

January 31, 1972

Army Aviation

ARVN Airlift

(See back cover . . .)



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497



The author advances a unique combat concept, one that he feels will wrap things up in Vietnam . . .

Fouliness!

WHAT with one thing and another, I've just been too busy to tell you guys how to close the Ho Chi Minh Trail, demilitarize the DMZ, destroy the enemy sanctuaries in Cambodia, and chase the Chinese out of Laos—all without bloodshed OR dangerous flying. Odorous, perhaps, but not dangerous.

Of course, for all I know, those may not be worthwhile objectives nowadays — my civilian pundit quit to raise cattle and do commercials, and I haven't been able to keep up with things since — but if you're interested, stick around awhile. You never know what you might be asked to do next week.

Much as I'd like to tell you the secret outright, I just can't. In the first place, this is a family magazine! I've even seen babies licking the pages — and you just can't use some four-letter words in their unadorned state. You've just got to disguise them some way.

In the second place, the method may well be classified. So many things are. So, to be perfectly safe, let's make it a clank story set in the Land of the Morning Calm — Chosen — Korea — during the Police Action of the Fifties. If you find something useful, grab a shovel.

The suffering pilot!

Most of you remember "Tuwatt" Windhammer, the guy with the sniffles?

When anyone would sympathize with him and his severe cold, he'd say, "Not a cold. I have an allergy."

To which the automatic response was, "To what?", and since he couldn't give an answer, the nickname stuck.

No matter. He was an army officer, and he tried to be a good one. He was, in addition, an artilleryman and an Army Aviator. Daily, he and his little plane could be found, flitting near the front, observing, reporting, conducting artillery fire, taking pictures, locating lost units, evacuating wounded,

BY
MORRIS G. RAWLINGS

advertising bombing raids, dropping get-out-the-vote pamphlets, or showing the sights to a visiting VIP. He was a competent workingman who knew both his job and his tools. Up near Uijongbu, he was near the limit of both.

The engineers had filled in a rice paddy and built his strip. Long enough; three hundred yards, it had a decided list to port, and was, of course, directly crosswise to the prevailing winds. When it rained, the whole field sank; when the sun shone, it disappeared in clouds of dust.

The Division Aviation Officer, noted for his pithy remarks, made a speech when he first saw the battalion strip from which Tuwatt proceeded on his daily affairs, "My God!"

Tuwatt merely shrugged his shoulders and used another Kleenex. He had ten points toward rotation, an unlimited supply of toilet tissue (mailed from home), and a precious ounce of one-quarter percent *Neo-Synephrine* which could normally battle his allergy to a draw. He asked but one favor from those who guided his destiny, "Look," he'd say earnestly, "Sometimes this stuff gets the best of me and my eyes swell up so much I go blind as a bat. I'll take any flight when it's my turn, but if I ever ask to be relieved, I ain't kidding. It's serious. O.K.?"

Since he'd never quit early while earning those ten points, the DFC, and a bunch of Air Medals, the Aviation Officer agreed.

It happened one morning!

One fuzzy, foggy morning, Lt. Windhammer caught the dawn patrol. The dawn patrol was the brain child of certain staff officers who wanted fresh information with their morning coffee. The fog was normal, but the fuzziness came from Tuwatt, whose allergy was acting up. The passenger, an observer named Forbes, watched curiously as Lt. Windhammer prepared for flight.

Into the L-19 went everything required for safety: a flak seat, some thirty pounds of steel shavings carefully enclosed in thick canvas which had been swiped from the cooperative Air Force; a parachute; a seat cushion which came with the aircraft; and finally, a circular, air-filled cushion

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COMMAND & STAFF



Redmond



Eliasson

"Command and Staff" is a new column listing the forthcoming assignments and positions of those active and retired personnel affiliated with Army Aviation who are in the rank of colonel or above. Residence information on those listed may also appear in the "Takeoffs" column.

Brigadier General Jonathan R. Burton, as Deputy Chief, AAFES, Dallas, Texas 75222.

Brigadier General John W. Vessey, to Headquarters, USARSUPHAI, APO San Francisco 96232.

Colonel Arne H. Eliasson, as Deputy Brigade Commander for Support, Hq, 1st Aviation Brigade, APO San Francisco 96384.

Colonel Elmer D. Pendleton, to G-3 Section, Hq, XVIII Airborne Corps, Fort Bragg, North Carolina 28307.

Colonel Delyle G. Redmond, as J-1, ARMISH-MAAG, Box 200, APO New York 09205.

Colonel Thorvald R. Torgersen, to ODCSOPS FDD, Hqs, USAREUR and Seventh Army, APO New York 09403.



10,000th STUDENT . . . First Lieutenant Walton D. Stallings, Jr., was the 10,000th student to use the facilities of the Learning Center at Ft. Rucker, Ala. The center offers tape cassette lessons, programmed texts, private study booths equipped with projector and earphones, and other training aids such as the mock-up of a UH-1 "Huey" helicopter cockpit Lt. Stallings is in. Son of Mr. and Mrs. Walton D. Stallings, Sr., of Suffolk, Va., the lieutenant is scheduled to graduate from the initial entry rotary wing course at the Army Aviation School in March.

FOULISHNESS/Cont. from Page 2

which came with Windhammer. Atop this pinnacle, he adjusted the safety belt and shoulder harness, and motioned to his mechanic who handed up the box of Kleenex and the tiny vial of nose drops.

Takeoff was uneventful. Three bumps and the ship was airborne. Tuwatt opened a window, plucked a Kleenex, blew his nose, dropped the offending tissue, turned to the radio, and said, "Bozo, this is Bozo 14. How do you read me? Over."

"Bozo 14, this is Bozo. Read you loud and clear. Continue your mission. Over."

"Bozo 14. Wilco. Out."

In the meantime . . .

Now, while these two are riding off into the somewhat gray yonder, we've got to stay on the ground and peek at the enemy activity. It really wasn't much. Deep underground, below Knuckle Mountain, a company of Reds were enduring the day's political hour. A few men, more fortunate than others, remained outside on guard. They had very explicit instructions — do not interrupt the meeting for any reason short of an all-out attack. Those inside had equally implicit instructions — listen and believe. Neither group was following instructions.

Back upstairs, Lt. Windhammer was in trouble. He had blown and wiped and tenderly rubbed his tear-filled eyes. Nothing helped. Practically blind, he called his unit and requested immediate relief. They agreed. Lt. Forbes wished to be somewhere else and made his wish known.

Tuwatt agreed, and with his swollen lids a foot



CONARC COMMANDER . . . General Ralph E. Haines, Jr., (center), Commanding General of the U.S. Continental Army Command (CONARC), recently visited Ft. Rucker, Ala., for briefings on various activities and to tour the post. Discussing the Army Community Service (ACS) program at the ACS Center with the four star general are Major General Allen M. Burdett, Jr., (right), Ft. Rucker's Commanding General and Commandant of the Army Aviation School, and Major John W. Kearns, the Deputy Commanding Officer's Special Assistant for ACS. (U.S. Army photo)

from the oscillating compass, he settled on due south and flew off in that direction. His route took him directly over the top of Knuckle Mountain. There, he sneezed.

It was a lulu — a neck-snapping, head-scrambling, eyeball-popping whooper of a sneeze. Twice aborted, it gathered strength for the third try and let out all the stops. As Tuwatt's head drew slowly back, his following hand hauled the control stick back against the seat, and as his head snapped forward into an explosive bellow, the stick was pushed against the firewall. The ship, moving from stall to dive, careened as though from a hammer blow. Inside the cockpit, all was bedlam.

Outside the cockpit, all remained serene except for a soaring, sliding, tumbling Kleenex box from which sheets of tissue were gently extracted and wafted gently toward the earth. Down fell the box, slowly gathering speed until finally it plunked itself at the feet of a Red guard where it burst and scattered the remaining tissues over, around, and into the members of the study hour.

It really isn't important to the story to preserve Lt. Windhammer's next actions, but I've noticed that there are some people who want to know everything and if you don't tell them, they feel cheated. So, if the rest of you will give me just a moment to digress . . .

As soon as Tuwatt could catch his breath, he turned to Lt. Forbes and asked, "Have you got a handkerchief?" and then they flew off to the airstrip where they were met by the flight surgeon who told Lt. Windhammer that his allergy was probably to Kleenex and suggested he change brands. O.K., that's that. Back to the story.

As the Kleenex box hit the ground and popped open, all hands hit the deck. As the tiny tufts of tissue gently glided into the meeting place, the men rose in inverse order of rank, with the political officer (a civilian) being last on his feet.

No one spoke.

"Know your enemy"

Peremptorily extending his hand toward the commander, the civilian waited. Eventually, a tissue was dropped into his open palm. He carefully examined both sides, then smoothed it between the finger tips of his right hand. He stared at the assembly, and with the air of a man reaching a decision, flung the scrap of paper to the ground and spoke.

"Come here. I wish to speak with you — quietly."

The commander obliged. The civilian spoke in guarded tones.

"If I were you, I would take my men and leave here immediately. This position will soon become untenable."

"But why?" ejaculated the astonished commander, "It's nothing but paper."

"You fool!" cried the little man without a uniform, "Do you not yet know your enemy? Have you forgotten Yonghung and what happened there?"

The commander drew himself up to his full five-and-one-half feet. "Of course, I have not forgotten. At Yonghung, the Americans first dropped leaflets warning of their intentions and then dropped bombs. At Konsum, they dropped rice

(Continued on Page 34)

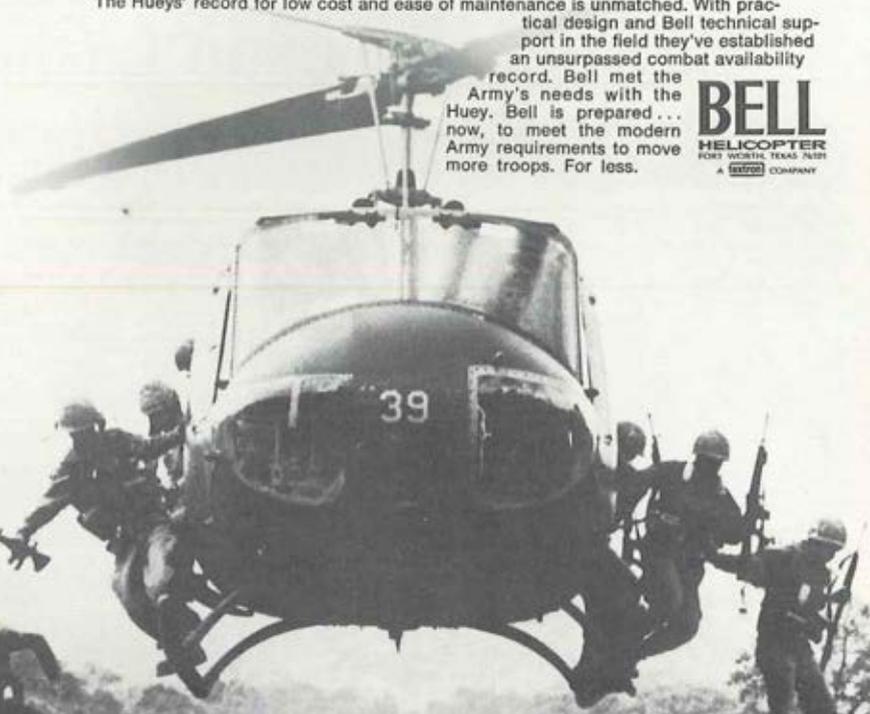
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Alabama Tornado Lashes Ft. Rucker Area; Kills 4

FT. RUCKER, ALA. — Four Ft. Rucker military dependents were killed and 19 persons hospitalized at the post's hospital January 13 at approximately 1:15 a.m. when a tornado struck two trailer courts near this Southeast Alabama Army installation. More than 100 persons were injured as a result of the devastating tornado that also touched down at Fort Rucker's Lowe Army Airfield.

