

Army Aviation

NOVEMBER-DECEMBER, 1973

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ARMY AVIATION MOVES OUT IN A

NEW DIRECTION! NEW

In his keynote address at the '73 AAAA National Convention Major General "Bill" Maddox takes a solid look at the future and tells all to grab the new technology and pursue it.

By Major General
WILLIAM J. MADDOX, Jr.
Commander, U.S. Army
Aviation Center

THE time has come to get on with the program... the theme of which is "New Direction—Army Aviation Moves Out."

Now let's examine that *New Direction*.

First of all, this is the first time we've had a meeting here in about twelve years that we haven't had aviators committed to combat in Southeast Asia, and that alone is sufficient to let you know that we're headed in a *New Direction*. But there are some substantial items of news that have occurred, some of them quite recently, which bear on what we're doing, and the direction we're headed.

I would like to quote first of all from a Senate Armed Services Committee Report which was on the Authorization Bill which went to the full Senate about a month ago. You remember, over the years,

we've had problems with Close Air Support. Problems with getting support for our Attack Helicopter fleet and getting that new major program underway and out of development.

Back on track

We stumbled once, but we're back on the track now. I think probably this quote sets the stage for our *New Direction*. The Report states "... Between the combat results with the TOW missile in Southeast Asia and the war game results in Europe, the Army obtained in 1972 some highly impressive substantiation of its belief in the effectiveness and survivability of the Attack Helicopter.

"The Committee believes that its place as an essential element of firepower on the battlefield appears well confirmed." I say again, and we're speaking of the Attack Helicopter, "the Committee believes that its place as an essential element of firepower on the battlefield appears well confirmed."

Let me give you one more quote in the support of this *New Direction*. Again in testimony before the Senate Armed Services Committee during confirmation hearings for General Brown, Chief of Staff of the Air Force, Senator Thurmond asked, "General Brown, do you believe there is a place in the Military Force Structure for an Attack Helicopter such as the Army is now developing?"

General Brown replied, "Senator Thurmond, my experience with the use of helicopters in armed combat is rather restricted; however, after two years in Vietnam with General Abrams, I am personally convinced that there is a need for both the helicopter in combat and fixed wing aircraft. One can do certain things that the other cannot. They complement each other; they are not competitive."

A culmination

This is the culmination of the work that some of you former Directors of Aviation, Commanders of Fort Rucker, and many others of you who have commanded units in combat have built. These quotes reflect the substantial record amassed by the thousands of hard driving pilots who have been in and out of landing zones, and are the product of their efforts.

I salute you for this single success.

We've got to examine our mission once again as we move off in the *New Direction*. The mission of Army Aviation is to augment the capability; perhaps, enhance the capability of the Army to conduct sustained land combat. And, of course, we do this with our aerial vehicles.

We're not only taking a *New Direction*, but we're moving out!

As far as hardware is concerned, we now have the money and conceptual approval all the way to the point that the President has signed off on our program following Congressional legislation. Which says that we have an Advanced Attack Helicopter development underway in the hopes that in the

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1980's, we're going to do so much more in enhancing the capability of the Army to employ fire-power and maneuver its forces, that the decade of the 80's is going to look very much different than the decade of the 60's.

New aircraft

We're well along to getting the much-needed companion for the AAH, the Advanced Scout Helicopter or ASH underway. As you know, there is a crying need for the capability to acquire targets in the sort-of cheek-to-jowl fighting that we do on the battlefield.

Of course you know we've got the UTTAS underway. UTTAS will be the Army's first true aerial squad carrier.

The Heavy Lift Helicopter, has come through some more scrapes this past year and appears to be well-established with a prototype program that's going to yield us some test hardware in 1976.

We've got Aimes altimeters coming into our aircraft to give us capability of readout to the ground of the altitude of our aircraft. This will provide positive altitude control to the ATMOC, the Air Traffic Control System which has gotten sorted out, and is now on the way. We agreed to install some distance measuring equipment for our helicopter fleet, and we're going to start doing some of the things we say we can do with our aircraft to improve air traffic control on the battlefield.

We stumbled a little bit in the UX aircraft competition, but we've gotten firm positive direction from the Congress now which has told us we can go for a turboprop in conjunction with the Air Force. We can raise our requirements a little bit so that we and the Air Force's requirements merge. We expect to have some RFP out shortly and start to get on with the procurement of that aircraft.

New tactics

We're in the process of exploiting the new tactics we've learned in our testing. They are really not new tactics. They are a re-vitalization of something we knew in the early 60's and forgot when we went to Vietnam. They didn't get into practical application in large degree until last year's NVA offensive. They are nap-of-the-earth, the pop-up, the slide-slip, the darting about the battlefield to really take advantage of the terrain to do our job better.

As far as training is concerned, we're moving out with the Synthetic Flight Trainer. First ones for Rucker, later for the field. We expect to save flying time on instrument flying and procedures and apply that saving to the much-needed tactical instruction that we've got to do.

We're doing self-paced learning in the Training Centers now, Fort Eustis and Fort Rucker, to a substantially greater degree than we have ever done before. We've established a Commander's Course so that aviation company and battalion commanders, troop and squadron commanders can come down and get pumped up with the latest

thinking in resource management and command relationship before they go out to apply the trade.

We have the Warrant Officer Career Course well established in the Intermediate Course with an Advanced Course which we'll be into later this year. In fact, we're going all Army. Not just aviation, but all Warrant Officers in the Army will be involved in this thing and I think expanding our course in that way is a great advance.

As far as our regulatory tools are concerned, we put out a new 95-1 with changes and a 95-63 which establishes the Army Standardization Program. These will give us the tools for increased professionalism.

We've had some stumbles. We've got the flight pay bramble which is a real bramble. We've had these mandatory excusals which have cut down on our capability to train and do our proficiency flying under the well-ordered system that we had established. We have new goals for everybody being IFR qualified and for the people who are fixed wing only get cross qualified.

Closing the gap

We're not moving as fast as I'd like, but within the resource constraints, we're closing the gap. People who are actually flying are going to be all instrument qualified within the next six months, and we'll catch the other people as they come off ground assignments.

As far as deployment is concerned, we've completed our deployment. We've gotten our aircraft back, redistributed them, and basically are in substantially better shape than we were a year ago. Attack and cargo companies to Europe, Alaska, and Korea.

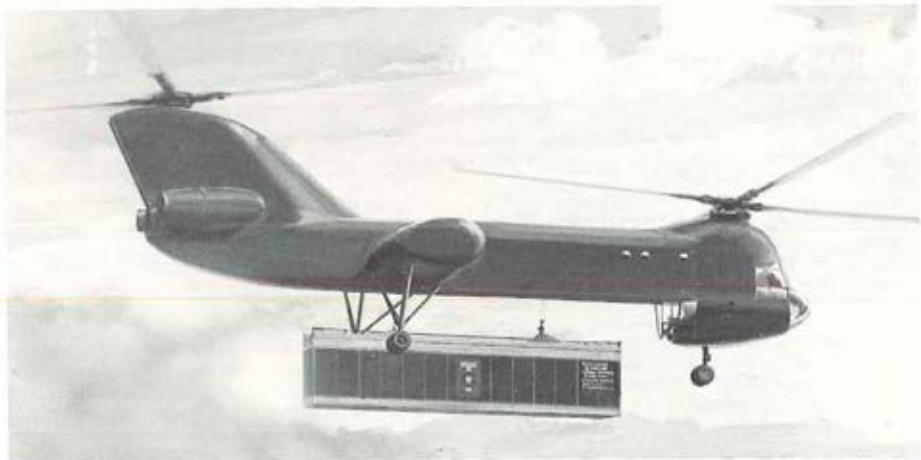
I think we're in our peace time configuration and I would like to point out that the Army has fallen by almost 50% in its personnel strength. Aircraft strength has come down from 12,000 at the peak of the build-up, to a little under 10,000. That's not what I would consider to be a straight line proportional share of the reduction. We have Air Cav Combat Brigade undergoing testing. If the ACCB works out, we have the hope of it further influencing the force structure in Europe.

Then, of course, there's the Officer Personnel Management System that offers increased opportunity to the aviator, particularly on the track where he can be an aviator, do his ground job and have an additional specialty. This will require our officers to be nimble, but in the long run, gives them much greater career opportunities.

As far as guidance for the future is concerned, and I think we ought to have a little at this point. We've got to avoid complacency that makes us feel that because we are out of Vietnam now with a spectacular combat record, that we've done all there is to do and we know the way it's got to be done. There's lots of new ways and there's lots more to do.

Pay particular attention to training. We at the
(Continued on Page 28)

a LIFT for ARMY AVIATION



Sundstrand Aviation will feature its high technology components for US Army Helicopters — including the HLH pneumatic hoist drive system — at the HAA Industry Showcase in San Diego, January 13 through 16.

