

Army Aviation

MAY, 1975



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ARMY AVIATION

VOLUME 24 — MAY 21, 1975 — NUMBER 5

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Seven '75 Inductees elected to Aviation Hall of Fame

Elected to the Army Aviation Hall of Fame on the basis of worldwide AAAA balloting completed on May 7 were the following 1975 inductees:

Colonel William W. Ford for the period prior to 1942; Majors O. Glenn Goodhand and J. Elmore Swenson for the 1942-1949 period; Arthur and Dorothy Kesten [paired] and Colonel John J. Tolson, III for the 1950-59 period; and Major Charles L. Kelly and Chief Warrant Officer [W3] Michael J. Novosel for the 1960-1969 period.

The seven 1975 Inductees join Igor I. Sikorsky, Lieutenant Colonel Robert R. Williams, Frank N. Plasecki, Brigadier General William B. Bunker, Colonel G.P. Senef, Jr., General Hamilton H. Howze, and Lieutenant General Harry W.O. Kinnard, the 1974 Inductees, in the Fort Rucker-based Hall of Fame.

Chosen along with ten other candidates from the 65 nominations received from the field during 1974-75, the seven Inductees were elected in April-early May balloting conducted among AAAA's 4,900+ members of five or more years' standing. They'll be enshrined at June 14 USAAVNC ceremonies, the details of which appear on Page 41. Induction coverage and photos of the accompanying Army Bicentennial Celebration at Fort Rucker will appear in the July-August issue.

The 1975 Hall of Fame nomination-election process is part of a three-year, 21-inductee program sponsored by the AAAA and administered by a 12-member Hall of Fame Committee chaired by Colonel Rudolph D. Descoteau of Washington, D.C.

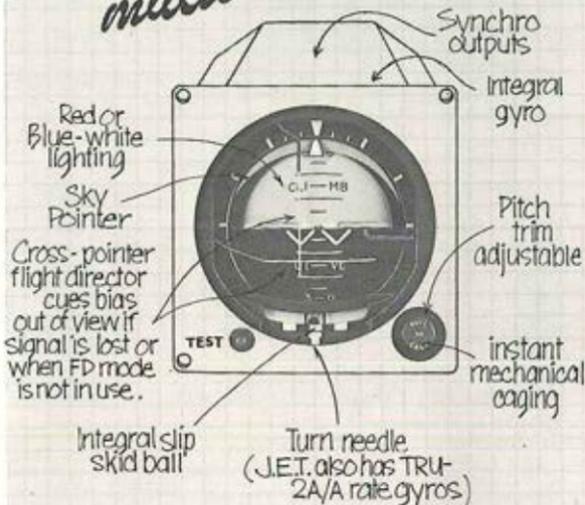
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In the June issue, Norman Sklarewitz reports on the similarities between rotary wing operations in support of the Alaskan pipeline and operations in USARV. An AVSCOM article tells of the unique status Aerial Delivery Equipment enjoys in AA. □

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A veteran aviator asks some hard questions about the subject that has brought on much past heartburn A separate Aviation Branch.

PANDORA'S BOX

BY COLONEL SAMUEL P. KALAGIAN, USAAVCS, FT. RUCKER, ALA.

WE have lived with a taboo as Army Aviators for a great many years — the pursuit of which supposedly would be detrimental to the Army Aviator community and would prove to be a divisive force between aviators and the rest of the Army.

The taboo? Opting for our own Aviation Branch!

The arguments against an Aviation Branch had some credibility in the past under then existing personnel policies and established career progression, so the majority of those who fly as a career went along without too much fuss.

Discussions on the merits or the fallacies of an Aviation Branch waxed hot and heavy in the bars and the hootches in Korea and RVN and USAREUR when the monsoons or winter storms kept us grounded. But those who discussed the subject had little say in DA policy making, so the Branch argument remained locker room talk.

Let's take a close look!

However, the time has arrived for Army Aviators to take a close look at what's happening in the personnel and personnel management fields as far as an aviation career and the professional development of aviators are concerned. Can you, as an aviator, survive as an officer over the next

decade *without* an Aviation Branch? Follow me down this Street without Joy.

Argument:

If we have a separate Aviation Branch, we create another Air Force monster and could be picked up and moved to another Service.

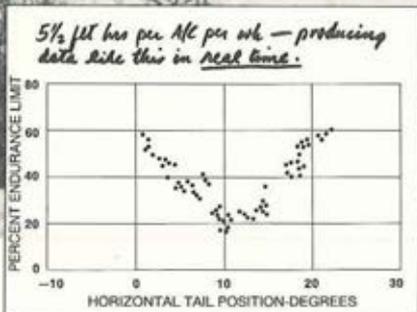
Answer:

Every service has specialists common to the others — communicators (Signal Corps); lawyers (JAG); comptrollers (Finance Corps); logisticians (TC, QM, ORD); intelligence specialists (MI); meteorologists (FA); missile experts (FA & ORD) — just to list a few.

No one Service, to date, has tried to take over one of those specialties. The USAF isn't trying to absorb USN, USMC, and USCG helicopters. Why would they want the Army's? They are even letting us train their initial entry rotary wing pilots.

If the USAF had been looking for a solid core of flying specialists to home in on, why didn't they make overtures to DOD to absorb the Army's *Aviation Warrant Branch*? There, in one office under a single personnel manager, has been collected a group of purely technical specialists "duplicating" the USAF mission. If any single group could fail the test of belonging to the Army rather than USAF,

Productive flight testing— a report on Boeing's UTTAS.



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tinuous limit checking of 35 other parameters to indicate any excursions outside preset limits.

This continued flight test frequency record indicates the high availability rate that has been achieved. Excellent reliability and reliability growth have been demonstrated at every stage of the test program.

Continuation of this effective test program, as currently scheduled, will ensure that, during the 1976 Government Competitive Tests, the Army can evaluate the inherent capabilities of the hingeless fiberglass rotor YUH-61A with all development problems resolved and test objectives completed.

Concurrently, our Ground Test Vehicle has completed over 100 hours of the Army/FAA formal 200-hour qualification test; the GTV's progress will be covered in a future report.

New technology for the Army of the 1980's.

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PANDORA'S BOX (Continued)

our Aviation Warrants are the best qualified. They are not "branch qualified" vis-a-vis commissioned officers. They are our "aerial jeep drivers"—professionals!

And as a last aside, remember that it takes two to tango. The post-WW II brown shoe Army was just as glad to rid itself of the flyboys and their special technical problems as the flyboys were to pursue their own "peculiar" goals.

Argument:

If we place all aviators in a single branch, we lose effectiveness in aviation support because the aviator would lose his coincidence of interest with the other branches and be less effective.

Answer:

Let's take a look at an aviator's career pattern pre-RVN, during RVN, and subsequent to RVN.

Before RVN, the aviator was programmed to serve one year in every five, by regulation, to be considered "career branch" qualified. This year could be met by attendance at an Advance Course; by a tour with an ROTC unit; by a tour as the S-1, S-2, S-4, or Assistant S-3 (Liaison Officer) with a branch TO&E battalion; as

the Commander of any HQs Company; and occasionally, if one were lucky, by commanding a rifle company or a firing battery or a recon troop.

Some aviators served the minimum of nine months to a year in such assignments; others got as much as 24 months or more. It was erratic, however, and did not equate to even one year in five.

If the aviator took charge of his own career and shopped around hard enough, he could get more than the minimum. If one waited for OPD managers to arrange for the ground tour, the one in five principle didn't work too successfully. Sure, they'd place you in the environment, such as USAREUR, but from arrival on, you were on your own.

During RVN, ground duty was shut off for aviators unless individuals made their own special, personal arrangements to serve in a branch TOE non-aviation combat unit in-country. DCSPER & OPD covered this gap in the commissioned aviator's career by "advising" selection boards to give aviators due consideration for *failing* to do more than fly.

More aviators RIF'd in FY 74

Did such instructions help? During the FY 1974 RIF, 22% of all aviators in the OPD branches authorized aviators were RIF'ed while only 18% of the eligible non-aviator officers got the axe. How will selection boards look at aviators now that RVN is completed? Maybe the answer lies in how many eligible field grade aviators were selected recently for other than Aviation Troop Commands?

This magazine used to print such "success" stories — command selection, senior service school selection, etc. The next such publication will be interesting.* Isn't it odd that warrants who don't attend combat and combat support branch career courses nor serve in "branch qualification" tours still provided the same
(Continued on Page 26)



ASSEMBLY — The "total Army Aviator strength at the U.S. Naval War College, Newport, RI," includes, l-r, COL Franklyn C. Goode and LTC Robert E. Oberg [both in the College of Naval Warfare], and CPT [P] William D. Chesarek [S&F].

*Ed Note: '74 AWC photo in May-June '74 issue lists 21 AA's; '75 AWC photo in Jan '75 issue lists 18 AA's; '75 ICAF photo in Mar-Apr '75 issue shows five AA's; '75 NWC photo in this issue shows two students.

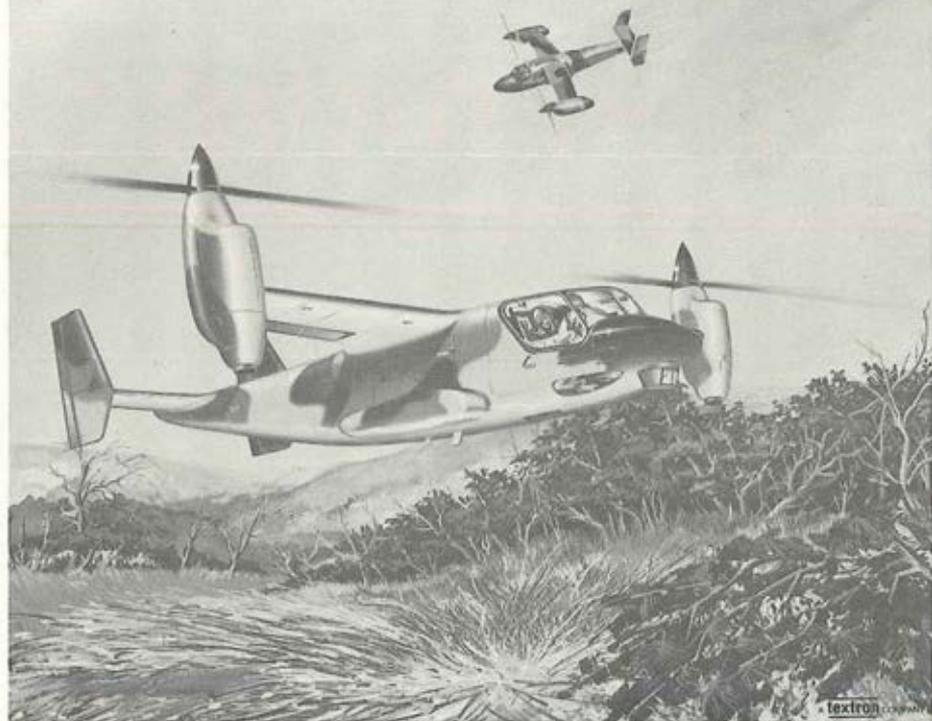
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BACK in the French and Indian War, General Wolfe and his colonial forces scaled the cliffs of Quebec and reached the plains of Abraham which dominated the city while General Montcalm and his troops slept securely within the Quebec garrison.

Perhaps, the American Army's night fighting heritage stems from that brilliant action. While we have had a number of other successful night operations to include General Washington crossing the Delaware and the operations of the 104th Timberwolf Infantry Division late in World War II, our night fighting heritage has not been particularly rich.

Furthermore, only a relatively small proportion of our forces in Vietnam habitually operated at night in other than in a purely defensive role. It often was said that we surrendered the night to the enemy.

While we aviators on occasion have pulled off some excellent combat as-

saults at night, those operations were the exception, rather than the rule. Perhaps, the most experienced night fliers were the gun platoons flying B model *Hueys* and *Cobras* who jumped out to provide defensive fires around threatened outposts and fire bases.

Some few of these units even operated extensively in conjunction with *Mohawks* and air traffic radars. Such operations carried the fight to the enemy by searching him out with Mohawk-borne sensors plotting the "hot spots" on radar scopes with the radar operators then steering attack helicopters to the targets.

Very little of this night fighting capability is applicable to a high threat environment because the enemy has radars, too, together with associated guns and missiles. There is no question that potential enemies would like to fight around the clock and considerable work has been done on night vision equipment.

In the belief that we Army Aviators can

The night ca



be much more effective at night than we have been in the past and can do this within the context of a high enemy threat, Fort Rucker has set about in a three-phase training program to prepare our students for night operations. This training follows the excellent night work done by the *Night Owls* at CDEC during the past several years.

In fact, the *Night Owls* established the base line for low level night flight *without* the assistance of night vision aids. They determined that flight could be conducted safely under varying light levels and across broken terrain at working altitudes of 100 to 200 feet above the terrain and vegetation.

Using the experience of the *Night Owls*, Fort Rucker took a flight of standardization instructor pilots through a night vision training course of 20 hours flight time and an extensive academic course last November.

Initially, those undergoing the test

**An update on the several
night training programs by
MG William J. Maddox, Jr.,
Commander, USAAVNC**

were polled on their attitudes about such training before the course commenced. There was a degree of apprehension among the aviators despite the fact that they were highly experienced and combat seasoned.

At the conclusion of the training, attitudes had changed. The pilots became enthusiastic about their capability to operate at night which shows that proper training can raise confidence levels so that we habitually can do things we previously thought impossible.

Based on the November training, a phase II course was engineered for a flight of instructor pilots who normally

n have eyes!

teach tactics. Our intention was to develop further information so that changes could be made to the initial entry program, the UH-1 methods of instruction course, and rotary wing instructor courses. A total of ten instructors completed the course.

Their experience level varied from 650 to 3,000 hours total time with a high of over 2,000 hours being instructor pilot time. The test was monitored very carefully by the Aeromedical Center and the Research Laboratory here at Fort Rucker and the Human Research Unit of the Army Research Institute. Additionally, the Army Safety Agency, the British and French Liaison Officers, and a representative of the British Embassy observed.

Phase II, utilizing random members of Officer Rotary Wing Class 75-18 and Warrant Officer Class 75-17, began a 40-

Often, students are reluctant to comment on emergency problems.

hour flight program of instruction in mid-April. The instruction includes daylight transition and crew training in addition to the full spectrum of night contact maneuvers.