One of the dead was Kenneth Ladd, Jr., the seven-month-old son of Specialist 5 and Mrs. Kenneth Ladd of Darby, Pa.; Ruth White, wife of Second Lieut. William J. White; Elaine Rice, wife of Sgt. David W. Rice; and Debbie Benningfield, wife of Pfc. Gary J. Benningfield, of Arlington, Tex.

At the courts, 67 trailers were destroyed and 74 were damaged, causing the evacuation of 133 families. At one time three Army helicopters were used to evacuate the victims from the tornado site. Personnel left homeless were taken to the Army Community Service Building at Ft. Rucker, and were given food and clothing and a temporary place to sleep. The ACS also undertook to situate

the homeless in the nearby communities of Ozark and Daleville.

Forty-five families have been placed in donated trailers or apartments — rent free; 12 families elected to move into motels at their own expense; 13 families were placed in motels, with the cities of Ozark and Daleville paying the bills; five military families were assigned post housing on a priority basis, and 53 families moved in with friends.

Two Ft. Rucker units provided search and rescue teams at the tornado scene. They also brought in a temporary lighting setup to aid in the early morning rescue attempt.

At Rucker's Lowe Army Airfield, nine UH-1 helicopters, costing approximately \$244,000 each, were destroyed and six received minor damage from the twister. Damage to a hangar and a paint shed totaled about \$50,000.

Volunteers from both the civilian and military communities began immediately the cleanup process of the shambles that once were two trailer courts and homes for several hundred people.





SHARPE ARMY DEPOT, CALIF. — Major Leonard Cummings (left), Chief of the Aviation Equipment Division at Sharpe Army Depot, and Billie Jackson, chief civilian test pilot, gather up their flying gear after their last flight aboard an Army UH-1 helicopter. Their careers in aviation carried them to assignments around the world, flying a variety of aircraft ranging from the old PBV patrol bomber to the modern HueyCobra. Both will retire at the end of the month. (USA photo)



STRATFORD, CONN. — Sikorsky Aircraft's S-67 Blackhawk demonstrates its firepower capability by carrying 152 2.75-inch anti-personnel rockets. They are designated FFAR for Folding Fin Aircraft Rockets. The turret beneath the fuselage can carry either 20mm or 30mm cannon. The Blackhawk, the world's fastest helicopter, can also be equipped with other missiles and rockets to make it a highly lethal anti-tank weapons system. Among this armament is the TOW missile system.

Army Aviation Snapshots



FT. WOLTERS, TEX. — James R. McQuaid (second left), Superintendent of Southern Airways' Fixed Wing Maintenance Section at Ft. Wolters, accepts a 50,000 hour flight safety award on behalf of his section from Brigadier General Leo E. Soucek, Commandant of the Army Primary Helicopter School. McQuaid and his section were cited for their outstanding support of fixed wing aircraft operations from October 1967-October 1971. Southern Airways of Texas, Inc. is the Army's civilian contractor at Ft. Wolters. Witnessing the presentation are J. W. Massey (left), Director of Aircraft Maintenance, and W. S. Schwalm, Southern's Assistant General Manager (right).



FORT RUCKER, ALA. — So that they might attend safety school at the University of Southern California, 12 members of AWOIC 72-1 received their diplomas from the Army Aviation School Dec. 17, four weeks in advance of their classmates. From left, they are CW3 Clark H. Ward; CW2 David W. Guthrie; CW3s Jose A. Suarez, and Conrad R. Howard; CW2s Robert Wright and Kenneth A. Getchell; CW3 Ben H. Gray; CW4 Teddy W. Jankins; CW2 Charles F. Rodriguez; CW4 George L. Allen; CW3 Charles M. Haynes; and MG Allen M. Burdett, Jr., CG at USAAVNS, guest speaker at graduation.

Directorate



WHILE we in the Aviation Directorate are fighting to bring some order and stability to the proficiency flying program, the budget cutters are at work bringing major changes to the program. It appears that many non-unit aviators, including those in school periods of 90 days or more, will be grounded mandatorily.

Accordingly, we spent the month of January wrestling with the implementation of the FY 72 Appropriations Act which became law late in December. The staff effort requires a set of carefully hand tooled definitions and an extensive cataloging of units, groups of aviators and individuals. Deadlines established by the Office of the Secretary of Defense (OSD) require that each of the military Services provide definitive guides to the field by 1 March. When these instructions are published, they will prescribe precisely who may and who may not do proficiency flying.

In any case, a significant number of individuals now doing proficiency flying will be precluded from further participation. Those who are stood down will be continued on flight pay provided they are otherwise entitled by virtue of a successful flight physical, and remain physically qualified throughout.

Maintenance of skills

Our position is that we keep as many aviators flying regularly as we can. This will insure the maintenance of aviator skills and will keep our aviators in touch with the hardware. While flying after duty hours may be burdensome, it still is preferable to not flying at all. This applies to the Army as a whole as well as to the individual aviator.

Despite our work here to keep flight proficiency updated, some individuals still are looking for flight excusal. They raise a question as to their earnestness in continuing as part of the aviation program. A letter appears on page 3, which I recently dispatched to a senior officer who requested flight excusal because of the demands of his current duties.

Now for some background on proficiency flying issues. Presently, regulations pertaining to proficiency flying are prescribed by the individual Service Secretaries. However, the Congress has repeatedly criticized DOD for not providing the

Services with firm guidance on the subject. The result is the Appropriations Act (see box) which requires that DOD prescribe the rules for proficiency flying for all Services.

Additionally, the Congress, in passing PL 92-204, stipulates that (1) all students assigned to a course of instruction of 90 days or more are prohibited from flying and (2) that proficiency flying may not be required except that required to maintain proficiency in anticipation of a member's assignment to combat operations.

Although the implications are far reaching, in view of the language used and its interpretation, a clear assessment of the impact on Army Aviation proficiency flying cannot be determined at this writing. Before Army implementation plans can be finalized, DOD must issue interim implementing instructions to include specific planning parameters. In the absence of more detailed DOD guidance, only general observations can be made as to net effect of the law on the present Army proficiency flying program.

The terms, "proficiency flying" and "combat readiness flying", are not synonymous. The DOD definition for proficiency flying is quoted from DOD Directive 1340.4 dated 17 March 1971 as follows: "Proficiency flying is defined as flying performed under competent orders by rated personnel primarily to maintain basic flying skills while serving in assignments where such skills would normally not be maintained in the performance of assigned duties."

Combat readiness flying

Thus, combat readiness flying (CRF) is performed by aviators whose assigned duties require them to fly either in their primary flying assignment or because their duties are sufficiently related to cockpit duties that they must remain current. In other words, only certain CRF is termed proficiency flying.

As a result of the recent law, it is anticipated

WE'RE REVIEWING ALL PROFICIENCY FLYING!

BY BRIGADIER GENERAL WILLIAM J. MADDOX, JR.
Director of Army Aviation, OACSFOR, Department of the Army

that implementing instructions will go to the field by 1 March 72. Although further details must be worked out as to who may continue to fly for proficiency, all aviators whose assigned duties include flying (cockpit and aviation unit supervisory positions) are not affected by the changes of the law and will continue to be required to meet annual CRF minimums. Once again, whether or not an aviator is excused from flying will not have any effect on flight pay.

Close air support

We are back in business again on close air support. It is very popular in government to conduct business by phases. Just as we have Phase II of the President's economic plan, we now have Phase II of the DOD Close Air Support Review.

Organization of the review is similar to Phase I. Lieutenant General Robert R. Williams is the Army representative on the Deputy Secretary of Defense's Review Group. Since Mr. David Packard has resigned as Deputy Secretary of Defense, the acting head of the review group is Dr. Gardner L. Tucker, Assistant Secretary of Defense for Systems Analysis.

Other members include representatives from the Air Force (General William Momyer), the Navy (Rear Admiral Joseph Moorer—brother of the Chairman of the JCS), the Marine Corps (Major General Homer S. Hill), Director of Defense Research and Engineering (Dr. John Foster), and the Joint Chiefs of Staff (Vice Admiral John P. Weinell).

A steering group working under the direction of the review group also is chaired by Dr. Tucker. I represent the Army and serve with representatives of each of the services and the JCS. Two members each are provided by DDR&E and Systems Analysis. The steering group provides general direction to a JCS task force which includes Service representation and designees from the major Joint Staff agencies.

The study is to examine the structure and equipment involved in command and control, and the logistics and basing of close air support. Therefore, there are two study subgroups to the JCS task force. Army representatives are Colonel Ted Crozier on the task force, Lt. Col. John B. Kinder on the command and control/sub-group, and Lt. Col. C. L. Schelhorn on the logistics subgroup.

Final report in May

The study effort should result in a final report being provided to the steering group by 1 May. Plans are that the report will contain the comments of the Services, the JCS, and a user panel made up of Army and Marine officers who have served recently as battalion commanders and battalion operations officers of front line units using close air support.

We intend to nominate individuals for membership on the user panel from among the many qualified Army officers now serving in the Washington area.

Participation of the Joint Staff and the JCS will be significantly greater than during Phase I of the close air support study, which terminated in June. Phase III of the study tentatively is expected to consider the roles and missions aspects of close

PUBLIC LAW 92-204

PUBLIC LAW 92-204 — FLIGHT WAIVER SECTION
SECTION 715: No part of the appropriations in this Act shall be available for any expense of operating aircraft under the jurisdiction of the armed forces for the purpose of proficiency flying, as defined in Department of Defense Directive 1340.4, except in accordance with regulations prescribed by the Secretary of Defense. SUCH REGULATIONS (1) MAY NOT REQUIRE SUCH FLYING EXCEPT THAT REQUIRED TO MAINTAIN PROFICIENCY IN ANTICIPATION OF A MEMBER'S ASSIGNMENT TO COMBAT OPERATIONS AND (2) SUCH FLYING MAY NOT BE PERMITTED IN CASES OF MEMBERS WHO HAVE BEEN ASSIGNED TO A COURSE OF INSTRUCTION OF 90 DAYS OR MORE. When any rated member is assigned to duties, the performance of which does not require the maintenance of basic flying skills, all such members, while so assigned, are entitled to flight pay prescribed under Section 301 of title 37, United States Code, if otherwise entitled to flight pay at the time of such assignment.

EXPLANATORY STATEMENT OF THE JOINT COMMITTEE OF CONFERENCE

AMENDMENT NO. 56, SECTION 715: Provides that the Secretary of Defense may prescribe regulations with regard to proficiency flying but such regulations may not require such flying except in anticipation of the member's assignment to combat nor shall proficiency flying be permitted in cases of members who have been assigned to a course of instruction of 90 days or more. The intent of the revised language is to permit proficiency flying only in those cases where it is anticipated that the individual shall be reassigned to combat operations. However, no individual enrolled in a course of instruction of ninety days or more shall be permitted to participate in proficiency flying. Under the revised language, rated officers affected, including students enrolled in courses of instruction of 90 days or more, will continue to receive flight pay.

air support. No other details of Phase III are known at this time.

Cheyenne evaluation

Although the Army proposed to budget Cheyenne production money in the FY 73 budget, OSD deferred a production decision until this fall when we formulate the FY 74 budget. This was done in order to provide additional time for testing and study based on uncertainties developed during Phase I of the close air support study.

