

# Army Aviation

JUNE, 1973

## Turborotor/prop or Turboprop/rotor



**AVCO**

LYCOMING DIVISION

STRATFORD, CONNECTICUT 06497

# ARMY AVIATION

JUNE, 1973

## DIRECTORATE:

### Potpourri

By Major General William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA .....	8
The future of flight pay .....	9
Aviator Legislator .....	9
"Gallant Hand 73" .....	9
European happenings .....	9
"Aviation Week" cover page .....	10
Early approval on the AAH .....	10
Flying Hour Program .....	10
TOE Flying .....	11
TDA Flying .....	11
LOG Lift Exercises .....	14
Earthquake assistance .....	14
Flood assistance .....	14
Reorganization of activities .....	14
Aviators' Post Award .....	16
Ridiculous flight of the month .....	16

## OPERATIONS:

### "Missile! Missile! Missile!"

#### A first hand report of an SA-7 missile strike!

By Captain Michael J. Brown, 121st Aviation Company, Ft. Benning GA .....	17
--	----

## THE IN BOX:

### Question: Why isn't Army Aviation

#### considered a special Career Program?

By Captain Glynn T. Decoteau, Armor, as reprinted from ARMOR Magazine .....	21
--	----

## RETROSPECT:

### "Heartbreak"

A photo essay by Chet Jezierski on the world that belonged to American prisoners of war.....	22
---	----

## THE LIGHT SIDE:

### "Das Flieger Fluzzle!"

An intellectual exercise to challenge the most enthusiastic of our readers .....	36
---	----

## ORGANIZATION:

### An Army Aviation Hall of Fame

#### is airborne at Ft. Rucker, Ala.

AAAA members worldwide are encouraged to submit nominations for '73 consideration ....	40
---	----

## ON GUARD!

### ARRG Director urges all to compete for

#### AAAA's "Aviator, Soldier" awards

By Lieutenant Colonel Charles R. Jones, Chief, Army Aviation Branch, NGB .....	43
---	----

## AAAA:

### Four-Month AAAA Sweepstakes offers

American Airlines' Tickets to Hawaii,  
Mexico, or the Caribbean as First Prize .....28

## DEPARTMENTS:

AAAA Calendar .....	47
Command & Staff .....	2
Briefs .....	4
PCS — Changes of Address .....	31
The Personal Side .....	45

## ADVERTISERS:

Avco Lycoming Division .....	Cover I
Bell Helicopter Company .....	7
Boeing Vertol Company .....	12-13
General Electric Company .....	21
Hughes Helicopters .....	5
Kesten Agency, Inc. .... Centerfold	
Sikorsky Aircraft Division .....	3

## COMMAND & STAFF

Major General Delk M. Oden, USA (Ret.), to  
Box R-29, APO New York 09205.

Brigadier General Jack V. Mackmull, as Deputy  
Commander, Army Aviation Systems Command,  
P.O. Box 209, Main Office, St. Louis MO 63166.

Colonel Deroosey C. Cabell, USA (Ret.), to  
ARMISH MAAG, FAT3E, Box 185, APO NY 09205.

Colonel Jack Cranford, Ret., to ARMISH MAAG,  
FAT3E, Box 185, APO NY 09205.

Colonel William H. Hark, to Hq. U.S. Army Health  
Services Command, Ft. Sam Houston TX 78234.

Colonel Harry L. Jones, to U.S. Army Technical  
Assistance Field Team, APO NY 09205.

Colonel Berkeley D. More, as Chief, Review and  
Evaluation Division, DCSOPS, Hq. Forces Com-  
mand, Ft. McPherson GA 30339.

Colonel Norman W. Paulson, as Commander,  
Rheinland Pfalz Support District, APO NY 09227.

Colonel Valentine B. Sky, U.S. Army Clinic —  
Fort MacArthur, San Pedro CA 90731.

Colonel Jesse G. Ugalde, Ret., as Executive Di-  
rector, North American Ass'n of Venezuela, Apar-  
tado 60.385, Caracas, Venezuela.

George E. Dausman, as Systems Acquisition  
Coordinator, Hq. U.S. Army Materiel Command,  
Washington, D.C. 20315.

ARMY AVIATION is published monthly except April by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport CT 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$4.50, 2 years \$8.00 to CONUS and APO addresses only; add \$7.50 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army or the staff of the publication. Publisher, Arthur H. Kesten; Managing Editor, Dorothy Kesten; Associate Editor, Chester Jezierski; AAAA Affairs, Eileen McClennan; Fulfillment, Beryl Beaumont. Advertising information is available from the Business Office or from Jobson, Jordan, Harrison & Scholtz, 1901 W. 8th Street, Los Angeles CA 90057. Phone (213) 483-8530, or JH&S, 57 Post Street, San Francisco CA 94104. Phone (415) 392-6794. Second class postage paid at Westport CT.

# This is more than just another AAH.

Each competitor for the U.S. Army's Advanced Attack Helicopter contract claims that its design meets or exceeds all the major Army requirements and meets the Army's cost targets. Each has documented how it intends to do so.

We have, along with the others. But we can add this:

In the UTTAS competition we were one of the two sources selected. Regarding that selection two significant statements appeared in the press.

THE WALL STREET JOURNAL on August 31, 1972 had this to say on why the Sikorsky UTTAS contract was 50% lower; "Army officials said the contracts differed in size because Sikorsky's technological work in transport helicopters is 'more advanced.'"

In its October 1972 issue ARMED FORCES JOURNAL reported: "Sikorsky's UTTAS was superbly engineered, according to industry sources, and was designed right to the Army's production cost targets. Sikorsky also had done much more homework in the area of advanced technology, sources said."

Our AAH philosophy is identity with UTTAS: 53% of our AAH empty weight is identical with our UTTAS, 65% of AAH components are identical with UTTAS, 74% of AAH maintenance actions are identical with UTTAS, vital for today's manpower-critical Army.

In short, what's good for the Army UTTAS is good for the Army AAH.

**Sikorsky Aircraft**

DIVISION OF UNITED AIRCRAFT CORPORATION



FIFTY YEARS of  
**1923-1973**  
FIRSTS in FLIGHT



# "News Briefs"

## MEMORIAL

A ten-ton stone, a broken rotor blade, and an inscription will soon commemorate the helicopter accident near Pegnitz, Germany, in which 37 U.S. soldiers were killed on August 18, 1971.

## RE-DO

AAAA's **USAREUR Region** will sponsor a formal Army Aviation Ball on Saturday, June 16, at which it will present its 1972-1973 awards to the Region's **Outstanding Aviator, Soldier, and Units**. The sit-down dinner at the Patrick Henry OOM in Heidelberg will take the place of the three-day Regional Convention that was cancelled last March. Plans are underway to hold the regular "Garmisch Convention" in February, 1974, rather than in March.

## ON BOARD!

With AAAA elections normally held during the January-March last quarter, some ten CONUS Chapter Presidents now represent their members as Chapter Members-at-Large on AAAA's National Executive Board . . . Newly seated are **LTC John Temperilli, Jr.** (Alamo Chapter), **COL John H.**



**MUSEUM PLAQUE** — Standing before a plaque citing the world altitude record-breaking flights made in a Sikorsky CH-54B Sky-crane in April, 1972 and Oct-Nov, 1971 are **Harry J. Gray** (right), President of the United Aircraft Corporation, donor of the plaque; and **MG Allen M. Burdett, Jr.**, Post Commander at Ft. Rucker, who accepted the plaque for the Army Aviation Museum.

## An Anniversary Message from General Abrams

To the Members of Army Aviation:

I take pleasure in extending to all members of Army Aviation the congratulations of the United States Army on the occasion of their anniversary on 6 June.

Thirty-one years ago, the Army overcame considerable obstacles to provide a limited number of Army battalions with organic aircraft. Today, Army aircraft are an essential part of the Army, relied upon by commanders at all levels.

With the termination of our involvement in Vietnam, Army Aviation looks to new horizons. In addition to the recently established comprehensive instrument and standardization program, you are instituting a program of incorporating nap-of-the-earth flight training into an overall combat readiness training program for high-threat combat environment. These actions will strengthen further the combat capability of the Army.

I salute your past performance and wish you continued success in meeting future challenges to our national security.

Creighton W. Abrams  
General, U.S. Army  
Chief of Staff

**Richardson** (AA Center), **COL William L. McKeown** (David E. Condon Chapter), **Thomas P. Pepler** (Delaware Valley), **CW3 Norbert G. Violette** (Embry-Riddle), and **LTC Lawrence E. Bell** (Ft. Benning).

Also elected were **COL Arthur J. Leary, Jr.** (Ft. Bragg), **Paul Hendrickson** (Lindbergh Chapter), **Kenneth K. Kelly** (Monmouth), and **COL Howard J. Tuggey** (Richard H. Bitter Chapter).

**COL Nicholas G. Psaki** has been elected President of USAREUR's six Chapter Region.

## DECISION

Next month's issue of "Army Aviation" is expected to carry the name of the **Advanced Attack Helicopter (AAH)** contractor following anticipated source selection during June. Bell, Boeing Vertol, Hughes, Lockheed, and Sikorsky are competing for the AAH development contract . . . The same issue will carry an in-depth report on **British Army Aviation**.

# Our AAH: performance and growth for the 1980s.



The dead weight we've stripped from our Advanced Attack Helicopter results in two very real advantages for the Army: our AAH will perform the mission much more effectively than conventional designs — and it will cost considerably less.

Our AAH is faster. It has more reserve power for emergencies. Its rate of climb is two and a half times better than the requirement, its lateral acceleration twice as good. It can take cover in areas too confined for bigger helicopters.

Its rollbar, static main rotor mast, and

energy-absorbing structure give it even greater crew safety than the OH-6A.

Its ordnance system packs a full punch but is 280 pounds lighter than "standard" — and we've reduced drag by 70 percent.

Its advanced co-pilot/gunner visionics and pilot's night vision system uses a thermal imaging device already proven in nap-of-the-earth night flight.

It's a small, tough machine made to order for treetop combat, day and night.

It is unmatched in performance, unmatched in price.

**HUGHES HELICOPTERS  
& ORDNANCE SYSTEMS**

**Message from the President of the Republic of Vietnam  
to the American Armed Forces upon their departure from Vietnam  
28 March 1973**



To all officers and men of the American Armed Forces in Vietnam:

Upon your leaving Vietnam to return to your homes, I extend to you, on behalf of the Vietnamese Government and people, and your Vietnamese comrades-in-arms (as well as on my own) our warm appreciation and heartfelt gratitude for your valiant participation in the struggle to repel Communist aggression and defend freedom in Vietnam.

What the United States Armed Forces have done in Vietnam has been basically the same as what they did during the two World Wars and in the Korean war. That is to join with the peoples of friendly countries, united with your great nation by common ideals, to resist an unprovoked aggression.

In each of these wars, the United States made great sacrifices, not for selfish gains, but for a noble cause.

Freedom would have been doomed in Europe and Asia, and indeed throughout the whole world, if the United States had not taken these courageous actions at critical times.

In Vietnam, the conflict has been the longest for the United States, because the type of warfare and the nature of Communist challenge in Southeast Asia are more complex and do not make possible a quick solution.

The United States Armed Forces, however, have helped to stem the repeated invasions coming from the north and proved to the Communist aggressors that brutal force does not pay.

By your participation at our side in this historic struggle, you have given time to the Republic of Vietnam to develop and strengthen adequate defense forces, and, at the same time, to build a solid infrastructure for economic development.

Our common struggle against Communist aggression in Vietnam has also made possible de-

velopments favorable to freedom in many other parts of Southeast Asia.

Therefore, I believe that the fighting men who have participated in this struggle in Vietnam are entitled not only to the gratitude of the people of the Republic of Vietnam but also to the gratitude of free men everywhere.

Today, as all the United States troops in Vietnam are going home, you can be proud of a great mission gloriously accomplished, because the Communist aggressors have had to recognize the right of self-determination of the South Vietnamese people, and the principle that the problems between South Vietnam and North Vietnam should be solved by peaceful means without coercion or annexation.

As you are returning home, I extend to all of you, with our heartfelt thanks, our best wishes of happiness and success, to you and your families.

Our warm thanks go to all the American servicemen who, at one time or another throughout the past years, have fought and toiled at our side.

Our prayers and affectionate thoughts go particularly to those of them who have fallen on the Vietnamese battlefields in order to defend and preserve freedom for this part of the world.

To the former prisoners of war whose ordeals are now ended, I rejoice that they are finally reunited with their families. I convey to them my deep appreciation and cordial best wishes.

The blood shed together by our fighting men, and the sufferings sustained by our two peoples throughout tribulations and vicissitudes, have forged unbreakable bonds of friendship between our two nations.

When the emotions aroused by this long war have calmed down, the world will acknowledge by consensus that you have played a great role in the elaboration of peace in freedom, and that you have shaped history for the better.

Thank you very much. God bless you.

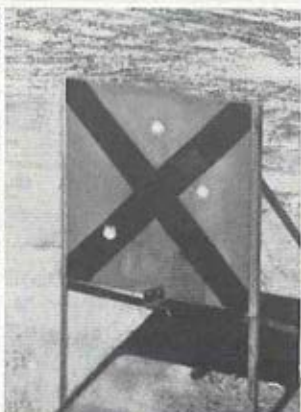
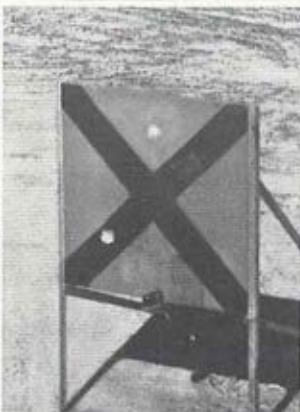


# Bell's AH-1Q. On target! Again and again and again.

Recent accuracy firings at Yuma put Bell's AH-1Q TOWCobra to its first real test. Repeatedly, the TOW missiles zeroed in on a tank-sized target and hit near dead center! Consistently! From as far as three kilometers.

These tests, part of the Army's Improved Cobra Armament Program, once again proved Bell's superior systems integration capability. Bell's anti-tank TOWCobra. Today's know-how means low risk for tomorrow's advanced gunships.

**Bell**  
HELICOPTER





# POTPOURRI

---

**By Major General  
WILLIAM J. MADDOX, Jr.  
Director of Army Aviation,  
OACSFOR, D/A**

---



**W**E are "in between" at this stage of the year. While lots of actions are bubbling around, major milestones for the year are either behind us or just ahead. Therefore, a potpourri of tidbits is in order.

The area of greatest interest to many of us is the future of flight pay. Despite the fact that we are marching toward a 31 May termination of flight pay for senior officers, that is, colonels and generals, final action to adjust this deadline and re-adjust pay scales generally, has not been accomplished.

The Department of Defense has requested an extension of current pay provisions through the end of this calendar year so that action can be taken on a new pay proposal. This proposal is being prepared for transmission to the Congress.

While details still have not been resolved and cannot be reported at this time, it appears that flight pay rates will be front loaded as an incentive to aviator retention. This means that the rates will move up fairly sharply in the early years of rated service and will taper in the later years with a termination of flight pay for all officers—but not warrant officers—at about twenty-five years of commissioned service.

Such a pay profile will enhance retention of trained personnel, will reduce and terminate flight pay at a time when officers are flying less and supervising more, and will not substantially increase the total flight pay tab. The Congress for several years has been pushing for adjustments in flight pay and reduction of the costs of proficiency flying.

As a hedge against the possibility that the Congress will not agree to an extension of current rates through December, we are preparing instructions on termination of flight pay for senior officers. The instructions will include a listing of those few colonels and generals who by law will be permitted to continue to draw flight pay.

In effect, the aviation community will have a similar situation to the airborne community. For many years the airborne has been authorized specific "jump spaces" in TO&Es. The aviation list of authorized spaces must be coordinated with the Office of the Secretary of Defense.

## Aviator Legislator

I recently was invited to lunch by Congressman Dale Milford of Dallas, Texas. He is a former Army Aviator who terminated his active military service shortly after the Korean war. Representative Milford's last active duty assignment was with a Signal organization at Fort Hood, Texas.

He recalled flying in *Exercise Longhorn*, a three division maneuver west of the Fort Hood reservation, in 1952. Major General Jim Smith and I both were captains at that time flying with the 1st Armored Division. However, we do not recall LT Milford from those days.

Congressman Milford has expressed interest in the aviation program and I am scheduled to brief him on the impending flight pay proposals. He has made several recent trips to MASSTER at Fort Hood to view the TRICAP Division in action.

## Gallant Hand 73

In late April, the III Corps participated in *Exercise Gallant Hand*, a major readiness command exercise, headquartered at Fort Hood. Participants included the 1st Cav Div (TRICAP), the 2d Armored Div, the 13th Aviation Bn, and a large contingent of the U.S. Air Force.

Purpose of *Gallant Hand* was to exercise procedures and tactics likely to be employed in a large scale, high threat conflict. More than 30,000 participants represented a joint task force deployed in a friendly foreign country, invaded by an aggressor nation. Helicopters and *Mohawks* worked extensively throughout the exercise. Redeployments to home stations were concluded in early May.

## European happenings

Every two years the Salon International de l'Aeronautique conducts the *Paris Air Show* at which the aviation industry and many countries display and demonstrate new aircraft and equipment. The air show occurs the last days of May and first days of June. This year the American helicopter industry has no major exhibits but European countries are expected to show off their technology.

A small U.S. Army contingent of observers will attend. It will be headed by LTG George P. Seneff and will include representation from the Army Materiel Command, the Combat Developments Command, and the Continental Army Command. Editor Art Kesten will also attend.

Immediately following the Paris Air Show, BG Hans Drebing, German Director of Army Aviation, will conduct the 10th Biennial International Helicopter Symposium at the German Aviation School at Bueckeburg. The symposium will include displays of both military and civil helicopters and a series of working sessions.

