flight. COL Achee accepted the AAAA plaque for the Office of the DOI, the unit having the most tourney winners. LEFT: COL John W. Marr, D.C. Chapter President (at mike), and LTC Chuck Nickolls (background) shake up the Chapter's raffle tickets prior to drawing the ticket of LTC Robert Treat as the \$1,000 Winner on the Washington, D.C. Chapter's August 7 Potomac Cruise.

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With a 500-passenger Wilson Line cruise ship in the background, AAAA's 220-passenger excursion boat slips away from Pier #4 on the Washington, D.C. Chapter's "Annual Potomac Cruise and Shipwreck." Unlike the '70 cruise — which didn't "Wheels up" and ran atop a sandbar during a summer squall, the '71 cruise of D.C. area members and their wives was uneventful... Great food and prizes, and no overturned food tables!



After considerable trouble, members of the Sharpe Army Depot Chapter of AAAA finally persuaded CWO Jene Gates to announce the start of the Quad-A Chapter's Annual Oktoberfest in his Bavarian Hot Pants. With prizes for the best costumes, the members met at the Oct. 23 with their Schatzis and tilted their steins to the tune of Doomp-Pa-Pa, California-style. One of Quad-A's most active Chapters, Sharpe now has 188 members.



Standing in front of the Academy of Riddle Aeronautical University, the newly-elected officers of the AAAA. Standing, l-r, are MAJ Memb Activ), Richard L. Hatterliam S. Bayer (VP, Progmg), & (ExVP). Kneeling are Richard A. W. Redman, Jr., (Pres) & Wilso



MG Allen M. Burdett, Jr. (left), Commanding General of the USA Aviation Center/School, is shown chatting with CPT Paul Banish (center), Treasurer of AAAA's Suncoast Chapter, and CPT Rudolph R. Ribbeck, the Chapter Secretary, prior to that organization's professional dinner meeting on September 25 at which MG Burdett was the guest speaker. The 100-member AAAA Chapter activity is located in the Tampa area.



MG Francis S. Greenleaf, Chief, National Guard Bureau, addressed the new enlarged Sharpe Army Depot Chapter on Oct. 23 at a meeting-luau honoring the Chapter's 71 new ARNG members.



Shown following the September 10 professional-social meeting of AAAA's Pikes Peak Chapter are, l-r, CW3 Ralph L. Allison, Chapter VP for Programming; CPT Chris Johnson, VP, Publicity; COL Robert R. Corey, USA (Ret.), AAAA National Board and guest speaker; and MAJ Rex M. Turner, Jr., Chapter President. A representative of Sikorsky Aircraft, "Bob" Corey gave an HLH and S-67 Blackhawk presentation to the attendees.

# AAA n ion!

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ntion Issue.



ABOVE: 1LT Darrell G. Fontane, Distinguished Graduate of Aircraft Maintenance Officers Course Phase I, Class I-72, at the USA Transportation School, receives his diploma and an "AAAA Certificate of Achievement" from LTC Robert H. Bean (left), at the October 15 graduation of Class I-72. The AAAA's David E. Condon Chapter is the donor of the certificate. RIGHT top and bottom: The Connecticut Chapter members and their wives are shown at the 1971 "AAAA Summer Skirmish" held in Westport, Conn. The group photo was taken just before a late afternoon cloudburst scattered the attendees for an hour.



nic Complex at the Embury-  
Daytona Beach, Fla., are  
Embury-Riddle Chapter of  
William C. Childree (VP,  
VP, Publicity), LTC Wil-  
LTC Charles D. Fountain  
Rubilo (Treas), LTC William  
A. Middleton (Sec).



Brigadier General Samuel G. Cockerham (at lectern), Deputy Commanding General of the U.S. Army Aviation Systems Command, St. Louis, Mo., is shown addressing the September 23 professional dinner meeting of AAAA's Lindbergh Chapter. A former Deputy Commander of the 1st Aviation Brigade and CO of the 34th General Support Group, General Cockerham addressed the members on "Army Aviation — Southeast Asia."



Posing formally, newly-elected officers of the USA Flight Training Center Chapter Executive Board are shown at the HAAF Officers' Open Mess. Seated, l-r, are LTC Emmett F. Knight (ExVP-Hunter), COL Albert A. Johnson, Jr. (Pres), COL Stuart F. Wilder (ExVP-Ft Stewart), and LTC Charles R. Palmer (Member-at-Large). Standing are MAJ James W. Case (M-a-L); MAJ Kenneth W. Scherz (Treas), MAJ Edward Yazinski (VP, Memb, FS); CSM Ralph L. Bass (VP, Memb, HAAF), & CW3 Jack J. King (Sec).

## DEVELOPMENTS (Cont. from Page 20)

are two areas that may give us a real breakthrough in overcoming the lag in intelligence and target acquisition.

I also can't say much about EW, except that we've got a policy in the Army that is very tough. All of our tactical radio equipment has secure voice. That's a tough decision that has been made and it applies to the aircraft as well.

We need to catch up in **COMMAND, CONTROL AND COMMUNICATIONS!**

ADP sort of speaks for itself; but down at MASSTER much importance is being put on how you handle the data — manually — and how we'd like to be able to handle it with ADP. It's a very ambitious undertaking. Probably the most difficult thing we have to do is to harness the automation capability.

### Tactical data systems

Most of you know that the Army has invested hundreds of millions of dollars in tactical data systems. Each one in its own way has a clear objective, but tying all these systems together is a whale of a job; TACFIRE led the pack in R&D. It may be on the battlefield in another three or four years doing the artilleryman's job with automation — a real breakthrough.

TOS (Tactical Operations System) is a big concept, but it's several years off. We have some TACFIRE equipment and some outsized equipment used in Europe that we have assembled at MASSTER for use in Developmental TOS.

An Air Traffic Management System is now being tried at Atlantic City and is known as SAFOC (Semi-Automatic Flight Operations Center). We're finding out through this field evaluation what data we can really automate well to handle the air traffic problem. This interfaces with the air defense TSQ-73.

CS<sub>2</sub> is the commander's automated system, for handling logistic, personnel and administrative functions that we have always done manually. We've been testing CS<sub>2</sub> at MASSTER and should be sending parts of it to Europe next summer.

Put these five functional areas together, and some others I didn't even cover, and you have a very explosive combination of what we might have in the Army. But we are certainly talking about another five or ten years before we have all of these things under control.

In summary, then, let me say that airmobility is extremely important in any direction we look. The trend is still upward for strategic airmobility, and for the combined arms air-ground team — tactical airmobility — and a very flexible efficient logistical airmobility. Even so, the priorities have to be addressed, so you shouldn't be surprised if from time to time some of the things that are really holding us up get more attention than even our pet aviation projects. In perspective, however, airmobility is the way to go!

## AAAA CALENDAR

■ **Lindbergh Chapter.** Professional dinner meeting. LTG Robert R. Williams, ACSFOR, DA, guest speaker. Mayan Room, Bel-Air East Motel. Thursday, November 11.

■ **Connecticut Chapter.** "Family Day at West Point." West Point tour, picnic, and seats at Army-Pitt football game. Chartered bus departs 8 a.m., returns 4:30 p.m. Saturday, November 13.

■ **Fort Sill Chapter.** Professional-social dinner meeting in conjunction with Fifth U.S. Army Aviation Conference. BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA, speaker. Main ballroom, Ft. Sill Officers' Open Mess. Monday, November 15.

■ **Fort Hood Chapter.** Professional-social meeting. COL John W. Marr and COL Thomas E. Anderson, OPD, OPO, guest speakers. Mini-Dome Main ballroom, Ft. Hood NCO Club. Wednesday, November 17.

■ **David E. Condon (Ft. Eustis) Chapter.** Professional luncheon meeting. LTG George J. Farsythe, Special Asst for the Modern Volunteer Army, OCoS, guest speaker. Ft. Eustis Officers' Open Mess. Reception, 1130. Tuesday, November 23.

■ **Delaware Valley Chapter.** Professional dinner meeting. Irving K. Kessler, V.P., Govt & Commercial Systems, RCA, guest speaker. Log Cabin Inn, Baltimore Pike. Reception, 6:30 p.m. Tuesday, November 23.

■ **USA Flight Training Center Chapter.** Consecutive professional-social dinner meetings. OPO team presentation, "The People Story," with COL John W. Marr, COL Thomas E. Anderson, and LTC James D. Rockey, guest speakers. FSOOM, 1630-2000 with presentation at 1730 hours; HOOM, 1830-2130 with presentation at 2030. Tuesday, Nov. 23.

■ **Latin American Chapter.** General business meeting and '71 Convention Report. Stag. Albrook Officers' Open Mess. 1600-1800. Tuesday, November 30.

■ **Grand Canyon Chapter.** Professional dinner meeting with local flying club. Beech Aircraft Corp. representatives as guest speakers. Main ballroom, FHOOM. Reception, 1830. Tuesday, November 30.

■ **Fort Monroe Chapter.** Professional luncheon meeting. George Schiarvone, General Electric Co., guest speaker. Chesapeake Room, FMOOM. Reception, 1130. Wednesday, December 1.

■ **NY-NY-Conn. members. Monmouth Chapter** joint professional dinner meeting with AIAA. BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, guest speaker. The Galaxie, Plainview, L.I., N.Y. Reception, 6 p.m., dinner, 7 p.m., Wednesday, December 1.

■ **Monterey Bay Chapter (Ft. Ord).** General membership business meeting and '71 Convention Report. FOOOM. 1700-1900. Thursday, December 2.

■ **U.S. Army Aviation Center Chapter.** Professional luncheon meeting. Clifford J. Kalista, Dir. of US Govt Mktg, Bell Helicopter Co., guest speaker. FROOM, Rooms 1 and 2. Reception, 1100. Tuesday, December 7.

■ **Awards Committee, National Board.** Subcommittee business meeting on "Hall of Fame." Hospitality House, Arlington, Va. 1030-1600. Saturday, December 11.

■ **Washington, D.C. Chapter.** "Christmas Cocktail Party." Fingertip buffet. Ft. McNair Officers' Club. 5-8 p.m., Sunday, December 12.

■ **Fort Wolters Chapter.** Professional-business meeting. Clifford J. Kalista, Dir. of US Govt Mktg, and Leonard Kulik, Chief, Applications Engineer, Bell Helicopter Co., guest speakers. FWOOM. Reception, 1830. Wednesday, December 15.

■ **Fort Benning Chapter.** Joint AAAAA-USAIC Aviation Command Christmas Dinner-Dance. FROOM with optional formal-informal attire. Reception, 1900. Tuesday, Dec. 28.

## ON GUARD!

# Tremendous Influx in ARNG Aviation Assets

By LTC John C. Carlisle,  
Logistics Division, NGB

**A**s a result of the August 1971 Aviation Closed Loop Support Conference ARNG is scheduled to receive 2,000 first line aircraft during the period August 1971-June 1973. A breakdown is shown in the box and displays the magnitude of the ARNG aviation program.

	Total Authoriz.	Forecast Inventory End FY 72	Forecast Inventory End FY 73
<b>FIXED WING</b>			
U-1A .....	0	9	9
U-6 .....	24	42	35
U-8/9 .....	10	2	2
OV-1 .....	39	32	39
U-10 .....	5	4	4
U-21 .....	26	0	0
	104	89	89
<b>ROTARY WING</b>			
LOH .....	897	651	897
UH-1C/M .....	222	94	190
UH-1B/D/H .....	931	578	931
CH-34 .....	0	207	0
CH-47 .....	64	35	61
CH-54 .....	20	20	20
	2,134	1,587	2,099
<b>TOTAL</b> .....	<b>2,238</b>	<b>1,676</b>	<b>2,188</b>

This tremendous influx of aviation assets has, in turn, generated the requirement to turn-in/phase-out approximately 800 nonstandard and contingency and training (C&T) aircraft currently on hand which are becoming excess to ARNG requirements. At times, disposition instructions are not received within the time frame ARNG units desire; however, this is due to the extensive screening process required by equipment disposal procedures.

### Allocation/Distribution Plan

The new ARNG Aircraft Allocation/Distribution Plan for the period FY72-FY73 was forwarded to all states on 26 October 1971 indicating allocation/distribution of aircraft by unit, fiscal quarter, and fiscal year. The complete ARNG Aircraft Allocation/Distribution Plan will be forwarded to CONARC.