Additionally, these students will receive 12 hours of night NOE and low level tactical training. Although the results probably will not be available until mid-June, they should point the direction we must take to teach all initial entry students how to utilize the night more completely.

As a result of the first two phases, the following lessons have been learned:

... Preflight should be accomplished during daylight hours and again prior to the second night period. This permits a full evaluation of the aircraft which cannot be gained as completely through the use of red filter flashlights, and affords the crews the opportunity to exchange aircraft if necessary prior to darkness. Aircraft radio and runup check was accomplished during daylight.

... Hovering flight with aircraft outside lighting on steady dim was possible as the result of time and practice. A high

degree of cockpit teamwork also is required.

... Normal and maximum performance takeoffs were consolidated into a single night takeoff technique which depended upon power over airspeed. The intention is to break ground and clear obstacles as rapidly as possible.

... Normal and steep approaches also were consolidated into a single profile which tended to be steeper than a normal approach. If the angle is difficult to determine when landing to an unlit lane or landing zone, both pilots check the rate of closure, approach altitude, and altitude remaining. At the same time, the pilot in the jump seat monitored instruments and called off airspeed, rate of descent, and altitudes. For graduate aviators operating in units, only one pilot will be available for monitoring the aspects of flight outside the cockpit.

... Traffic patterns were limited to a single approach to reduce the possibility of conflicting flights and lining up on the runway landing lane. Runway acquisition lights are a necessity for lanes that are not fully lighted at stage fields.

... Standard autorotations depend on a highly coordinated effort within the

Preflight should be accomplished during daylight for a full evaluation.

cockpit. It was found that if a hovering attitude is established during deceleration, a safe landing is assured provided normal initial and cushioning pitch action is taken. This is true regardless of the lighting condition of the aircraft or stage field.

... Autorotations with turns require a very high degree of teamwork and coordination between pilot and copilot. When two qualified aviators fly together, there is a degree of trust that develops which does not exist between the instructor and the student pilot. Often students are reluctant to comment about emergency problems because they have high confidence in the skill of the instructor. This trust may not always be well founded when the instructor has not

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been kept informed of impending problems. Therefore, autorotation with turns will *not* be taught initial entry students at this time.

... Servos off running landings should be run at speeds so that touchdown is accomplished at speeds above translational lift. This is because the aircraft becomes difficult to control at airspeeds less than 16 to 24 knots. The rate of descent should not exceed 300 feet during the final one-third of the approach and touchdown. The pilots found the

Slope operations can be flown with navigation lights on steady bright.

fewer the control movements during this night maneuver, the better. Just as in autorotation, hovering attitudes should be established on final when the terrain definition is picked up and the apparent rate of closure begins to increase.

... Slope operations could be conducted satisfactorily with navigation lights on steady bright. For training purposes, this maneuver will be restricted to the stage field.

... For external load operations, a triangular set of lights was utilized on the ground and proved to be highly effective.



BINGO! — CPT Mike Brandt [cen.], an AAAA Taunus [Germany] Chapter VP, presents CPT Dave Yensen [right], with a free trip to the '75 Paris Int'l Air Show after drawing his name at a Chapter dinner meeting. Valued at 445 DM each [about \$190], the two prize trips were sponsored by the Chapter through American Express. [SP4 V.A. Braten]

Although, hookup crewmen wore reflective vests, the vests were hard to distinguish. Consideration should be given to a sling no longer than seven feet in length. The shorter sling aids the crew during approaches and allows the aircraft to operate within ground effect *after* hookup and while terminating an approach before the load is released. The shorter sling, of course, would be valuable under many operating conditions in view of the enemy or his radars.

... Aircraft lighting configuration was found to depend on the percentage of moonlight or ambient light available. The more light, the less aircraft lights were needed. Both training phases have shown that qualified aviators can successfully land, regardless of the lighting configuration or moonlight available. However, such confidence cannot be assured in the case of students. Therefore, more lighting, to include searchlights, may be necessary for initial entry instruction.

... Pathfinder training is necessary just as it is for the pilots. A high order of ground discipline, particularly during sling load operations, is required.

... Confined area and pinnacle operations were conducted after high recons were performed at 300-400 feet off the ground at the airspeed of 60-70 knots. Navigation lights were set steady dim. This permitted the flight crews the opportunity to acquire terrain definition while keeping the landing area in sight throughout the reconnaissance. It is highly important that the area be kept in sight at all times, particularly when it is unlighted.

Steady dim turned out to be a better light configuration because of the reduced halo effect. This lighting configuration does not produce enough light to successfully accomplish a landing when ambient light levels are low. In such cases, runway lights must be turned steady bright on short final.

Landing in confined areas was produced by bean bag lights or the chemical light sticks which were tested during the training. The lights were configured in an

inverted Y. This appeared to give flight crews the necessary information to successful landings because it provides the landing azimuth and the necessary depth perception so that an approach angle can be established and flown.

The pilots noted that operations in an inclosed area were better conducted *without* the use of anti-collision lights. The lights caused some vertigo and disorientation. Therefore, they should be turned off prior to going below the barriers in confined areas.

For safety reasons, the use of lights during critical autorotations and non-standard maneuvers was left solely to the discretion of the instructor pilot. Further, at any time any crew member, including the aviator in the jump seat, felt uncomfortable during any portion of any maneuver a "go around" would be initiated. During the "go around", the crew completed a thorough discussion to determine what had occurred and how the new approach should be adjusted to assure success. This technique appears to have helped in increasing crew member confidence and maneuver completion.

Red lens goggles were worn by the crew members during briefings.

As cockpit lighting was not designed for this type of training, considerable masking was required on fire lights, RPM warning lights, the proximity warning device power on light, and cargo release lights. This was necessary to prevent flash blindness and distraction during takeoff approach and other critical flight periods.

Continuous cross check is mandatory as is crew teamwork. The old instructor pilot-student pilot syndrome must be broken down so that there is greater communication and mutual confidence during such training.

Another *must* is the need for standardized cryptic communication among crew members. Fort Rucker is working on such a vocabulary and a standardized list of expressions which will be applica-



LOAD 'EM UP! — Art White, left, and Don R. Brandt, Picatinny Arsenal Engineers, prepare a 155mm flare dispenser for loading during a MASSTER battle-field illumination test. The dispenser is one of a number of night vision devices being tested to evaluate the relationship between artificial illumination and the night vision devices. [USA photo]

ble to all operations in a high threat environment.

We found that red lens goggles were very effective at night adaptation by crew members during briefings and in movement from lighted classrooms to aircraft, except that crew members should be escorted along the flight line by individuals *not* flying and *not* wearing such goggles. This is a safety procedure to prevent unnecessary collision.

A memorable rainfall

The Alabama weather seems to keep us in business at Fort Rucker whether or not we are flying. On 9 and 10 April we received something over 12 inches of rainfall here at Fort Rucker. At the same time, Enterprise, Alabama was receiving over 17 inches. This volume of water resulted from a long frontal line extending from Southern Texas across the Gulf of Mexico, south of New Orleans and across Alabama from Mobile to Eufala and into Georgia.

Strong low pressure cells carrying moisture-laden cumulonimbus ran in succession northeastward up the frontal line. That made the parade field at Fort Rucker look like a large rice paddy when the rain was at its heaviest. Fortunately, little rain fell north of Ozark so that a

great volume of run-off water was not received from the north.

However, the Choctawhatchee River, which cuts through the eastern portion of the reservation, and the Pea River, which runs west of us, join in the vicinity of Geneva to our southwest to inundate all areas not protected by the dike surrounding the city. About 100 families living outside the dike were moved into the city as the water rose above normal flood stage of 17 feet and was predicted to rise to the 40-foot level.

Geneva inundated in 1929 flood

Geneva has a history of serious floods. The worst occurred in 1929 when the entire city was inundated. As a result of the 1929 episode, a 45-foot dike was emplaced in 1934. It has withstood all the ravages of the rivers since that time. Unfortunately, the city had made a cut in the dike only the week preceding the rains, primarily to lay new sewer pipes. To refill the cut and also block up the cut through which the railroad enters the city were beyond the capability of Geneva itself.

The 46th Engineer Battalion and the 108th Quartermaster Company rose to

the occasion and dispatched bulldozers, trucks, pumps, lighting sets, and other paraphernalia to the scene. In short order, Geneva was secured against the flood waters which actually crested at something over 33 feet, instead of the forecasted 41 feet.

We had a few tense moments 14 April when several more inches of rain fell in a short period. I should point out that several twisters touched down in the general area during the period of heavy rainfall, but no major damage resulted.

For Fort Rucker's part, the bridge leading from Red Cloud Road into Enterprise was washed away. It will be replaced by a concrete span which was already being advertised for bid by construction companies. The small lake on the road to Ozark overflowed and forced temporary closing of the road to Ozark. All of the small exits from the post were cut off with the exception of the main Daleville entrance. Our damage can be repaired, but the major loss was in top soil and newly planted crops in the surrounding farmland.

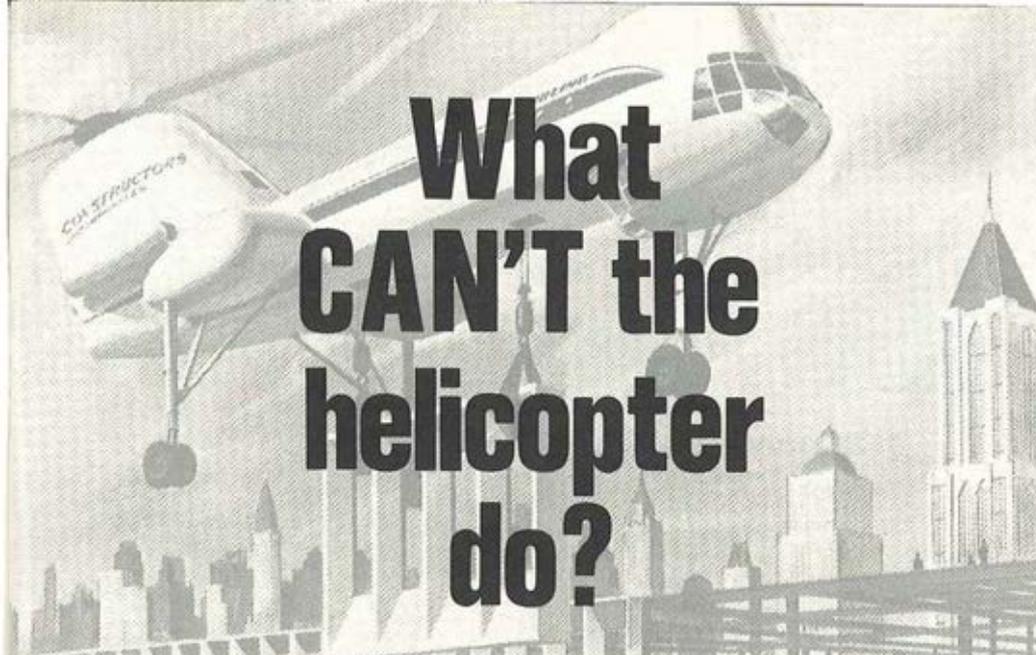
Nothing happened that Fort Rucker couldn't handle in its stride.



BLAST-OFF! — The Army's new turbojet-powered Variable Speed Training Target [VSTT], a 16-foot long, swept-winged, 950-pound recoverable Missile Command item, is shown making tracks. Beech Aircraft received a \$7.7 million competitive contract to produce and operate the initial VSTT's. Some 317 are expected to be purchased under an estimated \$26 million multi-year contract. Deliveries will begin in early 1976.



FIRST FLIGHT — De Havilland Aircraft of Canada's DASH 7 Quiet STOL Airliner, became airborne for the first time on March 27. Powered by four PT6A-50 built by United Aircraft of Canada, the DASH 7 is capable of carrying 50 passengers and operating from runways as short as 2,000 feet. Planned for the short-haul transportation market, the DASH 7 is being marketed world wide with the Boeing Comm'l Airplane Co.



What CAN'T the helicopter do?

THE helicopter can't change a tire or fix the sink, but this vehicle is the most versatile tool available today for use in a wide variety of jobs that otherwise, would be difficult, if not impossible.

Almost everyone in America who watches television is aware of the helicopter's dramatic feats in search, in flood, fire and accident rescue, and with its crime prevention and capture roles.

Military requirements—troop transport, observation, attack, search and rescue, medical evacuation, command and control—spurred the development of today's helicopters to the point that in Vietnam none of the more than half a million U.S. personnel were more than 20 minutes away from an established medical facility. Thanks in large part to the "Medicopter", the lives of more than 98 percent of those who reached such a medical facility were saved. Even surgery was performed in operating room equipped pods attached to and transported by flying crane helicopters.

Above and beyond the television shows, the well-known military applications and the official Army and Marine flights of the President of the United States, the helicop-

ter is involved in many facets of modern American life. Consider a few broad categories in which the helicopter has proved to be more effective or more efficient in doing the difficult job immediately, while the seemingly impossible may take a little longer.

Agriculture

Helicopters save crops and even harvest some.

When a freeze alert is announced in a citrus area, growers call for helicopters that fly at treetop level so that the downwash from their rotors dries the frost from the fruit.

The downwash airflow from a helicopter flying over pecan trees can shake the ripe nuts to the ground for collection.

Down on the farm, helicopters spray crops to prevent blight, re-seed fields, spread fertilizer and deliver feed to livestock stranded in deep snow. On the ranch, the helicopter is the cowboy's horse—as it patrols the fences, finds strays and rounds up the herd.

Whether it is "agriculture" or "law en-

forcement", the helicopter easily can spot a marijuana crop planted in the middle of a cornfield.

And speaking of seeding, two fairways of the new 18-hole championship golf course at Country Club Village near Canton, Ohio, were seeded by helicopter in about one and one-half hours. Helicopters could have seeded the entire course in two days, compared to at least 12 days that would have been required by standard seeding techniques.

Business

This is the area where the helicopter, as they used to say, is "coming on like gangbusters".

The point-to-point capability of the helicopter, from the rooftop of a corporate headquarters to the roof or the lawn of a branch, is moving more and more executives above ground traffic and below airline traffic with ease, precision and speed. For example, Alexander's Department Store, with 10 outlets in the New York metropolitan area, finds that its executives can make a full swing of all 10 stores in a day or two by helicopter, rather than spending a week on the ground doing the same thing.

