

Army Aviation

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Both Hughes YAH-64 Helicopters are flying.



As of 30 December 1975

- 54.3 flight test hours - maximum 3.4 hours one-day effort
- 155 knots forward - 35 knots sideward - 30 knots rearward



Hughes Helicopters
division of summa corporation

AAAA REELECTS LTG JOHN WRIGHT AS ITS TWELFTH NAT'L PRESIDENT FOR THE '75-'76 TERM OF OFFICE



INSTALLED at a National Executive Board meeting held at the conclusion of the 17th AAAA National Convention, a new AAAA National Executive Board looks forward to increased Regional activities as the Association's main effort in the forthcoming 1976-1977 year.

Lieutenant General John M. Wright, Jr., USA [Ret.], incumbent National President, was reelected to a second term of office at the Board meeting. A 12-year member of AAAA, Wright serves as Director of Program as the national headquarters of the Boy Scouts of America in North Brunswick, N.J.

AAAA's 12th National President, he had succeeded **Colonel Edward L. Nielsen, USA [Ret.]** in Oct. 1974 as AAAA's chief executive officer.

Eleven Members Elected

The AAAA's governing board also installed **Lieutenant General Robert R. Williams, USA [Ret.]**, President of Bell Helicopter International, as its 1975-1976 Senior Vice President, and **Colonel John W. Marr, USA [Ret.]**, of Arlington,

Va., as Secretary-Treasurer at the national level.

Incumbent Board members who'll serve as National Vice Presidents for the coming year include **Brigadier General Jack W. Hemingway, USA [Ret.]**, a municipal judge in Killeen, Tex.; **Donald F. Luce**, Avco Lycoming representative in St. Louis, Mo.; and **Carl D. Perry**, V.P.-Marketing, Hughes Helicopters, Washington, D.C.

Carryover Vice Presidents on the Board also include **Colonel George W. Adamson**, a JCS staff member who resides in McLean, Va., and **Colonel Jack W. Dibrell**, of Hq, Fifth Army, Ft. Sam Houston, Tex.

Newly-elected Vice Presidents who'll serve on the Board during the 1975-1978 term assumed office on October 17. They were **Brigadier General John N. Brandenburg**, Chief of Staff, Hq, XVIII Airborne Corps at Ft. Bragg, N.C.; **Colonel Ted A. Crozier**, Chief of Staff of the 101st Airborne Division at Ft. Campbell, Ky.; and **Chief Warrant Officer [W4]**

(Continued on Page 32)

CY 1975 NOMINATIONS ARE NOW OPEN



1975 AAAA NATIONAL AWARDS
Submit nominations to 1 Crestwood Road
Westport CT 06880 before June 1



**1976 Convention
First Region
Williamsburg, Va.
4-7 March 1976**





TENTATIVE PROGRAMMING DETAILS FOR 1976 ANNUAL CONVENTION FIRST REGION - AAAA



CONFERENCE CENTER, WILLIAMSBURG, VIRGINIA — THURS., MARCH 4 THROUGH SAT., MARCH 6

THURSDAY - 4 MARCH 1976

EARLY REGISTRATION: Registration will be conducted in the Conference Center, East Gallery from 0800 to 1900 hours.

NATIONAL EXECUTIVE BOARD MEETING: Meeting and luncheon will be conducted during the period 0900 to 1600 hours in the Conference Center.

EARLY BIRD RECEPTION: A get acquainted cocktail social in the Conference Center North Ballroom will be held from 1800 until 2000 hours. Hors D'oeuvres and light entertainment are provided. Casual dress is recommended.

DINNER ON THE TOWN: Colonial Williamsburg is a virtual mecca for the gourmet. The more desirable establishments are usually filled to capacity and reservations are mandatory. Advance reservations are highly recommended and necessary forms will be provided.

FRIDAY - 5 MARCH 1976

REGISTRATION: Registration will be conducted in the Conference Center, East Gallery from 0800 to 1200 hours.

WELCOME: Formal welcome by the Convention Host, Major General Alton G. Post.

PRESIDENT'S REPORT: Presentation by MG William J. Maddox on the history and status of the First Region.