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ON assuming the duties as Director of Army Aviation, I want to express on behalf of the entire aviation community our heartfelt appreciation to Major General William J. "Bill" Maddox for the superb leadership and guidance he provided Army Aviation since September 1970. There is no need to list his achievements since the programs now existing, and those yet before us, bear brilliant testimony to the accomplishments of the former Director. I am confident that I speak for all of us in Army Aviation when I wish Bill Maddox good luck and Godspeed in his new assignment as Commander, U.S. Army Aviation Center and U.S. Army Aviation School, Fort Rucker, Alabama.

I am delighted to have been designated to follow General Maddox as Director of Army Aviation. After three previous Pentagon assignments, I realize that selection to this position offers one that rare opportunity in a lifetime Army career to affect materially and substantially a program to which one has devoted the preponderance of his military career. In this regard, I promise that I shall do my best to insure that Army Aviation continues to move ahead. I hope that I shall have the opportunity to meet with each of you personally so that we may work together in continually improving our program in the years ahead.

I promise that I shall do my best

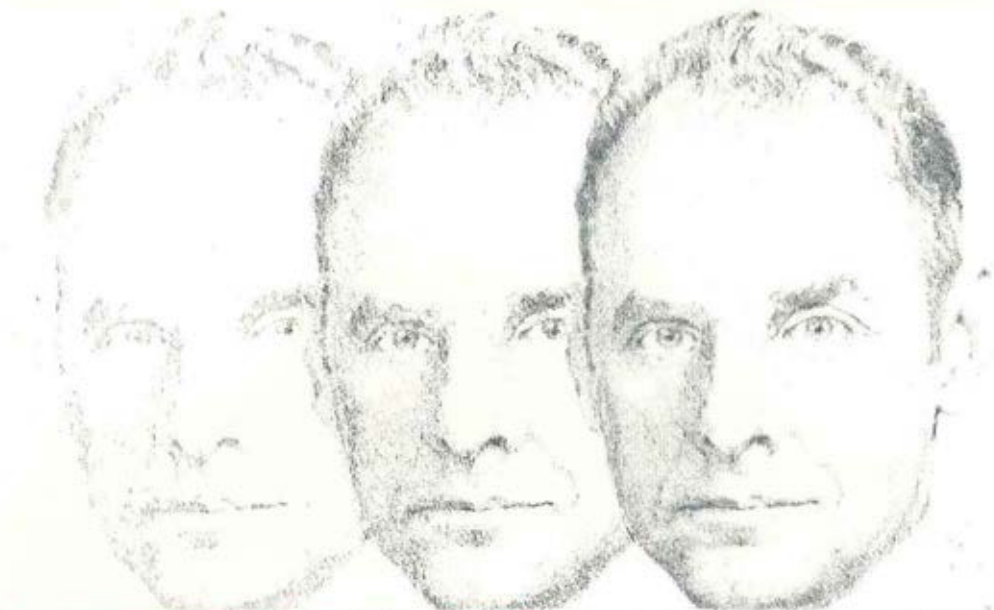
TRANS

The 1973 Annual Convention

The 1973 National Convention of the Army Aviation Association of America (AAAA) was most successful. As you will observe, additional comments within this issue clearly support this statement both by words and photos. Not only is the convention clearly a high point in the Army Aviator's professional and social calendar, but it is also an occasion of significant import toward the enhancement of our program for the coming year.

In my opinion, the professional presentation, the displays, and the attendance and interest, are all of great importance but they are peripheral to one signal result of the convention: the meeting offers each of us, be he in the military or civilian component of the Army Aviation family, the opportunity to join in a meeting of the minds, a regeneration of purpose, and a unity of spirit which are each essential toward our progressive professional advancement on an annual basis.

A special word of thanks is in order to the entire Kesten family for their week-long marathon supporting the convention program. The pillar of the AAAA convention remains each year that stalwart crew from Westport, Art and Dotty Kesten. Congratulations on another banner performance.



SITION!

**By Brigadier General
JAMES H. MERRYMAN
Director of Army Aviation,
OCSFOR, D/A**

Professionalism Pays Off

Congratulations are in order for the 159th Aviation Battalion, 101st Aviation Group, 101st Airborne Division (AM). The "Press On" battalion on 25 September flew four CH-47's from Homestead AFB, Florida to Isle Le Grande, Puerto Rico, demonstrating over water the long range air movement capability of the medium lift helicopter. The success of the mission was clearly a function of that dedication, esprit, and professionalism which historically has been the trade mark of the 101st Airborne Division (AM) and all Army Aviation units.

Off the Press

Training Circular 1-15, Nap-of-the-Earth Flight, left its contract printer 8 October with 500 copies programmed for Fort Rucker and ten to OACSFOR/DA. It is a well written document and has been staffed prior to publication by all major commands, service school, USAAAVS, MASTER, and several Army divisions. Its purpose, as stated in its introduction, is to serve as a guide to commanders in establishing individual and unit training programs in day and night nap-of-the-earth (NOE) helicopter flight and operations.

It prescribes the necessary training for both

initial qualification and annual requalification of aviators in NOE flying. This circular should assist

The Aviation Directorate

The recent change in the Aviation Directorate is not limited to the Director. We have a new Deputy Director, two new Division Chiefs, and four new Action Officers. The new Deputy Director is Colonel John P. Casey, Jr., formerly assigned to the 1st Cavalry Division while in the Republic of Vietnam. Colonel Thomas E. Anderson, newly assigned as Chief, Aviation Operations comes from the Officer Personnel Directorate. Guiding Aviation Systems Division is Colonel Turner J. Trapp, formerly a member of the Defense Intelligence Agency.

In the centerfold of this issue you will meet the members of the Aviation Directorate, OACSFOR. I want to express my immense pride in the Directorate Personnel and tell you that you are well represented by a great group of fine aviators. Collectively, the Directorate represents an enormous wealth of combat experience, technical qualification, and above all, that dedicated and disciplined professionalism which constitutes the essential asset for success under the most demanding conditions.

in the development and maintenance of individual and aviation unit capabilities to perform effectively in a mid-to-high intensity warfare environment.

We fully expect TC 1-15 to bring an element of stabilization to nap-of-the-earth activities. The publication of this document, the first formal Army reference document on NOE flight, should remind us all that we are just breaking ground in this most important area. Growing pains must be expected; however, recognition of growing pains and their tolerance must be tempered with the realization that NOE provides the answer to helicopter mission success in mid-intensity combat. Our strides forward must be deliberate, constant, and with full recognition that the success we will have on the battlefield tomorrow will be in direct proportion to the degree of our progress today.

Heavy Lift Through FY 74

The remainder of FY 74 looks like an exciting and eventful period in the Heavy Lift Helicopter Program. Design and fabrication of all critical components has been complete. Brigadier General Jerry Lauer, Project Manager (HLH), flew a scaled down version of the HLH fly by wire flight control system in the CH-47-347 in late September. Incidentally, Jerry was the first Army Aviator to fly a complete fly-by-wire system with no mechanical backup. A tip of the hat to General Lauer and the Heavy Lift Gang.

Toward Increased Safety

An aircraft Proximity Warning System (PWS) will soon become a reality at the four major Army installations where we find the greatest concentration of Army aircraft. Forts Rucker, Hood, Campbell, and Bragg are scheduled to undertake a major aircraft retrofit program designed to reduce aircraft collision probability. The PWS warns a pilot by visual and aural means whenever one or

more aircraft are within a selectable range of 1000, 3000, or 5000 feet and within, plus or minus, 300 feet of his assigned altitude.

The PWS issues a visual warning to the pilot, alerting him that an "intruder" is above, below, or at the same altitude as his protected aircraft. An audio warning is also generated and introduced into the aircraft intercom whenever another aircraft penetrates its protected volume of airspace.

The Proximity Warning System is the first step toward eliminating the mid-air collision threat. Follow-on technology will be closely monitored to insure that every available means is explored to provide the best solution to this long recognized problem.

An Accident and Introspection

First the good news. Recently, both occupants of the business end of a U-21A that crashed escaped injury. Now the bad news. The Army Aircraft Crash Facts Message disclosed the IP was demonstrating gliding descents in the U-21 during a transition training program. At approximately 12,500 feet, he shut down both engines and feathered the props. Passing through 9,500 feet he attempted a restart without success.

He next tried a ram air restart, again without luck. Passing through 4,000 feet the gear was lowered manually and preparations made for an emergency landing at a nearby county airport. A power off pattern was established. Upon turning base, however, the IP and student realized they were going to land short.

The aircraft struck wires along a highway paralleling the airport runway. After striking one set of wires, crossing the road, and passing under another set of wires, the aircraft touched down again. It then plowed through a fence and across a wide drainage ditch before coming to rest on its fuselage on the taxiway at the west end of the airport. *The maneuver described was NOT an authorized part of the training program!*

My concern lies in thinking past the tangible evidence surrounding this accident. Clearly, responsibility will be addressed and neither you nor I will be outwardly involved. Yet when we read of an accident of this nature; purposeless, dangerous, and terribly wasteful, we need to look at ourselves and ask what we each have done within the aviation community to insure things such as this do not occur.

