Army Aviation

JANUARY, 1975

ARMY AVIATION

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CONTENTS

DELAYED MAGAZINE DELIVERIES?

This issue of the magazine will be placed in the mail at Westport, Conn. on or about FEBRUARY 6TH . . It was "closed" editorially on Jan. 31 [See top of the opposite column]. This issue's news was received during January, 1975, except for certain carryover photos . . We plan to bring your receipt date and the cover date into synch with the combined March-April issue. Please, then, remember that this issue was mailed on or about FEBRUARY 6. □

FIFTH REGION-AAAA CONVENTION

Preliminary details of the AAAA Fifth (Army Area) Region's 1975 Convention are found on page 40. Full details of the 2½-day, April 9-11 meeting tied to the Fifth U.S. Army Area Army Aviation Training & Standardization Conference are being sent to Regional members by mail, and will appear in the next issue. □

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Now there are two.

The second Sikorsky Army UTTAS is flying.

The Sikorsky UTTAS #2 has taken to the air beside the Sikorsky UTTAS #1.

So now both are up and flying. And the flight envelope is expanding rapidly.

Which is what you'd expect from the people who, for 30 years, have helped to build an industry. What you'd also expect from a leader like Sikorsky is technical innovation. Included are titanium/nomex honeycomb/fiberglass blades that resist corrosion and are field-repairable; elastomeric rotor head; bifilar vibration absorbers; grease lubricated tail and intermediate gear boxes; plus a lightweight, extremely simple cross beam tail rotor.

Today, with two prototypes of the Sikorsky UTTAS already in the air, and a third about to be launched, you can see how Sikorsky engineering and experience are paying off. Sikorsky Aircraft, Division of United Aircraft Corporation, Stratford, Conn. 06602.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

72-108-132 Hike!

OR HOW YOU LEARN TO LIVE WITH THE "GATES"

THOSE three numbers in the title became exceedingly important to our commissioned aviator community on 1 June 1974. That was the date that PL 93-294 [Aviator Career Incentive Act of 1974] went into effect.

It used to be that once you put on the Army's silver wings, you were guaranteed of drawing flight-incentive-hazardous duty [take your choice] pay for the rest of your military career provided, of course, that you:

. . . always remained physically qualified;
. . . passed the annual writ;
. . . renewed your instrument ticket each year;
. . . max'ed your semi-annual or annual stan ride;
. . . met your semi-annual and annual flight minimums;
. . . didn't kill yourself maintaining your proficiency in non-standard aircraft;
. . . didn't have an accident;
. . . didn't violate a flight reg;
. . . remained proficient in the art and sciences of your basic branch;
. . . didn't miss any promotions;
. . . didn't flunk any kind of military school;
. . . humped to get civil education after duty hours;
. . . paid all your debts with good checks;
. . . participated in the maximum number of community activities on your station of choice;
. . . made sure you had a wife who attended all ladies' functions;
. . . and raised kids who were never offensive to a senior's child.]

The rules of the game are NOW changed and our new graduate is only guaranteed eleven continuous years of that extra money for flying.

Now, if during those initial eleven years, our hero serves 72 months in "operational flying positions", he will qualify to draw the extra pay

Some good advice from Colonel Samuel P. Kalagian, Director of AAAA&I, USAAAVS

through the 18th anniversary of the day he started flight training. If, after reaching this second plateau, the 18-year record indicates that he has served an additional three years in "operational flying positions" for a grand total of 108 or more months, he can cool it on extra pay [although at slightly lower monthly rates] through his 22nd year of officer service.

Reserve officers need not be too concerned at this point since under current retention policies, it's 20 years and "slam-bam, thank you, ma'am", you're retired. For the RA aviator, however, if the 18-year record further indicates that he did indeed serve a total of eleven years—132 months—in operational flying positions, he draws the extra loot through his 25th year of officer service.

After the 25th year, no more!! Our hero will then either be an old, old Colonel [like your author] or a General, and our lawmakers probably figured he wouldn't need the extra money at that income bracket.

However, if your young man fails to meet the 72 - 108 - 132 month gates, he still can draw flight pay for each month during which he serves in an operational flying position in the future. And on top of that, almost everyone qualified under a three-year save-pay clause in the law, irrespective of gates, which insures their receiving flight pay through 1 June 1977 [if they're still on active duty.]

Good law? It did increase monthly flight pay rates for WO's and Junior Officers. Bad law? Hurts the commissioned Army Aviator much more than the pilots in our sister Services. The USAF, USN, USMC, and USCG recognize

Bell's in-house capability:

the inside story of the YAH-63.

What makes a Bell helicopter a Bell helicopter? Bell rotors. Bell transmissions. Bell airframes. Because of their in-house capability to design, tool and build...*everything that makes it a helicopter is Bell's!*

What's in it for the Army?

In-house capability means more direct control. Shorter lines of communication. Faster completion of the Army's first YAH-63 attack helicopter. And in today's economy, the quicker the job is completed, the greater the savings will be.

peacekeepers the world over depend on Bell HELICOPTER

A textron COMPANY

aviation as a full-time military profession and only occasionally do their pilots leave the profession to serve in a "shore duty" billet [ground duty to you Army-types].

Therefore, pilots in our sister Services will generally achieve all of the flight gates. The Army is holding fast to the theory that our Army Aviators are really INF, AR, FA, ADA, TC, SC, LN, MI, MSC, AG, MP, FI or WAC officers who also happen to possess an additional but peculiar skill—flying—and, therefore, must be fully branch qualified.

The career implications

What are some of the fallacies and career implications associated with the new law? First, a new aviation graduate might never serve in an operational flying position for the first eleven years after graduation and yet would still draw full flight pay. Course, he must meet annual flight minimums, pass a flight physical, and pass the annual writ, etc. Personnel regs have been changed now requiring new grads to serve in an operational flying assignment for a minimum of three years after graduation.

But what happens after he completes those three years? There were 10,300 commissioned aviators on active duty as of 31 July 1974 and less than 4,000 operational commissioned aviator flying positions available. So even with close and personalized career management, it will be quite a feat by the career branches to get all officer aviators their full share of time in the limited operational flying positions available. Unfortunately, we no longer have two combat tours in RVN to take up the slack.

Second, added to this limited position problem, the commissioned Army Aviator is saddled with qualifying in three—repeat, three—separate careers: aviation, career branch, and an OPMS speciality [Aviation is not one of them]!

It will really take some doing by a commissioned aviator to hack the branch and OPMS requirements and still serve in sufficient operational aviation positions to continue to meet the gates.

Third, if everyone is on save-pay for the next three years, what do we do about annual and semi-annual minimums, instrument renewal, and annual standardization rides during this period? All that the law implies is that you remain physically qualified to fly each year and pass your annual writ to continue to draw flight pay for these next three years. You need not be serving in an aviation position at all to qualify for this pay.

Fourth, what do we do about the aviator with 22 years of officer service who is covered by the save-pay clause through his 25th year and is holding down one of the few operational flying positions? Or the Reservist with 18½ years in the same category who has already been advised of his mandatory retirement date?

Fifth, how do we discriminate and select aviators to attend transition courses when we may have to remove the most qualified incumbent out of his operational flying position to make room for another lesser-qualified aviator who needs the assignment to achieve a flight gate? Will DA handle the input to all transition courses and route our replacements through such courses enroute to a directed operationally flying assignment or will field commanders have some choice in the matter?

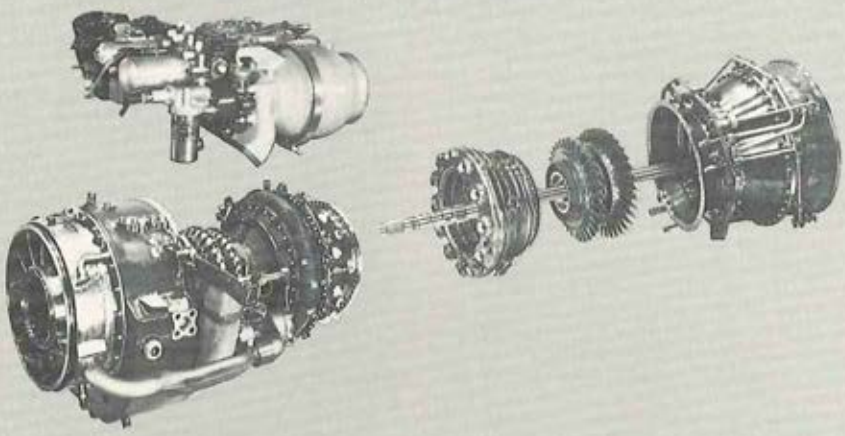
BERLIN — Headset on and chinstrap tight, Mrs. Alexander Haig, wife of the new SHAPE commander, is pictured in a UH-1H of the Army Aviation Detachment, Berlin Brigade. The unit had the pleasure of flying Mrs. Haig on an orientation flight of West Berlin and its many sights. [USA photo]

A false sense of security

We've got a lot of sorting-out to do and some answers to come up with and soon! The three-year save-pay clause in the law may lull us into a false sense of security but when 1 June 1977 rolls around, we'd better have our house in order. Many of you will serve in key positions where you'll be a factor in improving the aviation program. Look beyond the parameters of your assignment and jump in where you can help. Senior officers like Generals Hal Moore, George Putnam, and Bill Maddox are already "fighting the good fight" for us.

Army Aviation is a great career because of the great people who have always been associated with it. PL 93-294 is only a temporary roadblock in the path of our continued success. We'll have to learn to live with it and cope with it if we are to remain "Above The Best."

T700 Maintainability



Four-Part Harmony.

With the T700's four-part modular design, maintenance personnel can completely replace a hot section in little more than an hour. A power turbine module in about half an hour, and even less time for the accessory module. The complete cold section changes in just two hours.

And modules are completely interchangeable with no field adjustments needed.

In addition, accessories can be changed in less than 22 minutes each. All module and accessory changes can be performed in the field environment with only ten standard Army tools.

General Electric designed the T700 with ease of maintenance as a primary consideration. And modular design is one of the ways we've been able to cut maintenance time to less than 25% of what it currently takes. And that's important. To reduce operating costs. To increase aircraft availability for the Army aviation mission.

The T700 Turboshaft. The Army's engine for the UTTAS and AAH.

GENERAL ELECTRIC

205-75

Advanced technology flies on the Boeing UTTAS.

On November 29, 1974, Boeing's advanced-technology YUH-61A UTTAS made its first flight at Grumman's Calverton, Long Island, test facility.

During the 45-min. flight, all aircraft systems functioned perfectly and all of the 39 planned flight-program tests were successfully accomplished. These included hover controllability, forward-flight transition, left and right sideward flight, rearward flight, hover turns, and ground-resonance evaluation. The YUH-61A performed as expected in all of these flight regimes.

This first flight was made with confidence because Boeing's UTTAS had undergone the most rigorous and extensive pre-flight testing in helicopter history. Including fatigue testing of the rotor hub, transmission, and flight control systems. Fuselage shake testing. Transmission overload testing. Whirl testing of the hingeless fiberglass main rotor system. Over 5000 hours of wind-tunnel testing. And ground testing of a complete UTTAS aircraft.

In the months ahead, as progress continues on or ahead of contract schedule, the comprehensive data base provided by Boeing's pre-flight testing program will expedite the flight-testing phase and provide the U.S. Army with an aircraft system having high reliability and safety, outstanding flying qualities, low vibration and noise levels, and substantially reduced operating costs.

New technology for the Army of the 1980's.

BOEING HELICOPTERS

BOEING VERTOL COMPANY

Philadelphia, PA 19142

The Hardware Game

By
Major General William J. Maddox, Jr.
Commander, U.S. Army Aviation Center and Fort Rucker

THE new year is an excellent time to review the hardware picture. This is primarily because hardware provides the final proof for doctrine, tactics, and all other aspirations. However, we first had better review one more "T" left over from the December issue.

"T" is for Testing

In my last article you will recall that I utilized "T" as the letter of the year for 1974, inasmuch as that year was so heavily oriented toward Tactics, Training, The People, and The Equipment, all in an atmosphere of Transition. I now look forward to 1975 with great anticipation because it too can be stamped with a big "T"—but this T stands for Testing.

Following any period of significant transition, such as that experienced in 1974, it makes good sense to take a long and thorough look at what you've done to date and that which lies before you. And 1975 is the year in which this effort will be most important. I would like to take a few minutes to discuss our plan for a close and concise self-examination.

My last contribution to this publication delved deeply into the myriad of changes that have been initiated in Fort Rucker's aviation training programs. Each of these changes was made in an effort to produce our graduates qualified as tactically proficient aviators.

A portion of the additional flight hours required to accomplish this goal has been made available through judicious utilization of aircraft simulators in the instrument training phases of several courses.

During 1975, I plan to dispatch evaluation teams to front line units to examine the aviators these programs are turning out. If these evaluations prove that we are indeed on track in our effort to produce aviators who constitute minimum training burdens upon arrival at their units, further testing to determine the feasibility of expanding simulator utilization, will be initiated, thereby enabling a commensurate expansion in tactical training. I am thoroughly convinced that this program will pay significant dividends to both the Aviation Center and field aviation elements.

ARI-developed night goggles

Along the tactical line, the Army Research Institute [ARI] will digress from its recently completed NOE Field Study into the nighttime environment, in order to examine the capabilities of Army Aviators to navigate with the naked eye under varying light conditions. Concurrent with that study will be a program examining the utility of goggles ARI has developed which are specifically designed to simulate night conditions during daylight hours.

This is a most interesting concept, as it permits one aviator to fly and navigate under conditions quite similar to those at night while his stick buddy can maintain unimpaired observa-

tion. This may prove to be a great boon to both safety and effective training.

ARI has also agreed to take a close look at the NOE training device developed this year at Fort Benning to determine its possibilities for simulated NOE training. It is comprised of an aircraft cockpit facing a parabolic screen on which film taken in NOE flight is projected. We plan to move the device to Fort Rucker in January and evaluate its potential by running a series of recent Initial Entry Rotary Wing graduates through a training program commencing in March.

THE year 1975 should see the completion of our three-phase "Night Hawk" training test here at Fort Rucker. This program is designed to determine just how far we can go in teaching a man to be a competent and tactically effective aviator at night. We are using the CDEC Night Owls' work of the past two years as a point of departure.

I might point out that I was most pleased with the recently completed Phase I, wherein our test group of SIP's were able to conduct just about every training maneuver at night with little or no lighting assistance.

The test group determined that there was no margin for error in simulated tail rotor failure training. Therefore, we intend to demonstrate the maneuver but not require that it be practiced except in daylight training.

We determined that touchdown autorotations could be practiced but that normal hovering autorotations in dark areas should not be practiced. Otherwise, a full range of daytime maneuvers appear to be feasible for a night training program.

Phase II of the Night Hawk training will involve a regular flight of instructor pilots who will be trained by the SIP's from Phase I. Once the second group is proficient, we expect to test a class of Initial Entry students before we develop a complete program of instruction for low level night flight unaided by night vision devices.

Our Phase I results show the aviators gained confidence in their ability to operate at night and actually are enthusiastic about the prospect of future training.

As I mentioned in my last article, the ARTEP [Army Training Evaluation Program] effort got off the ground in 1974 and will continue on throughout 1975. ARTEP 1-167 [Assault Support Helicopter Company] should be made available to selected FORSCOM units this year for field testing. With any amount of luck, ARTEP 1-252 [HHC - Aviation Group and Battalion] will also be ready for field testing.

I should point out that we're not only interested in the testing of aviators and aviation units. In fact, we are taking a hard look at the feasibility of altering the present enlisted MOS testing procedure to a practical test format, in lieu of the current written exam.

While this is indeed an Army-wide effort, Army Aviation is once again a forerunner as many of our ATC examinations already consist of both written and practical tests administered by the FAA or facility chiefs. This procedure has proven to be quite successful and should provide the impetus necessary to realize our "All Army" goal.

Aircraft survivability a key

As our testing and our tactics have been refined, we have focused specifically on hardware requirements. Accordingly, our support of various equipment programs has been adjusted. Our new hardware posture is designed to give us survivability and effectiveness which includes a surge in staying power on the battlefield.

Obviously, survivability is our paramount concern especially in an environment where heavy air defenses and sophisticated electronic warfare is practiced.