Bank usage is growing

Banking is providing one of the fastest-growing applications of the helicopter. A check or draft on another bank deposited in a branch bank is "floating" [and not earning interest] until it is cleared by the bank of origin. This "time trap" can cost large banks thousands of dollars a day. The difference

Y'A GOTTA BELIEVE!

In the flight room of a small airport in southern Arizona, a brief, typed message appears on the operations board:

"Absolutely no flying over the nudist colony, which is 7.5 miles southwest on a true course of 225 degrees." □

between helicopter pickup [sometimes just snatching a bag off a pole while in flight] and surface pickup and movement is so dramatic that banks are saving themselves money mounting into the thousands of dollars.

Citizens & Southern National Bank of Atlanta pioneered helicopter pickups in 1966. Today its three JetRanger helicopters make a total of 134 pickups every day, totalling some 3300 hours of air time a year.

In Philadelphia, the First Pennsylvania Bank, the Gerard National Bank and the Philadelphia Bank operate helicopters from rooftop facilities around the city and state and between Philadelphia and New York City.

During "Hurricane Agnes", Philadelphia National Bank helicopters "rescued 130,000 checks [worth about \$95 million] from 84 banks in the flood area and flew them to the clearing house in Philadelphia. Money-hauling helicopters [although they don't haul cash] saved the day and the economy of the Delaware valley.

Shopper Chopper

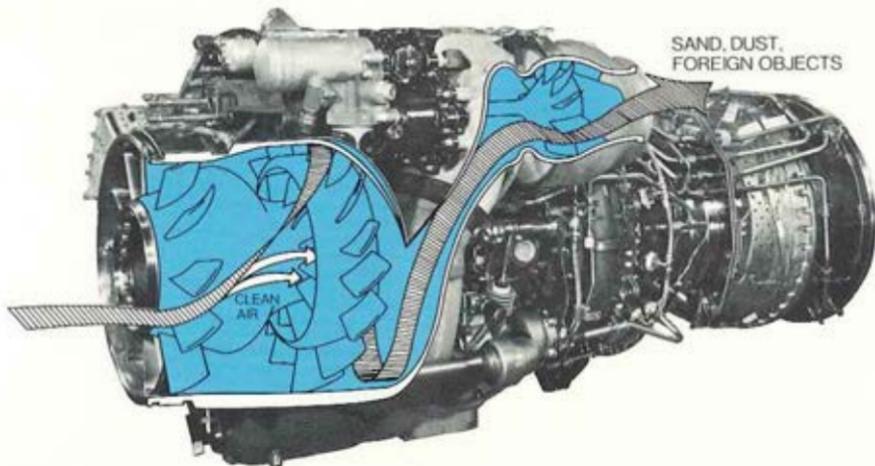
The helicopter also has proved invaluable in evaluating real estate and selecting property—not only in metropolitan areas, but farther afield. Wisconsin Power and Light Co. advertises rides on a "Shopper Chopper" flight for people who wish to survey potential sites from the air throughout southern and western Wisconsin. The service is given much credit for the location of a new industrial park, three new factories, a resort complex and a pair of retail outlets.

Helicopters have been serving off-shore oil rigs for 25 years, moving crews, supplies and parts. The farther oil companies move off-shore, the greater is their need for the speed and efficiency of helicopter services. It is doubtful that the off-shore oil industry could have grown as it has without the helicopter.

When machinery breaks down on an oil rig 100 to 200 miles off-shore, the helicopter, which can land on the rig's helipad, is the only vehicle that can get the needed new part there fast.

There are more than 3000 rigs in the Gulf

T700 Survivability



Sand Trap.

The T700's Inlet Particle Separator will eliminate most engine damage caused by sand and foreign objects. The same sand and FOD that accounted for nearly 60% of all unscheduled helicopter engine removals in Vietnam.

And because it's fully integrated with the engine front frame, it can't

be removed, improperly fitted or turned off. It operates 100% of the time when the engine is running. This will reduce engine maintenance.

And that's important. To cut operating costs. To increase aircraft availability for the Army aviation mission.

205-81

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

GENERAL  **ELECTRIC**

of Mexico alone. Others are off both coasts of the U.S., in the North Sea, in the Persian Gulf and elsewhere, some so far out that it would take a rough six-hour boat trip each way just to exchange crews. As it is, workers board the helicopter "bus" for quick flights to and from the job. Most Mexican Gulf crews, for instance, are on seven days and off seven days. But every man knows that while on the job if he should be injured or become ill, a helicopter soon will lift him to one of the many heliport-equipped hospitals along the Gulf Coast. Helicopters lift morale, as well as people and cargo.

A brief look at the history of one company, Petroleum Helicopters, which has operated in the Gulf of Mexico for 25 years, is impressive. Starting with three small helicopters in 1949, today it has 192 helicopters flying an average of 16,000 hours a month. It employs nearly 1,000 people, moves more than 80,000 passengers each month and has logged more than 1.6 million flight hours.

Public Safety and Security

Not too much need be said about the widely recognized advantages of the helicopter in search, medical evacuation, public safety and general security, traffic patrol, and crowd control.

- A silent alarm signals a daytime robbery attempt at a bank. The police helicopter is over the scene in minutes following the getaway car and directing policy ground maneuvers to cut off escape.

- At night a call to police headquarters reports a disturbance, perhaps someone being robbed and attacked. In no time the police helicopter is on the scene with siren, powerful spotlight and a loudspeaker. No assailant on the ground has much chance of getting away.

- A helicopter in the sky can hunt for a lost child, spot a stolen car, track down escaping convicts and even find a hidden still.

- Police in a helicopter overhead can control a riot, direct a milling mob, alert a neighborhood to a dangerous fire or react to many other local emergencies.

A police department ground unit was rounding up a group of marijuana smokers in a park. Officers in a patrolling helicopter heard the radio communications and called in to ask whether they could be of any help. The ground unit replied, "No, we have them all rounded up." Back from the helicopter came the question, "How about the two hiding in the tree right above your patrol car?"

Helicopters even ride the rails. Five Chicago railroads, including the Illinois Central, and the Long Island Railroad in New York, now use helicopters for patrol. Overhead helicopters are proving to be a deterrent to vandalism. Stoning trains and placing objects on the tracks provide constant dangers to life and property. [Illinois Central spends \$50,000 a year just to replace broken passenger car windows.]

The traffic helicopter has become a part of American life. Morning and evening commuters are given a bird's eye view of traffic movement and tie-ups along their routes. Some traffic pilots rank as radio personalities because of their daily reports and other activities. In Los Angeles, the first was the late, widely respected "Captain Max" Schumacher and his dog co-pilot of KMPC Airwatch.

In New York there is WOR's "Fearless Fred Feldman" and in Washington, D.C. there is WWDC's "Captain Dan." In the spring and fall between his daily traffic reporting, "Captain Dan" visits area schools, lands in the schoolyard to the delight of the waiting students and talks to them about being "Traffic Watchers." Last year, he visited more than 80 schools. For this unique and effective community service,

Y'A GOTTA BELIEVE!

It's been reported through various media that there was once a man so dumb that he sat staring out of the window the ENTIRE NIGHT OF HIS HONEYMOON. Someone had told him that it was going to be the most beautiful night of his whole life!

Captain Dan Robenson was awarded the Helicopter Association of America's "Captain Max Schumacher Memorial Award for 1973."

Rescue

The unique and unequalled capability of the helicopter in rescue situations deserves separate attention.

• As the "Dustoff" medical helicopter was the lifesaver on the battlefield, now police and civilian helicopters are combatting the fourth greatest killer in the United States today—trauma—by getting accident victims to emergency medical centers when minutes really count. In some areas such service is augmented by the Military Assistance to Traffic and Safety [MAST] program.

One night recently in Washington, D.C., a police helicopter landed on the street next to George Washington University Hospital. It picked up a canister containing two kidneys packed in ice. The kidneys had been taken from a donor four hours earlier. At the end of the helicopter flight to the Baltimore/Washington Airport the case was transferred to the captain of an airliner bound for New York. There it was rushed to the Downstate Medical Center and the kidneys were transplanted into two waiting patients. Attending physicians reported later that both the kidneys and the patients were doing well.

• More often than not in serious disasters—earthquakes, fires, blizzards and floods—the helicopter is the only vehicle that can move in, food, medicine and doctors and more out the sick and injured.

• Nothing can equal the helicopter's ability to move a prematurely-born baby in a lap-sized incubator to the Premature Baby Clinic, or to move a seriously injured individual from a highway or mountain climbing accident to a trauma center for quick treatment.

• The capability of the helicopter to pick people from the top of high-rise buildings in case of fire is particularly important consid-

MUSICAL CHAIRS?

Some insight of the reduction in PCS movements within the Army can be gained from this magazine's sustaining PCS columns . . . The November, 1973 columns listed 604 changes; the July, 1974 issue listed 414; and the current issue lists only 201. RIF? Fewer readers? That's not the answer; the magazine's paid circulation is up over 1,200 during the same period.

ering the fact that ground equipment ladders can't reach much more than eight stories above the ground. The helicopter can lift firemen and hoses to the roof and the fire-trapped victims off.

• Only heroic efforts by helicopters could have rescued 450 fire-trapped victims from the rooftop heliport of a blazing office building in Sao Paulo, Brazil, and other victims from high-rise buildings during fires in New Orleans, Atlanta, and Philadelphia.

• The value of a roof-top heliport on any adequately-stressed building cannot be overemphasized.

Sometimes even helicopters alone are not the answer—just the key. Chicago Fire Commissioner Robert J. Quinn watched an Apollo crew being pulled from the sea. Now the Chicago Fire Department's three-helicopter, 18-man rescue unit has another life-saving device—two small "Apollo" nets and one large cone-shaped net. These can be used as a last resort when dense smoke and heat prevent a safe rooftop landing, or they can be used to rescue someone from a window below the rooftop.

Ecology and Natural Resources

Mapping and locating natural resources by helicopter now is routine. This method has proved to be a faster and more accurate method of mapping undeveloped areas, such as those in parts of Alaska, the Arctic, Central America and South America.

Not only in the United States, but in many other countries wildlife experts keep

track of animals, determine their population, food, and living habits, and chart their migration routes.

In New Mexico 15 rare Iranian Ibex were lifted by helicopter in special crates to a wildlife preserve. The Ibex is a species new to the U.S. This new herd, if it lives and prospers in this environment, may well save the species from extinction.

The helicopter is working with many agencies and industries concerned with energy resources. It patrols the extensive networks of pipelines and electrical power transmission lines.

In developing today's vital off-shore oil industry, the helicopter first was used for seismic exploration crews in southern Louisiana marshes. Today the U.S. Government's Department of Agriculture, Forest Service, Department of Commerce, Coast & Geodetic Survey, Department of the Interior, Bonneville Power Administration, Geological Survey, and National Park Service are among agencies using helicopters to explore, develop and protect the nation's natural resources.

With ecology high on today's priority list, more and more corporations are using the helicopter "logger" to lift in crews, harvest selected trees, lift out the logs, re-seed areas and fertilize entire forests—all without disturbing the natural scene or the ecology by bulldozing access roads to timbering sites. More trees are planted every year than are cut by these major firms, assuring a continuing supply of timber for the lumber that will be needed in the future.

Note for Embry-Riddle Alumni

1976 will be Embry-Riddle's 50th Anniversary with many activities planned. I would appreciate a magazine notam asking all ERAU alumni to contact the Director of Alumni Relations, ERAU, P.O. Box 2411, Daytona Beach FL 32015.

—John E. Rollins

For example, Weyerhaeuser Company helicopters have spread more than 10,000 tons of granular fertilizer over 60,000 acres of trees in Oregon and Washington.

Construction

Heavy-lift helicopters are a boon to construction in a myriad of situations ranging from placing a new steeple on a church to pouring cement.

• In Washington, D.C., an old air-conditioning unit was lifted off the roof of the District Building and the new one was lifted into place in a matter of some five minutes. In Chicago, air-conditioning equipment was replaced on the Torco Building in less than half an hour. Recently at a new east coast plant it took a helicopter 28 minutes to install 12 heating/air-conditioning units on the roof of a new plant—a job that by conventional methods would have taken four to five days.

• Ski lodges made up of pre-fabricated sections have been installed on mountains tops in a matter of hours without the need for expensive roadbuilding.

• A Skycrane® helicopter poured the concrete for the abutments and pilings of the recently completed second Chesapeake Bay Bridge, saving untold numbers of man-hours and dollars.

• Helicopters lifting crews, power and communications lines, and other equipment, such as microwave towers, have made it possible to span otherwise almost inaccessible terrain. Frequently, even the cables are strung across such terrain by helicopters unreeling the lines from huge rolls.

• Pipeline work is a cinch for helicopters.

The "Mule Train Pipeline" brings water from the north rim of Arizona's Grand Canyon down, across and up the mile-deep chasm to the town of Grand Canyon City, 7,000 feet above sea level. Virtually all of the 12.5 miles of pipe that has more than 2,000 bends [probably the crookedest pipeline in the world] was brought in by heli-

copters working close to vertical cliffs, in narrow side canyons and against vicious downdrafts. The line now delivers up to 648,000 gallons of water per day, the equivalent of more than 20 railroad tank cars of water.

Many businesses and Federal, state, municipal and medical agencies are relying more and more on the versatility and convenience of the helicopter. Today's helicopters have the speed and range to operate from city-center to city-center, lessening airport congestion, conserving fuel and eliminating the often long trip from airport to downtown destinations. There are five city-center heliports in New York City, but

the availability of general use heliports is virtually non-existent in other major metropolitan areas of the nation.

The 1973 AIA Directory of Helicopter Operators in the U.S. and Canada lists more than 4,600 helicopters in use, not counting military helicopters. But the 1973 AIA Directory of heliports/helistops in the U.S., Canada and Puerto Rico lists only 2,385 heliports or helistops, and of these only 581 are listed as available for public use.

In the case of the helicopter, it is not a question of which came first the chicken or the egg. This wonderfully versatile bird has hatched; it is alive and well—and is looking for work.

All it seeks are more tasks and more roosts.

Iranian Army Bell 214A breaks five world records in altitude and time-to-climb

AHWAZ, IRAN — An Iranian Bell Model 214A helicopter set five world records in altitude and time-to-climb categories April 29, three days after delivery of the first production model of the new 16-place UTTAS to the Government of Iran.