With this question in mind, I suggest that we look inward to evaluate the extent to which each of us in positions of responsibility can reach to influence the actions of our personnel. Once this personal evaluation is complete, let us make every effort to push ourselves the full distance and develop such a sense of responsibility toward each other and our program that in the event of future mishaps we can be confident that we have done all that was possible to prevent such an occurrence.

WHAT I AM TALKING ABOUT IS THE NEED FOR LEADERSHIP... AND PROFESSIONALISM!



Branch Briefs

I recently had the opportunity to address members of the U.S. Army Warrant Officer Association during its 1973 Annual Convention. This was the first annual convention and I was most impressed with the thorough planning and preparations by the officers and committee members, and the professionalism demonstrated in the conduct of business throughout the convention. Aviation Warrant Officer Branch congratulates the USAWOA and extends best wishes for its continued growth and success in fostering the professionalism of all Army Warrant Officers.

Because of the continuing interest and recent changes in the civil and military education program, I am including in this column the following summary of my presentation to the Association.

Courses established

As a result of the Haines Board Study and a follow-on study of the Army Warrant Officer Career Program conducted by the OPD in 1966, the Aviation Warrant Officer Intermediate and Advanced Courses were established at the USAAS, Fort Rucker, Alabama, in August 1969. These courses are component parts of the progressive career development program for Aviation Warrant Officers and we view them as equivalent in status for the Warrant Officer to the Commissioned Officer's Advanced Course and the Command and General Staff College.

The intermediate course is designed to provide Aviation Warrant Officers with a general knowledge of the role of Army Aviation as it relates to the missions and functions of the Army and general knowledge of combined arms operations to enhance their preparation for advancement to more responsible assignments. The advanced course provides Aviation Warrant Officers with a working knowledge of the role of Army Aviation as it relates to the functions of the Army and provides a basis for professional performance in a wide variety of unit aviation related functions and for future development for progression to technical staff positions.

Duration and eligibility

Both the intermediate and advanced courses are of six months duration and each course graduates two classes during a fiscal year. There are fifty students in each advanced class and 100 students in each intermediate class.

Under present length of service criteria, the Aviation Warrant Officer becomes eligible for consideration for the intermediate course between his fourth and tenth year of Warrant Officer service and the advanced course between the eighth and twentieth year. Nominations of warrant officers to

attend both courses are made by a board convened in the Aviation Warrant Officer Branch. Selection of Warrant Officers to attend the courses are made from an order of merit list and primary emphasis is placed on quality, as demonstrated by past manner of performance, and estimated potential. Because of the emphasis placed on quality, only one of every three Warrant Officers is selected.

(Continued on Page 28)



USAWOA briefed on career courses by Branch Chief

By COL TED CROZIER
Chief, Aviation Warrant
Officer Branch



**AUSA ANNUAL LUNCHEON
WASHINGTON, D.C.
OCTOBER 16, 1973**

**AN ADDRESS BY THE CHIEF OF STAFF
GENERAL CREIGHTON W. ABRAMS**

THE ARMY TODAY AND HOW IT FITS INTO THE WORLD PICTURE

IT is a pleasure for me to be here, among so many friends and thoughtful critics of our Army. It is a rare opportunity indeed, for me, or for any officer in the United States Army, to be able to talk directly with so many of our Nation's business, civic, and military leaders. And since you are the Army's most valuable friends (as much for your wise counsel as for your staunch support) I appreciate this chance to tell you how I see the Army today, and how it fits into the world picture.

The environment today is a difficult one for the country's security. The word "detente," which for some people evidently colors everything rose and turns their perceptions away from even obvious threat, has gained some currency.

"Detente" is expressed by some as a fact;

... it is applauded by others as a policy;

... it is saluted by still others as a new era;

... and it provides the basis, at least the semantic basis, for some who would reduce military capabilities to what I believe would be a dangerous level, some who desire that we withdraw out of hand large numbers of troops deployed in Europe against very real and very capable opposing forces, and whose philosophies discourage young men and women from serving their country in its Armed Forces.

I think it's fair to say that we may have a period of the beginnings of detente, but we do not have world peace. For some people, the fact that we, ourselves, are not at war may be peace enough. But unless we can lessen the threat of war everywhere in the world, we cannot have a stable, durable peace on which we can depend. Detente

means only that the tension between countries in the world may in some way have decreased. This is a matter of quality and degree.

Detente is also an idea, a perception of intentions among countries. As such, it is not an objective fact. It can change as quickly as perceptions change. But we must deal in facts, in the reality of power, of capability, of strength, when we are addressing the Nation's security. We should not cast off the dream of peace; God help us if we lose that vision. We should not ignore the hope that possible detente offers and all the benefits it could bring. But neither should we lose sight of the real threats and the real dangers where they exist, and of our need to be prepared for them.

Our country can seek to reduce certain kinds of tension with other countries by various actions and efforts... diplomatic, economic, psychological, cultural, and so on... and it can seek to reduce these tensions by varying amounts. But an underlying assumption of detente is that the nations concerned can reach some agreement on how tensions will be reduced and by how much. What happens if a nation or group of nations is threatened and satisfactory agreements cannot be reached gets little attention in the enthusiasm of some for the perceived initial success of detente.

We have made progress in strengthening diplomatic communication with other countries which might have been considered potential enemies. We have increased cooperation and trade with them, as the result of diplomatic agreements. On their own fairly restrictive terms, the countries have become somewhat more open to us, though of course

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We had heard that there was a German Army, and that they had been building and maneuvering with tanks, and that the Luftwaffe was flying aircraft far more capable than our Air Corps', but we ignored the facts in our desire for peace until we were forced into action.
9

not nearly as open as our country always has been, so we're not exactly at parity on cooperation and openness.

We do not, however, have world peace. We do not have peace in any Utopian sense. Nor do we have peace in the down-to-earth sense of a greatly lessened need for our own military forces. What we find instead is that as our involvement in the war in Southeast Asia diminished, we cut back our forces, brought troops home, terminated the draft, and otherwise reduced our strength.

Today, less than a year after the last U.S. ground combat forces were brought home from Southeast Asia, our Army is less than half the size it was at the peak of our effort there. We are many divisions smaller, and we have fewer weapons and less equipment. These are the facts and realities of our capability in this period of detente.

Not assured peace

It is also interesting to observe that we are the only major power to have reduced our forces in Europe in the past decade. The Warsaw Pact nations, and the Soviet Union itself, have not reduced their forces. The fact is, in past years, the Warsaw Pact forces have grown steadily and at a rather impressive rate.

On the other side of the world, I am not aware of any reduction in the size or effectiveness of the armed forces of the People's Republic of China, as trade and diplomacy continue. Their forces have become steadily larger and more capable, though in some ways their strength is harder to measure. Again, possible detente, but not assured peace. And again, the delicate balance of hope and reality.

In my period of service, which includes the span of three wars, I can tell you that I don't need or want any more war, but then I could have made the same statement a month after I arrived in Europe in 1944. Nobody in his right mind welcomes war, especially those who have seen it. The carnage, the destruction, the pain are beyond telling. But the less prepared we are the more wishful our thinking, the greater the costs of war when it comes.

We ignored the facts

I came into the Army in 1936. We were a horseback and rifle Army in a country that was still largely convinced that we couldn't have another World War. The idea that we had ended the possibility of war at Versailles blinded many of us to reality. We had heard that there was a German Army, and that they had been building and maneuvering with tanks, and that the Luftwaffe was flying aircraft far more capable than our Air Corps', but we ignored the facts in our desire for peace until we were forced into action. And you know what happened.

We did not prepare. When we could no longer avoid it, we got thrown into a huge war in Europe, unready, ill-trained in many respects, saved only by distance and the time our Allies' efforts bought

us. In the Pacific, we relentlessly avoided Japan's clear warnings of her capability, and even of her intent. We have Pearl Harbor and Bataan to remember for our complacent outlook. The cost was dreadful.

We paid the price

In Europe, in Africa, in the Pacific we paid and paid and paid again—in lives and in blood—for our unpreparedness, for our insistence that because our shores were not under direct explosive attack, we were at peace.

When the war ended, we erased history again. We pretended that guaranteed peace was at hand. We were so anxious to achieve the dream of peace that we closed our eyes to the facts of capability, to the reality of threat. We cut back our Armed Forces to nearly nothing, and allowed our strength to dissipate. The United Nations had made war obsolete, some were convinced.

When the Korean War broke out, the situation was not much different than it had been in the opening days of the Second World War. We were not prepared. We were not adequately trained. We were not equipped. But we entered the war rapidly, throwing half-ready units in to buy time for the Army to get ready.

