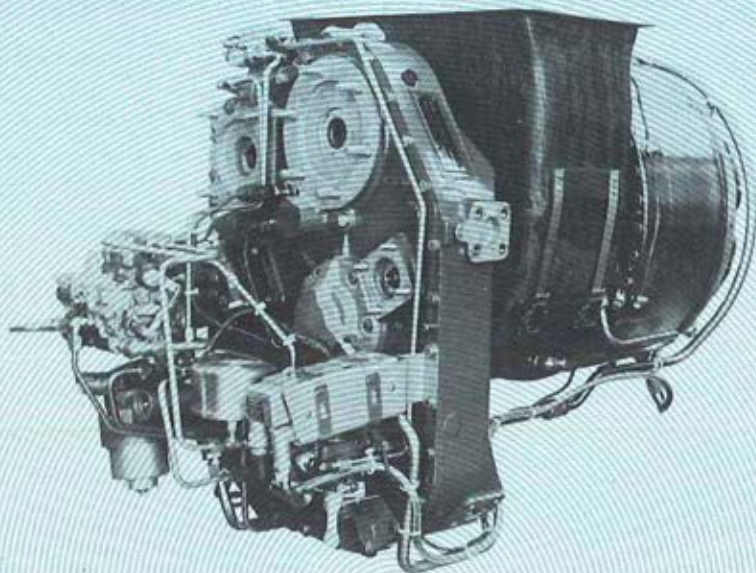


# Army Aviation

MARCH, 1974



## PRICELESS PERFORMANCE AT A GOOD PRICE

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# ARMY AVIATION

VOLUME 23 — MARCH, 1974 — NUMBER 3

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### THE TOP TWO!

The top students of the ORWAC and WORWAC classes graduating February 12 were, 2d and 3d from left, 1LT Michael K. Mehaffey and WO1 Charles H. Abell. The guest speaker, BG Hugh F.T. Hoffman, Jr., DCoS, Force Management, FORSCOM, is at right, while BG James M. Leslie, USAAVNS Asst Commandant, is at the left. [USA photo]

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## New Test Facility

Pressing a button that sent a 5,000-pound duplicated mockup of a helicopter crashing to the floor, Bell Helicopter President James F. Atkins dedicated the company's new \$1.7 million Engineering Test & Evaluation Laboratory, at Ft. Worth, TX, on February 14.

The drop test simulated a hard, uncontrolled crash landing to determine its effect on the landing gear. Equipped with the most modern test equipment, the facility includes a high-bay test area of 34,000 square feet, plus 16,000 square feet of lab space. The new ET&E Lab, which will have an environmental test capability, is the principal item among more than \$6 in capital investment projects announced by Bell last year.

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**BOEING  
HELICOPTERS**  
BOEING VERTOL COMPANY



HOW MUCH does an aviator's flying skill deteriorate when he is assigned to a non-flying duty assignment for an extended period?

HOW MUCH refresher training is required to bring his skills back up to satisfactory levels?

IS IT BETTER to require him to perform periodic "proficiency maintenance" flying in the interim, OR to excuse him altogether and then "retrain" him before he returns to operational flying?

ANSWERS TO THESE and similar questions are offered in a new HumRRO report, TR 73-32, *"Retention of Flying Skills and Refresher Training Requirements: Effects of Non-flying and Proficiency Flying"*, by Robert H. Wright.

WITH THE END of the U.S. combat role in Vietnam, many Army Aviators have been given non-flying duty assignments. Proficiency flying has traditionally been required of such aviators, but the amount of such flying possible has been limited by Congressional restrictions and by reduced funding. So the Army asked HumRRO to examine the effect of reduced proficiency flying, or its complete elimination, on the flying skills and refresher-training requirements of its helicopter pilots.

THE SCIENTISTS at HumRRO Division No. 6 at Ft. Rucker, Ala., studied the problem and concluded that proficiency flying, as typically performed in the past, has *not* been effective in maintaining flying skills at high levels of proficiency; large losses in flying ability occurred whether or not such flying was performed.



THIS WAS EVEN MORE TRUE of instrument flying skills than of "contact" flying skills.

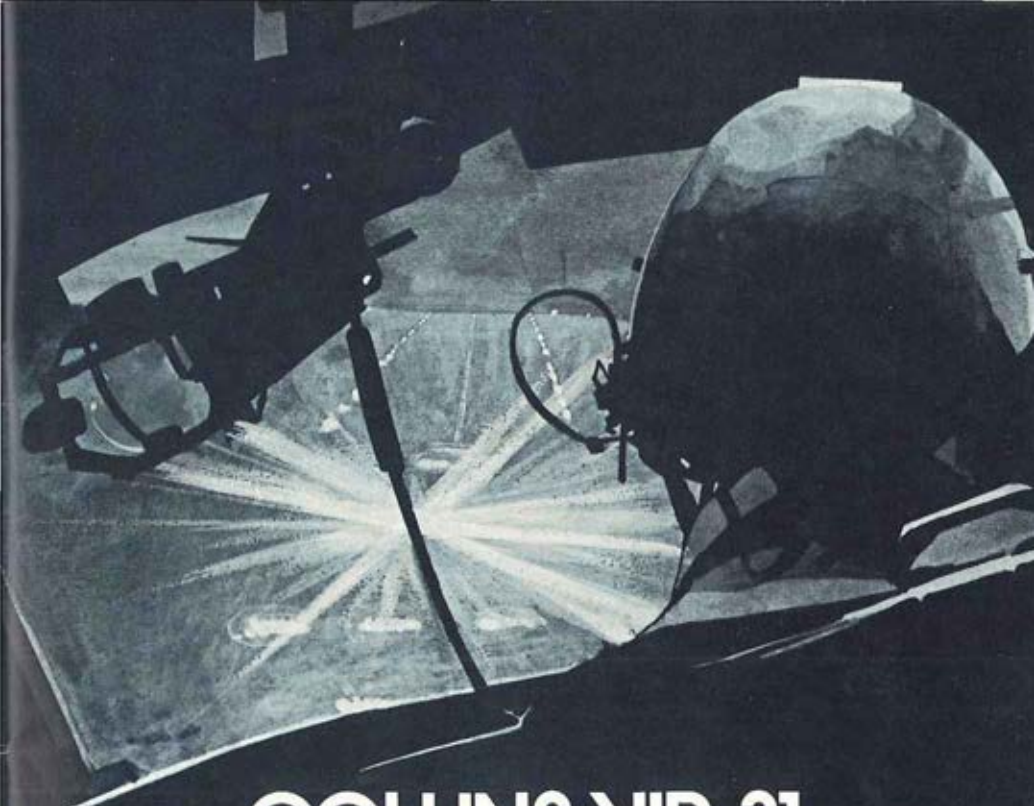
THE HIGHEST LOSSES occurred soon after training and flight experience, and the "skill retention curves" indicated that the higher levels of flying ability can be maintained only through *regular and frequent* synthetic training (in flight training devices), or through actual flying experience.

THE RESEARCHERS at HumRRO concluded that to continually maintain a minimally-acceptable level of flying ability would require Army Aviators to undergo refresher training at least every six months.

DATA from the HumRRO research project indicate that a program of flying excusal, followed by refresher training, should be considerably more economical and effective in providing proficient aviators to operational units than would a program of periodic proficiency flying as it has been performed in the past.

INSTRUMENT FLYING skills deteriorate *below* a minimally-acceptable level within one year for about one-half of all Army

## HumRRO study pegs proficiency flying as ineffective in maintaining pilot skills



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A helicopter pilot in IFR conditions has enough to do without worrying about the reliability of his nav receiver.

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- 40-channel glideslope
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Aviators, whether or not they flew the minimum number of hours required to maintain flying status. Contact flying skills remain *above* this minimum acceptable level over this same period of time.

CONSIDERING the probable transfer of instrument training to contact skills, most proficiency or refresher training should be devoted to instrument flying skills. This, in turn, makes synthetic instrument flight training devices prime contenders for the most cost-effective technique for proficiency or refresher flight training.

## This Month

### ARMY AVIATION HALL OF FAME

Preparations for the April 1 balloting for 1974 induction to the "Army Aviation Hall of Fame" at Ft. Rucker, AL are underway, the AAAA National Office having received the 200-word biographical sketches of each of the seventeen 1974 nominees.

Under guidelines developed by AAAA's National Awards Committee — as approved by the Quad-A National Executive Board, the electoral body consists 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. The electoral body — estimated as some 3,500 five-year members, are to elect:

- one of the two candidates nominated for the period prior to 1942,

- two of the five candidates nominated in each of the periods 1942-49, 1950-59, and 1960-69.

Formal induction ceremonies are to be held during a USAAVNC Banquet on 6 June 1974. Additional details will appear in the April, 1974 issue.

\*\*\*

### T700 REPORT

Specific performance details of the G.E. T700

### AWARD TO BELL HELICOPTER

ST. LOUIS, February 1—The U.S. Army Aviation Systems Command has awarded the Bell Helicopter Company, a division of Textron, Inc., Ft. Worth, Texas, a fixed price incentive contract for more than \$59 million.

Bell will provide modification services for 101 AH-1G [HueyCobra] helicopters. The work will be performed at Bell plants in both Ft. Worth and Amarillo, Tex., from now to January, 1976.

### AN AIRPORT FOR 2001!

The gigantic 17,520-acre Dallas-Fort Worth Airport [DFW], dedicated in September, measures NINE miles long by EIGHT miles wide. It's the world's largest airport and is judged big enough to hold New York's J.F. Kennedy, Chicago's O'Hare, and Los Angeles' International Airports combined. It has three million yards of concrete, enough to pave a highway 210 miles long and to handle aircraft weighing 2,000 tons. It cost \$700 million.

DFW's terminals have 66 passenger gates. The layout is planned to expand by the year 2001 to have 234 - repeat 234 - gates for jumbo aircraft, serving 150,000 passengers daily. There are 20,000 automobile parking spaces at DFW.

turboshaft engine have been revealed by the firm's Aircraft Engine Group. W.J. Crawford, GE's T700 Department General Manager, said, "The T700 has accumulated more than 1,300 test hours on five prototype units since testing began ahead of schedule in February of this year."

The engine, which will power the Army's UTTAS and AAH competitive prototype helicopters, has an intermediate rating of 1,536 shaft horsepower [at sea level, static 59" F.] with a specific fuel consumption of .469. Its maximum continuous rating is 1,250 shp [at sea level/59" F.] with a specific fuel consumption of .477.

\*\*\*

### IN NEXT MONTH'S ISSUE

The April, 1974 issue of "Army Aviation" will feature a photo-story on the largest collection of pure helicopter models in the U.S. Entitled "Slats collection is the largest!", the article covers the impressive rotary wing model collection of LTC John M. Slattery, USAF, a blue suiter and longtime member of AAAA.

"Family Affair" updates a 1971 article listing the many Father-Son teams in Army Aviation and the "Brother Teams" as well - Ft. Huachuca Mohawks have been busy; an April story reports on their ice-pack surveillance missions in the St. Lawrence Seaway.

How do you move a helicopter when it's on the ground and its engine is shut off? . . . Testers at MASSTER are working daily with some unique approaches, and we'll picture them in April.

A Report on the 1974 USAREUR AAAA Regional Conference at Garmisch by Quad-A National President "Ed" Nielsen, details of the 23-25 May 1974 Fifth Army Conference/AAAA Regional Meeting at Ft. Sam Houston, and nominations' data, criteria, etc. for 1973-1974 AAAA National Awards will also appear in the issue.



# A gun for all services.



While the Hughes 30mm XM-230 chain gun was initially developed for the Hughes prototype of the U.S. Army's Advanced Attack Helicopter, it holds great promise for many other requirements—especially for ground vehicles, amphibians, and small boats.

And because it is simple, compact, and lightweight, it can be built for half the cost of competitive weapons.

Firing a "WECOM 30" round with an APDS projectile, it would give the XM-1, MICV, and LVTP-7 a superior armor-defeating capability.

Helicopters and vehicles face a common enemy on the modern battlefield. A single gun is highly compatible with today's design-to-cost environment.

**HUGHES HELICOPTERS  
& ORDNANCE SYSTEMS**



"Changes in tactics have not only taken place after changes in weapons, which necessarily is the case, but the interval between such changes has been unduly long. An improvement of weapons is due to the energy of one or two men, while changes in tactics have to overcome the inertia of a conservative class."

—Mahan, 1840-1914

MAHAN is Alfred Thayer Mahan, Annapolis graduate, Class of 1859, officer and author, who is perhaps most famous for his literary works on American power at sea. In Naval circles he frequently is quoted much as we in the Army quote Marshall or MacArthur.

The philosophy of our great military leaders crosses service boundaries, however, and is often, as in this case, equally as applicable to Army Aviation, as perhaps to the destroyer force of our sister service. The case in point is *helicopter tactics*, the evolution of airmobile doctrine from what we all knew in the Republic of Vietnam, to what we know today as nap-of-the-earth.

It would be wrong to say that nap-of-the-earth (NOE) is new. We looked at it in the early 60's, but Vietnam placed priorities on the development of helicopter tactical doctrine to meet the RVN scenario, finding the optimum rotary wing aircraft operational level at about 1,500 feet, or out of effective range of small arms fire.

To many minds the success achieved made the airmobile concept, including the altitudes flown, appear to be, for years to come, the technique which would assure successful support for our combat ground elements. While the airmobile concept itself will help assure success, 1,500 feet of altitude in a mid-intensity battlefield will mean disaster

for aircraft within the effective range of any high-intensity air defense threat.

We must turn towards NOE for success and while we are making progress in NOE, progress is slow. It is being hampered by several hurdles which we must overcome.

---

## The first hurdle

---

The first hurdle is *conservatism*. Many commanders in the field are still hesitant to support NOE. "... *changes in tactics have to overcome the inertia of a conservative class.*" A number of reasons for this can readily be identified.

Consider first the approach of those who say, "*We've been doing it for years.*" Here we find an element of truth, but much of it is inundated by misperceptions. What we find, in fact, is the aviator recalling his low level days in Southeast Asia.