Piloting the 214A was MG Manouchehr Khosrowdad, Commanding General of the Imperial Iranian Army Aviation. Co-pilot was Clem A. Bailey, Asst Chief Production Test Pilot for Bell.

The record runs were held at Ahwaz Commercial Airport in Southwest Iran near the Persian Gulf. All five records are in the Class E-1.e, 6,614 to 9,920 lbs. [3,000 to 4,500 kilograms] category, and are as follows:

- Maximum Altitude: 29,750 feet [9,068 meters]. [Old record of 25,418 feet was set Dec. 14, 1964, by LTC Richard J. Kennedy, USA, at Ft. Worth TX in a Bell UH-1D powered by a T53-L-13 engine].

- Maximum sustained altitude in horizontal flight [90 seconds]: 29,500 feet.*

- Time-to-Climb to 3,000 meters: 2 min., 25 seconds.*

- Time-to-Climb to 6,000 meters: 5 min., 55 seconds.*

- Time-to-Climb to 9,000 meters: 15 min., 38 seconds.*

*Newly-established record.



"We've got ourselves a mighty sweet ship," said S. [Stu] Shirey, Bell Project Director. "It's a real rocket through the first 20,000 feet." Shirey noted that the ground temperature at the Ahwaz Airport [61 feet above sea level] ranged from 35-38° Centigrade [95-100° F.] during the record tries. The weather was bright and clear with winds variable between 0-10 mph.

"At 29,000 feet indicated altitude it was minus 31° Centigrade [minus 88° F.], which is actually not too cold at that altitude," he said.

The 214A is one of 287 being delivered by Bell to the Government of Iran as part of a major contract placed through the U.S. Government. Production will reach the rate of 10 per month by January, 1976, with deliveries to continue through 1977.

It's time for AAAA

AWARDS PRESENTATION

AAAA National Awards will be presented at the **Annual Honors Luncheon** held at the **1975 AAAA National Convention** in Washington, D.C., Oct. 24. The Secretary of the Army normally makes the award presentation to the "Aviation Soldier of the Year," with the Army Chief of Staff presenting the awards to the outstanding aviation units. The "Army Aviator of the Year" award is presented by the Vice Chief of Staff while a representative of the McClellan Memorial Foundation makes the safety award presentation.

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

BACKGROUND: This award is sponsored by the Army Aviation Association, and is presented "to the Army Aviator who has made an outstanding individual contribution to Army Aviation during the previous March 31."

ELIGIBILITY: A candidate for this award must be a rated Army Aviator in the active U.S. Army or in its Reserve Components. Membership in AAAA is not a requirement.

NOMINATION FOR THE AWARD TO THE "ARMY AVIATION SOLDIER OF THE YEAR"

BACKGROUND: Sponsored by the AAAA, this award is presented "to the enlisted man serving in an Army Aviation assignment, who has made an outstanding individual contribution to Army Aviation during the awards period ending the previous March 31."

ELIGIBILITY: A candidate for this award must serve in an Army Aviation assignment in the active U.S. Army or its Reserve Components.



e to nominate A Nat'l Awards!

NOMINATION FOR THE "JAMES H. McCLELLAN AVIATION SAFETY AWARD"

BACKGROUND: Sponsored by the McClellan Memorial Foundation and the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, an Army Aviator who was killed in a civil aviation accident in 1958, the award is presented "to an individual who has made an outstanding contribution to Army Aviation safety during the awards period ending the previous March 31.

ELIGIBILITY: Any individual - military or civilian - is eligible as a nominee for this award. Membership in AAAA is not a requirement.

DOCUMENTATION FOR INDIVIDUAL AWARDS

ACCOMPANYING DATA: Documentation should include the nominee's name and address (If military, also include his unit assignment, unit name, and address; and the name of his current unit and commander.) A cover sheet should provide a brief outline of not more than 100 words citing the main reason(s) for the nomination. Additional supporting information attached as inclosures; be limited to 1,500 words or three pages - whichever is greater; and be typed. A recent photo of the nominee should also be as well as his official biography, if available.

NOMINATION FOR THE AWARD TO THE 'OUTSTANDING ARMY AVIATION UNIT OF THE YEAR'

BACKGROUND: Sponsored by Hughes Helicopters, this award is presented "to the aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation **over and above the normal mission assigned to the unit** during the period ending the previous March 31.

ELIGIBILITY: Any active U.S. Army aviation unit, group, or organization that has met the foregoing criteria, and is of battalion-size or smaller.

NOMINATION FOR THE AWARD TO THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT OF THE YEAR"

BACKGROUND: Sponsored by the AAAA, this award is presented annually "to the Reserve Component aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation **over and above the normal mission assigned to the unit** during the awards period ending the previous March 31.

ELIGIBILITY: Any Army National Guard or Army Reserve aviation unit or organization that has met the foregoing criteria, and is of battalion-size or smaller.

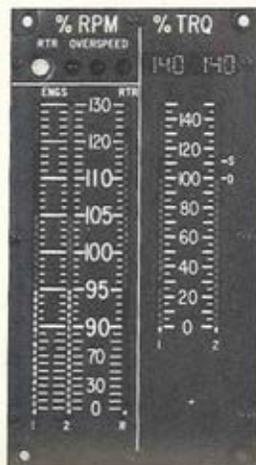
DOCUMENTATION FOR UNIT AWARDS

ACCOMPANYING DATA: Documentation should include the name and address of the unit, and the name of its present commander. A cover sheet should provide a brief outline of not more than 100 words citing the main reason(s) for the nomination. Additional supporting information should be attached as inclosures; be limited to 1,500 words or three pages (whichever is greater); and be typed.

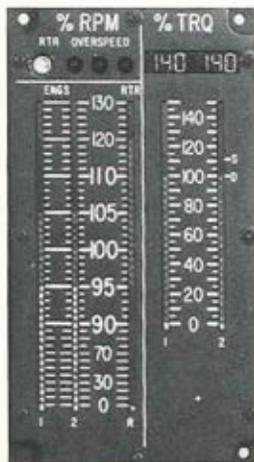
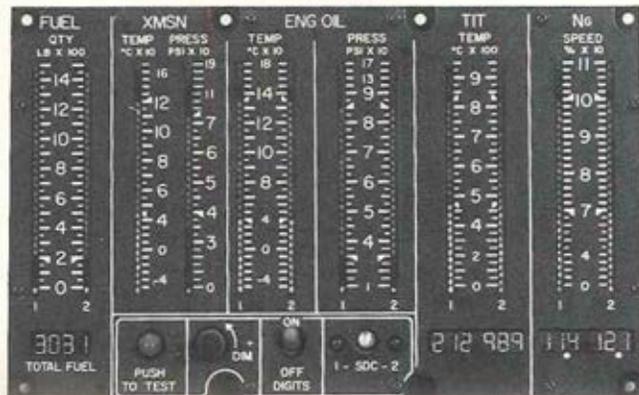
SUSPENSE DATE: Nominations should be mailed on or before July 1 to: BG Robert M. Leich, IGR; Chairman, AAAA National Awards Committee; 1 Crestwood Road, Westport CT 06880.

**Suspense Date:
1 August 1975**

CANADIAN MARCONI COMPANY CMA-730 OPTO-ELECTRONIC VERTICAL SCALE INSTRUMENTS SELECTED BY SIKORSKY FOR UTTAS ENTRY.



CMA-730 Series Opto-Electronic
Vertical Scale Displays, as installed.



The CMA-730 uses a unique display technique which affords significant space saving and human engineering advantages



This Sikorsky YUH-60A UTTAS (Utility Tactical Transport Aircraft), one of three prototypes, made its first flight on October 17th, 1974—six weeks ahead of contract schedule.

over conventional instruments. The system combines proven fiberoptic display and solid state electronic signal processing techniques. Moving parts are completely eliminated. Colour coded vertical scales and digital readouts are bright, clear and accurate, with no parallax errors even when viewed from wide angles. The entire system is simple, rugged, reliable, easily maintained and incorporates a high degree

of inherent redundancy.

The CMA-730 series is available as discrete instruments as well as integrated display panels. Full information on request.

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PANDORA'S BOX

[Continued from Page 4]

aviation support to the combat troops in RVN as their commissioned contemporaries, whether it be with a UH-1, an LOH, a *Mohawk*, an O-1, or an RU-21? Aviation WO's are eligible to fill cockpit seats in an Air Cavalry Troop without the privilege of attending Armor Advance Course. Without the advantage of Advanced MSC school, they still fly a pretty fair DUSTOFF mission. Right, CW4 Novosel? How effective must effective aviation support be?

Argument:

An Aviation Branch would damage the career progression of commissioned aviators.

Answer:

With the advent of OPMS, and the concurrent reorganization of OPD which reduces the impact and prestige of the old parochial career branches as one gets to the field grades, the emphasis is now on an officer's secondary (OPMS) specialty.

As DA briefers have stated in their OPMS briefing, "Specialty designation provides the essential bridge required to begin implementation of face to space management. This is the heart of the management effort, since its effectiveness determines the overall success of OPMS. The projected requisitioning authority will be changed from a basis of *branch* and grade to *specialty* and grade."

Commands will now requisition an officer to fill a Comptroller slot by submitting a request for an 0045. The double zero is "I don't care what branch; just send me a qualified 45 (Comptroller)." If the command wants an Infantry Comptroller, they'd ask for a 1145, the double one meaning Infantry. If the USAAVNC desires a rated Comptroller, why not a 1645 (the 16 meaning Aviation, if there were such a branch), rather than requesting an 0045 who also flies?

More and more, the change will signify

AWO PARTICIPATION

AAAA had 1,966 AWO members at the end of its March 31 FY. Since then, AWO membership has exceeded 2,000, or approximately 36% of the Army's present Aviation Warrant strength. □

emphasis on specialty, rather than branch—but—there is no aviation specialty!

There are OPMS specialties which are real earthshakers, however — food management, club management, general troop support material management, and even petroleum, oils and lubricants management.

Hell, fellows, there are 9,500 commissioned and 5,500 warrant aviators on active duty today. Do you realize that those totals would make us the *second* largest branch in the Army? MI is a separate branch of intelligence specialists and they only total 4,600. The JAG, a pure specialist branch, has only 1,700 officers. Signal is a biggie specialist group with 6,000 officers.

Funny, isn't it that all of these branches have their own personnel managers, but aviators don't — and *none* of their officers have to serve a ground tour with one of the combat arms to be considered fully qualified.

We came close ...

We came as close as we've ever been to a branch once with an office called the *Executive for Army Aviation* in OPD which worked in concert with the office of the Director of Army Aviation in ACSFOR. It took care of our aviators decently and gave an aviator a clearing house in OPD where he could get some straight answers about his career. The Aviation WO Branch spun off from this office and has done so well that under the OPD reorganization, it is absorbing *all* WO's in the Army into one office.

With the downgrading of the branches, per se, the bugaboo of a separate Aviation Branch should not cause the heartburn it has in the past. Since the emphasis is on specialties, and the toughest, most expensive specialty to

create and retain—aviation—is not even granted *specialist* status, make it a branch.

If an officer is a lousy information specialist and does a sorry job, he can be trained into something else. If an aviator is a lousy aviator and does a sorry job, he can kill himself and a whole lot of passengers. Somebody, somewhere, eventually, has to recognize that aviation is *not* a part-time career. The old 20% career branch tail should never have wagged the 80% aviation dog! But we aviators knew that the tail was the key to selection so we played the game.

Argument:

So now you say that via an Aviation Branch and an aviation career progression, I can never hope to achieve the position of Chief of Staff of the Army!

Answer:

How many non-aviators do? One about every two years! Pretty slim pickings. The four-star head of AMC or the two-star CG of an Airmobile Division as an aviator wouldn't be too bad! Shoot, the Chief of Chaplains only gets to two-star rank. *Is that a stigma?*

You give me a good officer who fights his way to the top over 9,500 commissioned aviator contemporaries and I'll



PERSONAL INSTRUCTION — SFC Herbert L. McCormick, left, shows his son, PFC Herbert L. McCormick, Jr., how to operate a signal light in the tower at Fort Rucker's Knox Heliport. The father and son team are both air traffic controllers at USAAVNC; the son working at Hooper Stagefield. [USA photo]

show you a man who can give the job of Chief of Staff a pretty good run for the money. But why should this same man—if he is Infantry and a Logistcian—have to simultaneously compete against 15,000 Infantry officers, some 2,000 Logisticians, and the same 9,500 aviators of all branches to prove he's as competitive as a non-rated Infantryman specializing in Logistics?

Add to these competitive woes the realization that all which is good career-wise for Infantry may *not* be true for the other eleven branches. So how does one truly prepare oneself? At least with an Aviation Branch, an Aviation Basic and Advance Course, and Aviation Personnel Managers to help him with his career, the aviator has some chance and knows his competition.

We would certainly do as well, if not better, in selections for C&GSC and senior service colleges because we'd have our own fair share of the school quotas (based on our officer strength) which might work out to be a little less than Infantry but a hell of a lot more than FA and/or Armor.

We'd control the number of advanced degree requirements for our branch and get more of our fine young aviators specialized properly through education in aviation-related disciplines.

We'd control test pilot school quotas; quotas to transition training courses; input to flight school; pick our own aviation project managers; establish and control branch-oriented OPMS specialties for our aviators; and groom astronaut candidates.

Utilizing aviation experience

Most importantly, we'd be able to keep and place our medically disqualified aviators in meaningful aviation-related jobs where we could continue to fully utilize their accrued aviation experience, rather than losing them as we do now, to assignments where they and their experience are generally lost to aviation. The list of what we could do for ourselves, which is now being done by a hodge-podge of scattered cells throughout the

Army structure, staggers the imagination.

Our aviators would still remain close to our non-rated brothers in arms, just as we're doing today by serving in TOE aviation units integral to every combat unit. That's no different than how Signal and Engineers operate. If even closer intimate knowledge of combat arms operations are still considered highly essential, we could take a page out of the non-combat arms personnel policy book and have our new officer aviators serve a one-year detail with a "combat" branch *before or after* they complete flight training.

Via the OPMS specialty route, our aviator would still be performing what we used to call "ground duty" and would continue to remain in close touch with the non-rated Army. Even the new flight gate policy favors such occasional tours, up to almost one-half of an aviator's career.

Something to come back to

But always, the aviator would have his own home—the Aviation Branch—to come back to. He wouldn't have to live through periods of ups (RVN) and downs (post-Korea and post-RVN) under changing personnel policies which generally favor the non-rated Army family.