"THE PAST IN PERSPECTIVE"

ARMY AVIATION HERITAGE OVERVIEW: Presentation by LTG Robert R. Williams [Retired] detailing the history of Army aviation as viewed by one of its most distinguished participants.

RECOLLECTIONS OF A PIONEER: Presentation by Mr. Sergei Sikorsky, detailing the history of rotary wing flight.

INDUSTRY PRESENTATIONS: A series of individual presentations by industry members detailing their contribution to the heritage of Army aviation. Participants include:

Beech Aircraft
Bell Helicopter Company
Boeing-Vertol Company

Grumman Aircraft Corporation
Hughes Helicopter
Sikorsky Aircraft Company

LADIES TOUR: 0900-1500 hours. While the men are attending the professional program, the ladies will be treated to a "day to remember" that only Colonial Williamsburg can provide. Tour will include leisurely visits to historical sites which served as the cradle of this nation. Tour is set up for and has been enjoyed by the Heads of State of most of the free world. Fee includes bus transportation, an exquisite colonial luncheon at the King's Arms Tavern, plus a three day admission ticket to all Colonial Williamsburg attractions. Truly a once in a lifetime adventure.

PRESIDENT'S RECEPTION: MG Maddox will host a reception in the Conference Center North Ballroom [Hors D'oeuvres and entertainment provided] from 1830 to 2000 hours. Coat and tie for gentlemen and appropriate dress for the ladies.

DINNER ON THE TOWN: Another opportunity to savor Colonial Williamsburg's exquisite cuisine. Advance reservations are highly recommended and necessary forms will be provided.

SATURDAY - 6 MARCH 1976

"FUTURE PREVIEW"

NEW EQUIPMENT PANEL: Presentation by a panel chaired by DCSRDA-DA and composed of the UTTAS, AAH, and ASH Project Managers. Emphasis will be on program status and future outlook [0900-1015].

SATURDAY - 6 MARCH 1976
PROGRAMMING DETAILS [Continued]

PERSONNEL PANEL: Presentation by a panel chaired by DA and composed of officers, warrant officers, and enlisted MILPERCEN principals. Emphasis will be on OPMS, EMP5, and existing and future personnel programs [1045-1200].

LADIES ACTIVITIES: Planning is currently underway to select additional activities for this day. Details will be provided in future mailings.

TOURIST TIME: Saturday afternoon is left free to enable attendants to enjoy the hospitality and beauty of Colonial Williamsburg. A full spectrum of tours and activities will be available and attendants are encouraged to enjoy this opportunity to live "Americana."

AFTERNOON GOLF: For the golfers among us, arrangements can be made for a memorable afternoon of golf on one of America's most beautiful settings. Advance reservations are required and reservation service is available.

GENERAL WILLIAM B. BUNKER HONORS RECEPTION AND DINNER: Honors Reception will be held in the North Gallery adjoining the Virginia Room from 1830-1930 hours. Immediately following the Honors Reception, dinner will be held in the Virginia Room. Following the dinner, the First Region 1976 awards will be presented to the following:

Aviator of the Year [Army]
Aviation Soldier of the Year [Army]
Aviation Unit of the Year [Army]

Aviator of the Year [Reserve Component]
Aviation Soldier of the Year [Reserve Component]
Aviation Unit of the Year [Reserve Component]

Guest of Honor will be GEN William E. DePuy. Special Guest of Honor and principal speaker will be Senator Barry Goldwater. Dress is coat and tie for gentlemen and appropriate dress for the ladies.

REGISTRATION FORM - 1976 FIRST REGION - AAAA CONVENTION, WILLIAMSBURG, VA.

I plan to attend the functions of the HERITAGE 1976 AAAA-First Region Meeting indicated below and have enclosed a check or money order made payable to "AAAA-Heritage '76" to cover the cost of my attendance at these functions. I understand that the Registration Fee covers my AAAA Registration and my attendance at all 5-6 March AAAA Professional Presentations.