The fallacy lies in the fact that though many flights, particularly air cavalry operations, were conducted at NOE altitudes, they were conducted in areas of operations (AOs) with which pilots were familiar. Maps, in many cases, were *not* needed. Pilots knew AOs like the palms of their hands. Hostile fire, for example, came often from the identical bunker blown one month earlier on a previous operation.

We fought the same war in the same woods, in the same paddies, week after month, month after year. Some of us ran extractions from the same LZs on subsequent tours, three years apart. We knew the land like our backyards. To many LOH pilots and to many commanders, this was and is NOE. It worked in Viet-

# Evolution



nam, many think, and it will work the same anywhere else. I can never say too often, "Vietnam NOE tactics will not work in a mid-intensity environment."

Operations in the Middle East have clearly pointed to the rapid movement on the battlefield of hostile forces. The message is that in any scenario, be it Europe, or the Middle East, we must expect the constant displacement of the *forward edge of the battle area* [FEBA].

If war came to Europe, the cavalry unit performing its traditional role or the assault helicopter company operating its "slicks" or "guns" in one NATO nation must be prepared within days to operate in another. We can no longer expect the latitude or luxury of defined battle areas, or a year or years spent in one area of operations.

Low level runs in adverse weather from Soc Trang to Saigon, successfully completed because pilot and aircraft commander knew every tree line or canal between the two points, are a thing of the past. With sophisticated electronic or heat seeking air defense weapons systems enshrouding a highly mobile enemy, our aviators will have to navigate, not from memory, but from their inherent ability to read maps and analyze terrain while darting, for example, from the cover or concealment of one tree line to a loiter position behind another, to an LZ elsewhere to cover an extraction.

In short, it's going to be a *different* ball game, a *different* set of rules, structured on one's fundamental ability to navigate without error in an unfamiliar environment. Those who are conservatives need to reassess the environment in which we'll operate when confronting a sophis-

---

**BY BG JAMES H. MERRYMAN  
DIRECTOR OF ARMY AVIATION,  
OACSFOR, DEPT. OF THE ARMY**

---

ticated enemy in a mid-intensity scenario and accept the fact that we must bring our tactics up to speed with our potential enemy's weapons.

We have to think in terms of rapidly changing FEBAs and of operating below the performance envelopes of SAMs and other sophisticated antiaircraft weaponry, and below the acquisition capability, of technologically advanced radar and infrared detectors.

---

### **The impact of safety**

---

Hurdle number two is *safety*. Commanders at all levels consider, and rightly so, safety as a primary element in all aviation activities and as a result command pressure to eliminate accidents has had its impact on NOE training. In addition, high accident rates often are closely related to personnel performance reports.

The question rises, "Does one risk career enhancement for NOE training?" The rational answer, of course, is to develop such training supervisory procedures as to minimize the possibility of accidents. Professionalism demands that at all levels of command we keep our aviators combat-ready and combat readiness today means the maintenance of an NOE capability. Aviators will have to fly it.

Command responsibility demands that these aviators be brought up to a level of

# in Tactics

proficiency so that they can. "Safe" training remains a function of command supervision and leadership and I suggest that proper attention paid in this area will reduce our accident rate while increasing our combat readiness.

## **NOE takes time!**

Hurdle three is *time*. The training and qualification of aviators in NOE takes time. Fort Rucker's *Initial Entry Rotary Wing Program* is stepping into Phase II of its NOE update process by replacing a six-hour NOE program with a 15-hour schedule beginning with its 28 January Class, 74-27-28.

Likewise, in the offing is a newly designed instructor pilot course composed of four three-week phases, the third of which addresses map reading, NOE, and tactics. Progress is being made, but it remains time-consuming.

Besides Fort Rucker, Forts Hood, Campbell, and Bragg are other major installations currently conducting extensive NOE training. Each has an excellent program consisting of both flight instruction and formal ground school. Terrain at each installation has been set aside

specifically as NOE flight lanes and training is continuous.

Less formal, but probably equally as advanced, is the training and experimental program at Fort Ord. Ord's *155th Assault Helicopter Company* provides the aircraft and pilots for *Command Development Experimentation Command [CDEC]* experimentation. The 155th has amassed considerable experience in NOE flight, particularly at night in conjunction with the CDEC's test programs.

Planning NOE training is in the formative stages at other major bases throughout CONUS. Programs are developing at Forts Bliss, Knox, Riley, and Lewis.

## **Elsewhere around the world**

□ *U.S. Army Europe*. NOE training is conducted in conjunction with the NOE training activities of the Federal Republic of Germany, specifically on Germany's NOE courses. A program has been established emphasizing NOE qualification and training of all aviators assigned to tactical units such as air cavalry squadrons.

Receiving less intensive training are aviators assigned to *CH-47* and *CH-54* outfits. Courses of instruction are formal and completion and qualification is reflected in individual personnel records.

□ *U.S. Army Alaska*. NOE training in Alaska is still in the planning stages. Training areas have been defined, but training programs have not been completed. NOE operations in that area will likely be restricted to summer training due to the inherent problems associated with operating rotor blades in the proximity of snow. Training is expected to start, however, in the summer, 1974.

□ *U.S. Army Pacific*. NOE training in USARPAC is conducted primarily within its major tactical units, the *25th Infantry Division* in Hawaii and the *2nd Infantry Division* in Korea.

This brings us to hurdle four: a *general*

### **LIFESAVERS!**

SCOTT AFB, IL, 25 January—Aircrews of the Aerospace Rescue and Recovery Service were credited with saving 519 lives all over the world in 1973. For the first time in a decade, ARRS crews spent most of the year working under other than combat conditions in Southeast Asia.

Of the 519 "saves", 14 were downed American flyers in S.E. Asia, 56 were "saves" in S.E. Asia in non-combat conditions, and 449 were rescued in other parts of the world.

One of the more unusual rescue situations occurred last January. Two ARRS HH-3 "Jolly Green Giant" helicopters evacuated 33 seriously ill hospital patients and 275 prized sheep from volcano-devastated Heimaeyn Island near Iceland. The 33 patients were evacuated by chopper to hospitals in Reykjavik, the Icelandic capital. The 275 prized Icelandic sheep were moved by 'copter after all other rescue efforts failed due to their isolated location and the turbulent weather.





## **Now...AH-1Q with the TOW missile. Be glad it's on our side.**

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For the Army, it means greater tank-killing capacity.

For the pilot, it offers a new dimension in firepower and tactics.

The AH-1Q anti-tank TOW/Cobra. Maneuverable. Survivable. Deadly. Developed through the skills of Bell's systems integration team... and now approved for retrofit into the Cobra.

The more you know about the Q, the more you'll be glad it's on our side.

**peacekeepers  
the world over  
depend on** **Bell**  
HELICOPTER

lack of qualified instructor pilots to teach the proper techniques of NOE flight. This is a tough one because fielding school trained instructor pilots will be a slow process and a function of the rapidity with which the new instructor pilot course can be established at Fort Rucker. MG Bill Maddox is charging ahead on this one.

Hurdle number five is *facilities*. Terrain at many installations is just not readily available. Such is the case at Fort Knox, currently negotiating with the State of Indiana for NOE training property. Likewise, Fort Bliss is quite limited in space, with ranges committed to artillery utilization and the conduct of gunnery training. I know the problem that exists and can only urge you to keep on working on getting the necessary terrain.

The key point to remember is that NOE training and qualification is essential to combat readiness. Stumbling blocks that lie ahead in the form of budgetary constraints, terrain limitations, temporary personnel shortages, and the like cannot be allowed to sidetrack our efforts to develop a viable training program throughout the Army, one which will insure the combat effectiveness of aviation units in any contingency.

---

## A matter of perception

---

I recently received personal correspondence from LTC Bob Newton, now serving as a battalion commander in Korea, which provides significant insight into a perception problem with which I still cope. Perhaps you do also. The letter dealt with aviation operations in that country, specifically within the 2d Infantry Division, the major ground tactical unit in the area.

It told of the airmobility training being conducted in that unit, training which in itself was most impressive. The salient point which surfaced, however, was that in this particular commander's battalion approximately 80% of the aviators were recent graduates of the Aviation School.

Now whether this is an unusually high

### MASTER BUILDER!

A Fort Rucker colonel has built more than 67 apartments — in his spare time, yet he is no construction tycoon, nor is he a multimillionaire. He's Colonel FM. McCullar who, in trying to make the purple martins welcome at his post, has built 67 of the 6-in. by 6-in. apartments for the sweet-singing members of the swallow family.

He began erecting the houses during his first tour from 1962-1967, returned to the same quarters, and found his original houses still intact. The martins are expected to return from their winter homes in South America in February.

—SP4 Lucy Guajardo

figure for an aviation battalion is immaterial at the moment. The thought itself, however, does point to a very important factor in aviation operations today.

Four years ago, during the peak combat periods of the war in Vietnam, aviation units not in the combat theater were well stocked with high-time, experienced commissioned and warrant officer aviators. Most were well versed in such skills as aerial gunnery, formation flight, pinnacle landings, external loads, and all those aspects of airmobile operations so much a part of tactics in Southeast Asia.

Now, however, we're faced with a continuing outflow of aviators from the Aviation School, young, inexperienced, and filling positions in aviation units which at times demand considerable expertise during tactical training exercises. Since so many of us at the higher echelons of command and staff still tend to think of airmobility in its Vietnam context, particularly when correlated to the experience factor of our aviators, it behooves us never to lose sight of the experience levels of our pilots, and the overall experience level of the unit.

The perception so many of us still may have of combat ready tactical units may perhaps require a bit of readjustment. This is not to say we are less combat ready, but merely that in the interest of safety we must always consider the experience element of our aviators and our units and insure that their levels of proficiency are adequate for the missions we assign them.



## ASH Special Task Force

The Army Chief of Staff has approved the formation of an *ASH Special Task Force* at Fort Knox. The Task Force will conduct an in-depth investigation of the need for a scout helicopter for the late 1970's and an advanced scout helicopter for the 1980's.

Armor is the proponent for the ASH and the Commander of the Armor Center, *Major General Donn A. Starry*, has been designated as Director of the Task Force under the General Staff supervision of OACSFOR.

*General Starry's* qualifications include a long association with armor operations to include command of armor units at Platoon, Company, Battalion, and Regiment levels, and now as Commander of the Armor Center. His expertise is further fortified through his knowledge of scout helicopter operations in the Republic of Vietnam, where he served as Commander of the 11th Armored Cavalry Regiment.

In addition to its use with air cavalry and attack helicopter units, the scout will be used with field artillery units. The Deputy Task Force Director will be *Colonel Frank W. Nadeau*, a field artillery aviator with many years of outstanding service in aviation and field artillery assignments. *Colonel Nadeau* served as Commander of the Artillery Aviation Command at Ft. Sill Okla., prior to assuming his present duties as Director of Plans and Training for the Artillery Center.

Finally, *Colonel Edward Browne* will add to the efforts of the Task Force as the designated ASH Project Manager. *Colonel Browne* served as a former project manager of the *Light Observation Helicopter (LOH)*. [Ed. Note: Quite coincidentally, *Colonel Nadeau* is the current President of AAAA's Ft. Sill Chapter, and COL "Ed" Browne is the President-Elect of the Lindbergh Chapter in St. Louis.]

The Task Force is expected to be convened for approximately four months to determine the best approach to fulfill the requirements of a scout helicopter so desperately needed by the Army.

## Promotions to Colonel

Eighty-two Army Aviators have been selected for promotion to the rank of colonel. The names of those lieutenant colonels who are on the April 1 promotion list appear below:

George W. Adamson, IN	Jack L. Keaton, FA
Robert E. Ainslie, TC	Richard D. Kenyon, TC
Jessie E. Baldwin, EN	William F. Koehler, FA
Otrie B. Barrett, Sr., IN	Leslie A. Layne, AR
Edward H. Bauerband, TC	Augustine Ledwidge, TC
William S. Bayer, AD	Charles B. Mateer, MS
Gilbert Beltran, MS	John W. Mayhew, TC
Willard M. Bennett, FA	Lewis J. McConnell, TC
William R. Bentley, MS	John S. McLeod, IN
Anthony A. Bezreh, MC	Billy I. McRill, IN
Lavere W. Bindrup, AR	Robert W. Mills, AR
Charles A. Bullock, TC	Otis A. Moran, IN
Clark A. Burnett, AR	Paul E. Needles, TC
Alman I. Butler, IN	Allison Nicholson, TC
Waniford Cantrell, SC	Charles L. Nowalk, FA
Lester C. Caudle, FA	James A. Payne, TC
Thomas E. Connell, TC	William N. Peachey, IN
Robert G. Cooper, FA	Neal C. Petree, Jr., FA
Reginald H. Corliss, IN	Ted N. Phillips, IN
Leonard B. Crain, TC	Samuel M. Pierce, SC
Clifford A. Crosmun, IN	Russell N. Pitts, IN
William B. Crowell, TC	Charles M. Priem, TC
Jethro J. Davis, FA	Bernard B. Quedens, TC
Willys E. David, IN	Walter A. Ratcliff, FA
Rudolph B. DeFrance, AR	Jack R. Rollinger, IN
George E. Derrick, AR	Keith J. Rynott, FA
William H. Dillard, IN	Bobby L. Sanders, EN
Richard W. Diller, AR	George D. Shields, EN
Charles F. Drenz, TC	Jerry A. Simmons, AD
Robert W. Flint, EN	Thomas H. Spence, FA
Charles D. Fountain, IN	Rodney W. Spotts, AR
George R. Giles, AD	Henry J. Stein, Jr., IN
Rupert F. Glover, IN	Richard Stoessner, TC
Franklyn C. Goode, TC	Jerome J. Sullivan, TC
Evans J. Guidroz, IN	William F. Sullivan, FA
Frank L. Henry, IN	Robert L. Swanson, SC
William E. Hornish, IN	Gene B. Welch, EN
Wilfred A. Jackson, AR	Glenn M. Williams, MS
David L. Johnson, EN	Howard M. Williams, IN
Edward K. Johnson, FA	Robert E. Wilson, IN
Isaac R. Jones, FA	Roland T. Zapata, SC

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## The Cobra-TOW program

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The *Cobra/TOW* program is proceeding as we had hoped. A contract for modifying 101 AH-1Gs to AH-1Qs was let on 31 January.