Headquarters, USAREUR will provide inventory

“  
The area of greatest interest  
to many of us is the future of flight pay.  
”

## POTPOURRI

(Continued from Page 9)

helicopters for the static display. The U.S. helicopter industry is being encouraged to participate, and I expect to make a presentation on the U.S. Army concept of employment of attack helicopters.

During the period 23-28 July, the *Helicopter Club of Great Britain* will hold the 2d World Helicopter Championship at the British Army Aviation Centre at Middle Wallop, near Stockbridge, Hampshire. The club points out that, "... It is perhaps appropriate that the 2d World Helicopter Championship should be held in Great Britain where helicopter activity has grown so much in the last three years."

The championship will be an open event in which any helicopter pilot may compete. However, each country may be represented by only three helicopters and crews. A crew consists of the minimum number of persons required to fly the helicopter plus a mechanic. Single seat helicopters may not be entered.

There will be five competitive events: A timed arrival, a navigation exercise, a rescue event, and two maneuvering course runs. While the U.S. Army will not participate, it has an interest in the aircraft and techniques being demonstrated. It is expected that the Soviet Union and most western countries will be represented by national contingents.

### Early approval

In response to our request for early release of Advanced Attack Helicopter funds to initiate development, the House Armed Services and Appropriations Committees have replied affirmatively.

Chairman George Mahon of the House Appropriations Committee stated, "The Committee interposes no objection to the use of \$20 million authorized and appropriated in FY73 to initiate development of the Advanced Attack Helicopter by the Army. This action is in response to a letter



LTG Elmer H. Almquist, Jr., OACSFOR, DA, and Mrs. Maddox pin the insignia of major general on BG William J. Maddox, Jr. at a promotion ceremony held April 2.

from the Secretary of the Army . . . requesting release of those funds for that purpose. In this connection, the Committee expects, and in fact insists, that this program receive the highest level of management by the Army so that this new helicopter gunship is developed within the unit recurring flyaway cost of \$1.4 to \$1.6 million in constant FY72 dollars specified by the Defense Systems Acquisition Review Council."

In his authorizing letter, Chairman F. Edward Hebert stated, "I am advised that General Maddox and his staff have briefed members of the Committee staff on your proposed program. In view of this, I have no objection to your proceeding in an orderly manner in obligating the funds for development contracts."

The Army expects to complete source selection in early June with the expectation of briefing appropriate officials in the Department of Defense and being on contract by the end of June.

### Cover page

Check the 14 May issue of "Aviation Week." It carried a color picture of a Cobra firing a laser guided *Hornet* missile as part of the Army's *Hellfire* program. A major article inside the magazine describes the *Hellfire* fire-and-forget missile program and the successful firing of the TOW missile from the Cobra which are taking place at the Yuma Proving Ground.

### Flying hours

The frequency of inquiries from the field, and the inaccuracies in articles in several professional magazines, indicate that the Army Flying Hour Program continues to be a mystery to many aviators and commanders.

The first point that must be understood is that flying hour programs are developed in the field by organizations authorized aircraft, based upon general Department of the Army guidance which I will cover later. These programs are then forwarded to DA for approval. Upon receipt of the proposed flying hour programs, DA performs an in-depth audit to insure that the program has been developed properly and that influencing factors and variables have been correctly applied.

Such variables include the authorized force structure for the fiscal year, the past history of actual flying hours accomplished, projected fill or drawdown, deployment, redeployment, budgetary limitations, number of aviators assigned and mission requirements. After the analysis is completed, we compute a flying hour factor (hours per aircraft per month) and multiply by the average number of aircraft on hand.

After comparison of the DA computations with those submitted from the field, necessary adjustments are made, flying hours are converted to dollars, and the resultant flying hour program is submitted to the Office of the Secretary of Defense





**FT. RUCKER** — The deactivation of the 1st Aviation Brigade was finalized April 6 when the brigade's colors were accepted by MG Allen M. Burdett, Jr. (2d from left), post commander, CSM Francis Aquinaldo is shown presenting the colors while LTC James McQueen (left), escort officer for the colors, and CSM Clifton A. Wagner, (right), USAAVNC, also take part in the ceremony.

and thence to the Office of Manpower and Budget for inclusion in the budget.

After Congressional appropriation, funds are allocated by DA to the major commands and agencies to support their approved programs. Note that while DA must justify flight hours, the allocated dollars appear only as a memorandum entry in the budget sent to subordinate commands.

Thus, funds to support flight hours are not identified with flying when the budget appropriation gets to the field. At this time, the logisticians on the Army General Staff implement the approved programs for its parts buy and logistical planning to support the fleet worldwide.

The second point that must be understood is that DA guidance concerning the preparation of a proposed command flying hour program differs for TOE units and TDA units.

### TOE Flying

For TOE units, the primary purposes of flying is to maintain combat readiness of aviation units and provide combat power to the supported ground units. Therefore, there will be a variance of the number of hours that must be flown by units of the same type from command to command.

This variance of required hours is driven by factors which include the number of aviators assigned, the existing level of training, qualification and experience of the assigned aviators, but most significant, the mission requirements of the particular aviation unit to its supported unit. This is why the average monthly hours required by TOE units on the UH-1H, for example, vary from a high of 25 hours in one major command to a low of 20 hours in another.

### TDA Flying

For TDA units, DA guidance is contained in AR 95-40 and AR 310-34. In general, these directives establish that TDA unit rotary wing aircraft fly 420 hours per year and that TDA fixed wing aircraft fly 600 hours per year. These annual flight hours are imposed in order to gain maximum and proper utilization.

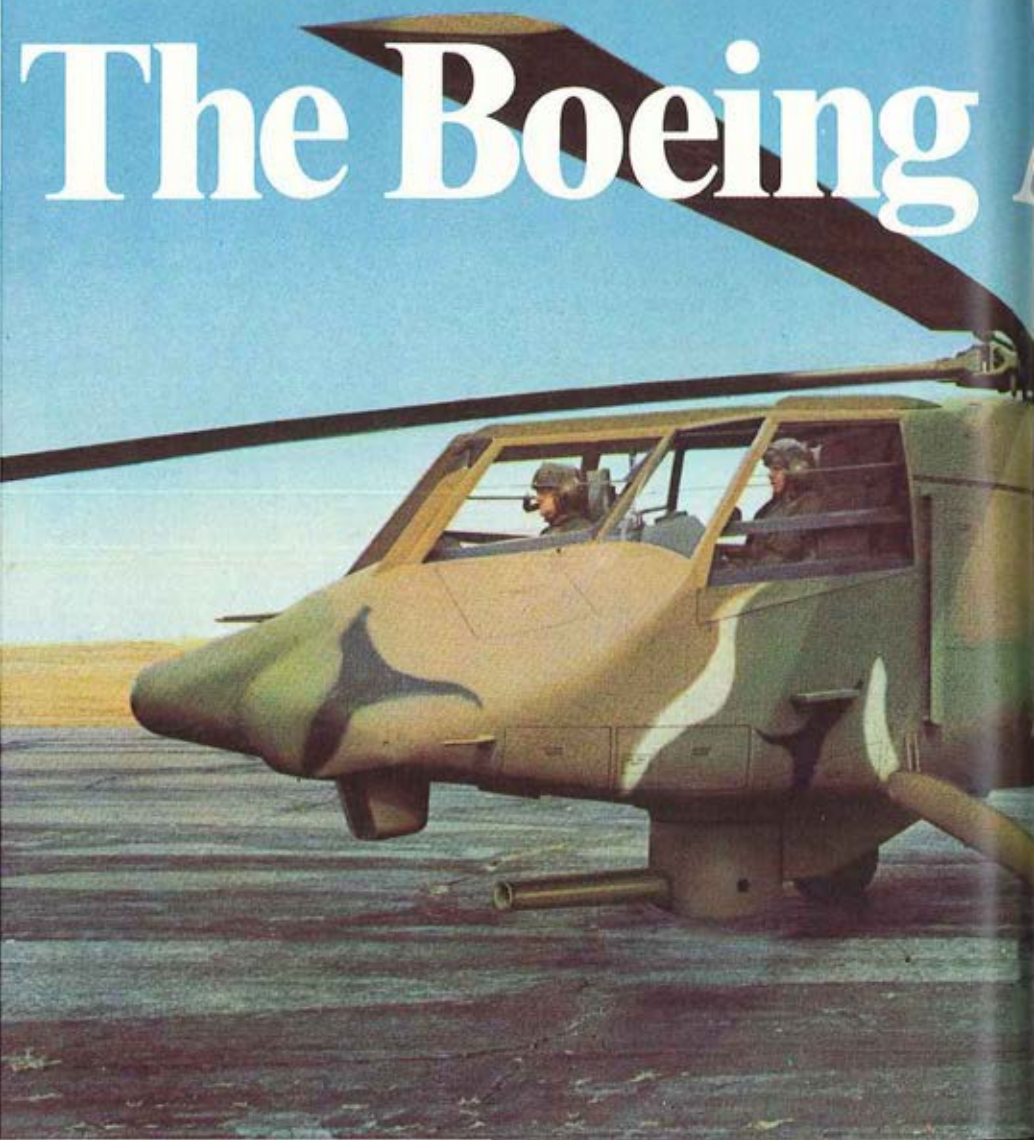
Actual flying hour performance by TDA units is continually reviewed at DA to insure correct distribution of TDA aircraft. This means that TDA units must have valid mission requirements for their allocated aircraft. By the same standard, TDA units which demonstrate flying hour and mission accomplishment are subject to an increased flight hour or aircraft allocation.

The final point I must make concerning a command's flying hour program is the actual execution of the approved and funded program. The flying hour program request for appropriation becomes more difficult to justify when commands habitually underfly their approved programs which have been funded by the Congress.

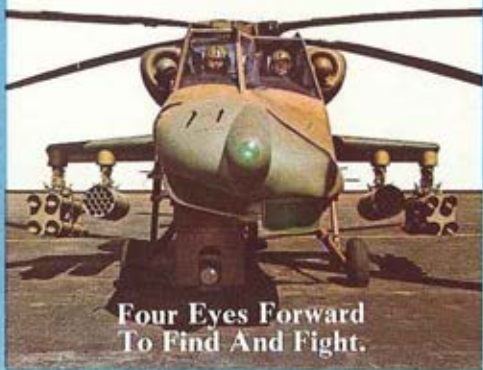
Underflying impacts upon the combat readiness of aviation units, distorts logistical support including parts and POL, and, most significantly, fails to provide the necessary support for our ground units.



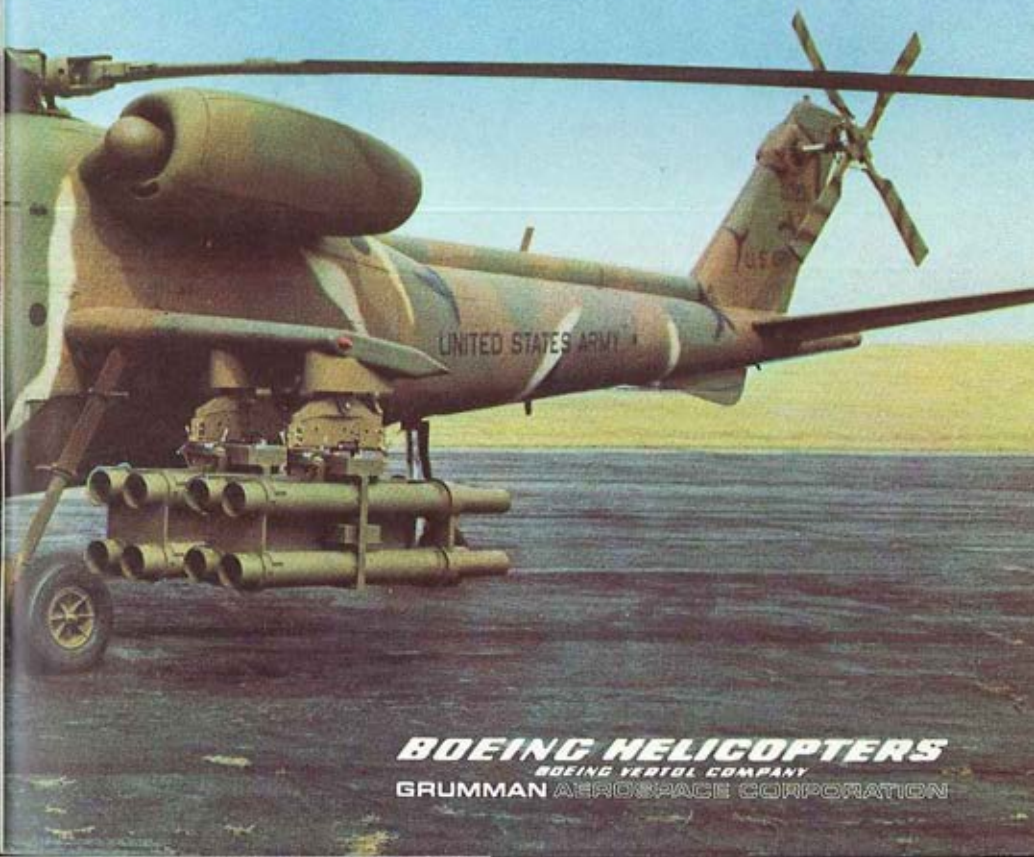
# The Boeing



# AAH



Four Eyes Forward  
To Find And Fight.



**BOEING HELICOPTERS**  
BOEING VERTEL COMPANY  
GRUMMAN AEROSPACE CORPORATION



## POTPOURRI

(Continued from Page 11)

Commands must study carefully their flight hour requirements prior to submission of their projected program. Once the command's flying hour program is funded, that program should be accomplished.

### Log Lift

**LOG LIFT** is a series of field exercises and tests of the capability to load and unload container ships in across-the-beach operations, and clear aerial ports of high volumes of cargo. The phase of **LOG LIFT** planned for the Fort Eustis area this spring has been postponed and is planned to be relocated to the Fort Hood area. Actual evaluation should take place in March and April of 1974 under the auspices of headquarters Training and Doctrine Command (TRADOC) and Force Command (FORSCOM).

The revised objectives will be to evaluate the capability of CH-47 and CH-54 helicopter units to clear containers and other cargo from an air terminal on a sustained basis, and to provide sustained wholesale and retail logistic support around the clock and in adverse weather for an Army division in simulated combat.

The aircraft would be utilized and supported by a tailored organization on the basis of 200-250 hours per month. The ability of Army air terminal units to operate in cargo clearance roles also would be assessed.

The Army recognizes the requirement to move large amounts of cargo as an interface to the improved air lift capability resulting from the C-5 and C-41 aircraft. Because Army units will not be

located at or near major airheads, each ton of airlifted cargo must be trans-shipped to the ultimate user. Thus, the helicopter must prove its worth in competition with trucks and trains.

### Earthquake assistance

Army helicopters played a significant role in the year-end disaster at Managua, Nicaragua. Just before Christmas the capital city was leveled by an earthquake and subsequent fire. Large numbers of citizens suddenly became refugees.

To assist in the delivery of medical supplies, emergency equipment and food to Managua, "D" Company of the 227th Aviation Battalion dispatched four *Chinooks* and 64 men to Nicaragua. The aircraft, under the command of MAJ Ted J. Dolloff, flew 1600 miles from Fort Hood with two overnight stops at Brownsville, Texas, and Vera Cruz, Mexico.

The *Chinooks* participated in the port clearance of relief supplies from the coast to the city, which is in the center of the country. A total of 600 tons was moved in less than two weeks. The aircraft were supported by members of the 528th Transportation Company of the 13th Support Brigade at Fort Hood.

### Flood assistance

Army helicopters also were active in rescue and relief operations during the recent Mississippi River flood. Once again, many people who were notified in advance of the flood crests failed to relocate until the helicopter was their only hope. I will provide a more detailed account of this assistance when all the facts are in.

### Reorganization

As a result of force reductions and reorganization of the Army, DOD recently announced plans for consolidation, reduction, realignment, or reorganization of activities affecting fifteen installations in the U.S. Overall, these changes will result in an annual savings of about \$58 million and a reduction of about 4,600 military and civilian spaces.

Related to Army Aviation the changes consolidate all Army flight training at Fort Rucker. This involves relocation of primary helicopter flight training from Fort Wolters, Texas, and *Cobra* training from Hunter Army Airfield at Savannah, Georgia.

Fort Wolters will be placed on caretaker status. Approximately 1,200 military and civilian spaces will be reduced and an estimated annual savings of \$14.6 million is projected. Hunter Army Airfield also will be placed in caretaker status with approximately 850 military and civilian spaces to be reduced. An estimated annual savings of \$11 million is expected.

Other changes will be:

Relocation and consolidation of the United States Army Signal Center and School from Fort Monmouth to Fort Gordon, Georgia;



COL Charles L. Calvert (left), Commander, U.S. Army Boeing Vertol Plant Activity, presents an eye-catching pair of Master Army Aviator wings to his Deputy Commander, LTC Robert T. Dunnuck, on the latter's attaining the designation. The ceremony took place at Boeing Vertol's Philadelphia, PA facility.



# Less than a carton of cigarettes.

That's what flight pay insurance costs per month for most company grade and warrant officer aviators insured under the AAAA-endorsed Flight Pay Protection Plan . . . Can you afford to take a \$1,500 to \$2,600 cut in your take-home-pay because of illness or accidental bodily injury? . . . Why take a chance when your total premium cost would only amount to \$3 to \$4 a month?

## LADD AGENCY, INC.

1 CRESTWOOD ROAD WESTPORT, CONN.

Gentlemen:

Please forward me the pertinent details of the AAAA-endorsed flight pay insurance coverage.

- ☐ I am on flying status with a U.S. Army unit. ☐ I am an AAAA member.  
☐ I am a student pilot undergoing Army flight training.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

MY DATE OF BIRTH IS \_\_\_\_\_





### HIGH VIEW FROM HLH

Acting Assistant Secretary of the Army (R&D), Charles L. Poor, sits in the load controlling crewman's station in the Heavy Lift Helicopter (HLH) cockpit mockup during his recent tour of the Boeing Vertol Company facilities. HLH engineer Archie T. Sherbert sits on the Secretary's right in the aft-facing load-control station, while Tom Peeper, HLH Branch Manager, confers at the foot of the steps at left with BG Jerry Lauer, U.S. Army HLH Project Manager.