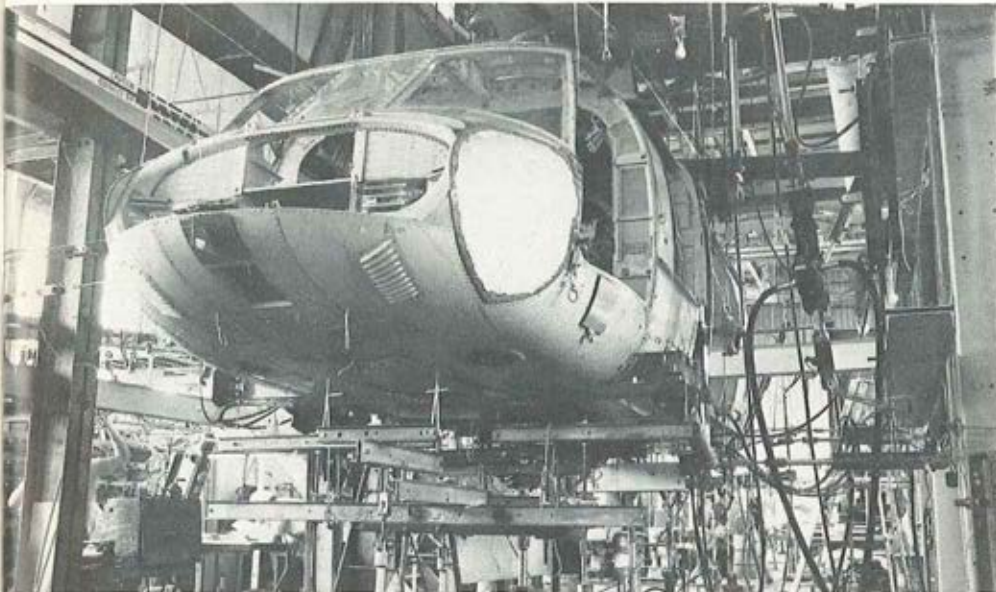
CHECK FUNCTION	FUNCTION	MEMBER ATTENDING	NONMEMBER ATTENDING	WIFE ATTENDING	AMOUNT PAID
<input type="checkbox"/>	1. Registration	\$7.00	\$10.00	—	\$
<input type="checkbox"/>	2. Early Bird Mixer, 1830 - 2030, 4 March	\$2.00	\$2.00	\$2.00	\$
<input type="checkbox"/>	3. AAAA Regional President's Reception, 1830 - 2000, 5 March	\$3.00	\$3.00	\$3.00	\$
<input type="checkbox"/>	4. AAAA Honors Dinner and Reception, 1830, 6 March	\$12.50	\$15.00	\$12.50	\$
<input type="checkbox"/>	5. Ladies' Guided Tour and Luncheon in Colonial Williamsburg, 0900 - 1500, 5 March			\$17.50	\$
<input type="checkbox"/>	6. All Inclusive Package	\$24.50	\$30.00	\$35.00	\$
				TOTAL	\$

NAME RANK

CITY STATE ZIP

Advance Registrants receive preferential seating at the AAAA Honors Dinner, 6 March. Seating at the AAAA Honors Dinner is limited to 700 persons. Please return this Registration Form prior to 17 February with your check payable to "AAAA-Heritage '76" to: AAAA-Heritage '76, P.O. Box 621, Fort Eustis, Virginia 23604.

The Sikorsky UTTAS has already show it can take maximum flight stress.



Now we're proving it in the air.

Sikorsky makes a policy of confirming the structural strength of an airframe before flying it under maximum stress conditions. That's why, even though the Sikorsky UTTAS has been flying since October 1974, we elected to test the airframe in a Static Test Article (STA). To subject it to the kind of stresses it will see in action.

Now, all major flight load conditions of the STA have been completed. We've proved the airframe's structural adequacy for ultimate load conditions to the limit of the load factor-velocity envelope. This demonstrates the capability to



Sikorsky's company funded #4 prototype shown in test flight

perform extreme maneuvers and nap-of-the-earth flight. We've shown that the aircraft can maintain load capability despite destruction of a primary load path. And we've seen where intelligent weight reductions can safely be made—reductions that will be assessed by NASTRAN computer analysis.

Successful completion of STA tests clears the way for completing flight tests, including critical demonstrations at maximum g's and speeds. Sikorsky Aircraft Division of United Technologies Corporation, Stratford, Conn. 06602.