MASSTER will conduct follow-on testing to gather logistical, training, and other information still needed to fill the system. This newest member of the combined arms team will bring a degree of mobility, stand-off area coverage, and lethality that has not been previously seen on the modern battlefield.

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## Q's and A's

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During a recent visit made to the Fifth U.S. Army Standardization Conference in San Antonio, a number of questions were raised to which I indicated I would provide a reply in this issue's *Director's Newsletter*.

The first question asked was, "*Is the Army developing an automatic beacon which will transmit following an aircraft crash, without being voluntarily activated by the pilot?*"

The answer is, "Yes." We are currently examining a dual system locator-transmitter which in concept would separate

from an aircraft and activate under certain "G" stresses such as would normally be associated with aircraft disintegration. The "dual" nature comes from a correlated pilot emergency radio capable of transmitting to recovery or rescue aircraft once the ships were drawn into the proximity of the crash by the self activating beacon's signal.

A second question concerned the time frame when aircraft in the Army inventory could expect receipt of altimeters which will tie into the FAA's air traffic control radar beacon system. The Army's program lines up in two phases:

*Phase 1* takes us through 1 July 1974. By that date we expect to have a centrally managed program designed to equip our fixed wing fleet, certain flight detachment aircraft, and medical evacuation helicopters with operable radar beacon transponders having a Mode 3/A 4096 code capability and a Mode C capability for transmitting pressure altitude. Our immediate aim is to equip properly those aircraft normally operating within the nine Terminal Control Areas. *Phase II* affects all other aircraft not retrofitted by July 1974.

A third question addressed *Nomex flight jackets*. We expect a competitive procurement package to be in the hands of the Defense Personnel Service Center within 60 days. Appropriate decisions will be made at that point and I expect that Nomex flight jackets will be in the supply system within approximately six months.

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## Promotions to Colonel

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Headquarters, DA Circular No. 624-54, dated 29 January 1974, announced the selection of 82 Army Aviators for promotion to the rank of Colonel. I want to congratulate each of those selected for the entire aviation community. I've included an alphabetical listing of the Lieutenant Colonels (P) in this Newsletter. (See box).

...

Until next month — keep up the good work!



FT. HUACHUCA, AZ—The new commander of Libby AAF, LTC Richard L. Burdick (seated) looks over the airfield operations plan with SP4 James Carrigan, an airfield flight dispatcher. Burdick, who came from Hunter AAF, assumed command at Libby last month.



# THE WHIRLY-GIRLS: FLYING AMBASSADORS!

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NATIONAL AERONAUTICS

BY JEAN ROSS HOWARD



**H**ELICOPTER history was made at Middle Wallop, England in July. The second World Helicopter Championships were held at this former Royal Air Force Base, now the Army Air Corps Center. Military teams, test pilots, and American and British *Whirly-Girls* competed in this international event.

This somewhat unique international event was sponsored by the Helicopter Club of Great Britain for the Royal Aero Club of the United Kingdom on behalf of the Federation Aeronautique Internationale (FAI).

There were Army teams from Austria and the Federal Republic of Germany

flying French-built *Alouettes*; government-trained crews from the U.S.S.R. (including three women) flying the Russian *Mil-2*; Army, Navy, and Royal Air Force crews from the United Kingdom flying *Wessex*, *Alouette*, *Whirlwind*, and *Bell Sioux*. In addition, the UK's civilian crews (including two women) competed in a Brantly, Hughes 300 and 500, and *Bell Jet Rangers*.

The U.S. team was sanctioned by the National Aeronautic Association. Thanks to Bell Helicopter Company sponsorship the U.S. team was provided final precision practice training at the company's Fort Worth plant, with test pilot *Loren Doughty* as coach. *Coach Doughty* accompanied the team to Middle Wallop and arranged for a Bell 47-G2 chartered helicopter.

*Ilovene Potter*, of Seattle, Captain of the U.S. Team, is an FAA Flight Ex-15

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Shown above with His Royal Highness, Prince Phillip, are, left to right, members of the Whirly-Girls team, Ilovene Potter, Betty Pfister, Jean Tinsley, Mary Gaffaney, Charlotte Graham, and Betty Miller. [JRH]

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aminer, has more than 1,000 hours in helicopters and is international treasurer of the *Whirly-Girls*. Her co-pilot, Mrs. Betty Pfister of Aspen, Colo., was a World War II ferry pilot, and later pilot of her own P-39 fighter airplane. Betty Miller, the only woman to fly solo from California to Australia, was the second pilot for the U.S. Team. Her co-pilot, Mrs. Charlotte Graham, of Phoenix, Ariz., is the International President of the *Whirly-Girls*. The only women's aerobatic champion, Mrs. Mary Gaffney, owner-operator of Kendall Flying School, Miami, Florida, was the third pilot of the U.S. Team. Her co-pilot, Mrs. Jean Tinsley of Atherton, Calif., is the International Secretary of *The Whirly-Girls*. Jean Ross Howard, Secretary of the NAA, and the Executive Director of *The Whirly-Girls*, was the Team Delegate and the judge for the U.S.A.

The Championships opened officially with a briefing in the hotel on a Monday morning.



ARADMAC, TX., January 18—During his January visit to ARADMAC, Major General Frank A. Hinrichs, commander of the U.S. Army Aviation Systems Command, ARADMAC's higher headquarters in St. Louis, delivered the 1,000th aircraft processed by the recently-established "Aircraft Delivery Office" to a Fort Rucker ferry crew.

ARADMAC has produced 4,144 aircraft to date since it began its overhaul of helicopters in 1962.

In the photo, MG Hinrichs, right, presents the aircraft records of the 1,000th delivery to CW3 Richard D. Havenstrite, as ARADMAC's commander, COL Robert J. Dillard, looks on.

We then adjourned by bus and by helicopter to the Briefing Test at Middle Wallop for instructions in the first event, the "Timed Arrival."

For this event, each crew - after a take-off at least 15 nautical miles from Middle Wallop, and after crossing the arrival line, was then allowed three and one half minutes to fly a circular course ("circuit" to British) and cross the finish line. No hovering or change of altitude was permitted on the last approach in the circuit.

Tuesday was the "Navigation Event." Forty-five minutes before take-off, teams were given maps and the navigation exercise (36 true/false questions to be answered in flight). The course took approximately 30 minutes, after take-offs at intervals of five minutes, and each crew had to give an ETA.

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### Navigation challenge

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If you have ever flown around England, you can appreciate that navigation is a challenge. As one Team member said, "Here you can't follow a highway or a railroad — they all disappear under the trees."

Wednesday - the "Free Style Event" and a visit by HRH Prince Philip. Prior to this, each contestant had to submit for approval by the judges, a written description of the free-style maneuvers that would be executed in his or her three minute time allotted.

Thursday - the "Rescue and Precision Flying Events" were the Big Challenge! For the *Rescue*, the co-pilot had to lift a 20-lb. bucket of water off the ground as the helicopter flew to a small table out on the field, lower the bucket, and place it in the center of the table within three minutes without spilling any water! And the clincher? Approximately 30 feet from the bucket was a small marker flag on the rope. The crew was penalized if the flag showed above the skid or the wheel!

The judges watched nervously - and vicariously "flew" each bucket - trying to wish it down on the table! After the co-pilot dropped the bucket rope, they went to the table to measure the position



of the bucket and to weigh the remaining water. Some of the co-pilots stood out on the skid to facilitate handling the bucket - the first three contestants completed the rescue with no penalty points, but many of the others were not as skillful, and much water was spilled and many buckets were placed on the very edge of the table.

The *Precision Event* was well named! For this, the co-pilot had a rope with two heavy weights (approximately 20 lbs.), one weight had to be dragged on the ground and the other kept off the ground, while the pilot flew an irregular course, making a 360° turn at each corner. During all of this, the co-pilot had to keep the weights within white lines marking the course, and keep the marker flag below the skid or wheels. Again, the mission maximum was three minutes.

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### Winners announced

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Chairman Absalom then announced the official winners of the Championships at the Award Dinner; World Champion, Alex Kapralov of the U.S.S.R., winner of the Gold Medal of the FAI. Second winner, Flight Lt. N.R.W. Hibberd of the United Kingdom, won the FAI Silver Medal. Bronze Medal Winner - Warrant Officer M. Thomann of Austria. The FAI Awards would be presented during the Army Air Day at Middle Wallop.

Absalom then awarded the Helicopter Association of America plaque to the British and Soviet Teams, which tied for the team championship. The HAA also presented a large plaque on which the name of the winning team of each year's Championship could be inscribed.

The individual women's champion - Tamara Egorkina (U.S.S.R.) - received a silver plate. The Rosemary Rose Mem-



On any given day, San Antonio's International Airport is one of the busiest places in town. Commercial jets thunder in and out; private planes takeoff and land; and, to the north, a white Army helicopter assigned to the Flight Detachment of the Health Services Command [HSC], often touches a cloud. Here, CPT Robert Romines [right], AdminO, files a flight plan with SFC Irvin Pertuit, prior to performing a mission in support of HSC.

orial Trophy, given in memory of Rosemary, Whirly-Girl #121, by her husband. Cyril Rose, went to the winner of the *Free Style Event*, Mike Meger of the U.S.A.

The winner of the *Navigation Event*, Crew #23 of the United Kingdom, was presented an Igor Sikorsky biography. The winner of the *Rescue* and *Precision Events*, Crew #1 of Austria, received a Sikorsky helicopter model, while the three winners of the *Timed Arrival Event* each received a bottle of brandy. To the crew of the Skeeter - as the "Best Private Crew", the Aero Club of West Germany presented two pewter mugs.

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### International Fly-By

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Following the presentation of the FAI Medals to the World Helicopter Champions, the Int'l Helicopter Fly-By was held, a special highlight for the American contingent. Our chartered Bell 47-G2 piloted by Mary Gaffaney and co-pilot, Jean Tinsley, flew the American flag that had been flown over the U.S. Capitol and presented to the U.S. Team by fellow helicopter pilot, Senator Barry Goldwater. The Team will present this flag to James F. Atkins, president of the Bell Helicopter Company, in appreciation for the company's sponsorship and support, without which there would not have been a U.S. Team.

The International Balloon Fiesta was held at Albuquerque, N.M., during February 21-24.

This year's event was four days of fun races with no overall champion determined - just a winner of each daily event. This procedure was devised to reduce the pressure of competition and to emphasize the fun aspect of ballooning. At this writing, confirmations had been received from Great Britain, Canada, Norway, Sweden, and France. —NAA NEWS

The *Second World Helicopter Championships* more than realized the major goals of good sportsmanship, international understanding, and above all, safety. Twenty-five helicopters of all shapes, sizes, and speeds flew competitively over unfamiliar terrain without one incident!

The first U.S. Team came and saw, but did not conquer. But we learned a lot (for one thing, language is really not a barrier to friendship). We felt that it was an outstanding international event and one that we hope will and should receive greater U.S. participation and support. The *Third World Helicopter Championships* are now scheduled for 1975, sponsored by the Aero Club of France.

Moreover, it was a most appropriate time to reflect on the years that had brought an exclusive and almost obscure organization to a World Championship. When the *Whirly-Girls* were organized, back in 1955, few would have imagined that 18 years later members would repre-

sent their countries in international competition . . . that the little-known name of the group would be repeatedly aired over the loudspeakers at a British airfield . . . that the emblem would be worn by pilots from many nations.

Today, there are 174 *Whirly-Girls* in 10 countries. They include a teenager, an Australian housewife, a pediatric neurosurgeon, a newspaper editor/publisher, a former movie stunt pilot and concert pianist, a human factors engineer, the wife of a U.S. Senator, several traffic pilot/reporters, grandmothers, a retired school teacher, Great Britain's first round-the-world solo pilot, and commercial flight instructors, charter pilots, and operators.

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### A "plus" for safety

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In 1966 *The Whirly-Girls* established a scholarship in memory of *Mrs. Doris Mullen*, *Whirly-Girl* #84, who was fatally injured in an airplane accident, July 24, 1966. The Scholarship of \$500.00 (now \$1,000) is awarded annually by the *Whirly-Girls* to a woman for use in obtaining a helicopter rating.

*Whirly-Girls* just don't hold hoverings; they work at helicopters. Of the current members, 18 are helicopter flight instructors, two hold Air Transport Ratings (ATR's), and three are FAA Flight Examiners.

Informally, in their communities, the *Whirly-Girls* have worked to establish hospital heliports. An official "*Judy Short Memorial Hospital Certificate*" has been designed to be given in recognition and appreciation by the *Whirly-Girls* to those hospitals that establish a "heliport for the utilization of the helicopter as a life-saving vehicle for emergency medical services."

In a helicopter (unlike an airplane) you can start to take-off or land and then stop and you can back up and look again, or just park (hover) in the air. Perhaps that's why girls go for helicopters for it's been said that women frequently change their minds.

With a helicopter, you can . . . and safely!

#### WHITHER GENERAL AVIATION?

General Aviation carries one out of every three inter-city air travellers — 90 million in 1973 — yet uses less than 1/2 of 1% of the entire U.S. petroleum consumption. If all the fuel used by General Aviation were added to this nation's ground transportation fuel supplies, it would add around TWO tablespoons full of gas to each gas tank each day.

When one considers there are only 145,000 active General Aviation airplanes, compared to 120 million trucks, busses, and autos on the road, two tablespoons of gas might be a generous comparison. —NAA News

#### ADDITIONAL CONTRACTS

ST. LOUIS, January 28—AVSCOM awarded the Boeing Vertol Co. a sole source contract valued at \$3.53 million for the overhaul/modification repair of 159 CH-47 [Chinook] transmissions and 703 Chinook blades. All work is scheduled for January through September.

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ST. LOUIS, February 1—AVSCOM awarded Avco Lycoming Division a fixed price incentive contract valued at \$1.01 million. As sole source, Lycoming will provide the Army with engine modification kits for 29 OV-1C [Mohawk] aircraft. The modification kits, which will provide T53-L-701 engines to the "C" models, are scheduled for delivery during March-July, 1975.