And again, we paid dearly for our unpreparedness during those early days in Korea with our most precious currency: the lives of young men. The monuments we raised to their heroism and sacrifice are really surrogates for the monuments we owe ourselves for blindness to reality, for our indifference to real threats to our security for our indetermination to deal in intentions and perception for our unsubstantiated wishful thinking about how war could not come.

Reluctance to invest

These costs of our unreadiness, in just the years I have been in the Army; the span of just one man's career, can be charged off to the desire for peace, the hope for detente, the faith in the good intentions of those who later became our enemies. The desire, the hope and the faith were accompanied by an unwillingness to face the facts, to grasp the reality of enemy capabilities, and a reluctance to invest the far lesser price for the preparedness, strength and clear resolve it would take to preserve that peace.

Here we are again. The end of our involvement in Southeast Asia puts us back into a familiar frame of mind: "Ignore the threat, and it will go away"; "We can avoid war, if only we will stop arming ourselves for war"; "Nothing is worth the cost of another war."

In this period of possible detente; not real peace, but possible detente, we are opposed by formidable strength. We face, at various places around the world, strong and capable adversaries, becoming stronger all the time. These are facts.

As our relations throughout the world improve,

we should consider that we have more and more to gain by preventing another war, and the only way I know how to do that, the only way that has worked in the past, is by maintaining our own strength, our own capability and our own resolve to defend our security, our freedom, and those of our Allies.

A credible and effective fighting force is not wasted if it is not actually called upon to fight. In fact, fighting may be interpreted as a failure of deterrence. Again and again in recent history, the fact that one nation had a credible force in being and the apparent will to employ that force against another were sufficient for that nation to protect its interests or obtain its goals without war.

Our past enemies knew this, and gained great silent victories by forcing alliances, imposing neutrality, creating satellites, often by mere threat of force alone. The nations that were not prepared to fight, or which had advertised that they would not fight, did in fact avoid the fight, but they did so by gross accommodations, sometimes at the sacrifice of their freedom.

We must have strength

And so for the Army today, this means we must be ready, prepared to stand for the country. We must have effective, potent and credible strength to defend the Nation's security and its freedom. Insuring that the Army is prepared is my most fundamental duty and is the Army's primary mission at all times. It is the Army's mission today.

If the Army is to be prepared to meet the challenges it faces, it must consider not only the spirit of possible detente, but also the very real capabilities of potential enemies. If the arrangements of possible detente mean that forces on one or both sides can be reduced, thereby lessening the fact of mutual threat, so much the better. With an actual reduced threat comes the increased chance for the real peace we all desire.

But to arbitrarily reduce our own capability, either intentionally or through unwillingness to invest in preparedness, because we think we know a potential adversary's intentions, is the kind of head-in-the-sand posture that has cost this country so dearly so many times in the past.

For the Army to be prepared, we must, of course, have good people. We must have good leadership and a lean and effective fighting structure. We must have a high state of training and discipline, and the right kind of weapons and equipment... we must have all these things. There is something beyond these factors, however, beyond the countable, measurable indicators of preparedness.

The intangible is spirit. A "ready" spirit is a precious commodity: in the individual soldier, it shows up in increased alertness and a willingness to try harder. In a small unit, it brings improved coordination, teamwork and discipline. In the Army as a whole, it gives credibility to our strength.

By our credible strength we assure our friends and deter our enemies in the interests of peace.

So naturally, we do everything we can to foster and develop this spirit.

We hold and nurture and support this precious spirit everywhere in the Army, and we anxiously look for it elsewhere in the country. For this spirit of readiness cannot be sustained by the Army alone. It must have its roots in the rest of the country, or it cannot survive. There must be clear evidence throughout the country that we, as a Nation, are prepared, that we have the spirit and will to do what is necessary to defend the country, and to insure its well-being.

Spirit must resound

We must hear the people express their determination to support the efforts of their Army to meet the needs of the country, and to avoid the terrible costs of being prepared too late or not at all. The spirit of preparedness must resound so that any potential enemy can discern it, and can see that he can set out on no cheap adventures at our expense.

Our country can avoid war only by showing clearly that, while anxious to avoid war, it is willing and able to fight, if necessary; that within this Nation abides the will to fight for its security and its interests. We must be able to demonstrate that we are prepared to defend ourselves and what we stand for, that we will fully honor our commitments, and that we will stand up to any enemies.

We cannot do this from the reclining position. We cannot say, "If you start something with us, we will spring to arms," for there will be too little time to begin to get ready. We must be far more committed, far more dedicated, far more prepared than that.

Days to get ready

Each time we have faced major war unprepared, we have barely gotten ready in time. In World War II it was months before we could act; in Korea it was weeks. In future wars, we will have only days to get ready. The costs of our being unprepared in the past have been atrocious. The Army is doing everything in its power to see to it that we do not have to pay that exorbitant price in lives and treasure again. With your support, we should not have to pay that price again.

I have faith in this country, and in its people. And of course, I have faith in our Army. We have met challenge upon challenge, at home and overseas, in ways that only a Nation of great spirit could have met them. We can continue to meet these challenges if we are prepared for them, if we have the will to face them resolutely before they overtake us.

If we set ourselves to the task of preparing for war if it comes, of being ready to meet the challenge of war before it is upon us, we shall be achieving the real peace that men everywhere can understand, and that nations everywhere can respect. □



ALL SMILES! — General Creighton W. Abrams, Jr., (left), Army Chief of Staff, and MG Delk M. Oden, Ret. (far right), AAAA National President, beam as they present the massive "Outstanding Aviation Unit of the Year" trophy to LTC L. Henry (2d from left) and CSM James W. Reed, the former commander and senior noncom of the 227th Aviation Battalion. **INSET PHOTO:** LTC Henry and his wife, mother, and brother pose with the \$30,000 "Hughes Trophy"

Association (AAAA) at Washington, D.C.'s Shoreham Hotel in mid-October.

General Creighton W. Abrams, Jr., Chief of Staff of the U.S. Army, presented the award to the Army's top aviation unit for 1972-1973 before an AAAA Annual Honors Luncheon numbering well over 1,000 persons.

In his remarks, the Chief of Staff cited the 227th for its exceptional performance in transitioning from a limited posture to "the demanding tactics of a mid-intensity environment," and carrying out numerous civic actions during the process.

Receiving the award for the 227th was Lieutenant Colonel Frank L. Henry (now a student at the Army War College), and Command Sergeant Major James W. Reed. The unit is presently commanded by Lieutenant Colonel Frederick Watke.

"The Outstanding Aviation Unit" trophy was sponsored by Hughes Helicopters of Culver City, California, and is presented each year through the Army Aviation Association.

227th Aviation Bn of the 1st Cav Div chosen as AAAA's "Outstanding Unit"

■ The 227th Aviation Battalion of the 1st Cavalry Division at Fort Hood, Texas, was named the winner of the "Outstanding Aviation Unit Award" for 1972-1973 at award ceremonies held during the 15th National Convention of the Army Aviation

THE OUTSTANDING AVIATION UNIT AWARD

CITATION

The 227th Aviation Battalion, 1st Cavalry Division, Fort Hood, Tex., has been selected as the "Outstanding Aviation Unit of the Year" because of the many extraordinary contributions and innovations made in the employment of Army Aviation.

Upon returning from Vietnam, the 227th Aviation Battalion was reorganized in July 1971 into a unique organization containing a HQ and HQ Company, 2 Assault Helicopter Companies, a General Support Aviation Company, an Assault Support Helicopter Company, and an Aerial Field Artillery Battery. The Battalion was given the dual mission of training and operating as an integral part of the 1st Cavalry Division and additionally, of supporting project MASSTER in a wide ranging series of aviation related tests.

Despite its diversity of equipment, its non-standard organization and its dual mission, the 227th was an Army-wide leader in transitioning from a limited war posture to the demanding tactics of a mid-intensity environment. During this process each company of the 227th made distinguished contributions of considerable significance to the concept of air mobility.

These accomplishments included: the establishment and operation of an outstanding tactical flight instrument school; procedures for low level and nap-of-the-earth day and night combat operations, marginal weather operations; refinement of tactical desert operating procedures; combat operations utilizing radio silence as well as secure communication air assault techniques, perfected an effective IFR tactical formation break-up procedure when instrument conditions are encountered inadvertently; extensive testing and use of night vision goggles in tactical formations; a 1600 mile CH-47 Chinook aircraft flight on extremely short notice to support victims of the Nicaraguan earthquake; the establishment and refinement of air traffic control and airspace management procedures in a simulated combat zone; the establishment of greatly improved tactical communication procedures and many other noteworthy accomplishments.

These collective achievements have provided the Battalion, the Division, and the Army with significant breakthroughs in tactical areas of great importance in training for mid-intensity war.



CSM Reed, LTC Henry, and GEN Abrams are caught during an AAAA Honors Luncheon ceremony hall.