## POTPOURRI

(Continued from Page 14)

Relocation of the United States Army Military Police School from Fort Gordon to Fort McClellan, Alabama;

Reduction of the training mission at Fort Dix, N.J.;

Closing of Valley Forge General Hospital, Pennsylvania, the North Post at Fort Wainwright, Alaska, and Charleston Army Depot in South Carolina;

Consolidation of Defense Language Institute activities.

### Aviators Post

For the third year in a row, I presented the *Valor Award of the American Legion Aviators Post* to a highly deserving Army officer. The ceremony took place as part of a three Services presentation at Fort Hamilton, New York. The recipient this year was *CPT Kenneth L. Landon*, Commander of "B" Company of the 1st Battalion, 27th Infantry in Hawaii.

*Captain Landon* was cited for action in Thua Thien Province, Vietnam, when he dismounted from an OH-6 scout in flight to destroy an enemy machine gun position and rescue a downed aircraft crew. Previous recipients were *MAJ Patrick L. Brady* and *CPT Kenneth Ledford*.

Another Army Aviator name has been nominated for the "Avco/Aviation Writers Award." I am gratified to note that the quality of nominations from the field has improved. I hope this will continue to be the case for the AAAA Annual Awards nominations for our next annual meeting.

### Ridiculous flight of the month

This month you get your choice for a "ridiculous flight."

- The one that we've seen before: While making normal approach to the ground, marked by two landing panels. After contact with the ground, pilot started to lower pitch. Landing panels came loose and went up through main rotor blades.

- The one caused by that other guy: Tech inspectors, mechanic and test pilot checked oil level in *Cobra* gear box. Due to stained glass, thought oil was at proper level. In flight, 90° gear box failed due to lack of lubrication. On autorotation, tail rotor blade struck vertical fin.

- The one that got away: During a simulated fixed right pedal maneuver, *Cobra* yawed right on touchdown and slid off runway into grass and mud. Aircraft flipped and came to rest in inverted position.

**PLEASE KEEP HEAD ENGAGED WHEN OPERATING MECHANICAL EQUIPMENT!**

**A first hand  
report of an  
SA-7 strike.  
The harrowing  
feeling of  
being shot down.**



**"MISSILE!  
MISSILE!  
MISSILE!"**

**by CPT MICHAEL J. BROWN**

At the time of the strike, I was working on a mission in support of an ARVN Airborne Brigade in the vicinity of Tan Kai, on Highway 13, south of An Loc. Our Cobras were escorting a U.S. "slick" unit, which was tasked with extracting the ARVN Airborne Brigade for redeployment. To support this effort, we had a heavy fire team of three AH-1G



## MISSILE! MISSILE! MISSILE!

(Continued from Page 17)

Cobras, and I was the aircraft commander of "Chalk Three."

My method of support was to put one ship low with the lift flight, and have two ships high to provide overall area coverage. "Chalk Two" and "Chalk Three" were the high birds in the heavy fire team, and as I said, I was "Chalk Three."

On my second gun run into the area during which I attempted to provide suppressive fire, I broke to the right and made a pass from the southeast to the northwest, breaking right over Highway 13. I was in the process of rejoining "Chalk Two" at the high level and take up his wing position, when I was struck by an SA-7 Strella missile.

As far as I know, no one else had ever survived an SA-7 missile strike in a helicopter prior to our being hit.

I think a combination of factors accounts for the fact that my pilot and I are alive, and I don't want to underestimate the importance of luck, for I feel that the most significant contributor to our good fortune was luck. I do feel, however, that there were some other things which we did that had we not done, the luck we had would not have been able to save us.

Let me backtrack a little bit before describing the impact of the SA-7 . . . I think the single most important thing that happened was that other personnel in the area — other aircraft in the area — were able to observe the missile being fired. When they saw it fired, they yelled, "Missile, missile, missile!" over the VHF radio.

### Hit and Luck

The fact that I knew what I was hit by and what the aircraft should do once hit were the most important contributing factors, outside of luck, to our survival. I feel that every unit — or every task force — that's operating in an area where SA-7 missiles are known to be employed should have an SOP on alerting aircraft when a missile is fired. Additionally, aircraft should be posted in such positions as to observe as close to 360° as possible around the flight so that the missiles can be seen.

After hearing the words, "Missile, missile, missile!" I looked over my left shoulder and saw the signature of the missile. I saw that it was heading for my aircraft and just as I saw it, it hit my aircraft. At about the same time it hit my aircraft I was rolling off throttle and bottoming my collective pitch.

The impact of the missile on my aircraft didn't seem to be that severe. There was concussion. However, it was not as much as one might expect. I'd say in judging the way it felt to me as far as concussion was concerned, there's probably no more high explosive charge in the SA-7 warhead than there is in a 40mm grenade.





When the missile hit the aircraft the tailboom was completely severed in the vicinity of the back battery compartment, which on the Cobra is directly below the exhaust stack. The aircraft jostled slightly as soon as it was hit, and it seemed to pitch up and down and from side to side. This was followed by my doing an autorotation of my aircraft which began to spin about its mast to the right and to pick up from its nose low attitude.

As the aircraft descended it spiraled, continuing to spin slowly about its mast. The speed of the spin about the mast was at about the same angular velocity about the mast one would experience during a normal rate pedal turn. I did not look at any of my instruments after being hit.

As soon as the SA-7 hit, I lost all radio communications. I still had intercom with my pilot in the front seat. Using the intercom, I instructed my pilot to attempt to empty his pair of weapons systems—to fire them out. He attempted to do so but

was unable to do it. My control movements during the descent were very few.

Having been aware for some time that such a strike could occur, I had thought about what I would do if I were ever hit by a SA-7 missile and my tailboom was severed. It seems to be characteristic of the SA-7 that it does sever the tailboom on striking the side of the aircraft. I felt that the biggest problem I would have without a tailboom was the center of gravity (CG) shift, and that it would be most difficult to prevent the nose from becoming extremely low, particularly in a loaded helicopter.

As it worked out, that was exactly the case, and I had told myself beforehand that if this were the case that my action would be to pull complete aft cyclic in an attempt to correct for the CG shift. This I did but it did not prevent a nose low attitude. Those who observed my descent said I appeared to descend in a skids level attitude; however, I felt that I was nose low.

## Waste of Time

I tried to experiment with the cyclic en route to the ground, trying slight right and left cyclic movements which did little for me. As far as I'm concerned, they were a waste of time. I believe that anyone who has the same misfortune as I had in flight should attempt to pull complete aft cyclic only, and his only concern should be the CG.

As far as cyclic movement is concerned, I bottomed the pitch and left it that way. I made no attempt to control RPM, nor did I make any attempt whatsoever to select a forced landing area. There was no way that I could have controlled the aircraft to bring it to a forced landing area, and the chances are that had I selected one, I would not have made it anyway.

During the descent RPM apparently built and as it built I felt feedback forces in the cyclic and the



## MISSILE! MISSILE! MISSILE!

(Continued from Page 19)

collective. The cyclic tried to pull itself forward, and I pulled it back; the collective attempted to push itself up, and I was able to keep it on the bottom during the entire descent until my pitch pull.

During the descent there were a couple of other things I tried to do: After trying to fire out my turret, I found that I was not able to adjust my CG. I then attempted to jettison my wing stores, but the wing stores jettison did not function. I suspected—in having thought about this prior to my accident—that this would happen since the wing stores jettison circuit breakers and the electrical power are largely located in the forward section of the tailboom.

Having determined that my wing store jettison capability was lost, I attempted to fire out the remainder of my ordnance on the way down. I was about 50° at the time of the missile strike. However, my ordnance—2.75-inch rockets—could not be fired out.

With these three unsuccessful attempts—the turret, the wing stores jettison, and the rocket fire out—I abandoned any further hope of slowing my rate of descent by getting rid of the extra weight, or shifting the CG by getting rid of extra weight in the wrong places.

## The Trees

As I mentioned, the only control movement that I made cyclic-wise was to pull complete aft cyclic and to hold it there, and to bottom my collective pitch and to hold it there. At about 30 feet above the trees, I pulled pitch, and I pulled it at about the same rate that I would have in a normal autorotation, except that I pulled every bit of pitch that I had.

The collective was full UP as I reached the ground. This significantly slowed my descent, and also assisted in my CG problems. I wouldn't say that I ever fully recovered from the nose low attitude, but I recovered somewhat. At this point, the aircraft began a violent spin, although I can't remember if the spin was to the right or to the left. I do know that the spin was violent (in the last 30 feet) and that it was stopped by our landing in the trees.

The second most significant thing that saved us was the fact that we did land in trees. I had no choice over whether I was going to land in trees or in an open area for this was something that fate alone could determine. Without directional control there was no selecting of a forced landing area, but luck was with us and we landed in trees.

The trees helped in two ways. First, they stopped the spin of the aircraft, and second, they assisted in cushioning its fall. Upon impact, there was no fire. The engine continued to run (after crash). I had rolled off the throttle to the "Flight Idle" po-



sition initially. However, I did not make any further attempts to shut the engine down. If I had to do it all over again, I probably would do that, and I would have had time to do so.

## On the Ground

(On crashing) my concerns were fire and my ordnance exploding. Fortunately, our impact was soft enough that the fuel cells did not break and, therefore, fire was not a factor as it had been in other cases where people had been brought down as a result of an SA-7 strike. I was on the ground for approximately 10 or 15 minutes, and I don't believe that what I did on the ground would be of much significance to anyone else.

Suffice it to say that I landed in a bunker complex. My co-pilot and I made attempts to conceal ourselves until friendly aircraft arrived over the area. My emergency radio would not operate. So, we moved into a clear area and waved until we were spotted by friendly aircraft. Again, we concealed ourselves to await pickup.

Other significant things that contributed to the success here were the fact that I had only 600 lbs. of fuel on board at the time of the crash, and I was about 50% expended, and I had fired all of my outboard pods and I believe a few of my inboard rounds.

As far as feelings, I think that the psychology is as important as anything else as to how you survive this experience. There was no question in my mind—in having been in an SA-7 missile environment for some two months—that I was dead on the way down. However, I never gave up.

## Some Advice

I had enough control over the aircraft to do something for myself. I still had a good rotor; I still had two controls, my aft cyclic and my pitch control. In the end, the things I was able to do with these two controls assisted in saving my life. Probably the most critical point is when you reach the altitude where you have to pull pitch—30 feet or so.

I knew in my own mind that I'd had it—that I was dead from that point on, or that I would be dead in a very short span of time. However, I did what I thought I should do anyway and fortunately for me, it worked out for the best.

I feel that the important thing is that you have some chance if as long as you continue to fly the aircraft you use every available control you have—every control that you have as an asset. I hope by putting my thoughts on tape, and (eventually in print) and in a place where others operating in the same environment can have access to them, that some bit of information that I've conveyed will save someone's life.



# The In Box

Dear Sir:

After reading the Nov-Dec. issue of *Armor* ("From the Armor Branch Chief"), I felt compelled to address the following question: *Why isn't Army Aviation considered a Special Career Program?*

The article illuminates a point of view held by many non-rated members of Armor Branch and that is, aviation does not qualify as a secondary skill. I would like to take issue with this point of view.

● First of all, the Chief plainly states in the third paragraph that aviation "is not a separate career field, but a Branch skill."

● He states that the OPMS secondary skill "will be in addition to Branch qualification." (Army Aviation qualifies)

● He states that "officers will be given appropriate training and education and placed in assignments to enhance their specialty." (Army Aviation qualifies)

● He states, "The objective of this management concept (OPMS) is to develop professionally qualified officers to fill the Army's key command and staff positions and permit the officer to do what he does best." (Army Aviation qualifies)

● Further, "To qualify in his secondary skill, an officer must serve two assignments in the field or serve one assignment and have a related advanced degree." (Most Armor aviators with one tour in Vietnam and over five years service qualify.)

● And finally, he states, "You will note that aviators are expected to develop a secondary skill in addition to their aviation skill." I submit that this will be one more than our non-rated contemporaries. Armor aviators will in fact be acquiring a third career skill as projected by OPMS.

To contend that aviator qualification does not constitute a secondary skill is to ignore the issue completely. Aviator qualification requires 32 weeks of intensive formal classroom and actual flight instruction. Qualification in a functional staff position requires on-the-job training done twice over.

An area of productivity which has major industry status in the civilian world is certainly worthy of the title "secondary skill" in military circles. Armor aviators equipped with Standard-Instrument Cards are in the same job market category as civilian airline helicopter pilots. Many Armor aviators have qualified for their commercial licenses.

Two additional, related, but distinctly separate skills, include aviation safety and aviation maintenance; both of which require formal schooling over and above that required for similar jobs in ground units.

The point is this: Army Aviation is a special career program, in fact, if not in name, and should



be given appropriate billing. I feel that the Army is getting quite a bit of mileage out of its aviators without acknowledging the fact. In addition to acquiring and maintaining the "regular" skills of contemporaries, aviators are faced with a continuing requirement to maintain proficiency in their "other" skill, and face annual qualification tests (both written and flight examinations).

How many Armor officers face the equivalent of a Flight Evaluation Board for failure to qualify on the Tank Commanders Qualification Course? How many Armor officers assigned to TOE units are required to undertake the TCQC? Credit should be given where credit is due. Aviators should have an edge at promotion board time. If we are required to develop and maintain three skills or specialty areas, fine; we can do that. But do us the justice of telling it like it is, so our non-rated, anti-aviator contemporaries get the message loud and clear.

CPT Glenn T. Decoteau  
Fort Knox, KY

Dear Editor:

I can't resist the punning. Last April 3, one of my guys passed his first pair of silver wings onto the other guy and, believe me, it was a proud day for all the news! . . . My husband, LTC Guy E. New, a Master Army Aviator at AVSCOM, pinned wings on our son, Guy Thomas New, a Class 73-03 graduate at Ft. Rucker. This took place one week before his 21st birthday, a big event in itself. I feel it's a terrific way to start his "adult" life — as a brand new Army Aviator!

Mrs. Alice L. New  
Belleville, Illinois

# "HEARTBREAK"

THE WORLD THAT BELONGED  
TO AMERICAN PRISONERS OF WAR  
IN SOUTHEAST ASIA





His home was a cage in a swamp forest in the Mekong Delta or a damp pit dug in the ground covered with logs in the Central Highlands. His days and nights were a living hell designed to break his spirit and destroy the will to resist.





# **Your UNICARE Plan provides more benefit dollars per premium dollar spent! This 10-plan comparison proves it!**

No.	Name of the group covered Plan or media used	Name of the underwriting company	Double Cancer Benefit?	Paid in Gov't Hosp?	Benefits paid by the day & by the week	Premium for Male under 40	Weekly Benefit Ratio*
1.	Army Aviation Magazine readers	Charter National Life Insur. Company	Yes	Yes	Benefits are \$33.33 a day; \$233.31 week	\$40.48 Annual Premium	Benefits are 5.76 times the premium*
2.	Natl Ass'n of Uniformed Services (NUSA)	Mutual of Omaha Insur. Company	Yes	Yes	Benefits are \$28.57 a day; \$200.00 week	\$37.20 Annual Premium	Benefits are 5.37 times the premium*
3.	Ass'n of the U.S. Army (AUSA)	Hartford Accid. & Indemnity Company	Yes	Yes	Benefits are \$28.57 a day; \$200.00 week	\$37.20 Annual Premium	Benefits are 5.37 times the premium*
4.	Central Conn. State College Alumni Ass'n	Sentry Life Insurance Company	No	No	Benefits are \$20.00 a day; \$140.00 week	\$27.20 Annual Premium	Benefits are 5.15 times the premium*
5.	Air Force Association (AFA)	Mutual of Omaha Insur. Company	No	Yes	Benefits are \$20.00 a day; \$140.00 week	\$31.00 Annual Premium	Benefits are 4.52 times the premium*
6.	Diabetic Group Insurance Trust	Firemen's Fund American Life Insur. Company	No	No	Benefits are \$20.00 a day; \$140.00 a week	\$34.00 Annual Premium	Benefits are 4.12 times the premium*
7.	Connecticut Motor Club (AAA)	Washington National Insur. Company	Yes	No	Benefits are \$20.00 a day; \$140.00 week	\$39.80 Annual Premium	Benefits are 3.52 times the premium*
8.	American Express credit card holders	Firemen's Fund American Life Insur. Company	No	No	Benefits are \$36.00 <sup>#</sup> a day; \$252.00 <sup>#</sup> week	\$75.60 Annual Premium	Benefits are 3.33 times the premium*
9.	N.Y. TIMES Sunday supplement	American Patriot Health Insur. Company	No	No	Benefits are \$33.33 a day; \$233.31 week	\$78.00 Annual Premium	Benefits are 2.99 times the premium*
10.	CITGO credit card holders	Continental Insurance Company	No	No	Benefits are \$20.00 a day; \$140.00 week	\$48.00 Annual Premium	Benefits are 2.92 times the premium*

\*Obtained by dividing the Annual Premium into the Weekly Benefit. Example, as in Plan #1 above, the Weekly Benefit of \$233.31 is 5.76 times the Annual Premium of \$40.48 paid by all Insureds under age 40. # \$30 a day, plus a \$6 per day Recuperation Benefit, or \$36 a day total.

Plan #7 Premium is for Age 34 or under — age 35-39 premium is \$44.40 with age 35-39 benefits at 3.15 times annual premium; Plan #9 premium is for Age 34 or under — age 35-39 premium is \$102.00 with age 35-39 benefits at 2.29 times annual premium.

Options: Plan 2 offers a \$100 a week plan (Return of 5.37 times premium); #3 offers a \$100 a week (5.37) and \$200 a week (5.37) plan; #4 offers a \$210 a week (5.15) plan; #5 offers a \$280 a week (4.91) and \$420 a week (5.00) plan; #6 offers a \$210 a week (4.20) and a \$280 a week (4.24); #9 offers a \$116.69 a week plan (2.99).