WALLED LAKE, MI.—Initial flight tests of the one- and two-man WASP (Williams Aerial Systems Platform) are underway. Fanjet-powered, the Williams Research Corporation's flying platform is designed to fly one or two men for 30 minutes at 60 mph speeds. Flown here on a safety tether line - used during early trial tests - by test pilot Robert Courter [left photo] and with passenger Jack Benson [r.], the WASP was built under a Navy contract as a candidate for the Marine Corps' Small Tactical Aerial Mobility Platform [STAMP].

RIGHT: The Garrett Corporation's feasibility demonstrator for the Marine Corps' STAMP Program is a highly modified LOH [light observation helicopter] fuselage. The two-man vertical takeoff and landing vehicle is designed to operate around obstructions, in all types of terrain, and under a canopy of trees. With an empty gross weight of only 670 lbs., the vehicle is six feet wide, six feet tall, and eight feet long. The VTOL vehicle is powered by a ducted fan driven by a Garrett Corporation turboshaft engine.



#### WHO'S BUYING OUR 'COPTERS?

Figures just released by the Aerospace Industries Association [AIA] indicate that an all-time record number of helicopters were exported by U.S. manufacturers in 1973. Five rotary-wing firms sold 413 'copters worth \$84.7 million in 1973, a 15% increase in dollar value and a 59% increase in units over 1972 sales.

Major purchasers were Canada [67], UK [45], Italy [40], Japan [33], Mexico [24].

◀ **SKILLED PILOT**—Mac E. Booth, right, of Daleville, Ala., accepts a "Broken Wing Award" certificate from MG William J. Maddox, Jr., Ft Rucker commander. It recognizes the IP's skill in landing a T-42 with only minor damage after the nose gear failed to fully extend. The incident occurred during an instrument training flight at Ft. Rucker last October.

12 February 1974

Honorable J Strom Thurmond  
United States Senate  
Washington, D.C. 20510

Dear Senator Thurmond:

As President of the *Army Aviation Association of America* [AAAA], I would like to bring your attention to something which you, as a leading proponent of air power in the U.S. Senate, should be aware. I refer to an international event in which the United States has participated, but has demonstrated neither its total expertise nor potential.

The event to which I refer is the "*World Helicopter Championships*", conducted biannually, and sponsored by the *Federation Aeronautique Internationale*. A fact sheet outlining the conduct of the championships is appended herewith.

This sporting competitive event was last held in Middle Wallop, England (the site of the British Army Aviation Centre), in July, 1973 with five countries competing — USA, United Kingdom, Austria, Federal Republic of Germany, and USSR. I regret to report that the USA won no gold, nor even silver medals.

This is the point: Our country is the world's leading manufacturer of helicopters; all of our Armed Services and many civilian enterprises utilize helicopters routinely on a daily basis. We possess more expertise in the design, manufacturing, testing, and flying of helicopters than the rest of the world combined. Yet,

the international records are held by others.

The next international competition is scheduled to be held in 1975 in either France or Austria.

*Energy crisis permitting*, I earnestly solicit your support in urging our country's largest helicopter operator, the Department of Defense, to enter this event in 1975 with the finest crews at its disposal and attempt to gain due recognition for our helicopters and their crews.

Further, I recommend that you introduce a *Joint Resolution of the Congress*, calling upon the Department of Defense to sponsor, in conjunction with the *American Bicentennial Committee*, a special competition of the "*World Helicopter Championships*" during 1976 in conjunction with our *Bicentennial Celebration*.

Mr. Ralph Alex, President of the *International Helicopter Commission* of the *Federation Aeronautique Internationale*, will attend a meeting of the *FAI* in Paris this week. I've asked Ralph to discuss this proposal with the *Commission* and to report back to me with their thoughts. If the *FAI* deems this course is feasible, I urge you to introduce this *Resolution*.

Our country deserves an opportunity to demonstrate its talents in this field. We earnestly hope that you will carry the torch and lead the way.

1 Inclosure  
As Stated

Sincerely,

EDWARD L. NIELSEN  
Colonel, USA (Ret.)  
President, AAAA

**The AAAA seeks involvement!**

**Push for Pa**



Cy Furn:

General Alexander M. Haig, USA (Ret.)

Assistant to the President

The Honorable James R. Schlesinger,  
Secretary of Defense

Mr. William E. Simon,

Director, Federal Energy Office

Mr. Hugh Hall, Acting Director,  
Bicentennial Committee

Mr. Ralph P. Alex,

Int'l Helicopter Commission, FAI

[Ed. Note: President Nielsen directed a duplicate of this letter to the Honorable William L. Dickinson, U.S. House of Representatives.]

**A second letter is forwarded to the appropriate F.A.I. authorities**

12 February 1974

Mr. Ralph P. Alex, President

International Helicopter Commission  
Federation Aeronautique Internationale  
6 Rue Gallilee  
Paris 16, France

Dear Mr. Alex:

On behalf of the more than 10,000 members of our Association, I'd like to extend a formal invitation to the members of the "International Helicopter Commission" to consider the United States as the site for a special "1976 World Helicopter Championships."

While we recognize that past *Championships* have been held in odd years on

a biannual basis, the year 1976 ties in with our country's *Revolutionary Bicentennial Celebration*, and offers the possibility of many forms of government support as well as attendance generated by many other *Bicentennial* fairs, shows, etc. to be held the same year.

As you know personally, there are many U.S. military facilities that might serve as a logical competition site — among them Ft. Rucker, Ala., a hub of American rotary-wing activity with many widespread stagefields.

The Army Aviation Ass'n of America [AAAA] would be most happy to serve as the U.S. (non-government) sponsor, with over 9,000 of our members being rotary-wing qualified professionals. The AAAA National Office could assist in the advance details and promotion of the 1976 *Championships*, and coordinate most pre-competition arrangements. If the site selected is located at an AAAA Chapter site, the *Commission* could count on program assistance — and attendance — by 200 to 800 local area Chapter members.

In conjunction with this invitation to the FAI, the AAAA is seeking Department of Defense approval of 1976 participation as well as support from both Congressional and *Bicentennial Committee* authorities.

With every good wish.

Sincerely,

EDWARD L. NIELSEN  
Colonel, USA (Ret.)  
President, AAAA

# rticipation

# Rucker Report



**I**N my last article in this magazine I promised to continue reporting from my new vantage point at Fort Rucker.

I think the time is right to put on paper what has been going on in Southeast Alabama these past few months. I did not do this before because this is my first tour at the home of Army Aviation and the heart of airmobility. My formal flying education all occurred before Fort Rucker was established as the Aviation Center in 1954.

At present, Fort Rucker has a new mission brought on by the reorganization of the Army last year. Its mission now is to produce doctrine concepts and tactics as well as trained aviators and aviation specialists for the use of the Army as a whole. Included in this mission is our responsibility for Army-wide aviation standardization.

We take the missions with great seriousness and dedication and are striving mightily to influence the shape of the future as relates to airmobility. This means that we have more than an interest in future hardware. It means that we are interested in how the Army is organized, utilizes its airmobility, and employs it on the battlefield.

## Business at a new stand

By  
**MG WILLIAM J. MADDOX, JR.**  
Commander,  
U.S. Army Aviation Center  
and Ft. Rucker, Alabama

### Rucker reorganization

With great perception, my predecessor, *Lieutenant General Allen Burdett*, courteously permitted me to make decisions on a reorganization study, most of which was accomplished immediately prior to my arrival. The study was undertaken to bring the organizational structure of the school into line with the new training situation.

Academically, the school has two main sides as a result of the reorganization of the Army just mentioned. The first side is the Director of Developments headed by *Colonel Lloyd Picou*. He is responsible for the doctrine concepts, hardware developments, and training publications. The other side of the house belongs to the Deputy for Training under *Colonel Jim Mapp*. This element of the school was the target of the Fort Rucker reorganization.

In 1969, the Aviation School graduated 18,567 students of which 5,285 were initial entry rotary wing aviators, 2,565 graduate aviators, 176 non-flying officers, and 10,631 enlisted specialists.

By comparison this current fiscal year, Fort Rucker is programmed to graduate 6,310 students of whom 1,190 are initial entry aviators, 1,867 graduate aviators, 627 non-flying officers, and 1,616 enlisted specialists.

Obviously this structure needed a reorganization to bring it in line with 1974 realities. Under the old organization, standardization and quality control was dispersed throughout four training departments. Graduate flight training was conducted in two departments, academic instruction in three, and instructor pilot flight training in two departments.



Without going into detail, the following is a summary of major provisions of the reorganization which were implemented the first week of the new year.

□ Duplication of effort was eliminated by assigning similar functions to a single activity:

1. Academic instruction is assigned to a single academic department.

2. Graduate and instructor pilot flight instruction is assigned to a single flight department.

3. Standardization, evaluation, and quality control functions are assigned to an office of standardization sitting directly under the *Deputy for Training*.

□ The number of resident training departments was reduced by two. (The *Department of Standards and Instructor Training* and the *Department of Maintenance Training* were abolished.)

□ Emphasis on aviation standardization was enhanced.

□ Training was streamlined.

□ Capability for expansion and further contraction of the school was retained.

□ A total of 93 personnel spaces were saved (although no one on board actually lost his job). Organizational charts of the most affected elements of the school are shown in the centerfold of this issue.

## Initial entry training

With this reorganization established, we then turned to the flight training program. First to be reviewed was the initial entry rotary wing training course which had been operating with 7.5 hours of synthetic flight trainer time and 192.5 hours of flight time. The course contained 100 hours of primary flight, 42.5 hours of instrument flight, 22.5 hours contact flight, and 27.5 hours of tactics including six hours of NOE training.

There has been general agreement for some time that the tactical content of the course must be increased. The lessons of the recent Arab-Israeli War in the Middle East have revalidated the need for aircraft to operate nap-of-the-earth in order to supervise and have supported a require-

### A FAVORABLE BALANCE OF TRADE

WASHINGTON, D.C., February 5—In 1973, U.S. aerospace exports exceeded \$5 billion for the first time in history, according to U.S. Dept. of Commerce figures. The actual figure for the year was \$5.125 billion, which represented 6.4% of total U.S. 1973 exports of \$80 billion.

The 1973 aerospace exports of \$5.125 billion amounted to an increase of 34.1% over 1972 exports of \$3.823 billion. Much of the increase was due to exports of complete aircraft, which totaled \$3.096 billion in 1973 as compared to \$2.028 billion in 1972.

ment for extensive night operations. Beyond this point there is a requirement for tactical instrument flight which is not supported in the current curriculum.

## Energy conservation

In reorganizing the program of instruction, we reduced primary flight by 15 hours and applied it to the tactics phase. This involved moving from the TH-55 to the UH-1H for a substantial increase in flying hour costs and petroleum consumption. While there is a strong case to be made for retaining the initial entry program of 200 hours, the energy conservation business got to me. I agreed as a temporary measure, until the petroleum crisis is sorted out, to a program which includes 180 hours of actual flight and 20 hours in the simulator flight trainer.

Use of the simulator permitted us to reduce flight hours in the instrument phase by 12.5 hours which resulted in a considerable monetary and fuel savings. The new program included the consolidation of contact flight and tactics so that an integrated flight segment is utilized. In other words, tactics instruction can flow concurrently during the contact phase.

In his decision on this program, General William E. DePuy, Commander of U.S. Army Training and Doctrine Command, agreed to a reduction to 180 flight hours but tasked me to develop an optimum training program. This will include substantially more night flight and tactical instrument work than is now included.

DEPARTMENT OF  
RESIDENT TRAINING  
MANAGEMENTCURRICULA  
DIVISIONSCHEDULING  
DIVISIONINSTRUCTIONAL  
TECHNOLOGY  
DIVISIONDEPARTMENT OF  
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FLIGHT TRAININGPRIMARY  
FLIGHT  
DIVISIONINSTRUMENT  
QUALIFICATION  
DIVISIONADVANCED  
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DIVISION

MAINTENANCE  
TRAINING  
DIVISION

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## **RUCKER/CONT. FROM PAGE 25**

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### **RW graduate flight courses**

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The next area to be reviewed was the rotary wing graduate flight course.

The Army is unique among all other services in that we produce Army Aviators for commitment directly to combat as we did for the Vietnam and Korean Wars, whereas our sister services provide extensive unit training prior to sending their pilots into actual combat.

Therefore, it has long been my view that the training base must provide our aviators the most comprehensive and effective individual training feasible so that they depart Fort Rucker proudly wearing the wings of an Army Aviator and indeed are ready for combat, if need be. Of course, if they go to units anywhere else, they should not be a drag on their new organization and require extensive further individual training.

The recent Mideast War presented a clear challenge to us to revise our program so that we produce an aviator who can fly and fight around-the-clock at any altitude and in any weather. Accordingly, our extensive review of all flight courses is an attempt to provide Army Aviators with better, more complete tactical training with the least expenditure of funds and fuel.

By incorporating lessons learned from our recently revised initial entry rotary wing course, we have identified a vital

#### **NO JOKE, SON!**

With energy from the sun now recognized as an industry of the immediate future, a new newsletter will be available from Solar Utilization Network [S.U.N.], 121 Chestnut Street, Philadelphia PA 19106.

The Newsletter will report on uses, opportunities, and the latest developments in utilizing the sun as an energy source. It will cover both gov't and private industry news material.

It's available at \$175.00/year through SUN.  
[Ed. Note: Our \$5.00 subscription fee pales in sight of the SUN. . . and it's to turn out approximately 400-440 pages of "uses/developments" material on Army Aviation each year.]

need for immediate significant changes in three of our graduate flight courses: the *Rotary Wing Instrument Course*, the *Rotary Wing Qualification Course*, and the *Rotary Wing Multi-track Instructor Pilot Course*.

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### **RW Instrument Course**

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The present *Rotary Wing Instrument Course* is eight weeks in length and consists of 42 hours in the *UH-1* supplemented by 28 hours in the link trainer. I propose to modify this course by reducing its length to six weeks, adding 34.5 hours in the *Synthetic Flight Training System* [SFTS] and reducing the amount of time in the *UH-1* to only eight hours.

This will generate significant savings in money and fuel while producing a highly qualified, standardized instrument aviator. Note that the graduate aviator has a significantly different flight requirement than the initial entry candidate who possesses no flight background.