These uncertainties will be resolved during the Combat Developments Command Experimentation Command (CDCEC) testing this coming spring at Hunter Liggett Military Reservation, California. The tests, which involve scout and attack helicopters working against an attacking mechanized force with accompanying anti-aircraft weapons, have utilized Cobras. In the spring tests, a Cheyenne will be utilized in the role of the gunship.

An additional milestone on the road to a production decision is the effectiveness study which examines the Cheyenne and other candidate helicopters. Because Sikorsky has developed the Blackhawk, and Bell Helicopter Company has developed the King Cobra as company funded candi-

PROFICIENCY / Cont. from Page 9

date gunships, these aircraft are included in the study.

To insure that the best information is available, actual hardware evaluation will be made on the candidate systems. Current plans call for the issuance of requests for proposal to Sikorsky and to Bell. If these companies desire to participate in the evaluation, they may nominate their aircraft with whatever equipment is available on them by 1 May. Testing will be completed by 1 July with the follow-on evaluations to be complete by budget preparation time in the fall.

The object of the evaluation is to validate the requirements for an advanced attack helicopter based on cost effectiveness considerations for the various characteristics. For example, the value of high speed will be measured against the costs to attain it. The evaluation should flesh out the data included in the cost effectiveness study.

While the Army could have disregarded the company-funded candidates on the basis that it was sold on the *Cheyenne*, it felt that its selection would be most objective if measurements were made on the other candidates. This decision in no way detracts from the *Cheyenne* program.

Incidentally, the Appropriations Bill provided the Army the remaining FY 72 funds in the amount of \$9.3 million for *Cheyenne* development. This amount specifically was not approved during the earlier reprogramming action because Senator Ellender, out of senatorial courtesy, deferred to Senator Proxmire so that he could address the *Cheyenne* on the Senate floor.

Heavy Lift Helicopter

The Joint House-Senate Conference Committee report on the 1972 Appropriations Bill contains the following language relative to the DOD Heavy Lift Helicopter (HLH):

"The Committee of Conference recommends the appropriation of \$2,000,000 for the Heavy Lift Helicopter development program of the Navy as proposed by the Senate. The House deleted all funds for this program.

"In approving the initiation of the development of a Heavy Lift Helicopter by the Navy, the conferees make no commitment to the procurement of any heavy lift helicopter.

"The Department of Defense is directed to revise the Heavy Lift Helicopter program of the Army so that the Army HLH is suitable for shipboard use by the Navy and Marine Corps. The two HLH development programs, the Army's and the Navy's, should be conducted as competitive prototype development programs with the objective of the procure-

FORT WORTH, Texas — The U.S. Army Aviation Systems Command has ordered 136 additional UH 1H Huey utility helicopters from Textron's Bell Helicopter Company. The \$21,510,895 fixed-price incentive contract includes an option on 44 additional helicopters. Deliveries will begin in February, 1973 and run through January, 1974.

ment of a single HLH for use by the Army, the Navy, and the Marine Corps."

The President's budget for FY 73 includes funds for prototyping the HLH. This decision was made in December and expands the program from the advanced component development of the three major systems: the rotor drive train (excluding engines), the flight control system (hovering devices and position sensors), and the cargo handling system (hook-up points, winch and suspension points). The prototype for purposes of flight testing will be an experimental airframe which should provide technological information necessary for a full development program now scheduled for the last half of the 1970s. However, the prototype will not be a production airframe. An RFP for the HLH engine has been issued but is not considered a part of the Heavy Lift Helicopter Advanced Technological Component (HLH ATC) program.

UTTAS

In December the source selection process for the *Utility Tactical Transport Aircraft System (UTTAS)* engine was completed. Proposals by Lycoming, Pratt and Whitney and General Electric were evaluated. Pratt and Whitney and General Electric Company submitted 1,500 HP versions of engines they developed under the advanced technology engine program of several years ago. As source selection authority, General William Miley, Commanding General of USA Materiel Command, named the General Electric Company of Lynn, Mass. as the firm responsible to develop the UTTAS engine. Contract for the work should be signed early this year.

Objective of the UTTAS program is to provide a cost effective, reliable, and easily maintained aircraft to meet Army requirements for a true infantry squad carrier for the 1980s. It will be designed to carry a combat-equipped infantry squad of 11 men and a three-man crew. Secondary tasks will include logistics support aerial command post and ambulance.

An RFP for the UTTAS airframe was issued to industry in early January. Expressions of interest have been received from nine aerospace firms (see box). Proposals are required by 31 March and the selection process should be completed and announced by 30 June.

It is expected that two airframe manufacturers will be selected to build six prototype or flight test aircraft each. These aircraft will undergo extensive competitive testing by the Army beginning in autumn of 1975 with a contract decision being made a year later.

Reserve Components

Current force planning includes the incorporation of about 2,700 aircraft in the National Guard and Army Reserve by July 1973. Currently, the recruiting is in progress, particularly from among aviation personnel departing the active Army. It is likely that the Reserve Components will soon be populated by aviators most of whom have seen at least one combat tour with our airmobile army.

The same situation does not apply to the remainder of the Reserve Components where much



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TELEDYNE RYAN AERONAUTICAL *has the head start*

of the strength was not involved in Vietnam. To provide the body of the Reserve Components an introduction to airmobile operations, the Infantry School will conduct an airmobile training course with the first class scheduled for February.

Purpose is to train selected National Guard Officers and Reserve in the fundamentals of training, planning for, and controlling airmobile operations. The intention is to train commanders and staff officers at battalion and brigade level in the staff, tactical play, fire support, engineer, and combat service support aspects of airmobility. Additional subjects include COMSEC, STANO, planning, command and control, unit readiness, training, management, and command post exercise. Graduates will have the capability to provide similar training at home station. Reserve Component officers interested in attending the course should make application through schools request channels.

Advanced rotor technology

Sikorsky Aircraft has been awarded a contract to produce its *Advancing Blade Concept (ABC) Rotor System* by the Airmobility R&D Laboratory at Fort Eustis. The ABC concept is a coaxially mounted counter-rotating set of blades which are designed to cancel out the effects of torque.

Sikorsky will build a two-place aircraft which will mount the ABC system. The aircraft will utilize no antitorque tail rotor, eliminating the normal problems of transmitting power to a distant rotor system through several gear boxes.

The ABC concept has been funded independently by Sikorsky with the Army funding wind tunnel tests at NASA-Ames. The ABC Rotor System operated in winds of 350 mph and demonstrated twice the lift of conventional rotor systems at 207 mph. While the Sikorsky contract is not directed to any specific operational requirement, it offers many benefits in possible future applications on operational aircraft.



WASHINGTON, D.C. — BG William J. Maddox, Jr. (right), Director of Army Aviation, congratulates CW2 Thomas Yoha (left) and CPT Richard J. Steinbock at a recent Pentagon ceremony at which the two aviators received Diplomes de Record from the Federation Aeronautique Internationale (FAI) for world altitude and time-to-climb records they established in an Army OV-1 Mohawk aircraft in '71.

World records

Army Aviators set records in 1971. In mid-December officials from the Federation Aeronautique Internationale (FAI) presented awards to Mohawk pilots from Fort Hood who set altitude and time-to-climb to altitude records for the Mohawk class aircraft. Major General Brooke E. Allen, USAF (Ret.), Executive Director of the National Aeronautic Ass'n, represented the FAI in the ceremony in my office, and presented five FAI Diplomes de Record and five NAA Certificates of Record.

In June 1971 these international records were achieved in OV-1 (Grumman) aircraft: Altitude — 39,880 feet. Altitude in horizontal flight — 36,352 feet. Time-to-climb to 3,000 meters — 2:46.4 minutes. Time-to-climb to 6,000 meters — 5:45.9 minutes. Time-to-climb to 9,000 meters — 11:14.4 minutes.

CW2 Thomas "Greg" Yoha, the pilot, and CPT Richard J. Steinbock, the co-pilot, accepted the awards. Also present for the ceremony were the crew who assisted in preparing the aircraft for the record flights: LTC Thomas Barriell-Carmona, Flight Surgeon; LTC Duane Watson, CO, 55th Avn Bn; CPT David B. O'Hara, Maintenance Officer; MAJ Brownie West, CO, 293d Avn Co; SSG (E6) Ray E. Okerson, Maintenance Chief; SP6 Carroll B. Weaver, Technical Inspector.

Congratulations to these outstanding people for their fine achievement!

Record-setting trials were also accomplished by Army CH-54 crews at the Sikorsky Aircraft Division plant at Stratford, Conn. as covered in the November 1971 issue of ARMY AVIATION.

Calling a spade a spade!

New Year's Day brought a new, more appropriate name to the Army's Safety Agency at Fort Rucker. This Directorate gained approval for the renaming of the U.S. Army Aviation Board for Accident Research (USAABAR) to the U.S. Army Agency for Aviation Safety (USAAAVS). Pronunciation of the new title is "You Saves."

The title, USAAAVS, more appropriately describes the broad scope of USAAAVS' responsibility. As will be delineated in the forthcoming revision of the basic Army regulation, USAAAVS will be an outgoing agency which will be involved not only in accident research after accidents happen, but will have major responsibilities in the prevention of accidents. USAAAVS will continue to be a Class II activity under the cognizance of the Director of Army Aviation.

The mission of USAAAVS will be "within the scope of the Army safety program, to determine ways and means to enhance the combat capabilities of the U.S. Army through the conservation of aviation resources." The Director of USAABAR, Colonel Eugene B. Conrad, became the first Commanding Officer of USAAAVS. He concurrently is designated the U.S. Army Aviation Safety Officer.

A major portion of USAAAVS' duties will be aviation safety education. Teams from USAAAVS will make regular visits to the Army in the field to provide assistance in evaluating and developing effective accident prevention programs. It also is taking a major part in the development of new



aircraft and materiel by introducing systems safety in all aspects of the development process. On the "after it happens" side, USAAAVS will employ its modern computer-equipped data center to expand its research into the causes and cures of accidents.

Colonel Conrad, winner of the "McClellan Aviation Safety Award" for 1971, retired on 1 February 1972 and was succeeded by Colonel T. R. (Mac) McCullar, recently of the 1st Aviation Brigade.

TRANSPO 72

The U.S. Army will participate extensively in the U.S. International Transportation Exposition "TRANSPO 72" at Dulles International Airport, May 27 through June 4. TRANSPO 72 was authorized by the Congress and is being sponsored by the Department of Transportation. Exhibits, demonstrations, and displays of all modes of transportation will be featured, with daily surface and air shows.

The main thrust of service participation will be to show peaceful uses of transportation and significant developments. We'll have more to report to you on this next month.

Promotion and School Lists

Last month, I promised an evaluation of three selection lists which were published in the December issue. The first was the list for promotion to Colonel and included the Army promotion list and the Medical Service Corps officers.

The second was the senior service school list for the War College level courses. The third list was for Command and General Staff College/Armed Forces Staff College level.

Comparisons between aviator and non-aviator selections continue to verify that aviators are re-

ceiving somewhat more than their numerical share of selections. Perhaps this compensates in some part for the multiple combat tours that aviators have faced during the Vietnam armed conflict.

For instance, on the promotion list the selection rate for non-aviators was 25.77% but 27.04% for aviators. Rather than beat this subject any further, I'll let the statistics speak for themselves.