In order to come to grips with this problem, the U.S. Army Training and Doctrine Command [TRADOC] as combat developer and user representative has designated the Aviation Center as the proponent for development of Aircraft Survivability Equipment [ASE]. An Army-wide joint working group under the chairmanship of the Aviation Center has documented the requirements for survivability equipment in terms of the aircraft, the mission, and the probable current and future threats to be faced.

"LOOK AT THE FACTS."

Speaking at the 22nd Biennial Convention of the Retired Officers' Ass'n, Secretary of the Army Howard H. Callaway cited that "Defense today consumes less than 30 cents of every federal dollar, compared with over 60 cents 20 years . . and the trend has been declining. Defense today consumes only about 6 cents of each dollar's worth of production that our country generates, compared with about 12 cents 20 years ago. That, too, is half — and the trend has been declining . . Defense today consumes about 20 cents of each public payroll dollar, as compared to about 40 cents 20 years ago. That's about half, and the trend's declining."

The ASE program is designed to increase the survivability of Army aircraft in a hostile threat environment consisting of automatic weapons [AW], anti-aircraft artillery [AAA], surface-to-air missiles [SAM], and airborne interceptors [AI].

The equipment which will make up the ASE system for each aircraft will be from the following general categories: signature reduction, threat warning, active countermeasures, and vulnerability reduction.

The first category, signature reduction, is intended to reduce or neutralize infrared and optical/electro-optical signature emissions from aircraft. Examples of this type equipment are infrared engine exhaust suppressors, flat-plate glint reduction canopies, and low reflective paint.

The second, threat warning, will permit the use of evasive maneuvers and the initiation of an active countermeasure. Examples of threat warning equipment include radar warning receivers, missile launch detectors, laser detectors, and optical warning devices.

The third, active countermeasures, includes equipment such as infrared [IR] jammers, radar jammers, and decoy chaff/flare dispensers.

The fourth, vulnerability reduction, is designed to increase the ballistic hardening/tolerance of Army aircraft. This can be accomplished by use of ballistic tolerant rotor blades and components, non-flammable hydraulic fluids, self-sealing fuel cells, and the shielding of critical components.

THE overall objective of the Aircraft Survivability Program is to provide protection against the full spectrum of the sophisticated air defense threat. There are three sub-objectives:

- To provide self-protection for the current Army aircraft fleet on the modern battlefield.
- To assist aircraft project managers and industry in developing survivability techniques and equipment.
- To establish a viable technical base to interface with future aircraft development programs.

Many items of ASE, such as radar warning receivers and interim IR suppressors, are available today, but it will be several years before a satisfactory "survivability package" can be provided for the current fleet of aircraft. The data base from which ASE will evolve is well advanced except for the optical area in which major efforts will be required to produce threat warning and active countermeasure equipment.

In the meantime, commanders and aviators must become thoroughly familiar with the probable threat against which we are likely to deploy. Based on this knowledge, operational concepts and techniques must be continually refined in order to meet our immediate needs.

Meanwhile, the Aviation Center will continue to develop the best possible ASE package to enhance aircraft staying power on the modern battlefield.

BIG BEEF IN THE BIG CITY

When the check arrived, the visiting farmer was astonished to note that his hamburger had cost $2.25. "If you folks are figurin' correctly," he drawled to the waiter, "we got a steer at home that's worth about $50,000." [LENL]

Aircraft Armament

Currently at Fort Rucker, a special study group [SSG], referred to as the AH-1 Pass-In-Review, is in session. This group is composed of representatives from the Armor, Infantry, and Field Artillery Schools, as well as headquarters TRADOC, MASSTER, CACDA, and the Cobra Project Manager's Office.

Primary among the study group's objectives is a review of all ongoing AH-1 programs and an ultimate recommendation as to the configuration of the AH-1 of the future. The study group anticipates the completion of its critical task by the spring of 1975. Its recommendation will outline the low end of the Army's HI-LO attack helicopter mix for the 1980's.

Under consideration for the Cobra is a new engine, the Lycoming T53-L703, rated at 1,800 SHP, a new transmission, and improved dynamic components. With these improvements, the AH-1G and Q will be redesignated as the AH-1R and S, respectively. Projected flight performance improvements for these configurations are near 50%.

Other specific items of equipment being considered for the AH-1 include a 20 or 30mm cancannon for the turret, fire control, laser rangefinder, improved rockets and anti-tank/anti-radiation missiles, and an anti-ice/de-ice system. These improvements will provide us with that necessary standoff range and survivability t.

Our AAH program is also forging ahead with both Bell and Hughes currently fabricating their ground test vehicles [GTV]. Both of these vehicles should be operational by the spring of 1975.

Also being fabricated are the first flying AAH prototypes. These aircraft are scheduled for their first flights in the fall of 1975. The defense

acquisition test on the two competitive 30mm cannons under consideration for the AAH will be conducted concurrently with development test on the AAH. The cannons are the GE XM188 Gatling Gun applicable to the Bell AAH and the Hughes XM230 Chain Gun used with the Hughes AAH.

IN regard to rockets of the future, Fort Rucker R&D personnel are exploring two possibilities. First, considerable 2.75" FFAR [Folding Fin Aerial Rocket] product improvement is underway.

This program includes the introduction of new improved smoke, illumination, chaff, and submunition warheads to the already large 2.75" rocket warhead inventory.

Second, a major cost and effectiveness analysis [COEA] is being conducted here at Fort Rucker on the selective effects armament subsystem [SEAS]. This effort will determine the most cost effective rocket hardware for the future. The product improved 2.75" FFAR is being compared against two rocket candidates, the Northrop Corporation Fin-Stabilized Arrow [4.1"] and the Emerson Spin-Stabilized ANSSR [4.5"].

The total SEAS package calls for an area fire weapon with the capability of employing a variety of warhead and fuze options. Flexibility will be provided by allowing the crew to select the most appropriate warhead/fuze combination during flight, from the cockpit.

The fire and forget missile system under development is HELLFIRE. This program recently achieved two major breakthroughs. On 7 November 1974, two HELLFIRE missiles were successfully ripple fired from an AH-1G. The missiles were fired at separate tanks illuminated by a single ground designator. Both achieved direct hits.

Later in November, a successful rapid fire of two HELLFIRE missiles was accomplished. In this instance, again two separate tanks were hit; however, one had been designated by a ground designator while the other was designated by an airborne system. Recent funding constraints are expected to halt this program indefinitely.

Night vision technology

The application of night vision technology to aviation was initiated in the mid-sixties in response to requirements which surfaced during the Vietnam conflict. Both low light level television [LLLTV] and forward looking infrared [FLIR] systems were developed and installed in UH-1 type aircraft. These night vision systems were mounted in nose turrets and integrated with the M-21 weapons system.

These systems, the AN/ASQ-132 [Infant] and the AN/AAQ-5 [FLIR] were evaluated by both the Test and Evaluation Command prior to deployment and later by the Army Concepts Team in Vietnam. Subsequent to use in Southeast Asia, these systems were evaluated by MASSTER in 1970 as part of the Air Cavalry Combat Brigade tests.

The comparative results of both the Test and Evaluation Command and the Army Concept Team evaluations coupled with specific recommendations from the MASSTER tests concluded that the FLIR, or the thermal imaging sensor, was more suitable for airborne applications than image intensification [LLLTV].

An AH-56 Cheyenne night surveillance/fire control system was developed in the late sixties. This system, the AN/AAS-25, a thermal imaging system, was successfully used to fire the TOW missile at night in tests conducted at the Yuma Proving Grounds. This system, while discontinued by the Army upon termination of the Cheyenne program, was adopted by the Air Force for use in its B-52 program.

The night vision goggles [NVG] is a head-mounted image intensifier binocular which can be strapped to the flight helmet leaving the user's hands free. The NVG was developed in response to a 1964 QMR. Tests show that the NVG not only have application for ground forces but also for use as a night vision system for pilots. Results of MASSTER testing indicate that the NVG will serve as a satisfactory interim night vision capability for Army Aviation. The goggles weigh 1.9 pounds and have a 40° field of view.

While a general night vision requirement has been on the books for a long time, both the materiel need for an advanced attack helicopter and the proposed required operational capability [ROC] for the advanced scout helicopter contain the explicit requirement for nap-of-the-earth flight at night. The key developmental test program which addresses this requirement is the Electronics Command's low level night operations [LLNO] project.

The proposed required operational capability for night vision systems for Army Aviation has been approved by Department of the Army. This ROC, in addition to establishing a night

ASSUMPTION!

A woman tourist posed for a snapshot in front of the fallen pillars of Greece. "Don't get the car in the picture," she warned, "or my husband will think I ran into the place."

vision requirement for Army Aviation, will assure the commonality of subsystem components for all applications.

A look at Air Traffic Control

Air traffic control [ATC] is defined as "the control of air traffic necessary to prevent collisions between aircraft and between aircraft and obstructions, and to expedite and maintain an orderly flow of air traffic. Army ATC functions are assigned to both the Army Communications Command [ACC] and the Training and Doctrine Command [TRADOC].

In general, TRADOC establishes concepts, doctrine, and operational requirements for ATC systems employed forward of the corps rear boundary. Combat development documents prepared by either command are coordinated to assure that a proper interface is maintained.

A fundamental problem with ATC equipment, systems, and facilities arises from the lack of operational capability between the civil facilities and the tactical facilities. It is becoming increasingly evident that incompatible ATC systems are prohibitively expensive, create training problems, and constitute a potential source of delay in mobilization and deployment plans.

Since it is impractical to attempt a sudden "across-the-board" replacement for ATC equipment now in use, improvements are expected to be derived in stages. The bridge between equipment presently in use and the new equipment of the future will evolve from coordinated combat and materiel developments, i.e., doctrine, operational concepts, training, and appropriate materiel development must blend so that the desired result is obtained.

For the next five years or so radar-directed approaches and nondirectional beacons will continue to be provided for at least one landing site in the division area. Flight operations and coordination facilities may include a surveillance radar capability.

However, the next generation of instrument landing systems, the national microwave landing system [NMLS] is now in development. This program will provide operational compatability for civil and military users. The modular design concept envisioned for the NMLS will provide lightweight, portable equipment for tactical use as well as sophisticated instrument landing facilities required at major civil airports. The pursuit of an operationally compatible and modularly designed instrument landing system presents many challenges, but the rewards are obvious.

Though 1974 was action-packed with progress in Army Aviation, 1975 — with the tests and improvements which I have reviewed about to evolve to reality — will truly be a banner year. It is a time I am eager to witness — it should be a remarkable year for Army Aviation.

How it looks on the outside . . .

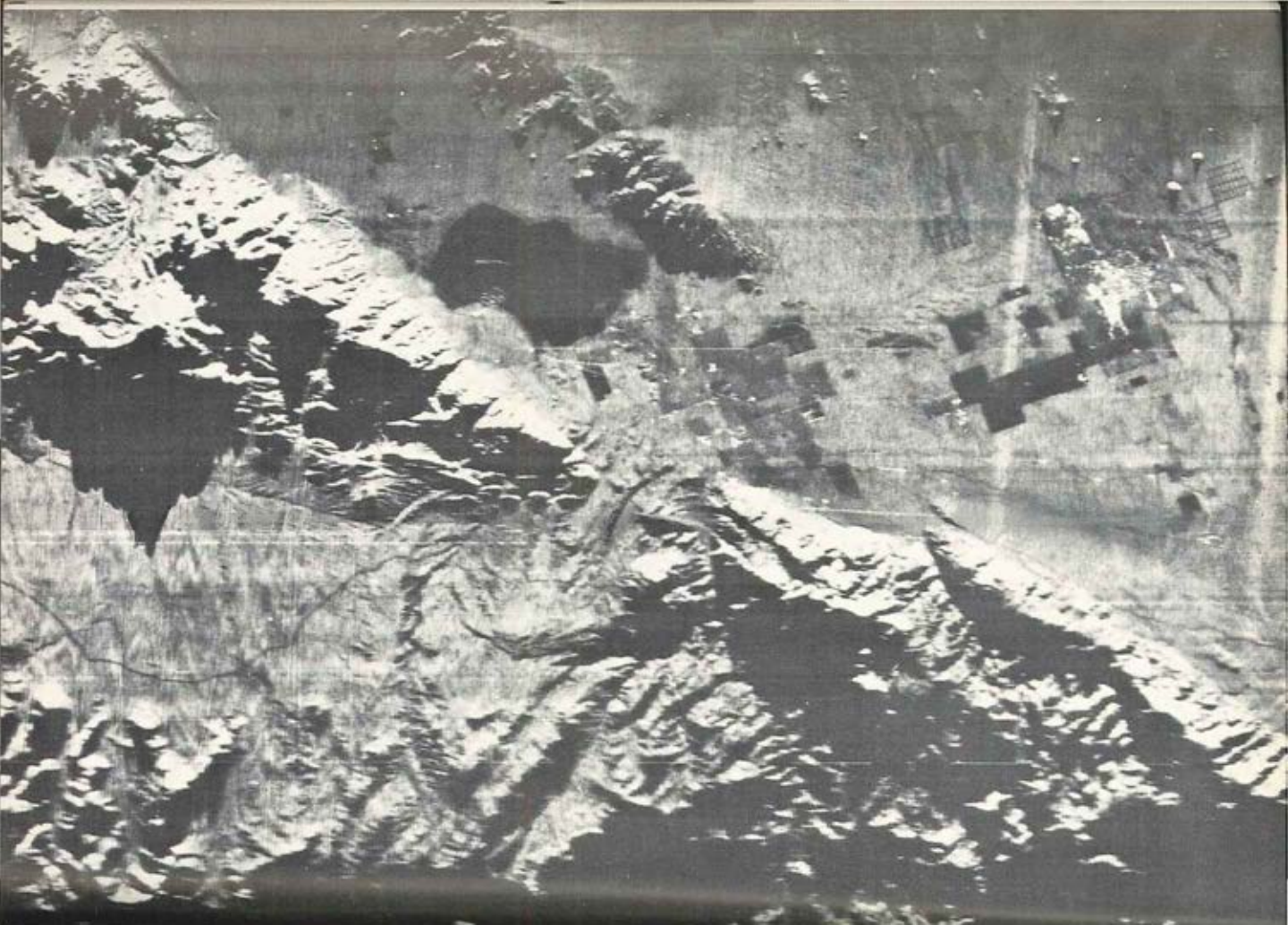
••The "Career Checkout" column running in the February issue of AIR PROGRESS Magazine is concerned with the 'job climate' in our depressionist economy. Citing the difficulty of predicting what will be happening four months from now and how this will affect the aviation community, the magazine indicates that unless inflation is checked, unemployment in all phases of industry and commerce will continue to rise.

"The purpose of this column is to review the techniques of obtaining a flight instructor job with particular emphasis on fixed base operations. In an economic climate which could go either way, the ability to obtain and retain work becomes all the more important.

"There are jobs available, but they have to be sought out, and as the nation tightens up to ride out the economic storm ahead, the pilot-applicant will have to work all the harder to sell him- or herself."

"You can be the best pilot in the world, but unless you are acquainted with the industry and know how to sell yourself, your ability to succeed will be severely hampered. No one commences a career as an airline pilot - or corporate jet jockey, a fact which seems almost juvenile in its simplicity; yet it's surprising how few aspiring aviators realize this." □

•• In the Jan 75 GUARDSMAN, MG Duane L. Corning, Nat'l Guard Ass'n President, incated $161.3 million, or 32% of the $503.1 million DoD cut proposed by the President, would "deal a staggering blow to the National Guard . . if permitted to occur. Some $20 million would be taken from the other five Reserve Components, mostly from the Army Reserve and Naval Reserve." □

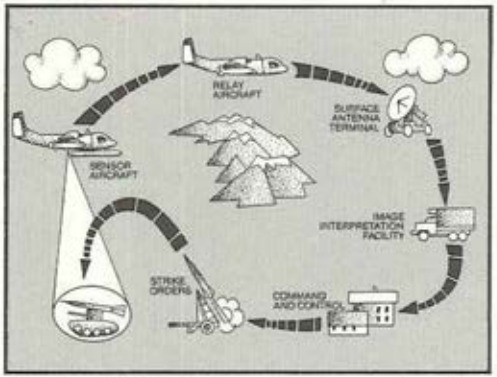


Improve your image.