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### **RW Qualification Course**

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In the current *Rotary Wing Qualification Course*, we have been giving the student pilot 25 hours in the *OH-58*, 52 hours in the *UH-1*, and 7.5 hours in the link trainer; all of this in 12 weeks. We plan to eliminate the *OH-58* from this course and add 27 hours in the *SFTS*. Also, we plan to reduce *UH-1* hours to 42.

The advantage here is that, even with the flight hour reductions, we now have a course in which we can teach tactics, to include nap-of-the-earth flight, at much less cost and with considerable dollar savings.

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### **RW Instructor Pilot Course**

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Presently, Fort Rucker teaches or conducts eight separate rotary wing instructor pilot courses. Last year, all of these courses were consolidated into one single instructor pilot course designed to provide a block of common subjects



applicable to all student instructor pilots and followed by training or tracks in various rotary wing aircraft.

It has become clear that while this *Rotary Wing Instructor Pilot Course* was an improvement over the several individual rotary wing instructor pilot courses, it failed to provide the depth of training required by ARs 95-1 and 95-63, was not correlated for most efficient use of resources, and did not provide for IP training in the AH-1 helicopter. Therefore, a new multi-track *Rotary Wing Instructor Pilot Course* has been developed.

This course consists of four phases, each three weeks in length.

□ *Phase 1* includes academic instruction, all aspects of aviation safety, regulations, methods of instruction (MOI) techniques, psychology of instruction and practical exercises.

□ *Phase 2* includes instrument examiner MOI, SFTS instruction, and control procedures.

□ *Phase 3* includes map reading, NOE navigation and maneuvers, formation flight, and tactics.

□ *Phase 4* will validate instructor pilot proficiency in basic and advanced maneuvers, emergency procedures, and instrument flight examiner techniques with specific aircraft. The student will graduate from this phase once he demonstrates the desired level of proficiency with the model and series.

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## Elimination of variables

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All Department of the Army and local IP trainees will receive *Phases 1* through 3. However, student pilot input to *Phase 4* will be into one of the following specific tracks: *UH-1, UH-1 gunnery, AH-1, OH-6, OH-58, CH-47 or CH-54.*

Establishment of this course will cause the elimination of all individual rotary wing courses varying widely in terms of course length and flying hours, as well as the separate rotary wing instrument flight examiner course. This approach will cover a 12-week period with completion depending on proficiency.

AAAA SCHOLARSHIP AWARDS  
Some twenty AAAA National Scholarship Award winners will be chosen at the 22 March 1974 meeting of the Nat'l Awards Committee.

Initiation of this course will give the Aviation School the capability to train aviators from the field as NOE instructor pilots, a capability which does not now exist. Significantly, and for the first time in instructor pilot training, we are bringing order to the program by combining eight separate IP courses, thereby creating a common instructor base in one *Multi-track IP Course* which includes night, instrument, examiner, and tactics training. Graduates of this *Multi-track IP Course* will be the most highly qualified, completely standardized instructor pilots ever produced at Fort Rucker.

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## Cost and Fuel Savings

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As I briefly outlined, with the proposed changes to our graduate courses, we can provide better instruction at lower costs and with considerable savings in fuel. We have some order of magnitude estimates predicated on FY75 projected student input which I believe are quite impressive.

In the case of the *Rotary Wing Instrument Course*, the changes proposed would save the Army some \$450,000 annually with a commensurate saving in aviation fuel of 340,000 gallons per year. The *Rotary Wing Qualification Course* is projected for a student load of 360 in FY 75 at a cost of \$2.7 million.

The proposed changes would reduce that estimated cost to \$1.6 million, or a resultant savings in flight hour cost of \$1.1 million annually. Aviation fuel saved through this revision would amount to some 380,000 gallons.

Finally, the multi-track *Rotary Wing Instructor Pilot Course* previously approved by TRADOC was estimated to cost approximately \$3,439,000 annually. Our proposed changes to this course, while producing a much more highly qualified instructor pilot, can be accomplished within the same annual cost.

I have requested concept approval for the previously described changes proposed for identified graduate rotary wing courses. It is most desirable that, subsequent to this approval, we be training aviators under these revised course POIs by mid-1974.

Conceptual approval already has been given by *General DePuy* with scheduling details still to be resolved. With this multi-track approach, we will have taken a great step forward in terms of adding vital tactical flight instruction, maximizing utilization of available SFTS modules, and reducing course costs and fuel expenditure wherever practical. My final point is that this approach brings order to a number of loose individual courses so that budget cutters can't trim them one at a time. But, most importantly, we will be producing aviators who can survive and operate effectively in a high threat environment.

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## **Tornadoes!**

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Following the substantial changes made in the school organization and programs of instruction, nature decided to take a hand in rearranging the physical plant. On 29 December 1973 at about four o'clock in the afternoon, a tornado touched down in the West Gate shopping area of Enterprise and followed the general alignment of the highway toward the Post. It did extensive wind damage along the way but tore up 16 houses in the Deerfield Park area south of the highway and along both sides of the highway just west of the reservation. As a parting shot at the Post, it knocked the large shed down in the National Guard tank park and skimmed down Howard Street flattening storage sheds, patio overhangs, and camper vehicles.

Some 24 hours later a second tornado touched down on East Harris Street behind my house, damaged a home across the street, and followed an alignment behind Logan Street across Division Place and then down Baker Street in Munson Heights. A total of 14 dependent housing

### **HELICOPTER HEROISM AWARD**

For the eighth year, the Aviation/Space Writers Ass'n [AWA], in collaboration with the Avco Corporation, solicits nominees for the 1973 Avco-AWA Helicopter Heroism Award. The award will be presented to a pilot, crew member, or other individual for an outstanding humanitarian act of heroism involving the use of a helicopter during 1973. The criteria do not include any restrictions as to the age, sex, nationality, or occupation of the recipient. The nominations — you may submit more than one — should be returned by Apr. 1 to: Ms. Jean Ross Howard, Off of Public Affairs, AIA, 1725 DeSales St., N.W., Washington DC 20036.

The 1973 Award will be presented in Washington, DC on May 13, and includes a trophy, travel expenses for the winner and a spouse or other family member, and \$500 honorarium.

units were destroyed and six received major damage. An additional 94 received lesser degrees of damage.

The storm also destroyed three World War II wooden buildings on Division Place which were utilized by the Boy and Girl Scouts. These buildings were on both sides of the large headquarters building being used by the Department of Undergraduate Flight Training. Additional barracks and mess hall buildings on the north end of the Post and the MARS station were destroyed by the tornado which continued on across the golf course south of the NCO Club.

In both of these tornadoes, some 20-odd people reported to the hospital, but none were seriously injured and only one was kept overnight. While some of our people were gone for the holidays, many were in buildings that were destroyed. We could not have planned the disaster better from a casualty standpoint.

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## **We're alive!**

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Just wanted you to know that Fort Rucker is alive and vibrating and is on the march looking forward to new ideas and new capabilities to improve the combat capability of the Army. We also are looking outward with a strong orientation on the user - the tactical units of the Army.



# Plan to attend the 23-25 May 1974 Army Aviation Training Conference and Fifth Army Area Regional AAAA Meeting Palacio del Rio Hotel, San Antonio, Texas



## TENTATIVE PROFESSIONAL-SOCIAL PROGRAM — SUBJECT TO CHANGE

### THURSDAY, 23 MAY 1974

- 1200-1900 Registration.....Conference Committee
- 1300-1900 Sightseeing in San Antonio; visiting the several industry exhibits in the conference hotel.
- 1400-1700 Meeting of AAAA National Executive Board and Regional Executive Board.....Mr. Kesten
- 1900-2100 Get Acquainted Reception.....Committee
- 2000-2200 Dinner along the San Antonio River at a restaurant of your choice. The evening is open.

### FRIDAY, 24 MAY 1974

#### Professional Program: "Army Aviation in the Field"

- 0800-0805 Welcome.....COL Dibrell
- 0805-0820 Keynote Address.....LTG Seneff
- 0820-0845 "Army Aviation in Mid-Intensity War"  
The impact of this type of warfare on individual and unit training and hardware.....BG Merryman
- 0845-0905 The lessons learned in the Yom Kippur War.....LTG Kinnard, Ret.
- 0905-0930 Aircraft Survivability in a Mid-Intensity War.....COL Shirey, AVSCOM
- 0930-1000 Panel Discussion on the Mid-Intensity Threat.....BG Merryman, Moderator
- 1000-1020 Program Break.....All attendees
- 1020-1040 The employment of Air Cavalry in Mid-Intensity War.....MG Starry, Armor School
- 1040-1100 The employment of Aerial Artillery in a Mid-Intensity War.....MG Ott, Artillery School
- 1100-1130 Development of a Nap-of-the-Earth Training Program.....MG Maddox, Aviation School
- 1130-1300 Break — Luncheon along the San Antonio River; wives welcome.....Restaurant of choice
- 1300-1345 The Active Army's Approach to Training.....MG Shoemaker (1st Cav), MG Berry (101st)
- 1345-1405 Canada's Approach to Nap-of-the-Earth Training.....Canadian Representative

- 1405-1435 Reserve Component training in the 70's.....MG J. Smith & ARNG/USAR Representative
- 1435-1500 Panel Discussion on Training in the active Army, ARNG, and USAR.....MG Smith, Moderator
- 1500-1515 Program Break.....All attendees
- 1515-1545 Update on Hardware Development (AAH, UTTAS, HLH, Cobra-TOW, and advanced developments).....Project Manager, AVSCOM
- 1545-1615 Update on Testing.....MASSTER, CDEC
- 1615-1645 Aviation Maintenance: Now and in the Future.....BG Mackmull, AVSCOM
- 1645-1715 Panel Discussion and Summary on Hardware Development.....BG Merryman, Moderator
- 1715-1730 Concluding Remarks.....LTG Seneff
- 1900-2000 Reception.....Conference Committee
- 2000-2200 Fifth Army AAAA Regional Awards  
Dinner; presentations to the Regional "Aviator of the Year", "Aviation Soldier of the Year", "Out-standing [Active Army] Unit of the Year", and "Out-standing [Reserve Component] Unit of the Year."

### SATURDAY, 25 MAY 1974

- 0900-1000 General Membership Meeting, Fifth Army AAAA Region.....COL Dibrell
- 1000-1200 National Guard attendees meet with NGB Representatives.....MG Greenleaf, NGB
- 1000-1200 USAR attendees meet with Representatives from OCAR.....MG Roberts, OCAR
- 1000-1200 Latest Personnel Developments in the Active Army.....MG Putnam, ODSPER
- 1000-1200 Final business meeting, AAAA National Executive Board.....COL Nielsen

NOTE: Wives are encouraged to participate in the Friday tour of San Antonio and luncheon. Saturday afternoon and evening is open for a (charter bus tour) and visit to Mexico with return on Sunday.



**For additional information, write to:  
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P.O. Box 8631, Wainwright Station  
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# QUOTES

☐ Discussing the power and influence of professional military associations in 21 Feb. Senate remarks, Sen. William Proxmire [D-WI] said these groups represent the "unseen hand of pressure on Congress for increased defense spending . . . Operating in and out of Congress, using lobbyists and educational programs, these tax-exempt organizations wield enormous influence . . . I do not impute ulterior motives to these organizations . . . but the sum total of their efforts - drives the defense budget upward."

Sen. Proxmire added, "The Pentagon complains about the budget-cutting efforts of citizens groups like SANE, but the real power in Washington and nationwide rests in the highly organized professional military and trade associations." [The AAAA ranked 35th in the Senator's table in terms of annual budget with the AIA, a conglomerate, ranked first with its \$2.1 million budget.]

# CLASSIFIED

**REQUIREMENTS FOR THREE PILOTS-HELICOPTER.** Federal Aviation Administration (FAA) Commercial Pilot Airplane, Single and Multi Engine Land, Rotor Aircraft-Helicopter, Instrument, Certified Flight Instructor (CFI) desirable. Class II medical. Education: BS technical desired; BS non-technical major acceptable or equivalent. Experience: 1,500 hours total pilot time; 1,000 hours pilot helicopter. Some maintenance test experience required. Off-site assignment and travel required. Please write to Boeing Vertol Company, ATTN: Mr. Renard, P.O. Box 16858, Philadelphia PA 19142.

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## CLAIM! THE LARGEST FLY-BY IN ARMY AVIATION HISTORY!



Take a guess as to the number of aircraft that 'passed in review', and then read where, when, and what units took part in this mass flight. The details of the flight are found in the box on the adjoining page.



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**78, 114, 137 .. or more?**

Dear Editor:

I thought that I'd submit an item of interest just to insure that all of the past year's claims on mass fly-bys (82d Airborne, etc.) don't get out of context.

Regarding all past and current claims as to the largest fly-by, please remind the readers that in 1961 the combined efforts of the old *8th Transportation Battalion* and the *54th Transportation Battalion* put one hundred and fourteen — that's 114 — helicopters in one flight over Ober-Schleissheim Army Airfield at one time. The *8th* and the *54th* were under the control of the *7th Aviation Group* when the mass fly-by took place.

Vince Meshako (I think the spelling is right) took the photo just opposite in Munich at the time, and gave me a print. I know that with your budgetary problems you always make the large picture print small, and the small picture that's submitted print microscopic, but I hope you'll do justice by this photo so that all can detect those 114 birds in the air.

Howard J. Tuggey  
Hq, ARADMAC  
Corpus Christi, Texas

**1974 NOMINATIONS OPEN ON 1 APRIL**



**1974 AAAA NATIONAL AWARDS**  
**Submit nominations to 1 Crestwood Road,**  
**Westport CT 066680 before 1 August**



**T**HE following 'draft' Minutes were transcribed from longhand notes taken during the Executive Committee meeting held at the Twin Bridges Marriott Motor Hotel in Arlington, Va., on Saturday, 12 January 1974.

#### □ 1. CALL TO ORDER

a. The following members of the Executive Committee were present in person: COL EL Nielsen, AH Kesten, LTG JM Wright, Jr., COL JW Marr, CW4 RL Hamilton, DF Luce, COL JC Geary, DP Gerard and BG OG Goodhand. Invited to make presentations were MG FS Greenlief, JA McKenna, LC Franzoi, COL JP Casey, Jr., GW Adamson, and CSM M Lima, Jr.