### AAAA SUPPORT

As at October 1, 1971, there were 319 Army National Guard and U.S. Army Reserve members in the Army Aviation Association, representing a gain of 85 new AAAA members during the Oct. 1-Oct. 1 year.

"One quick point to the AAAA members of business and industry gathered here . . . The Army's Reserve Component Aviation Program is four-fifths Army National Guard; one-fifth U.S. Army Reserve. It's a program of 2,700 aircraft — 4,900 pilots — and about 50,000 aviation soldiers. Gentlemen, these are your product users, and we need your help! . . . I ask that each of you go back to your firms and review your personnel policies to insure that these 50,000 aviation soldiers in the Guard and the Reserve are provided the time to train for their mission and on your products. I ask, also, that you use your influence in other industries where you have influence, and ask them to adopt personnel policies that will permit the 660,000 members in the Reserve Components to conduct their training."

(Comments of Major General Francis S. Greenleaf, Chief, National Guard Bureau, to AAAA General Membership meeting, Washington, D.C., October 14, 1971.)

the CONUS Armies, and all states during the month of November.

### Tech Assistance

The National Guard Bureau has had an increasing requirement for aircraft maintenance technical assistance during the past 18 months due to the receipt of large numbers of new aircraft systems. States have submitted numerous requests for assistance to the Field Assistance Directorate, U.S. Army Aviation Systems Command (AVSCOM) for such systems as the OH-6/T-63, OH-58/T-63, UH-1/T-53, CH-47/T-55, CH-54/T-73 and OV-1/T-53.

AVSCOM has provided highly qualified Army Aviation Maintenance Training Assistance Program (AAMTAP) teams on a timely basis to meet the urgent needs of the Army National Guard. AAMTAP teams have conducted classes in over twenty States and Puerto Rico in one or more systems, and have trained approximately 400 Guardsmen within the past eight months. The National Guard Bureau considers this an outstanding accomplishment in knowing we are competing against worldwide technical assistance requirements. Our thanks and appreciation are extended to the competent team members and the Field Assistance Directorate, AVSCOM for their untiring efforts.

### Outstanding Unit

Congratulations to the 24th Medical Company (Air Amb) of the Nebraska Army National Guard on being selected as AAAA's Outstanding Reserve Component Aviation Unit for 1971-1972. General Westmoreland, Chief of Staff, U.S. Army presented the award to Major Roger Fosbender and 1st Sgt Andrew Alexander, Commanding Officer and 1st Sgt respectively of the 24th Medical Company (Air Amb) at the AAAA Annual Honors Luncheon on 15 October 1971 in Washington, D.C. It was a pleasure hosting MG and Mrs. Lyle Welch, The Adjutant General, Nebraska and the entire Nebraska delegation. This award was first presented last year when the 1105th Aviation Company (ASH) Iowa-ARNG was selected as the recipient. We're looking forward to another ARNG Aviation Unit being selected next year. Meet the Challenge! Start Now!



# AAAA President's Annual Report



## REPORT OF LTG H.W.O. KINNARD, AAAA PRESIDENT

**P**RIOR to introducing your National Executive Board, I'd like to go on to the second order of business, which is the **President's Annual Report**. I asked the Executive Vice President to provide us with a written version of the **Annual Report**, primarily in the interests of saving time at this particular meeting, and he has done so. You have a copy of it in your Registration Kit, and I would like to touch upon some of the major topics within it.

First of all, it gives you a record of our National Board business meetings at Ft. Eustis and Ft. Rucker and the meetings of the various Standing Committees of AAAA. The only thing I would say about that is that it has been a very busy and profitable year as far as I am concerned.

A "**Membership Report**" has been covered in some detail by **BG "Spec" Powell**. I think membership is a thing about which we can never be complacent. I do have the feeling that we are certainly holding our own, taking into account the fact that Army Aviation overall is in the shrinking process right now. (See separate box).

With respect to a "**Fiscal Report**," it is significant, I believe that, although our intake was reduced, that the outgo — our expenditures — was reduced even more and that consequently we were in the black this year, and I would like to pay a special tribute to **COL "Lance" Ellis** and his fellow "Watchdogs of the Pocketbook". I can assure you that "Lance" brings up the matter of how much each item costs the AAAA on every possible occasion or proposal, and it certainly has paid off.

The "**New Chapters**" are covered in the Annual Report, i.e., the names of the new chapters. There is one, however, that we did not have in time to list. It's the "**Cornhusker Chapter**" with seat at Lincoln, Nebr., and I wonder if **MAJ James Sweetman**, the newly-elected Chapter President, is present today . . . Can you tell us a word or two about the chapter?

■ **MAJOR SWEETMAN**: We're a brand new chapter, just activated, and we have 33 members. We are going to have a 100% chapter party when we get back from Washington. It'll be held on November 6 and if any of you are back in the fine state of Nebraska for a football game or any other reason, please feel free to drop in on November 6 at the Army Aviation hangar south of the main terminal (at Lincoln) and be our guests. Thank you.

■ **GENERAL KINNARD**: The "**Summary of New Programs**" is quite lengthy and I won't attempt to go over them, and if anyone wants to raise a point or question about any one of them, I would ask you to do it a bit later on. At this time, I would like to ask our Secretary-Treasurer, **COL "Lance" Ellis**, to hold forth for a brief presentation on that most important topic, our fiscal situation.

■ **COLONEL ELLIS**: Members, I'd just like to say that this is my swan song as your Secretary-Treasurer. It's been a very enjoyable two years. We have made, I think, significant accomplishments and we've



Colonel Ellis



General Powell



Joe McDonald



Art Kesten



General Seneff

laid out a program that will keep the new Secretary-Treasurer and Chairman of the Fiscal Committee rather busy.

Basically, during the past two years we have increased our assets by about \$16,000 to \$20,000, and if my forecast is right, this next semi-annual fiscal report that you get will also be well in the black. I'd like to commend all of you for the manner in which you have supported our recent (Sweepstakes) membership drive because that was vitally important.

The next key area is that of advertising in the national magazine and I'd like each of you to support the new chairman in this activity. As you know, there is a possibility that we may move the convention site next year; this is to be voted upon at the Board's business meeting tomorrow; and if it is decided to move out of Washington, it is each and every member's responsibility to insure that this will be a fiscal success. I just want to point out that the national Annual Meeting was in the red each year until we joined up with the Advanced Planning Briefings for Industry (APBI), which is sponsored annually by AVSCOM. This command has seen fit to permit AAAA co-sponsorship at our Annual Meeting with the only stipulation that it will be held in St. Louis once every three years, as I understand it.

Next year is the year in which the APBI has to be held in St. Louis. It will either be held jointly with the AAAA Annual Convention or without it, but it will be held in St. Louis. If we don't move the site to St. Louis, you'll have to work additionally hard to make up the \$3,000-\$4,000 deficit that this Washington, D.C. Convention annually costs the Association.

Once again, I'd like to thank everyone who has worked for me and with me in fiscal matters, and the best of luck to all of you.

■ **GENERAL KINNARD:** Thank you, Lance, and again, my commendation to you and your people. I think Lance's footsteps will be followed in squarely and logically for his successor has been a member of his committee for two years, and his name will be announced shortly by Joe McDonald.

I'd like to give you a few highlights of the National Executive Board meeting which took place yesterday for several hours, and I'll return to one of the major points at the end of my remarks and before we go into an open session here.

Of some interest to you, first of all, is an "Aviation Hall of Fame," a proposal made by (COL) Ted Crozier — and I have to tell you that right now the "Army Aviation Hall of Fame" means different things to almost each individual who uses the phrase — and because it has to be, and I'll use that Pentagon word, "definitized," we decided to wait until we saw a few of the outlines of what was involved, who the people were who'd be eligible, etc. Anyway, this is in train and at our next meeting we'll have a committee report, and will have something to show to you about the "Army Aviation Hall of Fame."

We had some hardy perennials in which we are still firm believers, such as "Equalization of Flight

Pay for Warrant Officers." General Seneff moved that an AAAA Resolution supporting this was again very much in order, and we are preparing a Resolution to that effect. (See page 2).

We had a report on AAAA's Grand Sweepstakes, and you know generally that that was very much of a success. The Sweepstakes accounted for almost 1,300 new members — 1,291 new members, to be exact. We propose, if we have time at this meeting, to have the final drawing for the winner of the 16 model fleet, which was a major prize, as you recall, rather than at the President's Reception this evening where its impact will be diluted.

(At this point, General Kinnard introduced the members of the AAAA National Executive Board.)

I'll come back to the subject to which Lance alluded later, i.e., the location of our next Annual Convention, and do so at the end of my remarks. At this time, I would like to call upon Joe McDonald, the Chairman of our national Nominations Committee, and have him describe the election of a slate of national officers.

■ **MR. McDONALD:** Based upon the staggered system of three-year elective offices to the National Executive Board, the membership is required to fill the slots being vacated by COL "Lance" Ellis, Secretary-Treasurer; COL "Bob" Corey, V.P. for Reserve Component Activities; and COL E. Pearce Fleming, Jr., V.P. for Industry Affairs, and also to fill a fourth vacancy.

The names of the nominees are found in the Convention Issue, a copy of which has been provided to each of you. The names of these individuals are known to most of you; you'll find a brief background biography on each in the magazine. Each of these members has been contacted and has indicated his willingness and his ability to serve on the National Board, if elected.

Mr. President, on behalf of the National Nominations Committee, it's my pleasure to place the following members' names in nomination:

Brigadier General Eugene M. "Mike" Lynch, CG of the U.S. Army Flight Training Center & Ft. Stewart; COL John W. Marr, OPO, DA; CW4 Donald R. Joyce, USATSch, Ft. Eustis; and COL Edward L. "Ed" Nielsen, Ret., Boeing Vertol Division, Philadelphia, Pa. I'd like to also point out that since no additional nominees' names were received from the field on member petitions at least thirty (30) days prior to the conduct of this Annual Meeting of the Ass'n that this slate of four members is unopposed, and I consider that they are elected by acclamation.

■ **GENERAL KINNARD:** I accept your report, and your recommendation, and congratulate the four new members of the National Board...

Coming back to the matter of where we are going to have this convention in 1972, most of you know that for the 13 years we have held it, we've held our convention in Washington for good reasons. However, those reasons have been questioned through the years and a proposal has been made that it was time to give a non-D.C. site a try. We were thinking of St. Louis in 1972 so at yesterday's Board meeting

## AAAA PRESIDENT'S ANNUAL REPORT

(attended by well over 40 Board members) we went over the pros and cons of this move, and in the meantime, we had canvassed by mail all CONUS Chapter Presidents and Secretaries for their opinions. I believe that each of you has a copy of the blue sheet that we have handed out summarizing the canvass of the Chapter on this matter.

To make it a democratic process, and despite the fact that I was thumping the tub on one side of this question, I asked that the members of the National Executive Board mull this over, proselyte, or do whatever they want between yesterday and the meeting tomorrow afternoon after the Honors Luncheon. At that time we're going to have a firm and final vote as to whether it will be St. Louis or Washington in 1972.

The way I feel about it, in summary, is that it will be very much of a success in either place and in either case it will not be a matter of dissension within Quad-A once the decision is made. I know that all of us will abide by whatever turns up tomorrow and move out smartly. That's the status on that item and with that I'd like to throw the meeting

Report of BG Edwin L. Powell, Jr., Ret., national VP for Membership Activities, 1970-1971: "The 'Annual Report' handout indicates the membership has declined slightly over 1,500 members since a year ago today, and this hardly sounds like 'turning the corner,' but there's a very definite bright spot. We hit the low point in June and since then we have gained more members than we've lost on renewals. This is what General Kinnard meant when he referred to 'turning the corner.'

Echoing what he said, the lifeblood of any organization is the growth of new members. A year ago today, we had 39 chapters; today, we have 43. This, in itself, is indicative of growth, and as I told the Chapter Delegates this morning, our Ass'n will only be as strong as its strength at the grass roots Chapter level.

I look forward to the trend of expanding growth to continue in the coming year, and it will continue if all of you, particularly at the Chapter level, continue to emphasize strong Chapter programs that will attract new members, hold their interest, and emphasize the recruitment of additional members from throughout the Army Aviation family.