This high-quality reconnaissance image is the result of the new Northrop Data Link System. It is a high-speed digital system able to transmit reconnaissance data with 99% image quality. Capable of providing Commanders with instantaneous intelligence of fleeting targets. In real time with video, in near real time on hard copy film.

Northrop built the first in-flight data system which was developed for all the services. This innovative system collected and converted data into digital form, then transmitted it to ground stations.

Currently Northrop is producing the advanced Army In-Flight Data Transmission System, AIDATS, under the direction of the Army Electronic Command and monitored by AMC. AIDATS will be tested by TECOM during early 1975 and represents an austere data link for SLAR only. The system requirements established by the Army Intelligence Center and Schools, and approved by TRADOC, call for 150 KM of line of sight transmission in Ku band.



Northrop AIDATS will provide Commanders with recon data in near real time.

Also known as AN/USQ-49, AIDATS includes many advantages: It will readily adapt to future sensors such as FLIR, high-resolution TV and laser cameras. It can interface with future USAF systems. And it has extensive Built-In Test Equipment to facilitate maintenance at organizational levels.

When the Commander needs time to collect EEI or to react to a critical situation, Northrop Data Link Systems can give him that time.

NORTHROP

A SIMPLE UNIVERSAL CONTROL TECHNIQUE FOR MAXIMUM PERFORMANCE TAKEOFFS OF HEAVILY LOADED HELICOPTERS

By
Dr. Frederic H. Schmitz & C. Rande Vause,
U.S. Army Air Mobility R&D Laboratory,
Ames Directorate, Ames Research Center,
Moffett Field, California

BY design, the helicopter is capable of hovering out-of-ground effect with its normal operating payload, under standard atmospheric conditions. In many operational situations, however, geographical factors and mission requirements force the helicopter to operate far from these design conditions. Hot days, high altitudes, and heavy payloads often degrade the performance of the helicopter to the point where hovering out-of-ground effect and, hence, a normal takeoff are not possible. Under these operating conditions, the pilot must perform a STOL takeoff, manipulating the small amount of excess available power due to ground effect, to accelerate the helicopter to sufficient translational velocity where climbing flight out-of-ground effect can be maintained.

Infrequent "max" performance

If the horizontal takeoff distance is constrained by the operating environment, it is necessary to maximize pilot-vehicle performance to clear obstacles in the departure path. This type of operational situation was frequently encountered in Vietnam. For example, rescue helicopters were often dispatched to remote, hostile landing areas to evacuate troops. The tropical climate and high operating altitude limited the rescue helicopter's performance; during the rescue operation, payloads were frequently increased to the point where the helicopter became heavily loaded. Taking off under these conditions, from a confined area, quickly identified the "good pilot."

Although some pilots were able to fly these takeoffs much better than most other pilots, they were unable to indicate what it was they were doing differently. As a result, the program described in this paper was initiated to identify and quantify those parameters which significantly influence takeoff performance, and to develop a control technique which the average [Army] pilot could use to improve takeoff performance under heavily-loaded conditions.

The sophisticated theorems of optimal control theory were first applied to an experimentally verified mathematical model of a heavily-loaded takeoff. These results showed how efficiently the maneuver could be flown; but, the piloting procedure was difficult to fly. Introducing additional constraints to the mathematical model, and reapplying optimal control theory resulted in the development of a simple, two segment, near-optimal takeoff procedure consisting of a level acceleration segment followed by a constant velocity climb out. Application of this simple constrained optimal technique results in only a slight degradation in performance from the optimal procedure.

Questions asked

Two problems persisted. The distance required to clear an obstacle varies considerably with the velocity at which the pilot switches from the acceleration to the climb segment, and the "best" speed varies with both weight and ambient conditions. The first question to be asked was, "Is there a best switching speed which will nearly maximize performance for all heavily-loaded conditions?" It was observed

MAX!

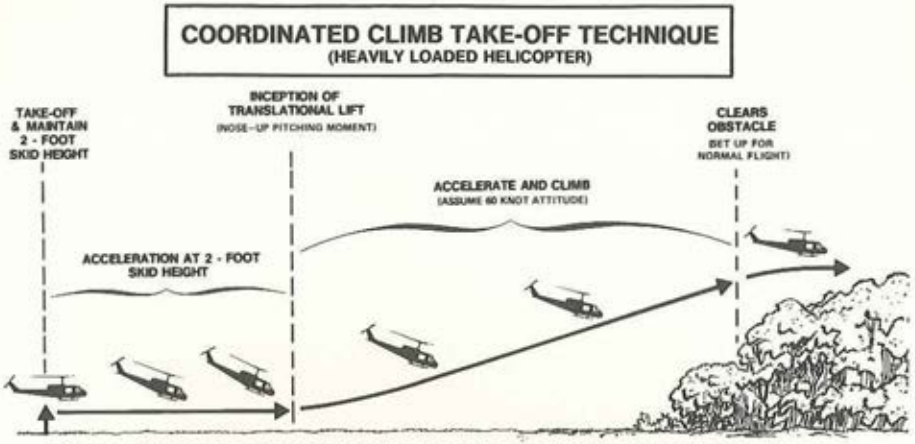


FIGURE 1. SUMMARY OF THE CONTROL POLICY FOR THE COORDINATED CLIMB TAKEOFF TECHNIQUE.

that as the ship approached maximum gross weight, the best rotation speed asymptotically approached an upper limit—a "critical" rotation speed. Use of the "critical" rotation speed at all heavily-loaded conditions results in only a slight increase in the takeoff distance. This penalty is more than outweighed by the operational simplicity of using a fixed—"critical"—switching velocity.

Simple curve developed

The second question was, "Is the best I can do going to be good enough?" i.e., "How much takeoff distance do I need to clear the obstacle in front of me?" To help the pilot resolve this question, a simple curve has been developed which uniquely relates the distance required to clear a 50-foot obstacle to the maximum hover height and the ambient temperature. After checking the outside ambient temperature and maximum hover height, a pilot can read off a standardized placard the minimum distance required to clear a 50-foot obstacle. This knowledge significantly enhances the pilot's ability to judge whether or not a safe takeoff can be achieved.

The theoretical results obtained from the model have been correlated with existing data, and with a series of flight tests. Excellent correlation has been achieved, demonstrating that takeoff distances can be accurately predicted with the existing performance model, and that near-optimal performance can be achieved using the technique described above. During the flight tests, a number of Army pilots were instructed briefly on the near-optimal technique,

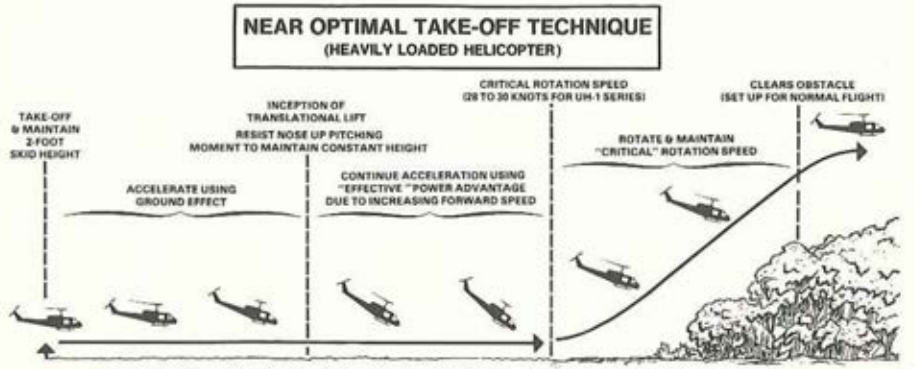
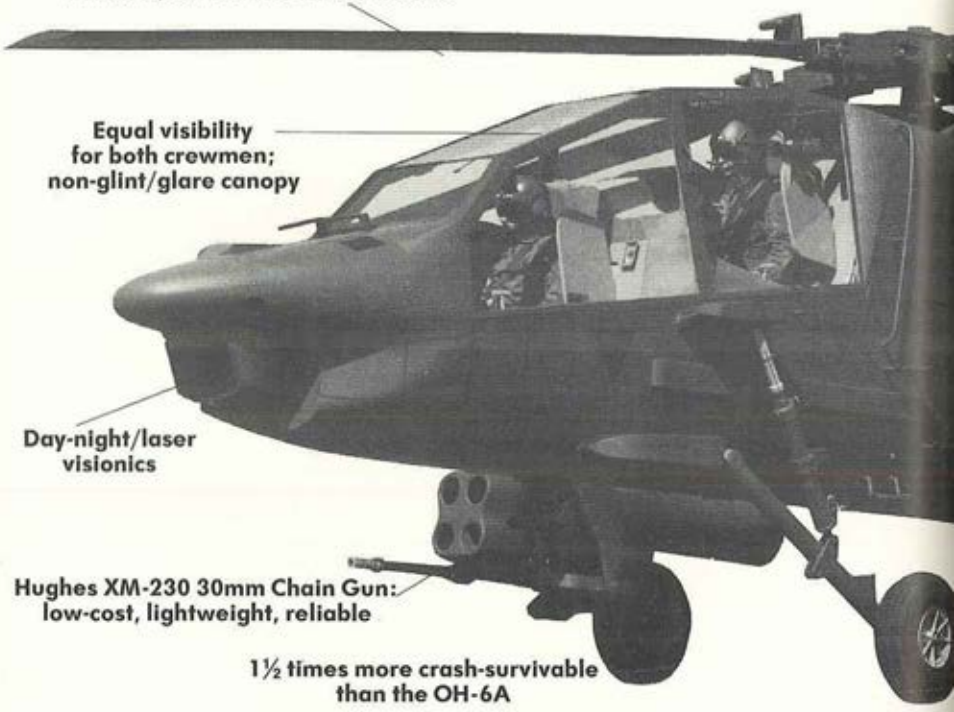


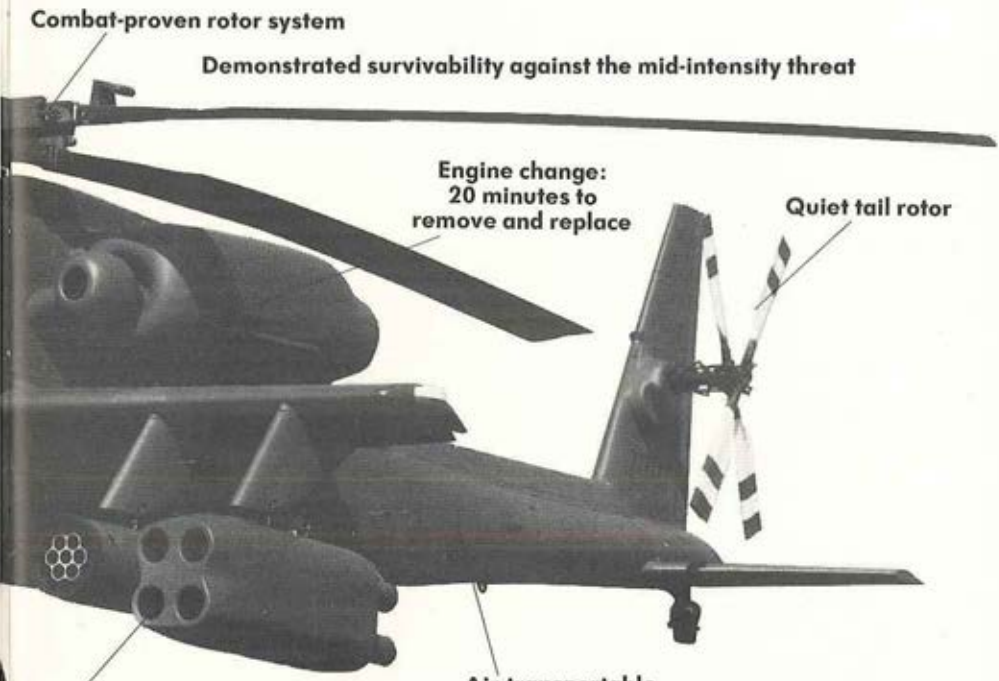
FIG 2. SUMMARY — CONTROL POLICY FOR THE NEAR OPTIMAL LEVEL ACCELERATION TAKEOFF TECHNIQUE.

The Army's AAH
This is what



The YAH-64. It exceeds
HUGHES

is getting closer.
it looks like:



Army requirements.
HELICOPTERS

and in each case were able to dramatically improve their performance.

As a result of this research, the two-segment or "level acceleration" takeoff has been incorporated into the Army's latest "Standardized Aircraft Maneuver Guide" for the UH-1 series helicopters. Figure 1 [Coordinated Climb Takeoff Technique] and Figure 2 [Near Optimal Takeoff Technique] summarize the control policies for heavily-loaded takeoffs as previously recommended and as currently recommended by the Army.

A summary of efforts

The work reported in this paper summarizes several related, but somewhat independent, research efforts since the heavily-loaded takeoff problem was first identified during the Vietnam War. Taken by themselves, each accomplishment is a notable technical contribution in its own right. The development of practical algorithms for the solution of helicopter optimal control problems, the application of that algorithm to yield optimum trajectories, the development and experimental verification of the heavily-loaded dynamic performance model, the identification of the near-optimal takeoff trajectory, and the analysis demonstrating the sensitivity of the near-optimal profile to parametric variations are some of the important and necessary technical results.

However, the major significance of this research lies in the ability to apply these results to conclusively solve the real-world problem of how to operate heavily-loaded helicopters from a restricted area.

The major findings . . .

In this context, the two major findings of this paper are these . . .

First, a simple near-optimal takeoff control policy has been developed for heavily-loaded helicopters operating from a restricted area. The maneuver consists of two distinct operational segments: a maximum acceleration segment and a rotation and climb segment. Rotation and climb are commenced at the "critical" rotation speed which is dependent upon the helicopter, but independent of operating conditions. Near-optimal takeoff performance is assured if the simple two-segment maneuver is employed.

Second, a curve has been developed, for a heavily-loaded UH-1B helicopter, that provides an estimate of the takeoff distance required to clear a 50-foot obstacle. The distance is determined directly from the ambient temperature and the maximum steady-state hover height.

MOFFETT FIELD, CA — LTG John R. Deane, Jr., left, then DCSR&DA, and Dr. Hans Mark NASA/Ames Director, right, pause during ceremonies with Army award winners, Dr. Fredric H. Schmitz [2d from l.] and C. Rande Vause [3d from l.]. The latter pair, engineers employed with AMRDL at Ames Research Center, developed an award-winning technique which enables heavily loaded helicopters to get off the ground in a much shorter takeoff area. The two researchers received the Army R&D Achievement Award.

FT. RUCKER — Air Cadet Ta Rot, l., the last member of the final class of VNAF students to be be trained in the U.S., receives his wings from MG William J. Maddox, Jr., the USAAVNC commander, during mid-Dec. ceremonies. Curtailed as a result of Congressional funding cuts, the program turned out 162 graduates of a planned 380 prior to program curtailment. [USA photo]

AAAA ENLISTED AFFAIRS

A Report by
CW4 ROBERT L. HAMILTON,
AAAA National Executive Board

IN the fall of 1974, the AAAA began an all-out effort to welcome enlisted members, and took action to enlarge its enlisted programs beyond the Flight Pay Insurance offered. The results have been most encouraging with enlisted members joining Quad-A at many Chapters and ARNG aviation units.

Queried on how we might be of service to these new members, this writer found that most simply sought improved communications . . more information on enlisted careers, pay, opportunities, schooling, etc. and a recognition - and that translates out to "publicity" - of their contributions to the Army Aviation team.

In this respect, I've proposed at the National Executive Board level that, for openers, we provide magazine space wherein our enlisted members may express their viewpoints on any policy or program that affects them, either current or planned [and the Editor indicates that this space has always been available] and additional space in which those who establish programs and policies may disseminate information about either in a clear, direct channel.

For example, the 120 day rule on Enlisted Flight Pay is now official, and is contained in the new DOD Directive 1300.13, dated Oct. 22, 1974.

While segments of this Directive have been covered in various military media, I think the publication of the complete Directive in the AAAA magazine would be of benefit to our enlisted membership, and have requested the Editor to follow through on this.