# UNICARE

## THE KESTEN AGENCY

1 Crestwood Road — Westport CT 06880  
(203) 226-0487

Dear "Army Aviation" reader:

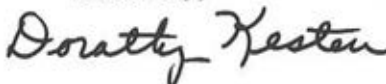
Would you believe that not all insurance companies provide the same benefits for the same premium dollar?

It's a fact . . . different companies offer what appear to be similar "Extra Cash!" hospitalization plans, but when you compare their payouts—by the day, by the week, or by the month—against their annual premium, you'll find a great disparity in their benefits to premium ratio—the raw cost to you.

We offer such a plan to "Army Aviation" readers—it's outlined on the reverse side. UNICARE is a fine plan, one that's under-written by a major insurance company at exceedingly low cost because our agency has assumed all promotional-advertising costs and advertises the plan in its own magazine.

Convince yourself! On the opposite page, we compare UNICARE with nine other plans, several of which may be familiar to you. With our benefits\* equal to or exceeding those of the other nine plans, raw cost is the only significant difference! Note that UNICARE provides you with more benefit dollars by the day, the week, or the month per annual premium dollar paid . . . and while the selection of the nine other plans is an arbitrary selection, check out UNICARE against any other plan that comes to your attention. The chances are that it will still be the better insurance "buy".

Sincerely,



Dorothy Kesten

- \*Double cancer benefit
- \*Pays while in gov't hospital
- \*No physical exam required
- \*Includes 1st day in hospital

# UNICARE PLAN ENROLLMENT FORM

(Please print or type all information except signature)

I hereby enroll with the Charter National Life Insurance Company of St. Louis, Mo., for coverage under the UNICARE Group Hospital Plan issued to the UNICARE Insurance Trust. I understand that my coverage will become effective on the first day of the month following the receipt of my enrollment form.

Member's Name \_\_\_\_\_  
First M.I. Last

Address \_\_\_\_\_  
Street

City State ZIP

Date of Birth \_\_\_\_\_  
Mo. Day Yr. Age

I also desire UNICARE coverage for the following persons:

Spouse's Name \_\_\_\_\_  
First M.I. Last

Date of Birth \_\_\_\_\_  
Mo. Day Yr. Age

Dependent, unmarried children under Age 21 (Age 23, if in school):

Name of Child Date of Birth

First Name M.I. Mo. Day Yr.

First Name M.I. Mo. Day Yr.

## CHECK COVERAGE DESIRED:

INSURED	Annual	Semi-Annual	Quarterly	Premium
MEMBER .....	( )	( )	( )	\$ _____
SPOUSE .....	( )	( )	( )	\$ _____
CHILDREN .....	( )	( )	( )	\$ _____
TOTAL UNICARE PREMIUM .....	\$ _____			

(Consult table for premiums; make check payable to UNICARE; mail enrollment form and premium check to the KESTEN AGENCY, 1 Crestwood Road, Westport, Connecticut 06880)

Will this coverage replace any existing coverage now in force? \_\_\_\_\_

Date \_\_\_\_\_ Signature \_\_\_\_\_

EA 6371 UC

11479-2

## GET A PENCIL!

Compare UNICARE with other plans! Divide the monthly benefit of each plan (UNICARE's is \$1,000.00) by your annual premium. The answer is the "benefits returned per insurance dollar spent." UNICARE's return is higher, and it has a no-cost double cancer benefit, too!

## QUARTERLY PREMIUM \$33.33 DAILY BENEFIT\*

AGE	MALE	FEMALE
Under 40	\$10.37	\$15.40
40 - 49	\$16.28	\$22.91
50 - 59	\$25.65	\$26.40
60 - 64 <sup>1</sup>	\$34.53	\$34.31

## CHILDREN\*\*

One \$8.02 quarterly premium payment covers all of the children in the family.

## SEMI-ANNUAL PREMIUM \$33.33 DAILY BENEFIT\*

AGE	MALE	FEMALE
Under 40	\$20.49	\$30.55
40 - 49	\$32.31	\$45.77
50 - 59	\$51.05	\$52.55
60 - 64 <sup>1</sup>	\$68.81	\$68.31

## CHILDREN\*\*

One \$15.69 semi-ann. premium payment covers all of the children in the family.

## ANNUAL PREMIUM \$33.33 DAILY BENEFIT\*

AGE	MALE	FEMALE
Under 40	\$40.48	\$60.60
40 - 49	\$64.12	\$91.04
50 - 59	\$101.60	\$104.60
60 - 64 <sup>1</sup>	\$137.12	\$136.12

## CHILDREN\*\*

One \$30.88 annual premium payment covers all of the children in the family.

Your premium rates are based upon your own age, and change when you move into a different age bracket. You only pay for the insurance risk within your own age bracket.

\*Maximum \$66.66 special daily benefit paid if hospitalized for cancer.

\*\*Children's daily benefit is one-half of adult's daily benefit.

UNICARE Insureds are covered immediately for all illnesses for which they have been free and clear of medical treatment during the immediate twelve months prior to the effective date of coverage, and coverage is provided for all pre-existing conditions, once the policy has been in force for two years. UNICARE is underwritten by the Charter National Life Insurance Company of St. Louis, Mo., UNICARE sales, policy issuance, renewals, and claims are administered by the Kesten Agency, Westport, Conn. Its principals are Arthur and Dorothy Kesten.



# Here's the UNICARE® fine print

## The benefits, exclusions, full data!

### WHAT UNICARE PROVIDES

**1 YOU MAY RECEIVE TAX-FREE CASH INCOME FOR UP TO ONE FULL YEAR OF HOSPITALIZATION — AS MUCH AS \$12,165.45 PER CONFINEMENT.** The UNICARE Plan will pay you \$233.31 a week (\$33.33 a day) for as long as one full year of hospitalization. These benefits would begin on the FIRST day of hospitalization — there is NO WAITING PERIOD.

**2 UNICARE IS OFFERED UNDER A MONEY-BACK GUARANTEE.** We want you to be completely satisfied with this coverage. On receiving your certificate, you'll have 15 days to review it in the privacy of your home and consult with your lawyer, advisor, or insurance counselor. If you aren't completely satisfied, you may return the certificate for a FULL PREMIUM REFUND.

**3 THERE IS NO LIMIT TO THE NUMBER OF TIMES YOU MAY RECEIVE THE MAXIMUM BENEFIT FOR UNRELATED ILLNESSES.** If you're hospitalized for a full year, you'll receive the \$12,165.45 full year benefits. If you're hospitalized again for an unrelated condition, you'd continue to receive benefits for the length of that second hospitalization ... up to one full year.

**4 THE UNICARE PLAN PROVIDES A SPECIAL CANCER BENEFIT.** You would receive DOUBLE your daily \$33.33 benefit (or \$66.66 a day) for up to one full year if you are hospitalized as a result of cancer, to include Leukemia, Lymphoma, Hodgkin's Disease, mixed tumors and surgery or other treatment resulting from carcinoma-in-situ.

**5 BENEFITS ARE PAID DIRECTLY TO YOU.** UNICARE checks are sent directly to you — not to any middleman, or doctor or hospital, unless you specifically request otherwise. This is money for you to use as you wish.

**6 THE UNICARE PLAN PAYS YOU IN ADDITION TO ANY OTHER INSURANCE COVERAGE YOU MIGHT HAVE WITH OTHER COMPANIES.** Because the benefits under this group plan are pre-set at \$233.31 per week — and guaranteed at that level — deductions are never made because of any other insurance coverage that you might have.

**7 YOU MAY TAILOR THE UNICARE PLAN TO YOUR FAMILY NEEDS.** Under this group plan you may elect to provide coverage for yourself, or your wife, or your children, or any combination thereof. If covered, your wife would receive the same full benefits of \$233.31 a week.

**8 ALL OF YOUR CHILDREN MAY BE COVERED UNDER THE UNICARE PLAN BY THE PAYMENT OF ONE "CHILDREN'S PREMIUM."** Our low rate of \$8.02 quarterly (or \$30.88 annually) covers ALL of your dependent, unmarried children between the ages of 14 days and 21 years (23 years if attending school). This is NOT \$8.02 quarterly per child — it is \$8.02 quarterly for all of your children, no matter how many you now have or how many you may have in the future. The children's benefit is one-half the adult benefit — or \$116.65 per week.

**9 NO PHYSICAL EXAMINATION IS REQUIRED, AND THERE ARE NO HEALTH QUESTIONS TO ANSWER IN APPLYING FOR COVERAGE UNDER UNICARE . . . YOU ARE ABSOLUTELY GUARANTEED ACCEPTANCE.** As long as you are over 18, you are guaranteed acceptance in this group insurance plan, regardless of health condition. Additionally, the coverage may NOT be cancelled due to age or health condition . . . and when you reach and pass age 65, you may continue your coverage with a plan designed to supplement Medicare.

**10 UNICARE PREMIUMS ARE LOW BECAUSE SALES AND ADMINISTRATIVE COSTS ARE LOW.** A modest (but intensive) advertising campaign in a few service publications is the sole

"marketing expense." There are no TV ads, celebrity endorsements, or nationwide full page newspaper ads tied to UNICARE; the promotional savings are reflected in lower premiums and increased benefits. Then, too, the costs of all processing, paperwork, and administrative details will be handled by the small, efficient six-member Kesten Agency.

### YOUR COVERAGE UNDER THE UNICARE PLAN IS GUARANTEED.

As long as the group policy issued to the UNICARE Insurance Trust remains in force and you continue to pay the premiums when due or within the 31-day grace period, your UNICARE protection is guaranteed. Furthermore, your premium schedule CANNOT be increased unless it is similarly increased for everyone else in the same class of insureds under the group policy. You can cancel your insurance at any time by simply not paying your next premium.

### WHAT UNICARE DOES NOT PROVIDE

**1 Pre-existing conditions, that is, illnesses or injuries which are in existence before the coverage takes effect, are not covered until your insurance has been in effect for two years, or after one year if you receive no medical attention for that disability.**

**2 No benefits are payable under the UNICARE Plan for loss resulting from: suicide; pregnancy, childbirth, miscarriage or complications resulting therefrom; war, or an act of war, whether the war is declared or not; intentional self-inflicted injury; dental surgery or treatment except for the repair of injury to sound teeth; an insured being under the influence of a narcotic, unless administered at the advice of a physician; and confinement for nervous or mental disease or disorder, except while confined in a general hospital not specializing in the treatment of such disease or disorder.**

UNICARE is underwritten by the Charter National Life Insurance Company of St. Louis, Mo., and UNICARE sales, policy issuance, renewals, and claims are administered by the Kesten Agency, Westport, Conn. Its principals are Arthur and Dorothy Kesten.

WIN A TRIP FOR TWO TO HAWAII, MEXICO, OR  
THE CARIBBEAN BY AMERICAN AIRLINES' JET!



# 1973 AAAA SWEEPSTAKES

ENROLL ONE NEW AAAA MEMBER TO QUALIFY!  
OCT. 16 DRAWINGS! NO PURCHASE NECESSARY!



#### FULL YEAR USE!

The two first prize airline tickets may be used at any time during the full year after Nov. 1. However, they are not transferable or negotiable, and may not be used by other carriers.

#### GRAND SWEEPSTAKES' FIRST PRIZE

As Grand Sweepstakes' winner, fly to and from your vacation point on **first class, round-trip** accommodations provided by American Airlines . . . or use similar space class, round-trip transportation between **any two points in the U.S.** served by the American Airlines system. The 1973 Sweepstakes is open to members enrolling one new member in AAAA during June 1, 1973-September 30, 1973, and to the new member with his enrollment. Winners need not be present at the October 16 AAAA drawing in Washington, D.C., to be eligible to win. A list of the names and addresses of all '73 winners will appear in the November issue.

#### GENERAL RULES

Seven chances to win! Sign up **ONE** new AAAA member before Oct. 1, using the AAAA application form on the opposite page, and clip it to your '73 Sweepstakes Coupon. **Both** your coupon and the membership application of the new member will be included in the 1973 Sweepstakes' drawing. Enter as many coupons as you wish, but submit a new membership application with each entry. Separate prizes will be awarded to each of AAAA's Top Three Recruiters at the conclusion of the 1973 Sweepstakes with "Top Recruiter" standings being published in the July-October issues. Sign up one new member; **you might wind up enjoying Hawaii!**



#### BONUS!

Two Coupons (we'll make the duplicates) will be entered in the Sweepstakes for **BOTH** the recruiter and the enrollee in those cases wherein a two-year membership is initiated.



## 1973 AAAA SWEEPSTAKES

c/o AAAA, 1 Crestwood Road, Westport, Conn. 06880

As a member of AAAA and in accordance with the Sweepstakes' general rules, I wish to enter this Coupon in the AAAA 1973 Grand Sweepstakes. I've enclosed the membership application form and the first year annual dues of a new AAAA member to qualify this Coupon for Sweepstakes' entry. I understand I don't have to be present at the October 16 drawing in Washington, D.C. to be eligible to win.

Print Name \_\_\_\_\_ Rank \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

### GENERAL RULES

No purchase is necessary. A member may submit as many entries as he wishes, but each entry must be accompanied by the application form of a new member. Entrants must be AAAA members at the time of entry. Renewals of Oct., 1972-Sept., 1973 memberships are not considered as "new" memberships. Additional Sweepstakes blanks will be provided on request, or a same-size facsimile may be used. Payment of taxes on prizes is the responsibility of the winner. All Federal, State, and local regulations apply. Selection of winners will be made on Oct. 16 at the AAAA National Convention. A list of all winners' names and addresses will be published in the November, 1973 issue of ARMY AVIATION MAGAZINE.



## ARMY AVIATION ASSOCIATION

1 Crestwood Road, Westport, Conn. 06880

I wish to become a member of the Army Aviation Association of America (AAAA). My past or current duties affiliate me with Army Aviation and I wish to further the aims and purposes of AAAA. I certify that I am a citizen of the U.S., and understand that the annual membership fee of \$8 includes an annual subscription to ARMY AVIATION MAGAZINE. I've made my check payable to the "AAAA."

Print Name \_\_\_\_\_ Rank \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

### CATEGORY OF AAAA MEMBERSHIP

- |  |   |
|--|---|
| <input type="checkbox"/> U.S. Government     | <input type="checkbox"/> Aerospace Industry |
| <input type="checkbox"/> USA Active Duty     | <input type="checkbox"/> Administration     |
| <input type="checkbox"/> USA Civilian        | <input type="checkbox"/> Marketing          |
| <input type="checkbox"/> Army National Guard | <input type="checkbox"/> Engineering        |
| <input type="checkbox"/> Army Reserve        | <input type="checkbox"/> Manufacturing      |
| <input type="checkbox"/> Army Retired        | <input type="checkbox"/> R & D              |
| <input type="checkbox"/> Other Services      | <input type="checkbox"/> News Media         |

- |   |  |
|---|--|
| <input type="checkbox"/> New Membership       | <input type="checkbox"/> \$15 (2-Yr. Memb) |
| <input type="checkbox"/> \$2 (Initiation Fee) | <input type="checkbox"/> \$8 (1-Yr. Memb)  |

The initiation fee applies to the applicant's first year membership only, and covers the one-time issue of a personal lapel pin and a membership decal. The individual membership will become effective on the first day of the month after the month of application.

1973 AAAA SWEEPSTAKES

# NEW MEMBER PRIZES!

### FIRST PRIZE\*

Twin bedroom guest accommodations in Washington, D.C.'s posh Shoreham Hotel during the AAAA's 1973 National Convention . . . Four days and three nights! Complimentary guest tickets for two to all 1973 AAAA National Convention meeting functions, including Registration, three Receptions, and three Luncheons! . . . A guest dinner for two at one of Washington, D.C.'s finest restaurants, the Jockey Club, at any time during October 16-18!

### SECOND PRIZE\*

Complimentary guest tickets for two to all

'73 AAAA National Convention meeting functions, including Registration, three Receptions, and three Luncheons during October 16-19.

### THIRD PRIZE

A personal library set of six bound volumes of ARMY AVIATION for the 1967-1972 years.

### FOURTH, FIFTH, AND SIXTH PRIZES

A personal library set of three bound volumes of ARMY AVIATION for the 1970-1972 years.

\*Non-transferable, no cash value. (Must be used in Washington, D.C., Oct. 16-19).



# AAAA Activities

## National and Chapter Meetings during May-August, 1973

**Schwaebisch Hall Chapter (Germany).** Armed Forces Day Air Show with Static Display, Aerial Demonstrations, 1000-1600 hours, 19 May.

**Air Cavalry Chapter (Ft. Knox).** Professional Luncheon Meeting. COL Ted A. Crozier and the AWO Branch Briefing Team, guest speakers. Ft. Knox Officers' Brick Mess, 1130-1300 hours. Social hour at the Country Club, 1700-1900 hours, 23 May.

**Aloha Chapter (Hawaii).** General Membership Meeting. AAAA Sweepstakes Kickoff. Schofield Barracks Officers' Open Mess Lanai, 1630-1830 hours, 23 May.

**Aloha Chapter (Hawaii).** Army Aviation Birthday Ball (formal). Schofield Barracks Officers Club, 4 June.

**Chicago Area Chapter.** After dinner professional meeting. MG James Smith, Dep CDR, CENA, and CPT Charles F. Nowlin, crash and burn survivability expert, guest speakers. Ft. Sheridan Officers Club, 1900 hours, 5 June.

**Hanau Chapter (Germany).** Late afternoon professional meeting. Industry presentation: Sikorsky YUH-60 UTTAS. Members only. Blue Boar Inn, Officers Club Annex, 1630-1830 hours, 6 June.

**Army Aviation Center Chapter.** Army Aviation Birthday Luncheon. COL "Johnny" Oswald (Ret.), Bell Helicopter Co., guest speaker. Ft. Rucker Officers Club, 1100-1300 hours, 6 June.