It's been traditional over the past few years to recognize Chapters that have made outstanding progress in membership growth, and I'd like to continue this procedure by citing today a Chapter which, two years ago, was called the Ft. Ord Chapter. It was an inactive 'paper' Chapter then and its membership stood at 79. A series of changes then took over there and did several things: they changed the name of the chapter to Monterey Bay Chapter and more importantly, they increased the membership almost fourfold.

Instrumental in doing this were CW4 Don Joyce (then assigned to Ord); CW3 'Bill' Easton, who personally enrolled 146 new AAAA members during April-September 1971; and a third member, a young major by the name of Tom Coates, the Chapter President. I'd like to present this Quad-A banner to Major Coates for the Chapter, the banner being significant of the AAAA Chapter having achieved the largest gain in membership for the previous Oct. 1-Oct. 1 period."

open, as I promised I would. This is something that doesn't happen very often, a chance for anybody to talk about anything as long as it is of interest to the membership of Quad-A. The meeting is now open . . . Would you identify yourselves, please?

■ **CAPTAIN JOHN SHIRLEY (15th Avn Gp, USA-REUR):** Sir, I'm Secretary of the USAREUR Region of Quad-A. Our problem is that the Region is not recognized. We've come a long way. We'd like to have our delegate accepted as a member of your Board, and tell you what we're trying to do. We hope to be in a position to hold our (USAREUR Regional) Convention which we hold once a year and I promise you that we'll do a good job. We want all of you to come, if you can make it.

We had a letter in February from Mr. Kesten stating his disappointment with our USAREUR Chapters in the Germany area. We agree and we're sorry about what is happening, but we don't have any powers and are not in a position to actually govern these chapters or motivate them. We have no Constitution or no By-Laws, and we were told to have them by the 5-3 over there. We hope to be back on our feet again soon and get rolling. Our '72 Convention is in March from the 8th to the 11th. We have a Ski Week to be held between the 6th and the 11th, and we're glad to see that you have so many CONUS members plan on attending.

■ **GENERAL KINNARD:** Art, do you want to address this about the letter? How did we take care of this? He said you wrote him a nasty letter.

■ **MR. KESTEN:** I didn't think we ever wrote nasty letters. What was in the letter?

■ **GENERAL KINNARD:** "A letter of disappointment" was the tender phrase that you used!

■ **CAPTAIN SHIRLEY:** The letter was dated the 24th of February 1971 and said, "Chapter activity in USAREUR must be considered as disappointing with only one of the seven Chapters, the Hanau Chapter, fulfilling the basic minimum requirement of four membership meetings per year.

■ **MR. KESTEN:** I think, in all fairness, that I called a spade a spade. What is it that you'd like me to do?

■ **CAPTAIN SHIRLEY:** Nothing, Sir.

■ **VOICE:** Withdraw the letter! (Laughter).

■ **MR. KESTEN:** You ask, "What is the Region's position?" (Assent.) . . . The Region — and many of you have served in Germany, and perhaps, on the Regional Board — has served as a convention staff or body composed of the Chapter Presidents. It's served to drum up interest in the Ass'n and to convene the membership once a year at Garmisch. I think the Regional Board meets each September at a business meeting to formulate its convention policies, etc. I don't know if you would want to conduct anything else on a Regional basis, other than Garmisch.

If you need any By-Law powers or lack them, I'm certain that the National Board will provide them, or amend our own Ass'n By-Laws to provide

**If, young man,  
you'll never  
rip a cartilage,  
flip on a ski slope,  
fall off a ladder,  
total a car,  
scratch a cornea,  
lobber an aircraft,  
develop a hernia,  
or, don't laugh,  
be grounded for  
diabetes,  
hearing loss,  
peptic ulcer,  
moderate hypertension,  
vertigo, hepatitis, or  
visual deterioration,  
then flight pay insurance\*  
is not for you!**

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## AAAA PRESIDENT'S ANNUAL REPORT

them at your request with the thought of making your task easier. Just let us know where you feel constricted and what you want, and we'll certainly comply for we want your Regional AAAA Board to be effective, and we want you Chapter Executive Boards to be effective, too.

■ **GENERAL KINNARD:** General Seneff, your hand is up.

■ **LTG G. P. SENEFF, JR.:** I can't pass up the opportunity to make a speech when I see all those sets of wings floating around out there. A lot of you guys have contributed immeasurably over the past few years to making the name of Army Aviation a very respected name throughout the Army. You did a fantastic job in Vietnam and so did the thousands of people who were working for you.

But what I want to ask you today is to not let the bars down now that Vietnam is over. I see many indications of Army Aviators beginning to goof off, if you will, or lose the edge of mission accomplishment that we had there, and I don't like it! I don't like to make shotgun approaches so rather than deal in generalities, let me tell you one or two little stories of the sort of thing I am talking about.

One concerned a VIP flight from Fort Hood to Dallas. The VIP in question was a Civilian Aide to the Secretary of the Army from that part of the world. Unfortunately, this thing got out of VIP channels, through a normal foul up in my headquarters. So instead of my own pilot taking this VIP flight, Warrant Officer So and So and Warrant Officer So and So took it, and they didn't really know who they were hauling, and that's what helps to make the story, because they gave their passenger some pretty sorry treatment.

They were late getting there for pickup, I mean really late — 15 or 20 minutes, to the extent that he almost missed the plane on the other end. They threw him in the back of a somewhat dirty bird somewhat like a sack of meal and didn't give him a headset or a map. No one said "Zilch" to him about what the flight route was going to be or how they were going to get there, and when they arrived at Dallas Airport, they deposited him at the Executive Ramp which is about a mile and a half away from the airplane he was boarding, and said, "Goodbye, Dad!" to a 70-year-old guy with a lot of luggage. There was no offer to help him out, or to send the crewchief along to help him get checked in; this kind of stuff.

Now, it doesn't take very many instances of this sort to completely overcome the good that has been accomplished over many years of blood, sweat, and tears. There are similar events that have taken place along operational lines. So the gist of my little conversation today, and I'm not pointing at you, Charlie Hickerson, is to go back from where you came from and make sure those great guys stay on the damn ball!

■ **GENERAL KINNARD:** That's a hard act to follow... I'm just glad I'm not one of those two warrant

officers! . . . We're open for comments, again. . . . Spec? . . . If you want some command guidance, Captain Shirley, General Powell has indicated that he's your man.

■ **RAY INGHAM (Maj. Ret.):** (I'm from) Greenville, Tex., a combination former military member and now an industry member. With regard to the Executive Board meeting tomorrow, I'd like to raise one point concerning this APBI-AAAA combination. COL Ellis said that this arrangement has managed to put us into the black, but for the last couple of years, speaking from my old side as an Army Aviator member, I think that it has really been to our disadvantage in the regular meeting of the Ass'n.

Prior to last year AVSCOM had their own meeting (with AAAA co-sponsorship) in St. Louis and it was well attended by industry and by the aviation community. I think at least half of the members have considered the possibility of splitting this thing out so that we won't have as much of a conflict between the industry meetings and the Ass'n meetings we've had for the last couple of years . . .

■ **GENERAL KINNARD:** Would you mind elaborating on the word, "conflict"? Do you mean that we have two going on simultaneously?

■ **MR. INGHAM:** Last year, the Cub Club had to re-schedule into Friday afternoon because Thursday afternoon was the APBI. A lot of people like to leave as soon as the Honors Luncheon is over for various parts of the country. It even impacted on to the (Thursday night) Reception last year as people were late getting back and had to change clothes, etc. This year, as everyone knows, the President's (Thursday evening) Reception is one of the highlights of the meeting, and at 7:15 a.m. tomorrow morning we're going to have to get on busses and go down to the State Department Auditorium for the APBI. I think it's just too tight a schedule. Also, I think that AVSCOM could put on a much better APBI if they had a day or two days rather than try to compress the APBI into a half day.

■ **GENERAL KINNARD:** Thank you very much. Your points are certainly well taken. At least some of them have been considered almost ad nauseum by the members of the National Executive Board, and I tend to agree that we probably have constructed something of a bliviot in this programming. At the same time, I think that we have a program that is tremendous and I compare it very favorably in my own mind, for example, with AUSA's 1971 programming and we offer, furthermore, the choice, for example, to the man who cannot attend the classified APBI briefing and at the same time we offer the people from industry, who have a problem getting their tickets punched in this era of the tight budget, a pretty concrete rationale for coming to the Quad-A. Those are, more or less, the other sides of the picture. Art, do you want to elaborate a bit further?

■ **MR. KESTEN:** General Kinnard skipped lightly over one point which is most important, and I would hope that the military members would always keep this point in mind. We need the support of industry

at our convention functions. Our Honors Luncheon is a deficit operation from the word, "Go," with many, many distinguished guests and awardees in attendance and the Reception/Luncheon ticket price being what it is. Either we retrench and do this on a smaller scale or we do it on the scale that we have — as we'll do it tomorrow — with the support of industry.

We need the physical attendance of industry members, and to get this attendance we have to conduct programming of interest to industry, and the APBI affiliation we're privileged to have is a blessing in the sense that it gives the industry person a reason for attending the convention and going to a special meeting which does not interfere with the military program at all.

If you want a purely military annual meeting, particularly in the Washington area with hotel costs as they are, you won't be able to pay the bills!

■ **GENERAL KINNARD:** Let me say, **Major Ingham**, that there are a lot of people who share your views. No one really knows exactly what's right and we're trying to walk down a road, and if you think we're a little too tight (on our scheduling) this year, I suspect we'll loosen up a little next year. Do you have more?

■ **MR. INGHAM:** One thing. If you do move Quad-A to St. Louis next year and extend the program to three full days of activity, you'll find out whether industry will support AAAA at a separate location. This way we're compressed into two days with a one-day overlap with AUSA. Let's try St. Louis one year and see what happens.

■ **COL. FREDERICK C. GOODWIN:** I'd like to address this subject. I get the feeling that AVSCOM doesn't want to do this anymore! I'm really serious. I haven't been in any secret meetings anywhere, but that's the feeling I get and I hope that that isn't so.

■ **GENERAL KINNARD:** It isn't so.

■ **COLONEL GOODWIN:** O.K., that clears up one thing. For I think a lot of other fellows had this idea. Now, if AVSCOM is willing to do it, why are they insisting that we go to St. Louis? I think it's a great program the way it's going, and that if we take this out of Washington, we're defeating a lot of the reasons why a lot of the young fellows come to these. They want to check their records. They come into Washington, and we get the biggest number of the better people. I mean that the top people are here giving presentations. Most of these top people can't take a trip to St. Louis, and I think that our '72 programming is one billion percent better than what we used to have. Heck, this thing this morning was most interesting and I think the programming this afternoon will be, too, and tomorrow's (military) programming, beautiful! The senior officers, who don't have to worry about their careers, like to go over and hear what AVSCOM's going to tell industry. I'll miss tomorrow's military programming here for my career is all done, and most of the senior officers will go with me, but the young fellow wants to stay here and hear about

his career. It's one fine program! I just ask AVSCOM: Please don't tell us we have to go to St. Louis! We want the APBI! End of speech.

■ **GENERAL KINNARD:** I suspected we'd have a request for equal time . . . **General Kornet!**

■ **COLONEL GEARY:** While **General Kornet** is coming to a microphone, I'd like to re-identify myself. I'm **Colonel John Geary**, Director of RD&E in AVSCOM. As such, the APBI is an R&D function and I have that responsibility. I want to say that we not only want to do it, but we want to do it right and we want to do it thoroughly, and I don't know how that impression could have gotten started.

■ **GENERAL KORNET:** I don't think I need the mike now for **John** has just said it. No, I think that what AVSCOM is interested in is evidently what everyone else here is interested in. We're trying to combine several different things and trying to get the best combination possible. We don't feel, or maybe I should say, I don't feel that we are really giving fair shrift to the APBI portion of this on the combination we've squeezed it down to this year. If you make it any longer you run into the problem that has already been addressed of trying to combine AUSA with Quad-A with APBI, and it just doesn't all fit.

We feel, with regard to the APBI portion, that we should give more time to stress more the things in which industry is interested — Which way are we going? — How far are we going? — What does it look like down the road? — What does the horizon look like in the advanced planning portion?