120 Day Rule on EM Flight Pay

DEPARTMENT OF DEFENSE DIRECTIVE
Directive 1300.13, dated October 22, 1974

SUBJECT: Enlisted Crew Member Flying Duty

References

[a] Title 37, United States Code, 301
[b] Executive Order 11157, relating to the subject above, June 22, 1964, as amended
[c] Deputy Assistant Secretary of Defense [Military Personnel Policy] memorandum, "Advance Notification of Removal of Enlisted Personnel from Flight Duty," July 26, 1974 [hereby cancelled]
[d] DoD Military Pay and Allowances Entitlements Manual, authorized by DoD Directive 5154.13, May 1, 1958
[e] House Report No. 93-799, on H.R. 12670, [February 13, 1974]

I. PURPOSE

This Directive is issued to provide guidance on the requirement for advance notification of removal of enlisted crew members from flying duty. Specific guidance concerning notification, documentation, and reporting is contained herein.

II. CANCELLATION

Reference [c] is hereby superseded and cancelled

III. APPLICABILITY AND SCOPE

The provisions of this Directive apply to the Military Departments and pertain to enlisted crew members as defined in 37 U.S.C. 301 [a] [1].

IV. DEFINITIONS

A. Enlisted Crew Member. An enlisted member of the Armed Forces on competent orders to perform duty involving frequent and regular participation in aerial flight as a crew member.

B. Advance Individual Notice. Receipt of verbal or written notification from competent authority that orders requiring frequent and regular performance of aerial flight as an enlisted crew member are to be terminated, or receipt of orders which contain a termination date for performance of enlisted crew member flying duty.

C. Involuntary Removal. For purposes of this Directive the term "involuntary removal" includes all removals not requested by the individual.

D. Enlisted Crew Member Flying Duty. Duty involving frequent and regular participation in aerial flight as a crew member as determined by the Secretary of the Military Department concerned.

[Continued on the next page]

V. POLICY

A. Enlisted crew members shall be accorded at least 120 days advance notification prior to being involuntarily removed from flying duty through no fault or action of their own, except as prescribed in C. below.

B. The 120 day advance notification shall be accommodated by [1] intensive management of assignments so as to take advantage of all available lead-time; and [2] the use of orders with specified termination dates whenever the requirement to perform enlisted crew member flying duty is known to exceed 4 months.

C. The provisions of this Directive do not apply to involuntary removal from enlisted crew member flying duty for cause or disqualification.

D. This policy is intended to provide advance notice of removal from flying duty and attendant loss of flying pay. It does not alter or otherwise interfere with the minimum performance requirements established by Executive Order 11157 [reference [b]] or the provisions of the DoD Military Pay and Allowances Entitlements Manual [reference [d]].

E. Documentation of the requirement to perform enlisted crew member flying duty and removal from such duty shall be by issuance of competent orders.

F. Advance individual notice of removal from enlisted crew member flying duty shall be written, by competent authority, or verbal, provided a suitable memorandum for record is made and it is later followed in writing.

G. Exceptions

1. The servicemember may voluntarily waive the advance individual notice of 120 days by so stipulating in writing to competent authority.
2. Additional exceptions may be authorized on a case-by-case basis as determined necessary and approved by the Secretary of the Military Department concerned or his designee, provided such designee is not below Service Headquarters level.

FT. MEADE, MD — Civilian assistance missions are not uncommon to Meade's 247th Medical Detachment, but one of their more interesting concerns the transportation of premature infants to the Baltimore Neo-Natal Care Center from throughout the state of Maryland. Serving as a backup to that state's police helicopters, the Army unit averages two to three such missions a month. SP5 John Barnosky, left, and SP5 Larry Burney, right, of the 274th, are shown loading an incubator at Meade's Tipton AAF.

VI. REPORTS

The Military Services will report semiannually to the Assistant Secretary of Defense [M&RA] those exceptions approved by the Secretary of the Military Department concerned or his designee. Reports will include the number of exceptions approved; categorized by reasons for exceptions. Reports will be "as of" December 31 and June 30 and cover the preceding unreported period. Reports will be submitted not later than one calendar month after close of the reporting period. The Reports Control Symbol DD-M[SA] 1357 is assigned to this reporting requirement.

VII. EFFECTIVE DATE & IMPLEMENTATION

This Directive is effective immediately. Two copies of implementing documents shall be forwarded to the Assistant Secretary of Defense [M&RA] within 60 days.

BELL RECEIVES ARMY CONTRACT FOR 189 MODIFIED AH-1Q'S

FORT WORTH — Bell has received a $54 million contract to modify an additional 189 HueyCobra helicopters to the AH-1Q TOW/Cobra configuration. A major portion of the funds will apply to a sub-contract with Hughes Aircraft Company for the TOW anti-armor missile system, and a second sub-contract to the Univac Division of Sperry Rand for the helmet sight system.

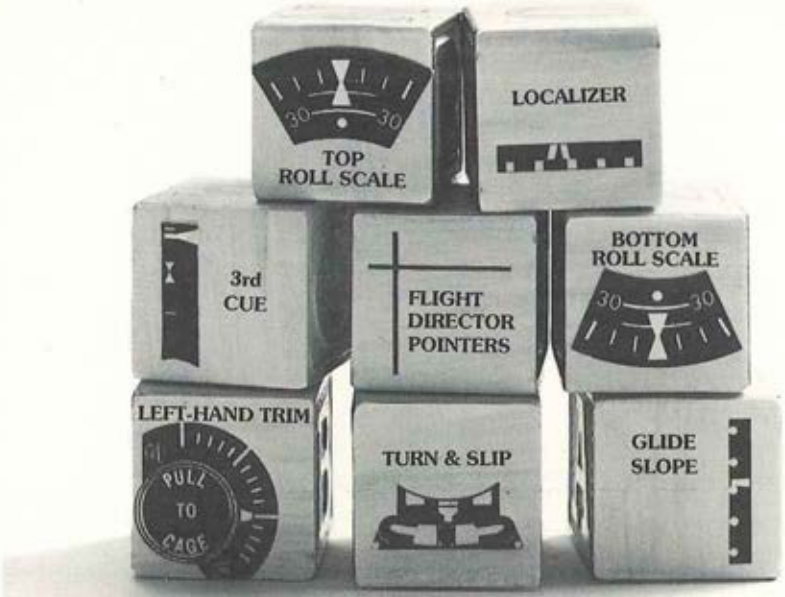
Part of the work will be done at Ft. Worth with final assembly to be done at Bell's Amarillo Plant.

Deliveries of the AH-1Q's to the Army under the AVSCOM-administered contract will run from June, 1976 to July, 1977.

EMERGENCY

Several hundred doctors were meeting in one of the city's oldest hotels. After finishing his speech, one of the doctors sat down — and crashed to the floor as his chair collapsed.

As he lay amid the wreckage, a voice called out from the audience, "Is there a carpenter in the house?"



Integrate this 4-inch self-contained ADI into your system.

J.E.T.'s ADI-450 lets you specify the features that best fulfill your requirements. Start with a simple gyro horizon and build it into a full ADI by adding functions like localizer, glide slope, flight director pointers, 3rd cue vertical commands for helicopters, adjustable pitch trim, pitch and roll synchro outputs, and right or left caging knob. Choose red or white lighting that meets MIL-L-25467 or MIL-L-27160 respectively. Select either a self-contained turn-slip feature with its own built-in gyro or a remotely mounted rate gyro to drive the turn needle. Specify top or bottom roll/bank scale positioning, too.

The ADI-450's gyro performance meets MIL-I-81606 and MIL-I-83336A because it's the same gyro used in our tried and proven three-inch attitude indicator. What's more, the synchro outputs are standard ARINC.

J.E.T.'s customized four-inch self-contained ADI's are as easy as models A, B, C. Just call us, Jet Electronics & Technology, Inc., Military Marketing Dept., 5353—52nd Street., S.E., Grand Rapids, MI 49508. Ph.: (616) 949-6600.

J.E.T.®

Jet Electronics and Technology, Inc.

AAAA PHOTO-STORIES

AAAA SIXTH REGION ACTIVATED; COVERS WIDE 15-STATE AREA

Headed by MG John K. Singlaub, a 19-member Executive Board will direct the affairs of the recently-activated Sixth Region. Having 10 current Chapters, the new AAAA organization is expected to be heavily involved with Reserve Component aviation personnel.

Appointees on the initial Region slate include COL Harold B. Van Dyken [ExVP], COL Edward K. Johnson [Sec], MAJ David H. Lindsey [Trea], and COL Byron P. Howlett [VP, Prog], all of Denver; and COL Ray M. Carson [VP, Memb], Ft. Douglas UT; LTC Douglas L. Gill [VP, Indus], Buckley ANG CO; LTC Douglas Schneeman [VP Mil Aff], Ft. Carson; BG Van Hixson/LTC Charles Pease [VP, Res Comp Aff].

The Chapter Presidents of the Cornhusker, Ft. Riley, Golden Gate, Grand Canyon, Leavenworth Area, Monterey Bay, Mt. Rainier, Pikes Peak, Sharpe Army Depot, and S. California Chapters also serve on the Regional Executive Board as Members-at-Large.

Regional correspondence may be directed to COL E.K. Johnson, Secr; USARR VII, Denver CO 80240; forms' requests are to be sent to the AAAA National Office. □

INDIANA ACTIVATES A "ONE ARMY" CHAPTER

Some 45 Indiana AAAA members met at the ARNG Armory in Shelbyville on Jan. 19, and activated the "Indy Chapter," the 50th currently active. LTC Elliot J. Welch [Pres], CPT Vernon R. Overturf [ExVP], MAJ John E. Freeman [Sec] and MAJ Frank J. Shaver [Trea] were among eight members elected to office.

TOP: MG Alton G. Post, center, Ft. Monroe's ranking aviator, is shown with MAJ William J. Nolan [Ret.], left, "Oldest Rotorhead," and LTC Henry S. Wann [Ret.], "Oldest Oldtimer" at recent joint "Old Timers' Nite" at joint Monroe-Condon Chapter meeting. CENTER PHOTO: MG H.J. Jablonsky [Ret.], President of Northrop Worldwide Aircraft Services in Iran, is shown addressing Persia Chapter members on "Then and Now in Iran." He served as a MAAG Commander in Iran in the '60's. LOWER PHOTO: Eugene J. Tallia, left, Connecticut Chapter VP, Programming, chats with the edvening's guest speaker, BG John N. Brandenburg, ADC of the 101st; Ken Horsey, his AAAA boss; and his real boss, Gerry Tobias, Sikorsky President. □

AAAA SCHOLARSHIP WINNERS TO BE CHOSEN IN MARCH

Some 20 sons and daughters of members and deceased members will receive $4,000 in 1975 AAAA scholarship aid, following a mid-March selection meeting of the Ass'n Awards Committee. WINNERS ONLY will be notified by AAAA on or before April 1.

LEFT: "The New" and "The Old" — so said caption describing Army Aviator Lt Linda Horan dancing with LTC [Ret.] "Hank" Wann at the recent Ft. Monroe—DavidE. Condon Chapters' "Old Timers' Nite." Wann soloed on July 14, 1936. ABOVE: CW3 Alvie P. Cook, Jr., Mainz Chapter President, turns over a $250 check to Mrs. Ann Tendle, Neighborhood Chairman of the Mainz Girl Scouts as Mrs. Kathy Williams, left, looks on. The Chapter sponsored two sports car races.

CW4 "MEL" COOK LEADS AAAA'S NO. 1 CHAPTER

Numbering 710 members, and covering Forts Meade and Belvoir as well as the District, the Washington, D.C. Chapter - the AAAA's largest - elected CW4 Elmer "Mel" Cook as its 1974-1976 President. Cook also serves nationally as Co-Chairman of the AWO Affairs Committee.

ABOVE: MAJ Maurice Taylor, center, CO, British Army's 7th Flight, and WO Brian Scott-Law, right, Maint Chief, were honored guests at AAAA's Checkpoint Charlie [Berlin] Chapter's XMas Party, receiving mementos from MAJ Alex Woods, left, Chapter President. RIGHT: Holding AAAA plaques are CW2 Larry G. Wilkinson, Distinguished Graduate of the AWO Advanced Course and CW4 Maurice E. Cammack, Jr., Distinguished Graduate of the WO Senior Class. Both graduated in mid-December from USAAVNC. □

The Personal Side

PERSONAL ITEMS SUBMITTED BY AAAA MEMBERS

Awards

AAAA HONORARY MEMBERSHIPS

Lieutenant General Elmer H. Almquist, Deputy Commander in Chief, U.S. Army, Europe (USAREUR Region, AAAA).

Major General Harry W. Brooks, Commander, 25th Infantry Division, (Aloha of Hawaii Chapter).

Major General Francis L. Winner, Adjutant General of the State of Nebraska (Cornhusker Chapter).

FLIGHT SAFETY AWARD [INDIVIDUAL]

CPT Harold T. Cook, Jr., Dept of Resident Tng Mgt, Ft. Rucker AL (1,000 hours).

Broken Wing Award

BROKEN WING AWARD

CWO Mike Boswell, 121st Aviation Company, Fort Benning GA.

MAJ Larry H. Woodard, Material & Readiness Div, ODCSLOG, USAREUR (•Photo).

Have a personal item or accomplishment to mention? Send it in.

Honor Graduates

USA TRANSPORTATION SCHOOL

Dec. 4: **CWO Neal E. Lang,** AMORTC Phase 1, Class 3-75.

Jan. 17: **CW2 Herbert E. Hayes, Jr.,** Acrft Maint Off & Rep Tech Crs Phase 1, Class 4-75.

Jan. 22: **CPT Herbert A. Coley,** Air Transportability Planning Course 2-75.

U.S. ARMY AVIATION SCHOOL

Dec. 17: **1LT Kenneth A. Camp,** OFWAC.
Dec. 17: **2LT Jack E. Carstensen,** OFWAC.
Dec. 17: **WO1 Jeffrey R. Kraus,** WOFWAC.
Dec. 18: **CW2 Larry G. Wilkinson,** AWOAC.
Dec. 18: **CW4 Maurice E. Cammack, Jr.,** Warrant Officer Senior Course. (•Photo on Page 25).

INVITATION!

AAAA members are invited to submit personal items for publication on this page. Items should be sent to AAAA, 1 Crestwood Road, Westport CT 06880.

Medals

ARMY COMMENDATION MEDAL

SSG John F. Bradley, Avn Det, Berlin Bde

GOOD CONDUCT MEDAL

SSG John P. Burg, Avn Det, Berlin Bde
SP5 John C. Ross, Avn Det, Berlin Bde
SP5 Manfred W.F. Uding, Avn Det, Berlin Brigade.

Obituaries

Colonel James D. Davenport, Jr., died of a heart attack on the morning of Jan. 10, 1975. His widow, Mrs. Mildred Davenport, resides at 5139 Village Trail, San Antonio TX 78218, with their daughter, Judith Anne. He is survived by another daughter, Mrs. Julio Gonzales (Cynthia Ann), also of San Antonio.

"Pappy" Davenport was an avid supporter of Army Aviation, and a charter member and Regional officer of AAAA.

□ **Army Aviators in attendance at the U.S. Army War College [Class of 1975] at Carlisle Barracks PA are, seated l-r, LTCs William R. Hensley & Wiley W. Walker; COL William H. Dillard; LTCs Robert I. Pate & Edwin M. Aguanno; COL Charles A. Bullock; LTC Edward Tolfa, Jr.; & COL Robert G. Cooper. Standing, l-r: COL Ralph L. Godwin; LTCs Donald G. Andrews & William Giese; COLs Reginald H. Corliss, Eugene P. Tanner, William T. Kaser, & Clifford Crosmun; & LTC Bobby Maddox. Absent: LTC Frederick S. Benson, III. [See box at the right.]**

□ **MG Harold B. Gibson, Jr. [left], DCSLOG, USAREUR, presents MAJ Larry H. Woodard with the 'Broken Wing Award' at Campbell Barracks ceremonies in Heidelberg, Germany.**

Ratings

MASTER ARMY AVIATOR

LTC Pierre V. Brunelle, FORSCOM (see photo on page 42).

NEED A QUICK $100?

Month in and month out, ARMY AVIATION MAGAZINE has paid up to $100 for each EXCLUSIVE article accepted for publication, unit "puffs" and new product information excluded. Our correspondents are reimbursed at $0.05 per word for their first 2,000 words.

Have an interesting story to tell? A viewpoint to express? Develop it in an article and submit it to ARMY AVIATION.