Others more articulate than I could prepare the case for an Aviation Branch much better. The young, the comers in our business, should consider the advantages and disadvantages of a Branch and make their case for it or AGAINST it,

logically, objectively, and unemotionally. You don't know what it's like until you've tried it!

I was fortunate as an old Army Air Corps member to have had it both ways and found that the aviator in a separate branch did have empathy for the "grunt", did give him outstanding aerial support, and never lost sight of the fact that the *man on the ground won wars, not just battles*. RVN welded us even closer to our brothers in arms on the ground.

General Abrams acknowledged our deeds in RVN when he said that we, the aviators and our men, were taken into the brotherhood of combat arms—not by regulation and not by policy—but by the vote of the Infantry who are the charter members of that secluded group known as the combat arms.

An accolade to thousands

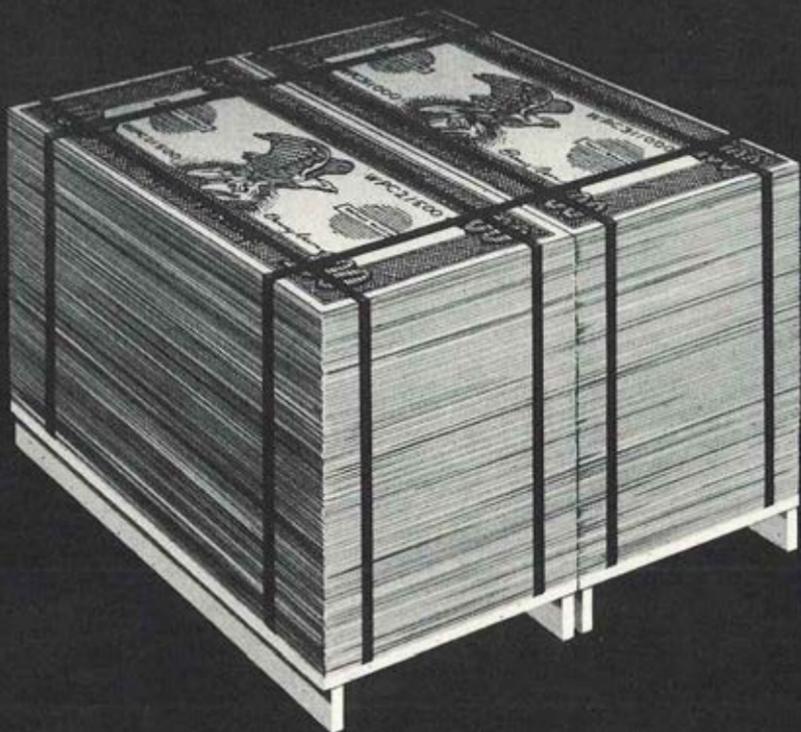
The deeds and accomplishments which earned us that accolade were performed, for the most part, by thousands of young aviators and enlisted men who never heard of the term, "ground duty", but who, nevertheless, provided the grunts aviation support heretofore unheard of.

That closeness cannot be destroyed by giving the aviator his own personnel managers and control over his future destiny through his own Aviation Branch. All we need now is a chance to survive and to compete on *equal* terms with our contemporaries.



Live Fire Practice

□ FT. CAMPBELL — Troop A, 2nd Squadron, 17th Air Cav, 101st Abn Div [Air Assault] conducted live fire practice using Cobras and slicks. At left, LT Peter Manichonery, Troop SaFO, briefs with a "Keep 'em locked!" PFC Ed Revels [center] is shown tightening the fuse atop a 17-lb. rocket prior to loading, while in the far right photo, LT Jeffrey Erickson, a Cobra pilot, gently loads a 10-lb. rocket into the firing sheaf.



\$1.2 million.

Initiated in 1957, the AAAA-endorsed Flight Pay Protection Plan exceeded \$1.2 million in flight pay claims in January of this year. More than 834 Army Aviation flight personnel in the active Army and Reserve Components have shared in the \$1.2 million in claims during the program's eighteen year duration.

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AAAA MEMBERSHIP TOTALS

AS AT THE END OF THE MARCH 31, 1975 AAAA FISCAL YEAR

[Figures in parentheses represent gains or losses in relation to March 31, 1975]

MILITARY MEMBERSHIP [92.7% OF TOTAL AAAA MEMBERSHIP]

Rank or Grade	Active U.S. Army	AR US NG	Tot. AR No.	Retired Military	Membership Total
GEN	2 [+1]	0	0 [0]	1 [0]	3 [+1]
LTG	4 [-2]	0	0 [0]	8 [+3]	12 [+1]
MG	31 [+1]	5	3 [+3]	10 [+3]	49 [+7]
BG	20 [-1]	2	3 [+1]	10 [+1]	35 [+1]
COL	300 [+13]	10	8 [+1]	132 [0]	450 [+14]
LTC	1,137 [-96]	23	6 [-5]	387 [+10]	1,553 [-91]
MAJ	1,053 [-85]	46	21 [-7]	83 [-25]	1,203 [-117]
CPT	1,919 [+76]	72	32 [-6]	11 [+11]	2,034 [+81]
LT	431 [+50]	24	7 [-4]	1 [+1]	463 [+47]
CWO	1,695 [+158]	122	30 [-8]	100 [+9]	1,947 [+159]
WO-WOCs	271 [-52]	8	2 [-11]	2 [-1]	283 [-64]
ENL	1,167 [+867]	42	6 [-8]	15 [+2]	1,230 [+861]
DAC	802 [+127]	0	0 [0]	0 [0]	802 [+127]
Totals	8,832 [+1,057]	354	118 [-44]	760 [+14]	10,064 [+1,027]

NON-MILITARY MEMBERSHIP [7.3% OF TOTAL AAAA MEMBERSHIP]

INDUS. (CORPORATE)	412 [-50]
INDUS. (INDIVIDUAL)	268 [+43]
MISCELLANEOUS	114 [+37]
TOTALS	794 [+30]

TOTAL AAAA MEMBERSHIP ON MARCH 31, 1975

MILITARY [92.7%]	10,064 [+1,027]
NON-MILITARY [7.3%]	794 [+30]
TOTALS	10,858 [+1,057]

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YOU CALL . . . WE HAUL
 YOU DROP IT IN . . . WE PULL IT OUT

BIG WINDY

WE EXCELL AT BEING:

CHINOOK PILOTS EXTRAORDINAIRE
 CASUAL HEROES
 SNAPPY DRESSERS
 ALL 'ROUND GOOD GUYS
 SINGERS OF SONGS & BALLADS
 AUTHORITIES ON PER DIEM RATES
 WORLD TRAVELERS
 MEN WHO ARE FUN TO TALK TO

WHEN YOU CARE ENOUGH
 TO SEND THE VERY BEST

Back of card

Dear Editor: I've sent you our unit business card and wish to point out that we in the "Big Windy" don't use the card as a capabilities-limitations ad for the CH-47C; our Liaison Briefings to supported units serve that purpose.

Instead, we include on the business card that information which we hope the supported units will use in their mission planning when requesting support from us.

This particular business card is one that I designed for the "Big Windy" based, in part, on other similar cards that I've

seen. Credit for the card, then, should go to the Army Aviators as a group, rather than to a single individual.

We find that this particular card is very well received by all of our "clients" as well as some airline captains, visiting NATO Allies, and other personages of importance.

Major Burns and we in the "Big Windy" would be honored if you'd reproduce the card in ARMY AVIATION. Its adoption by other units may assist them in some small way in the accomplishment of their mission. —CPT Donald L. Robinson



**We at Sikorsky Aircraft salute our Army
on its 200th anniversary . . . and on the 33rd anniversary
of the establishment of organic Army aviation.**

Sikorsky Aircraft has long supported the soldier's mobility. In the past 33 years, we have manufactured 10 different Army helicopter models. We currently are developing three more — UTTAS, Advancing Blade Concept (ABC™) and Rotor Systems Research Aircraft (RSRA).

The painting reproduced on the reverse side of this card is called "U.S. Army/Sikorsky UTTAS — Helicopter with a Heritage ... and a Future."

We invite our Army friends to accept a full-color reproduction of this painting as a personal memento of Army/Sikorsky teamwork.



Sikorsky

UTTAS



On Guard!

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

It was a pleasure for the ARNG Aviation Division to host the 1975 FORSCOM Reserve Components Training Meeting held at Edgewood Arsenal, MD. Representatives from HQDA, TRADOC, FORSCOM, the CONUSA's, NGB, and CAR met to discuss aspects of Reserve Component Aviation Training and to outline plans and programs.

This was the second annual meeting and much was accomplished in addressing Reserve Component Aviation Programs. COL Arnold R. "Ray" Pollard, Aviation Office, FORSCOM, was Chairman of the 1975 meeting and he indicated that so much is accomplished by this means that he plans to continue these types of work sessions in subsequent years.

Opening: ARNG Safety Officer

The Division has received word that MAJ Charles R. Strickland will soon be leaving the program. "Chuck" has been the Aviation Safety Officer since October 1972, and has been quite effective in assisting the States with their Accident Prevention Programs.

It is with regret that we'll be saying goodbye to MAJ Strickland in June. The first indications are that he'll return to his native State of California.

In the meantime, CW4 Robert Delker, Aviation Safety Specialist, is Acting Chief of the Aviation Safety Branch. Once MAJ Strickland's status is resolved, NGB will be seeking an individual to take his place as Chief of Aviation Safety. One major accomplishment during MAJ Strickland's tenure was a zero accident period of five months during FY75.

Also, we've experienced only eight accidents during this entire year, which is quite a reduction over previous years — and much of this is to MAJ Strickland's credit. In fact, some States are still accident-free, and have

been for as many as ten years (Minnesota).

Still addressing safety and safety positions, the two-year active duty tour for a Guardsman at USAAVS, Ft. Rucker AL, is open as of this writing. I'm sure a selection will be made within the next few weeks to fill this vital position.

Night Qualification Course

Pennsylvania ARNG Aviation is way out front in NOE training, and last month Pennsylvania added a Night Qualification Training Program which again leads the field.

Representatives from NGB: LTC Taddeo, MAJ Flynn, and myself; along with LTC Badger from FORSCOM; COL Burton from First Army; and COL Siegert from Readiness Region II met at the Capital City, PA Aviation Support Facility for a briefing prior to flying the established course.

The Night Flying Qualification route encompassed several areas of night training to include navigation by ground searchlights and approaches to minimum lighting areas as well as VASI approaches. The Pennsylvania Program is commended for its responsiveness and ability to create such a program and, without question, is providing its aviators with meaningful, useful night training.

A Standardization Program

The NGB is vitally interested in assisting in the development of the Army Aviation Standardization Program. This became very real to the Division recently when we analyzed the eight accidents, previously mentioned, and found that at least six involved lack of standardization or involved poor procedure on the part of the crew.

The aviation officers and State standardization boards are ready and eager to

become even more involved in the **Army Aviation Standardization Program** and it is my intent that the Aviation Division assist in this area.

As a step towards getting more involved, members of the Standards and Training Branch of the ARNG Aviation Division flew to Ft. Rucker in late April to be briefed on current developments in standardization.

Colonel "Bill" Rathbone and his staff provided briefings and discussions on all aspects of the program, and I'm optimistic that we at the Division will be able to help the program in some way.

As a result of the visit to Ft. Rucker, we'll

ARNG Aviation Goals

In addition to other goals and requirements, NGB recently established the following goals for ARNG Aviation:

- Attain and maintain aircraft operational standards established by DA.
- Meet aviation unit and individual training requirements established by DA and FORSCOM.
- Zero accidents.
- Provide maximum support to tactical units and commanders while meeting aviation training requirements.
- Maintain a full TOE with all on flying status, both aviator and EM, authorized flight status.
- Cause action to be taken to meet CNGB expressed goal: increase knowledge of how to use ARNG Aviation.
- The full-time aviation technician force:

[1] Provide timely support necessary to conduct training & service missions.

[2] Constantly evaluate and improve services and facilities to assist in meeting aviation program requirements.

- Utilize audio visual learning centers to the maximum extent.
- Achieve excellence in aviation budget preparation and management.
- Timely and accurate submission of NGB 130's and DA 1352's.
- Improve management procedures.
- Improve cost effectiveness.

PIONEER PLANE DESIGNER

Lloyd Stearman, whose name became familiar to hundreds of thousands of WW II airmen who trained in the rugged biplanes he designed, died in Los Angeles April 4. He was 76 years old. Many of his "Yellow Perils" are still in use today as crop dusters.

be communicating with the States pointing out the ways that the program can be improved and enhanced in addition to addressing standardization for those non-standard aircraft not currently in the Army inventory so as to fill the gap on standardization information.

One thing that became obvious to me was that standardization meetings have become mixed with other types of meetings to the degree that standardization is not being addressed to the extent that it should. One recommendation to the field will be that pure standardization meetings be held **without** mixing a hodge-podge of training, safety, and program management topics and subjects.

Again, I'm sure the field is anxious to get more involved in standardization, and I expect even more progress in the near future than in the past. **LTC Taddeo**, the Chief of the ARNG Aviation Training, is now in the process of analyzing ways that we can help the program and will be ready to address units in the field very shortly.

Aviation Medical Aspects

It's unusual when a physician can close his practice and accept an active duty tour, but we found just the individual who could do this and he is **Dr. David J. Geigerman**. **Dr. [LTC] Geigerman** came to the Aviation Division in February as the individual to address Aviation medical aspects in the Army Guard.

We're fortunate in many ways: first, that **David** could make this change for us, and second, we're fortunate that he's experienced and well versed in aviation medicine. Although he's only been with us a short time, the program is already improving as he lends it guidance and direction.



READY IN RESERVE



BY MAJOR RICHARD R. NOACK, AVIATION OFFICER, OFFICE, CHIEF OF ARMY RESERVE

In ever increasing numbers, Army Aviation personnel leaving active duty are discovering they can continue their careers in an expanded Army Reserve Aviation Program . . . and for some, that program can mean civilian employment. (See following article - "What's a USAR-FFAC?")

Army Reserve opportunities, benefits, and pay are better than ever, but unfortunately not everyone gets the word! So read on — and pass the word to your flying friends. That way, you can help them and the Army Reserve.

We need prior service Army Aviators and enlisted personnel to fill TOE/TDA unit vacancies. Army Reserve Aviation offers an individual the chance to earn excellent part-time pay in addition to his civilian occupation pay or GI bill, if attending college.