Our effort to do a better job there leads us to one alternative, not necessarily the best one. That's what this group is going to vote on today. One alternative is to have the Advanced Planning Briefing for Industry run for a longer period of time in St. Louis, which most people seem to think is the home of Army Aviation, at least in the development, production, and procurement portion thereof.

We can do it anywhere . . . with or without Quad-A, with or without AUSA. We're trying to do the best job for each one of these separate entities. Whichever way that you think we can do it better is what we are interested in doing. We want to be a part of Quad-A and we want to do a fair job to APBI. That's what we're looking for.

■ **COLONEL GEARY:** In the audience, but not mentioned, however, is **Colonel (Del) Bristol** who was one of the major players in past APBI's. We've had several co-sponsored APBI's in St. Louis and they have been overwhelming successes quite frankly.

We notice that the response to the query mailed out by **Art Kesten** to the Chapter Presidents shows that the preponderance for the acceptance of a St. Louis site was three to one.

■ **GENERAL KINNARD:** I'm sorry to have to cut this off at this point for we are talking of things of significance but we've just run out of time. At least we did air some important issues. I appreciate your comments. This part of our convention is adjourned. Thank you.

## TESTIMONY II/Continued from Page 6

and attack helicopter companies of the armor; aerial rocket artillery batteries of the artillery. The attack helicopter, in principle and in fact, is an integral part of the Army. There is no aviation branch in the Army. Aviators think in terms of their basic ground orientation.

How can this novel weapon be best applied to our current requirements, particularly our NATO commitment? To the ground commander, the attack helicopter with an anti-tank missile, is a highly mobile threat to enemy armor that he can maneuver with great facility. Adding a night capability to the helicopter gives the ground commander new flexibility. The ability to respond better to unexpected requirements gives him greater latitude in laying his plans; thus, permitting the more effective application of economy of force, that is, holding part of the line with minimum force to allow massing elsewhere.

In Europe, as well as in any other theater, the ground commander assesses his situation by examining his mission, the opposing enemy forces, his own strength, and the influence of terrain. He examines the terrain with the view of turning it to his advantage. He studies its obstacles, vantage points for observation, routes of approach and withdrawal, and the like. Fields of fire are important for placing his men and siting weapons. He looks for key terrain which he must occupy or control to accomplish his mission.

With the helicopter he is freed from the tyranny of difficult terrain providing him, in a sense, with "portable key terrain." From these vantage points his attack helicopters detect and attack otherwise secure targets. The ability to mass and disperse quickly and to provide highly effective precision fires against hard targets day or night in fair weather or foul is a unique characteristic. The ability to coordinate this devastating weapon system with the many others on the battlefield provides a major improvement in our capabilities to conduct land warfare against a sophisticated potential enemy.

In recent field exercises in Europe, the Seventh Army has evaluated these air mobility concepts against a simulated aggressor force. While Seventh Army found some shortcomings, particularly in the current attack helicopters it was using, the overall results have been encouraging. These tests have stressed the attack helicopter in the armored cavalry role, that is, seeking out the enemy, developing the situation sufficiently to ascertain his strength and activity, and reporting back to the main force commander. This mission taxes the concept considerably but

Because of Congressional concern over the alleged proliferation of close air support aircraft, i.e., the Army's Cheyenne helicopter, the Marine Harrier, and the Air Force A-X fighter, a special subcommittee of the Senate Armed Services Committee began hearings on close air support in late October. The subcommittee, chaired by Senator Howard Cannon of Nevada, heard testimony from Deputy Secretary of Defense Packard; Admiral Moorer, Chairman of the Joint Chiefs of Staff; and representatives from each of the Armed Services. LTG Robert R. Williams and BG William J. Maddox, Jr., appeared before the subcommittee to present the Army's case for close air support which they considered to be rendered by attack helicopters, door gunners on lift ships, and even miniguns on light observation helicopter. The foregoing are extracts from testimony each presented during the Army portion of the hearings.

lays less emphasis on the attack helicopter as a main force anti-tank weapon.

The attack helicopter in this role is under scrutiny in the Air Cavalry Combat Brigade tests at Fort Hood. These tests are part of the evaluation of the TRICAP division, our latest application of the air mobility concept. When completed in Texas, this concept will receive its acid test in Europe. Early results from Texas have also been encouraging.

I would like to reemphasize that attack helicopter firepower is a natural part of the accepted firepower spectrum of ground weapons. There exists a natural overlap between the helicopter end of the spectrum and that of the fighter aircraft from the other services. Overlap also exists among the mortar attack helicopter, artillery, and Army missiles.

There is also an overlap within the tactical air support and between tactical and strategic air. The point to be made is that overlap is not only desirable but necessary. However, excessive, unproductive overlap is duplication and must be avoided. A logical question is therefore: Does the overlap between attack helicopters and various fixed wing fighter bombers represent beneficial overlap or duplication? Another facet of this question lies in overlap between Services and the practicability of equating functions of one Service to that of the other.

How does this overlap translate into mission capability? We see a very limited area of overlap because within each mission a variety of factors affects whether one system or the other holds an edge in effectiveness. Outside this region of overlap there is no contest. Fortunately, the overlapped missions represent those missions for which the nature of land warfare often generates very high surge requirements which must be met for attaining local battlefield success. I refer here to such requirements as those imposed by a massed armor attack.

**F**INALLY, as part of the Army's views, I would like to identify some of our more specific concerns regarding the **Close Air Support** to be provided by the Air Force.

**1. Target Acquisition and Identification.** In order to effectively support the ground forces, **Close Air Support** (CAS) systems should be able to detect, recognize, identify, locate, and attack targets; they should also provide post-strike information to the ground commander. These capabilities are required during day and night, in adverse weather, and in all types of terrain. There is, of course, a corresponding requirement for the ground commander to describe and mark both friendly forces and selected enemy targets.

Today, the target acquisition and identification by CAS systems are seriously deficient. For example, we believe that the historic role of the Air Force Forward Air Controller (FAC) will require a great deal of study. It is questionable whether the airborne FAC of South Vietnam can survive over the battle area in Europe. We are convinced also that substantial improvements must be made in the night and adverse weather capabilities of CAS aircraft. Priority study and development effort is required in both of these problem areas.

**2. Responsiveness.** Responsiveness is a fundamental requirement of **Close Air Support**. It is measured in terms of the elapsed time from target recognition until effective fire is delivered on the target. There are two kinds of responsiveness; one can be classified as response to the joint commander; the other as response to the front line soldier.

Preplanned missions generally respond to the commander. Immediate requests for targets of opportunity respond to the needs of the front line soldier. While immediate

requests can be met by tactical aircraft on airborne alert, there remains an urgent need to improve the response time of many CAS aircraft on ground alert. The feasibility and desirability of forward basing should be studied carefully as a possible means for increasing the responsiveness of aircraft on ground alert.

**3. Continuity over the Battle Area.** Continuity, closely associated with responsiveness, requires that **Close Air Support** be available regardless of situation. In essence, it assures the ground commander that an adequate source of aerial firepower awaits his call when the situation requires it. Continuity must obtain regardless of light conditions, weather, enemy counteraction, or other conflicting demands. Continuity also implies familiarity with the situation at hand so that delays can be minimized. The need for briefings, target marking, and preparation for weapons delivery can create over long delays.

**4. Ordnance.** An ordnance payload of sufficient size is desirable. An appropriate munition load increases the employment options available to the commander. However, the design of the payload should not be made at the expense of maneuverability, responsiveness, or loiter time. CAS aircraft must be capable of delivering various combinations of ordnance, and of specific types, on call, on short notice. These types include Napalm, CBU's, bombs, very accurate munitions, and screening smoke.

The Army requires the destruction or neutralization of both hard point and area targets. The CAS system should be capable of delivering the quantity and mix of ordnance needed to achieve the results desired by the ground commander.

Ordnance payload, the availability of aircraft, and time required to rearm and refuel can critically affect when the aircraft can arrive and remain over the battle area. Shorter rearming times are essential to meet the many needs of the ground commander.

**5. Accuracy.** Weapon accuracy is essential to effectiveness and friendly troop safety. Good accuracy is essential in attacking hard point targets. The area delivery of ordnance is often wasteful not only of munitions, but more importantly of carriers. Improved accuracy, thus, can reduce carrier size, increase its endurance, or reduce the sorties required per target killed. With the same carrier and load, accuracy can increase the number of targets attacked, and the time an aircraft with fuel can remain in the area. Therefore, improved accuracy should be a prime goal for CAS weapons.

**6. Ability for CAS to Operate at Night and in Adverse Weather.** Target acquisition and engagement at night and in adverse weather are the primary shortfalls in the performance of present CAS aircraft. These capabilities must be improved if CAS is to keep pace with our ground forces operating under such conditions. Usually, ground forces are less hampered by weather and darkness than their supporting CAS. Because our potential enemies are placing great emphasis on improving their ability to operate during such periods, it is becoming progressively more important that our CAS systems improve their capability to acquire and kill targets at night and during adverse weather.

The "skyspot" or radar bombing technique has been employed by the Air Force in SEA as a primary means of ordnance delivery during periods of adverse weather conditions. It has demonstrated an improved level of accuracy for engagement of area type targets in the low anti-aircraft threat environment at bombing altitudes. Additional improvement is required to enable the successful engagement of point targets or area targets in close proximity to friendly troops and in mid-intensity environments.



ABOVE: UH-1 Hueys lay a smoke screen prior to landing airborne rifle squads near Palzing, Germany, during the second phase of NATO's Exercise REFORGER III. BELOW: Army Secretary Robert F. Froehike raps with 14th ACR junior officers during a visit to the SUSATC at Grafenwohr, Germany.



The Air Force has initiated efforts in each of these major areas of our concern. However, they are important factors which you gentlemen and others must consider in deciding to acquire proposed **Close Air Support** systems. In addition, there are other factors which merit your attention. These are political constraints, U.S. military objectives, the psychological impact of air operations, the protection of aircraft in overseas areas, and the ability to operate and maintain aircraft under varying conditions of support.

Also, the operational characteristics of aircraft, system costs, potential air defense environments, force structure implications, economic considerations, and the ability to be integrated in the spectrum of total firepower. Also, use with allied forces, human factors — leadership, experience, etc. — and advancing technology.

**I**n conclusion, may I reemphasize that **Close Air Support** is only one portion of firepower in the land battle. It is not an indivisible function. Indeed, it is a very complex function with diverse characteristics calling for a variety of systems. It includes all fires delivered from the air in support of ground maneuvers. It complements the other firepower means available to the ground commander. The Army has vigorously pursued the extension of these complementary fires into periods of poor weather and darkness and toward improving their responsiveness, continuity, accuracy and effectiveness.

In developing this theme I have recounted the history of **Close Air Support**, the roles and missions aspects, and the air-ground system of control of **Close Air Support** provided by the Air Force. I have covered the evolution of the attack helicopter and the Army views concerning attack helicopters and fixed wing fighters.

While the Army supports development of a specialized **Close Air Support** airplane for Air Force, it still considers the improvement of air superiority, interdiction, and armed reconnaissance capability as having priority.

For its own use, the Army considers the **Cheyenne** to be its top priority development. With the **Cheyenne**, the Army should be able to match enemy quantitative advantages with a significant qualitative advantage in mobile, responsive, and highly lethal, land battle firepower.

## OBITUARIES

The obituary notices of the following AAAA members were received at the National Office during the September-October, 1971 period:

**BUCKLEW**, Dennis, WO1; USAR; Avn, 7th Sqdn, 17th Cav, 52nd Avn Bn; died August 28, 1971 in Vietnam due to an aircraft accident. He is survived by his parents, Mr. and Mrs. Arthur W. Bucklew of 542 Rockdale Road, Follansbee, West Virginia 26037.

**COLE**, Robert K., WO1; USAR; Avn, Co C, 158th Avn Bn, 101st Avn Div; died May 18, 1971 in Vietnam due to hostile action. He is survived by his parents, Mr. Robert B. Cole of Richmond, Indiana and Mrs. Ruby M. Cole of College Corner, Ohio.

**PHILLIPS**, Jack, MAJ; USA, Ret; died October 10, 1971 at DeWitt Army Hospital, Ft. Belvoir, Va. He is survived by his parents, Mr. and Mrs. Levin Phillips of Melfa, Virginia.