PROFILE: CLASS OF 1975 U.S. ARMY WAR COLLEGE

The 17 Army Aviators in the Class of 1975 at the U.S. Army War College [see the photo at left] have a total of 282 years of rated service. Eleven of the 17 are Master Army Aviators, and the remaining six are Senior Army Aviators. LTC Benson is the junior aviator in the class with 15 years of rated service, and five officers of the 17 are tied for the senior position with 19 years of rated service. [USA photo]

ARMY AVIATION GOES "AROUND THE WORLD"

IN the 1920's, there was a tremendous interest in ventures designed to prove the capability and the reliability of aircraft. One venture that captured everyone's imagination was flying AROUND the world.

THE EARLIEST ATTEMPT, made by the British, had ended with the crash of the aircraft in India in 1922. The following year was one of feverish planning for in 1924 teams from France, Portugal, Italy, Argentina, Britain, and the U.S. all attempted such a flight.

THE U.S. ARMY Air Service recognized this endeavor as a three-part challenge -- of men, of aircraft, and of the logistics support for the flight. The task of designing and building the World Cruisers was awarded to Donald Douglas and his four-year-old aircraft company.

VOLUNTEER AVIATORS were sought from the various Army airfields, and the following were selected from the applicants:

Major Frederick L. Martin, pilot, and Sergeant Alva L. Harvey, pilot-mechanic of the "Seattle"; Lt's Lowell Smith, pilot, and Leslie Arnold, pilot-mechanic of the "Chicago"; Lt's Leigh Wade, pilot, and Henry Ogden, pilot-mechanic of the "Boston"; and Lt's Erik Nelson, pilot, and John Harding, pilot-mechanic of the "New Orleans".

A COMPLETE LOGISTICS PLAN and task force was developed and spare engines, parts, and supplies were pre-positioned. Gas an oil were bought from local suppliers, or shipped to remote landing sites in five-gallon cans.

THE NEW CREWS trained on the prototype aircraft at Langley Field, Va., from December, 1923 through February 24. Although the World Cruisers would be land planes on parts of the flight, they'd be float planes on others and float-plane landings and takeoffs were still techniques to be learned. By mid-March, the men were anxious to be off for they knew that the other "Around the World Flyers" had either started, or would do so soon.

DOUGLAS COMPLETED the four World Cruisers and the crews flew them as land planes to Seattle on March 1. There they changed to floats, made their final preparations, and then departed on their historic flight on April 6, 1924.

THE FIRST LEG to Prince Rupert Island, Canada, was 605 miles, and required 8:15 hours [73 mph]. Low ceilings had forced the four aircraft down to hilltop level -- and snow, sleet, and rain in the open cockpits made the flight a miserable one for the crews.

AS IT TURNED OUT, this first leg was to be typical of the 71 legs to follow with weather being a major problem during most of the flight. Since weather forecasting was non-existent at the time, the flyers "briefed" themselves by checking the barometers they carried with them and by carefully looking around the planes*. Occasionally they were aided by a report of weather conditions at their destination.

PRINCE RUPERT ISLAND to Dutch Harbor in Alaska was a most difficult stretch. The U.S. Army flight was delayed by weather and one aircraft broke its moorings during a storm and drifted free in the harbor.

THE "SEATTLE" was forced down by a broken oil line on this leg, only to crash later on a same

leg on a mountain top. Major Martin and Sgt. Harvey were uninjured and walked out to safety ten days later.

"BOSTON", "CHICAGO", and "New Orleans" left Dutch Harbor on May 3, 1924, going down the Aleutian chain and arriving at Attu on May 9. After a six day weather delay, they then set out on what was scheduled to be one of their longest legs of the flight.

WEATHER TURNED THEM BACK before they reached northern Japan, so they stopped overnight in a Russian harbor alongside an American fishing boat. A hurried departure at dawn left an approaching boatload of armed Russian marines in their wake.

THEIR WELCOME IN JAPAN was just the opposite — formal receptions, teas, dinners, and all manner of celebrations — but they limited their stay for they had learned that the British around-the-world team was in India, and that the Italian, Portuguese, and Argentine aircraft were all en route.

THEY FLEW ON TO AMOY, Hong Kong, Haiphong, and Danang. Near Hue, the "Chicago" broke an oil line and spread pistons, rods, and valves all over a convenient lagoon just before splashing down in it. A spare engine was hauled in from Saigon, and lowered from a bridge to the "Chicago" sitting in the lagoon below.

SAIGON, BANGKOK, Rangoon, and Calcutta were the next stops for the three aircraft. Approaching Karachi, the "New Orleans" began to squirt hot oil in all directions, a problem brought on by its frozen engine, and a deadstick landing was made at its airport.

THE ENGINE WAS CHANGED and the three craft flew on to Bagdad, Constantinople, Bucharest, Budapest, Vienna, and Strasbourg, before circling around the Eiffel Tower and the Arch de Triomphe and landing at Paris' Le Bourget Airfield on Bastille Day, and then on to London.

SPECIFICATIONS

Wing Span	50 feet
Wing Area	721 square feet
Length	36 feet, 6 inches
Height	13 feet, 7 inches
Maximum Speed	103 mph [Land plane] 100 mph [Seaplane]
Minimum Speed	53 mph [Land plane] 53 mph [Seaplane]
Cruising Range	2,200 miles [Land plane] 1,650 miles [Seaplane]
Ceiling	10,000 feet [Land plane] 7,000 feet [Seaplane]
Weight Empty	4,380 lbs. [Land] 5,180 lbs. [Sea]
Weight Loaded	7,380 lbs. [Land] 8,180 lbs. [Sea]

Two-seat, open cockpit biplane; steel tube fuselage, wood wings with fabric covering.

FLIGHT INSTRUMENTS

Altimeter; air speed; magnetic compass; turn indicator; earth induction compass; clock levelling bubbles, one to indicate roll and a second, mounted on the side of the cockpit, to indicate pitch.

FLIGHT STATISTICS

27,533 miles — 73 stops — 175 days enroute
371 hours and 11 minutes, total flying time.
Average speed 75 mph — Slowest leg 53 mph.
Gas consumed 68,950 — Oil 8,738 gals.
Engines used: "Chicago" 6-"New Orleans" 4

ROPE TRICK!

During a March '74 stopover at the Memphis NAS, I visited the weather office and discovered the key to Navy weather forecasting . . an 8-inch length of rope neatly braided at the end to prevent unravelling. It hung on the wall with a caption indicating it was of World War I vintage. According to the narrative, the rope was the FIRST meteorological instrument used by Navy Aerographer [AG] mates. Below the rope was a handwritten chart with two columns, one for the condition of the rope, and the other for the resulting observation.

Here are the basic rules as contrived by the World War I Aerographer Mate:

IF ROPE:

is wet . . . . . rain.
is dry but does not throw a shadow . . . cloudy skies
throws a shadow . . clear to partly cloudy
swings back and forth . . . . . windy
stiff . . . . . freezing temperature
white . . . . . snow
missing . . . . tornado or hurricane is in progress or has just passed

Although the observation rope has been replaced with more scientific equipment, the observation rope is still considered by many in the meteorological community as the most accurate observation medium.

—MG William J. Maddox, Jr.

BOTH CAPITOL CITIES presented royal receptions, galas, and formal dinners. The next leg was north over the English countryside direct to Hull where the three aircraft were carefully gone over at the Blackburn Aircraft Works.

THE WHEELS were again replaced with pontoons, and the Army aircraft then set out for Scapa Flow in the Orkney Islands . . and the Atlantic crossing.

NO SOONER had they left the Orkneys when a fog blanketed the sea. Flying on top was their only option, and they took it. Then Nelson's 'New Orleans" banked and dropped into the fog. Wade in the "Boston" and Smith in the "Chicago" circled over the fog for some time, but when the "New Orleans" did not reappear, they returned to Kirkwall at Scapa Flow to start a search.

THE "NEW ORLEANS" had hit the prop wash of one of the other two aircraft and had spun out of control. Nelson succeeded in righting the "New Orleans" just before it reached the ocean, and wave-hopped to Reykjavik, Iceland, some 500 miles ahead . . and on the next day, the "Boston" and the "Chicago" left Scapa Flow for Reykjavik.

ONE HOUR OUT, the "Boston" lost all oil pressure and Wade indicated by hand signals that he was going to make a landing at sea. Smith circled in the "Chicago" and seeing the safe landing of the "Boston" at sea, he continued on to Reykjavik, searching at the same time for a ship to rescue Wade and Ogden in the "Boston".

HE SIGHTED A SHIP FINALLY, and after three message bag drops, the ship's whistle blast and subsequent change of course assured Smith that help for the "Boston" was on the way. The crew of the "Boston" was subsequently rescued and transferred to the U.S. Cruiser Richmond. The "Boston" was taken in tow for the Faroe Islands but by nightfall the seas were up and the "Boston" broke up and sank.

TWO PLANES LEFT! — From Iceland, the "Chicago" and the "New Orleans" set out on the longest flight of the trip — 820 miles — a flight that would take more than 11 hours. They left Reykjavik flying over 25- to 30-foot ocean swells and under a 100-foot cloud base. Complicating things further, the sea was dotted with towering icebergs.

DURING THE FLIGHT an iceberg appeared directly in their flight path and the "Chicago" turned one way and the "New Orleans" the other with both aircraft being lost to each other. The "Chicago" arrived safely at the Greenland stop, and then Smith and Arnold began listening and waiting for an hour, and then more . . and then they heard the familiar sound of the Liberty engine.

LEAVING GREENLAND they had an uneventful flight to Labrador, except that the "Chicago" lost her fuel pump about half way and Smith spent the best part of four hours in air manning the hand pump. At Pictou, Nova Scotia, the old prototype aircraft from Langley Field days — now renamed the "Boston II", joined the "Chicago" and the "New Orleans" in their triumphant return flight to the United States.

A GREAT WELCOME in Boston — where the floats were replaced with wheels. The three aircraft flew on to great receptions in Washington, Chicago, Omaha, St. Joseph, Muskogee, Dallas, Sweetwater, El Paso, Tucson, San Diego, Santa Monica, San Francisco, Eugene, Vancouver, and — SEATTLE!

AFTER 175 DAYS and 72 stops, the Americans had won! We were the first to circumnavigate the world by air.

" . . The ordnance load of the modern Air Force fighter is so lethal . . it continues to be the most effective weapon available to the ground commander under conditions of intense combat against enemy forces . . "

" . . The tank killing attack helicopter — the TOW/Cobra — adds a new capability for attack. It has a range advantage over tanks, infantry combat vehicles and short-range radar controlled air defense weapons, especially beyond 2,000 meters; the advantage is rapidly reversed at lesser ranges. The antitank helicopter is outranged by long-range air defense cannon and surface-to-air missiles.

Because of the forward deployment of large numbers of air defense weapons, the antitank helicopter cannot survive if more than momentarily exposed within range of air defense weapons which have not been destroyed, suppressed or obscured.

Thus, there is no essential difference between problems faced by the antitank helicopter and other combined arms team elements. It operates in the ground combat environment, engages at ranges which minimize its vulnerability, takes maximum advantage of terrain cover and concealment, coordinates suppression with movement.

If the enemy comes out from under his SAM envelope, outdistances air defense elements, or his forward area air defenses can be suppressed [by ECM artillery fire], the attack helicopter should have a clear advantage.

Antitank helicopters should be employed in numbers at critical points, committed by platoons in series and recycled on station as rapidly as they can be rearmed, and refueled as long as the battle lasts.

Battalion, brigade, and division commanders must plan and coordinate air defense suppression operations lest they not receive effective support either from attack helicopters or USAF fighters.

Close air support of offensive operations has been greatly complicated by highly effective forward area enemy air defense weapons. Nonetheless, the ordnance load of the modern Air Force fighter is so lethal in its wide variety of special and

" . . His report is probably one of the most brilliantly studied, written and put together papers that I have ever read . . It clearly tells how the Army was going to take back part of the roles and missions . . "

" . . Before ending this article, I believe we have to discuss what the Services call roles and missions. With the establishment of a separate Air Force in 1947, the roles and missions of close air support were given to that new arm.

I fully expected at that time that the Air Force would take over the flying of the Services which would have included all military airlift whether fixed wing or rotary wing, all close air support whether that was to be used by the Marines or the ground troops, all air-to-air interception for air superiority and superiority over the ground, eventually moving into the Navy role, to protect the fleets.

Naturally, I expected the Strategic Air Command mission to remain with the Air Force as well as air defense. What the Air Force didn't reckon with, however, was a task force headed by General Hamilton H. Howze whom Defense Secretary McNamara ordered to investigate the possible uses of air for the benefit of ground troops.

His report is probably one of the most brilliantly studied, written and put together papers that I have ever read, but there are times when I think that I was probably the only person interested in air power who took the trouble to read it.

It clearly spells out how the Army was going to take back part of the roles and missions, particularly in transport with rotary wing of observation and close air support, which they did in Vietnam and did brilliantly.

Because the Air Force did not pay attention to the role of close air support by developing an aircraft until too late, I believe that it will now share close air support missions with the Army, Marines and the Navy, so we are right back where we started. In effect, we've four tactical air forces today, each assigned a role in close air support.

QUOTES

1

Comment by MG DONN A. STARRY, Commandant, U.S. Army Armor School, Fort Knox, Kentucky in the Nov.-Dec., 1974 issue of ARMOR Magazine

general purpose weapons that against hard targets it continues to be the most effective weapon available to the ground commander under conditions of intense combat against enemy forces with modern air defenses. Close air support requires a coordinated plan of air defense suppression including extensive use of electronic countermeasures. Fighters are better at destruction than at suppression because of their intermittent delivery capability.

And so, regardless of how the engagement begins, it is fundamental to the modern armor battlefield that the role of the tank-mech infantry-artillery-antitank helicopter-tac air team is to somehow, somewhere, break through the enemy defense system, enter the area to the rear of those defenses, and by aggressive and violent combat action destroy the integrity of the defenses, forcing the enemy to surrender, be killed or abandon the position."

2

Comment by SEN. BARRY M. GOLDWATER, in a November, 1974 article in the SATURDAY EVENING POST entitled, "The U.S. Air Force. Ready, Willing, and Able."

The Army has more aircraft than either of the other flying Services and yet, in 1947, an independent Air Force was developed and was separated from the Army.

I know that this whole subject is under constant study by the Pentagon. And it should be, because there is reason to doubt whether we are able to support four separate tactical forces any more than we would be able to support two, three or four strategic forces.

I believe it is perfectly obvious by now that the Army will continue to provide its own close air support with helicopters, some not even developed yet, and that it will continue the transportation of small units by helicopter as well as observation."

" . . for the two years 1972-1973 CBS Evening News 'was seriously deficient in presenting a fair, full, and meaningful picture of nat'l security developments"

"It is nearly four years since the Columbia Broadcasting System perpetrated the outrage of 'The Selling of the Pentagon,' staunchly denied it had violated any canons of journalism, and then promised not to do it again. There appears to have been some improvement in the caliber of CBS newscasting since then, but not enough. A new study, called 'TV and National Defense: An Analysis of CBS News, 1972-1973,' has been published by the Institute for American Strategy, and it documents the bias. The author is Dr. Ernest W. Lefever, a senior fellow of the Brookings Institution.

The conclusion he reaches should not surprise anyone. It is that for the two years under examination, the CBS Evening News 'was seriously deficient in presenting a fair, full, and meaningful picture of national security developments.' Backbone of the complaint is the violations Dr. Lefever found of the Fairness Doctrine, supposedly enforced by the FCC.

CBS Evening News, anchored by Walter Cronkite, is lopsided, the study concludes. On defense issues, the record shows CBS portrays external threats to US security as LESS serious than perceived by the Administration. It rarely gives time to the viewpoint

3

Editorial comment appearing in the January, 1975 issue of AIR FORCE Magazine

Editorial Comment appearing in the January, 1975 issue of AIR FORCE Magazine (Continued from P. 31)

that these threats are MORE serious than perceived by the Administration. In fact, a statistical study of broadcast references for 1972 shows that material discounting the security threat got on the screen 61.83% of the script, as opposed to 3.54% for the opposite opinion.

Probably more serious in this era of trial about national priorities, CBS, in the period examined, failed completely to tell its listeners anything about at least two dozen developments in Russia that helped upset the balance of power.