**Taunus Chapter (Germany).** Professional-social dinner meeting. Program: Employment of the Attack Helicopter. Members only. Blue Room, Ter-

race Club, Frankfurt, 1830 hours, 6 June.

**Air Cavalry Chapter (Ft. Knox).** Chapter Ballot for 73-75 slate of officers. Return no later than 6 June.

**Fort Wolters Chapter.** Professional-Social Dinner Meeting. 31st Birthday Celebration. Rotor Lounge, 1830 hours, 9 June.

**Washington, D.C. Chapter.** Annual Spring Picnic for members, families and guests. Anderson Field, Ft. Belvoir, 1200-1700 hours, 9 June.

**Schwaebisch Hall Chapter (Germany).** Professional meeting. Kenneth Horsey, Sikorsky Aircraft Division, guest speaker. "The Sikorsky UTTAS." 13 June.

**Rhine Valley Chapter (Germany).** Social-Business Meeting. Patrick Henry Officers' Open Mess, 1730-1900 hours, 16 June.

**National Executive Board.** General business meetings; briefings, tour of Fifth U.S. Army and Hq, Health Services Command. St. Anthony Hotel, San Antonio, Texas, 21-23 June.

**Alamo Chapter.** Dinner Party in conjunction with visit of AAAA's National Executive Board to the Chapter area. 1830-2100 hours. Ft. Sam Houston NCO Club, Friday, 22 June.

**National Awards Committee.** Business meeting. Selection of 1972-1973 AAAA National Award winners. Shoreham Hotel, 17-18 August.

**1973 AAAA National Convention.** AAAA Workshops, followed by visit to AUSA Exhibits on 17 October; professional programming, membership luncheon, President's Reception, 18 October; professional programming, 1973 AAAA Honors Luncheon, 19 October. Shoreham Hotel, Washington, D.C.

## CLASSIFIED ADVERTISEMENTS

Rate: Address (Name or Box No., Street, City, State, Zip Code), \$4.00, plus \$0.60 per word in body copy, payable in advance of each insertion to ARMY AVIATION, 1 Crestwood Road, Westport CT 06880. Minimum insertion, ten words. Closing date is the 8th of the month preceding the date of issue.

### ACCOMMODATIONS

**ENTERPRISE, ALA.** Completely renovated Rawls Hotel and Restaurant offers exceptional accommodations at special rates to AAAA members while in the Ft. Rucker area. For information/reservations write: Rawls Hotel, 116 So. Main Street, Enterprise AL 36330.

### PERSONAL

**UNIT INSIGNIA.** I'm working on a project of interest to many, a documentation of Army Aviation units in Vietnam (1962-1973), with photo-

graphs of aircraft, and drawings of units insignia and markings. Would like to borrow any photos, insignia or patches you might have which I'll return to sender as soon as I have them copied. Would also appreciate info on RVN aircraft, camouflage, markings, insignia. Ralph B. Young, 25 W. 68th St., N.Y., N.Y. 10023.

### REAL ESTATE FOR SALE

**HOUSING AT ARADMAC-CORPUS CHRISTI. MILITARY FAMILY RELOCATION SERVICE, INC.** Assigned or retiring Corpus Christi Area? Send your requirements for desirable off-base housing to Area Representative, Sam Bradley & Associates, Realtors. Box 6745, Corpus Christi TX 78411.

### PRODUCTS AND SERVICES

**1973 HARDCOVER EDITION.** Twenty copies of bound volume of ARMY AVIATION MAGAZINE available. Gray leatherette binding, gold imprinted date. \$4.95 postpaid to CONUS. Send check or money order to magazine at page 3 address.

# Takeoffs

## GENERALS

VESSEY, John W., BG  
2300 Highland Terrace  
Falls Church VA 22046

## COLONELS

DONNELLY, Henry J.  
15 Luzanne Circle  
San Anselmo CA 94960  
McLWAIN, George W.  
P.O. Box 442  
Butler AL 36904  
MORE, Berkeley D.  
2383 Akers Mill Rd., #J20  
Atlanta GA 30339  
STEWART, Harvey E.  
916 Westwood  
Ahlens TX 79603

## LT COLONELS

ANDREWS, Donald G.  
87 Raven Hills Court  
Colorado Springs CO 80919  
BAUERBAAND, Edw. H., Jr.  
HHC, 3d Armd Div (G-4)  
APO New York 09039  
BISSELL, Donald F.  
546 Graham Road  
Ft Sam Houston TX 78234  
BRANDEL, George P.  
1818 South Lynn Street  
Arlington VA 22202  
BRISTER, Delano R.  
23 Diamond Circle  
Ft Rucker AL 36360  
BYRD, Roger D.  
243 Springdale Dr., N.E.  
Atlanta GA 30305  
CARON, John E.  
418 North 15th Street  
Leavenworth KS 66048  
CHUNN, Don C., Jr.  
521 Southwick Drive  
Fayetteville NC 28303  
CORLEY, William L.  
Route 1, Box 96-C  
Killeen TX 76541  
CROOK, George R.  
114 Dove  
Ft Huachuca AZ 85613  
GEBHARDT, Wm. A., Jr.  
3439 Heather Drive  
Augusta GA 30904  
HALLER, Douglas L.  
303 Chantilly Court  
Hampton VA 23369  
HAYS, James D.  
Route 2  
Calhan CO 80808  
HEFFORD, Robert A.  
7105 Muir Drive  
Oxon Hill MD 20022  
HENDRICKSON, Donald E.  
1125 Piedmont Avenue  
Pacific Grove CA 93950

## PCS — LTCS

HULL, Michael H.  
20 Birchview Road  
Ottawa, Canada K2G3G4  
JACKSON, George F., Jr.  
463 Sierra Lane  
State College PA 16801  
JOHNSON, David S.  
USASESS, Off Dept  
Ft Gordon GA 30905  
LASEAU, Joseph N.  
Quarters 2395  
Ft Lewis WA 98433  
LASLEY, Paul A.  
63 Walnut Street  
Pt Devens MA 01433  
LEHMAN, Ralph L.  
1442-A 5th Avenue  
Ft Knox KY 40121  
MAFFETT, Fletcher H.  
101 Dove Avenue  
Ft Huachuca AZ 85613  
MATTHEWS, Ralph A.  
12607 Abbottsford Circle  
Tantallon Hills MD 20022  
MAYHEW, John W.  
Hq. 34th Spt Bn  
Ft Hood TX 76545  
McGREGOR, Thomas  
21A Lloyd Way  
Pt Benning GA 31905  
MEAD, Chester R.  
119 Moore Circle  
Ft Huachuca AZ 85613  
MELLISH, James R.  
411 Reservoir Road  
Mechanicsburg PA 17055  
MULLEN, Jack L.  
6648 Rose  
Ft Hood TX 76544  
OBERG, Robert E.  
301-B Sundust Street  
APO San Francisco 96557  
PAULK, Charles M.  
2120 Woodside Drive  
Germantown TN 38138  
PEARSON, Neville A.  
839 Lipton Drive  
Newport News VA 23802  
PRIMIS, Nick J.  
USAE, JUSMAG  
APO San Francisco 96528  
RIESER, John D.  
2200 Orchard Avenue  
Webster Groves MO 63119  
ROBERTS, Donald A.  
45 Megill Circle  
Eatontown NJ 07724  
SHELTON, Huntley E., Jr.  
Hq. 11th AD Signal Bn  
APO New York 09227  
SMITH, Derald H.  
USARMS, DGSC  
Richmond VA 23297  
STARKEY, James E.  
2228 Pebble Beach Drive  
Tucson AZ 85710

## PCS — LTCS

STEVENSON, Carl B.  
Box 13, Staff CINCPAC  
APO San Francisco 96510  
TATE, Wallace L.  
Hq. III US Army  
Ft McPherson GA 30330  
WALKER, Milton H.  
Hqs. Fourth ROTC Region  
Ft Lewis WA 98433  
WARD, Charles E., Jr.  
Argentina, Dept of State  
Washington DC 20521  
WASH, William B.  
326-4 Doniphan Drive  
Pt Leavenworth KS 66027  
WRIGHT, J. Ormon  
70 Delafield  
Ft L. Wood MO 65473

## MAJORS

ABNEY, Robert O.  
102 Craig Drive  
Savannah GA 31405  
ALLEN, William A., Jr.  
ARMISH, MAAG, Bx700  
APO New York 09205  
ANDERSON, Charles E.  
HHC, 3d Inf Div C-S  
APO New York 09036  
BERRY, Franklin W.  
236 Polaris  
White Sands MRNM 88002  
BROOK, Howard F., Jr.  
HHC, 2d SUPCOM (Corps)  
APO New York 09160  
BURDEN, John R.  
5741-A Allison Avenue  
Ft Knox KY 40121  
CASE, James W.  
P.O. Box 3052 Yuma PG  
Yuma AZ 85364  
CHILDERS, Jerry W.  
1010 Country Club Rd., 4M  
Cookeville TN 38501  
CLARK, Douglas E.  
Route 4, Fountain Drive  
Woodstock GA 30188  
COVINGTON, William R.  
7210 Castle Court  
San Antonio TX 78234  
CRABTREE, James A.  
2349 Cindy Drive  
Columbus GA 31903  
CROWL, Ronald C.  
1813 Ala Aolani Street  
Honolulu HI 96819  
DEWEY, Lawrence R., Jr.  
USA Procurement Agency  
APO San Francisco 96259  
DODSON, Richard E.  
347th Trans Co, ACFFDS  
APO San Francisco 96557  
EARLY, Neal E.  
409 Troy Drive  
Newport News VA 23606

## PCS — MAJORS

FLETCHER, William F.  
52d Aviation Bn  
APO San Francisco 96301  
FRENCH, George D., Jr.  
MOQ 24-1, NAS  
Corpus Christi TX 78419  
GREENWOOD, Everett O.  
2626 Gladlane Drive  
Montgomery AL 36111  
HARDY, Raymon L.  
62d Aviation Co (Corps)  
APO New York 09165  
HARRINGTON, Laurence  
P.O. Box 322  
Ft Monmouth NJ 07703  
JACOBSON, Charles H.  
P.O. Box 291  
San Diego CA 78384  
JONES, Lewis M.  
5307 El Tejano  
San Antonio TX 78233  
LANE, Duane M.  
35 Parkway North  
Brewer ME 04412  
LETHCOE, Gerald E., Jr.  
HHC, 3d Bn, 67th ADA  
APO New York 09036  
LINER, Cornelius E.  
2905 Arrowhead Rd., #A4  
Augusta GA 30904  
LONG, Donald E.  
604 N. Elwell Street  
Orlando FL 32803  
LONGHOFFER, James E.  
Quarters 3056-B  
West Point NY 10996  
LOWE, Stephen M.  
6923 N.W. Eisenhower Dr.  
Lawton OK 73501  
MAGUIRE, John H.  
564 Spruce Street  
Ft Devens MA 01433  
MALONE, Robert A.  
Off. of the Staff Chaplain  
Ft. Huachuca AZ 85613  
MATHEWS, Charles H.  
Hq. STRATCOM, Thailand  
APO San Francisco 96346  
MEASELS, David A.  
656 Ridgeview Apts  
Junction City KS 66442  
MITTAG, Carl F.  
6792 Seversky Drive  
Edwards CA 93523  
PRZEDPELSKI, Z. J.  
4 Pierce Street  
Marblehead MA 01945  
PURCHASE, Collins J.  
P.O. Box 4518  
Ft Eustis VA 23604  
ROBINSON, Charles A.  
Hq. EUSA (IG)  
APO San Francisco 96301  
RUNK, Adam E.  
P.O. Box 52  
Ft Rucker AL 36360



**PCS — MAJORS**

SHAW, Frank G.  
3728 Armour Av., Apt N1  
Columbus GA 31904

SOLOMON, Alvin L.  
USA Tech Asst Team  
APO New York 09205

SPENCER, David C.  
Leary Road  
Enfield CT 06082

SPIVACK, Joel S.  
1295-B Fir Street  
Ft Dix NJ 08640

STRICKLAND, Charles R.  
10006 McDuff Court  
Vienna VA 22180

ULLMAN, Cornell L.  
271st Aviation Company  
APO San Francisco 96271

WATKINS, Jack R.  
Hqs, V Corps (GI)  
APO New York 09079

WILLIAMSON, Donald R.  
10110 Alice Court  
Fairfax VA 22030

WOOD, Robert L.  
824 Newport  
Chicago IL 60657

**CAPTAINS**

ALLEMOND, Pierre  
Hqs, 8 Med Bn, WAPNBO  
APO New York 09180

ALLEN, Norman R.  
2406 Nottingham Road  
Lawton OK 73501

ANDERSON, Richard T.  
706 Stanbridge Road  
Drexel Hill PA 19026

AOKI, Wayne C.  
918 University Av., #203  
Honolulu HI 96814

AXTELL, George T.  
508-B Perkins Street  
Ft Benning GA 31905

AYKROYD, Douglas S.  
Box 1192, Newgarden Sta  
Ft Knox KY 40121

BAKER, Clifford D.  
25 Irwin Street  
Ft Rucker AL 36360

BAKER, Howard G., Jr.  
Route 4  
Summerville GA 30747

BANDEL, Phillip B.  
804 Twinbrook Parkway  
Rockville MD 20851

BARBER, Theodore M.  
Hqs, 11th Avn Group Cbt  
APO New York 09025

BARR, George H.  
2014 Lumpkin Road  
Augusta GA 30906

BENNETT, Larry G.  
2 Vaughn Court  
Eatontown NJ 07703

BENSON, Ronald R.  
56th Aviation Det  
APO New York 09028

**PCS — CAPTAINS**

BERNARDSEN, Donald J.  
114 Derom  
Ft Huchuca AZ 85613

BREWER, Larry K.  
6848 Lindbergh  
Edwards AFB CA 93523

BURCH, T.B., Jr.  
504 Wendell Place  
Fayetteville NC 28303

BURCHELL, Donnell E.  
643 Gibson Drive  
Ft Benning GA 31905

CALDWELL, Franklin M.  
Route 1, Box 91A  
Hopkinsville KY 42240

CAMPBELL, James T.  
89th Trans Co.  
APO New York 09067

CANON, Charles M., III  
P.O. Box 5339  
Ft Hood TX 76544

CARLEY, James G.  
18 S. Independence Blvd  
New Castle DE 19720

CHAPMAN, William J.  
HHC, 11th Avn Group  
APO New York 09025

COLE, Christopher C.  
7029 Kitzridge Drive  
Fayetteville NC 28304

DALLAS, Michael D.  
11610 Willis Drive, #39  
Savannah GA 31406

ELLIOTT, James E.  
6817 Fox Point Drive  
Spokane WA 99208

ENRIGHT, John L.  
55 Harcourt Avenue  
Pawtucket RI 02861

FOX, Walker P.  
6411 Middlebury Place  
Fayetteville NC 28303

FRYE, Richard H.  
D Co, Maint Bn  
APO San Francisco 96248

GASTON, Alberto J.  
2112 So. 90th St., Apt 96  
Tacoma WA 98444

GILLIES, Peter S.  
271st Aviation Co  
APO San Francisco 96271

GOODENOUGH, Philip C.  
510 N.W. 58th Street  
Lawton OK 73501

HANNA, James B.  
347th Trans Company  
APO San Francisco 96557

HARLEY, Timothy W.  
2243 Rosier Road  
Augusta GA 30906

HARRELL, Gary W.  
3639-B Morton Road  
Ft McClellan AL 36201

HAYHURST, Bruce A.  
17321 S.W. 122d Avenue  
S. Miami FL 33157

HORNER, Gerald W.  
511th Admin Company  
Ft Campbell KY 42223

**PCS — CAPTAINS**

HOUSLEY, Robert E.  
57 Boyce Lane  
Ft Rucker AL 36360

JENNINGS, Lew  
Air Troop, 2d ACR  
APO New York 09093

JOHNSON, Douglas  
B Trp, 3d Sqdn (Air) 5th Cav  
Ft Lewis WA 98433

JOHNSON, Stephen A.  
11 Cornwallis Place  
Newport News VA 23602

KENNEDY, Charles W.  
14th Avn Co (ATC)  
APO New York 09025

KOLAR, Larry R.  
721 S. Beach St., Apt 214A  
Daytona Beach FL 32014

LEGG, David R.  
403A Lakehurst Road  
Browns Mills NJ 08015

MALO, William E.  
102 Peggy Drive  
Clarksville TN 37040

McELWAIN, Emmett D.  
2709 Quanaah Parker Tr  
Norman OK 73069

MEDLEN, Michael K.  
1029-8 Dogwood Street  
APO Seattle 98731

MITCHELL, Hugh T., Jr.  
319 Cassidy Street  
Brookhaven MS 39601

MOFFATT, Gary M.  
P.O. Box 5429  
Ft Hood TX 76544

MONTGOMERY, James M.  
605 Magnolia  
New Liano LA 71461

MOODY, Charles G., II  
HHC, 547th Engr Bn  
APO New York 09175

MUENDEL, Edmund  
P.O. Box 2191  
Ft Benning GA 31905

MUHLER, Edward G.  
211 Addison Street  
Fayetteville NC 28304

PACKER, Clyde E.  
117th Aviation Co  
APO San Francisco 96358

PARRISH, Maurice B.  
D Trp, 4/7 Cav, 2d Inf Div  
APO San Francisco 96251

PENNYPACKER, John E.  
363 Marshall Field  
Ft Riley KS 66442

REVELS, Jack W.  
Hq, A Co, 123d Maint Bn  
APO New York 09065

RIBAR, Frank A.  
2106-B Irwin Street  
Ft Eustis VA 23604

RICHTSMER, Ronald C.  
Rural Route 1  
Hampton IA 50441

RIVOIRA, Richard J.  
418 N.W. 71st Street  
Lawton OK 73501

**PCS — CAPTAINS**

RODRIGUEZ, Arthur G.  
2215 Saint Vrain  
El Paso TX 79902

ROSEBERRY, Michael L.  
106 West Stead  
Midwest City OK 73110

RYAN, Larry E.  
45th Trans Co (AM) DS&GS  
APO San Francisco 96271

SCOFIELD, Thomas C.  
P.O. Box 302  
Edwards CA 93523

STAURSET, Sverre O.  
HHC, EUSA G3 Avn Div  
APO San Francisco 96301

STITT, Harold W.  
3822 Montrose Drive  
Columbus GA 31906

SWATTS, Roy D.  
1114 Hill Street  
Enterprise AL 36330

THERIAULT, Raymond J.  
295 Dixie Drive  
Enterprise AL 36330

TOMIK, William J.  
224 Grimes Street  
Ft Bragg NC 28307

ULMET, Oliver D.  
8721 S.Mt Majestic Road  
Sandy UT 84070

VOSS, Wallace R.  
305 Elm Road, Lot E8  
Killeen TX 76541

WARD, Clifford R.  
HHC, USAASSC  
APO New York 09028

WILKERSON, Robert S.  
821 McKinley Avenue  
Auburn AL 36830

WILLOUGHBY, Ronald H.  
26 Astor Drive  
Newport News VA 23601

WOOD, Richard E.  
612 Del Norte  
Fountain CO 80817

**LIEUTENANTS**

ASTON, David L.  
663 Walker Street  
Fayetteville NC 28301

BOYAKI, Michael J., Jr.  
90-A Hilltop Drive  
Hopkinsville KY 42240

BREESE, John D.  
805 N.W. 25th  
Corvallis OR 97330

BYROM, Jerald D.  
128th Aviation Co (AH)  
APO San Francisco 96358

CAVERLY, Robert A.  
2016 Bucklew Drive  
Toledo OH 43613

COOLIDGE, Douglas E.  
615 S. Ann Blvd., Apt 8  
Harker Hts TX 76541

DENSHAM, George E.  
P.O. Box 5298  
Ft Hood TX 76544



**SCHOOL MONEY** — Quay Snyder, Jr. (2nd from left), receives his \$500 AAAA Award for Individual Merit from BG Edward Meyer, Assistant Commandant, U.S. Army War College. Also shown during the recent Carlisle Barracks ceremony are, from left, COL Robert Gerard, who conducted Quay's interview and, LTC Quay Snyder, the proud father.