**OSBORN**, James C., CPT; D Trp, 3rd Sqdn, 7th Cav, APO, New York; died August 21, 1971 in Germany due to an aircraft accident. He is survived by his widow, Mrs. Diane W. Osborn of 3505 South Lamar Street, Austin, Texas 78704.

**PERRY**, James H., CW3; USAR; Avn, 4th Avn Co, Schwaebisch Hall, Germany; died August 18, 1971



**Joseph E. McDonald, Jr.,  
AAAA Past President**

Joseph E. McDonald, Jr., 49, a former national president of the Army Aviation Association, died of heart failure at his McLean, Va., residence on October 16, shortly after taking a major role in AAAA business affairs during the organization's three-day Washington, D.C. convention.

An Army Liaison Pilot during WWII and the Korean War, McDonald was born in Kerrville, Tex., and attended Shriner Military Institute as a premedical student. Called to active duty in WWII, he rose to the rank of staff sergeant prior to attending OCS. A lieutenant colonel at the time of his retirement in 1955, McDonald joined de Havilland Aircraft of Canada, Ltd., as the firm's Washington representative, a position he had held since 1957.

He served as AAAA Vice President for Industrial Affairs during 1959-1961, being elected Association President at the October, 1961 convention, and then serving as Chairman of AAAA's Nominating Committee since that date.

He is survived by his wife, Madelyn, of 1116 Capitol View Court, McLean; a son, Joseph E., III; two daughters, Mrs. Patricia Ann Herbert and Joan E. McDonald, all of Washington, and five grand-

### A FIRST!

For the first time in its history, the Army Aviation School conducted a graduation exercise at which no Army Aviators received diplomas. Those who graduated on November 1 were 11 USAF officers and three Army officers from the Federal Republic of Germany. The absence of U.S. Army graduates was due to a time lag caused by the four-week extension of training for those students, resulting in their being at Fort Rucker 20 weeks, instead of 16 weeks.

in Germany due to an aircraft accident. He is survived by his widow, Mrs. Philomena U. Perry, of 24 Liberty Street, Fair Haven, Vermont 05743.

**SWINK**, Ralph B., III, 1LT; USAR; FA, 197th Avn Co, Ft. Benning, Ga.; died September 25, 1971 near Albuquerque, New Mexico due to an automobile accident. He is survived by his parents, Mr. and Mrs. Ralph B. Swink, Jr., of 270 Merrydale Drive, Marietta, Georgia 30060.

**TOMASCHEK**, Arthur, CPT; USAR, Inf, Trp H, 16th Cav, 1st Cav Div; died September 1, 1971 in Vietnam due to hostile action. He is survived by his widow, Mrs. Joyce A. Tomaschek of 1209 Avacado Isle, Ft. Lauderdale, Florida 33315.

children. Colonel McDonald was buried with full military honors at Arlington National Cemetery on October 19.

His family has requested that expressions of sympathy be made in the form of contributions to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. A specific scholarship in memory of Joseph E. McDonald, Jr., will be awarded in April, 1972.



**Beverly E. "Bevo" Howard,  
Hawthorne Aviation Official**

Bevo Howard, 57, world famous stunt pilot, was killed October 17 when his plane crashed during an air show in Greenville, N.C. Howard was performing before a crowd of 2,000 for the benefit of the Greenville Boys Club when the accident occurred. Officials said the wing of his small biplane caught the top of a 60-foot high tree as he approached the airstrip on a stunt run.

The president of Hawthorne Aviation, Howard had the fixed wing flight instruction contract at Ft. Rucker during the early '60's and was well known throughout Army Aviation circles. The youngest airline pilot to ever be employed, Howard flew with Eastern Airlines in his 20's, and also flew during WWII.

# Takeoffs

## PCS — COLONELS

ALDRIDGE, George W., Jr.  
2823 Eismore Street  
Fairfax VA 22030  
BARRETT, Ernest F.  
ON010 Stanley Street  
Winfield IL 60190  
DENEND, William L.  
2395 Stryker Avenue  
Ft Lewis WA 98433  
LOVE, John A.  
4421 Glenstone Court  
Bridgeton MO 63044  
ROBERTS, John F.  
16 Gregg Way  
Ft Rucker AL 36360  
SHATTUCK, Amos B.  
101 Grierson Avenue  
Ft Huachuca AZ 85613  
WALKER, Homer L.  
6780 24th Street  
Ft Hood TX 76544

## LT COLONELS

ALLAN, Walter F.D.  
3207 Wisteria Court  
Augusta GA 30907  
AULT, William E.  
7 Stilwell  
Ft Leavenworth KS 66027  
BALINT, Barry T.  
183 Summerall Road  
Ft Dix NJ 08640  
BARNITT, George W., Jr.  
7433 Berwick Court  
Alexandria VA 22310  
BAYNARD, Richard A.  
HHC, 1st Aviation Brigade  
APO San Francisco 96384  
BEDSOLE, William K.  
US Army ROTC, Drawer C  
University AL 35486  
BISHOP, James  
47 3rd Infantry Road  
Ft Leavenworth KS 66027  
BOLAM, Paul F.  
34 Hancock  
Ft Leavenworth KS 66027  
BRIONES, Ronald S.  
241 Foster Knoll Drive  
Joppatown MD 21085  
BRISTER, Delano R.  
106 5th Artillery Road  
Ft Leavenworth KS 66027  
BURTON, Dawson L.  
370-B Busby Drive  
Sierra Vista AZ 85635  
CARRILLO, Arnold R.  
Hqs, USARV (Avn)  
APO San Francisco 96375  
CHRISTENSEN, George F.  
1816 East Calstock Street  
Carson CA 90746  
CONKLIN, Willard D.  
110 3rd Infantry Road  
Ft Leavenworth KS 66027

## PCS — LTCS

COOPER, Gordon D.  
8413 Bound Brook Lane  
Alexandria VA 22309  
DISTEFANO, Joseph  
6658 Marshal, Patton Pk.  
Ft Hood TX 76544  
DOTY, Benjamin E.  
Rural Delivery 1  
Boiling Springs PA 17007  
DROSS, David D.  
424B2 Abbot Rd., Ft Totten  
Flushing NY 11359  
EATON, Loren D.  
141 Walnut Street  
Pt Devens MA 01433  
ELDER, John F., III  
20 3rd Infantry Road  
Ft Leavenworth KS 66027  
FONSHELL, Wm. R., Jr.  
Quarters 1900  
Pt Dix NJ 08640  
FUGITT, Billy W.  
8 Le Moy Street  
Ft Bragg NC 28307  
GALE, Paul B.  
53 Sandra Drive  
Newport News VA 23602  
GALLAGHER, Joseph P.  
4545 20th Avenue, North  
St Petersburg FL 33713  
GARNEAU, Lucien R.  
2938-A Summerall Place  
Ft Eustis VA 23604  
GODWIN, Ralph L.  
4328 North 37th Road  
Arlington VA 22207  
GRAHAM, William A., Jr.  
8633 Victoria Road, East  
Springfield VA 22151  
HACKBARTH, Floyd E.  
525 Valley Drive  
Carlisle IA 50047  
HARTERT, Richard A.  
202 Valley Hill Drive  
Enterprise AL 36330  
HAYES, William M.  
60 3rd Infantry Road  
Ft Leavenworth KS 66027  
HEIKKINEN, Kenneth L.  
38 3rd Infantry Road  
Ft Leavenworth KS 66027  
HORNE, J.D., Jr.  
4600 S.Four Mile Run, 502  
Arlington VA 22204  
HOWARD, Jackie M.  
3119 Batter Sea Lane  
Alexandria VA 22309  
HUNTLEY, David L.  
324 Blake Circle  
Hampton VA 23369  
ISELL, Richard A.  
2405 Kenwood Drive  
Boulder CO 80303  
IVEY, George N.  
36 Dean Circle  
Deridder LA 70634

## PCS — LTCS

JARVIS, James W., Jr.  
667 N.W. Walnut Blvd  
Corvallis OR 97330  
JOHNSON, Richard L.  
7322 Ross Drive  
Colorado Springs CO 80907  
KENYON, Richard D.  
6710 Coachman Drive  
Springfield VA 22152  
KITTERMAN, James H.  
1123 Oke Street  
Papillon NB 68046  
LASLEY, Paul A.  
746 West Douglas Avenue  
Jacksonville IL 62650  
LINMAN, Leland J.  
Route 2, Box 252-A  
Buffalo MO 65622  
MATHESON, Robert G.  
6803 Chippendale Court  
Tampa FL 33614  
MCCHESENEY, Frank L.  
36 Buckwheat Road  
Franklin NJ 07416  
MCCOOLE, Delos A.  
1007 Gesell Street  
Glendale CA 91202  
MCKENNEY, William R.  
Bx 36, 97 General Hospital  
APO New York 09757  
McLAUGHLIN, Leonard F.  
Hqs, 2d Log Cmd, D-P&M  
APO San Francisco 96248  
MOCK, Newell A., Jr.  
41 Logan Street  
Ft Rucker AL 36360  
MOORE, James E.  
Hq, MACV J-5  
APO San Francisco 96222  
MOSES, George W.  
503 Ring Factory Road  
Bel Air MD 21014  
O'DONOHUE, John D.  
765th Trans Bn (AM&S)  
APO San Francisco 96291  
PAYNE, Thomas L.  
910 Bitterfield Drive  
Manchester MO 63011  
PHILLIPS, Robert A.  
507 North Esplanade  
Leavenworth KS 66048  
POLCENE, Elliott W., Jr.  
1517 Thames Street  
Springfield VA 22151  
POOLE, Joseph H.  
US Army Element, MAAG  
APO New York 09319  
POTEAU, James D.  
410-3 Kearny Avenue  
Ft Leavenworth KS 66027  
RATCLIFF, Walter A.  
5909 Chevell Court  
Alexandria VA 22310  
REDELLE, Eugene B.  
101 Rainbow Avenue  
Ft Benning GA 31905

## PCS — LTCS

REESE, John B.  
Route 1, Box 455  
Fortson GA 31608  
RICE, Thomas A.  
105 Elm Street  
Enterprise AL 36330  
RIGRESH, Ernest E.  
493 Turner Loop  
Ft Campbell KY 42223  
ROMIG, Danny L.  
2405 Post Oak Circle  
Copperas Cove TX 76522  
SCOTT, Harry A., Jr.  
419 Eventide Drive  
Murfreesboro TN 37130  
SHORT, Frisco W.  
MACV Liaison Detachment  
APO San Francisco 96274  
SILLS, Charles W.  
162 Mura Court  
Newport News VA 23602  
SMART, Ernest A.  
6907 Dawley Court  
Springfield VA 22152  
SMITH, Charles L.  
16-A Jefferson Road  
Newport RI 02840  
SMITH, Richard A.  
11 3rd Infantry Road  
Ft Leavenworth KS 66027  
STEIN, Henry J., Jr.  
Hq, CDC  
Ft Belvoir VA 22060  
STEVENS, Ronald J.  
9514 Babson Court  
Fairfax VA 22030  
STEWART, Kendall L.  
Box 341  
Monument CO 80132  
STOKES, John H., III  
140 5th Artillery Road  
Ft Leavenworth KS 66027  
STONE, Howard F.  
Box 213, St Det, USAWC  
Carlisle Brks PA 17013  
THIRING, Florian A.  
334 Bolton Drive  
Ballwin MO 63011  
TRECCE, Frank L.  
211 Walnut Drive  
Enterprise AL 36330  
WARD, Charles E., Jr.  
Box 303  
Ft Gulick, Canal Zone  
WHEELER, Douglas E.  
Lyndonville  
Vermont 05851  
WILLS, Browder A.  
103 N.W. 56th Street  
Lawton OK 73501  
WILSON, Wesley C.  
51 Rexford Drive  
Newport News VA 23602  
WIRTHLIN, Floyd R.  
1745 Bridge Street  
Winnemucca NV 89445