Aviators and enlisted crewmembers on flight status in Ready Reserve units are paid one full day of military base pay, plus flight pay for each four-hour training

assembly and additional flight training period. Four training assemblies are normally completed during the one weekend assembly per month.

Aviators on flight status are authorized an additional 24 flight training periods annually which may be scheduled as civilian employment permits. In addition to this inactive duty training pay, all Army Reservists who attend two weeks of annual training are paid the military salary for their rank plus flight pay, if they're on flight status.

For example, a Captain with over six years' service and on flight status would earn approximately \$4,077 annually at the present pay rate. That's an average of \$340 monthly for one weekend and two flight training periods per month plus the 15 days annual training. For an E-5, with over six years' service on flight status it means approximately \$1,817 annually or \$151 monthly.

Retirement benefits add up

If the Captain above remains in the Reserve for an additional 14 years, he could reasonably expect to retire as a LTC at age 60 with monthly retirement pay of from \$380 to \$500, depending on how actively he participated in the Reserve Program.

The E-5 above, after 14 additional years, could reasonably expect to retire as an E-7 or above with monthly retirement pay at age 60 of approximately \$175 to \$300.

Other benefits of the Reserve Program include one day of PX shopping privilege for each day of inactive duty training, commissary privileges during annual training, Servicemen's Group Life Insurance (\$3.40 for \$20,000 coverage), and

Join USAR
Aviation!
It pays
dividends!

retirement benefits that include Army medical care, and PX and commissary privileges at age 60.

Most important to those aviators participating in the Reserve Aviation Program is the satisfaction they receive doing what they were trained to do in the Active Army while maintaining the proud tradition of the citizen-soldier dating back to the founding days of our nation.

As you can see, the Army Reserve Program has much to offer. Be a friend to a friend and pass the word to come fly with the professionals, the Army Reserve!

Information on unit locations and position vacancies may be obtained by contacting your nearest Army Reserve Center (listed under U.S. Government" in the white pages of your local telephone directory).

What's a USARFFAC?

The basic concept for Army Aviation within the Army Reserve is that of centralized control and economy of operation. To accomplish this the aviation assets of 147 units at forty-two U.S. Army Reserve Flight Facilities (USARFFAC) throughout CONUS are consolidated to conduct aviation operations, training, and maintenance.

The Commanding General of each major U.S. Army Reserve Command that is authorized a USARFFAC is responsible for the supervision and operation of the facility. USARFFAC's are staffed with full-time dual status civilian technicians, dual status meaning under the employ of Civil Service and at the same time serving in the Army Reserve as a commissioned or enlisted member.



SOMETHING IN COMMON

AAAA members passing through Atlanta Airport have a friend on high. He is Murry Smith [LTC, Ret.], who serves as a Marketing Representative - Military for Delta Air Lines. With or without a transportation problem, give him a call the next time you are passing through Atlanta. Operating from a Gas Light Tower office, this ex-Army Aviator assisted many at the recent AAAA First Region Convention. □

Technician positions are authorized based on the number and type of aircraft, and the aviator population supported at each USARFFAC. They may include a Flight Facility Supervisor; Flight Operations Officer; Flight Instructors; Aircraft Dispatcher; Aircraft Maintenance Supervisor; Aircraft Inspectors; and Administrative, Supply, or Maintenance Technicians.

The Flight Facility conducts individual aviator flight training and organizational maintenance of assigned or attached aircraft on a day-to-day basis and performs direct support maintenance when authorized.

It also provides supervision and administration for additional flight training periods and all other aviation-related activities not conducted during unit training assemblies. The USARFFAC provides service to the commands supported by the facility to insure maximum combat readiness for those aviators and aircraft that are assigned or attached.

HOW BIG IS BIG?

□ An oversize pair of Master Flight Surgeon's Wings brings a laugh from the incoming and outgoing commanders of the Army Aeromedical Activity, Army Aeromedical Center located at Ft. Rucker, Ala. LTC [Dr.] Nicholas Barreca, left, has directed the activity since 1970 and is now being reassigned to Brooke Army Medical Center, Ft. Sam Houston, Tex. The new commander is LTC [Dr.] Paul V. Humbert shown at the right.

The Personal Side

PERSONAL ITEMS SUBMITTED
BY AAAA MEMBERS

AAAA HONORARY MEMBERSHIPS

Major General Sam S. Walker, U.S. Commander, Berlin (Presented by the Checkpoint Charlie Chapter).

Colonel John L. Ballantyne, Commander, 11th Armored Cavalry Regiment, APO NY 09146 (Presented by the Fulda Chapter).

BROKEN WING AWARD

Franklin D. Carlisle, DUFT, Ft. Rucker AL.
Edward L. Hogeboom, DUFT, Ft. Rucker AL.

COLLEGE DEGREES

CW2 Gerald O. Douglass, Associate of Arts Degree, St. Leo's College.

CW2 Junius H. Julien, Associate of Arts Degree, St. Leo's College.

CW3 Stephen E. Murphy, Associate of Arts Degree, St. Leo's College.

HONOR GRADUATES

US ARMY AVIATION SCHOOL

1LT Gary D. Matson, ORWAC, April 22.

USA TRANSPORTATION SCHOOL

CW3 Gary B. Hayes, AMORTC OH-58, Class 7-75.

HONORS

CPT Charles A. Holland, Certificate of Commendation and \$1,000 Incentive Award check for detonating fuse suggestion.

SP4 Robert L. Marshall, "Soldier of the Month for April," Ft. Rucker AL.

SSG Johnny A. Stults, "NCO of the Month for April," Ft. Rucker AL.



USC Avn Safety Off Class 75-4. Front, l-r, CW2 GW Norton; 1LT CJ O'Connor; WSO1 FW Lang; CW2s JG LaBrie & AJ Tinsley; CPT JE Jones. 2d Row: CPTs RH Lewis, Jr., RL Pierce, PD Allford, DB Skipper, RR Eaton; LTC OL Shuler. 3d row: CW2 PH Carle; CPTs JC Hooks, JA Shepherd, LM Peterson, CR Sither; MAJ BI Inman. 4th row: MAJ LD Winkle; CW2 EW Gibson; CPT JC Hardister; CW2s RL Risher & RH Bowlin; CPT SM Kyle; 1LT WJ Ready. The Class graduated from USC on March 28, 1975. □

MEDALS

MERITORIOUS SERVICE MEDAL

MSG Frank L. Rodrigues, Aviation Detachment, Berlin Brigade, APO NY 09611.

COL H.I. Small, first OLC, Ft. Eustis VA.

SILVER STAR

CPT Gerald M. Torba, Lyster Army Hospital, Ft. Rucker AL.

OBITUARIES

Francis N. Heredia, CW4, died February 3, 1975 at Womack Army Hospital, Ft. Bragg, N.C. He is survived by his wife, Mrs. Sarah E. Heredia, of 105 Crepe Myrtle Drive, Columbus MS 39701.

Ralph William Merritt, LTC (Ret.), 45, died on March 27, 1975 at his home in El Paso TX. His death is attributed to lung disease. Survivors include three children residing at 941 Lacon Drive, Newport News VA 23602. They are a son, Alan Merritt; and two daughters, Maury Lynne and Karen Jeanne. Colonel Merritt was unmarried at the time of his death.

□□□□□□□□□□□□□□□□

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.

□□□□□□□□□□□□□□□□



□ CPT Jack M. Cherry, AAAA's Taunus Chapter President, presents a token of appreciation to Herr Wolfgang Pils, a German WWII fighter pilot, who addressed a recent Chapter meeting.

RATINGS

SENIOR ARMY AVIATOR

CPT William L. Bell, Ft. Rucker AL.

CPT Norris G. Brock, Greenwood, Indiana.

COMMAND AND STAFF

COL Anthony J. Adessa, to Staff & Faculty, U.S. Army War College, Carlisle Barracks, PA 17013.

COL William C. Rouse, DCS Comptroller, Hq. U.S. Army, Europe, APO NY 09403, to Brigadier General.

COL George W. McIlwain, as Army Attache, U.S. Embassy, APO NY 09170.

E Brown Pinkston, to Director of Government Marketing, Cessna Aircraft Co., Wichita KS 67201.

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

Multi-State Fly-In planned by Connecticut Chapter

AAAA's Connecticut Chapter has made plans to hold its Second AAAA Fly-In and Professional Briefings on Saturday, September 20.

The Open House for ARNG and USAR aviation personnel and AAAA members in the Northeast Regional area will include tours of the Sikorsky Aircraft and Avco Lycoming plants.

Details of the end-of-summer AAAA Fly-In will be sent to invitees in July. □

AAAA Membership Activities



AAAA Meetings during April-October, 1975

APR. 26. Indy Chapter. Professional-social dinner meeting. R.F. Harvey, Allison Division, guest speaker. Ft. Benjamin Harrison O-Club. Members and guests.

APR. 30. Persia Chapter. Professional-social dinner meeting. MG Frank Hinrichs, Commander, USA Aviation Systems Command, guest speaker. Imperial Iranian Army Officers' Engineers' Club, Tehran. Members and guests

MAY 3. Checkpoint Charlie [Berlin] Chapter. Professional-social dinner meeting. BG James H. Merryman, USAEUR Region President - AAAA, guest speaker. Harnack House. Members and wives.

MAY 7. Southern California Chapter. Professional-social dinner meeting. COL George W. Shallcross, Director, Eustis Directorate, USARMDL, guest speaker. Airport Marina Hotel, Playa del Rey. Members and guests. (Joint meeting with the AHS).

MAY 7. David E. Condon [Ft. Eustis] and Ft. Monroe Chapters (Joint meeting). Professional luncheon meeting. Howard N. Stuverude, President, Boeing Vertol Co., guest speaker. FEOM. Members only.



SMILE! — SP5 Dennis V. Cruz, I., receives an AAAA Certificate of Achievement from MSG Howard E. Webb, guest speaker, BNCOES 6-75, at Ft. Eustis as Co-Distinguished Graduate, AND promotion from E-4 to E-5 at the same time!

MAY 7. Ft. Monroe Chapter. See May 7 listing immediately above.

MAY 13. Lindbergh [St. Louis] Chapter. "Mixer and Beerbust." O-Club, Mart Building. Members and guests.

MAY 16. Mainz Chapter. Late afternoon business-social meeting; keg-hors d'oeuvres-discussion of Chapter's participation in 1975 Mainz-Finthen Auto Races. Muha NCO-O Club. Members only.

MAY 16. Monmouth Chapter. Business-social luncheon; election-induction of '75-'77 Chapter Executive Board slate. Gibbs Hall. Members only.

MAY 19. Fort Riley Chapter. Business-social dinner meeting. Keg of Coors & steak dinner. Appointment of

Nominating Committee for '75-'77 Chapter slate. Members only.

MAY 20. Delaware Valley [Philadelphia] Chapter. Professional-social dinner meeting. George Singley, III, guest speaker on "Crash Survivability." (Joint meeting with AHS.) Media Towne House. Members and guests.

MAY 21. Connecticut Chapter. Technical Session on "Aviation Accident Prevention." Panel guests: COL Norman W. Paulson, COL Loren C. Strange, and CPT Charles F. Nowlin, all of USAAAVS, Ft. Rucker AL. Stratford Motor Inn. Members and guests.

MAY 22. Fort Hood Chapter. Professional luncheon meeting. Howard N. Stuverude, President, Boeing Vertol Co., guest speaker. Main O-Club.

MAY 27. Bonn Area Chapter. Professional dinner meeting. COL Veesser, Deputy Director for German Army Aviation, guest speaker. American Embassy Club, Bad Godesberg. Members and guests.

MAY 31. Rhine Valley Chapter. After dinner professional meeting. MAJ Schwachenwald, 3d Inf Div AO, on "Aviation Test Battalion in Europe." PHV



IT'S THE ONLY GAME IN TOWN!

AAAA's Only Golf Tournament! Play with the best! Third Annual Lindbergh Chapter AAAA Scholarship Golf Tournament and Tournament Awards Dinner Friday, June 20 - Clubhouse - Granite City Depot For golf details, contact Captain John Holladay or Carl Pashoff. Every player a winner! Entry fee, \$3

For Awards Dinner tickets, contact Pat Bienacker at (314) 268-2532 or Larry Franzoi at 268-3847

AAAA Membership Activities



Officer & Civilian Open Mess. Members and guests.

JUNE 2-8. USAREUR Region. Motor Coach Tour to 1975 Paris International Air Show sponsored by the Taunus Mountain Chapter. Six nights in Paris; optional side tours.

JUNE 5. Maryland-Delaware Chapter Activation. Late afternoon business meeting at 1630 hours; Ft. Meade Officers' Open Mess. Non-members are invited to attend.

JUNE 11. Stuttgart Chapter. Late afternoon business-social meeting. Planning for Neckar Boat Trip. Nellingen Officers' Club. Members only.

JUNE 13-14. 1975 Army Aviation Hall of Fame Inductions sponsored by the Army Aviation Center Chapter. Center Tour, Museum Inductions, training demonstration, Silver Eagles' exhibition, Army Bi-Centennial Ball. (Details on Page 46).

JULY 19. Connecticut Chapter. 6th Annual "Summer Skirmish." Westport, Conn. Members and wives.

AUG. 8. AAAA National Awards Committee. Business meeting to select 1975 AAAA National Award Winners. Sheraton National Hotel, Arlington VA.

AUG. 8. AAAA National Nominations Committee. Business meeting to nominate 1975-1978 AAAA National Officers. Sheraton National Hotel, Arlington VA.

AUG. 9. AAAA National Executive Board. General business meeting. Sheraton National Hotel, Arlington VA.

SEPT. 3-5. Fifth Region - AAAA Meeting held in conjunction with the Fifth Army Training Conference. Palacio del Rio Hotel and San Antonio Convention Center, San Antonio TX.

SEPT 17. Second AAAA Congressional Appreciation Luncheon (or Dinner). Washington, D.C.



Members of AAAA's Checkpoint Charlie Chapter are shown with LTC John Totman, Chief Controller of the U.S. Element, during the Chapter membership's recent tour of the Berlin Air Safety Center (BASC). The BASC is the only facility of its type where U.S., British, French, and Soviet personnel work side by side to insure air traffic safety.