## PCS — LIEUTENANTS

JOLLEY, Beverly C., Jr.  
441-D Dyca  
Ft Richardson AK 99505  
KEEFER, Michael A.  
405 Eufaula St., Byrd Apt 3  
Ozark AL 36360  
LAKE, Douglas A., II  
4/421st Medical Co (AA)  
APO New York 09175  
LECLAIR, Eugene P., Jr.  
OSC, C173-2, AHIG Crse  
Hunter AAF GA 31409  
MCALLUM, Reuben W.  
3117 Lakecrest Drive  
Fayetteville NC 28301  
MOULTON, Robert B., Jr.  
243 Reilly Road, #41  
Fayetteville NC 28303  
O'CONNOR, Donald D.  
6413 Wicklow Circle, E.  
Colorado Springs CO 80907  
REESE, Wesley D.  
P.O. Box 1002  
2 Lockhart TX 78644  
RICHARDSON, Merrell B.  
117th Aviation Co (AH)  
APO San Francisco 96358  
ROCHE, Richard B., Jr.  
Bldg 5671-4A  
Ft Sill OK 73503  
SEIBERT, Gary D.  
10530 Arnold Drive  
Ft Bliss TX 79908  
SONNEMANN, Craig E.  
203-3530 Buchanan St.  
Mt. Rainier MD 20822  
TAM, Gilbert  
47-351 Mahakoe Road  
Kaneohe HI 96744  
WATERBURY, James A.  
USAREUR Avn S&S Board  
APO New York 09025

## PCS — LIEUTENANTS

WATSON, Fred G.  
1098th Trans Co  
Ft Eustis VA 23604  
WOODS, Kenneth P.  
3000 W. Adams St., Apt 229  
Temple TX 76501  
WYMAN, Theodore P.  
Blissett Apt D1, Lee St.  
Enterprise AL 36330

## CW4'S

BARTLEY, James A.  
4632 Bay Court  
Tampa FL 33611  
DANEKER, John G.  
17 Richardson Drive  
Daleville AL 36322  
HOOKS, Charles D.  
228 Morrow Rd., Apt 27D  
Forest Park GA 30050  
ODEN, James R.  
Route 6, Box 360  
Hot Springs AR 71901  
POWELL, Louis  
2 North 28th Street  
Lawton OK 73501

## CW3'S

BANASZAK, Richard Z.  
180th Aviation Co  
APO New York 09025  
COMBS, George J.  
106 Red Cloud Road  
Ft Rucker AL 36360  
COYNE, Edward J., Jr.  
Box 443, JUSMAGTHAI  
APO San Francisco 96346  
DAVIS, George B.  
1st Aviation Bn  
Ft Riley KS 66442

## PCS — CW3'S

EAMES, Gerald E.  
4083-S 9th Street  
APO Seattle 98731  
FIGUEROA, Josue  
3733-D McLeod Court  
Columbia SC 29206  
GRESSETT, John W.  
5940 Miller Road  
Austell GA 30001  
HENRY, Thurman C., Jr.  
7307 Sunflower  
Little Rock AR 72209  
HOLLEN, Charles J.  
1484-A Werner Park  
Ft Campbell KY 42223  
JONES, Walter E.  
111 Muldoon Rd., Apt 8  
Anchorage AK 99504  
LIGHTFOOT, John R.  
4061-A Brocklehurst Rd  
Newburgh NY 12550  
PETERSEN, Dwayne L.  
349 Belmont Drive  
Bristol TN 37620  
ROWE, Dennis A., Jr.  
233 West Harris Drive  
Ft Rucker AL 36360  
SPAULDING, James E.  
981 Hanford  
Pismo Beach CA 93449  
TRUELOVE, Bobby B.  
Box 482  
Curundu, Canal Zone  
TRUESDALE, Dana L.  
133 North Harris Drive  
Ft Rucker AL 36360  
VASQUEZ, Heriberto  
2605 Live Oak Drive  
Copperas Cove TX 76522  
WALTZ, Gregory  
62d Aviation Co  
APO New York 09165

## CW2'S

ABER, Allen L.  
P.O. Box 27  
Hayden CO 81639  
ABSHIRE, Jerry W.  
6756-A Snow Road  
Ft Sill OK 73503  
ALSUP, Leonard L.  
36 Burke Avenue  
Newport News VA 23601  
ARMENTROUT, Gary N.  
525-D So. Valdez Court  
Ft Benning GA 31905  
BROCKWAY, Matthew C.  
918 No. McKnight Road  
St Paul MN 55119  
BROMEN, Alex R.  
Box 8, 128 Avn Co (AH)  
APO San Francisco 96358  
CAMPOS, John A.  
175th Avn Co  
APO New York 09140  
CARMODY, Russell D.  
2 Eric Rd., Apt 2C  
Lexington Pk MD 20653  
CATTILINI, John  
2987 E. Fountain  
Colorado Springs CO 80910  
CHESSHER, Davis E.  
Route 1, Box 126  
Trinity TX 75862  
CLARK, John A.  
1701 Maywood Avenue  
Manteca CA 95336  
CLARK, Richard  
R.R. 1, Box 194  
Nineveh IN 46164  
COLLINS, Robert L.  
7824-B Samurail Court  
Olympia WA 98503  
CREES, Bobby T.  
P.O. Box 442  
Oak Grove KY 42262



**NEW AAAA OFFICERS** — The newly elected officers of the Sharpe Army Depot Chapter, AAAA are, from left, CWO John Clark (VP, Benefits), Chuck Seitz (Sec), Frank Chandler (VP, Publicity), and MAJ Larry Foore (Pres). Not shown are, LTC Raymond Moore (Exec VP), CPT Steve Chamberlain (VP, Membership), Carlos Cortez (Trea), and LTC Ted Dare, Ret. (VP, Programs).

#### PCS — CW2'S

DEAN, John W.  
10069 Galveston  
El Paso TX 79924  
DERCK, James A.  
55th Aviation Company  
APO San Francisco 96301  
DEVEREUX, Thomas F.  
5230 Peaceful Place  
Colorado Springs CO 80917  
DICKIE, Michael R.  
1393 Sunland Road  
Daytona Beach FL 32019  
DILLON, Jimmie  
48th Trans Co (GS)  
APO New York 09454  
DIXON, Edwin E.  
4723 Belford Road  
Fayetteville NC 28302  
DOZIER, Marcellus C.  
P.O. Box 3025, Yuma PG  
Yuma AZ 85364  
DRABANT, Gary L.  
1069 Oxford  
Berkley MI 48072  
EVANS, Roger W.  
147th Avn Co, ASHC  
FPO San Francisco 96611  
FANN, Larry L.  
8383 Aurelius Way  
Orangevale CA 95662  
FIORINI, Victor A.  
120th Aviation Co  
APO Seattle 98749  
FRAZIER, William R.  
1904 Sycamore, #4  
Commerce TX 75428  
GALLOWAY, Michael J.  
10566 Ramey Circle  
El Paso TX 79908  
GRUND, Kenneth B.  
5928 Firestone Rd., #144  
Jacksonville FL 32210

#### PCS — CW2'S

HACKLER, Billy T.  
Quarters 7258-A  
Ft Carson CO 80913  
HANSEN, John W.  
48th Aviation Co  
APO New York 09177  
HILL, James P.  
565 Gilcrest Road  
Colorado Springs CO 80906  
HORVATH, John C.  
HHC, 328th Med Bn  
Ft Campbell KY 42223  
HUBBS, William F., Jr.  
45th Trans Co  
APO San Francisco 96271  
HUNT, Donald K.  
Hqs USARBCO D/AVM  
APO San Francisco 96248  
IRWIN, Earle C.  
1032 Eisenhower Cir., #2  
Junction City KS 66441  
JETT, George R., Jr.  
Route 4, Box 133  
St Charles IL 60174  
KUSCHEL, Robert A.  
2841 West 63d Street  
Chicago IL 60629  
LABRUYERE, James R.  
Box 552  
Ft Rucker AL 36360  
LOCKWOOD, Roy A.  
39 Verna Circle  
Daleville AL 36322  
McCONVILLE, Thorpe S.  
104-B Arrowhead Road  
Ft Benning GA 31905  
MIRE, Evarice C., III  
2205 Silverway Dr., #221  
Killeen TX 76541  
MOYS, Joseph C.  
7017 Kingsbury  
Lawton OK 73501

#### PCS — CW2'S

MYERS, Kenneth B.  
3d Aviation Detachment  
APO San Francisco 96271  
NEES, David E.  
110 South Drive  
Copperas Cove TX 76522  
PORTER, Kurt J.  
607 Dauphin Street  
Enterprise AL 36330  
QUASS, Carl R.  
45 Wildwood  
Daleville AL 36322  
ROETTGER, Alvin G.  
1157 Willow  
Denver CO 80220  
RUBIN, Allan M.  
111 N. 28th St., Apt 237  
Killeen TX 76544  
RUSSELL, John G., Jr.  
B Btry, 4 Bn, 77 FA, AFA  
Ft Campbell KY 42223  
SPIVEY, Donald D.  
1021 W. Rowan St., D  
Fayetteville NC 28305  
STAIGLE, James E.  
21 Edwards Street  
Ft Rucker AL 36360  
TAGGART, Thomas J., III  
Box 5574, CMR 2  
Ft Rucker AL 36360  
TINSLEY, Anthony J.  
315 Rue Lemans  
Clarksville TN 37040  
WEIR, Dale L.  
4102 So. Oregon Street  
Seattle WA 98118  
WHITTEMORE, Michael  
387-C Kenal Street  
Ft Richardson AK 99505  
WILLIS, Randall C.  
P.O. Box 1826  
Ft Benning GA 31905

#### PCS — CW2'S

WRIGHT, Robert L.  
236th Med Det (RA)  
APO New York 09178  
ZUTTER, Walter E.  
901 Joy Road, #45G  
Columbus GA 31906

#### CWO'S

HORMANN, Darwin O., Jr.  
108th Aviation Company  
APO New York 09025

#### WO'S

BAUGUSS, John R.  
95-216 Maiaso Place  
Milliani Town HI 96789  
DETHLEFS, Loren  
B Co, 101st Aviation Bn  
Ft Campbell KY 42223  
FISH, Steven E.  
414 West Ash  
Junction City KS 66441  
FISHER, Frank B., III  
9818 Kenwood Dr., SW., #1  
Tacoma WA 98498  
HAMILTON, William  
117th Aviation Company  
APO San Francisco 96358  
HARRIS, Larry G.  
Route 2, Box 13  
Cisco TX 76437  
HEDGECOCK, Leonard S.  
467-A Craig Drive  
Ft Benning GA 31905  
KLUGIEWICZ, James A.  
1416 Elma Street  
Spring Lake NC 28390  
LAWRENCE, James D.  
111 Independence Avenue  
Enterprise AL 36330





AAH BRIEFING — CPTs David Marlow (left) and Robert Roney of AAAA's Air Cavalry Chapter (Ft. Knox, KY) received a detailed briefing on the Boeing-Grumman AAH proposal from Norman Taylor, Boeing representative.

#### PCS — WO'S

LOCKE, Virgil H.  
4610 N.W. Lindy  
Lawton OK 73501  
NICKS, Dennis W.  
116th AHC, 10th Avn Bn  
Ft Lewis WA 98433  
PEREZ Gonzalez, Raul A.  
Monsita Ferrer HG, #24  
Levittown Lakes PR0632  
PICKUS, Norman F.  
4084-7 9th Street  
APO Seattle 98731  
RAMSEY, William H.  
1740 S. Dixie Blvd, Lot 422  
Radcliff KY 40160  
RITTER, Michael A.  
10442 12th Street, South  
Tacoma WA 98444  
SALZER, Robert W.  
507th Med Co (AA)  
Ft Sam Houston TX 78234  
SHUPE, Stanley A., Jr.  
5550-D Demoret Avenue  
Ft Knox KY 40121  
STONE, Samuel D.  
Route 1  
Horton AL 35980  
WOLPERT, Joel L.  
216 Magnolia Street  
Hopkinsville KY 42240

#### ENLISTED

GOERING, Steven E., SGT  
71st Avn Co, Box 225  
APO New York 09047  
GRANT, Robert J., SFC  
401 Nice Drive  
Clarksville TN 37040  
LOVE, Johnnie E., CSM  
1202 Grandon  
Killeen TX 76541

#### PCS — ENLISTED

SCHLUMP, Brian, SP5  
110 Park Av, S. Park View  
Eldridge IA 52748

#### RETIRED

BLACKBURN, B.L., MAJ  
P.O. Box 2112  
Clarksville TN 37040  
BOONE, James M., LTC  
1410 43d Street  
Phenix City AL 36867  
BROADHURST, E.C., MAJ  
5629 Sandalwood Blvd  
Columbus OH 43229  
BUELOW, Wallace R., COL  
14105 Grand Ave., N.E.  
Albuquerque NM 87123  
CABELL, Doresey C., COL  
MAAG FAT 3E, Bx185  
APO New York 09205  
CARTWRIGHT, Alvin, LTC  
18247 Van Owen Street  
Reseda CA 91335  
CRANFORD, Jack, COL  
MAAG FAT 3E, Bx 185  
APO New York 09205  
DODD, William R., LTC  
4595 Hawthorne Place  
Mobile AL 36608  
EVERHART, Wm.G., CW4  
Route 6, Box 178  
Petersburg VA 23803  
FAUROT, Billie C., MAJ  
15022 Calle Juanito  
San Diego CA 92129  
GLENNIE, Alfred K., SFC  
Education Ctr., SUPTHAI  
APO San Francisco 96232  
GOWAN, Paul E., CW4  
16-B Mohawk Drive  
Daleville AL 36322

#### PCS — RETIRED

GREENE, John H., MAJ  
12220 S.W. 107th Avenue  
Miami FL 33156  
HANSON, Gerald H., LTC  
14852 Sandy Lane  
San Jose CA 95124  
HOELTZEL, N.E., LTC  
Route 2, P.O. Box 1923  
Palatka FL 32077  
KLIM, William Jr., LTC  
Box R-38  
APO New York 09205  
KNIGHT, James L., LTC  
217 Colon Avenue  
San Francisco CA 94112  
McMILLEN, E.J., Jr., LTC  
135 Bloxom Drive  
Newport News VA 23601  
MILLERSON, J.H., MAJ  
1393 Hammack Drive  
Morrow GA 30260  
NEMETHY, Frank J., COL  
Route 1  
Herdon KY 42236  
PICKENS, Robt. B. Jr., COL  
1906 Southland Center  
Dallas TX 75201  
ROSAS, Louis J., Jr., CW3  
P.O. Box 560  
Hanover PA 17331  
SANDIDGE, Chas. R., LTC  
Star Route, Box 370  
Entiat WA 98822  
STRICKLAND, Sidney, LTC  
9240 Garland Drive  
Savannah GA 31406  
TOLSON, John J., III, LTG  
1401 Rock Dam Court  
Raleigh NC 27609  
ROUCHET, James C., LTC  
913 Charleston Drive  
Bedford TX 76021

#### PCS — RETIRED

UGALDE, Jesse G., COL  
Apartado 60-835  
Caracas, Venezuela  
WELLS, James F., COL  
941 Margaret Street  
Monterey CA 93940  
WHITLOCK, Kydean, LTC  
122 Shrine Court Road  
Gaffney SC 29340

#### ASSOCIATES

DIXON, Bernstein T.  
Hqs, 11th Avn Group, Cbt  
APO New York 09025  
DOBBINS, P.F.  
Lockheed, 900 17th StNW  
Washington DC 20006  
HARTZ, Rita M., Mrs.  
1121 Arlington Blvd, 1016  
Arlington VA 22209  
Harvey, Paul E.  
3613 Meadow Lark Drive  
Augusta GA 30906  
HEINEMANN, Edward H.  
P.O. Box 1795  
Rancho Santa Fe CA 92067  
HEYDEN, J.D.  
411 Camelot Drive  
Collinsville IL 62234  
LEFF, Martin J.  
2762 Easton Turnpike  
Fairfield CT 06604  
MACKAY, Douglas C.T.  
1403A Marlborough Cir.  
Austin TX 78753  
McNAMARA, Arch  
P.O. Box 307  
Temple TX 76501  
PROPHET, Wallace W.  
3009 Evans Drive  
Dothan AL 36301



# "Das Flieger Fluzzle"

A flagrant flood of flawed fluff flounced to flip the flying flock!  
A flabbergasting fillip of flippant fakery flouted to flap florid flagwavers!  
A flowing flit of flimsy flashed to flaunt the fluent!  
The final flourish?  
A flamboyant flood of flaky flotsam fixed to flagellate flustered flyers!