Colonel Promotion List	Non-Aviators	Aviators
Considered	2,192	196
Selected	565	53
Percent	25.77	27.04

Secondary Zone	Non-Aviators	Aviators
Considered	Not available	Not avail.
Selected	59	7

Sr. Service College List	Non-Aviators	Aviators
Considered	10,714	2,086
Selected	202	44
Percent	1.88	2.10

CGSC/AFSC List	Non-Aviators	Aviators
Considered	16,723	3,958
Selected	672	175
Percent	4.01	4.42

What is a sap?

A sap is an Army Aviator who smokes and who loses his flight pay needlessly when he's grounded for physical reasons. He burns up \$14 to \$20 a month smoking 3 to 4 cartons of cigarettes, but apparently can't afford \$3 to \$5 a month for AAAA-endorsed flight pay insurance. When he's grounded and loses his \$1,500-\$2,640 increment of flight pay, his wife discovers there's such a thing as flight pay insurance and tells him so. He pleads ignorance in being a real sap! . . . Don't be one. Write us for details.

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THE NEW ROLE OF THE RESERVE COMPONENTS

BY LIEUTENANT GENERAL HARRIS W. HOLLIS
Chief of Reserve Components, Department of the Army

I'M very happy to be here. I find that I am already the recipient of a solid gospel on logistics, according to St. Joseph* . . . and in some respects, perhaps my own remarks might be characterized as "singing to the choir."

Here is a hoary, old story, but I'm going to tell it anyway because it is a story with a moral. It's about four travelers. The members of this unlikely quartet were seated in a passenger train which was speeding down the track. There was a handsome Marine colonel, an Army sergeant, a little old lady in tennis shoes, and a sexy, good looking redhead.

Very soon the train approached a tunnel and entered it. The lights went out, and darkness prevailed all around. Suddenly, two familiar sounds occurred. A resounding kiss followed by a loud slap. A bit later the train emerged from the tunnel, and the four people began to reflect upon what had happened.

The little old lady thought the handsome Marine colonel had kissed the pretty redhead, and had gotten slapped for his pains. The colonel thought the sergeant had attempted to kiss the redhead, missed his mark, kissed the little old lady in tennis shoes, and had gotten a slap in the face. The redhead was most confused; not only had she not slapped anyone, she had not even been kissed.

The sergeant was the only one who had the true story. A veteran traveler, he knew the tunnel was coming and prepared for it. He hated all colonels — and Marines. When the lights went out, he kissed his hand, and hit the colonel!

Now the moral of this story is this: "He who has travelled the route is in a much better position to assess the course of events."

I see many here today who have "travelled the route," and I express my great admiration for the Army Aviation Association and its direct recognition of the great accomplishments which Army Aviation has given to the country.

Those of you who were on hand to hear Secretary Laird's keynote speech to the Association of the

United States Army know very well the imperatives associated with the Reserve Component mission. The Secretary spelled them out in urgent and clear language.

I welcome this opportunity to make the initial presentation and to include some thoughts as to my own responsibilities. This is a time when we are going to stress, as never before in contemporary times, the Reserve Forces of the United States.

Secretary Laird told AUSA that 29% of the Army in 1969 was in the Reserve Components, whereas in 1974 the Reserve Components would comprise 45% of the total Army. It therefore follows that our programs must be dynamic and vigorous to bring to the fore that strength and sense of purpose necessary to the attainment of a sound security posture.

Some of the things we tolerated in recent years — obsolete equipment, lowered standards of readiness and training, and inadequate manning are now giving way to improved efficiency, modernization of equipment of all sorts, better organization, and improved standards.

An increased reliance

The Secretary of Defense told us that as we trim down the active Army from its peak Vietnamese buildup this will necessarily demand an increased tactical and strategic reliance upon the Reserve Components. These forces are to be prepared as the initial and primary source for augmentation of the active forces in any future emergency that might require rapid and substantial expansion. This need — instant and of a longer term — takes two forms: to provide additional combat service support to augment the active establishment, and to fill the ranks of the active Army with trained individuals. This is a sizable challenge. It is an ever greater opportunity for those of us who are charged with this mission.

So it is with a sense of exhilaration and excitement that I take over my new duties as Chief of the Army's Office of Reserve Components.

I'm briefly aware at this juncture, having been aboard a week, of some of the imperfections that exist within this echelon of Reserve Component strength, but I can assure you that at this beginning that I am not going to waste any time beating my

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*LTG Joseph M. Heiser, Jr., DCSLOG, had just completed a presentation to AAAA on logistics.

Presentation made by LTG Hollis at the 1971 AAAA Annual Meeting, Oct. 14, 1971.

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breast concerning things as they were, but rather on seeing how good they might become.

It is a tried and true principle that the way to get progress is to reinforce the successes that you've got going for you, and to minimize the accompanying weaknesses. I expect increasing success in the Reserve Components in the days ahead, and I want to pay tribute here to my predecessor, General Ray Peers, for the fine momentum he started.

Having drawn this dimension of urgency in readying the Army National Guard and the Army Reserve, perhaps you expect me to turn now to the particular machines that interest you — those marvelous flying machines.

I hold the same fascination for them that you do.

I commend this Association in its dedication to improving the Army's aviation muscle, and in stressing to our policy makers the vast potential afforded to national security by a sound and dynamic Army Aviation capability — one that enlivens the vitality of the Army in all of its components — the Army National Guard, the Army Reserve, the active Army.

Our aviation capability

We all know that Army Aviation is here to stay, because it has proven itself in such magnificent terms. We're putting a lot of these assets into the Reserve Components, where we are going to maintain a significant aviation capability.

This means that we've got to manage these assets, maintain them, and operate them safely. Thus it is a matter worthy of the attention of this Association as to how well we are integrating aviation into the tactical commands of the Army National Guard and the Army Reserve.



WASHINGTON, D.C. — MG Brooke E. Allen, USAF (Ret.), (4th from left), Nat'l Aeronautic Ass'n, congratulates CW2 Thomas Yoha and others responsible for '71 world altitude and time-to-climb records set in an Army OV-1 Mohawk. From l-r are CPT David B. O'Hara (MaintO); CW2 Yoha; SSG Ray Okerson (MaintCh); MG Allen; SP6 Carroll Weaver (Tech Insp); CPT Steinboch; LTC Thomas Barriell-Carmona (Flt Surg); MAJ Brownie West (CO, 293d Avn Co); and LTC Duane Watson (CO, 55th Avn Bn).

Let me give you an order of magnitude here.

Four hundred and twenty-one Reserve units of company, troop, and detachment size will contain aviation activities. There are sixty-six pure aviation flying units, and many other related elements that require highly trained people to maintain airframes and back-up support and facilities. As you can see, these sixty-six tactical units are located throughout the country, but most of them are in the densely populated areas.

A little more than a year ago, the Reserve Components had about 900 old, obsolete, and antiquated aircraft. In many cases the aircraft were older than the pilots themselves who were flying them. Moreover, there were many fixed wing substitutes for the rotary wing aircraft. What with the stepping down of the war in Vietnam we are now able to correct this deficiency, and we are moving to bring modern aircraft in company with modern ground combat equipment, into all Reserve Component units — that is, those that are authorized such equipment.

Many Hueys, Flying Cranes, Chinooks, and modern fixed wing aircraft have already been issued. More are on the way. But you really don't get an impact at this point.

In 1972 there will be over 2,000 aircraft in our inventory. By the end of 1973 that figure will be 2,700 aircraft, and at that time about one-third of the total Army airmobile capability will be maintained in the Army National Guard and the Army Reserve. These deliveries have created some problems. It goes without saying that we must have maintenance facilities and additional highly skilled technicians to support the program. This will demand special attention, particularly when we consider efficient and safe operation — which we must have.

Here again, I think we are making good progress. We foresee no insurmountable difficulty if all concerned put their shoulders to the wheel. The folks in the Army National Guard and the Army Reserve have been enthusiastic in this and the outlook continues promising. We are engaged in an all-out effort at this time to see that these Reserve Component Forces, the aviators, technicians, and ground crewmen, are fully qualified.

Intensive recruitment

In 1969 the National Guard and the Army Reserve had on board a little more than half the aviators they needed. Early in 1970 an intensive recruitment program was announced and this program has been highly successful. We have 1,300 experienced aviators who've joined the Reserve Components as a direct result of this recruitment. We'll have to keep humping, particularly as the inventory goes up. We'll need to have more than aviators; we also must have the crew and ground skills. In this connection hundreds of aviators and skilled mechanics are being separated from the active Army every month. Many of these wish to join the Reserve Components.

We need these fine young people, and it just

makes good sense to encourage them to stay. We're gearing up programs and we hope to have a head of steam up shortly to do this throughout the entire country.

But the mission I see before me as the Chief of the Army's Office of Reserve Components is to do more than tip my hat to Army Aviation. You will understand this, I'm sure. My terms of reference extend beyond that. My mission is to be an advocate for those historic arms of defense which have been so important to the development of our nation — the Army National Guard and the Army Reserve, with our citizen soldiers.

As a brief personal note, I started my military career in the Reserve Components. My duties in the intervening years brought me into contact directly and peripherally with these people many times, and my admiration of them is boundless.

Superior leadership

One particular challenge that we're going to have in the months ahead is the enhancement of a strong and dedicated leadership in the Reserve Components, starting with the junior NCO all the way to the top, because superior leadership makes all the difference. We've got to improve our professional capacities. In this connection we get occasional letters addressed to the Commander in Chief, and referred to us for reply, which bring this kind of a complaint, "The Army's wasting my time. It's boring me to tears."

This is as tragic as it is unnecessary. There is certainly nothing more boring than reporting to duty and then having to hide from the boss all day. We've got to reduce this kind of complaint by giving youngsters the kind of training that interests them, stressing basics and innovation, stressing decentralization, stressing opportunity and adventure. We must do this if we are to forge that durable fabric of confident skills, ready teamwork, proud obedience, and united purpose that is so critical to success.

We want to stimulate our programs so that the letters will read, "Boy! That training was great!" "These people need me!" "I am doing important things for my country!"

We look with great interest to the ideas that General Paul Gorman's dynamic training team will be coming up with. We want to apply them directly in the Reserve Components. But, in truth, none of these things will really amount to very much unless we attract to the National Guard and the Army Reserve, on a continuing basis, sound, wholesome, bright-eyed, healthy young men who want to serve.

Many people have said that if the draft were eliminated the National Guard and the Army Reserve would be destroyed, because a lot of their members are in these commands solely because of the existence of the draft.

I hold a different view, and a confident one. We do not have to be destroyed if the draft expires. We can attract bright, wholesome, intelligent, highly-motivated young men to the colors of the United States of America — in the civilian soldier role. We

AAAA - GARMISCH

All AAAA members and their families are invited to attend the 13th USAREUR AAAA Convention to be held in the U.S. Army Recreation Area in Garmisch, Germany, during March 8-11, 1972. Reservations are limited to AAAA members and will be accepted on a "first come, first served" basis through Feb. 15. Ski Week dates are March 5-11. Full details are being mailed to all AAAA members in USAREUR; CONUS attendees are to make their reservations through the AAAA National Office.

As in previous years, the Convention will include a mix of professional and social activities with professional programming centering on presentations by USAREUR commanders, and military and industry representatives

should begin to see that this attraction is made a continuing reality to the young men of America.

For some weeks we have been experimenting with a new approach to recruitment of active Army personnel who are leaving the service under the Early Out Program. We've been doing this at Ft. Knox and Ft. Lewis. At the end of the seventh week of this recruiting effort we signed up more than 30 percent of those interviewed. We are extending this to 24 other Army installations. The benefits are obvious. We've simply got to do better in this general area of motivation, recruitment, and retention, and this is but one way.