SEPT. 20. AAAA Northeast Regional Fly-In and Professional Briefings sponsored by the Connecticut Chapter. Briefings, open luncheon, plant tours of the Sikorsky Aircraft and Avco Lycoming Division plants. ARNG and USAR aviation personnel are especially invited to attend.

OCT. 22-24. 17th AAAA National Convention. Sheraton National Hotel, Arlington VA.

MAR. 4-6, 1976. First Region - AAAA Convention. Williamsburg, VA.

A NEW CHAPTER ACTIVITY!

Maryland and Delaware Quad-A members will meet on June 5 at the Ft. Meade Officers' Open Mess to activate a separate AAAA Chapter. The new Chapter will represent members in the Greater Meade, Aberdeen, Baltimore, and Edgewood Arsenal area.

UNREAL! - New Master AA COL James H. Mapp, Dep for Tng at USAAVNC, gets a mock pair of oversized Master Wings from a smiling MG "Bill" Maddox, right, following late April pinning ceremonies at Ft. Rucker. Rated in 1960, the recipient has logged over 3,400 hours.





MORE than 370 persons, including AAAA members, wives, and guests, were in attendance at the initial convention of AAAA's First Region. The professional-social gathering was held in Atlanta's Executive Park Motor Hotel during March 20-22.

The theme of the Region's first convention was "Cockpit Focus," COL Joseph H. Kastner, the Regional VP for Programming, noting that one of the most popular programs was the Officer Personnel Directorate and OPMS Programming, similar to that held at AAAA's Fifth Region and National Conventions in '74.

Honored by AAAA at the Atlanta Convention were an active duty unit and a Reserve Component unit. The 129th Aviation Company (AHC), 269th Aviation Battalion (CBT), stationed at Ft. Bragg, N.C., was named as the "Outstanding Aviation Unit of the Year." MAJ John C. Phillips, Jr., 129th commander, and 1SG Douglas A. White accepted the AAAA Trophy from LTG Donn R. Pepke, Deputy Commander of the U.S. Army Forces Command.

The "Outstanding Reserve Component Aviation Unit of the Year Award" went to the 112th Medical Company (Air Ambulance) of the Maine ARNG. LTG

Atlanta Quad-A places stress on the "Cockpit"

Citing the convention as an excellent demonstration of professionalism and enthusiasm, MG William J. Maddox, Jr., President of the First Region, remarked, "At a time when we are under heavy financial constraints for official travel, and, in fact, there just isn't any per diem at all, we pulled together some 370 people, all of whom arrived at their own expense. These are the people who want to talk aviation, and further their professionalism."

Highlighting the two-day AAAA gathering was the Region's first AAAA Awards Luncheon. Unit and individual awardees were selected from among the First Region's 5,000+ member, 21-State area, representing the New England, Atlantic Coast, Mid-Atlantic, and Southeastern U.S. States, in addition to the Greater Fort Campbell, Ky. area. The latter represents close to 1,500 individual AAAA members as a Chapter entity.

Pepke presented the award trophy to MAJ Jean L. Dion and 1SG William F. McNeal, the Commander and senior NCO of the 112th.

LTG Pepke, who was made an Honorary Member of AAAA, said of the awards luncheon, "The presentations... were made to top flight units. And this is what brings about safety and esprit de corps within Army Aviation units."

SP6 Scott F. Rockwell was named as the Region's "Aviation Soldier of the Year." Assigned to the Department of Graduate Flight Training at Ft. Rucker, Rockwell received his AAAA cubed medallion from LTG John M. Wright, Jr., USA [Ret.], President of AAAA.

Speaking about the necessary role that enlisted personnel play in Army Aviation, LTG Wright said, "Talking to Specialist Rockwell, it is interesting to

[Continued on the next page]

PHOTOS AT LEFT: [1] Sikorsky rep Bill Pollard [civilian clothes] and WO Michael B. Syverson, left, look on as WO's Dennis A. Ryan and Gerald D. Gaines, r., view a UTTAS model. [2] MAJ Jean R. Dion, left, CO, 112th Med Co [AA], Maine-ARNG, accepts AAAA's "Outstanding Reserve Component Aviation Unit Award" from LTG Donn R. Pepke, center, Dep Cdr, FORSCOM, as 1SG William E. McNeal lends a hand. [3] LTG Donn R. Pepke, left, presents AAAA's "Outstanding Aviation Unit of the Year Award" to MAJ John C. Phillips, Jr., center, and 1SG Douglas A. White, representing Fort Bragg's 129th Aviation Company [AHC]. [4] Several attendees view a

1,500 turboshaft engine placed on display by the General Electric Company. [5] Wives of the attendees were treated to a fashion show sponsored by the Sikorsky Aircraft Company. [6] SP6 Scott F. Rockwell accepts the AAAA's regional "Aviation Soldier of the Year Award" medallion from LTG John M. Wright, Jr., Ret., AAAA National President, during Awards Luncheon ceremonies. [7] CW3 Charles W. Bootle, left, accepts the First Region - AAAA "Army Aviator of the Year Award" from MG William J. Maddox, Jr. [8] The attendees' wives had their own activities while their husbands attended the professional sessions. Here, they attend a fashion show.

note that when a soldier talks about Army Aviation, he really, generally talks about aviators.

"Isn't that interesting when, as aviators, we know the true importance of our aviation soldiers and the fact that, literally, our very lives depend upon the manner in which they do their job."

Chosen as "Army Aviator of the Year" at Atlanta was CW3 Charles W. Bootle, assigned to the Office of the Deputy for Standardization, USAAVNC. He received his trophy from MG Maddox, the Ft. Rucker commander. Very much in attendance were representatives of AAAA's Industry (Corporate) Member firms, many of whom provided displays of their current projects. The convention was also attended by members of AAAA's National Executive Board who conducted their Spring, '75 business meetings during the two-day convention.

MANY HANDS — LIGHT WORK!

AAAA's First Region Convention was administered by a multi-member Convention Staff from many areas. Serving under MG William J. Maddox, Jr., Regional President, were COL Clement A. Wylie, Jr., Convention Vice Chairman, and MAJ "Chuck" Ledford who assisted in all areas. Registration was capably handled by LTC Neal Christensen, Regional Sec-Trea, and his wife, Sarah, who both "put in the hours." COL "Joe" Kastner [Ft. Bragg] was Programming Chairman; COL "Ray" Pollard and CPT Dick Sowder [Atlanta Chapter] handled the Regional Awards and Awards Luncheon respectively. A fine Membership Luncheon was chaired by COL "Ken" Merte [Ft. Monroe] & "Gene" Tallia [Stratford CT] covered industry matters. Lastly, a big pat on the back to COL "Gene" Conrad for finding and contracting for the Executive Park Motor Hotel facility.

Hq, USAAVNC invites all to "1975 Army Aviation Day" & Hall of Fame Inductions

AAAA's Army Aviation Center Chapter will sponsor a two-day, multi-purpose gathering at Fort Rucker, Ala. covering "Army Aviation Day," the 1975 Army Aviation Hall of Fame Inductions, and an evening Army Bicentennial Ball. Scheduled for Friday, June 13, and Saturday, June 14, the events will be highlighted by the induction of seven new members into the Army Aviation Hall of Fame, a Bicentennial Ball celebrating the Army's 200th Birthday, and the 33rd Birthday of Army Aviation.

The Army Bicentennial Ball will be held in the Main Ballroom of the Fort Rucker Officers' Open Mess. Dress will be blue or white uniform with bow tie for military, and tuxedo or dark business suit for civilians.

Schedule of Events

An Early Birds' Reception will open the Aviation Center Chapter's program. Free hors d'oeuvres and a pay-as-you-go bar will precede a special a la carte dinner for members and out-of-town guests on Friday evening.

A Guided Tour of USAAVNC facilities at 0900 will be followed by Army Aviation Hall of Fame Induction Ceremonies at the Army Aviation School Museum at 1050. Members and guests will then join at an official Dutch Treat Buffet Luncheon in the FROOM at noon on Saturday.

A Model Airplane Demonstration of R/W and F/W aircraft by the Ft. Rucker Chapter of the AMA at 1315 will be followed by a 45-minute Army Avia-



tion Training Demonstration at 1345 and a 1530 Silver Eagles' Precision Flying Demonstration, all at Cairns AAF.

A Memorial Service will be held at Cairns AAF at 1600 with the afternoon programming ending at 1645.

The evening's formal Army Bicentennial Ball will be preceded at 1830 hours with cocktails at the Fort Rucker Officers' Open Mess.

Tickets for the Army Bicentennial Ball are \$6.50 per person and may be obtained from unit representatives, if at Ft. Rucker, or by contacting COL Howard E. Brown, Jr., Chairman, 1975 Army Aviation Hall of Fame Induction Committee, at (205) 255-5600 or 5308. The closing date for reservations is Monday, 2 June 1975. Checks should be made payable to "Army Aviation Center Chapter — AAAA," and, if not at Ft. Rucker, forwarded to P.O. Box 113, Fort Rucker, Ala. 36360. □

Dear Editor:

LETTERS TO THE EDITOR
AS SUBMITTED BY
READER-CORRESPONDENTS

HAMPTON, VA □□□□□□□□□□□□□□

Thank you for your memo. I appreciate your concern [about this oldtimer's] resignation from AAAA; however, my decision stands.

You are probably right that you should know my reasons [for resigning]. Some can probably be attributed to old age and a degree of bitterness. As AAAA is "our forum," perhaps it is only natural to blame it for things we do not like. What I am really saying is: I am highly dissatisfied with Army Aviation as it has developed, and I am disassociating myself with it. In so doing, I am leaving AAAA, as it is a segment of the whole scene.

I won't bore you with an itemized list of my gripes, but to generalize: my discontent started after WWII, when it was decided to train field grade officers, as we "pioneers" were obviously incapable of running the program. This was later compounded by the "Eagle Squadron" concept. Then, we became really magnanimous and gave the Chief of Staff and others a set of "gift wings."

As for the Hall of Fame, most such institutions start out by honoring the pioneers and progress from there, i.e., the WWII group, followed by the Korean era, followed by the peacetime ['53-'62] era, followed by RVN, ad finitum.

I recognize that you are not responsible for all the things I dislike, but, unfortunately, you are identified as a prime-mover in AAAA. I hope this will, at least partially, clear the air.

F.W. Holden, Jr.
LTC, Ret.

[Ed Note: If one needs a whipping boy, the AAAA is handy, and a feeling of successful protest can be achieved by failing to renew one's membership. However, the AAAA did not "train field grade officers after WWII" or play a part in any of the official actions cited. It remains at the side of the Army, supporting it in many ways, and providing a medium for communication where — on occasion — it may be taken to task by a member, as in the article on page 4. We hate to lose any member, yet alone a Charter Member like "Bill" Holden, and would hope that while a member may write off Army Aviation, he'd still want to keep in contact with those with whom he's worked and lived for a decade or two or three.]

A brief letter to the editor is welcomed on any subject. Letters must be signed; however, the writer may ask to have his name withheld.

TEHRAN, IRAN □□□□□□□□□□□□□□

Reference the Jan 75 article, "Three CWO's in recent Mohawk OV-1D trans-Atlantic U.S.-Hanau ferry flights." This article did not sit well with several Army Aviators here in Tehran. The article led one to believe this was the first OV-1D flight "over the top" from CONUS to Germany.

From Jul-Sep 72, pilots from the 184th MI Co at Ft. Lewis WA ferried 16 OV-1D's and two OV-1C's to Hanau. Most of the pilots were AWO's, and the last aircraft was a loner flying from New Cumberland PA to Hanau. I flew the loner bird with CW2 Jack Mankin, and landed at Hanau on 22 Sep 72. We considered the trip quite different from the daily flying accomplished by Army Aviators, but a part of our job, and not a stunt for a story with pictures in your publication. Thank you for your time. I thought you should hear our story, too.

Albert G. Smith
CW4, USA

[Ed. Note: The headline was misleading, not the story. It should have read "... Hanau-to-U.S. ferry flights", which, we understand, were 'firsts' in Army Aviation. We don't think the crews cited in the Jan 75 issue regarded the flight as a stunt, nor do we think they intend to claim a 'first' for something others had already done. The Hanau-to-U.S. aspects of the flight were the news, as the story relates.]

FORT SHERIDAN, IL □□□□□□□□□□□□□□

I would like to know how much a Life Membership costs in the Army Aviation Association?

Ralph G. Bass
CSM, USA

OCEANSIDE, CA □□□□□□□□□□□□□□

I am only interested in continued AAAA membership on a lifetime basis. If you have a life membership program, please advise.

Norman W. Goodwin
LTC [Ret.]

[Ed. Note: Give AAAA until August. Its Fiscal and Membership Committees will review such a program in the interim. "Life Memberships" have been proposed in the past, but never implemented. Each "discussion" centered around a donation of \$100 [or more] to the AAAA Scholarship Foundation with temporary custody and investment return by the AAAA while the member is alive.]

IN 1941, Army Aviation - as we know it today - hadn't yet gotten off the ground. Several lightplane manufacturers, aided by a handful of military visionaries, were pressing the War Department to evaluate the aircraft in operational use. At this point, we extract from "Mr. Piper and His Cubs," written by **Devon Francis**.

"In June, [**John E.P.**] **Morgan**, a Piper marketing representative, got a break. The Second Army was about to embark on maneuvers at Camp Forrest, Tenn., and the Air Corps was asked to supply some observation aircraft. It had none to spare. Assistant Secretary of the Army [**Robert**] **Lovett** wrote **Morgan** suggesting the use of lightplanes. At their own expense Piper supplied eight airplanes; Taylorcraft and Aeronca, two each. All were fitted with two-way RCA radios for communication. All had sixty-five h.p. Continental engines.