GEN Weyand, Vice Chief of Staff, congratulates LTC Henry and '72-'73 "Aviation Soldier," SFC Vaughan.



GEN Abrams and LTC Henry appear relaxed during the AAAA Honors Luncheon head table assembly period.

The AAAA Trophy, sponsored by the Hughes Tool Co-Aircraft Division, will be retained at Ft. Hood during 1973-1974.

307th Aviation Co (Hvy Hel) selected "Outstanding Unit" in the ARNG-USAR

■ The 307th Aviation Company (Heavy Helicopter), Alabama Army National Guard, was selected as AAAA's "Outstanding Reserve Component Aviation Unit" for 1972-1973 during ceremonies held at the Fifteenth National Convention of the Army Aviation Association at the Shoreham Hotel in Washington, D.C.

General Creighton W. Abrams, Jr., Army Chief of Staff, and Lieutenant General John J. Hennessey, Chief of Reserve Components, presented the coveted silver trophy to Major Arthur E. Fleet, unit commander, and Specialist Sixth Grade Jerry B. Towry, senior NCO representing the enlisted personnel of the 307th.

Demonstrating a mission versatility in support of the "One Army" concept, the 307th provided



support to the USAF, USN, USAR, SC-ARNG, and U.S. Army in flying specific CH-54 "Flying Crane" missions. During these efforts, the 307th logged over 1,500 accident-free hours, and travelled more than 25,000 miles.

On hand at the Oct. 19 AAAA Annual Honors Luncheon were Major General Charles A. Rollo, the Adjutant General of the State of Alabama, and an additional 24 members of the 307th.

ABOVE: Major Arthur E. Fleet, commander of the 307th Avn Co (HH), Ala-ARNG, accepts for his unit. BELOW: In presentation photo are, l-r, LTG John J. Hennessey, CORC; GEN Creighton W. Abrams, Jr., Chief of Staff; MG Delk M. Oden, AAAA President; and SP6 Jerry B. Towry and MAJ Arthur E. Fleet.





SP6 Towry and MG Maddox, proud Alabamians!



MAJ Fleet, SP6 Towry, GEN H.A. Miley, Jr.



SP6 Jerry B. Towry, Senior NCO

OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD

CITATION

The 307th Aviation Company (Heavy Helicopter), Alabama Army National Guard, of Birmingham, Ala., distinguished itself for outstanding performance during the period 1 April 1972 through 31 March 1973.

The "One Army" was made to be more than a concept when the 307th provided support for the 143rd unit of the U.S. Army Reserve; furnished CH-54 aircraft and crews to assist in making a recruiting film with the 101st Airborne Division; and retrieved downed aircraft for the Mississippi and South Carolina Army National Guard, thereby reducing defense costs.

Mutual support was contributed by the 307th Aviation Company when 24 U.S. Navy T-2 jet aircraft were sling-loaded from NAS Whiting to NAS Pensacola; when they retrieved a downed F-102 for the Florida Air National Guard; when they airlifted an F-84 to Shaw High School, N.C., for the USAF; and when they recovered a downed TA-4J aircraft for the U.S. Navy.

The officers and men of the 307th "Flying Crane" unit illustrated the dual role of the National Guard: training for a possible Federal military mission while providing support to the State and the community.

Concurrently, the unit provided services for the civilian populace that could not have been otherwise accomplished. A partial list included the dismantlement from the air of a water tower for the State of Alabama involving three sections each weighing 15,000 lbs., and the recovery for the National Transportation and Safety Board of a crashed civilian aircraft inaccessible except by helicopter.

In support of these and many other missions, the 307th Aviation Company logged over 1,500 accident-free flight hours, traveled more than 25,000 miles, and airlifted more than 500 tons in aircraft and materiel. For this excellent performance, the Army Aviation Association (AAAA) has selected the 307th Aviation Company (Heavy Helicopter) as the "Outstanding Reserve Component Aviation Unit" for 1972-1973.

The 34th General Support Gp (AM&S) cited by AAAA in special unit award

■ The 34th General Support Group (Aircraft Maintenance & Supply) was cited by the AAAA for its outstanding performance in USARV during the period November, 1965 through September, 1972, and received a special unit award at ceremonies held during the AAAA's Fifteenth Annual Honors Luncheon in Washington, D.C., October 19.

General Miley presents award

General Henry A. Miley, Jr., Commander of the U.S. Army Materiel Command, presented the large trophy to Major General Alton G. Post, former unit commander; and Colonel Donald H. Jersey, Ret., unit commander, and Command Sergeant Major Samuel Ring, senior NCO, during the unit's last year of service.

Rendering outstanding logistic support to all military combat operations in USARV, the 34th provided direct, general, and depot level maintenance and supply support for operations involving more than 3,000 Army aircraft.



GEN Henry A. Miley, Jr., AMC commander, presents the special AAAA Award to MG Alton G. Post, CSM Samuel Ring, and COL (Ret.) Donald H. Jersey.



GEN Miley, MG Post, and COL (Ret.) Jersey at the head table during the 1973 AAAA Honors Luncheon.

SPECIAL AAAA UNIT AWARD FOR OUTSTANDING PERFORMANCE OVER A SUSTAINED PERIOD

CITATION

The 34th General Support Group (Aircraft Maintenance and Supply) and its subordinate commands distinguished themselves by exceptional performance of duty in support of free world forces in Vietnam and contiguous areas during November, 1965 to 15 September, 1972.

During this period, the 34th General Support Group supported the United States Army Vietnam and the Free World Forces by providing direct, general, and depot level aircraft maintenance and supply support of military operations involving in excess of 3,000 aircraft.

During this same period, the Group explored and developed revolutionary methods and procedures for aviation maintenance and supply support that have since been accepted worldwide. These dynamic procedures and techniques are acceptable

in any environment in which Army aviation units operate. The development and implementation of "one-stop" aviation support for the aircraft, avionics and weaponry; unique wholesale and retail supply management techniques; the effective use of assistance teams; and a myriad of other accomplishments were developed by the 34th to maintain the highest aircraft mission availability rate ever achieved in a theatre of operations.

Throughout the cited period, the 34th General Support Group rendered exceptionally outstanding support to military combat operations in the Republic of Vietnam and contiguous areas. The service of the members of the 34th General Support Group and its subordinate commands is in keeping with the highest traditions of the military services and reflects great credit on them and the United States Army.

THE AVIATION Office, Assistant Chief of Staff for F



BG JIM MERRYMAN
Director of Army Aviation
OACSFOR, DA



COL TURNER TRAPP
Division Chief

Aviation Systems Division



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Flying Hour Program



MAJ HUGH BRIGHAM
CH-47, CH-54 & HLH



MAJ MATT KAMBROD
Flight Standardization
and FAA



MAJ ENGEL SCOTT
Jt Strategic Obj Plans;
Force Structure



MAJ NICK TRAGESSER
Aircraft Allocations
& Foreign Sales



MR. TOM MILLER
Aviation Budget



LTC BILL RHYAN
Force Structure;
Unit Movement



LTC BILL BEATY
Authorizations;
DOI — Propensity



LTC KEITH RYNOTT
Fit Simulator Program

AAAA names CW2 Park of "Owl Team" for its "McClellan Safety Award"

■ Chief Warrant Officer (W2) Ralph S. Park of the 128th Aviation Company (Korea) was named recipient of the "James H. McClellan Aviation Safety Award" for 1972-1973 during ceremonies held at the Fifteenth National Convention of the Army Aviation Ass'n of America (AAAA) at the Shoreham Hotel in Washington, D.C.

The national award was presented by the Hon. Howard E. Haugerud, president of the McClellan Memorial Foundation, who cited CW2 Park's contributions to aviation safety while serving with the 155th Aviation Company (Attack Helicopter) at the U.S. Army Combat Developments Experimentation Command at Ft. Ord, Calif.

The McClellan award — Army Aviation's top



ABOVE: CW2 Ralph S. Park is shown making his acceptance remarks after the award presentation. BELOW: The Hon. Howard E. Haugerud, President of the McClellan Memorial Foundation, presents the cash award accompanying the 1972-1973 trophy to Chief Warrant Officer (W2) and Mrs. Ralph S. Park.

safety award — was established in 1959 by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, a former Army aviator, who was killed in a civilian aircraft accident in 1958.





HAPPY FAMILY - CW4 (Ret.) and Mrs. Stewart Park and McClellan Award winner, CW2 Ralph S.

Park and Mrs. Park, are congratulated following the awards luncheon by MG William J. Maddox, Jr.

THE JAMES H. MCCLELLAN AVIATION SAFETY AWARD

CITATION

CW2 Ralph S. Park has been selected by the Army Aviation Association of America to receive the "James H. McClellan Safety Award" for 1973 for his outstanding contributions in the field of aviation safety while serving as Unit Safety and Standardization Pilot of the 155th Aviation Company (Attack Helicopter), U.S. Army Combat Developments Experimentation Command, Fort Ord, Calif.