An awareness of mission

We need to bring an awareness of mission. I find as I go about so many people say, "What is the mission? What is the purpose?" We need to state the essentiality of the task to be performed. In these querulous times we need to put first things first.

Having just returned to the country after a three year absence, half of which was spent in Vietnam and the other half in Europe, I am struck by the eager wishes of some to beat their breasts, and to engage in an endless dialogue about how "bad" our society is, and "how rotten our institutions are," and, quaintly, how urgent it is for the other fellow to change HIS ways and HIS thinking so as to bring about a better world.

To be true, we are not perfect; to be true, there are many things we need to do better than we are now doing. We need to look at ourselves honestly, but we don't have to be so masochistic, as some of us seem to be. Perhaps it is because of our own propensity as human beings to start the reforms across the street from our own house, that the plateau of human perfection, after all of these years of civilization, is not any better than it is.

But let us not do this in the Army.
Let us do our reforming and renewing within our own ranks — in the active Army — in the Reserve Components.

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If some think love of and service to country is a "drag," let us in the Army all the more honor the oath that we all took when we entered the service, and let us not only be loyal and trustworthy but also proud that we are who we are.

If some lose their sense of direction and commitment, let us instead be enthused with a new inspiration and a sharper purpose. Let us see clearly that an awakened consciousness of our responsibilities as citizens of the foremost world power will fix our station; will enhance our character; and will equip us better to fulfill our destiny as citizens of a great nation: so that we might secure our intellectual treasures; so that we may keep our country clean, regulate our commerce, have law and order; and so that our power in the world may continue to be as enlightened as it is just; in order that the great principles of western civilization might be vouchsafed to us for many years to come.

Let us make this a time of renewal and dedication, of innovation, and of excellence. We know that an institution that is not innovating is an institution that is bound to fall behind, and the mission of the U.S. Army, in all of its components, is too critical to the interests of the American people to permit this to happen.

I've been charged by my bosses, and properly so, to concentrate my energies — in concert with the

NEW PROP SYSTEM

FORT EUSTIS — The development of critical components for an advanced technology V/STOL propeller system is the goal of a \$581,000 contract awarded to Hamilton Standard, Div. of United Aircraft Corp., according to COL John R. Adie, Director, Eustis Directorate, Army Air Mobility R&D Lab., Ft. Eustis, Virginia. The research effort will include the design, fabrication and fatigue testing of high risk, high gain components of the system.

The work is considered to be the first step towards the design of a complete advanced propeller system that weighs about one half that of present production propeller systems — a goal reached mainly through the use of advanced materials and design/packaging techniques.

The components, considered to be the most critical components for an advanced technology, 2,000 shaft horsepower, integral gearbox propeller system will include a composite material (boron-aluminum) blade retention/spar system; a titanium hub of advanced design; and a large diameter duplex tapered roller main bearing for hub to propeller reduction gearbox interfacing.

As a result, future turboprop V/STOL aircraft with advanced technology gas turbine engines and propeller systems will have significant improvements in specific and absolute range, and takeoff distance or hover capability.

commanders in the field and others — on the motivation, the expertise, and the skill of America's Army Reserve Components.

I accept this opportunity eagerly.

I accept it mindful of the principle that what is good for America is good for the Army — active, National Guard, Army Reserve; because the Army in all its ranks and echelons must have no interests that are excess to the national interest. It is our duty to serve well and faithfully in defending our country and its Constitution.

But a corollary to this principle is also important. We must strive to see that what is good for the Army — active, National Guard, Army Reserve — is also good for the country. It is a two-way street.

I intend to lend my efforts to the best of my abilities to see that these Reserve component goals are advanced.

The support of this Association is critically needed in these matters. We ask for it in the confident expectation that we will get it and get it in full measure as a contribution to America's well being. We ask it because our democracy needs your contributions as loyal citizens in association together.

Citizenship is the thing.

Accepting the challenge

If you will permit me a brief reference to ancient history, one of the most impelling exhortations to democratic citizenship ever to come from the lips of man came from Pericles in Athens' golden, democratic, cultural, intellectual, and powerful age.

Twenty five centuries ago, in the year 431 B.C., in his memorable oration to the people of Athens in a moment of difficulty and stress, this magnificent and enlightened statesman urged as follows:

"Fix your eyes on the greatness of your country as you have her before you day by day. Fall in love with her and when you find her great remember that this greatness was won by men with courage, with knowledge of their duty, with a sense of honor in action."

And he observed further that no selfish preoccupation could make them "deprive their country of their valor; but they laid it at her feet."

In this "One Army" of ours we might today undertake a similar perspective for ourselves in behalf of our own country, a country in many ways the ultimate inheritor of Athens' early and golden greatness.

If we judge America's well-being to be a fruit of freedom, and freedom a fruit of valor, let us not decline to accept the challenge that a Free World poses in the closing years of the 20th century for the great power that is the United States of America.

For the blessings that she has given us, she deserves our renewed dedication and all of the valor and wholesome direction that we can bring to her great enterprises.

Let us in the Army Aviation Association, let us in the Reserve Components, and let us in the active Army, see to it that she gets from us what she deserves.



THE IMPACT OF MAINTENANCE

BY MAJOR GENERAL FRED KORNET, JR.
Commanding General, USA Aviation Systems Command

TO many of us, maintenance is something remembered as baling wire and pliers to keep the old jalopy going. Those days have left us, however. Today, maintenance operations are much more sophisticated and include all actions taken to retain materiel in a serviceable condition or to restore it to serviceable status.

To understand the significant impact of maintenance on our operations, we should first examine our current maintenance practices, policies, and procedures. Currently it is piece-part repair at multiple locations to support our aircraft as far forward as possible.

We have multi-echelon maintenance support provided by relatively self-sufficient maintenance units. The maintenance system in Vietnam today is theoretically based on five categories of maintenance, i.e., operator, organizational, direct support, general support, and depot.

In practice, however, these lines of demarcation are somewhat blurred. Much of the workload of direct support companies is, in practice, organizational level maintenance. This is also true to a lesser degree in general support units.

Much of the truly general support work is shipped to our floating aircraft maintenance facility in Vietnam or back to a CONUS depot. The net effect is an over-supporting of our aircraft to attain a high operational readiness.

System complexity

Another factor to be considered in examining the impact of maintenance is the increase in sophistication of our systems. Compare, for instance, the instrument panel of the O-1 with the complex panel of the OV-1. We pay for this increase in complexity with additional maintenance headaches. The state of the art advanced faster than the skills of our troops; hence, maintenance personnel became parts changers and used hit or miss practices to achieve operational readiness. Unnecessary parts changing wastes resources. To compound matters, highly skilled technicians required for rapid fault isolation are in short supply.

Coupled with sophisticated equipment and criti-

cally short skills is our rapid turnover of personnel. We spend a lot of time and money getting our troops trained, and just about the time we are getting maximum utilization from them, transfer orders come through or they are discharged.

The magnitude of these support costs is not insignificant. Much like an iceberg, only 1/8 of the total cost of ownership, representing the acquisition cost, receives much visibility. In simple terms, then, the impact of maintenance as we practice it today is significant. We have a virtual cornucopia of parts and labor keeping the fleet in the air.

We are faced with a widening gap between the availability of skilled maintenance personnel and the complexity of equipment being developed and introduced into the Army inventory. As a result, economies in maintenance represent substantial dollar savings and even more importantly, improvements in maintainability increase the availability and readiness of the weapon.

A comprehensive re-orientation

Within the framework of the Department of the Army Logistics Offensive Program, present maintenance concepts employed by the Army have been revised to achieve maximum support and operational readiness at a minimum cost and effort. This program, identified as Maintenance Support Positive, is a comprehensive re-orientation of maintenance functions in the 1970-1980 period.

The main thrust of the program is to reverse the current principle of piece-part repair as far forward as possible with the veritable mountain of parts required for this concept, and the reorientation of the maintenance repair functions to the maintenance level determined to be most responsive, efficient, and cost effective.

Concentration of efforts is being made to maximize, to the extent that it is cost-effective, the application of modular building block design techniques in the development and acquisition of new Army materiel, and, secondly, to exploit the advantages of modular design equipment by placing maximum emphasis on modular maintenance — a technique for performing maintenance through replacement of modules, components, and assemblies using simple tools and test equipment.

The principle objectives of Maintenance Support Positive are to: (1) reduce stockage of piece-parts,

Presentation made by MG Kornet at the 1971
AAAA Annual Meeting, Oct. 14, 1971.

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(2) restructure the requirements for highly skilled personnel, (3) reduce complicated tool and test equipment requirements at the organization/direct support unit level of maintenance, (4) reduce the incidence of erroneous diagnosis and isolation of faults, (5) optimize direct exchange procedures at the organizational/direct support level, and (6) improve operational readiness.

In achieving these objectives, we must be able to translate them in terms of changes to doctrine, personnel authorizations, skill, training requirements, and organizational and structure implications as well as equipment authorizations. The total impact of this effort should provide for improvements in unit operational readiness, while at the same time, enable the Army to effectively operate in an austere environment.

Those last few words, "operate in an austere environment," represent the name of the game, or our rules of engagement, so to speak. Army Aviation's share of a pie baked to very restricted dimensions must be used to our best advantage. Trade-offs will have to be found in operations and maintenance costs, or wherever possible, to permit the greatest possible latitude in our overall performance.

Modular repair capability

For most systems we need a rapid, inexpensive modular repair capability built into the design so that quick field maintenance can be effected by semi-skilled people. Interchangeability of modules should be maximized to improve readiness and reduce cost.

Development of universal automatic test equip-

STRATFORD, CONN. — Advanced development of a gas generator for small gas turbine engines of the 1980's time frame will be conducted by Avco Lycoming under one of four 3-year research contracts which have been awarded as part of the U.S. Army's Small Turbine Advanced Gas Generator (STAGG) Program, according to Gen Beverly H. Warren, Vice President and General Manager.

The \$3,025,000 contract was awarded to Avco Lycoming by the Eustis Directorate, U.S. Army Air Mobility Research and Development Laboratory (AMRDL), Ft. Eustis, Va. Under its terms, the 500-1,000 HP-class, high performance gas generator is expected to achieve approximately a 45 per cent increase in specific power with a 20 per cent improvement in specific fuel consumption over current production engines. Similar contracts were awarded to three other turbine engine manufacturers for gas generator development in the same and lower power ranges.

The STAGG program will result in advanced gas generator technology to provide the basis for future Army turboshaft demonstrator engine and/or engineering development program requirements.



ment to be used in detecting incipient failures will reduce, to a great extent, the skill and training requirements or needs of maintenance personnel, and eliminate much of the special purpose test equipment now required. Go-no-go devices and built-in test equipment must be maximized to keep the requirement for added support items to a minimum.

Troubleshooting must be simplified. Studies indicate that over 50% of the first line mechanics' diagnostic interpretations were wrong, thereby causing unnecessary removal of items and/or unnecessary repairs to be accomplished. This has been caused, in part, by a shortage of highly skilled personnel, but to a larger degree, from permissiveness in maintenance allocation charts and, in addition, to lack of or overly complicated test/diagnostic fault isolation equipment.

A drain on tactical freedom

To summarize, equipment sophistication and personnel turbulence have greatly impacted maintenance as we know it today. We have had to implement intensively managed supply systems, flood the supply system with parts, and develop new procedures to support our combat role. Indiscriminate parts changing and hit or miss repair practices have also impacted our depot system (such as ARADMAC) with unnecessary equipment returns.