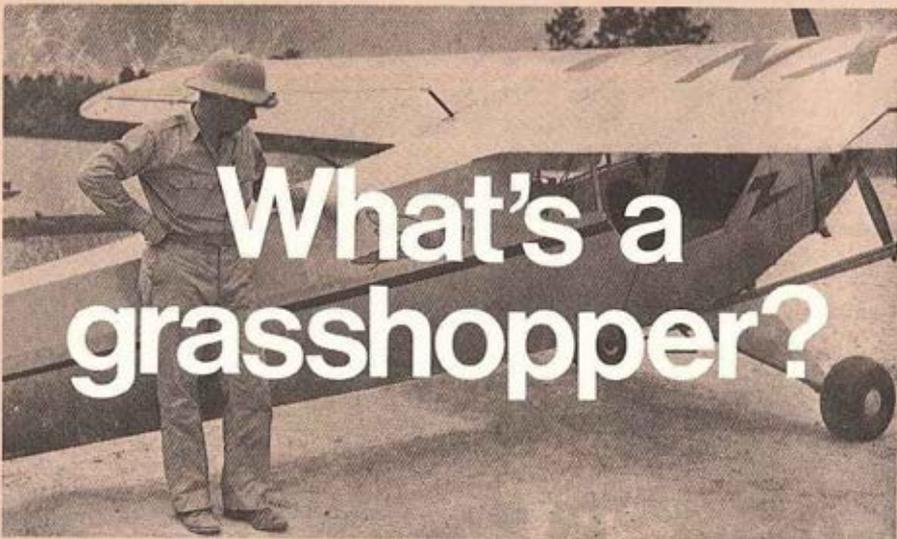
First experiment a "bust"

The experiment at Camp Forrest was hardly an unqualified success. Someone had failed to pass along the word. The Army was puzzled by the presence of civilian pilots flying outsize kites. The utility of the things was too simple for the military mind to grasp.

.....
Extracted from "Mr. Piper and His Cubs" by Devon Francis. Published by the Iowa State University Press, Ames, Iowa 50010. 1973, \$7.95.
.....

Lightplanes were not in the table of organization and, ipso facto, did not exist. Their pilots were given few orders. They slept under the wings of their planes. They scrounged their food. Some messenger, reconnaissance, and spotter flights did get flown. In the fourth and last week of the maneuvers the umpires discovered that they could find out what was going on only if they covered the terrain from the backseat of the civilian planes. That helped.

Okay, the puddle jumpers would try again, still at their own expense. This time it was the Third Army maneuvers at Fort Bliss, near El Paso, for two weeks dating from the middle of July. Two more Cubs were added to the liaison fleet. West Texas blistered under a copper sun. The orders cut for the signature of **Major General Henry H. Arnold** Chief of the Air Corps, specified that the lightplanes were to report to Biggs Field, Laredo, for assignment to the 1st Cavalry under command of **Major General Innis P. Swift**. The pilots would be billeted by the air forces and eat in the officers' mess. But



Arnold's orders meant nothing to the post commanding officer, a national guardsman called up to active duty. What were civilians doing on his post?

"I know nothing about you," he snapped, "or why you're here."

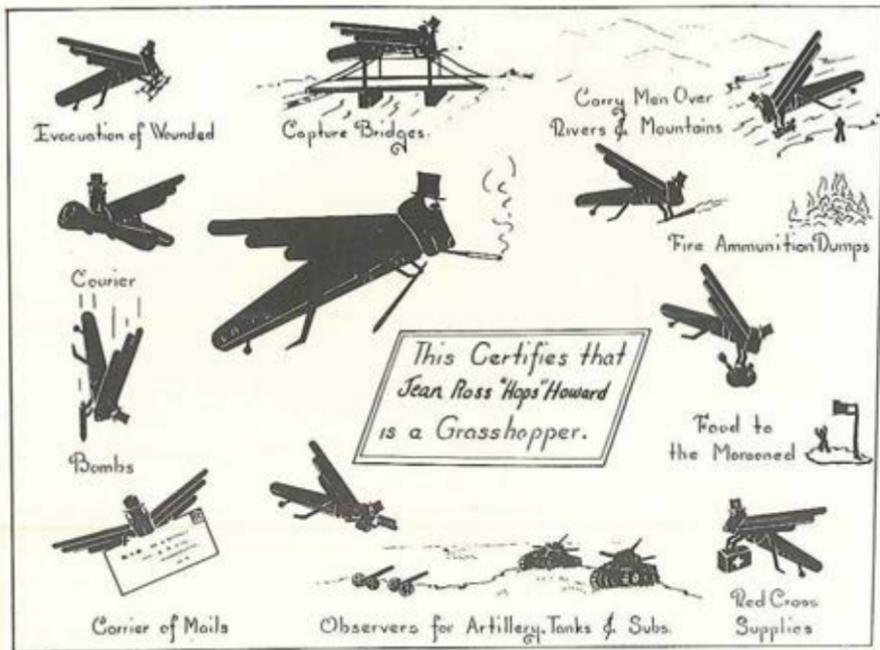
The lightplane pilots, hot, tired, dirty, and nettled — [William D.] Strohmeier and Tony Piper among them — flew to the Laredo civil

airport and checked into a downtown hotel. For two days Ted Weld and John Morgan, who had come down to oversee the operation, argued with the Biggs commandant.

"What do you have to have," demanded Morgan, "a verbal command from a big shot?"

"Yes, if you dot the 'o'."

In desperation Morgan telephoned Lovett



In addition to the 1940 Grasshopper lapel pin, John E.P. Morgan capitalized on the use of the "Grasshopper" phrase by pulling together a loose band of lightplane aviators and passengers. Miss Jean Ross Howard of the Aerospace Industries Association, a member of the group, writes the following: "I thought you'd like to know that my boss, the one and only John E.P. Morgan, designed a "Grasshopper Certificate" (See above) as well as a lapel pin. John had the pins made and the first order for the now famous Grasshopper book matches.

He also organized "Grasshoppers, Inc." - the forerunner of today's Quad-A - for which members paid \$3 (in the '40s) to join.

The result was that he found that he had sev-

eral hundred dollars — for no real purpose! Eventually, it was decided to use the funds to organize a Congressional Flying Club (made up of members of Congress and their flying staff.)

Somewhere, safely tucked away - so safely that the exact place escapes my mind - I have the letters that John wrote to "The Brass in the '40s seeking adoption of lightplanes. John felt that just as every Army officer should know how to swim", drive a car, and ride a horse, he should know how to pilot a plane."

(Ed. Note: The Certificate was presented to Miss Howard in 1942 by 'Grandfather Grasshopper' when she joined his staff after the Louisiana Manauvers, and prior to her leaving to join the WASPs. *Bill Crouch, take note.)

in Washington. "Be in the CO's office at 10 A.M. tomorrow," said Lovett.

Morgan and Weld were there when the telephone rang.

"Yes, sir," responded the C.O. "Yes, sir! Yes, SIR!"

Whereupon the lightplane contingent moved into Biggs Field and into the officers' mess.

The Texas maneuvers proved to be the payoff. In the biggest desert operations ever undertaken by the U.S. Army, in temperatures ranging up to 115 degrees, the little airplanes bounced in and out on blistering runways hastily scraped by Army engineers on dry lake beds, on the slopes of hills, and through cactus with spikes that left festering sores if a man brushed against them. The lightplanes not only were durable, they were easily repaired as well.

In one instance three of them were ordered to land on an unprepared field. The first two pilots stubbed their toes on landing and spread their gears. The third got down without damage. He radioed the base for repair parts. In one hour and twenty min-

utes both the damaged airplanes were flying again.

The Air Force fly boys crash-landed their big Consolidated-Vultee O (for Observation)-Ones so consistently that orders were finally issued that no military aircraft was to use a newly prepared field until the lightplanes had been in and out of it for forty-eight hours. Any damaged Air Force observation plane had to be trucked to a main base for repair.

"Send a Grasshopper!"

General Swift was impressed by the ease with which the small planes carried out their courier duties. At his headquarters fifty miles north of El Paso he growled about the delay in getting radio messages through.

"Send a Grasshopper down to Biggs Field," he told an aide.

"What's a Grasshopper?" asked the aide.

"They'll know when you tell them."

The name stuck. Within a month Grasshopper lapel pins had been struck and distributed."

New Naval Aviation Museum Opens

A new Naval Aviation Museum, displaying the aircraft and artifacts of more than 60 years of flight, is now open to the public seven days a week at Pensacola NAS. Formal dedication ceremonies for the new 68,000 square foot facility, were held on April 13.

A panorama of Naval Aviation history is depicted in wall displays that encircle the 200 x 200 foot main exhibition area. Photos and model aircraft line the walls, telling the story of airplanes at sea from 1911, date of purchase of the Navy's first airplane, to the present jet age. Some 22 airplanes, including WW II fighters, dive bombers, and torpedo bombers, are displayed as well as a cluster of modern jets.

The Naval Aviation Museum Association, Inc., a private fund-raising organization which turned over custody of the museum to the U.S. Navy, plans additional museum expansion to an eventual 260,000 square foot design.



I was delighted to read COL Kalagian's article, "Combat Readiness Flying?" in last month's issue. The article is both timely and very much to the point as most Aviation Commanders, Operations Officers, and Finance Officers will surely attest.

The questions the article raises about maintenance of 759's, legal authorization to draw flight pay, and basic requirements to qualify from month to month, are not only valid, but endlessly mystify those of us who conscientiously attempt to decipher the established criteria.

The examples COL Kalagian provided in Aviators "A" through "E" are both excellent and accurate — but only touch on the myriad of categories actually in effect. Examples abound to the point where EACH individual aviator is beginning

"scientious" are not. Outside of the aviation community a not surprising ignorance exists regarding CRF. The non-aviator often regards his aviation counterpart as an individual who spends time away from his primary job to devote frivolous time to his aviation hobby.

"Get into something that counts!"

The aviation "career" is continuing to receive a red light from the senior ranks - not only in money, emphasis, and development, but in general terms as well. There aren't enough toes and fingers in this unit to count the number of times I have been advised personally by senior officers to get out of my

It's getting increasingly murky!

to take the shape of a "special circumstance."

There will, of course, always be special considerations and circumstances as such is the diversity of our profession, yet in the case of "Combat Readiness Flying" and the current aviation personnel management program special circumstances seem to be the rule rather than the exception.

COL Kalagian mentions the monumental task of the Aviation Commander, Operations Officer, and Finance Officer who have to determine WHO draws flight pay FOR HOW LONG and under what criteria. The task is indeed "challenging." One wonders, however, if that particular aspect of our job was intended to be "challenging."

As mentioned, variances are never subject to total elimination due to such factors as availability of aviation assets, location, etc. There is no question, however, that current policies make it "too easy NOT to fly" and handicap those aviators who must still meet established minimums.

Usually, the aviator - with less than 1,500 hours - who is serving as a unit commander, is severely restricted in his ability to complete the mandatory CRF. In many cases he's subjected to considerable "command pressure" and is only able to complete CRF if convenient, which most of the times it is not.

Frequently, the non-rated senior commander or staff supervisor does not fully grasp why one or two of the assigned aviators are periodically absent and occupying a cockpit, while other assigned aviators, who are apparently "more con-

current aviation assignment [also an initial utilization tour], and to get back into something that "counts."

I've always appreciated such professional advice in that it indicated someone is concerned about my personal professional development, but at the same time it is indicative of the current negativism underlying today's aviation program.

What exactly is our profession?

COL Kalagian's final paragraph summarizes what would be a good beginning to insuring the maintenance of professionalism in Army Aviation, and I'd like to requote it here:

"When our aviators complete a non-aviation tour of duty, let's put them through a course where they simultaneously get standardized, renew their instrument rating, and are taught the newest and latest techniques of their profession."

This sentence raises the question: What exactly is our profession? Is it "branch qualification", an OPMS specialty, or is it aviation in the final analysis? To be simply a "career officer" somehow is insufficient.

I, and many others, appreciate the magazine picking up the ball on AR 95-1 and other aspects of the Aviation Program, so please keep it up. Looking up from the bottom of the pond I can only say it's getting increasingly murky.

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Captain Cornelius J. Westerhoff, Infantry, serves as Operations Officer of the 121st Aviation Company ["Soc Trang Tigers"] at Fort Benning, Ga.

Sixteen AAAA young men and women win \$4,100 in 1975 Scholarships

* * *

SIXTEEN sons and daughters of AAAA members and deceased members will receive \$4,100.00 in 1975 scholarship assistance from the AAAA Scholarship Foundation, Inc.

Selected on the basis of a worldwide competition are the following winners:

David H. Lukert, son of COL and Mrs. Edward P. Lukert, Carlisle Barracks, Pa.; \$1,000.00 LTG William B. Bunker Memorial Scholarship.

Ken Gwinner, son of LTC and Mrs. Maurice Gwinner, Savannah GA; \$500.00 Joseph E. McDonald, Jr., Memorial Scholarship.

Charles H. Bagnol, son of COL and Mrs. Charles W. Bagnol, Chantilly VA; \$500.00 Eric H. Petersen Memorial Award for Individual Merit.

Miss Cynthia Cummins, daughter of LTC and Mrs. Clark H. Cummins, APO NY 09403; \$200.00 CW3 James P. Ervin Memorial Scholarship.

Miss Sandra L. Doucette, daughter of LTC and Mrs. Roger A. Doucette, Bayonne NJ; \$200.00 Bert Kesten Memorial Award for Individual Merit.

Miss Suzie Reddell, daughter of LTC and Mrs. Eugene B. Reddell, Ft. Benning GA; \$200.00 Cub Club Memorial Scholarship.

Miss Nancy F. Beauchamp, daughter of COL and Mrs. Darwin Beauchamp, St. Louis MO; \$150 Scholarship.

Frank Bonnarens, son of MAJ Frank O. Bonnarens [deceased]; \$150 Joel R. Graft Memorial Scholarship.

Miss Brenda Boyle, daughter of COL and Mrs. Dean G. Boyle, Shepherdstown WV; \$150 Randolph N. Kahl-Winter Memorial Scholarship.

David G. Burnison, son of LTC and Mrs. George E. Burnison; \$150 Award for Individual Merit.

Rick Duerr, son of MAJ and Mrs. Richard D. Duerr, Minn-ARNG, White Bear Lake MN; \$150 Award for Individual Merit.

Kenneth W. Green, Jr., son of CW3 and Mrs. Kenneth W. Green, Hurst TX; \$150 AAAA Scholarship.

Miss Kimberly A. Lindsey, daughter of MAJ and Mrs. David H. Lindsey, Aurora CO; \$150 Award for Individual Merit.

Miss Yvonne V. Miller, daughter of MAJ and Mrs. Richard E. Miller, Miami FL; \$150 Award for Individual Merit.

Miss Cindy L. Sanders, daughter of LTC and Mrs. Curtis Sanders, Ft. Rucker AL; \$150 Award for Individual Merit.

Miss Kathy Setzer, daughter of LTC and Mrs. Howard L. Setzer, Alexandria VA; \$150 Award for Individual Merit.