In the two years covered by the Lefever study, CBS Evening News devoted a total of one minute explicitly to a comparison of U.S. and Soviet strength. The CBS audience heard NOTHING about:

. . the successful testing of a new Russian 4,500-mile, submarine-fired missile,

. . the testing of a satellite that can destroy U.S. satellites,

. . initial production of the Backfire bomber,

. . the launching of the first Soviet aircraft carrier,

. . or that the Kremlin spends 20% of its Gross National Product on defense, as compared to our 5.9%."

Letter to the Editor by MG William J. Maddox, Jr., on Army Aviation's role in a World 'Copter Championship

"I can't let one of those little challenges go unanswered. Your editor's note in the Nov-Dec 74 issue supporting the Helicopter Olympics pinked the skin for several reasons.

First of all, it's out of touch with the extremely stringent financial and manpower situation we're in. It costs a lot of money to train and field a team which would do credit to the U.S. . . Hq, USAREUR doesn't have such funds when its many pressing needs are considered.

In fact, the Army as a whole is in a very tight situation based on Congressional criticism and the increasingly liberal mood of the Congress. We are probably retaining the Army strength of 785,000 solely because of our stated intention to revamp the Army as a 16 division force.

In fighting for this goal, significant violence has been done to many headquarters and support organizations to accommodate a 16 division posture. USAREUR must fund the significant force structure changes brought on by Congressionally-directed increases in its "teeth to tail ratio."

Further, we're operating under a restriction on travel which will bring us to a virtual standstill. For, instance. Fort Rucker has only $21,000 allocated for travel for the remainder of the Fiscal Year. This includes all types of TDY travel to include attendance at schools, recruiting, combat developments activities, courts and boards, and meetings and conferences.

The same situation pertain throughout the Army, including Europe. Most headquarters have cancelled all movement except that required for health and safety and that necessary to meet statutory requirements. We not only are faced with a petroleum shortage and increased funding required to buy our fuel, but there is a possibility of a strike-induced shortage.

At the present time, some major headquarters, to include FORSCOM, have suspended all administrative flying. We're discussing with Europe some major cuts in tactical training. My hope is that we, at least, can keep on training.

These constraints in the aggregate argue against any new ventures such as the World Helicopter Championships. I want you to know that if I can keep all of my courses intact and TDY students arriving here on time for scheduled instruction, I will feel immensely happy whether or not there is a World Helicopter Championship.

In the second place, it's a shame you associate the Silver Eagles with the Helicopter Olympics. In such an environment as I have described above, there is no assurance that the Silver Eagles can continue in existence, and I place their existence in a much higher priority than I do a World Helicopter Championship.

The Silver Eagles are a very important Army asset, justified and funded for their value in recruiting and representing the U.S. Army to the American public.

While their precise contribution cannot be measured, the press clippings and letters of appreciation from around the country attest to their professionalism and good image. No USAREUR helicopter team could accomplish the same results appearing in France in 1975 . . and I assure you there would be no helicopter demonstration team activated if we were to cash in the Silver Eagles.

I know you are impatient to keep things moving but I assure you those of us who are responsible for the Army Aviation Program are managing to keep as many balls in the air as we can safely. The truly important programs are still running.

The peripherals and "nice to haves" already have bitten the dust. There is no mairzy doats . . . and no doezy doats either. Best regards."

Dear Editor:

LETTERS TO THE EDITOR
AS SUBMITTED BY
READER-CORRESPONDENTS

FT.McNAIR, D.C.□□□□□□□□□□□□□

Would you pass on to our fellow ARMY AVIATION readers that the 229th Assault Helicopter Battalion has been awarded the Presidential Unit Citation by G.O. 19, Hq DA, dated 18 June 1974.

Since the 229th was deactivated o/a August, 1972 there was no awards ceremony and, therefore, dissemination of the award information has been very limited.

—Colonel Lewis J. McConnell

Fly-By • Pro an Con

PLEASANTON, CA□□□□□□□□□□□□

I take exception to the claim in the Nov-Dec 74 issue that the 1st Cav flew the "largest fly-by". I believe the 11th Air Assault Division had a fly-by that was much larger when we returned from Air Assault II maneuvers in the Carolinas in Oct-Nov 64.

At that time we were organized into a huge fly-by as we approached the Columbus/Fort Benning area. The fly-by consisted of at least to Bns of UH-1's, one Bn of Chinooks, gunships, four or five companies of Caribou, two to three companies of Mohawks, Flying Cranes, etc.

I'm sure you can check this out. I remember it particularly well for the commander got all of us on one frequency and gave us a fine [aerial] "Thank you!" for our outstanding performance in the Carolinas.

—MAJ Christian J. Miller, III
TC-USAR

ABILENE—Instructor Moritz, Cadet Captain Cason, and MAJ Goodin, Asst PMS, after Cason's solo flight. [See story at the right.]

APO NEW YORK□□□□□□□□□□□□□

Reference the Nov-Dec 74 article entitled, "The Largest Fly-by? The 1st Cav did it!" . . I was there and saw the monster fly-by, and I feel the record is not one of which to be proud.

In my opinion, the aviators were extremely lucky to be alive today. I don't feel it's good judgment to place that many aircraft in a formation. Commanders all too often try to impress many people, and throw safety out the window.

Having 126 aircraft in such a small area is dangerous, but not half as dangerous as the six UH-1's that made emergency landings at Ft. Hood because they had less than five minutes fuel left. In this instance, I guess setting a new record was more important than "safety" or lives.

—CWO Dwight C. Allen

(Ed. Note: Proficiency in mass formation flight would appear to have military value. It beats telling 16, 46, or 126 pilots, "We have to be at Point B in 37 minutes. Everyone scramble!" . . Advance training would increase mission safety.)

WASHINGTON, D.C.□□□□□□□□□□□

I'm well aware that Army Aviation can always use some good publicity — here's an opportunity to gain some. The Army Navy Club [Faragut Square & I St., N.W., Washington, D.C. 20006], is searching for Army aircraft models, both current and past. They'll be displayed in the lower hallway in cases to go with the USAF, USN, and USMC models. Commander John S. Heyde, Jr., a Club Board member, is endeavoring to build up this excellent display. Contact him — or me at [703] 525-3710 for assistance in picking it up and delivering it to the Club.

—BG Hallett D. Edson, USA [Ret.]
Executive Vice President, NAUS

ABILENE, TEX.□□□□□□□□□□□□□

Cadet Major Anthony Marley and Cadet Captain Randall Cason, now taking the ROTC Flight Instruction Course while MS IV ROTC students at Hardin-Simmons University, have joined Quad-A as undergraduates which I feel is both unique and newsworthy.

In the photo shown at the left, Cadet Cason is shown receiving his solo wings from the writer as his flight instructor, Mr. Eldon Moritz of Abilene Aero, a civilian FAA-approved flight school approved by DA, looks on.

—Major Marion J. Goodin, Jr.
Assistant PMS

WASHINGTON, D.C.

I don't know how you're fixed for space, but if it's at all possible I'd appreciate it if a few lines could be written in memory of one of Dynalectron Corporation's employees who recently died and who was well known, and a good friend of literally hundreds of Army Aviation personnel in Vietnam. Harold [Hoppy] May will be remembered by many ARMY AVIATION readers as a young, energetic man whose devotion to Army Aviation contributed significantly to the Army's mission in Vietnam. He served as one of our key managers there for seven years, primarily in the Vung Tau area.

Hoppy was stricken with lung cancer early in 1974 and died in El Paso on October 7.

—Dan Bannister, Group Vice President

• KABUL, AFGHANISTAN

You haven't heard from me in a long time for I spent three years in Pakistan and a year in Vietnam prior to getting this assignment. However, I've been getting ARMY AVIATION wherever I've been even though the magazine takes over two months to get to Afghanistan by surface pouch.

Thinking it may be worthy of publication, I've sent a photo [top, right] of me in front of the Convair VC-131A aircraft, assigned to this US Defense Attache Office, and I'm one of two pilots assigned to fly it [LTC D.H. Hutchinson, USAR, Air Attache, is the other.] I imagine that there aren't too many Army Aviators currently authorized to pilot VC-131A aircraft in the system, and because of this a notam may be newsworthy. Best wishes to you and your staff.

—Colonel ARNE H. Eliasson
Defense Attache

FORT EUSTIS

We've got her and like it! . . LT Linda Horan, TC, is now a member of Aircraft Maintenance Officer and Repair Technician Course [Class 4-75] at Ft. Eustis. LT Horan is the FIRST woman Army Aviator to attend AMORTC in its almost 20-year history.

—CW4 Donald R. Joyce

STOCKTON, CA

I've been an AAAA member since '66, and have enjoyed reading the magazine even longer. This is my first 'Letter to the Editor.'

On p. 71 of the Oct 74 issue, you list 'AAAA Membership Totals' as at March 31, 1974. In the totals you lumped the Reserve Components and the Retired into one category and, in doing so, have slighted both. I'm certain this wasn't intentional, but in doing so you seem to compound a disinterest in Guard membership totals.

• Eliasson and VC-131A

Since leaving AD in '72, I've never see an aggressive recruiting effort or interest in the Guard.

Eventually, I believe the Reserve Components will have almost 50% of Army Aviation assets. If this is the case, somewhere around half of the AAAA's [future] membership totals will be from the Guard and Reserves, a pedrcentage that is nowhere reflected in the p. 71 totals.

In the past few years you've increased Guard visibility immensely: "On Guard!" columns, 'Outstanding Reserve Component Aviation Unit Awards,' and now I read you have Flight Pay Insurance tailored to ARNG-USAR aviation personnel and their pay tables. These are fine steps but you can do more . . .

Perhaps a special recruiting program, closer affiliation with active facilities having AAAA Chapters, more articles on ARNG aviation, a whole issue devoted annually to Reserve Components - in short, a multitude of ways are open to increase RC membership.

I hope I've been of some enlightment; I know you're trying your best and will try to do even better.

—Name withheld on request
California ARNG

(Ed. Note: This sounds silly, but the 2¼-in. column width would just not accommodate more than four vertical columns, and we settled (wrongly) for 'Rank, Active Army, Res. Component-Retired, and Total' as the four divisions. It won't happen again.

AAAA's 1975 programs include two Regional Conventions and one National Convention that will cater to ARNG and USAR on a professional basis, which may not be the sexiest way to go about interesting Guardsmen and Reservists in Quad-A, but solid meat and potatoes for those

[Continued on Page 39]

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ALL THE WAY WITH QUAD-A . . One of the few Aviation Companies to boast 100% membership in the Army Aviation Ass'n, USAREUR's 207th Aviation Company poses outside of Base Operations at Heidelberg Army Airfield. Shown kneeling, left to right, are CW2 Robert Curtis; CPT James Connally; Majs John Jones (XO) and William Peele (CO); CPT Curtis Harvey; CW3 William Davis, & CW2 Stanley Gilbreath. Standing, left to right, are CPT Wayne Murray; CW3's Daniel Norton and Frank Cummings;CPT's Daniel Lott, Michael Brown, & Dieter Troster; CW2's James Herron & Ken Brady; CW3 Billy Brooks; CPT Harry McGinness; & CW4 Harry Bryant. Missing are CPT's John Shoop & William Luther; CW3 George Snead; and CW2 Robert Smith.

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AAAA's First Region plans March 20-22 Professional Conference in Atlanta, Ga.

The recently-activated First Region - AAAA, comprised of the First Army geographical area, will hold its first Regional Convention in Atlanta, Ga., on March 20-22. Site of the professional-social meeting is the Executive Park Motor Hotel (1447 N.E. Expressway, Atlanta GA 30329).

While specific programming details are not available at this time, the theme of the Regional gathering is "Cockpit Focus - AAAA 1975", a program that will bring to the cockpit and junior grade operator the same highly professional programs and social activities enjoyed at AAAA's National Convention.

An important part of the program will be the presentation of AAAA Regional Awards honoring outstanding Active Army and Reserve Component aviators, soldiers, and units within the First Region. The awards are similar to those presented annually at the AAAA Nat'l Convention, and Regional award winners will automatically be entered in the worldwide competition.

Regional Executive Board members who have attended planning meetings at both Ft. Bragg and Atlanta include MG William J. Maddox, Jr. (Pres.), COL Clement A. Wyllie, Jr. (ExVP), and LTC Neal R. Christensen (Sec-Trea). Regional Vice Presidents are COL Arnold R. Pollard (Awards), Yancey C. Parker (Community Affairs), Eugene J. Talila (Industry Affairs), COL Kenneth D. Mertel (Membership), COL Joseph H. Kastner (Programming), COL Kenneth J. Burton (Reserve Component Affairs), and COL Eugene B. Conrad, Ret. (Retired Affairs).

The Regional Board also includes the Chapter Presidents within the Region. COL Loren C. Strange (Aviation Center Chapter), Kenneth E. Horsey (Connecticut Chapter), COL Paul F. Anderson (David E. Condon), Thomas P. Peppler (Delaware Valley), CPT Emory Deason, Jr. (Embry Riddle Chapter), CPT Curtis P. Laird (Ft. Benning), COL Kastner (Fort Bragg), COL Mertel (Fort Monroe), LTC Robert J. Wise (Greater Atlanta Chapter), COL Lee M. Hand (Monmouth Chapter), and COL Frank L. Jensen, Ret. (Washington, D.C.)

Registration forms, hotel reservation coupons, and additional information may be obtained by writing to: First Region - AAAA; P.O. Box 261, Ft. Rucker AL 36360.

YUK!

Casey Stengel, the Grand Old Man of Baseball, turned up in Florida one winter wearing a brand new hearing aid. When asked about it, he replied that it was the best hearing aid made and had cost him about $1,500.

"My!" said his questioner, "that must be a good one. What kind is it?"

"Half past four," replied Casey, glancing at his watch.

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SEER, Wayne
144 East Washington Street
Hanson MA 02341
STAP, John, Jr.
10001 Hwy W. 20, Suite 1038
Huntsville AL 35806
STEIN, Henry M.
2029 East Lake Shore Drive
Twin Lakes WI 53181
WALKER, Hugh E.
P.O. Box 204
Grenora ND 58845

DEAR EDITOR (Continued)

who look for professional benefits. Another new 1975 benefit: Regional Awards in both the First and Fifth AAAA Regions for the top Reserve Component "Aviator" and "Aviation Soldier of the Year" in each Army Area. As it says on an AAAA leaflet, "We're trying!")

ERIE, PA □□□□□□□□□□□□□□□□

How come it takes the magazine so long to reach me, but the bill for same comes so fast? It's the same Post Office.

—MAJ Richard C. Beck

(Ed. Note: Same P.O., but different types of mail. The magazine goes by Second Class; bills are sent by First Class. At current rates, it would cost an add'l $4.80-$6.00 a year to forward the issues by First Class, and AAAA dues at $16 per annum just to get quicker delivery is a bit much. We've had add'l production problems as well; please see our note on Page 2.)

WILLIAMSBURG, VA. □□□□□□□□□□

A great life! . . Being a consultant for Hughes in the Tidewater Peninsula area is very interesting and keeps me in close touch with Army Aviation and AAAA.

One thing appears obvious to me is the waning interest of the new Army Aviator. How can we make him feel more important and at the same time strengthen his ties to Army Aviation? . . Possibly in two ways.

First, how about the magazine publishing more personal stories with pictures? [Ed. note: We're all for it - send them in!). **Call upon some old snapshots; old Aviation Test Board pictures, for example.** (Old Test Boarders, please note.)

Publish events of flying - stories of delivering planes (We've got one on page 46). **Get one Chapter member to gather and submit stories or data each month.** (This is being done on a small scale by the Chapter VP's for Publicity/Public Affairs).

Recreate the old pilotage romance. (We've pushed for Gunnery Meets, Helicopter Championships, etc. over the years. See page 32 for one pilotage project that's gone down in flame.)

Secondly, assure that in the next group of persons inducted into the 'Army Aviation Hall of Fame' you recognize Army Aviators for their efforts as PILOTS. Reach for the Babe Ruth's and the Stan Musial's in our business. (We chronicle; others elect. Assurances are out the window when 10,000 nominate; 16 pare the nominations down to 17; and 5,000+ elect seven candidates of the 17.)