During 1972-73, the 155th Aviation Company (Attack Helicopter) provided flight crews, aircraft, and other equipment as a test-bed for a series of experiments designed to determine the capability of the Attack Helicopter to perform during periods of darkness in an anti-tank role under mid-intensity battlefield conditions. Key to the success of these tests was a small, tightly knit group of well-trained, highly skilled, professional pilots known as the "Owl Team." This group had the essential mission of developing basic tactics, techniques, materiel needs, and performance baseline data which provided a starting point from which to conduct the experiments.

Because of his initiative, intelligence, professionalism, and combat experience as a Huey Cobra pilot, CW2 Park was chosen to fill the demanding position as unit safety and standardization pilot. Realizing the experimental nature of the "Owl Team" mission and the inherent danger involved in night operations at nap-of-the-earth altitudes over mountainous terrain, CW2 Park wisely proceeded on a very thorough and deliberate course of flight crew preparation.

He first developed an extremely responsive crash-rescue plan which effectively

tied together the diverse elements of the post aviation safety system. This provided a much needed measure of aircrew confidence and assuaged their natural apprehension when engaged in new and potentially hazardous operations.

CW2 Park then developed and initiated a comprehensive training program designed to expand aircraft operations into areas which were previously considered as only marginally safe but into which we must operate if Army aircraft are to survive in future combat.

As training, and the collection of baseline data progressed, CW2 Park continued to develop, modify and refine standard operating procedures for handling aircraft emergencies, coping with lost communications, establishing hovering firing positions and formation flying at nap-of-the-earth altitudes during night operations. Because of the soundness of these operating procedures, they were quickly adopted by other aviation units both at Fort Ord and throughout CONUS.

Throughout this entire period of testing, beginning with the preparation and continuing through the training and execution phases, CW2 Park has been a key element in this vital and timely experimentation. He has exemplified the concept of "Operational Aviation Safety" which requires extremely close attention to detail and keen professionalism in flight preparation while extending both pilot and aircraft toward their upper limit of capability. The results of these experiments will be utilized in establishing tactics, techniques, safety procedures, and aviation doctrine for use throughout the Army. Chief Warrant Officer Park's achievements reflect great credit upon himself, his unit, and the United States Army.

Ft. Hood Aviator chosen as '72-'73 "Army Aviator of Year" by AAAA

■ Major Theodore J. Dolloff of Niagara Falls, N.Y., was named "Army Aviator of the Year" for 1972-1973 by the Army Aviation Association (AAAA) and was honored at award ceremonies during AAAA's 15th National Convention held at the Shoreham Hotel, Washington, D.C., on October 19.

General Frederick C. Weyand, the Vice Chief of Staff of the U.S. Army, presented the award to Major Dolloff at the Quad-A Annual Honors Luncheon held during the convention. In a surprise

action, General Weyand called Mrs. Dolloff from the audience and had her at her husband's side during the award presentation.

Exemplifying high standards of initiative and leadership, Dolloff commanded Company D of the 227th Aviation Battalion, First Cavalry Division, Ft. Hood, Tex., during a demanding year that saw the unit support the Division in multiple missions, provide disaster relief after a 1,600 mile flight to the site of the Nicaraguan earthquake, and pursue a training and operational readiness program designed to have the unit meet the demands of mid-intensity warfare.

Sponsored by the AAAA

The award is sponsored by the AAAA and is presented to that active Army or Reserve Component Army Aviator who has made an outstanding individual accomplishment in the previous year.

BELOW: General Frederick C. Weyand (left), Vice Chief of Staff, U.S. Army, presents the 1972-1973 "Army Aviator of the Year Award" to MAJ Theodore J. Dolloff as Mrs. Dolloff looks on from the right.





Major Dolloff making acceptance remarks



Hon. Hadlai A. Hull, MAJ Dolloff, GEN Weyand

THE ARMY AVIATOR OF THE YEAR AWARD

CITATION

The "Army Aviator of the Year Award" for 1973 is presented to Major Theodore J. Dolloff for his outstanding performance of duty and the distinguished manner in which he commanded Company D, 227th Aviation Battalion, First Cavalry Division, Fort Hood, Tex.

With the cessation of American military involvement in Vietnam, Major Dolloff realized the necessity for re-directing the training, tactics, and general military philosophy of his unit to meet the mid-intensity threat now envisioned. He aggressively thrust his CH-47 Assault Support Helicopter Company into a training and operational Readiness Program designed to meet this new threat.

Major Dolloff prudently trained his aircraft crews for full tactical operations during daylight, darkness, and adverse weather conditions using nap-of-the-earth flight procedures. He proposed and conducted extensive operations with both field and air defense artillery using improved internal and external loading techniques. Because of his unit's close association and training with supported ground elements, he conducted night artillery displacements without the use of radio communication under complete blackout conditions, enhancing the survivability of both the aviation and the ground elements.

In order to improve the responsiveness of aviation support to the Division, Major Dolloff developed and initiated a system of aviation liaison officers equipped with small portable High Frequency radios cap-

able of transmitting immediate requests for aviation support to aircraft throughout the area of operations. To assure the capability for close and continuous support, Major Dolloff personally became the Division's foremost authority on forward area aircraft refueling. This knowledge and expertise significantly improved the support rendered by all Army aircraft during numerous MASSTER tests, training exercises, and in some cases, actual emergency operations.

Major Dolloff wisely devoted considerable attention to the training of both flight and maintenance crews. This resulted in an accident-free flight year and the highest aircraft availability rate of any similar aviation unit in the Army.

Because of this high state of readiness, and exceptional leadership within the unit, Company D was chosen to provide emergency relief support in several civil disasters. Foremost among these relief operations was a 1,600 mile flight to provide badly needed support to the beleaguered victims of the Nicaraguan earthquake. Major Dolloff's support in this instance was so outstanding that it prompted President Somoza to remark that the aid rendered by Major Dolloff's aircraft had been vital to the actual survival of the country.

During this most demanding year, Major Dolloff set a high standard for the modern Army soldier. He consistently displayed qualities of initiative, ingenuity, ability, and leadership far above the ordinary. His keen personal example as an ambassador, soldier, and an Army Aviator are worthy of emulation by all.

101st Abn NCO Wins Coveted AAAA "Aviation Soldier of Year" Award

■ Sergeant First Class Robert H. Vaughan, Jr., of Battery B, 4th Battalion (AFA), 77th Field Artillery of the 101st Airborne Division, was named "Army Aviation Soldier of the Year" for 1972-1973 during award ceremonies held at the Fifteenth National Convention of the Army Aviation Association of America (AAAA) at the Shoreham Hotel in Washington, D.C.

Hon. Augustine makes presentation

The Honorable Norman R. Augustine, Assistant Secretary of the Army (Research & Development) made the award presentation at AAAA's Annual Honors Luncheon citing Sergeant Vaughan's outstanding performance while accomplishing multiple responsibilities as a Fort Campbell aviation NCO.

The Parkersburg, West Virginia veteran entered the Army in 1957 and had completed four tours in USARV.

Sponsored by the Army Aviation Association, the award is presented to the aviation soldier who has made an outstanding individual contribution to Army Aviation during the previous year.



The Hon. Norman R. Augustine presents the "1973 Aviation Soldier of the Year Award" to SFC Vaughan.



SFC Vaughan, GEN Abrams, CSM Reed

THE AVIATION SOLDIER OF THE YEAR AWARD

CITATION

The "Army Aviation Soldier of the Year Award" for 1973 is presented to Sergeant First Class Robert H. Vaughan, Jr., Battery B, 4th Battalion, (AFA) 77th Field Artillery, Fort Campbell, Kentucky, for his outstanding individual contribution to Army Aviation during the 1972-73 time frame.

Sergeant Vaughan entered the Army in 1957 following graduation from high school in Parkersburg, West Virginia. Realizing the necessity to continue his formal education, SFC Vaughan completed the Army's one year College Level General Educational Development Test shortly after entering the Service. Not content with this level of education, he continued his drive to better himself through constant off duty study. His seemingly insatiable thirst for knowledge has resulted in the

award of a Bachelor of Science Degree in Mechanical Engineering from the University of Missouri earned completely through off duty study.

In January 1972 SFC Vaughan returned from his fourth tour of duty in the Republic of Vietnam and was assigned to B Battery, 4th Battalion, (Aerial Field Artillery) 77th Field Artillery at Fort Campbell, Ky. He performed duties as both Battery and Battalion Maintenance Supervisor and on occasion, as acting maintenance officer. While operating under extremely adverse conditions, exacerbated by shortages of personnel, spare parts, equipment and other necessary maintenance facilities, he led and inspired his small group of maintenance personnel to perform seemingly impossible tasks. This dedicated group of individuals maintained an aircraft availability rate of 98.5% while flying in excess of authorized hours by 50 percent.