## PCS — LTCS

WOODMANSEE, Harry T. II  
82 Bullard Loop  
Ft Leavenworth KS 66027

## MAJORS

ALLEN, Sydna B.  
16 Dickman  
Ft Leavenworth KS 66027

ARRINGTON, Alvin D.  
WRAMA MMD-1  
Robins AFB GA 31093

AUTHIER, Edward E.  
284th Aviation Co (ATC)  
APO San Francisco 96301

BAUCOM, Billy J.  
Route 1, Box 483  
New London NC 28127

BAUGH, Robert M.  
Quarters 2336-A  
Ft Eustis VA 23604

BECKEL, Charles E.  
1616 4th Avenue  
Leavenworth KS 66048

BEHRENS, Helmer H.  
440-7 Kearny Avenue  
Ft Leavenworth KS 66027

BENTON, Hubert F.  
16 Wall Place  
Ft Bragg NC 28307

BEST, David M.  
450-12 Kearny  
Ft Leavenworth KS 66027

BISBEY, Jay B.  
319-4 First Street  
Ft Leavenworth KS 66027

BRUNELLE, Pierre V.  
2851 Santiago Drive  
Florissant MO 63033

BRYCE, Ronald H.  
7005 Halifax Court  
Tampa FL 33615

CALLENDER, William E.  
404 South Sage Avenue  
Mobile AL 36606

CAMPBELL, Billy J.  
Avn Det, Berlin Brigade  
APO New York 09742

CARTER, Lewis L.  
319-1 First Street  
Ft Leavenworth KS 66027

CATT, Jackie D.  
18 Dickman Avenue  
Ft Leavenworth KS 66027

CHILDERS, Jerry W.  
301-B Carpenter Place  
Ft Riley KS 66442

CLARK, Niles C., Jr.  
126 5th Artillery Road  
Ft Leavenworth KS 66027

CLARY, William T.  
314-1 First Street  
Ft Leavenworth KS 66027

COCHRAN, Pinckney C., Jr.  
9 Stillwood Court, North  
Savannah GA 31406

COLBERT, Bill N.  
5118 Sierra Madre  
San Antonio TX 78233

## PCS — MAJORS

CRAWFORD, George S.  
67-A Elm Street  
Ft Devens MA 01433

CULLINS, Robert B., III  
440-5 Kearny  
Ft Leavenworth KS 66027

CULVER, Lyman C.  
401 Victoria Street  
Enterprise AL 36330

DALY, Jerome R.  
385 Ocean Blvd., Apt 5M  
Long Branch NJ 07740

DAVIDSON, John M.  
22 Johnson Street  
Ft Rucker AL 36360

DEEL, Arlin  
5343 Candlewood  
Edwards CA 93523

DENNEY, J. Thomas H.  
5 Richelieu South  
Jacksonville AL 36265

DRYDEN, David D.  
Tripler Gen Hosp., Bx 74  
APO San Francisco 96438

DUFF, John A.  
67 End Avenue  
Ft Rucker AL 36360

DUPLESSIS, Troy L., Jr.  
ROTC Instr Gp., Sr Div  
Scranton PA 18510

ELLETT, Dan A.  
101 Traynor  
Savannah GA 31409

ESTEPE, William H.  
General Delivery  
APO New York 09177

FILER, Robert E.  
140 Biscayne Drive  
Athens GA 30601

FUDGE, Eugene E.  
Route 1, Box 140  
White Plains MD 20695

GARRISON, Darrold D.  
56 McGill Circle  
Eatontown NJ 07724

GERHARD, Carl S.  
45 Kirby Street  
Ft Rucker AL 36360

GRAVES, Lawrence D.  
5888-B Adams Street  
Ft Knox KY 40121

GRAY, Ronald E.  
30 Harbord Avenue  
Ft Leavenworth KS 66027

GRAY, Ted J.  
4142 Elizabeth Lane  
Annandale VA 22003

GUY, Leroy E.  
General Delivery  
Niceville FL 32578

HANCOCK, Barney P.  
4 Helntzeman Court  
Ft Leavenworth KS 66027

HARRIS, Edwin H., Jr.  
3 Dickman Avenue  
Ft Leavenworth KS 66027

HARRIS, Franklin N.  
26 Liggett  
Ft Leavenworth KS 66027

## PCS — MAJORS

HARRIS, Lyman B., Jr.  
USAMEDC, Mach Disp  
APO San Francisco 96331

HERRON, Roy H.  
9002 Andromeda Drive  
Burke VA 22015

HUNT, James P.  
2622 State St., Apt 23  
Leavenworth KS 66048

JAMES, Robert B.  
108 Sheridan Court  
Leavenworth KS 66048

JAYNE, Robert K., Jr.  
319-2 Pope Avenue  
Ft Leavenworth KS 66027

JONES, Harold L.  
Hq, USARV (Avn)  
APO San Francisco 96375

JOYCE, Larry E.  
3018 69th Street  
Lubbock TX 79413

KRIVORCHUK, Nickita  
14507 El Rio Court  
Woodbridge VA 22191

LEONARD, Daniel R.  
631-3 McClellan  
Ft Leavenworth KS 66027

LEYDA, Craig H.  
2446 North 38th Street  
Kansas City KS 66104

LITTLEWOOD, Arthur R.  
1421 Choctaw Street  
Leavenworth KS 66048

MASON, Lloyd D.  
2d Bde (ACCB) 1 Cav Div  
Ft Hood TX 76545

MELENDEZ, Carlos J.  
1582 Great Highway, Apt 4  
San Francisco CA 94122

MILLETT, Michael R.  
3750 Kecoughtan, #31A  
Hampton VA 23369

MOCK, Wayne E.  
424-C Fenwick Road  
Ft Monroe VA 23351

MOGENSEN, Donald K.  
HHC, 19th Aviation Bn  
APO Seattle 98731

NAKAJO, Mas M.  
16602 Sequoia Street  
Fountain Valley CA 92708

NIELSEN, Kenneth G.  
53 3rd Infantry Road  
Ft Leavenworth KS 66027

OWENS, William B.  
12818 Colby Drive  
Woodbridge VA 22191

PHIFER, Thomas K.  
420-9 Kearny Avenue  
Ft Leavenworth KS 66027

PRICE, David H.  
2626 Gladiane Drive  
Montgomery AL 36111

PROW, William F.  
1324 Elizabeth  
Bowling Green KY 42101

REED, Barwin P.  
P.O. Box 306  
Deweyville TX 77614

## PCS — MAJORS

ROGERSON, David C.  
209 Lovelace Drive  
Tallahassee FL 32304

SCHMID, Thomas W.  
36 Biddle Blvd  
Ft Leavenworth KS 66027

SCHOFIELD, Dale W.  
241 North 450 East  
Orem UT 84057

SHERRON, Thomas H.  
303-1 Third Street  
Ft Leavenworth KS 66027

SMITH, Billy V.  
5119 Lancelot.  
San Antonio TX 78218

SMITH, Hubert G.  
P.O. Box 967  
Hawthorne FL 32640

SOKOWOSKI, Louis E.  
1311-C Stonleigh Court  
Leavenworth KS 66048

SOLOMON, Alvin L.  
2440 North 38th  
Kansas City KS 66104

SOLTES, Charles R.  
7812 Boyce Street  
Ft Meade MD 20755

SPRUIELL, Jerry B.  
312-3 Third Street  
Ft Leavenworth KS 66027

STANDBRIDGE, Lanny  
25 Rose Loop  
Ft Leavenworth KS 66027

STANFORD, John H.  
1305-D Stonleigh  
Leavenworth KS 66048

STILES, Howard J.  
304-1 Third Street  
Ft Leavenworth KS 66027

STINER, Tommy C.  
1421 4th Avenue  
Leavenworth KS 66048

SUTTON, William F.  
26 Dickman Avenue  
Ft Leavenworth KS 66027

SWEENEY, Robert F.  
2484 North 38th Street  
Kansas City KS 66104

TAYLOR, William D.  
24 Dickman Avenue  
Ft Leavenworth KS 66027

TRASK, Robert L.  
428 N.W. 72  
Lawton OK 73501

TRENT, William E.  
2815 Old Ranch Road  
San Antonio TX 78217

TRUSCOTT, James J.  
1341-C Stonleigh Court  
Leavenworth KS 66048

TURNER, Rodney P., Jr.  
BOQ Bldg T-247, Room 5  
Ft McPherson GA 30330

ULLMAN, Cornell L.  
714 Quincy  
Leavenworth KS 66048

VARNON, Jerry R.  
Hq, 15th Aviation Group  
APO New York 09025

**PCS — MAJORS**

VOELKEL, Eugene  
37 King  
Ft Leavenworth KS 66027

WATSON, Jerry L.  
103 Dilbeck Street  
Ft Benning GA 31905

WEBSTER, John J.  
8707 Point West Drive  
Austin TX 78759

WILEY, Noble J., III  
124 Sheridan Court  
Ft Leavenworth KS 66027

WILSON, Chester L.  
7637 Kingsbury Road  
Alexandria VA 22310

WILSON, Donald E.  
49 5th Artillery Road  
Ft Leavenworth KS 66027

WILSON, Leonard R.  
595 Calais Drive, Apt 324  
Pittsburgh PA 15237

WOLF, Thomas R.  
2 Heintzelman Court  
Ft Leavenworth KS 66027

WOLFE, Rodney D.  
3095 Scholl Drive  
Reno NV 89503

**CAPTAINS**

ALLEN, Daniel K.  
Reider Court, Apt E6666  
Edgewood MD 21010

AOKI, Wayne C.  
313 Kehaulani Street  
Hilo HI 96720

ARNOLD, Buddy L.  
2935 Panhandle Circle \*  
Augusta GA 30906

BAKER, Clifford D.  
145-A Arrowhead Road  
Ft Benning GA 31905

BARBER, Louis P., Jr.  
143 Albert Avenue  
Shreveport LA 71105

BECK, Christian E.  
208th St., E48 Coach Cntry  
Spanaway WA 98387

BELL, Hubert J., Jr.  
73rd SAC, Box 203  
APO San Francisco 96530

BENNETT, Marion D.  
5775-2 Wainwright Drive  
Ft Hood TX 76544

BENNETT, Robert J.  
401 Burnside Dr., #216B  
Columbia SC 29209

BICKEL, Charles W.  
HHC, 2nd Aviation Bn  
APO San Francisco 96224

BLUNT, Richard N.  
58 Pine Acres Trailer Ct.  
Ozark AL 36360

BOYD, Willie H.  
Crs 8BF20-1, USAMFSS  
Ft Sam Houston TX 78234

BROCK, Norris G.  
19 Avn Co, Ft Wainwright  
APO Seattle 98731

**PCS — CAPTAINS**

BRYANT, William R.  
512 Cimarron Circle  
Lawton OK 73501

BURLEY, Keith E.  
4400 N.W. 21st St., #209  
Lauderhill FL 33313

BUHTNER, Larry A.  
103 Iroquois Drive  
Butler PA 16001

CARLSON, Robert E.  
HHC, 520th Trans Bn  
APO San Francisco 96289

CARRELL, Thomas R.  
904 N.W. 47th Street  
Lawton OK 73501

CARTER, Willard T.  
1706 Mecca Court  
McLean VA 22101

COPELAND, Guy L.  
822 Schumann Street  
Sun Prairie WI 53590

CRAIG, Thomas M.  
1340-B Werner Park  
Ft Campbell KY 42223

CRAIG, William K.  
Embry-Riddle Aero Univ  
Daytona Beach FL 32015

DARBY, Donald E.  
1421-B Werner Park  
Ft Campbell KY 42223

DAVIS, Leslie A.  
5307 Cedarwood Drive  
Lawton OK 73501

DSMUKES, John T., Jr.  
6753 Snow Road  
Ft Hill OK 73503

DODSON, Michael L.  
444 East 4th Street  
Coleville WA 99114

DOHRING, George W.  
19450 Berg Road  
Detroit MI 48219

DOMENICK, Benjamin D.  
304 Thalia Drive  
Newport News VA 23602

DUNCAN, Steven A.  
32 Johnson Street  
Ft Rucker AL 36360

EDWARDS, James H.  
5400-A Chaffee Avenue  
Ft Knox KY 40121

ELEAM, Gerald L.  
10887 Carswell Drive  
El Paso TX 79908

FOLEY, Raymond K., Jr.  
5651 Tracy Drive  
Pittsburgh PA 15236

FRANKEL, Phillip M.  
HHC, 1st Avn Bde, Box 1  
APO San Francisco 96384

FREDERIC, William J.  
15 Aloalo Street  
Hilo HI 96720

GLATTE, Horst H.  
2524 Richmond HI Rd W, 15E  
Augusta GA 30906

GOLDSTEIN, Kenneth S.  
Co Bn 123rd Maint Bn  
APO New York 09177

**PCS — CAPTAINS**

GOODSON, Charles W.  
Route 1, Box 32  
Umatilla FL 32784

GREGORY, Harvey L.  