I sincerely hope these few words are helpful, and are accepted in that atmosphere.

—LTC Thomas E. Hall, Ret.

(Ed. Note: While we agree with the writer that the 'romance' of our business suffers, particularly in peacetime, — and the 'Hall of Fame' is a year-to-year effort to elaborate on and then record Army Aviation legend, the answer to the 'waning interest of the new Army Aviator' lies elsewhere.

We can tell him about the feats of pilotage, but this won't change the fact that we're curtailing his flying time, eventually pushing him into ground duty (although many seek such duty), continue to RIF many of his contemporaries (many with one to two thousand combat flying hours), and - in general - seem to discourage the thought of a lifetime in the cockpit.' It's small wonder, then, that we have a waning interest.

Even the jargon we adopt is abrasive: 'Gates' being an example. The synonym for 'gate' is 'barrier,' and 'barrier' is not a word that appears in Employee Relations programs or pamphlets.

We can find and publicize our aviation Ruth's and Musial's, but we should also recognize that the new breed of aviator just isn't getting the same number of times at bat, isn't elated about warming the bench, and has to contend with something none of the old-timers had to face: a pair of gates in the dugout.)

ACTION! CAMERA!

Film and sound crews record a scene as an AH-1 Cobra zooms by during the filming of a Nap-of-the-Earth [NOE] training film at Ft. Rucker. Most of the filming was done at the Yakima [Wash.] Firing Center. The 40-min. film entitled "Down to Earth - NOE" has been produced by USAAAVS, and is tentatively scheduled for release in March.

AAAA AWARD

The Aero-Rifle Platoon [Blues], C Trp, 3/5 Cav was awarded an 'AAAA Certificate of Appreciation' by the members of the Mt. Rainier [Fort Lewis] Chapter for its outstanding support of the Chapter during 1974. □

FIRST REGION - AAAA PLANS MARCH 20-22 CONVENTION IN ATLANTA, GEORGIA

TENTATIVE PROGRAM FOR TWO-DAY CONFERENCE AT EXECUTIVE PARK MOTOR HOTEL, ATLANTA, GA.

THURSDAY, 20 MARCH 1975

1200-1800 Registration. Check in at the Convention Hotel (Executive Park Motor Hotel).
1330-1630 Visit the AAAA Exhibit Areas.
1600-1700 Coordination Meeting (Executive Conference Room).
1900-2100 Early Birds' Reception.
2100-2300 Visit Hospitality Suites in the Executive Park Motor Hotel.

FRIDAY, 21 MARCH 1975

0800-1130 Professional Presentations (Saratoga Hall).
0900-1500 Ladies' Sightseeing Tour of Atlanta, Ga.
1200-1330 AAAA General Membership Luncheon.
1400-1630 Professional Presentations (Saratoga Hall).
1800-2000 Regional President's Reception.
2100-2300 Visit Hospitality Suites.

SATURDAY, 22 MARCH 1975

0830-1130 Professional Presentations and Wrap-Up Meetings.
1100-1150 General Membership Open Business Meeting. Brief remarks; Nat'l and Regional Presidents.
1200-1430 First Region — AAAA Honors Luncheon. Presentation of Regional AAAA Awards for 1974-1975. (Saratoga Hall).

Note: All activities will be conducted in Executive Park Motor Hotel. The exact location of Receptions, Display Areas, and Meeting Rooms will be provided at the time of Convention Registration.

TOPICS FOR PROFESSIONAL PRESENTATIONS

(Subjects are tentative and subject to change)

NOE—Tactical Instrument Flight—Helicopter Icing —Multi-Track Instructor Pilot's Course—Something from the Flight Surgeon—R&D Update—OPMS and the Army Aviator— Aircraft Maintenance in the Field—82d Abn Div Training—Ft. Benning Training—Reserve Component Training in First Region—Night Flying Update —SFTS-Field Application—Wives' Program: Flight Surgeon Presentation/Sightseeing Tour of Atlanta, and still other "activities" to be announced.

FIFTH REGION - AAAA CONVENTION SET FOR APRIL 9-11

The Fifth Region - AAAA has completed plans for its Second Annual Meeting and Awards Luncheon in San Antonio's Convention Center. The meeting will be held in conjunction with a Fifth U.S. Army Aviation Training & Standardization Conference for the Reserve Components. The 1975 program will address the subject of the tactical employment of Army Aviation as well as discuss the latest developments in policy, doctrine, and hardware. The '75 Regional Awards Program has been expanded to include AAAA Regional Awards to the Reserve Components' 'Aviator' and 'Soldier of the Year.' Full details have been mailed to 5A members.

FIRST REGION—AAAA CONVENTION REGISTRATION FORM
March 20-22, 1975—Executive Park Motor Hotel, 1447 N.E. Expressway, Atlanta, Ga.
RETURN THIS CONVENTION COUPON TO:
First Region—AAAA, Post Office Box 261, Fort Rucker, Alabama 36360

REGISTRATION FORM FOR 1975 AAAA FIRST REGION CONVENTION

Rank/Grade Name

Military Unit or Business Firm

Address

City State ZIP

CONVENTION REGISTRATION FEE [$6]
☐ I have enclosed the Registration Fee.
☐ I'll pay on registering on March 20.

FIRST REGION HONORS LUNCHEON [$9]
☐ I have enclosed the cost of the ticket.
☐ I'll pay on registering on March 20.

AAAA LADIES' ATLANTA TOUR [HOSTED]
☐ I'll attend the Convention with my wife and she wishes to join the Tour Group.

MAKE YOUR CHECK PAYABLE TO:
"First Region—AAAA" and return with this coupon to the address appearing at the top.

Programming information and other Convention details will appear in the subsequent issues of "Army Aviation", will be enclosed in all First Region Chapter mailings forwarded during January and February, or may be obtained by writing to: First Region—AAAA; ATTN: COL Clement A. Wyllie, Jr., Post Office Box 261, Fort Rucker, Alabama 36360.

Executive Park Motor Hotel Reservations

SPECIAL HOTEL ROOM RESERVATION COUPON
Complete and return with deposit directly to:
Executive Park Motor Hotel, 1447 North East Expressway
Atlanta, Ga. 30329

I will be attending the First Region-AAAA Convention. Please reserve the room[s] as checked below and confirm the reservation to my address as shown. I understand that I am to include a deposit to cover the first night's lodging and have enclosed this amount.

☐ A Single Bedroom at $18.00 per night; ☐ A Double Bedroom at $22.00 per night;
☐ A Quad-Room [4 persons] at $24 per night. [Reservations due on or before March 8.]

Arrival Date ..... Departure Date .....

No. of Persons ..... No. of Rooms Required .....

Name

Military Unit or Firm

Address

City State ZIP

ARMY AVIATION ASSOCIATION

AAAA Activities

AN UPDATE ON WHAT'S HAPPENING IN AAAA'S WORLDWIDE-CHAPTER ACTIVITIES

JAN. 14. Air Assault Chapter [Ft. Campbell]. Late afternoon professional meeting. **Ralph P. Alex,** Chief, R&D Marketing, Sikorsky Aircraft Division, guest speaker. "UTTAS First Flight." Airmens' Club, Campbell Army Airfield.

JAN. 15. Southern California Chapter. Professional dinner meeting. **Richard J. Trainor,** Director, Systems Review & Analysis, ODCSR&DA, guest speaker. "The changing nature of the decision-making environment as it applies to Army Aviation." Airport Marina, Playa del Rey CA.

JAN. 16. Fort Benning Chapter. Late afternoon professional meeting. **Ralph P. Alex,** Chief, R&D Marketing, Sikorsky Aircraft Division, guest speaker. "UTTAS First Flight." Supper Club , Main Officers' Mess.

JAN. 17. Checkpoint Charlie [Berlin] Chapter. Late afternoon business-social meeting; participation at Berchtesgaden Regional Convention, USAREUR AAAA Region. Harnack House, Berlin.

JAN. 19. Indy Chapter. Activation Meeting.Installation of initial slate, confirmation of 1975 Chapter meeting program. Shelbyville Flight Facility.

JAN. 22. David E. Condon [Ft. Eustis] Chapter. Late afternoon Cocktail Party for members and their wives following safety meeting. 1-9 Club. Members only.

JAN. 24. Richard H. Bitter [Corpus Christi] Chapter. Professional dinner meeting. **MG Alton G. Post,** DCSLOG, Hq. TRADOC, guest speaker. American Legion Hall.

JAN. 25. Fort Hood Chapter. Midwinter Formal Dinner-Dance. **LTG Allen M. Burdett, Jr.,** Commander, III U.S. Corps & Ft. Hood, guest speaker. Ft. Hood Officers' Club.

JAN. 29. Army Aviation Center Chapter. Professional luncheon meeting. **John J. Dixson,** Test Pilot, Sikorsky Aircraft Division. "UTTAS First Flight." Ft. Rucker Officers' Open Mess.

JAN. 29. USAREUR Region - AAAA. Fifteenth Regional Convention. Professional-social activities. **LTG Elmer H. Almquist,** Deputy Commander in Chief, USAREUR, keynote address. AAAA Regional Awards; industry-military presentations. Members only. Berchtesgaden Recreation Center.

JAN. 29. Fort Monroe Chapter. Professional luncheon meeting. **Hughes Helicopters' representative** with briefing on AAH. Fort Monroe Officers' Club.

JAN. 30. Persia Chapter. General membership brunch followed by films. USAFOOM.

FEB. 7. Army Aviation Hall of Fame Selection Committee. Selection of 17 candidates for 1975 **Hall of Fame** ballot. Washington, D.C.

FEB. 8. National Executive Committee Meeting. General business meeting. Sheraton National Hotel, Arlington VA.

FEB. 8. Golden Gate Chapter. Professional dinner meeting. Presentation by a **Beech Aircraft representative.** Fort Mason Officers' Club.

FEB. 14. Aloha of Hawaii Chapter. Valentine's Day Cocktail Party; presentation of Honorary Membership to **MG Harry W. Brooks,** Commander, 25th Inf Div. Tripler Army Medical Center OOM.

FEB. 15. Washington, D.C. Chapter. Annual Sweetheart Ball (Formal). Fort Myer Officers' Open Mess.

□ **AWARD WINNER - Norman R. Augustine, r., Asst Sec of the Army [R&D] visits the Aeromedical Research Lab at Ft. Rucker prior to presenting the facility with a DA Award as the "Most Improved Lab" in the Army. Shown, l-r, are COL Robert W. Bailey, lab commander; LTC Stanley C. Knapp, Bioengineering Chief; Joe Haley, engineer; and CPT Pierre Allemond, the lab's Aviation Safety Officer. [USA photo]**

MASTER WINGS — LTC Pierre V. Brunelle, center, ODCSLOG, FORSCOM, Ft. McPherson GA, is shown receiving his Master AA wings from MG L.M. Jones, Jr., FORSCOM DCSLOG as his wife, Karen, right, looks on during recent awards ceremonies held at the Georgia facility. □

FEB. 20. Checkpoint Charlie [Berlin] Chapter. Guided Tour of Berlin Air Safety Center following AAAA Luncheon at Columbia House, TCA.

FEB. 21. Fort Bragg Chapter. "1975 Aviators' Ball." **BG William L. Mundie,** Director, OPD, MILPERCEN, guest speaker. (Formal). Fort Bragg Officers' Open Mess.

FEB. 27. Latin American Chapter. Late afternoon business-social meeting. Installation of 1975-1977 Chapter officers. Albrook AFB Open Mess Patio Area.

MAR. 8. AAAA National Awards Committee. Selection of 18-20 AAAA National Scholarship Winners. Sheraton National Hotel, Arlington VA.

MAR. 20-22. First Region - AAAA. First Regional Convention. Professional-social activities. Theme: **"Cockpit Focus 8 AAAA 1975."** Military presentations; AAAA Regional Awards. Executive Park Motor Hotel, Atlanta GA. (See details on page 40).

APR. 9-11. Fifth Region - AAAA. Fifth Regional Convention held in conjunction with the 5th U.S. Army Aviation Training & Standardization Conference. Professional-social activities. **MG Donald V. Rattan,** Deputy Commander, 5th U.S. Army, keynote address. Military presentations; AAAA Regional Awards. San Antonio Convention Center; Hilton Palacio del Rio Hotel and Courthouse Square TraveLodge. (Full details by direct mail and in next month's issue.)

JUNE 13. 1975 Army Aviation Hall of Fame Induction Banquet. U.S. Army Aviation Center, Ft. Rucker AL.

OCT. 22-24. The Seventeenth AAAA National Convention. Sheraton National Hotel, Arlington VA.

'74 - A GOOD YEAR FOR WARRANTS

BY COLONEL TED A. CROZIER
Chief, Aviation Warrant Officer Branch, OPD, MILPERCEN

REFLECTIONS on the happenings of the past year show it to have been a pretty good year for the Aviation Warrant Officer Branch.

The following events took place during 1974 and are of interest to all in the Branch:

- The Warrant Officer Senior Course and the Aviation Warrant Officer Advance Course are well established. The "Cooperative Degree Program", similar to those of commissioned officers' advance schools, is now an integral part of both programs of instruction.
- Commanders may now assign CW4's to field grade post housing.
- Warrant Officers are now members of AUS promotion selection boards, active duty recall boards, and RA selection boards.
- Some 85 AWO's have attended the Civil Schools' Program.
- Flight school for Warrant Officer Candidates has become increasingly competitive, thus assuring that new aviators of very high quality are entering the branch.
- Women are now attending the WOC program.
- Record-a-phone service is available at all times after branch duty hours and on weekends. [Call the Branch on extension 7507 and leave your message. The phone will ring once; when you hear a beep, start talking, and on the next day, action will be taken on your request.]
- In the vast majority of cases, the Branch has met its objective of having overseas orders out 180 days prior to the move, and it looks forward to improvement in 1975.

Breakout of Branch Strength

Although total strength is down from a peak of 12,692 AWO's during the Vietnam Conflict to a present strength of aproximately 6,000, increased emphasis on the personal treatment of individuals demands considerable time. The breakout of Branch strength is:

Chief Warrant Officers [W4's]	379
Chief Warrant Officers [W3's]	886
Chief Warrant Officers [W2's]	3,802
Warrant Officers [W1's]	678

Of this number there are 850 RA AWO's, 107 Long Range Active Duty Program [LRADP] AWO's, 4,384 who are Voluntary Indefinite, and 403 who are Initial Obligation Tour [OBV].

The Pro's and Con's on RA

While on this subject, let's discuss the pros and the cons of being in the Regular Army. The principal ADVANTAGE is security in the Service beyond 20 years.

The main DISADVANTAGE is the Dual Compensation Act, a law which allows retired Regular Army officers to hold civilian positions in government service at a reduced rate; specifically, $3,484.42, plus civilian pay, plus 50% of remaining Retired entitlements.

So it's not so bad; you lose enough of your Retirement Pay to keep you in a lower tax bracket.

LRADP is a way in which to remain beyond 20 years as a Reserve officer. Each year, the records of those individuals with 18 years' service are reviewed by the LRADP Board for retention beyond 20 years.

The LRADP's selection rates for AWO's in the past have been:

15% in Fiscal Year 1973; 8% in Fiscal Year 1974; and 7% in FY 1975. Retention rates for Reserve AWO's may or may not be lower in the future, and remember that you cannot apply for LRADP, but must take your chances along withWarrants who have 18 years of service. The RA Board meets on a monthly basis, and I certainly encourage you to make application.

[Continued on the next page]

Branch turnovers

There have been many changes in the AWO Branch, and farewells are in order for:

LTC Philip Courts, who'll assume battalion command in Ft. Lewis' 9th Inf Div; CW4 Curtis Turner, who retired to S.C.; CW4 John Fuller, now asgd to PAT Flight at Davison AAF, as is CW4 Elmer "Mel" Cook. The latter was recently appointed by LTG John Wright, AAAA's Nat'l President, to Quad-A's Nat'l Executive Board as a National Member-at-Large.

CW3 Henry Cartier has also left us for WO Senior Course 75-2 at Ft. Rucker, and Mrs. Bernice Williams has retired after 32 years of government service.

All of these fine personnel will be sorely missed, and our best wishes and hopes for future success go with them.