AAAA Activities

EMBRY-RIDDLE CHAPTER. Fall Get-Together at the picnic grounds of Ponce Inlet Lighthouse. 1030 hours. 8-9 September.

ARMY AVIATION CENTER CHAPTER. Buffet for members only at Offices Lake Lodge. 2000 hours. 11 September.

SOONER CHAPTER. General membership business-social meeting at the Okla-ARNG Avn Office Building. 1700-1845 hours. 15 September.

GREATER CHICAGO AREA CHAPTER. After dinner professional meeting at the Fort Sheridan Officers Club. 1930 hours. 18 September.

CONNECTICUT CHAPTER. Dinner meeting with COL William E. Crouch, Jr., briefing on "Air Mobility." 1800 hours. 19 September.

MONTREY BAY CHAPTER. General membership business meeting in Hanger 510 at Fritzsche Army Airfield. 1630-1830 hours. 20 September.

ALAMO CHAPTER. General membership meeting. 1545 hours. 21 September.

GREATER ATLANTA CHAPTER. Professional dinner meeting, cocktails, dinner and dancing. 1800-hours. 21 September.

RICHARD H. BITTER. Swimming party and pot-luck supper at the CPO pool, NAS. 21 September.

DAVID E. CONDON CHAPTER. Professional meeting and dinner-dance, at the Sheraton Inn Coliseum, Hampton, VA, with Jack R. Hunt, speaking on Soviet Aviation. 1900 hours. 27 September.

FORT RILEY CHAPTER. General membership business meeting and election of chapter officers

at the Ft. Riley Officers Open Mess. 1700 hours. 27 September.

HANAU CHAPTER. Professional meeting, election of chapter officers, and guest speakers MAJ Story and LTC Donald F. Baussler at the Blue Boar Inn, Officers Club Annex. 1600 hours. 27 September.

LATIN AMERICA CHAPTER. General membership business luncheon and chapter activities discussion at the Ft. Amador Officers Open Mess. 1130-1300 hours. 27 September.

LINDBERGH CHAPTER. Army Aviation Product Support Symposium at the Marriot Airport Hotel; both technical and social sessions. 27-28 September.

MOUNT RAINIER CHAPTER. Professional luncheon meeting with COL Ted A. Crozier, guest speaker, at the Ft. Lewis NCO Club, 1115 hours. 2 October.

SUNDORF CHAPTER. Chapter activation meeting at the USAR Ft Facility, Sundorf Avn, Cleveland-Hopkins International. 1500 hours. 14 October.

ALAMO CHAPTER. Professional luncheon with a guest speaker at the Ft. Sam Houston Officers Club. 1130-1300 hours. 26 October.

SOUTHERN CALIFORNIA CHAPTER. Professional dinner meeting with the AAH the topic of BG Samuel G. Cockerham, guest speaker at the Airport Marina Hotel, Los Angeles. 1800 hours. 15 November.

GRAND CANYON CHAPTER. Professional dinner meeting with a guest speaker and the convention report at the Star Room, FHOOM. 1900 hours. 15 November.

LINDBERGH CHAPTER. Pre-holiday dinner-dance: dinner, dancing and fun at the Stadium Club. 1830-2430 hours. 16 November.

SUNBOWL CHAPTER. After-dinner professional meeting with UTTAS Project Manager BG Leo D. Turner, guest speaker at the Ft. Bliss Officers Open Mess. 1830 hours. 20 November.

ARMY AVIATION CENTER CHAPTER. Professional luncheon meeting with COL Ed Nielsen (Ret.), AAAA National President and Art Kesten, Executive VP updating on the '73 Convention and new Assn. programs for CY 74 at the Ft. Rucker Officers Open Mess. 1130 hours. 28 November.

FORT BENNING CHAPTER. Professional luncheon meeting (for program, see above) in the Mirror Room, FBOOM. 1130 hours. 29 November.

EMBRY-RIDDLE CHAPTER. Annual Christmas Ball, dinner and dancing with guest speaker BG John F. Forrest, Director, OPD at the Daytona Hilton Hotel. 1830-0100 hours. 7 December.

GREATER CHICAGO AREA CHAPTER. Annual Winter Dinner-Dance at the Chicago Ambassador Hotel, Three Georges Room. 7 December.

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BRANCH BRIEFS

(Continued from Page 11)

Although the career courses were initially established to provide the aviation warrant officer with a broader knowledge of the operations and missions of supported ground units and to advance his knowledge of aviation unit organization and operations, both courses are heavily weighted with general professional development subject matter designed to enhance the Warrant Officer's military knowledge and expertise, irrespective of branch or MOS. With this in mind, other branches were invited in 1972 to select Warrant Officers to attend Advanced Course, Class 73-2, which was conducted during the period 15 January-29 June 1973. As a result, eleven non-aviation warrant officers representing four other branches graduated with the class. Advanced Course, Class 74-1, which began on 2 July has twenty non-aviation Warrant Officers in attendance.

CONARC expands courses

On 11 May 1973, the DCSPER directed TRADOC (CONARC) to accomplish several actions which will result in expanding the warrant officer military and civil education programs.

First, the existing intermediate level warrant officer courses will be expanded and modified to accommodate attendance by all Warrant Officers. These courses will be retitled "advanced" courses. Second, a single senior level Warrant Officer professional development course will be established, using as a base, the present Aviation Warrant Officer Advanced Course. This course will be retitled the "Warrant Officer Senior Course".

New degree programs

Third, to support Department of the Army educational goals, cooperative degree programs will be established at the locations which provide advanced and senior level military career courses for Warrant Officers. The cooperative degree programs will be conducted in conjunction with the military career courses. Cooperative degree programs are programs whereby a civilian degree is granted by a civilian college for a combination of course work done as a part of an Army School Program of Instruction and course work done at the civilian college. The time authorized by Army regulation for participation in cooperative degree programs is limited to the length of the Army school course with which they are associated, plus six months.

The establishment of cooperative degree programs at Fort Rucker in conjunction with the present aviation warrant officer courses is currently under study. The establishment of career courses for all Army Warrant Officers will be a significant and important component in the career program for all Army Warrant Officers. The addition of cooperative degree programs will add a vital link in their career development. □

NEW DIRECTION

(Continued from Page 6)

Aviation School are taking it very seriously and we're looking to give you users the finest product we can. Recognize the quality of unit varies and that we want to give you a pilot that does not need a lot of additional individual training before you get him into unit flying.

Unit responsibility

Units have a great deal to do in terms of actually bringing themselves to an acceptable readiness condition. We are just getting into the business of getting units to the point where they become part of the whole team. Now we may be getting ahead of some of the divisions. Aviation units are part of some of the divisions which have just been reformed after a couple of years of hard recruiting and low level training. We cannot wait until the divisions catch up if we want to develop the highest level of aviation unit training that we possibly can.

Now let's look to the future at how we enhance our capabilities to do the job as part of the Army Combat Team. We've got to make Aviation a prime asset. In other words, we have got to be ground gainers just like the infantry and the armor. I think it becomes clear that if we are just lurking behind the FEBA and lobbing things over the FEBA that this isn't the exploitation that we can make for our aircraft.

We've got to figure out how we can be the prime effort when we go across the FEBA in an integrated and combined manner with the rest of the combined arms team. And do much the same sort of thing the tank breakthroughs and airborne landings did in WW II. That was the main effort and we want to be part of the main effort. Which means that we've got to participate and not just support.

Let's face up

We've got to utilize imagination in how we employ our assets and our people. And we've got to exploit the technology that is available. We're a technology force, we're foremost in the Army in this and we can't be scared off all the time. We can't be timid, because we're told we're a high-cost system.

We are also a high-return-for-the-investment system and we've got to stress this and step forward and grab technology and pursue it. And that's where we're going to get better. Because technology is not the exclusive province of the other services. It's available to us and we ought to utilize it.

In short, what I'm telling you is, that I don't want to fight the next war the same way we fought the last war. No matter how glorious the last war was. That means we've got to face up to the future, we've got to face up to the *New Direction* and then we in Army Aviation must move out. □

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GOVERNOR'S GREETING — Alabama Governor George C. Wallace (seated) took time out recently to welcome Ft. Rucker's new Commander, MG William J. Maddox (far right). Also present were: MG Charles A. Rollo, Adjutant General, State of Alabama (left), and MG Hardin.

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photo



In looking for new and innovative ways to employ Army Aviation in support of Field Artillery requirements for mobility, the Artillery Aviation Command at Ft. Sill, has been investigating the concept of airlifting all of the howitzers from a 105mm battery in a single Skycrane lift. Shown at right is the first lift by a Skycrane of the 273d Aviation Company.

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ST. LOUIS, MO. — These men played key roles in the Aviation Product Support Symposium sponsored by AAAA's Lindbergh Chapter, held in late September. From left: Joseph P. Cribbing, ODCSLOG, Symposium Moderator; MG Frank A. Hinrichs, AVS-COM Commander and Banquet Guest Speaker; Donald F. Luce, Lindbergh Chapter VP, Programs; and Paul L. Hendrickson, Chapter President.