Do you consider yourself knowledgeable on Army aircraft? . . . Test yourself!

Hidden in "Das Flieger Fluzzle" are the nicknames of some 29 U.S. Army fixed and rotary wing aircraft of both modern vintage and old, and some exotic Army designs as well . . . the list appears below.

We'll single one out for you . . . the "Cayuse" . . . which appears diagonally between squares L6-G1. The nicknames of the remaining 28 Army aircraft also appear in the "Fluzzle" horizontally, either right to left or left to right; vertically, either reading up or down; or diagonally, either descending or ascending, as "Cayuse."

How many Army aircraft can you find in fifteen minutes? . . . You are exceptionally sharp if you find more than TWENTY in the allotted time.

## Go all out!

For the all-out participant — the aviation aficionado — the man who really knows his aircraft and can identify them by name, we've buried the

nicknames of NINETY-SIX additional aircraft and missiles in "Das Flieger Fluzzle." That's right, we said NINETY-SIX!

**29 + 96 = 125 in all!**

To sweeten the pot, we'll provide a set of six bound volumes of **ARMY AVIATION** as first prize for the contestant who identifies the largest number of our hidden aircraft and missiles.

To compete, merely cite the nicknames and the squares involved, i.e., "Cayuse, L6-G1," and list these on this and the next page. We'll publish the official list in the July, 1973 issue and will accept envelopes bearing entries if postmarked on or before June 30.

Two tips . . . Several nicknames repeat and are found in more than one location, and approximately a quarter of the 96 unnamed aircraft and missiles are foreign-made, and we've used their NATO nicknames in many instances.

Send in your answer sheet even if you don't find all 125! A total of 50 might take all!

## Warm up with these 29!

Beech T-42 Baron \_\_\_\_\_  
DeHavilland U-6 Beaver \_\_\_\_\_  
Cessna O-1 Bird Dog \_\_\_\_\_  
DeHavilland CV-7 Buffalo \_\_\_\_\_  
DeHavilland CV-2 Caribou \_\_\_\_\_  
Hughes O-6 Cayuse **L6-G1**  
Lockheed AH-56 Cheyenne \_\_\_\_\_  
Sikorsky H-19 Chickasaw \_\_\_\_\_  
Boeing Vertol CH-47 Chinook \_\_\_\_\_  
Sikorsky H-34 Choctaw \_\_\_\_\_  
Bell AH-1G Cobra \_\_\_\_\_  
Piper L-4 Cub \_\_\_\_\_  
Sub-Aviation SO-1221 Djinn \_\_\_\_\_  
Ryan XV-8A Fleep \_\_\_\_\_  
Princeton GEM \_\_\_\_\_

Bell UH-1 Huey \_\_\_\_\_  
Bell UH-1 Iroquois \_\_\_\_\_  
Bell OH-58 Kiowa \_\_\_\_\_  
Grumman OV-1 Mohawk \_\_\_\_\_  
Sikorsky H-37 Mojave \_\_\_\_\_  
Piasecki H-25 Mule \_\_\_\_\_  
DeHavilland U-1 Otter \_\_\_\_\_  
Hiller H-23 Raven \_\_\_\_\_  
Beech U-8F Seminole \_\_\_\_\_  
Cessna H-41 Seneca \_\_\_\_\_  
Vertol H-21 Shawnee \_\_\_\_\_  
Bell H-13 Sioux \_\_\_\_\_  
Sikorsky CH-54 Tarhe \_\_\_\_\_  
Ryan XV-5A Vertifan \_\_\_\_\_

Now turn the page for NINETY-SIX more!

# The Ultimate Test

Try your hand at this kingsize mindbender! The names of more than 125 U.S. and foreign aircraft and missiles are hidden in the "24 Square." We've uncovered the name of the "Cayuse" for you in Squares L6-G1!

-	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	V	O	W	A	S	A	K	C	I	H	C	T	A	L	O	S	E	C	N	A	L	G	R	B
B	L	I	A	U	Q	H	A	R	R	I	E	R	E	T	I	R	P	S	A	E	S	E	S	A
C	O	L	A	F	F	U	B	G	A	A	H	N	A	F	I	T	R	E	V	C	E	N	S	L
D	T	R	E	D	A	S	U	R	C	E	R	D	J	I	N	N	A	P	H	T	A	I	M	E
E	P	S	P	A	D	L	O	E	R	A	A	E	A	T	U	S	O	E	E	C	R	E	J	R
F	E	G	S	C	H	I	N	O	O	K	T	I	F	P	Z	I	R	K	L	E	L	U	R	T
G	E	K	I	N	A	E	N	C	E	S	W	A	L	C	L	O	S	U	L	O	P	A	K	S
H	L	S	O	M	S	R	O	S	T	A	R	A	B	E	K	U	V	O	B	I	B	O	T	B
I	F	E	U	A	E	O	I	A	R	C	T	S	H	E	M	Q	N	B	T	O	O	A	E	W
J	A	L	X	Y	T	S	R	B	T	O	H	C	E	O	S	I	E	E	N	H	C	O	X	A
K	E	U	C	E	A	I	O	R	P	A	O	O	R	P	M	R	R	A	N	R	U	T	A	S
L	N	C	T	U	O	C	S	E	W	U	R	R	C	E	K	I	N	G	A	I	R	E	N	P
M	O	R	A	H	B	R	O	N	C	O	B	A	S	T	A	Z	R	E	D	U	A	R	A	M
N	R	E	T	T	O	E	E	M	A	E	O	G	F	S	A	R	B	O	C	O	R	I	A	R
O	A	H	A	E	C	E	T	Z	A	S	G	U	R	K	O	W	A	M	U	P	A	X	E	I
P	B	N	R	C	N	O	I	V	A	N	R	O	E	Y	E	K	W	A	H	S	A	L	T	A
Q	O	I	O	I	L	R	E	M	A	Y	C	C	G	H	E	R	I	A	N	E	E	U	Q	L
R	K	K	R	L	A	R	O	T	N	E	M	H	N	A	R	A	N	A	K	Z	H	A	L	E
S	E	I	O	D	A	V	I	H	T	L	O	C	E	W	L	T	V	R	G	U	E	E	N	V
T	C	P	O	E	D	T	N	G	M	R	J	Y	V	K	O	A	A	I	E	C	H	R	N	A
U	A	A	N	W	O	O	D	O	O	V	A	M	A	M	H	N	X	Y	P	D	A	H	O	R
V	M	U	S	T	A	N	G	O	C	K	V	C	R	O	S	Y	T	Y	T	E	A	T	L	T
W	E	N	A	R	C	Y	K	S	E	A	E	Y	E	K	C	U	B	I	B	R	R	R	A	M
X	L	E	A	P	A	C	H	E	Y	E	N	N	E	R	G	E	M	P	E	V	O	D	T	E

Whether you've circled eighteen or 80, turn in your solution to "Army Aviation Magazine," 1 Crestwood Road, Westport CT 06880 by June 30.





# The Nominations Are Open

Be a participant in the selection of the "Aviator of the Year" and the "Aviator Soldier of the Year." Write to AAAA for the one-sided, simple nomination form that will put your candidate into the hopper for national recognition at the coming AAAA National Convention.

Many deserving people are never recommended because they are never nominated.

AAAA's "Outstanding Aviation Unit Award" along with its "Outstanding Reserve Component Aviation Unit Award" recognize the finest unit performances during April 1972 and March 1973. Does your unit measure up?

The "James H. McClellan Aviation Safety Award" singles out a major safety achievement. If you know of one, tell us about it. The nominations close August 1.



## NATIONAL AWARDS

### NOMINATION FOR THE AWARD TO THE ARMY AVIATOR OF THE YEAR

(Sponsored by the Army Aviation Foundation. This award will be presented to the Army Aviator who has made an outstanding contribution to Army Aviation during the award period ending the previous March 31.)

#### SUBMITTER:

Submitting to AAAA is not a requirement. A candidate for this award must be a rated Army Aviator in the active duty, Army or in the Army Reserve Forces, and must have made an outstanding individual achievement.

NAME OF NOMINEE \_\_\_\_\_

POSITION OR ASSIGNMENT \_\_\_\_\_

ADDRESS \_\_\_\_\_

BRIEF OUTLINE OF REASONS FOR NOMINATION (Detailed supporting information should be attached as indicated.)

Please print all entries to  
appear in the proceedings  
of this form.

NAME \_\_\_\_\_

RANK/TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

UNIT INFORMATION: Fill in 1,000 words or 2 pages (exclusive of graphics), and include a recent photo of the nominee and the official insignia, if available.

NAME, INFORMATION: Fill in.

NAME, ADDRESS: Fill in.

SUBMISSION DATE: August 1 of this year. This form may be resubmitted yearly.

## Please join in!

## 1973 AAAA National Awards

Submit your nominations to AAAA, 1 Crestwood Road, Westport CT 06880 by Aug. 1

# THE ARMY AVIATION HALL OF FAME IS AIRBORNE!

**A**N AAAA-sponsored "Army Aviation Hall of Fame" has been established to honor those persons who have made an outstanding contribution to Army Aviation, and to record the excellence of their achievements for posterity. Site for the "Hall of Fame" will be the Army Aviation Museum at Ft. Rucker, Ala. with the Army Aviation Association underwriting all major costs.



- **ELIGIBILITY** a. Any person may nominate a candidate for the "Hall of Fame." b. All persons are eligible for induction; membership in AAAA is not a requirement for eligibility. ■ **SOLICITATION** a. Candidates shall be solicited by announcements in the AAAA-endorsed magazine, and by direct mail to all AAAA officers and key industry-civilian members. b. The major Army Aviation commands shall be contacted through the Aviation Directorate, OACSFOR, and through official releases provided through the IO, USA-AVNC. ■ **NOMINATION** a. Candidates are to be nominated for achievements accomplished during each of the following periods: (1) Prior to June, 1942; (2) June, 1942 through 1949; (3) 1950 through 1959; (4) 1960 through 1969. b. Candidates for the 1970-1979 period will be eligible for nomination after 1 January 1982. c. Candidates may be nominated in more than one time period. d. Written nominations are to be submitted to the AAAA, and should include: (1) The nominee's full name and address, (2) A 40-50 word summation of the achievement(s) for which the candidate is being nominated to the "Hall of Fame," (3) and a current photograph of the nominee, if living.

**TO: AAAA, 1 Crestwood Road, Westport, Connecticut 06880**

I'd like to nominate the following persons as candidates for induction into the "Army Aviation Hall of Fame" in 1973. On separate sheets, I've enclosed their full names and addresses (where known), the respective time periods for which each is being nominated to the "Hall of Fame," a brief 40-50 word description of each of their accomplishments, and a photograph of each (if available). (Please print).

**Nominee** .....

**Nominee** .....

**Nominee** .....

**Your signature** .....

**'73 NOMINATIONS  
ARMY AVIATION HALL OF FAME**



# HALL OF FAME

## ■ SELECTION

a. A separate Nominations Board reporting to AAAA's National Awards Committee shall review all nominations and shall select the following number of nominations from those received in 1973, 1974, and 1975, and place them on ballots during each of those years:

(1) Up to five nominees each year for the period prior to June, 1942.

(2) Five nominees each year for each of the periods June, 1942-1959, 1950-1959, and 1960-1969.

## ■ ELECTION

a. The "Hall of Fame" electoral body shall consist of those persons who have held membership in AAAA for five or more years, to include the year in which they receive a "Hall of Fame" ballot. (This electoral body consists of some 4,000-plus military, DAC, Reserve Component, and industry-civilian members with broad Army Aviation backgrounds and experience.)

**B**ACK in 1962, working out of Pleiku with H-21s, we had a young lieutenant who, in addition to being an aviator, was a lay preacher.

One day, we got a mission to lift some Montagnards to a suspected VC bivouac area. Our initial recon didn't stir up anything and we made an approach and started to drop the troops off.

Just about that time, all hell broke loose with extremely heavy small arms fire. As flight leader, I tried to get some instructions out to the flight, but was unable to do so because someone had the radio tied up with all kinds of chatter.

We then moved out of the area with me cussing and wanting to get my hands on the pilot who messed up our communications. As we flew around the base of a hill and out of enemy fire, a voice came over the radio and said, "... Thank you, Lord! I've got it now!" ... and with that the voice went off the air. Needless to say, we had no further problem in communicating during the rest of the flight.

It turned out later that the chatter was praying and we caught the last part of his prayer ... Perhaps, in part, this prayer contributed to the fact that no one suffered any personal wounds, other than a burn from a near miss, and this despite the fact that all eight of our aircraft were pretty well shot up!

A true story! Honest Injun!

LTC Paul F. Anderson  
Stu Det, USAWC

## ABOUT THE AUTHOR OF "MISSILE,"

CAPTAIN MICHAEL J. BROWN

A graduate of the U.S. Military Academy, Class of 1966, Captain Michael J. Brown served as an Artillery Forward Observer in RVN during 1967-1968, returning to CONUS to Fort Carson where he served as an Artillery Battery Commander during 1968-1969. He then attended the Artillery Advanced Course at Ft. Sill, Okla. in 1970, going to Flight School in 1971, prior to his return to RVN as Platoon Commander of F Company, 79th Field Artillery (AFA), AAAA's "Outstanding Aviation Unit of the Year" for 1971-1972. On his return from RVN, he assumed the duties of Operations Officer, 121st Aviation Company at Ft. Benning, Ga.

b. The electoral body is to elect by mail ballot the following number of candidates for induction into the "Army Aviation Hall of Fame" for each of the years during 1973-1975.

(1) One of the five persons nominated for the period prior to June, 1942.

(2) Two of the five persons nominated in each of the remaining three time periods.

c. All details of the balloting, tabulation, and notification, to include the solicitation forms and the ballot used; the presentation and format of biographical data; and the specific timetable for the solicitation, balloting, compilation, verification, and notification are to be responsibilities of the AAAA National Office.

## ■ INDUCTION

a. The "Army Aviation Hall of Fame" shall be housed in the current Army Aviation Museum located at Ft. Rucker, Ala., with the AAAA and the Museum to coordinate on specific space requirements for the "Hall."

b. The AAAA shall donate funds to the Museum to cover renovations necessary to accommodate "Hall of Fame" displays.

c. The AAAA shall provide a suitable portrait of each inductee, and an appropriate identification-citation.

d. Induction shall be held each year at a formal USAAVNC luncheon or dinner with installation ceremonies to be determined by the Commander. The introduction of each inductee shall be made by the AAAA National President with the presentations to be made by appropriate military dignitaries.

## ■ REVIEW

Following the initial selection and induction of twenty-one candidates to the "Hall of Fame" during 1973-1975, the AAAA National Executive Board shall review the nomination-election totals at its October, 1975 meeting with the object of making such program changes as it deems necessary at that time.

# On Guard!

**I**N a recent letter to all States, MG LaVern E. Weber, Director, Army National Guard, urged that nominations be submitted for the various National Army Aviation Awards sponsored by the Army Aviation Association (AAAA).

He said, in part, "We can be justifiably proud of the records being set by ARNG Aviation, and the AAAA awards program is an excellent opportunity to have these achievements highlighted."

## USAAVS assistance

It's anticipated that Safety Assistance Teams from the U.S. Army for Aviation Safety (USAAVS) will visit a majority of the Army National Guard aviation units during Annual Training FY 73. These visits will be geared toward providing "on the spot" aviation safety assistance while in a field environment.

USAAVS hopes to gain valuable information on operational and environmental problems that plague ARNG Aviation operations during Annual Training.

## Aviation safety conferences

During the past six months numerous States have taken advantage of the offer by NGB and USAAVS to provide speakers and instructors for State Aviation Safety Conferences. These personnel are provided without charge to the State and have been enthusiastically received by the States where they have appeared.

State Aviation Safety Officers desiring additional information should contact the ARNG Aviation Safety Manager, AUTOVON 227-4996/6652.

The Reserve Components are represented on AAAA's National Awards Committee, and I have been reminded to tell you that nominations for the "Army Aviator of the Year" and the "Army Aviation Soldier of the Year" are especially solicited from ARNG sources. With RVN no longer a factor, there is every possibility that an ARNG "Aviator" or "Soldier" can top his active Army counterpart in this year's awards program.

## Operation Mud-Lift

Arizona-ARNG aviation provided relief to isolated Indian families during the period 10-18 March. Dubbed "Operation Mud-Lift" because the Indians were cut off from supplies by mud and snow, Arizona aviators and crews operated out of LZs that started at 6,500 MSL and went over 8,000 MSL.

Cargo supplied during the emergency included an estimated 132 tons of food, grain and perishables; and the unit made 12 med-evacuation lifts. The 997th Assault Helicopter Company, winner of



**AVIATOR'S VALOR AWARD** — In a recent ceremony at the Ft. Hamilton Officers Club, CPT Kenneth L. Landon (left), received the 20th Annual American Legion Aviator's Valor Award. The medal and ribbon were presented by MG William J. Maddox, (right), Director of Army Aviation, on behalf of Manhattan County's Aviators Post #743, and commended CPT Landon for his actions during a combat operation with the 101st Avn Bn in South Vietnam. (USA photo)

AAAA's "Reserve Component Aviation Unit of the Year Award" in 1972, participated with other AZ units in "Operation Mud-Lift."