At the same time, we extend a hearty welcome to the following new Branch arrivals:

LTC William Lenderman [XO & Assignments] from the 101st; CW4's John Valaer [Assignments] from USAASO, John Walsh [Personnel Actions] from the PAT Flight at Davison, John Vleck [Professional Development], from the AWO Career College at USAAVNC, and Lloyd Washer from WO Senior Course 75-1.

Also joining us are Mrs. Gertrude Younger [Professional Development]; Mrs. Carolyn McKaskle [Professional Development]; and Mrs. Glenna Hesterberg [Administrative Section].

FT. EUSTIS — Logging more than 200,000 man-hours in 1974, the 25 military members of the Ft. Eustis Project ZYA office were honored by AVSCOM. their parent unit, in recent ceremonies. Responsible for overseeing the installation of modifications on more than 1,800 Army, ARNG, and USAR Hueys and Cobras, the unit completed inspection on No. 1,000 since beginning work in September, 1973. Actual modification is conducted by bid-controlled contractors, and in the photo above, Floyd Crosslin of the Dynalectron Corp., awards a ZYA plaque to MAJ L. Brice Whitson and CW3 Henry Freudenberger of Ft. Knox, pilot and co-pilot of No. 1,000. [USA photo]

Our new batting order...

In view of the many changes and new faces, we'll list the Branch action officers and their Branch phone numbers for you:

Branch Chief

Colonel Ted A. Crozier 7507*
Mrs. Nancy Kitchen [Secretary]

Assignments Section

LTC William Lenderman 7447
CW4 Edward Gilmore [Overseas] 0025
CW4 Edward Holmes [CONUS] 0026
Mr. Clarence Shaw [Overseas] 0026
CW4 John Valaer [CONUS] 0027
Mrs. Jan Pietrandrea [Secretary]

Personnel Actions Section

LTC William Kaler 7504
CW4 Allen Causseaux 0147
CW4 John Walsh 0146
CW4 Lloyd Washer 0147
Mrs. Georgia Small [Secretary]

Professional Development Section

LTC James Walker 7505
CW4 John Vleck 0658
Mrs. Gertrude Younger 0658
Mrs. Carolyn McKaskle [Secretary]

Administrative Section

Miss Monica Winslow, Chief 7506
Mr. Jim Warstler 7507
Mrs. Glenna Hesterberg 7507

*Autovon prefix for all numbers is 221. Commercial calls are Area Code 202, prefix 325.

A "Well done!"

We here at the Branch really appreciate the outstanding assistance rendered by your Branch representatives at the larger CONUS installations during 1974. Many, many thanks to:

CW4 Tom Barnes ..... Fort Rucker
CW4 Dennis Cox ..... Fort Bragg
CW4 Willie Hargrove ..... Fort Benning
CW4 Chuck Hawk ..... Fort Campbell
CW4 Larry Johnson ..... Fort Rucker
CW4 Tom Keene ..... Fort Lewis
CW4 Hugh Leatherwood ..... Fort Campbell
CW3 Norman Moore ..... Fort Carson
CW4 Charlie Proctor ..... Fort Hood
CW3 Roger Young ..... Fort Riley
CW3 Tom Cochran ..... Fort Bragg

Yes . . 1974 was a VERY good year! We wish you an even better one in 1975.

On Guard!

BY COLONEL CHARLES R. JONES, CHIEF, AVIATION DIVISION, ARMY NAT'L GUARD

Elimination of training courses

Due to fiscal constraints, the following aviation training courses at Fort Rucker, Alabama, have been eliminated:

- CH-54 Aviator Qualification Course
- Rotary Wing Instrument Course
- Fixed Wing Multi-Engine Course [Phase II U-8 and Phase III U-21 only]
- Rotary Wing Qualification Course
- Officer/Warrant Officer ATC Course
- Aviation Command and Resource Management Course

Additionally, all ARNG quotas for Initial Entry Flight Training were withdrawn effective 1 November 1974 for the remainder of FY75 and FY76. The ARNG Aviation Division, in conjunction with HQDA and FORSCOM is currently studying methods to accomplish the training that was eliminated from the curriculum at Fort Rucker. Information and guidance in this area should be forthcoming in the near future.

NGR-1 has gone to press!

The time is near for NGR 95-1 to be here! The Chief, National Guard Bureau signed NGR 95-1 and it was sent to the publisher in early December. The effective date of this publication will be sometime in February. Much credit is due the Standards & Training Branch for their perseverance in getting this important ARNG Aviation document to press.

The new branch chief of Standards & Training Branch has been appointed. LTC Pasquale R. Taddeo, former facility commander at Linden, New Jersey, has added his expertise to the ARNG Aviation Division. We are pleased to have an individual with his background and knowledge serving on the ARNG Aviation Team.

Loss of quotas affects strength

The withdrawal of ARNG quotas for initial entry flight training classes will require the ARNG to increase efforts to acquire aviators released from the Active Forces. Considering the input of first line aircraft and the need for increased unit readiness, it becomes imperative that aviator strength be brought up to the authorized level.

All units are requested to intensify current recruitment programs to acquire aviators to fill existing MTOE/TDA vacancies. All active duty aviators returning to civilian life, or who have already returned to civilian life, desiring to remain in Army Aviation should contact the nearest ARNG aviation facility or State Aviation Officer in the State in which they plan to reside.

Those of you on Active Duty should do this prior to separation. I believe you will be pleased with the professionalism of ARNG aviation and the benefits associated with being a member of the Army National Guard.

FY75 Flying Hour Program

Judicious use of the 293,710 allocated flying hours for FY75 will be necessary if we are to meet the training requirements and maintenance programs which have been established for the ARNG. If this is accomplished at all levels, some hours should be available for support of unit and airmobility training.

However, even excellent management of the current flying hour program will not allow the amount of airmobility training and ground unit support we would like to accomplish. Additional flying hours for the ARNG during FY75, above those already programmed, are nonexistent at this time.

Should additional flying hours become available, based on continuing efforts by the National Guard Bureau to obtain them, additional flying hour allocations will be considered.

Aviation unit training at Rucker

USAAVNC, Fort Rucker AL, has available an outstanding POI for Reserve Component Aviation Unit Training. This unique approach to provide refresher training affords RC aviation units an excellent opportunity to update all phases of unit operations and individual profic-

[Continued on the next page]

ON GUARD! (Continued)

iency aimed at improved readiness.

ARNG Aviation Division is keenly aware of the value of this program and is presently coordinating with all appropriate agencies to effect implementation of this training for ARNG aviation units in Wisconsin and Tennessee during AT 76.

ARNG aviation units interested in taking advantage of the superb USAAVNS training facilities, expert instructor staff, and program being offered are encouraged to write or call ARNG Operating Activity Center, ATTN: OAC-AVN, Bldg E4430, Aberdeen Proving Ground, MD 21010, AUTOVON 584-2244/2207.

"WE'RE NUMBER 1!"

At the '74 AAAA Convention, the Richard H. Bitter Chapter received an AAAA plaque at the General Membership Luncheon for having the "Highest Percentage Membership Gain' in Oct 73-Oct74. Up popped COL Bob Bonifacio, Persia Chapter President. "RECOUNT! . . At the '73 Convention, we had 52 members [having just organized], and now have 183, and that's a 250% gain! We think Jim Tuggey's people at Corpus did a fine job, but we did a better one!"

Be in known, then, that the blend of U.S. and Iranian members in Tehran, Isfahan, and other Iranian locales, was AAAA's top "growth" property in 1974. □

Three CWO's in recent Mohawk OV-1D trans-Atlantic U.S.-Hanau ferry flights

Not exactly the 72-leg around-the-world flight undertaken by Army crews, as described on pages 27-29, but an Army Aviation milestone nevertheless, the October, 1974 Europe-to-U.S. Mohawk flight was unique in many respects.

For example, THREE of the four ferry pilots were aviation warrant officers, Army Aviation's professionals . . then, too, it's interesting to note that at one point the craft attained a 300 mph ground speed and then some [aided by tailwinds] . . and the flight saved Uncle Sam, you and I, many $ over the disassembly-shipping-reassembly method.

CW3 Allen F. Ebbers and CW2 Gary L. Prosser of the 73rd M.I. Company, started their lengthy mission from Hanau Army Airfield in an OV-1C headed for turn-in at Grumman's facility at Stuart, Fla., the terminus.

The AA's flew the longer Arctic Circle route overflying England, Scotland, Iceland, Greenland, Labrador, and Newfoundland. The East to West leg of the round-trip flight was flown at altitudes under 10,000 feet to avoid the stronger headwinds at higher altitudes. Flight time? 28 hours from Hanau to Stuart, Fla.

At Stuart, the two were met by CPT Weldon O. Spencer and CW3 James R. West, of the 73rd, who'd departed Germany by commercial carrier. Both crews then picked up newly-renovated OV-1D models returning the Mohawks to Germany on October 29.

The return flight was flown at altitudes up to 19,000 with ground speeds occasionally exceeding 300 mph. The Stuart, Fla.-Hanau flight time was 24 hours.

PHOTO BELOW

CHILLY!—Getting a good taste of the Arctic weather in their anti-exposure suits are, left to right, CW3 James R. West, CW2 Gary L. Prosser, CPT Weldon O. Spencer, and CW3 Allen F. Ebbers. [Sondrestrom AFB, Greenland]

"COMMAND AND STAFF"

Major General James M. Lee, as Chief of Legislative Liaison, Dept. of the Army, Washington DC 20310.

Major General Marion C. Ross, as Commander, 7th Infantry Division, Fort Ord CA 93941.

Major General James C. Smith, as Chief of Staff, Eighth U.S. Army, APO San Francisco 96301.

Brigadier General Wilman D. Barnes, as Deputy Commander, Military District of Washington, Ft. Lesley J. McNair, Washington DC 20319.

Brigadier General Lloyd J. Faul, as Deputy Commander, U.S. Army Aviation Systems Command, P.O. Box 209 - Main Office, St. Louis MO 63166.

Brigadier General Rufus C. Lazzell, as Assistant Division Commander, 3d Infantry Division, APO NY 09036.

Brigadier Maurice W. Sutcliffe, OBE, to Joint Warfare Establishment, Old Sarum, Salisbury, Wiltshire, England.

Colonel Anthony A. Bezreh, to HHC, VII Corps, APO NY 09107.

Colonel John P. Brown, to 7th RRFS, APO SF 96386.

Colonel Edward N. Eckert, Hq, Third ROTC Region, Fort Riley KS 66442.

Colonel Evans J. Guidroz, as Information Officer, Hqs, LANDSOUTHEAST, APO N.Y. 09224.

Colonel Joseph P. Madrano, to Hq, 62nd Medical Group, Fort Lewis WA 98433.

Colonel Ralph A. Matthews, as Inspector General, Fort Polk LA 71459.

Colonel Nicholas T. Palastra, Jr., to Hq, 3d Brigade, 101st Abn Div (Air Aslt), Ft. Campbell KY 42223.

Colonel Norman W. Paulson, as Commander, U.S. Army Agency for Aviation Safety, Ft. Rucker AL 36360.

Colonel Nicholas G. Psaki, 90th ACM ARCOM, 250 Mt. Lebanon, Pittsburgh PA 15234.

Colonel Daniel G. Sharp, as Hq, West. Region Recruiting Command, Ft. Baker CA 94965.

Colonel Richard S. Sweet, Headquarters, USAREC, Ft. Sheridan IL 60037.

Colonel Francis J. Toner, as Commander, 11th Aviation Group (Combat), APO NY 09025.

Colonel Thorveld R. Torgersen, to Office of the Chief of Staff, Hq, Berlin Brigade, APO NY 09742.

Colonel William F. Williams, as Chief, Surface Systems Division, Directorate of Requirements & Procurement, Hq, Army Material Command, Washington DC 22333.

John A. McKenna, as President, Simmonds Precision Products, Inc., 150 White Plains Road, Tarrytown NY 10591.

Robert J. Torok, as Senior Vice President - Government Programs, Sikorsky Aircraft Division, Stratford CT 06602.

NEW CAREERS

Lieutenant Colonel Ronald H. Merritt, Ret., as a senior marketing analyst, Sikorsky Aircraft Division, Stratford CT 06602.

AAAA NATIONAL SWEEPSTAKES

[Continued from the Back Cover]

of an additional 156 "Bill me!" I.O.U. membership applications received during the same time frame. More than half of the new members — 510 — enrolled in AAAA during October, 1974, the initial month of the Sweepstakes.

The five individual members enrolling the largest number of new members each won a two- to six-volume set of 1970-1974 issues of ARMY AVIATION depending upon their final total.

TOP 1974 SWEEPSTAKES' RECRUITERS
[Five or More Membership Enrollments]

1. CSM James. W. Reed, Ft. Hood 83
2. Lindbergh [St. Louis] Chapter 42
3. COL Howard J. Tuggey, Richard Bitter 27
4. CPT Donald B. Skipper, Taunus Mtn 20
5. CW4 Harry G. Bryant, Rhine Valley 17
5. CW2 Robert L. Wright, APO NY 09178 17
6. CW2 Billy D. Neal, Marne Chapter 16
7. CW3 James E. Bias, Ft. Riley Chapter 15
7. CW2 George W. Foley, Ft. Bragg Chapter .. 15
8. CW4 Donald R. Joyce, David E Condon 11
8. Mainz Chapter 11
9. CPT Frank D. Chaffee, Mainz Chapter 10
9. CPT David A. Yensan, Taunus Mountain ... 10
10. CW2 Robert J. Buchanan, Mainz Chapter ... 9
10. CW3 Alvie P. Cook, Jr., Mainz Chapter 9
10. CW2 James R. Moore, Ft. Bragg 9
11. LTC James O. Frownfelter, Persia 8
11. Mr. Jimmie Welch, Richard Bitter 8
12. WO1 Howard E. Goodyear, Ft. Hood 7
12. SFC Harry E. Jaynes, Mainz Chapter 7
12. CW3 Michael S. Lopez, Hanau Chapter 7
12. CW2 Norman E. York, Valley View 7
13. LTC Warren C. Joyce, David E Condon 6
13. MAJ Ralph E. Riddle, Midnight Sun 6
13. CW4 Warren D. Tinseth, Alamo Chapter 6
13. CW4 Norbert O. Violette, Latin American 6
13. Checkpoint Charlie [Berlin] Chapter 6
14. MAJ William Bloesma, Persia Chapter 5
14. LT Marlin Brendsel, Stuttgart Area 5
14. CW2 John Hutchison, Grand Canyon 5
14. SP6 Kenneth H. Nye, Mainz Chapter 5

KINGSIZE DECAL!

Twelve-inch, four color AAAA decals are available for direct purchase from the AAAA National Office. The circular emblems have an attractive "hammered metal" appearance, and may be used for wall hanging, platters, or what have you. The JUMBO DECALS cost $2.50 each postpaid, or three for $6.00. □

USAREUR CWO WINS 1ST PRIZE IN AAAA NAT'L SWEEPSTAKES

* * *

Ft. Hood's CSM Reed is AAAA's Top Recruiter with 83 New Enrollees

CHIEF Warrant Officer Harry G. Bryant, assigned to the 207th Aviation Company in Heidelberg, Germany, is the First Prize Winner in AAAA's 1974 National Membership Sweepstakes.

The USAREUR veteran has first class space for two on American Airlines from any CONUS point in American Airlines' system to Mexico, Hawaii, or the Caribbean, or between any two CONUS cities served by American Airlines. The space is to be used by the winner during CY 1975.

The Vice President for Membership Enrollment on the USAREUR Region Executive Board, Bryant had an additional 16 coupons in the Sweepstakes' "hopper" at the time of the drawing, and also shared the Fifth Place Prize afforded to the "Top Five Sweepstakes' Recruiters." There were 952 coupons in the contest hopper at the time of the drawing.

Some 28 members [see the list on page 47] enrolled five or more new members during the Oct. 1-Dec. 31 enrollment contest.

More than 1,110 new members were enrolled in AAAA during the three-month period, exclusive

[Continued on Page 47]

WINNER! — LTG Harry W.O. Kinnard, Ret., left, AAAA Past President, draws winning coupon from "hopper" held by LTG G.P. Seneff, Jr., Ret., 2d from left, and Art Kesten, Executive Vice President, AAAA, as "Gene" Tallia, Connecticut Chapter V.P., far right, observes the ceremony. □

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