Observers were BG JH Merryman, COL TE Anderson, and E Tallia. Invited but unable to attend were MG JF Hamlet and MG WJ Maddox, Jr.

b. EL Nielsen ANNOUNCED that MG FS Greenlief, JA McKenna, LC Franzoi, JP Casey, Jr., GW Adamson, and M Lima, Jr. had been appointed as National Members-at-Large on the AAAA Nat'l Executive Board, and that MG WJ Maddox, Jr. and MG JF Hamlet had accepted appointments as 1st and 6th Army AAAA Regional Presidents respectively.

c. EL Nielsen ANNOUNCED the reappointment of BG RM Leich, IGR, as Awards Committee chairman, AH Kesten as Convention Committee General Chairman, and BG OG Goodhand, Ret., as By-Laws & Legal Committee Chairman; and the appointment of Committee Chairmen COL JW Marr (Fiscal), BG JW Hemingway, Ret. (Membership Enrollment), MG DM Oden, Ret. (Nominations), and TP Peppier (publications).

d. The Executive Committee REVIEWED and ACCEPTED the Minutes of the 17-19 Oct 73 meetings of the National Executive Board as published and disseminated.

#### □ 2. REPORTS AND ACTIONS

##### a. ADMINISTRATIVE

(1) COL JW Marr, Sec-Trea., DISTRIBUTED copies of the 1974 Year Fiscal Statement of the AAAA, as revised by AJ Bobo, the Ass'n accountant, and COMMENTED that the 1972 and 1973

columnar entries now reflected the changes requested by the accountant COL Marr also ANNOUNCED the appointment of COL RD Descoteau, CW4 RL Hamilton, and AJ Bobo as members of the Ass'n's Fiscal Committee.

(2) BG OG Goodhand, Ret., By-Laws & Legal Committee Chairman, REPORTED that the contract covering Apr 74-Mar 75 administrative support would be developed prior to the end of the 31 Mar 74 FY with development being just a matter of putting the results of the agreement in writing.

(3) Regarding communications, AH Kesten REPORTED on the Apr 73-Mar 74 advertising placed in "Army Aviation" indicating that the magazine should receive approximately 82-83 ads during the current FY. He also FURNISHED each person with a 1974 "special issue and Distribution Schedule for 1974" calling for nine magazine issues during Apr 74-Mar 75 (and two pure AAAA Newsletters in other months). JA McKenna, Vice Chairman of the Publications Committee, reporting for TP Peppier, BRIEFED attendees on the committee's plans, commenting on '73-'74 ad support and outlining the committee's intention to increase the 74-75 ad base by soliciting all major subcontractors for cooperative advertising in support of the primes' major new programs. EL Nielsen REPORTED on Bell Helicopter's support of the subcontractor program on the basis of an earlier meeting with CJ Kalista in Ft. Worth. AH Kesten WAS DIRECTED TO lend full support to the Publications Committee in the form of issues, reader-ship studies, etc.

(4) President Nielsen REPORTED on Nat'l Executive Board representation at the '74 Garmisch Convention, indicating that he and JA McKenna were firm attendees. AH Kesten INDICATED that the Nat'l Office had implemented the USAREUR Region's request for advance publicity in providing details of the '74 Conference to AAAA's 86-odd Designated Industry Member Representatives and a direct mailing to well over 1,040 individual Ass'n members in USAREUR.

(5) The Committee ACKNOWLEDGED the recent death of COL L.W. Leeney, Ret., a former National Treasurer and member of the AAAA Nat'l Executive Board, and NOTED that the Nat'l Office had expressed the Board's condolences formally.



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# MINUTES

## OF THE 12 JANUARY

### MEETING OF THE AAAA

### EXECUTIVE COMMITTEE

### IN WASHINGTON, D.C.

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**b. CHAPTER ACTIVITIES**

(1) **EL Nielsen** BRIEFED the Committee on his two-day visit to the Army Aviation Center and Ft. Benning Chapters in the company of **AH Kesten**, commenting that the visits/briefings were most worthwhile in ascertaining member and non-member viewpoints on Ass'n programs, or the lack of them. **CW4 RL Hamilton** EXPRESSED the belief that these face-to-face encounters are most helpful, and SUGGESTED add'l visits to other major concentrations of members, if possible. **President Nielsen** INDICATED that he'd try to work out back-

**FACTS TO PASTE IN YOUR HAT!**

The Senate Appropriations Committee has recently summarized some truths about defense spending and its relation to other government costs. The main points are:

□ In Fiscal 1964, defense absorbed 42.8% of federal outlays. The FY74 figure is 29.4%.

□ Over the past decade, government costs have gone up 127%. Defense costs have gone up 57%. As a percentage of the total, they have gone down 13%.

□ If we separate the costs of defense from the costs of the rest of the government, the 57% increase in defense compares with a 176% increase in costs for all other activity.

□ Twenty years ago, defense spending was double that of all other federal agencies. Today, the other agencies spend more than twice what the Pentagon spends.

□ Twenty years ago, defense spending was double that of all state and local governments combined. Today, the situation is reversed.

□ Twenty years ago, about 49 cents out of every tax dollar — federal, state, and local — went for defense. Today, the figure is 19 cents.

□ Twenty years ago, total defense manpower was nearly equal to all other public employment — federal, state, and local — combined. Today, such other public employment exceeds defense manpower by nearly four to one.

□ Defense spending, for the first time in American history, is today below prewar levels in terms of what the dollar will buy. This is true either after or during a war.

The committee conclusions:

1. The defense budget does not dominate public spending.
2. The defense budget is not the primary cause of the high cost of government.
3. The defense budget has not deprived human resources programs of needed funds.

—AIR FORCE Magazine

to-back visits to Ft. Campbell and Ft. Knox with **AH Kesten** using the same "Huntley-Brinkley" type of briefing.

(a.) Responding to a query from **JW Marr**, **EL Nielsen** INDICATED that AWOs at the Avn School realize that Quad-A is the only organization that represents them as aviators, whereas the WOA represents rated and non-rated WOs. He further INDICATED that a major AWO resentment was the USAAVNC use of post sign-in forms requiring newly-arrived AWOs (and presumably officers) to indicate their membership status in AUSA and AAAA; **AH Kesten** REPORTED that he'd discussed this grievance informally with the Post Commander just prior to departing, and that the Commander was in agreement that this sign-in procedure served no useful purpose and would be rectified. (AAAA - and presumably AUSA - provide their local Chapters with updated membership lists at least quarterly, and these lists obviate the sign-in requirement.)

(b) **JA McKenna** SUGGESTED that a board Member AWO (possibly **CW4 RL Hamilton**) accompany **EL Nielsen** and **AH Kesten** on their next trip, and together with top local AWO members, comprise a "truth squad" that could correct many of the wrong impressions of AAAA and its programs held by the non-member AWOs.

(2) **AH Kesten** REPORTED on a potential 32-Chapter film/slide show package developed by the Nat'l Office, providing a '73 Convention film (or slides) to Chapters wishing to make an audio-visual Delegates' Report, and packaging this film/slide show for approximately 20 of the Chapters with a 16mm film on "Army Aviation Progress in Iran" as loaned to Quad-A by the Bell Helicopter Company.

**c. ENROLLMENT ACTIVITIES**

(1) Responding to **JW HEMINGWAY**, Membership Enrollment Committee Chairman, **AH Kesten** REPORTED that the Chairman had no master plan for increasing individual membership in AAAA, but that increased '74 membership would be tied to the conduct and success of the several Regional Conferences to be held in May and June at San Antonio and Ft. Rucker. His general approach would involve increased activities for and increased participation by potential new members within their Chapter and Regional areas.

(2) **CSM M. LIMA, JR.**, in addressing the subject of increased enlisted membership in AAAA, EXPRESSED the belief that the Ass'n is officer-oriented, and that he'd need more participation himself prior to making more detailed comments. He SUGGESTED as a start that:

(a) each Chapter conduct one or more meetings at which pilots would invite their crewchiefs and mechanics to attend together (late afternoon professional meetings have been held by several USAREUR Chapters on a "Bring Your Crewchief!" pitch),

(b) the Quad-A CONSIDER a lower membership fee for E1's through E5's.

(c) the AAAA get involved in those "pro pay" programs that serve to insure the retention of qual-

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ified enlisted members, and support these programs at the DA level.

(d) Regarding the barring of EM members at O-Clubs, **JC Geary** EXPRESSED the view that participation of EM is a "state of mind" and differs by location; he ADDED that many USAREUR Chapters had large EM membership and professional meetings at O-Clubs offered no difficulties. The Mississippi Valley (Davenport, Iowa) ARNG Chapter was cited as a Quad-A Chapter with EM membership far exceeding the officers' membership strength.

(3) **CW4 RL Hamilton** ADDRESSED the subject of increased AWO participation in the Ass'n, and REQUESTED that the AAAA underwrite a "Bill me" promotional program in which potential members would submit a "Bill me" application, receive three issues of the magazine; a "letter of welcome", a dues invoice, and a membership card after the first magazine had been received; and a decal and lapel pin on receipt of their membership dues. The Board APPROVED the underwriting of this "membership promotional plan" during the six-month January-August 74 period, and REQUESTED that the Nat'l Office prepare an end-of-plan report o/a 31 August 74.

(4) Regarding DAC membership in AAAA, **LC Franzol** CITED that the same problems affected overall DAC membership and that an article in the magazine explaining the aims and purposes of AAAA would be helpful. (NOTE: Objectives & purposes are main part of carousel trays prepared by Nat'l Office for Chapter use in soliciting members; these could be tailored to specific categories of membership - DAC, ARNG, EM, AWO, etc.). **AH Kesten** COMMENTED that regular magazine articles on the activities of these same categories (DAC, ARNG, EM, AWO, etc.) should be a basic part of at least every other issue of the magazine, and ASKED for specific help in the preparation and submission of this editorial material, i.e., the Enlisted Personnel Directorate, AWO Branch, etc. should be encouraged to use the magazine as the National Guard Bureau is doing.

(5) **DF Luce**, in addressing the subject of increased industry membership, PROPOSED a two- or three-level scale of corporate dues to enable many smaller firms with 2-4 representatives in direct contact with Army Aviation being able to join Quad-A at reduced industry dues. The President REQUESTED that **DF Luce**, **CJ Kalista**, and **CD Perry** discuss the matter and prepare a mail proposal for Nat'l Board consideration prior to the late May Board meeting at San Antonio.

(6) **MS FS Greenleaf** COMMENTED that it was important to convince the ARNG and USAR aviation personnel (and the State Adjutants as well) that the AAAA is good for their programs and can assist them. In answering the question, "How do we reach these people?" **MG Greenleaf** AGREED that Regional Conferences were one way, and that contingent upon the state of the energy crisis at the time, the NGB planned to have between 300-400 personnel attend the Fifth Army-AAAA Regional Conference at San Antonio, and that this



FT. HUACHUCA, AZ—SSG Roger W. Crowley [left] is presented the "1973 Army Air Traffic Controller of the Year Award" by MG Jack A. Albright, commander of the worldwide Army Communications Command. Crowley, an ATC/GCA Supervisor at Felker AAF, Ft Eustis, Va. was cited for his performance of duty between July, 1972 and June, 1973. A native of Cheraw, SC, the 20-year veteran resides in Newport News, Va. [USA photo]

would be an excellent opportunity to tell the Guardsmen in attendance just what Quad-A can do for them.

(a) **MG Greenleaf** also COMMENTED that the AAAA should be prepared to work for the cause of Guardsmen and Reservists. Example: DOD took away avgas from Air Guard and Army Guard; NG Ass'n put pressure on to rectify this and DOD changed its position and returned the av gas supplies. This would have been an opportunity for the AAAA, if asked, to assist in specific ARNG problem area; Quad-A could support equalization of flight pay for ARNG in that Guard must fly the same minimums and meet the same standards, but only receive about 1/3 the flight pay.

(b) **JA McKenna** SUGGESTED that at the local level each Chapter activity make an effort to increase and identify its ARNG-USAR, AWO, DAC, and enlisted members, and involve itself with programs or meetings tied to these categories of membership, and that such activity would stimulate the Chapters; the President ASKED **GW Adamson** to crank in the Reserves at San Antonio, Fort Rucker, and other Regional Conferences planned in '74, both through the Army Aviation Officers and OCAR.

(7) The slide presentation, "AAAA - Why Join?", as prepared by the National Office, WAS REVIEWED BY the Executive Committee, **AH Kesten** citing that this was the National Office's first try at slide preparation augmented by a cassette sound track; **MG Greenleaf** COMMENTED that the presentation was a general one, and had only two slides with which potential ARNG members could identify, and SUGGESTED that more parochial carousel trays/documents be developed to appeal to specific categories of potential members; the Committee EXPRESSED its thanks to the National Office for its efforts in producing the initial trays.

**d. GOVERNMENT**

(1) **AH Kesten** COMMENTED that the Nat'l Office had prepared detailed Regional Organization Reports covering the First and Sixth Army Regions, and had forwarded these Reports to **MG WJ Maddox, Jr.**, the First Army AAAA Regional President, and **MG JF Hamlet**, the Sixth Army Regional President; he ADDED that the reports included the names of each Chapter within each Region, a description of the meetings held by each Chapter over the previous two years and the Chapter membership at the time of each meeting, and a roster listing the names and addresses of the Executive Board members of each Chapter within the Region.

(2) Regarding the member proposal to provide NEB representation for high percentage units or areas and do this by specific By-Law, **OG Goodhand** PROPOSED that the incumbent President appoint National Members-at-Large as needed or as requested, and the President concurred. **MG Greenlief** REQUESTED that the President appoint a member of the Mississippi Valley Chapter to the NEB as a National Member-at-Large at the earliest opportunity, and the President INDICATED that he'd do so.

(3) **AH Kesten** INDICATED that Chapter Member-at-Large status would henceforth be denied during those membership quarters in which a CONUS Chapter membership fell below the By-Law requirement of 150 or more members.