SIKORSKY AIRCRAFT

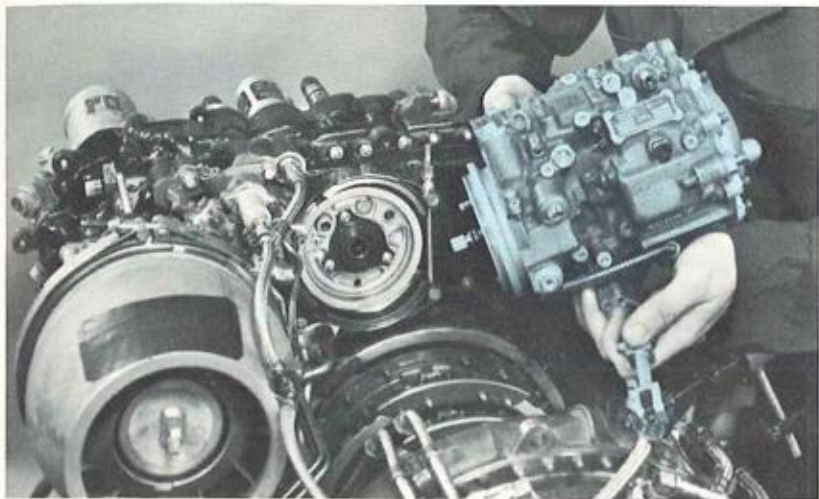


Division of

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Easily the most serviced component on today's gas turbine engines, the fuel control is now more reliable and one of the most easily serviced components.

As verified by Army maintenance personnel, 12 minutes is all it takes to remove and replace a T700 fuel control in the field. Not the more than 2 hours needed to do the same job on current Army helicopters.

And once it's installed with a few simple tools already in the

standard Army tool kit, that's it. No adjustments, no rigging, no lock-wiring are necessary. Self-locking electrical connectors and captive bolts reduce the chance for error and help turn what used to be a very difficult, time-consuming job into a very simple, fast job now.

Twelve minutes for a complete T700 fuel control change. For the Army's UTTAS and AAH programs, that means fewer manhours, lower operating costs and greater aircraft availability.

205-126

The T700 now—For the Army of the 80s.

GENERAL  ELECTRIC

Thoughts for the New Year

By Brigadier General Charles E. Canedy,
Deputy Director of Operations and Army Aviation Officer
ODCSOPS, Department of the Army



THE turning of the year provides an opportune time for reflections upon the year past and the challenges that face us in this our bicentennial year.

Like all years, 1975 has been a good year, and in some respects, a bad one. Perhaps the greatest blessing is that we have had a year of peace and hopefully that trend will continue. Knowing that history is replete with wars and faced with the threat that future wars will occur we can only ask ourselves how much time we have to prepare for that next war.

A great universal change

The year of 1975 has, no doubt, reflected the greatest universal change in aviation doctrine that has ever been accomplished. Although the Howze Board and subsequent testing of the Air Assault Division fairly described the envisioned threats to Army Aviation, terms like nap-of-the-earth, mid-intensity threat, and the like just never became household terms.

Today, through the efforts of TRADOC, FORSCOM, USAREUR, and other pioneer leaders, I sincerely believe that our newly

evolved doctrine for the employment of Army Aviation has been accepted. It is certainly important that our aviation units believe in and train to survive within this doctrine but equally, if not more important, is the fact that the supported ground units understand and demand that all elements of the combined arms team believe in and train under these concepts.

I am delighted to report that this is happening, and not just within our active Army structure but in our Reserve Component units as well. Perhaps one of the highlights of my first six months on the job has been visits to the Idaho and Texas National Guard Aviation units. Their programs for NOE, gunnery, navigation, and instrument training have been models of excellence. If all of the Reserve Components are in as good shape, we have truly come a long way.

Our programs will go

In spite of what appears to be horrendous budget cuts for next year, I think that the Aviation programs will do as well as the other major programs. The setback that we feared from the crash of the Boeing Vertol

UTTAS now appears to be minimal, and more remarkably, it is going to be rebuilt. That's not too bad for having crashed in woods with a rotational velocity of 30-35 rpm. Although obviously unscheduled, the crash certainly speaks well for the design crashworthiness of the model. There were no serious injuries, nor did the dynamic components such as engines, transmissions, or mast separate from the airframe.