All of this creates quite a drain on the tactical freedom of action of Army commanders. Substantial advances in helicopter technology have been made since our current fleet was developed. These can be applied to future systems to make them easier to maintain and operate and more reliable.

How do we apply the lessons learned? Regulations and directives on improving the Army's way of doing business have been published, all directed toward Army maintenance in the '70's. But just issuing directives is not enough! So, we challenge all of you to assist us in our Logistics Offensive Program. Your efforts in applying technological advances and implementing our concepts during the development cycle can significantly reduce costs in maintainability and increase reliability. In effect, we must do more, and do it better with less.

If you will, let's apply the Midas' touch. Manufacture Innovative Dependable Aircraft and Subsystems. Turn our resources to gold!

AAAA CALENDAR

■ **Lindbergh Chapter (St. Louis).** Professional dinner meeting. Lieutenant General John Norton, CG, USA Combat Developments Command, guest speaker. Refreshments, 6 p.m.; dinner, 7:30 p.m. Granite City Army Depot. January 20.

■ **Delaware Valley Chapter (Philadelphia, Pa.)** Professional dinner meeting. MG Spurgeon H. Neel, Jr., Deputy Surgeon General, U.S. Army, guest speaker. Reception, 6:30 p.m.; dinner, 7:30 p.m. Log Cabin Inn, Baltimore Pike. Jan. 26.

■ **Richard H. Bitter Chapter (Corpus Christi, Tex.)** Professional dinner meeting. Dolf Droge, Southeast Asia specialist, guest speaker. Barbecue dinner, 7 p.m. Stardust Ballroom, Island Drive, January 27.

■ **Southern California Chapter** Professional dinner meeting. Lieutenant General Harris W. Hollis, Chief, Office of Reserve Components, DA, guest speaker. Refreshments, 6 p.m.; dinner, 7 p.m. Ft. MacArthur Officers' Open Mess, January 27.

■ **Bluegrass Chapter (Fort Knox).** Professional-social dinner-dance. Colonel John W. Marr, Exec. for Army Aviation, OPO, and Colonel Thomas E. Anderson, Chief, Avn Warrant Officer Branch, OPO, guest speakers — "The People Story." Refreshments, 1800; buffet, 1900. Ft. Knox Officers' Open Mess. January 28.

■ **AAAA Awards Committee.** Subcommittee meeting on Army Aviation Hall of Fame proposal. Washington, D.C. Pentagon Building. January 29.

■ **AAAA National Executive Board.** General business meetings. Fort Hood, Texas. February 4-5.

■ **Fort Hood Chapter.** Professional-social meeting and dinner-dance in conjunction with on-post meeting of AAAA



LTG Norton



LTG Hollis

ner-dance in conjunction with on-post meeting of AAAA National Executive Board. Lieutenant General Harry W. O. Kinnard, USA (Ret.), AAAA President, guest speaker. Refreshments, 1900; dinner, 2000. Fort Hood Officers' Open Mess. February 4.

■ **Washington, D.C. Chapter.** Formal winter dinner-dance. Fort Myer Officers' Open Mess. February 5.

■ **Aloha Chapter (Hawaii).** Valentine's Day Dance. Semi-formal. Refreshments, 7 p.m.; dinner, 8 p.m. Cannon Club, Fort Ruger. February 11.

■ **Fort Wolters Chapter.** Professional dinner meeting. Brigadier General William J. Maddox, Jr., Director of Army Aviation, OACFOR, DA, guest speaker. Refreshments, 6:30 p.m.; dinner, 7:30 p.m. Ft. Wolters Officers' Open Mess. February 11.

■ **Monterey Bay Chapter.** Professional-social dinner meeting on 1st Anniversary of Chapter. MG Harold G. Moore, CG, Ft. Ord, guest speaker. FOOM. February 12.

■ **USAREUR Region.** 13th Annual Regional Convention. Members and members' families only. AFRC, Garmisch. March 8-11.

24th MEDICAL COMPANY (AIR AMB), "OUTSTANDING UNIT," ACTIVATES CORNHUSKER CHAPTER



LINCOLN, NEBR. — When Nebraska's 24th Medical Company (Air Ambulance) brought home the AAAA's "Outstanding Reserve Component Aviation Unit Award" for 1970-1971, they held a hangar party in celebration of the recognition and at the same time, activated the "Cornhusker Chapter" of Quad-A. Shown in a split photo are the two halves of the party's head table. Left photo (above), l-r, CW2 Donald J. Love, 24th; COL Kruger, State Patrol, Nebr.; COL Witts-ruck, oldest active AA in Nebr.; COL Siefkus, 67th Bde; Senator Dale Payne; COL A. T. Pumphrey, 5th Army AD;

COL Williams, SAA, Nebr.; LTC John Carlisle, representing MG Francis S. Greenleaf, NGB; MG Lyle A. Welch, Adjutant, Nebr-ARNG; MAJ James L. Sweetman (standing), Chapter President. Right photo, l-r, LTC Bill Cook, former CO, 24th; Norman Otto, representing Governor J. James Exon; Lieutenant Governor Frank Marsh; BG John Stephenson, CG, 67th Inf Bde (Mech); LTC Warren Simmer, former Flight Activity commander; MAJ Roger W. Feshbender, CO, 24th Med Co (Air Amb); MAJ Lee, former CO, 24th. The Cornhusker Chapter is AAAA's sole Reserve Component Chapter.



FT. WORTH — E.J. Ducayet (left), Bell Helicopter President, views the coupon drawn by COL "Bob" McDaniel of ODDR&E, DoD, a Bell plant visitor at the time. The coupon put MAJ John A. Maier of the NJ-ARNG into the three-competitor Oct. 1 final drawing for the fleet of 16 Army aircraft models. MAJ Maier eventually won the fleet at the D.C. drawings.



LOS ANGELES — AAAA National President LTG Harry W. O. Kinnard holds the bowl for Mindy Masters (center) as 1-r, COL "Billy" Tuck, MAJ Joe Hughes, Tom Stuelpnagel, and "Dusty" Hight (all standing), and Mrs. Jim Sandridge, Mrs. W. R. Tuck and COL Jim Sandridge lend head table support. A retirement memento, the bowl had been given to COL Jim Sandridge, former Chapter Head, in an earlier ceremony.



FT. WORTH — COL "Bob" Head (right), CO at U. S. Army Bell Plant Activity, and Hans Weichers Jr., a new Senior Vice President at Bell Helicopter, read the name of the fifth coupon drawn at the mid-September Sweepstakes drawings in Texas. The coupon belonged to CW4 O. Joyce of Fort Eustis and put him in the third person Oct. 14 competition for the fleet of Army aircraft models.



BETHPAGE, N.Y. — Cheyenne, Mohawk, and Flying Crane models to be awarded to the 3rd Sweepstakes Drawing winner sit atop the desk of Ross S. Mickey (left), Vice President, Aircraft Programs, at Grumman Aerospace, as he draws the coupon of COL Ted Crazier, of McLean, Va. Holding the bowl are "Ron" Spencer, Mgr. Army Requirements, and John Kendrick, Asst. Manager, Army Requirements.



STRATFORD, CONN. — John A. McKenna (2d from right), V.P., Air Transportation Systems at Sikorsky Aircraft, holds the bowl with 1,900+ Sweepstakes' coupons as Patrick Shillington of the British Aircraft Corp. Sales Dept., draws the Grand Sweepstakes' coupon of SFC William J. Chalmers of Ft. Hood. Looking on at the Sept. 22 drawing are "Bob" Corey (far left) and "Dick" Long (far right), both of Sikorsky and both National Board members. BAC's "Mike" Marsh (second from left), then drew the following coupon.



FORT KNOX — CPT Phillip E. Raschke (left) holds up one of the ten 1961-1970 bound volumes of ARMY AVIATION MAGAZINE he received as Second Runner Up in AAAA's 1971 Grand Sweepstakes. Viewing the matched library set covering the "Decade of Air mobility" is MAJ Robert L. Catron, Secretary of AAAA's Bluegrass Chapter at Ft. Knox. Some fifty hardcover volumes of ARMY AVIATION in all were awarded as 1971 AAAA Sweepstakes' prizes.



WICHITA — Don Simen (2d from right), Administrator of Military Relations at Cessna Aircraft, draws the coupon of MAJ Dean M. Owen during Second Sweepstakes' drawings at the Beech plant, July 29. Charter AAAA member "Jim" Lefler, Beech Mgr for Aerospace Products-Acrtf, holds the bowl, as Jack Ray, Beech Product Marketing Staff — Eastern (left), and Art Kesten, AAAA's Executive Vice President (right), wish they had something to do.



FT. WORTH — Former member, John Oswald, requirements Planning at H. Morton, Chief, Flight Activity, holds the volume won by LTC Loren C. [Name obscured] Runner Up in the 5th Bell Helicopter, Stran AVIATION volumes.



FT. HOOD — SFC William J. Chalmers (left) derived an unexpected "bonus" after joining AAAA in June, 1971. His coupon was drawn in the Sept. 22 Grand Sweepstakes drawing held in Stratford, Conn. and he's shown receiving a full set of complimentary AAAA Annual Meeting functions tickets from LTG G. P. Senoff, Jr., III Corps commander and a Vice President on the current AAAA National Board.



FT. EUSTIS — Obviously pleased, CW4 Don Joyce (right) receives a surprise "AAAA Certificate of Appreciation" from BG William J. Maddox, Jr., Director of Army Aviation, during the Sept. 16 David E. Condon Chapter dinner meeting at which General Maddox spoke. An eventual "major prize" winner, Joyce had enrolled 133 new AAAA members through April-Sept. 71 Sweepstakes' efforts.



FT. WORTH — Chief Warrant Officer (W3) Kenneth Green (left), U.S. Army Bell Plant Activity, and "Perry" Craddock, Manager, Marketing Administration at Bell, look somewhat agast after their "draw." Mr. Green drew the coupon of COL Richard L. Long, Ret., a former AAAA national president, who won Second Runner Up honors at the 5th Drawings held at the Bell plant.

AAAA National Sweepstakes Winners



WICHITA — Nothing's rigged! Four former Army aviation personnel now with Beech watch as former National Board member and current Beech VP for R&D, Jack Marinelli (far right), draws the coupon of CPT Larry V. Eads of Ft. Sill at the Second AAAA Sweepstakes drawing. From left to right are Leonard R. Dennis, Frank V. Hutton, Rolin Sanderson, and George Johnson (all with Beech Aircraft). Cessna Aircraft's Don Simon holds the bowl high during the July 29 drawing held at the Beech main plant.



LOS ANGELES — A. D. "Dusty" Night (left), Director-Sales, Rotary Wing, at the Lockheed-California Co.; Mindy Masters; and Thomas R. Stuelnegel, Vice President and chief operating officer at Hughes Tool Company-Aircraft Division, hold part of the prizes associated with the AAAA Sweepstakes' First Drawing. The Cheyenne and OH-6 models were two of the 34 aircraft models provided by the nine aerospace firms as '71 Sweepstakes' prizes.



National Executive Board now, Chief of Military Helicopter, and CPT John T. Division, USA Bell Plant Sweepstakes' coupon sub-ge of Ft. Rucker. The First Sweepstakes' Drawings held at on a set of three ARMY



PHILADELPHIA — Howard N. Stuverude (center), Boeing VP and Gen. Mgr. of the Vertol Division, draws the first coupon at the Aug. 27 Fourth Sweepstakes' drawings. Attendees include, l-r, Boeing's "Ed" Nielsen, AAAA National Board member; Norman C. Taylor (Vertol) and G.A. Cundiff (GE), Delaware Valley Pres. and Exec. VP respectively; and, far right, Harry S. Pack, former Board member. Coupon drawn? That of LTC Charles Leeds, Ret.