**STATIC ELECTRICITY BUILDUPS**

**MENLO PARK, CA**—Windshield damage severe enough to force a blind instrument landing of a Germany-bound jetliner last summer may have been caused by a buildup of static electricity on the windshield of the aircraft, a Stanford Research Institute [SRI] scientist says.

Electromagnetic expert **Joseph E. Nanevich** states in the current issue of SRI's quarterly magazine, "Investments in Tomorrow", that static electricity buildups of this type remain a major problem in modern airplanes.

Nanevich estimates that the massive windshields of such craft as the L-1011, 747, or DC-10, or a large military plane, could collect a charge of several hundred thousand volts as a result of friction as the plane flies through a cloud. The larger the size of the windshield surface, the greater the electrical buildup, he explains.

Normal precautions — increasing the thickness of the windshield to prevent electrical puncture, or using shielding and voltage limiting systems to protect the electronic equipment from electrical discharge — tend to afford more protection, but the more protection such systems provide, the heavier they are required to be.

**e. NATIONAL ACTIVITIES**

(1) **AH Kesten** REPORTED on the availability of Oct 1974 hotel facilities in Washington, D.C. adding that the '74 Convention, pending Board approval, would be held in two Washington hotels in the light of the Shoreham's inability to furnish adequate public meeting room facilities on the middle day (Thursday). Under the proposal, the "sleeping rooms" would be utilized at the Shoreham and the full Wednesday, Thursday evening, and full Friday program would be held in that hotel with the Thursday professional sessions being held in the Sheraton-Park just across the street; the Board APPROVED the arrangements proposed by the General Chairman and INSTRUCTED him to contract for the necessary sleeping and public space for 1974. In other Convention discussions,

(a) **GW Adamson** SUGGESTED that the AAAA consider the new Sheraton National Convention Hall, halfway out to Dulles; **AH Kesten** INDICATED he'd check into this during his March 74 meeting in Washington, D.C.

(b) **BG JH Merryman** REQUESTED that the National Office poll its industry members on whether they wished to listen to military presentations or to make presentations to attending AAAA members; he INDICATED that the '74 Professional Programming would allow more time for participation from the floor by reducing the number of speakers, and the overall time allotted to presentations, and SUGGESTED that the OPO Career Panel was more important than ever and should be a basic part of the '74 Convention Program; the Executive Committee APPROVED the scheduling concept in which concurrent "Personnel Affairs" and Industry Affairs sessions be held.

(c) **LC Franzoi** COMMENTED that there is a strong need for programming time devoted solely to AAAA organizational matters, so that the members and delegates may discuss AAAA programs and policies more fully; he ADDED that the '73 Quad-A session on Wednesday was fruitful but that no time was devoted to brainstorming or subcommittee discussion with late afternoon playbacks; **AH Kesten** RESPONDED that the '73 AAAA programming was a start, that many of the delegates and members took advantage of AUSA's offer to visit the Aerospace Exhibits and that this was done at the expense of possible AAAA brainstorming sessions by small working committees, and that the '74 Quad-A programming - in offering essentially the same full day (Wednesday) for AAAA Affairs - would run into the same problems.

(d) **JW Marr** COMMENTED on the '73 Convention Fiscal Statement, indicating that he - and the Board - had anticipated the small operating loss, and that following an analysis of the '73 Convention Fiscal Statement by the Fiscal Committee, he'd be in a position to recommend changes and economies.

(e) The National Office PROVIDED committee members with a 1974 Convention Attendance Report/Post Convention Evaluation Survey indicating again that almost half of the delegates



and members who returned completed questionnaires would like to see the National Convention, or a substantial part of the professional programming thereof, brought to the field.

(2) **DF Luce** REPORTED that Hq, AVSCOM did not plan to conduct an **Advanced Planning Briefing for Industry [APBI]** during 1974; he also INDICATED that the Quad-A Lindbergh Chapter intends to support a **1974 Product Support Symposium** organized along the lines of the 1973 Symposium, provided that conduct of such a symposium meets with the approval of the AVSCOM Commander.

(3) Speaking for **JH Dibrell**, **AH Kesten** COMMENTED that the Fifth Army-AAAA Region Conference would be held in San Antonio Texas during 23-25 May 1974 and that a full Conference Committee would be manned by mid-January.

(4) Commenting for **MG WJ Maddox, Jr.**, First Army Regional President, **EL Nielsen** REPORTED that the First Army-AAAA Regional Conference would be held at Ft. Rucker AL during 5-7 June 1974 and that the initial "Army Aviation Hall of Fame" induction ceremonies would be held at a formal dinner on the 6 June 1974 birthday; in a subsequent action the Committee APPROVED a Lindbergh Chapter proposal calling for a September, 1974 **Product Support Symposium** in St. Louis Missouri.

(5) Regarding the 1974 balloting for induction to the "Army Aviation Hall of Fame", **AH Kesten** REPORTED that **MG WJ Maddox, Jr.** had volunteered the USAAVNS staff to prepare the candidates' biographical sketches for use in the 1 April 1974 ballot, and that these biographies would be provided to the National Office of a 1 March.

(6) The committee AUTHORIZED the National Office to turn over the "Special Unit Award [trophy] for Outstanding Performance over a Sustained Period" won by the 34th General Support Group at the 1973 AAAA National Convention to the USA Transportation School Museum where the colors of the 34th and other unit memorabilia will be put on permanent display, and REQUESTED that the National Office coordinate this action with the President of the David E. Condon (Fort Eustis) Chapter.

(7) The Committee DISCUSSED the subject of Regional Awards and their underwriting, and APPROVED the national underwriting of four Regional Awards at an initial year cost of \$500.00 per Region and a subsequent annual cost of \$250.00 maximum for the two non-repetitive awards ["Outstanding Aviation Unit" and "Outstanding Reserve Component Unit"]; the Committee INSTRUCTED the National Office to purchase one-time trophies for year-to-year use in making the "unit" awards, and to provide cubed medallions each year to the new "Regional Aviator" and "Regional Soldier of the Year."

(8) **AH Kesten** EXPRESSED REGRET that neither carousel slide tray bearing slides of the "1973 AAAA National Convention" had been returned in time by the Chapters using them, and that he could not show this 12-minute slide presentation



**FT. RUCKER**—1LT Theodore G. Chopin, Jr., and WO1 Gary L. Ames were the Distinguished Graduates of the R/W aviator classes graduating January 29. The graduation guest speaker, BG Vernon B. Lewis, Jr., is at right. He's DCS for Operations, Readiness, and Intelligence at TRADOC, Ft. Monroe, Va.

at the time. In its place, he showed the 20-minute slide presentation entitled "A Quick Look At Quad-A; the 1973 Annual Report to the Membership" as presented in Huntley-Brinkley format by Nielsen-Kesten at the Aviation Center and Fort Benning Chapters. At the conclusion of the slide presentation, the meeting was adjourned for lunch.

## □2. REPORTS AND ACTIONS [Continued]

### h. POLICY MATTERS

(1) "AAAA (or AAAA-AHS-NAA) sponsorship of the "World Helicopter Championships" at Fort Rucker AL in 1975 or 1977; DA/DOD approval; submission of an official bid to the FAI for consideration of the U.S. as a site," **BG JH Merryman** COMMENTED that DA was against participation, although he favored participation personally; **GW Adamson** SUGGESTED that U.S. site selection be tied to the Bicentennial Celebration in 1976, although the Championships were cycled on an odd-year (1975, 1977, etc.) basis, and MENTIONED the several problem areas associated with overseas or CONUS participation (fuel, housing, aircraft, etc.). The Committee REQUESTED that **Mr. Ralph Alex**, a member of the FAI governing body, propose the U.S. as a site for the 1976 (Bicentennial) World helicopter Championships, and that if this were not possible, to propose the U.S. as the 1977 site. Following the FAI decision, the Committee ADOPTED **BG JH Merryman's** suggestion that the AAAA submit a straightforward letter to the Secretary of the Army requesting support (use of Ft. Rucker as site with national/individual participants to bear own housing, food, transportation, maintenance, fuel, etc. costs). If the 1976 date is acceptable to both the FAI and DA, the Committee AUTHORIZED **GW Adamson** to coordinate with the appropriate Congressional and Bicentennial officials so as to obtain federal approval.

(2) "Army Aviation Displays at the Smithsonian Institution," proposal of BG JF Forrest, OPD, MPC. COL JP Casey REPORTED that the Smithsonian wanted Vietnam-vintage helicopters; that he would report back to the Committee on his actions through the National Office; and that **President Nielsen** should then correspond with **BG Forrest** directly.

(3) "Joint AAAA National Convention-AHS Annual Forum in Washington, D.C. in 1975 with overlapping professional programming and social activities, and separate military and technical sessions for specific members of each organization." **JC Geary** COMMENTED that the 1975 AHS Annual Forum would, in all probability, be held in St Louis Mo. in 1975, and that a joint AAAA-AHS meeting in Washington, D.C. would not be possible in that year.

(4) "Ass'n support of a David E. Condon Chapter Resolution regarding the eligibility criteria for awarding the aeronautical designation of Senior and Master Army Aviator." The President COMMENTED that the Committee members did not have the time to study the proposal prior to the meeting, that the subject appeared to be one for review by the full Executive Board, and that the National Office should circularize the Resolution to the full Board prior to the 23 May 1974 Board meeting, and have the Board ready to vote upon the proposal at the May meeting in San Antonio.

(5) "Discussion of the need for increased professional activities within the Association's Chapter structure." Following a discussion of the need for Chapters to maintain a balance between social and professional membership activities, the Committee REFRAINED from taking any action, the consensus of those present believing that Chapters must make their own decisions on the type of programming they wish to pursue; **LC Franzoi**

#### HELP NEEDED!

Information on the **BRODIE GEAR** - do you have any? The **BRODIE GEAR**, for launching and recovering light planes on a taut wire, was developed by the Army and tested at New Orleans in September, 1943; aboard the **MV City of Dalhart** in the Gulf of Mexico in December, 1943; and later at Ft. Belvoir, Va. During 1944 it was installed aboard several LSTs. Army Liaison Pilots trained on it at Ft. Sill, Okla., and the Marines in Hawaii. It was also used during the assaults on Iwo Jima and Kerama Retto, and possibly at other places. Rear Admiral G. van Deurs, USN [Ret.] of 312 Golden Gate Avenue, Belvedere CA 94920 is collecting material for a story about this gear and would appreciate hearing from anyone involved in its operations.

—**BG Hallett D. Edson, USA [Ret.]**

QUERIED the members as to DA Circular 32 which purportedly listed the AUSA and the AHS as legitimate "professional organizations/societies" in the eyes of DA, but did not list the AAAA, and **COL JP Casey** INDICATED he'd look into the matter and report back to the Committee through the National Office.

(6) "Discussion of the reply of the Secretary of the Army to the AAAA Resolution calling for DA support of HR 8593 and flight pay equalization." **AH Kasten** REPORTED that the Secretary of the Army's reply had been received and would appear in the forthcoming Feb. 1974 issue and that the letter did not address itself to the question; **GW Adamson** then UPDATED the committee members on Congressional actions regarding HR 8593, and **JW Marr** OUTLINED the "gate system" and its overall effect on Army Aviation.

(7) **GW Adamson** BRIEFED the committee members on the new budget cycle, and the AAH, UTTAS, and UX programs; he then commented about his visit to Israel, and the published views of **MG B Peled**, Commander of the Israel Air Force, regarding rotary-wing aircraft usage during the recent warfare in Egypt; **JA McKenna** SUGGESTED that since the published views of the Commander apparently were excerpts and did not represent his overall opinion of rotary wing usage that the Ass'n or the magazine attempt to obtain more definitive statements from **General Peled** at the earliest opportunity. The Committee DIRECTED that the President write directly to **General Peled**, state the aims, purposes, and interests of the AAAA; and ask, in light of the major interest of our membership in the doctrine and the tactics of helicopter forces, ask the General for his opinions in the use of attack helicopters in an anti-armor role, and any information he'd care to provide on night operations. At the same time, the Committee SUGGESTED that the Commander decide if his comments be handled on a "limited distribution basis" or by general distribution through the Association-endorsed magazine.

(8) **GW Adamson** OBTAINED committee approval to prepare a draft proposal for the Executive Board calling for AAAA recognition of those Congressional leaders who have made a substantial contribution to national security.

(9) "Discussion on effect of energy crisis on the 1974 National Convention, the First and Fifth Army-AAAA Regional Conferences and local Chapter activities." The President TABLED this item, citing that it was too early to determine what effect the energy crisis would have on the '74 Convention, or other Regional and Chapter activities.

#### □3. SITE AND DATE

The President POINTED OUT that the National Executive Board would next meet on Thursday afternoon, 23 May 1974, in San Antonio TX, and that the Executive Committee could meet on call in the interim.

#### □4. ADJOURNMENT



# AAAA Activities

## REGIONAL AND CHAPTER ACTIVITIES DURING FEBRUARY-JUNE, 1974

**TAUNUS CHAPTER** (Frankfurt, Germany). General Membership Meeting and Chapter Dinner. von Steuben Hotel, Garmisch. Cocktails, 1800; dinner, 1900; officer installations, 2000. Friday, 22 Feb. (Members only).

**RICHARD H. BITTER CHAPTER** (Corpus Christi, TX). AAAA Dinner Meeting. Old Mexico Restaurant. Cocktails, 7 p.m.; dinner, 8 p.m. Friday, 22 Feb. (Members only).

**FORT BRAGG CHAPTER** (in conjunction with all aviators on the post). "Aviators Ball." Lafayette Room of the FBOOM. (Formal). 1830 hours. Saturday, 23 February.

**LINDBERGH CHAPTER** (St. Louis). Train Excursion and dinner with members departing from historic Union Station on a 200-mile round-trip to Springfield, IL, riding **AMTRAK's new French Turbo Train**. Dinner at the Statehouse Inn in Springfield. 1625-2210 hours. Friday, 1 March. (Limit of 100 with members having first preference on participating.)

**EMBRY-RIDDLE CHAPTER** (Daytona Beach, FL). After sinner general membership meeting. **Art Kesten**, Executive Vice President, AAAA, guest speaker. "All you ever wanted to know about AAAA but were afraid to ask!" The ERAU President's residence in Ormond Beach. 1900 hours, Friday, 1 March. (Non-members welcome).