1105 Locust Terrace  
Huntington WV 25705

HALBY, Mike G., Jr.  
1st Arm'd Div, Cmd Avn  
APO New York 09326

HALL, James W., Jr.  
2247 N.W. 40th Street  
Lawton OK 73501

HARRELSON, Joe F.  
5403-H Chaffee Avenue  
Ft Knox KY 40121

HARVEY, Noel M.  
4209 Maine Avenue  
Baltimore MD 21207

HATCH, Larry G.  
157 Oakwood Drive  
Daytona Beach FL 32017

HAYNES, Thomas R.  
P.O. Box 571  
Ft Huachuca AZ 85613

HELM, George A.  
23 Habersham Street  
Ft Stewart GA 31313

HOLLADAY, John E.  
13615 Rockingham Road  
Savannah GA 31406

HOPKINS, David E.  
22 Springdale Circle  
Daleville AL 36322

HURT, James E.  
6801 Forrest Park Drive  
Savannah GA 31406

INLOW, Michael D.  
2007 Reseda  
Houston TX 77058

JENNINGS, Ernest J.  
6617 Denver Ave., Apt A  
Lawton OK 73501

JOHNSON, Harvey A.  
General Delivery  
Girdwood AK 99587

KERR, John A.  
2d Bn, 34th Armor  
Ft Carson CO 80913

KIBLER, Robert A.  
16 Raymond Drive  
Hampton VA 23366

KLINE, Frank E.  
106 Ashley Street  
Dayton OH 45409

LARSEN, Morrie  
Route 1, Box 190-H  
Lexington Park MD 20654

LIVINGSTON, Brian W.  
7809 Ella Dobbs La., #106  
Indianapolis IN 46227

LOWERY, Roy J.  
315 North Second Street  
Atchison KS 66002

LUGO, Roberto O.  
Co A, 227th Aviation Bn  
Ft Hood TX 76545

LUTZ, James E.  
5427-G Gilkey Street  
Ft Knox KY 40121

**PCS — CAPTAINS**

MACEY, Thomas A.  
112-A Kessler Drive  
Ft Benning GA 31905

MADDOX, Roger D.  
Route 3  
Fulton MO 65251

MAHONEY, George E.  
902 East Elm  
Stillwater OK 74074

MARSHALL, Carl B.  
1813 Janis Drive  
Killeen TX 76541

MARTY, Larry J.  
3 Magnolia Avenue  
Hazlet NJ 07703

MAULDEN, Bruce P.  
670 Kandle Drive  
Ft Benning GA 31905

MAYNARD, Jay P.  
2711 37th Avenue  
San Francisco CA 94116

McBRIDE, Maurice B.  
15067 Meadow Oak Place  
Salinas CA 93901

McCAMMON, Lloyd D.  
1807 Highway 210  
Spring Lake NC 28390

McLAUGHLIN, Peter D.  
9 N.W. 57th Street  
Lawton OK 73501

McMAHAN, William T.  
Pines Apts, 4 Bland Drive  
Ozark AL 36360

McMILLEN, Thomas A.  
104-B Kessler Drive  
Ft Benning GA 31905

MEIER, Delbert E.  
5656-2 Bixby Street  
Ft Hood TX 76544

MEYERS, Daniel L.  
2447 H. Wurzbach Rd., 151  
San Antonio TX 78209

MINARDI, James V., Jr.  
4530 N.W. 79th Ave., #2C  
Miami Springs FL 33166

MITCHELL, Richard R.  
148 Jeffords  
Ft Huachuca AZ 85613

MONGEON, Darryle R.  
105 Robin Drive  
Enterprise AL 36330

MORRIS, Patrick M.  
2250 S. Palmetto, Apt 9  
South Daytona FL 32019

NEELY, Kenneth G., Jr.  
3923 Tennyson  
Colorado Springs CO 80916

NOEL, William G.  
2134 Criston Dr., Apt 1A  
Newport News VA 23602

O'CONNOR, Dennis J.  
348 N.W. 65th Street  
Lawton OK 73501

ODOM, Marvin D.  
Route 1, Bx 1910, Space 8  
Belton TX 76513

O'LEARY, Arthur J., Jr.  
4649 Grinstead Ct., Apt 3  
St Louis MO 63121

**PCS — CAPTAINS**

OSBORN, Michael F.  
8930 Jeffery Road  
Great Falls VA 22066

PATTERSON, Roger D.  
214 Whispering Pines  
Enterprise AL 36330

PAYNE, Thomas H.  
Course G-22, Class 2-72  
Ft Bliss TX 79906

PIECH, Kenneth J.  
104 Victoria Street  
Enterprise AL 36330

POOLE, Walter A., Jr.  
195 15th Avenue, S.E.  
Calro GA 31728

POWELL, John  
9508 Brookshire Av., #202  
Downey CA 90240

RAPER, John D.  
63 Oakley Court  
Columbus GA 31906

RENSCHEN, Paul S.  
315 East Haskell Street  
W. St Paul MN 55118

REVELS, Jack W.  
210 Cielo Vista Street  
Colo Springs CO 80911

RHODEHAMEL, Kurt A.  
612 19th Street  
Copperas Cove TX 76522

ROLAND, Kenneth P., II  
20 Michael Street  
Ft Rucker AL 36360

SANDROCK, Donald L.  
107 Moates Street  
Enterprise AL 36330

SCHISSELL, Robert J., II  
HRC, 15th Aviation Group  
APO New York 09025

SCHWIEGER, Robert A.  
USATSCH, TOAC 0061  
Ft Eustis VA 23604

SEGAL, Robert L.  
HHB, 36th FA Group  
APO New York 09162

SHAFER, Paul E.  
Star Route, Box 7705  
Lawton OK 73501

SKAADEN, Richard A.  
3323 Santa Fe Mobile Park  
Killeen TX 76541

SKINNER, Michael L.  
4410 Denver Avenue  
Lawton OK 73501

SMIDT, Orville B.  
729 Pinebrook Road  
Eatontown NJ 07724

SQUIRE, Willard S., Jr.  
8632 Lakeview Drive  
Omaha NB 68127

STARKS, Donald W.  
108 Harwood Place  
Enterprise AL 36330

STOCKWELL, Robert M.  
423 West Marion Street  
Monticello IN 47960

SUTCH, John W.  
21 Heas Road  
Roversford PA 19468

**PCS — CAPTAINS**

SUTTER, Vernon K.  
Hq, 1st Brigade  
Ft Riley KS 66442

SUTTON, Jack B.  
13 Donna Place  
Newport News VA 23606

SZYMANOWICZ, Chas. A.  
11 Webster St., Apt 15  
West Warwick RI 02893

TANNER, Warren M.  
673 North 56th Street  
Omaha NB 68132

TATE, George W., Jr.  
14523 Dennis Lane  
Farmers Branch TX 75234

TAYLOR, Hershel L., II  
44131 3rd Street, East  
Lancaster CA 93534

TESAURO, William F.  
810 Brighton Lane, Apt 67  
Newport News VA 23602

THOMAS, John L.  
932 Country Club Dr., 522  
Fayetteville NC 28301

TOMASCHEK, Arthur  
121 Golden Isles Dr., #P4  
Hallandale FL 33009

TUTTLE, Thomas L.  
120th Aviation Co (AH)  
APO San Francisco 96384

ULAKOVIC, James J.  
P.O. Box 301  
Headland AL 36345

UNDERWOOD, Donald L.  
489 North 3rd St., Apt 1  
Upper Sandusky OH 43351

VAN RENNELAER, H.B.  
1 Anderson Road  
Bernardsville NJ 07924

VAN SICKLE, Michael S.  
103 Honeysuckle Lane  
Ozark AL 36360

WALLING, James A.  
P.O. Box 262  
Newton AL 36352

WESTERHOFF, Jeffrey B.  
5447-H Gilkey Street  
Ft Knox KY 40121

WILCOX, John F.  
2340 Outlook Drive  
St Louis MO 63136

WILLETTE, Larry J.  
44 Olsen Lane  
Ft Rucker AL 36360

WILMS, Robert H.J.  
HHC, Avn. 4 USA Msl Cnd  
APO San Francisco 96208

WILSON, Thomas D.  
120th Aviation Company  
APO San Francisco 96384

WINTERS, Dale D.  
119 So. Daleville Avenue  
Daleville AL 36322

YOUNG, James S.  
32A Arrowhead Road  
Ft Benning GA 31905

ZEA, Jay W.  
309 Geneva Street, Apt E  
Enterprise AL 36330

**PCS — LIEUTENANTS**

BALMOS, Edward J.  
P.O. Box 5378  
Alpine TX 79830

BONN, John H.  
2235 Ticknor Dr., Apt 206  
Columbus GA 31903

FRAGOLA, Albert T.  
5608 Wales Avenue  
Ft Worth TX 76133

FROST, Ned C.  
5891 Tulcate Lane  
Salt Lake City UT 84121

HANSEN, Randolph M.  
19 Duke Street  
Ft Rucker AL 36360

LONG, David E.  
3 Fairfield Lane  
Daleville AL 36322

McCABE, Laurence W., III  
311-D Haven Avenue  
Green Cove Spgs FL 32043

MUSSULMAN, James E.  
2919 East Main  
Kalamazoo MI 49001

TAYLOR, Robert L.  
3412 Mura Street  
Augusta GA 30906

WARREN, Oakley D.  
506 Ash Street  
Copperas Cove TX 76522

**CW4'S**

BRYANT, Harry G.  
872 Monarda Court  
Newport News VA 23602

COOKE, Weldon C.  
1609 Gore Blvd  
Lawton OK 73501

DAVIS, Gerald W.  
1506 Georgia Avenue  
Tampa FL 33609

GAY, Albert G.  
3418 Burt  
Omaha NB 68131

HAMILTON, Robert L.  
2346 Glen Avenue  
Merced CA 95340

HAYES, Patrick H.  
5575 Eisenhower Drive  
Lawton OK 73501

JONES, Clarence T.  
P.O. Box 611  
Ft Rucker AL 36360

KNUDSLIEN, Martin G.  
8803 Sylvania Street  
Lorton VA 22079

LORENCE, Carl E.  
434-B Nicholson Road  
Ft Sheridan IL 60037

MILLER, Lyle  
CMR 2, Box 6566  
Ft Rucker AL 36360

MYERS, Richard E.  
USATSCH, AMOC 42 PHI  
Ft Eustis VA 23604

SHEFFLER, Robert J.  
1227 West 17th  
Joplin MO 64801

**PCS — CW4'S**

SHERWOOD, Wallace L.  
1986 Van Voorhis  
Ft Eustis VA 23604

STEELEMAN, Jimmie L.  
322 Silver Beach  
Daytona Beach FL 32018

TINSETH, Warren D.  
4317 North 82d Street  
Omaha NB 68134

ULM, Arthur J., Jr.  
6th Avn Det, Vicenza  
APO New York 09221

**CW3'S**

BALDWIN, Franklin D.  
509 Stevens Court  
Dundee IL 60118

BANKS, John A.  
USATSCH, AMOC 42 PHI  
Ft Eustis VA 23604

CURTIS, Raymond L.  
846-B Birch Circle  
Ft Devens MA 01433

FOWLER, James E.  
14th Avn Co, Ft Det  
APO New York 09025

GARRETT, Danny  
821 Cardinal  
Colo Springs CO 80911

HOLMES, Joseph, Jr.  
P.O. Box 11  
Copperas Cove TX 76522

JACOBSEN, Kenneth K.  
6154 Oak Street  
Omaha NB 68106

LEMAV, Leonard N.  
807 Robertson Avenue  
Copperas Cove TX 76522

LOUGHMILLER, James W.  
27 Galt Lane  
Ft Rucker AL 36360

OBRAY, Preston E.  
78 Harris  
Ft Rucker AL 36360

TAYLOR, Russell A., Jr.  
2418 Saxton Circle  
Lawton OK 73501

**CW2'S**

ALBRECHT, Lewis J., Jr.  
19 Montleith Lane  
Ft Rucker AL 36360

ANDERSON, David L.  
A-1 Sgdn (Air), 9 Cav, 1 CD  
Ft Hood TX 76545

BARRON, John E.  
31 Anderson Mtn Tri Ct  
Copperas Cove TX 76522

BEARD, Neal G.  
8042 92nd Avenue, S.E.  
Mercer Island WA 98040

BORLAND, James M., Jr.  
120 Traynor Avenue  
Savannah GA 31405

BOWEN, Rex L.  
515 East Main  
Cushing OK 74023

## TESTIMONY I (Continued from Page 4)

**N**OW, the original concept of using the armed helicopter was to have them escort the trooplift helicopters from their pickup point to the combat assault. We had believed that this was the period of time when they were probably most vulnerable, but we found that this wasn't true.