FT. WORTH — LTC Joe Patten (left), Deputy Commander, U.S. Army Bell Plant Activity, confirms the name of CPT Thomas O. Shtogren, of Ft. Knox, as a 5th Sweepstakes' winner, as "Cliff" Kalista, newly elevated to a vice presidency at Bell Helicopter, holds the winning coupon. Six coupons were drawn from the 1,931 Sweepstakes' entries placed in the rotor hub hopper at the Sept. 15 drawings at Bell. Shtogren was one of two winners at Fort Knox.

In a letter to a senior officer,
the Director of Army Aviation
expresses some clear thoughts on ...

Mandatory Flight Excusal

7 January 1972

Dear ...

While I hear you on your request for proficiency flight excusal, I can't read you. I fully appreciate the importance and complexity of your duties and am happy that you are in such a challenging assignment. However, I do not feel that a flight exemption is justified in your case for the following reasons:

a. Aircraft are reasonably available and the clock runs 24 hours a day. I grew up under this regimen and know that it is not unreasonable to meet flight requirements whether you are a full time student in a civilian university; a service school student at Knox, Leavenworth, or the National War College; a Department of Army staff officer concurrently working on a master's degree; a ground duty officer serving as the cavalry regimental S-3; an armor division chief of staff; or as Aide de Camp to an extremely active but non-flying field army commander (as I was).

b. Your contemporaries in the Washington area who labor in this Directorate and other Pentagon offices in extremely demanding duties manage to meet the requirements of the regulation.

c. The proficiency flight regulation becomes ludicrous if large scale exemptions are made against it. At present, it is not possible to reduce your minimums below the mandatory four hours per month for flight pay. To reduce even to four hours would render you less than competent to perform regular flight duties over a period of time. I am convinced that an officer must fly somewhere between six and eight hours a month to keep current.

It may well be that in the next year you will be precluded from flying because of recent Congressional action and the prospect of further restrictions in the 1973 budget. I am fighting to keep as much proficiency flying available to our people as I can because the first step is to excuse large numbers of aviators in all Services regardless of their years of flying experience. This is under consideration in OSD.

The next step is to take away their flight pay because they really are not earning it. This is a real live threat.

A mandatory excusal plan that covers aviators of all ranks and flight experience will be a great detriment to our program to rotate aviators between flying and ground duties. Many dedicated aviators

will prefer cockpit jobs to being completely grounded while serving as commanders of rifle companies, etc. For these reasons, I feel we must continue to hold the line as long as we can to protect proficiency flight. Beyond this, most red blooded young aviators should yearn to fly, if only to maintain their skill.

I will be happy to discuss this matter with you at greater length. However, at this time I am not persuaded that it is in the Army's or your best interests to grant such excusals as you request.

Sincerely,

WILLIAM J. MADDOX, JR.
Brigadier General, GS
Director of Army Aviation

FOULISHNESS / Cont. from Page 4

paper pamphlets and then dropped bags of rice. This is nothing new. Only the Americans are foolish enough to give away their plans in advance — it is called a measured response or a graduated effort. So what? Are we now to tear paper?"

From the heights where knowledge took him, the civilian spoke once more.

"I repeat, commander, you are a fool! You see, but you neither understand what you see nor learn from your experience. At Yonghung, the leaflets warned of bombs to come. They came. At Konsum, the rice pamphlets spoke of food for the hungry. At Taejon, the booklets contained a ballot by which to re-elect Syngman Rhee. Both of these things happened. Today, we are bombarded by toilet tissues, I do not intend to be here when this hill is attacked!"

You remember how the South Koreans walked up to the top of Knuckle Mountain and settled down in the holes dug for them by a considerable enemy? Not a shot was fired in anger, and the only casualty was a mortar man who scraped off a yard of hide sliding down the hill. He slipped on a Kleenex.

Now I know that history can never repeat itself exactly. It could be that the threat would be too subtle, especially if you dropped the multi-colored sheets. It could be that you'd have to substitute the kind that comes in rolls. I suppose, if they really didn't understand, you might actually have to carry out the threat. That would be odorous, but not dangerous.

One thing is certain. There's no shortage of ammunition!



AAAA's 1971 Grand Sweepstakes!

AAAAA's first National Sweepstakes were an outstanding success, some 730 members participating in the April-September contest by enrolling one or more new members. New member enrollment for the '71 Sweepstakes totaled 1,291, doubling the normal six-month input the Association expected to experience during the same period.

Major Sweepstakes' prizes were donated by American Airlines, the Sheraton Corporation, and Josten's, Inc., with nine aerospace firms providing 34 models of Army aircraft to Sweepstakes' winners.

Seven separate drawings

Seven separate drawings were held throughout the country during the contest period, key aerospace executives joining with AAAA representatives at 1971 drawings held in Los Angeles; Wichita; Bethpage, N.Y.; Philadelphia, Ft. Worth; Stratford, Conn.; and Washington, D.C.

The winner of the 1971 AAAA Grand Sweepstakes was Chief Warrant Officer (W2) Douglas H. Pense, the assistant Administrative Officer of the 90th Aviation Company in Fort Richardson, Alaska. A two-year member of AAAA, Pense enrolled a new member to qualify and wound up with two paid, round-trip American Airlines' tickets for use anywhere on American's system, and Sheraton lodging for four days and three nights — the best part of a mini-vacation in Hawaii, the Caribbean, etc.

Two members enroll 279

A two-man competition for "Top Gun" prizes was held by CW4 Don Joyce, of Ft. Eustis, Va., (and a current member of AAAA's National Executive Board), and CW3 "Bill" Easton of Ft. Ord, Calif., the latter topping the former in enrolling new members, 146 to 133, by the end of the contest period.

The assembly of Sweepstakes' photos has delayed publication of the following report, and such photos as were submitted appear on the following pages.

FIRST DRAWING — LOS ANGELES, CALIFORNIA

WINNER: CW2 THOMAS J. CUSHMAN

63rd Company, 6th Battalion, Fort Rucker, Ala.

Prizes: A Set of Three Model Aircraft to include a



NO. 1 . . . Chief Warrant Officer Douglas H. Pense (center), is congratulated by COL Rufus C. Lazzell, ACofS, Plans & Operations at USARAL, as the 90th Aviation Company aviator receives the telegram informing him he's won the top prize in the 1971 AAAA Grand Sweepstakes. CW2 Pense and his wife, Dudlee (right), won an expense-paid trip anywhere on American Airlines' system, among other prizes. His coupon was selected by COL Gerhard Granz, Senior Advisor to the Chief of Staff, German Army, at Sweepstakes drawings held at a Sept. 22 AAAA Connecticut Chapter meeting at which COL Granz was the guest speaker. (USA photo)

Hughes OH-6A, Grumman OV-1 Mohawk, and a Lockheed AH-56 Cheyenne.

FIRST RUNNER UP: CW2 BURTON J. MARTIN

2567-F Pratt Road, Fort Eustis, Virginia

Prizes: A Library Set of the 1968, 1969, and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

SECOND RUNNER UP: MAJ THOMAS W. SCHMID

36 Biddle Boulevard, Fort Leavenworth, Kansas

Prize: A 1970 Bound Volume of ARMY AVIATION. **Drawing:** The Sweepstakes' First Drawing was held in Los Angeles, Calif., during the course of the July 20 meeting of AAAA's Southern California Chapter. The presentations were arranged by Peter Schulz, Chapter Secretary, with LTG H.W.O. Kinnard, AAAA National President, in attendance.



USAAVNS, FT. RUCKER, SEPTEMBER 8, 1972
Officer Initial Entry Rotary Wing Aviator Class:
 1LT Donald D. O'Connor, Herington, Kan.
WO Initial Entry Rotary Wing Aviator Class:
 WO (W-1) Dennis H. Brooks, Toledo, Ohio
USAF Initial Entry Rotary Wing Aviator Class:
 2LT James R. Casey, USAF, Goldsboro, N.C.



1st Row: WOC Robert N. Sinniger, (AAAA Academic); Joseph H. Stribny, (Iied for Academic Award, won Flight Award); and CPT Thomas C. McConnell, (AAAA Academic). **2nd Row:** WOC Edwin R. Morgan, (Military Achievement Award), and 2LT Terry S. Turpin, (AAAA Flight Achievement Award).



USAPHS, FT. V.
 2LT James H. H.
 AAAA Academic
 CPT Paul J.
 Distinguishe
 AAAA Flight



USAPHS, FT. WOLTERS, NOVEMBER 5, 1972 (ABOVE)
1st row: 1LT Joseph T. Carrato, Northbrook, Ill. (AAAA Academic); 2LT Edward Gatske, Salinas, Cal. (AAAA Flight). **2d row:** WOCs Roger L. Davidson, Rexburg, Idaho (Flight); Steve P. Bortnyk, Tunkhannock, Pa. (Academic); Clarence L. Benoit (Military).

USAPHS, FT. WOLTERS, NOVEMBER 19, 1972 (LEFT)
1st row: WOCs Donald R. Schlessinger and Arthur H. Troutman (Distinguished Graduates and AAAA Flight Achievement Award each). **2nd row:** WOC Alfred L. Landon and 2LT James A. White, whose academic grades were tied by WOC Schlessinger. **3d row:** WOCs Donald B. Keith (Outstanding Military Graduate) & Fred M. Pierce (AAAA Military Achievement Award).



USAPHS, FT. WOLTERS, OCTOBER 29, 1972
 For Classes 72-03 and 72-04, **1st row, l-r:** CPT David L. Ahearn, Jr. (Distinguished Graduate); 2LT Alvin R. Yates, USAF (AAAA Academic); 2LT Rex G. Jensen (AAAA Flight Achievement). **Standing:** WOCs James D. Coates (MII Achievement), Dwight D. Kling (Distinguished Graduate and AAAA Academic Ach.) and Gregory L. Utley (AAAA Flight Achievement).

USAAVNS, FT. RUCKER, NOVEMBER 30, 1972
USAF Initial Entry Rotary Wing Aviator Class:
 2LT Michael F. McDaniel, DePere, Wisc.
Officer Initial Entry Rotary Wing Aviator Class:
 CPT Jimmy M. Ford, Beckley, W.Va.
WO Initial Entry Rotary Wing Aviator Class:
 WO (W-1) David P. Smith, Tallmadge, Ohio

USAAVNS, FT. R.
 Officer Initial Entry
 1LT Stanley
 WO Initial Entry
 WO (W-1) Char

AB
T
B

Distinguis
Achieve
at USAP
Graduation



ERS, OCTOBER 8, 1972
 (left), Denver, Colo.
 Achievement Award
 w. Clawson, Mich.
 Graduate of the Class
 Achievement Award



USAAVNS, FT. RUCKER, SEPTEMBER 21, 1972
 WO Initial Entry Rotary Wing Aviator Class:
 2LT Olin F. Land, Jr., USAF, Baton Rouge, La.
 Officer Initial Entry Rotary Wing Aviator Course:
 1LT Philip O. Bruce, Chamblee, Ga.
 WO Initial Entry Rotary Wing Aviator Course:
 WO (W-1) Richard G. Gastrick, Baldwin, Md.