**SCHWABISCH HALL CHAPTER** (Germany). Professional-social dinner meeting. O-Club. Cocktails at 1800;

## 1974 CHAPTER ELECTIONS

Chapter elections in AAAA are normally conducted during the 1 January-31 March final membership quarter of each Association fiscal year. While most Chapters conduct "back and fill" elections to replace half of their Executive Board slate each year, most do so by mail ballot. (Single slate elections are conducted at local Chapter meetings, obviating the higher postage charges accruing to the National. The following Chapters have engaged in 1 January-31 March balloting:

Taunus Chapter	.....22 February membership meeting
Connecticut Chapter	.....1 March mail ballot
Embry-Riddle Chapter	.....1 March mail ballot
Morning Calm Chapter	.....8 March mail ballot
Golden Gate Chapter	.....9 March membership meeting
Monterey Bay Chapter	.....9 March mail ballot
Latin American	.....13 March membership meeting
Monterey Bay Chapter	.....18 March mail ballot
Lindbergh Chapter	.....19 March mail ballot
Army Aviation Center Chapter	.....25 March mail ballot

## SEND IN THE PHOTOS

The magazine welcomes the submission of any and all photos pertaining to AAAA activities. Get your local IO or VP, Publicity into the act!

dinner, 1900; dancing, 2000. Saturday, 2 March. (For members only).

**GOLDEN GATE CHAPTER**. Reactivation meeting and Dinner-Dance. The Old Ballroom. Presidio Officers' Open Mess. Cocktails, 1830; business meeting, 1930; dinner, 2000; dancing, 2130. Saturday, 9 March. (Non-members cordially invited to attend.)

**LATIN AMERICAN CHAPTER** (Ft. Amador). Professional-Business Meeting. Slide presentation, "1973 AAAA Nat'l Convention" - Film, "Imperial Iranian Army Aviation Today." Room of the Americas, FAOOM. Wednesday, 13 March. (Chapter elections, members only).

**CLEVELAND AREA CHAPTER**. Late afternoon general membership meeting. Open discussion on several national programs of AAAA. USAR Flight Facility, Cleveland-Hopkins Airport (Sundorph Aviation Area). 1630 hours. Saturday, 16 March. (Members and non-members).

**MONTEREY BAY CHAPTER** (Ft. Ord). Cocktail Party and Installation of '74-'76 Chapter Officers. La Novia Room, Naval Post Graduate School Club. Cocktails, 1830; dinner and dancing optional. Saturday 23 March.

**LEAVENWORTH AREA CHAPTER**. Late afternoon general membership business meeting; Chapter elections; other '74 plans. Beer and chips served. FLOOM. 1630-1730 hours, Tuesday, 26 March (Members only).

**FORT BENNING CHAPTER**. A gathering of Eagles. Late afternoon social. AAAA beer & pizza. Standards Building #2413. 1600 hours. Wednesday, 27 March.

**ARMY AVIATION CENTER CHAPTER**. Professional luncheon meeting. BG [P] John P. Flynn, USAF, Commandant, Air Command & Staff College, guest speaker. Introduction of new '74-'76 Chapter officers. Social hour, 1100; lunch, 1130. Ft. Rucker O-Club. Wed., 27 March.

**AIR CAVALRY CHAPTER** (Ft. Knox). Professional luncheon meeting. **Ron Ressler**, Hughes Helicopters, on current Hughes projects. Patton Room, Officers' Brick Mess. 1130 hours, Thursday, 28 March. (Members only).

**FIFTH ARMY REGION**. Army Aviation Training Conference and Fifth Army Area Regional AAAA Meeting. Palacio Del Rio Hotel, San Antonio, TX. Thursday, 23 May, through Saturday, 26 May.

**ARMY AVIATION CENTER CHAPTER**. 1974 Army Aviation Hall of Fame Inductions and Banquet. (Formal). Fort Rucker, AL. Thursday, 6 June. (By invitation only).

# Branch Briefs

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**F**OR the first time the Aviation Warrant Officer Branch will be sending a team to the *USAREUR AAAA Conference*. In addition to making a presentation and conducting interviews, the team will travel throughout Germany. I'm looking forward to seeing each of you at that time.

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## USARSO revisited

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In keeping with the *OPD Worldwide Visits Program*, the Aviation Warrant Officer Branch sent a representative to the Panama Canal Zone during the period 9-14 December 1973 as a member of an OPD Briefing Team. This is an annual trip and its primary purpose is to bring the AWO up to speed on the latest personnel policies.

The AWO is afforded the opportunity to see his Branch file and receive an individual counselling/interview session. Judging from the response and subsequent feedback, the visit was highly successful.

We were pleasantly surprised to find the more than 60 aviation warrant officers of the 210th Aviation Battalion engaged in very diversified flying missions utilizing the *U-21*, *UH-1*, and *OH-58* aircraft. LTC William K. Kuykendall, the Battalion Commander, spoke in glowing terms of the professionalism exhibited by the assigned warrant officers.

## The Branch visits Germany; meets USAREUR AWOs

BY  
COLONEL TED A. CROZIER  
CHIEF,  
AVIATION WARRANT OFFICER  
BRANCH, OPD, MPC

This sentiment was echoed by Major Norman N. Ferguson, the Commanding Officer of the 114th Avn Co (AHS). Along with the 352nd Avn Detachment and the 590th Maintenance Det, the primary mission of the aviation units is to fly in support of the 193rd Infantry Brigade. Flight missions carry them from the Atlantic to the Pacific side of the Canal Zone and from Central to South America.

The aircraft are also utilized extensively in emergency medical evacuation. In addition they must support the Panama Canal Zone Company (primarily civilian), the Military Groups, and the ever present VIP flights.

The weather is quite unpredictable with a seven-month wet season, much like the monsoon season in Southeast Asia, and a five-month dry season that is complicated by haze which normally starts in January. The vicissitudes of the local weather often result in flights to support disaster operations in some of the outlying areas of Central and South America.

All of this adds up to an interesting and varied mission. The quarters and other on-post facilities are excellent. The airfield operating area and support equipment are more than adequate. Judging from the amount of camping and boating equipment, the troops probably get a little time off, too. From this vantage point, USARSO appears to be well represented and giving a good account of itself relative to aviation and aviation warrant officers.

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## WOC assignments

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During this post-Vietnam period, policies governing initial assignment of Warrant Officer Candidates have been amended to coincide with the Army's changing aviation requirements. Approximately 90 days prior to graduation, each candidate's assignment is determined based on the individual's assignment



preference, class standing, experience, and civil education. Current policy is to assign the new Army Aviator where he can fly and gain experience.

Under the *Aviation Warrant Officer Career Development Program*, an aviator is precluded from attending advanced or further training for the first three years of rated service. The purpose is to allow the new aviation warrant to gain maximum flying experience and to avoid wasting expensive training on an individual who is not in a career status.

As an exception to this policy and on a limited basis a few candidates do receive the *AH-1G [Cobra] Qualification Course* enroute to fill an overseas requirement. These exceptions are due to the shortage of *AH-1G* qualified personnel available to fill worldwide requirements.

Warrant Officer Candidates selected to attend this training must request Voluntary Indefinite status and indicate a career preference to work in the *Cobra* field. Current aviation requirements necessitate assigning the majority of our new AWOs to CONUS locations. These locations in CONUS (Fts. Hood, Campbell, and Bragg) are the posts that possess the bulk of the aviation jobs and afford the best opportunity to fly.

A limited number of AWOs are needed to fill long tour overseas requirements, primarily in Germany. A Request for Voluntary Indefinite Service Agreement is required and individuals have to express an interest in an assignment to that area.

### Overseas extension policy

Indications are that a change is forthcoming which will allow an individual to extend his overseas tour beyond the present six year limit. The present procedure

#### AVSCOM SYMPOSIUM ON ICING

A symposium on the phenomena of rotary wing icing will be held at the USA Systems Test Activity (ASTA) at Edwards AFB, CA, during 4-6 June 1974. Hosted by ASTA, the symposium will cover testing in simulated and natural icing environments, including testing techniques, r/w operations in icing, and all protection equipment, methods, or devices for both anti-ice and de-ice.

of extending, in one year increments with DA approval, will continue. Favorable decisions will be based on manner of performance and command recommendations. As of this writing the limit of only one twelve-month extension in Hawaii remains valid.

### Status of POWs

You may not be aware of it, but ten of the returned prisoners of war were Aviation Warrant Officers. Two of them requested and received release from active duty. I'm happy to report that the remaining eight have now been released from the hospital and are assigned as follows:

CW3 Francis G. Anton . . . . Ft. Monmouth NJ  
CW3 David W. Sooter . . . . Presidio of SF, CA  
CW2 James H. Hestand . . . . Ft. Carson, CO  
CW2 Dan'I F. Maslowski . . . Schofield Bks, HI  
CW2 Roger A. Miller . . . . Stewart Field, NY  
CW2 James E. Nowicki . . . . St. Louis, MO  
CW2 Phillip D. Prather . . . . Ft. Carson, CO  
CW2 Roy E. Ziegler, II . . . . Ft. Sheridan, IL

### A career past 20 years

Branch receives inquiries daily regarding the status of the *Long Range Active Duty Program [LRADP]*, which provides tenure to 30 years active Federal service for other than Regular Army (OTRA) warrant officers. The LRADP provides the means for retaining OTRA warrant officers for a full career during the long period that the Regular Army was closed to warrant officer applicants.

The *RA Warrant Officer Program* was reopened in 1968, however, and as RA strength in AWOs continues to rise, the need to retain personnel under the *Long Range Active Duty Program* will proportionately decrease. Further, the LRADP, as presently constituted, is being readied for a change. As a result of the review of the *Warrant Officer Career Program*, DA is developing a new policy of "managed tenure" to replace the LRADP.

Although the details of this new policy are still being worked out, one of the tentative provisions is that OTRA warrant 43

officers selected for retention beyond their twentieth year will be given short-term contracts rather than an automatic lock-in for ten years, and that these contracts will be subject to renewal or termination depending upon the needs of the service. The message is clear! *Warrant officers who desire a full career should submit their RA applications now while the vacancies are plentiful.*

#### A SMART ONE!

A six-year old got separated from his mother in a large supermarket. He walked down the aisles anxiously calling, "Gloria! Gloria!"

She found him soon enough and then admonished him for making such a commotion. "Besides, you shouldn't be calling me Gloria. I'm Mother to you."

"I know, Mother," he explained, "but this store is full of mothers."

—LE News Letter

### Expanded recall program

An increase in the number of personnel who may be recalled to active duty as aviation warrant officers is expected in FY75. Officers and warrant officers who have been previously awarded the designation of *Army Aviator* and who are fully qualified to assume the duties of an Aviation Warrant Officer without additional schooling may apply for recall to active duty.

Applications will be evaluated on a highly selective basis with only the best qualified being approved for recall. Interested individuals should write to: The Commander, U.S. Army Reserve Components Personnel Center, 9700 Page Blvd.,

St. Louis, Mo. 63132 for the necessary application forms. The number of personnel actually recalled will be contingent on Branch authorized strength for the end of FY75.

### Only a few are left!

If you are one of Aviation Warrant Officer Branch's 48 remaining fixed-wing-only aviators, you can expect orders for some additional training in the near future. It's our goal to rotary-wing qualify all fixed-wing-only aviators by the end of FY75. AWOs who fall into this category and who have not been notified should contact Branch.

## Army CH-54 picks up, moves, and releases Mil-Van automatically

**A**RMV Aviation chalked up a big "first" recently when a CH-54 helicopter with a four-point suspension, picked up a 20-foot Mil-Van container, transported it, set it down, and released it . . . all without ground assistance. This is believed to be the first time this feat has been accomplished by anyone, anywhere with a helicopter.

This feat was made possible through the use of a container top lift device, developed and built by the Boeing-Vertol Co. under contract with the USA Mobility R&D Lab, Moffett Field, CA. The demonstration took place at Ft. Eustis, VA, with help from a crew of the 355th Aviation Company, under direction of engineers from AMRDL's Eustis Directorate.

The device is designed to transport 8-foot by 8-foot x 20-foot commercial shipping containers with CH-47 and CH-54 helicopters, as well as the future Heavy Lift Helicopter. Special features of the device will enable it to pick

up containers directly from the cells of a container ship, or directly off a tractor-trailer unit, or from a stacked position on the ground or loading dock.

The container top lift device, operated from a control box in the helicopter, is fully automatic. The operator commands the various positions of the guide arms which place the device in the proper position over the container and rotate the latches for acquisition or release of the container. A signal light on the control box tells the operator if the device is proper position for latching, tells the position of the latches, and the guide arms' position.

Members of the 355th Aviation Company at Ft. Eustis taking part in the tests were MAJ P.J. Gruschetsky, Commander; CW3 D.I. Spivey, Project Officer and pilot; CW3 T.P. Hall, pilot; Sergeant R. Browning; and SP5 P. Parker.



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**AAAA-endorsed  
flight pay insurance coverage  
now offers - to Insureds who are  
Age 30 or over -  
an all-inclusive death benefit in  
their FPPP at no extra cost.**

**...**

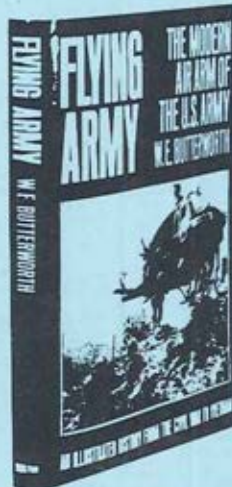
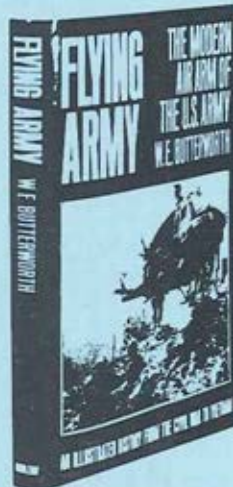
**This benefit would return 6 months  
flight pay in indemnities in case  
of death for any reason,  
accidental or natural.**

**...**

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