Originally in Vietnam the helicopters escorted the trooplift aircraft until they got to the objective area, and then the escorts broke off and the A-1s and the other aircraft provided the fire support for the landing and close support afterward.

Combat experience in the landing zone showed that we needed both the closely knit fire of the helicopter gunship and the fire of the A-1s and other close support aircraft as well as artillery, when available.

### The case for helicopters

This gradually moved the helicopter gunship from an escort mission role into a fire support mission role. That was followed by the use of air cavalry units in which we have an even more closely knit combination between the various elements of the aircraft. It became a question of having gunships supporting the small scout helicopters and then supporting the troops that come in afterward.

Through all of this we've learned how to use the helicopter gunship, and I suppose you can say that we have crept into the role of what may be called close air support. It's a different role than the close air support that is provided by fixed-wing aircraft. So I hope that I have made my point that the Army's introduction into the aviation business has truly been as a result of technology.

The other point I would like to make is that in so doing the Army has not taken over the missions or capabilities of the Air Force in the fixed-wing field in support of the Army. The fact that the Army has gone airmobile and that we're using various aircraft for all of the missions, to include close air support, has increased the Army's demand upon the Air Force for responsive close air support as well as trooplift.



HUNTER AAF, GA. — Colonel Howard J. Tuggey (second from left), DCO, Aircraft Maintenance Brigade, is all smiles after getting the "full bird" at an Oct. 1 promotion ceremony at Hunter AAF. Sharing in the post-promotion merriment are, l-r, BG Eugene M. Lynch, Center CG; COL Albert A. Johnson, Jr., Bde commander, and the Tuggey family.

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I would also like to say that the Air Force, in my opinion, has done an outstanding job throughout the entire period of Vietnam, and Korea as well, in providing that close air support and those other functions which are the proper functions for the types of aircraft they operate and for their organization.



FT. EUSTIS, VA. — Paul F. Yaggy (right), Director of the Army's Air Mobility R&D Labs, is shown presenting a citation and cost reduction plaque to COL John R. Adie (center), and Hal Persson, Cost Reduction Program Chairman, at the Eustis Directorate of AMRDL, for that organization's 12-month \$164,000 cost reduction. (USA photo)

**PCS — CW2'S**

BROWNING, Robert E.  
103 Olive Springs Drive  
Enterprise AL 36330

BULLIS, George W., Jr.  
208 Wolf Avenue  
Copperas Cove TX 76522

CHRISTY, Julius A.  
511 Sunny South Mob Villa  
Enterprise AL 36330

CLARK, Jeffrey T.  
Route 3, Box 143  
Enterprise AL 36330

COLLETT, Dennis D.  
139 Willow Street  
Hampstead MD 21074

COOK, Henry W.  
Camelot Apartments, 5E  
Enterprise AL 36330

DAVIS, Leroy C.  
Yarwood Trl Ct., Lot 19  
Radcliff KY 40160

DIZE, Jesse H.  
R.F.D. 1, Box 99  
Kilbuck VA 22482

ELLIOTT, John W.  
500 Cole Street  
Watertown WI 53094

FLUHR, Gilbert W.  
14 Hillery Drive  
Savannah GA 31406

GELLER, Barry A.  
201 South Loraine Avenue  
Glendora CA 91740

GLINES, Newell H.  
2200 E. Victory Dr., #134  
Savannah GA 31404

GOEPP, Phillip H.  
59 Wildwood Trl Ct., Rt 2  
Daleville AL 36322

HALL, James T.  
7230 S.W. 7th Street  
Miami FL 33139

HARRIS, Walter B., Jr.  
3 Lipper M/H Ct., Bx 32  
Daleville AL 36322

HOFFMAN, Hans W.  
161 Univ NB, Bx 688, Dwenton  
Omaha NB 68101

HOLLAND, John K.  
402 Garner, Apt 110  
Pasadena TX 77502

KEALEY, David E.  
114 Fowler Avenue  
Killeen TX 76541

KESTER, Berle W., Jr.  
Swain-Powers Rentals, 46  
Spring Lake NC 28390

LANG, Neal E.  
HHB, 3d Inf Div, Arty  
APO New York 09701

LYLE, Joseph A.  
HSC, Sch Bde, Box 10925  
Hunter AAF GA 31409

McCREARY, Steve C., III  
2410 Shammoor Avenue  
Cincinnati OH 45212

MELLEGAARD, Merlyn R.  
4800 West 41st St., #2  
Sioux Falls SD 57106

**PCS — CW2'S**

MILES, David G.  
1530 Lindbergh Drive  
Lansing MI 48910

MILES, James H.  
703 Herman Place  
Ft Braag NC 28307

MORRIS, Leon P.  
52 Arty Bde, AD(AvM), NAS  
Brooklyn NY 11234

NEAL, William J.  
907 East Tulane  
Lubbock TX 79403

OXLEY, Donald R.  
HHB, 8th Inf Div Arty(AvM)  
APO New York 09034

ROCHAT, Louis J., III  
54 Valley View Trl Pk  
Mineral Wells TX 76067

SHARPE, Douglas P.  
404 Lynn Avenue  
Colo Springs CO 80906

SITES, Richard A.  
2408 Saxon Circle  
Lawton OK 73501

STIKKEL, Frederick W.  
31 Monte Vista Dr., Apt 7  
Monterey CA 93940

STUDSTILL, John L.  
Route 3, Box 236  
Pensacola FL 32503

SWIFT, John J.  
ACT, 14th Armd Cav Regt  
APO New York 09146

TAYLOR, Roy P., III  
132 Craig Drive  
Savannah GA 31405

TOWNSEND, Burt  
CMR 4, Box 12983  
Ft Rucker AL 36360

WAGER, Eugene A.  
169-10 Louise Drive  
Newport News VA 23601

WALDRON, Cowles G.  
Route 1, Box 105  
Kempner TX 76539

WANN, Donald L.  
7801 So. Country Club Dr.  
Oklahoma City OK 73159

WARD, Harry R.  
2592 Waterman  
Granite City IL 62040

WHIPPLE, Russell G.  
304 Carpenter St., Apt 8  
Copperas Cove TX 76522

WINKLER, Kenneth W.  
Blackmon's Trl Ct., Lot 4j  
Daleville AL 36322

WURZBURG, Edwin G.  
207 Trent Court  
Lindenwold NJ 08021

**CWO'S**

GRAHAM, George S., III  
3412 Westbury Place  
Birmingham AL 35223

JONES, Roger D.  
67th Aviation Company  
APO New York 09061

**PCS — WO'S**

COGAL, Vincente  
26945 Tyrrell, Apt 5  
Hayward CA 94544

COSTER, Andrew G.  
931 Cedar Street  
Allentown PA 18102

CUSHMAN, Thomas J.  
208 Mullin's Trl Court  
Daleville AL 36322

DAU, Larry M.  
4470 Vegas Vly Dr., Sp 140  
Las Vegas NV 89109

DIAL, Richard D.  
Box 444  
Lewisport KY 42351

ELTGROTH, Jerome J.  
4350-4 9th Street  
APO Seattle 98731

FERGUSON, Jimmie D.  
125 1/2 W.N. Avenue  
Flora IL 62839

JONES, James A.  
114 North 1st Street  
Carlsbad NM 88220

KENOLIO, David N., Jr.  
330th Trans Co(GS) Bx 220  
APO San Francisco 96291

MORISON, Mark E.  
Box 342, Route 10  
Greenville TN 37743

NOYES, Timothy J.  
360 Main  
Jaffrey NH 03452

REED, Gay A.  
4080 West Bowles Avenue  
Littleton CO 80120

RENSVOLD, Roger B.  
1308 Spruce Street  
Duncan OK 73533

SIVER, Samuel J.  
157 Magruder  
Mineral Wells TX 76067

**ENLISTED**

BRANNON, Wm. T., SFC  
P.O. Box 111  
Hughes Springs TX 75656

DOBBS, Bobby W., ISG  
910 Sunset Street, N.W.  
Athens AL 35611

PERRY, James L., SSG  
3316 Florida Avenue  
Richmond VA 23222

STODDARD, Stephen F, SP4  
11th Aviation Co (ASlt)  
APO New York 09025

WHITE, Joseph A., ISG  
HHC, 214th Cmbt Avn Bn  
APO San Francisco 96337

**RETIRED**

ACKERMANN, Wm. A., LTC  
1911 N. Ft Myer Dr. Ste 401  
Arlington VA 22209

BOLHOFNER, O.E., LTC  
4421 Coconut Creek Blvd  
Pompano Beach FL 33063

**PCS — RETIRED**

BORCK, Keith R., CW4  
PO Bx 110, Sugar Loaf Sta  
Key West FL 33044

BRAY, Bobby J., MAJ  
8247 Quay Court  
Arrada CO 80092

DEARTH, Robert D., LTC  
26 Hillcrest Park  
South Hadley MA 01075

JONES, Robert A., MAJ  
108 Cortez Circle  
Altamonte Spgs FL 32701

KECKLER, Ralph J., LTC  
207 Hubbard Lane  
Williamsburg VA 23185

LEHNER, C.B., Jr., COL  
1011 Dalebrook Drive  
Alexandria VA 22308

LORENZ, Dwight L., LTC  
Box R, General Delivery  
APO New York 09175

SANDHIDGE, J.W. Jr., COL  
1119 Pearl Street  
Salem VA 24153

SMITH, Joe L., LTC  
102 Oak Avenue  
Enterprise AL 36330

SWENSON, J. Elmore, COL  
3204 Cunningham Drive  
Alexandria VA 22309

**ASSOCIATES**

BAUGHMAN, Lynn D.  
619 Denner Street  
Kalamazoo MI 49007

CLAYTON, Don W.  
Route 4, Box 51  
Holly Springs MS 38635

DENTON, Duane F., Mrs.  
1002 Raymond Drive  
Little Rock AR 72200

DIAZ, Raymond  
HqSg 824 CSG, Box 20020  
APO San Francisco 96239

GALLAGHER, C.A., Mrs.  
1596 Kappel Drive  
St Louis MO 63136

KARCSHER, Robert C.  
140 Weldon Pkwy., Suite 5  
Maryland Hts MO 63042

MACKAY, J.K.  
648 North Phillips  
Anderson KS 67002

PARKER, Yancey C.  
P.O. Box 630  
Enterprise AL 36330

REAL, J.G.  
Hughes Tool Company  
Culver City CA 90230

STEPHENSON, Carl D.  
Route 6  
Martinsville IN 46151

TATE, Thomas E.  
52-B Rowe  
China Lake CA 93555

WETZLER, J.M.  
Allison, GM Corp. Bx 894  
Indianapolis IN 46206



# AAAA FOUNDATION OFFERS \$4,100 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,100 in 1972 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1971.

Students applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1972 to receive Awards Committee consideration.

## ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: (1) the son or daughter of a member or a deceased member with an effective date of membership on or before March 31, 1971; (2) a high school graduate or senior who has made application to an accredited college or university for Fall, 1972 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall of 1972; and (3) unmarried and a citizen of the U.S.

## FINAL SELECTION

Selection of scholarship award winners will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1972, with the winners to be notified by April 15, 1972.

## BACKGROUND

A separate non-profit educational activity created to administer scholarship assistance for the children of members, the AAAA Scholarship Foundation, Inc., was incorporated in December, 1963. With the provision of 17 scholarships in 1971, the Foundation has furnished \$30,900 in direct aid to 97 children or members and deceased members since the program's start in 1963.

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