USAAVNS, FT. RUCKER, OCTOBER 5, 1972
 WO Initial Entry Rotary Wing Aviator Class:
 WO (W-1) James D. Thacker, Jr., Oil City, La.
 USAF Initial Entry Rotary Wing Aviator Class:
 1LT John A. Jordan (sic), San Antonio, Tex.
 Officer Initial Entry Rotary Wing Aviator Class:
 CPT James C. Adamson, Genesee, N.Y.

**OVE
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**Graduates and
 Award Winners
 and USAAVNS
 Sept. 71-Jan. 72**



USAPHS, FT. WOLTERS, DECEMBER 10, 1972 (ABOVE)
 Above (Includes 72-09 and 72-10), 1st row: WOC Mark E. Metzger, Bakersfield, Cal. and Gregory A. Pierson, La Puente, Cal. (tied for Flight Award); 2LT Gary Weikel, USAF (Distinguished Graduate). 2d Row: 2LT Ronald L. Markham, Rochester, N.Y. & WOC Martin J. Adams, Costa Mesa, Cal. (AAAA Academic). 3d Row: WOC Mark Morrison (Distinguished Graduate & Outstanding Soldier); WOC Trell O. Berry, Jr., Pineville, La. (Military Achievement Award).

USAPHS, FT. WOLTERS, DECEMBER 17, 1972 (RIGHT)
 1st Row: WOC Bradley D. Maas (Outstanding Military Grad); WOC Melvin M. Y. Kam (Outstanding in Mil. Achievement). 2d Row: WOC Norman T. Thompson (Disting. Grad. & AAAA Flight Achievement); WOC Roy G. Moses (AAAA Academic).



ER, OCTOBER 19, 1972
 Rotary Wing Aviator Class:
 Hillard, Boise, Idaho
 Rotary Wing Aviator Class:
 Griffin, Renton, Wash.



USAAVNS, FT. RUCKER, JANUARY 11, 1972
 Officer Initial Entry Rotary Wing Aviator Class:
 1LT George K. Barson, Annandale, Va.
 USAF Initial Entry Rotary Wing Aviator Class:
 2LT Arthur L. Bradbury, Lebanon, Ohio
 WO Initial Entry Rotary Wing Aviator Class:
 WO (W-1) Timothy A. Campbell, Pataskala, Ohio



USAAVNS, FT. RUCKER, DECEMBER 14, 1972
 Officer Initial Entry Rotary Wing Aviator Class:
 1LT James B. Vosters, Jr., Miami, Fla.
 USAF Initial Entry Rotary Wing Aviator Class:
 2LT James S. Prowell, Fredonia, Ky.
 WO Initial Entry Rotary Wing Aviator Class:
 WO (W-1) William B. Morris, Jr., Smyrna, Ga.

SECOND DRAWING — WICHITA, KANSAS

WINNER: CAPTAIN LARRY V. EADS

305 N.E. 47th Street, Lawton, Oklahoma

Prizes: A Set of Three Army Model Aircraft, to include a Bell AH-1G Cobra, Beech U-21, and a Cessna T-41.

FIRST RUNNER UP: CAPTAIN JAMES M. HART

187-C Webber Street, Jackson, Tennessee

Prizes: A Library Set of the 1968, 1969, and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

SECOND RUNNER UP: MAJOR DEAN M. OWEN

20 Irwin Street, Fort Rucker, Alabama

Prize: A 1970 Bound Volume of ARMY AVIATION.

Drawing: The Second Drawing was held in the Beech Aircraft Corporation main plant in Wichita, Kansas, on July 29, and was arranged by Colonel Jack L. Marinelli, Ret., a former member of AAAAA's National Executive Board.

THIRD DRAWING — BETHPAGE, NEW YORK

WINNER: COLONEL TED A. CROZIER

1427 Woodacre Drive, McLean, Virginia

Prizes: A Set of Six Army Model Aircraft to include a Sikorsky CH-54 Flying Crane, a Beech T-42, a Bell OH-58 Kiowa, a Hughes OH-6, a Lockheed AH-56 Cheyenne, and a Grumman OV-1 Mohawk.

FIRST RUNNER UP: CW3 WILLIAM I. S. EASTON

P.O. Box 6221, Carmel, California

Prizes: A Library Set of the 1968, 1969, and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

SECOND RUNNER UP: LTC CHARLES F. HATFIELD

34 Biddle Boulevard, Ft. Leavenworth, Kansas

Prize: A 1970 Bound Volume of ARMY AVIATION.

Drawing: The Third Drawing was held at the Grumman Aerospace Corporation's Bethpage, L.I. plant, and was arranged by Darwin P. Gerard, a former member of AAAAA's National Executive Board.

FOURTH DRAWING: PHILADELPHIA, PA.

WINNER: LTC CHARLES E. LEEDS, RET.

3620 Ridgecrest Avenue, Fayetteville, N.C.

Prizes: A Set of Six Army Model Aircraft to include a Boeing CH-47 Chinook, a Bell UH-1D Iroquois, a Cessna T-41, a Hughes TH-55, a Beech U-21, and a Bell AH-1G Cobra.

**FIRST RUNNER UP: 1LT OAKLEY D. WARREN**

506 Ash, Copperas Cove, Texas

Prizes: A Library Set of the 1968, 1969, and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

SECOND RUNNER UP: CW4 DONALD R. JOYCE

219 South Dublin Court, Newport News, Virginia

Prize: A 1970 Bound Volume of ARMY AVIATION.

Drawing: The Fourth AAAAA Sweepstakes' Drawing was held in the administrative headquarters of Boeing Vertol Division's Philadelphia plant, and was arranged by Harry S. Pack, a former member of AAAAA's National Executive Board.

FIFTH DRAWING: FORT WORTH, TEXAS

(Three Coupons Drawn for Oct. 15 Seventh Drawing)**FIRST COUPON: MAJ JOHN A. MAIER, NJ-ARNG**

10 Pennington-Lawrenceville Road, Pennington, N.J.

SECOND COUPON: MR. DAVID R. FURNEY

Texas Instruments, Koblenze Strasse 45

53 Bonn — Bad Godesberg 1, Germany

THIRD COUPON: CW4 DONALD R. JOYCE

219 South Dublin Court, Newport News, Virginia

FIRST RUNNER UP: LTC LOREN C. STRANGE

407 Sherwood Drive, Maryville, Tennessee

Prizes: A Library Set of the 1968, 1969, and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

SECOND RUNNER UP: CPT THOMAS O. SHTOGREN

5680-B Britt Drive, Fort Knox, Kentucky

Prizes: A Library Set of the 1969 and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

THIRD RUNNER UP: COL RICHARD L. LONG, RET.

Hq, USA Aviation Systems Command, St. Louis, Mo.

Prize: A 1970 Bound Volume of ARMY AVIATION.

Drawing: The Sixth AAAAA Sweepstakes' Drawing was held at the Fort Worth, Tex. plant of Bell Helicopter Company, and was arranged by Clifford J. Kalista, Director, U.S. Government Marketing, and COL John W. Oswald, Ret., a former National Board member.

SIXTH DRAWING — STRATFORD, CONNECTICUT

1971 AAAAA GRAND SWEEPSTAKES**WINNER: CW2 DOUGLAS H. PENSE**

90th Aviation Company, APO Seattle 98749

Prizes: (1) Round trip, first class air transportation for two on American Airlines between any two points on the American Airlines' system (to include Hawaii and the Caribbean) during October 1, 1971 and September 30, 1972. (2) Accommodations for two at any Sheraton Hotel or Motor Inn for three nights during the same period. (3) A personal, autographed copy of "The Winged S", the autobiography of Igor I. Sikorsky, aviation pioneer and designer of V/STOL aircraft.

FIRST RUNNER UP: SFC WILLIAM J. CHALMERS

2322 Terrace Drive, Copperas Cove, Texas

Prizes: Complimentary registration and guest ticket to all 1971 AAAAA Annual Meeting functions.



SECOND RUNNER UP: CPT PHILLIP E. RASCHKE

5679-A Breet Drive, Fort Knox, Kentucky

Prizes: A Library Set of the ten most recent bound volumes of ARMY AVIATION MAGAZINE.

SEVENTH DRAWING — WASHINGTON, D.C.

WINNER: MAJOR JOHN A. MAIER, NJ-ARNG

10 Pennington-Lawrenceville Road, Pennington, N.J.
Prizes: A Collector's Set of Sixteen Army Model aircraft, to include models of the Hughes OH-6, Lockheed AH-56 Cheyenne, Grumman OV-1 Mohawk, Sikorsky CH-54 Flying Crane, Beech T-42, Bell OH-58 Kiowa, Beech U-21, Bell AH-1G Cobra, Cessna T-41, Boeing CH-47 Chinook, Bell UH-1D Iroquois, Hughes TH-55, DeHavilland CV-7 Buffalo, Cessna O-1 Bird Dog, Bell UH-1B Iroquois, and Lockheed YO-3A.

FIRST RUNNER UP: CW4 DONALD R. JOYCE

219 South Dublin Court, Newport News, Virginia
Prizes: A Library Set of the six most recent bound volumes of ARMY AVIATION MAGAZINE.

SECOND RUNNER UP: MR. DAVID R. FOURNEY

Texas Instruments, Koblenzer Strasse 45
 53 Bonn — Bad Godesberg 1, Germany

Prizes: A Library Set of the 1968, 1969, and 1970 Bound Volumes of ARMY AVIATION MAGAZINE.

1971 AAAA SWEEPSTAKES' TOP RECRUITER

CW3 WILLIAM I. S. EASTON, FT. ORD, CALIFORNIA

No. 1 in Sweepstakes with 146 new members enrolled
Prizes: A personal Josten's Army Aviation ring with volume of \$52.50, and a Library Set of six bound volumes of ARMY AVIATION MAGAZINE.

NJ-ARNG WINNER

ON VIEW! . . . Major John A. Maier (left), State Aviation Officer, winner of the fleet of sixteen Army aircraft models in the '71 AAAA Sweepstakes, is shown with, l-r, Major General William R. Sharp, Chief of Staff, Department of Defense — New Jersey; and AAAA members, LTC Norman E. Hoeltzel, Army Aviation Advisor to New Jersey; Staff Sergeant Robert L. Sherman, Jr.; and Chief Warrant Officer (W2) Carl G. Gates. The models were on display at the Department of Defense Headquarters in Trenton, N.J.

CW4 DONALD R. JOYCE, FORT EUSTIS, VIRGINIA

No. 2 in Sweepstakes with 133 new members enrolled
Prize: A personal Josten's Army Aviation ring with value of \$52.50.

"BONUS" PRIZES FOR SEPT. 1-30 ENROLLMENTS

CW3 WILLIAM I. S. EASTON, FT. ORD, CALIFORNIA

No. 1 with 45 new members enrolled in Sept. '71
Prize: 17" Pair of Fibralum aluminum AA wings

CW4 DONALD R. JOYCE, FORT EUSTIS, VIRGINIA

No. 2 with 43 new members enrolled in Sept., '71
Prize: A Library Set of Three Bound Volumes of ARMY AVIATION MAGAZINE.

1LT OAKLEY D. WARREN, FORT HOOD, TEXAS

No. 3 with 22 new members enrolled in Sept., '71
Prize: A 1970 Bound Volume of ARMY AVIATION.

"SPECIAL" JULY 15-SEPT. 30, 1971 SWEEPSTAKES CONTEST FOR ALL CHAPTER VICE PRESIDENTS FOR MEMBERSHIP ACTIVITIES

WINNER: CW3 "BILL" EASTON (81 NEW MEMBERS)

VP, Membership Activ., Monterey Bay Chapter
Prize: 17" Pair of Fibralum aluminum aviator wings.

ARMY AVIATION

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