Trend: Dumb accidents!

The real tragedy of the year has been our increasing trend of what I describe as dumb accidents. Through the date of this writing we've had 44 major accidents which cost us over \$5 million but more importantly we've killed 28 of our precious crew members.

If you don't find that a sobering fact, ask your wife [or husband] what she would be doing for the rest of her life had you been one of these statistics.

These accidents were not associated with NOE training or, as a matter of fact, with any other kind of training. Instead, they were by and large single ship operations that were characterized by absolute lack of

command interest, emphasis, and supervision.

Operating out of CG limits, flying a Cobra into the ground while landing at an unlighted helipad, interpreting a tail rotor drive failure as a transmission failure and applying the wrong emergency procedure, trying to stretch an autorotation to avoid landing in trees, and on and on.

In my judgment, these are examples of very unprofessional operations. We have done the hard things so well that it is ludicrous to mess up these easy operations so badly.

A Happy New Year!

No question but what this is a bad way to end up a New Year's message to the world's finest aviators but unfortunately we have earned it. Our challenge is to do better and I am confident that we can. We've come a long way this year and '76 should be even better.

Happy New Year, Hauoli Makahiki Hou, Ein Gluckliches Neues Jahr, Sae Hae Pok Mani Patuapsipio, Feliz Ano Nuevo, Buono Anno!

AAAA's Checkpoint Charlie Chapter awards two Honorary Memberships; hears Sergei Sikorsky



HISTORY - Sergei Sikorsky, below, relates a history of aviation to Checkpoint Charlie AAAA members as seen through the eyes of his father, Igor. □



HONORARY - BG R. Dean Tice, I., Commander, Berlin Brigade, is shown receiving a Chapter Honorary Membership Certificate from MAJ Alex Woods, President of the Checkpoint Charlie Chapter of AAAA, at a recent professional dinner meeting of the Chapter at which Sergei Sikorsky was guest speaker.



APPRECIATED! - COL Myron G. Smith, r., Commander, 7350th Air Base Group, Tempelhof Central Air Base, Berlin, receives a Chapter Honorary Membership from MAJ Woods, Pres., Checkpoint Charlie Chapter, at a recent Chapter social event. COL Smith is the senior USAF representative to the divided city.



For skyways without runways



The 1550 shp Lycoming
LTC1K-4 gas turbine

The first prototype XV-15 tilt rotor V/TOL craft is now nearing final assembly at Bell/Fort Worth. The 1550 shp Lycoming variable attitude LTC1K-4 gas turbines will soon be mated to the wingtips — complete with 32' diameter propeller rotors. They will lift the revolu-

tionary experimental craft straight up sometime in July 1976, and soon propel it forward with a speed of 300 KTAS. The XV-15 design gives the Army/NASA craft the best of the flight characteristics of the helicopter coupled with those of a turbo-prop. Avco Lycoming gas turbines help make it possible.

For full information, call (203) 378-8211 or write Director of Marketing, Avco Lycoming Division, 550 South Main Street, Stratford, Conn. 06497

 **AVCO**
LYCOMING DIVISION

ROCKET fuzing has often been a limiting factor in the tactics employed by Army Aviators. Until recently, the fuze/warhead combination had to be selected prior to the aviator's encounter with his target.

With today's modern arsenal of weapons, the utilization of less than optimum scenarios can not only endanger the aviator, but simultaneously reduce his ability to deliver optimum lethality.

This user concern has been addressed by a variety of R&D projects at the U.S. Army's Harry Diamond Laboratories, [HDL], in Adelphi, Md. Basically these systems improve the flexibility of the aviator by improving the potential lethality that he can deliver by allowing a broader latitude in tactics.

Aim: To give pilot fuzing options

The objective of these R&D projects is to allow the pilot to select the fuzing mode as different targets of opportunity are encountered.

This selection is accomplished by communicating with one of two fuzes:

- A time fuze that is capable of being set from two to 60 seconds for sub-ammunition and flechette rounds, or
- A multi-option fuze for HE rounds.

The multi-option fuze increases the effectiveness of HE warheads, in that the round can be set inflight for proximity [height of burst above ground] point detonating [PD] upon impact or delay after impact settable from one to 200 milliseconds. This means that the optimum fuze/warhead combination can be selected as the target is

encountered, rather than preselecting the fuze when the rockets are loaded prior to aircraft take-off.