## Adverse economic impact

The Helicopter Association of America (HAA) has indicated that a portion of the commercial rotary wing industry is experiencing adverse economic impacts due to the use of military helicopters in performing services for non-DOD traffic,

# ARNG Director urges all to compete for AAAA's Aviator, Soldier awards

By LTC CHARLES R. JONES  
Chief, Army Aviation Branch  
National Guard Bureau



## ON GUARD!/ Continued from Page 43

services which could be provided by commercial operators. In a 25 April message, DA emphasized the four criteria under which DOD resources may be used to move non-defense traffic. The message directs that Active Forces, Reserves, and National Guard not perform missions outside the established criteria, and in those cases where prior approval is required, not to indicate capability until approval for the mission has been received from higher authority.

### A new Reserve Center

A "move in" date has not been established, but plans for reserve aviation forces occupying and operating Los Alamitos NAS are in the final stages. California-ARNG will have an Army Aviation Support Facility on the base, and will probably be responsible for operating the flight line.

The flight line services, which may yet be furnished by the Navy, include the control tower (16 hours a day) fire fighting, base operations, and refueling. Service contracts are being considered for some of the flight line requirements with ARNG technicians taking up the task if a service contract is not feasible.

### Mohawk ATT

The Georgia-ARNG 159th Aviation Company (OV-1 "Mohawk") recently completed its ATT while supporting the Active Army Exercise "Exotic Dancer". Evaluators and supported elements gave the unit highest praise for the excellent job they did.

In a letter to the Adjutant General, Georgia, LTG J. H. Hay, Commander, XVIII Airborne Corps said "... the professionalism, initiative, and esprit de corps demonstrated by personnel of your unit is evidence of the high standards of training you maintain and the high degree of effectiveness your unit has achieved."

#### AAAA SCHOLARSHIP IS ESTABLISHED TO HONOR RANDOLPH KAHL-WINTER

The friends and relatives of Major Randolph Kahl-Winter (Ret.), have established a memorial scholarship in his name, and have requested that donations be sent directly to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport CT 06880. On February 13, 1973, "Randy" died as a result of an aircraft accident at Ft. Belvoir, VA. He was commissioned in October 1953, and received his wings at San Marcos, TX in September 1955. He was designated a Senior Army Aviator in September 1962, with over 6,200 hours of flight time. He retired from the Army in December 1966.



SEOUL — Supporting UNC/U.S. Forces Korea/8th U.S. Army is the 52d Aviation Battalion whose three aviation companies are scattered throughout the northern third of the Republic of Korea. Commanded by LTC Joseph E. Campbell, Jr., the 52d is "possibly the most unique, largest separate aviation battalion in the world" utilizing UH-1, OH-58, OV-1, U-21, and Cobra assets. The 52d was deployed to the Korean peninsula during 1972.

## THE IN BOX/ Continued from Page 21

Dear Editor:

I believe that Army Aviation needs a suitable attack helicopter. However, I also feel that we shouldn't operate such an aircraft until we have thoroughly trained personnel who can maintain the aircraft in a professional manner.

As of now, the lack of professional attitude, training, and reward has robbed Army Aviation of its potential to far exceed what is considered adequate. While I don't feel that the personnel are at fault, the Army, as a whole, has taken away their professionalism by not utilizing them properly.

Good examples: a school-trained avionics technician sits behind a typewriter; an experienced crewchief learns the fundamentals of driving a truck in support of an artillery battalion on a field problem. The list could go on and on.

The solution to this problem is to evaluate these personnel and reassign them to slots in which their job skills can best be employed. While the period of adjustment might take some time, I'm sure the end result will justify the action.

Aviators are required to take checkrides and pass written exams. Aside from "Pro Pay" qualification, aviation maintenance personnel are not affected in any way by such tests. Isn't it to the Army's advantage to have these same personnel attend a two-week refresher course annually on improved procedures and equipment?

Well trained personnel serving in their job MOS's breed professionalism.

WO1 Daniel J. Wright  
Fort Knox, Kentucky



# The Personal Side

## BIRTHS

**CAMPBELL** — Tyler Hughes was born to CPT and Mrs. Charles O. Campbell, Ft. Wolters, TX, on 9 April.

**CAVERLY** — Cynthia Beth was born to 2LT Robert A. and Judith Ann Caverly, Ft. Eustis, Va., on 21 April.

**EFFNOR** — Chad John was born to CPT Samuel J. and Marilyn Effnor, Ft. Eustis, Va., on 10 April.

**SCHALL** — Susan Elizabeth (7 lb, 14 oz) was born to 1LT Bruce L. and Susanne Schall, Leighton PA, on 12 April.

**TAM** — Sherianne Paulani was born to 1LT and Mrs. Gilbert K. Tam, Ft. Wolters TX, on 24 March.

## BROKEN WING AWARD

**HUBBLE** — WO1 Hartwell H. Hubble, Jr., Ft. Benning GA for an in-flight emergency that occurred while he was in an OH-58A student at Ft. Wolters TX.

**ZETELSKI** — Alan J. Zetelski, Ft. Bragg, NC, for an in-flight WO1 emergency that occurred while he was a student at Ft. Rucker AL.

## DEGREES

**HENGEN** — MAJ Orville J. Hengen, Jr., BS in Aeronautical Engineering, Embry-Riddle Aeronautical University, 21 April.

**BISHOP** — CW3 John A. Bishop, BS in Aviation Management (Magna Cum Laude), Embry-Riddle Aeronautical University.

**FEUTZ** — CW4 Lester Feutz, BS in Aeronautical Science (Summa Cum Laude), Embry-Riddle Aeronautical University.

**BENNETT** — CPT James Bennett, Jr., BS in Aviation Management (Cum Laude), Embry-Riddle Aeronautical University.

## DISTINGUISHED GRADUATES

**BRAUN** — WO1 Matthew A. Braun, WORWAC class graduating USAAVNC, 17 April.

**BUTLER** — Richard A. Butler, AMOC Phase 1, Class 8-73, USATSCH, 12 April.

**CARROLL** — SP6 Alex Carroll, Maintenance Management Course 73-6, USAAVNC, 20 March.

**DICKENS** — CPT William P. Dickens, DG of OF-WAC class, USAAVNC, 3 April.

**FOX** — 2LT Timothy J. Fox, ORWAC 73-28, USAPHS, 19 April.

**HAWLEY** — 1LT Michael A. Hawley, DG of OF-WAC class, USAAVNC, 18 April.

**KELLER** — WOC Dennis P. Keller, WORWAC 73-27, USAPHS, 19 April.

**LEE** — WOC Charles D. Lee, WORWAC 73-25, USAPHS, 11 April.

**MEACHAM** — SP5 William L. Meacham, Air Traffic Controllers Basic Course, Class 73-3, USAAVNC, 6 April.

**THORLAKSON** — CPT Robert E. Thorlakson, ORWAC 73-26, USAPHS, 11 April.

**TORMO** — WO1 Kenneth J. Tormo, DG of WORWAC class, USAAVNC, 3 April.

## MARRIAGES

**ROSE-STEELE**, CWO Joseph Rose, III was married to Donna Steele, at the Valley Forge General Hospital on March 12. A returned POW, Rose was captured Feb. 8, 1968 when his helicopter crashed en route to Danang.

## OBITUARIES

**KARSTENS** — CPT Thomas Karstens; HH Btry, 2d Bn, 17th FA, 2d Inf Div; died on 22 February of injuries sustained in a helicopter crash in Korea.

**NOSKY** — WO1 Joseph Nosky died in a helicopter crash on 24 April at Ft. Hood, Texas.

**SHONK** — WO1 William Shonk died in a helicopter crash on 24 April at Ft. Hood, Texas.

**STITZEL** — CPT Victor Stitzel; HH Btry, 2d Bn, 17th FA, 2d Inf Div; died on 22 February of injuries sustained in a helicopter crash in Korea.



**SIMPPLICITY** — "Instant aircraft hangars" will be designed, tested, and built for the USAF under a \$2.8 million contract by Goodyear Aerospace Corporation. Some 92 lightweight sandwich panels supported by double hinged "I" beams will form the 76' wide, 130' long and 26' high air transportable structures. The 18-ton hangar can be packaged in four 8 x 8 x 9.5 containers for loading aboard a C-130 aircraft.

## AAAA AWARDS AT USAPHS

- BOYD** — WOC Christopher Boyd, Academic Achievement Award.  
**CRAIG** — 2LT Walter J. Craig, Jr., Academic Achievement Award.  
**FOX** — 2LT Timothy J. Fox, Flight Achievement Award.  
**GORDON** — WOC Wesley K. Gordon, Flight Achievement Award.  
**KELLER** — WOC Dennis P. Keller, Academic Achievement Award.  
**LAMBERT** — WOC Roy H. Lambert, Flight Achievement Award.  
**LEE** — WOC Charles D. Lee, Military Achievement Award.  
**MAUL** — 2LT Gregory A. Maul, USAF, Academic Achievement Award.  
**O'BERRY** — WOC Richard V. O'Berry, Jr., Military Achievement Award.  
**THORLAKSON** — CPT Robert E. Thorlakson, Flight Achievement Award.

## MEDALS

- CRANFORD** — COL Jack Cranford, Legion of Merit (first Oak Leaf Cluster), on 2 April retirement.  
**DINKLE** — CW4 Louis A. Dinkle, Meritorious Service Medal, 3 May.  
**DORMUTH** — 1LT James M. Dormuth, Distinguished Flying Cross, 3 May.  
**FICKLE** — MAJ Thomas H. Fickle, Meritorious Service Medal, 3 May.  
**HANNUM** — LTC Aiden G. Hannum, Meritorious Service Medal, 15 March.

## MASTER ARMY AVIATOR RATING

- COLLINS** — CW4 Richard F. Collins, Ft. Rucker AL.  
**DAVIS** — CW4 Charles O. Davis, Ft. Rucker AL.  
**DUNAGAN** — LTC C. M. Dunagan, Ft. Eustis VA.  
**GWINNER** — LTC Maurice D. Gwinner, Ft. Stewart GA.  
**PEARLMAN** — LTC James T. Pearlman, Ft. Sam Houston TX.  
**WILLIAMS** — LTC Howard M. Williams, Ft. Rucker AL.



**MASTER AA** — LTC James T. Pearlman, is presented his Master Army Aviator Badge from MG James C. Smith, CDR, CENA, Ft. Sheridan, Ill. at 2 May ceremonies held at Ft. Sheridan IL. while his wife, Penny, looks on. Colonel Pearlman serves in ODCSO&I, Hq. Fifth Army.

## PROMOTION

Recommended list for temporary promotion to Colonel  
 Army Circular, dated 1 May 1973

- |                      |                               |
|----------------------|-------------------------------|
| Addressa, Anthony J. | Lilley, Aaron L., Jr.         |
| Allan, James R.      | Maddox, Chesley B.            |
| Anderson, Carl F.    | McDowell, Chester P.          |
| Austin, Maynard A.   | McGillicuddy, Cornelius F. X. |
| Bagnall, Charles N.  | McKenzie, Colin               |
| Baughman, Larry J.   | McKinney, John W.             |
| Beasley, Horace D.   | McNair, Carl H., Jr.          |
| Beekman, Gerald R.   | O'Donohue, John D.            |
| Bournes, William V.  | Palastra, Joseph P.           |
| Brannon, William W.  | Patterson, James H.           |
| Brown, Howard E.     | Pollard, Arnold R.            |
| Brown, John P.       | Poor, William T.              |
| Bruns, Bernard W.    | Royals, Gerald E.             |
| Bunyard, Jerry M.    | Rutkowski, Joseph F.          |
| Burris, Carshal A.   | Shallcross, George            |
| Campbell, James E.   | Shields, Roger J.             |
| Carroll, Anthony     | Short, Frisco                 |
| Chamberlain, William | Small, Harold I.              |
| Copeland, Francis A. | Stone, Howard F.              |
| Culton, William H.   | Tanner, Eugene P.             |
| Dewey, Arthur E.     | Thrasher, Billy J.            |
| Eyman, Robert F.     | Todd, Edgar F.                |
| Ferris, Gordon P.    | Toepel, Adalbert E.           |
| Franklin, Charles D. | Toner, Francis J.             |
| Godwin, Ralph L.     | Tow, James L.                 |
| Greenquist, James C. | Walker, Jack A.               |
| Hand, Lee M.         | Wenn, Kenneth L.              |
| Huebner, Robert W.   | Woodmansee, John W.           |
| Islin, John A.       | Woolley, Wilson G.            |
| Jenkins, William M.  |                               |
| Johnson, Harold K.   | <b>Flight Surgeons:</b>       |
| Kaser, William P.    | DINapoli, Raphael J.          |
| Kilgore, James A.    | Gregory, Kelly G.             |
| Lawrence, William A. |                               |

## SENIOR ARMY AVIATOR RATING

- JOHNSON** — CW3 James H. Johnson, Ft. Rucker AL.  
**ROCHE** — CPT Robert F. Roche, Ft. Rucker AL.  
**WALLACE** — CPT George J. Wallace, Ft. Rucker AL.

## CORRECTION

In the December, 1972 issue of "Army Aviation," an item on the forthcoming October, 1973 AAAA National Convention in Washington, D.C., mentioned that "Attendance will be by invitation and will be limited . . ." The item then went on to list certain categories of AAAA officers, awardees, etc. — all of whom would receive a special invitation — but did not mention that attendance would be limited in but one category, members.

## SUBMISSIONS

"Army Aviation" readers are encouraged to submit personal items for publication. They should be directed to the attention of the magazine at 1 Crestwood Road, Westport CT 06880, and mailed no later than the fifth of any given month for publication in the subsequent issue of the magazine. We'd appreciate it if you would mark "Personals" in the envelope's lower left corner.



# Opinion

**I**T appears as of this writing (May 21) that the services' bill to postpone the May 31 grounding of certain senior aviators and to set up a new system of flight pay is out of the Pentagon and on the way to Congress.

What with a full calendar, it is highly unlikely that sufficiently quick action will be taken by Capitol Hill on this proposal to avert the May 31 groundings.

Earlier this year, the editor took it upon his own to contact some 800 senior aviators and to provide each with basic facts on this issue which the recipient could paraphrase in writing to key Congressmen. The mailing included a list of the names and addresses of all members of the Armed Services and Appropriations Committees of both houses.

In addition, we wrote directly to the members of these Committees, asking each to reconsider Section 715 of the 1973 Appropriations Act. We enclosed a copy of our February, 1973 issue in which BG "Bill" Maddox and several other senior aviators discussed the issue in detail.

## Not an AAAA task

You might ask, "Why doesn't the AAAA participate in this action?" For the record, the AAAA is a non-profit organization that is prohibited from participating in lobbying activity; whereas this magazine is a privately-owned, profit-making corporation that is completely free to act in this area ... and has!

While the grounding seems imminent, it still behooves all senior aviators to write to the appropriate Committee Chairman or member, and call for that Legislator's support of their position. The possibility exists that Congress may alter the situation after reviewing the new DOD proposal, and letters can help.

We'd like you to know that we do not support this new pay proposal, and will not take any future actions, either personal or editorial, to encourage its adoption. Unlike the initial proposal which called

### 1972-1973 AWARD

The Army Aviation Ass'n of America (AAAA) encourages ARNG and USAR aviation personnel to submit nominations for the "Outstanding Reserve Component Aviation Unit Award." An appropriate "criteria" form may be obtained by writing AAAA, 1 Crestwood Road, Westport CT 06880.

for flight pay equalization between officers and Aviation Warrant Officers, the new DOD proposal scuttles equalization and perpetuates separate flight pay tables. In the vernacular of the young, it's a copout. . . . The Army obviously deferred to the Air Force and Navy.

The new pay proposal is also contrary to the position of the AAAA which has supported equalization in Resolutions sent to DA/DOD in Dec., 1969, and again in Nov., 1971. It's contrary to the official Army view, as expressed in a Dec. 10, 1971 response to the AAAA President by Secretary of the Army Robert F. Froehke: "Department of the Army has taken a firm position in support of flight pay equity for all aviators." (Full text is in Dec., 1971 "Army Aviation.")

## One word description: Unfairness

There is a basic unfairness in the dual pay system, which is apparent to each of us and which has been hashed over in print ad nauseum. We know that we came through Vietnam on the backs of our AWOs. Their logbooks, wounds, and medals, not to mention their deceased contemporaries, tell us a message we apparently no longer hear.

Somehow or other, we feel that DA must come up with the dollars to bring about equalization. It should eliminate a few frills to end this inequity . . . like training women helicopter pilots, for openers.

Some people still haven't gotten the message. We have the pilots. The problem is that they are not equally paid.

ARTHUR H. KESTEN

# There's a basic unfairness in the dual flight pay system



# ARMY AVIATION

EDITORIAL AND BUSINESS OFFICES: 1 CRESTWOOD ROAD, WESTPORT, CONN. 06880

**THE P.O. DOES NOT FORWARD  
ISSUES IF YOU CHANGE YOUR  
ADDRESS! TO RECEIVE ISSUES,  
SUBMIT A "CHANGE" NOTICE!**



## **Turborotor/prop or Turboprop/rotor**

The Bell Model 301 is either a fixed-wing design that lands and takes off in the helicopter mode — or it's a chopper that cruises like a conventional aircraft.

Either way, the Bell designed Army/NASA tilt rotor research aircraft will really move on T53 power from Avco Lycoming . . . straight up from a standing start, or at 300 mph with the wing level in the airplane mode.

From aircraft like this, future V/STOL transports may emerge, and turbopower from Avco Lycoming will be there to provide the lift and the thrust and the cruising power.

 **AVCO**  
LYCOMING DIVISION

STRATFORD, CONNECTICUT 06497