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**STATEMENT OF OWNERSHIP
MANAGEMENT & CIRCULATION**

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I certify that the statements by me above are correct and complete.

Dorothy Kesten, Managing Editor



RENOWNED AVIATRIX ON THE RHINE — Pioneer Helicopter pilot, Frau Hannah Reitsch (2nd from left), speaks to members of AAAA's Rhine Valley Chapter at a recent professional dinner meeting.



NEW SLATE INSTALLED — AAAA's Southern California Chapter's new officers were installed at a recent meeting where BG Jerry Lauer (2nd from right) discussed the HLH. From left to right: Kenneth Witt (VP Membership), Herman Greer (Treasurer), Ronald Ressler (VP Programs), Norman Hirsch (President), and Ronald Hattin (VP Publicity).



ANOTHER FIRST FOR ARMY AVIATION — Army Chief of Staff, General Creighton W. Abrams, administers the oath to new Warrant Officers from Candidate Class 73-33 at Fort Rucker, Alabama.

The Personal Side

BIRTHS

CASE — York Sasha was born 15 September at Ft. Rucker to CW3 and Mrs. Conrad F., Jr.

DAVIS — April Elaine was born 7 September at Ft. Rucker to 2LT and Mrs. James F., III.

DAVIS — Rhonda Ivy was born 5 May at Ft. Eustis to CW3 and Mrs. Ronald W.

DOUGLAS — Todd Ashley was born 27 August at Ft. Rucker to CW2 and Mrs. Joe A.

ESPLIN — Lorie Joe was born 8 September at Ft. Rucker to 2LT and Mrs. Randal D.

GAUTREAU — Alden Jared was born 2 September at Ft. Rucker to CPT and Mrs. Byron P.

GOODROE — Christopher Thomas was born 1 September at Ft. Rucker to CW3 and Mrs. Charles T., III.

JOYNER — Jennifer Lyn was born 12 October at Ft. Rucker to CPT and Mrs. Gary W.

MAGROSKY — Michele Christine was born 2 September at Ft. Rucker to CPT and Mrs. John J., Jr.

MATTINA — Christopher John was born 5 August at Ft. Ord to CPT and Mrs. John C.

MILAM — Casey Kaye was born 10 October at Ft. Rucker to 2LT and Mrs. Michael C.

MARONEY — Jennifer Leigh was born 13 October at Ft. Rucker to CW2 and Mrs. Jerald L.

MORROW — Patrick Howard was born 2 October at Schwaebisch Hall, Germany, to CPT and Mrs. Sidney H.

NEUMANN — William Jeffrey was born 13 September at Ft. Rucker to CPT and Mrs. William G.

OSTBERG — Steven Gary was born 10 September at Ft. Rucker to WOC and Mrs. Gary L.

PALMER — Casey Anne was born 31 May to LTC and Mrs. Charles.

POPHAM — Brandi Elaine was born 29 August at Ft. Rucker to CPT and Mrs. Dan R.

SMITH — Jason Rea was born 11 October at Ft. Rucker to CPT and Mrs. Lunsford M.

STOVALL — Amanda Dianne was born 12 September at Ft. Rucker to CPT and Mrs. Richard A.

VINCENT — Christopher Troy was born 10 September at Ft. Rucker to LTC and Mrs. Maurice R.

YARLETT — Jennifer Marie was born 10 September at Ft. Rucker to CW2 and Mrs. William A.

HONOR GRADUATES

BALLARD — WO1 Gary W., DG of WORWAC class, USAAVNC, 24 October.

BROWN — 1LT Fred E., DG of ORWAC class, USAAVNC, 24 October.

HOSACK — 1LT Charles R., DG of ORWAC class, USAAVNC, 10 October.



AN AVIATION "FIRST" — A modified Chinook research helicopter made aviation history on September 5 at Boeing Vertol's Philadelphia facility when it was flown using a pure fly-by-wire flight control system. Pilot control was by electrical signals transmitted to the hydraulic actuators that control the forward and aft rotor blades.

KLOMP — WO1 Carlyn J., DG of WORWAC class, USAAVNC, 10 October.

SMITH — 2LT William H., DG of ORWAC class, USAAVNC, 10 October.

SPIEGELHAUER — 2LT Jeffery L., DG of ORWAC class, USAAVNC, 24 October.

MEDALS

MILLER — CW2 Roger A., The Silver Star, Bronze Star, and Air Medal.

RONEY — MAJ George A., Army Commendation Medal, 1st Oak Leaf Cluster.

RATINGS

CHILDRESS — CPT Ralph S., Senior Army Aviator.

CLINE — CW4 Richard W., Master Army Aviator.

DENNISON — LTC Gary V., Master Army Aviator.

DICKEY — CPT Ronald G., Senior Army Aviator.

FABIAN — CW3 George, Jr., Senior Army Aviator.

FOWLER — CW3 Fred A., Senior Army Aviator.

GRESSANG — CPT Daniel S., Master Army Aviator.

JARDINE — CW4 David C., Master Army Aviator.

JOHNSON — MAJ Joseph V., Jr., Senior Army Aviator.

KAUS — MAJ Stanley S., Master Army Aviator.

LASSER — CPT Thomas E., Senior Army Aviator.

MCINTOSH — MAJ Gordon Y., Master Army Aviator.

QUIETT — CW2 Ellis L., Senior Army Aviator.

TISON — CPT Joseph T., Senior Army Aviator.

VAN BIENE — CW2 Mike, Senior Army Aviator.

WEBB — CPT Phillip H., Jr., Senior Army Aviator.

WOLIVER — LTC Clarence H., Master Army Aviator.

Colonel Nielsen Elected as 11th AAAA President



Oden, Nielsen

INSTALLED at a National Board meeting held on the conclusion of the 15th AAAA National Convention, a new AAAA National Executive Board looks forward to increased Regional activities as the Association's main effort during the forthcoming 1973-1974 membership year.

Colonel Edward L. Nielsen, USA (Ret.), Program Manager for the Advanced Scout Helicopter at the Boeing Vertol Company, and the Association's National Secretary-Treasurer for the past two years, was elected as the 11th National President of AAAA, succeeding Major General Delk M. Oden, USA (Ret.). Lieutenant General John M. Wright, Jr., of Trenton, N.J., was elected as Senior Vice President.

The new governing board also installed Colonel John W. Marr of Arlington, Va., as Secretary-Treasurer.

Incumbent Board members who'll serve as National Vice Presidents include Colonel John C. Geary, Florissant, Mo., and Clifford J. Kalista of Ft. Worth, Tex.

Newly-elected Vice Presidents include Brigadier General Jack W. Hemingway, Killean, Tex.; Chief Warrant Officer (W4) Robert L. Hamilton, Alexandria, Va.; Carl D. Perry, McLean, Va.; and Donald F. Luce, St. Louis,

Colonel Jack H. Dibrell of Ft. Sam Houston, Tex. was appointed by the President as the seventh National Vice President filling a vacancy created by the resignation of Joseph P. Cribbins.

Completing the full Executive Board are Arthur H. Kesten, Executive Vice President, of Westport, Conn., an appointee; and Past Presidents Brigadier General Robert M. Leich, IGR, Evansville, Ind.; Bryce Wilson, Glenbrook, Nev.; Darwin P. Gerard and Brigadier General O. Glenn Goodhand, USA (Ret.), both of the Washington, D.C. area; General Hamilton H. Howze, USA (Ret.) Ft. Worth, Tex.; Colonel Richard L. Long, USA (Ret.), St. Louis, Mo.; Lieutenant General Harry W. O. Kinnard, USA (Ret.), Athens, Ga.; and Major General Delk M. Oden, USA (Ret.), Tehran, Iran.

Additional Board members include Colonel Nicholas G. Psaki, USAREUR Regional President; Major General William J. Maddox, Jr., First Army Regional President; Regional Presidents representing the Fifth and Sixth Army Areas; twenty-one CONUS Chapter Presidents who serve as Chapter Members-at-Large, and approximately six National Members-at-Large to be appointed by the President.

ARMY AVIATION

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2,200 hours of running time on the LTS 101 turboshaft

By the time you read this, the Avco Lycoming LTS 101 turboshaft may well have accomplished its Preliminary Flight Rating Test (PFRT) and 2,200 hours of running time.

This will put this new, compact and low-cost turboshaft gas turbine more than half-way to the 4,000 hour certification. Now expected in 1974, certification will be followed by initial production engine deliveries in 1975.

The Bell JetRanger helicopter made its successful first flight of September 11, 1973, just 14 months after the first test run of the LTS 101. The new engine has been marked by a remarkable record of development tests and trouble-free performance. Rated at 592 shaft horsepower, it promises to power a whole new family of helicopters and turboprop powered craft — in single and twin installations.

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