Under the sponsorship of the U.S. Army's 2.75" Rocket Project Manager's Office, HDL has developed a hard-wire data link system applicable to both fixed wing and rotary wing aircraft. The hard-wire data link system was developed in such a way that at a later date it could be replaced by a "linkless" system. Linkless, in this case, means that no umbilical connection between the fuze and the setter will be needed.

Development of the system

The development of this system stems from an anticipated increase in the use of cargo-carrying rounds and from a desire to take advantage of improved rangefinders and fire control systems which can provide a continuous update of the optimum time for fuze function.

The development of a linkless remote set system uses a setting panel and a transmitted data message from the aircraft to the rocket fuzes located in the launcher. The message link is carried by two coils: a large one positioned in the front of the rocket pod and a smaller one in the fuze itself.

This system provides adequate energy transfer at a rate sufficient to set the fuze in less than the fastest ripple fire rate [approximately 60 msec].

Both the multi-option and the variable time fuze contain a fluidic generator as a principle component. The generator performs three distinct functions. During the rocket flight, it supplies the electrical power

Remote Set rocket fuzes



for the fuze electronics. Since the generator performs as a velocity sensor, it is used to provide a measure of safe-arming distance without the use of a mechanical gear train.

Finally, in addition to providing power and second-signature arming, the generator offers a back-up impact function. The arrival of the rocket at the target is detected by a function on a generator stop electrical circuit, which senses the sudden decrease of generator-produced voltage that occurs when air no longer enters the fuze/weapon system.

Immediate data transmission

The multi-option fuzing modes are obtainable using current state-of-the-art electronic circuits whose high reliability and decreasing costs can substantially improve the fuzing system's performance by providing at least one fuzing function backup to the pilot's selection. In addition the fluidic generator provides the second environmental safety signature that was previously unavailable to many rocket weapon systems.

The remote set concept is to transmit data to a rocket immediately prior to firing of the round. The data can be used to control the fuze function mode and/or an electronic time setting remotely. In the most promising design considered, the data is transmitted to the fuze via an inductively coupled link.

Sufficient energy is extracted from the signal to charge a capacitor, which then supplies power to the complementary metal



oxide semiconductor [CMOS] logic devices.

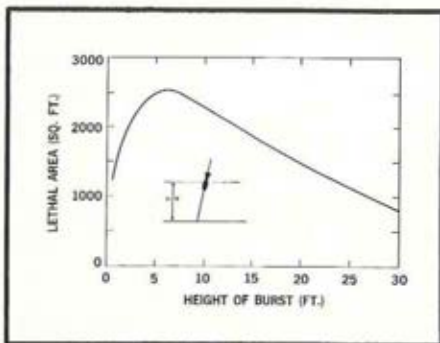
No battery power is required before the fuze power supply is activated. CMOS storage devices powered by the charged capacitor store the data until after the round is fired and the fuze is activated. Additional logic circuitry powered by the fuze then processes the data to set the height of burst for the fuze to function or the function time. The inductive loop system consists of a setter, sending loop, receiving loop, and fuze logic.

Lower cost; increased reliability

From a logistician's viewpoint, the remote set fuze will reduce his operational requirements now necessary in maintaining many single function fuzes. From an operational viewpoint, the remote set concept will eliminate the multiple connections to each rocket pod now required of ground personnel.

From a cost viewpoint, the new design will introduce the latest electronic circuits and thus allow the Army to benefit with this technology's decreasing cost and increasing reliability.

Similarly, the elimination of a mechanical clock type of gear train will reduce the Army's dependence on a decreasing industry whose mobilization will become increasingly more expensive to maintain. And lastly, the combination of the increased safety of the weapon and its function to life cycle cost consideration will significantly provide the flexibility of Army Aviators far into the future.





EVOLUTION OF THE AIR ASSAULT DOCTRINE

A LOOK FROM THE ASSAULT HELICOPTER BATTALION LEVEL

By Chief Warrant Officer (W2) Sam Lanningham,
158th Aviation Battalion (AH), 101st Airborne Division (Air Assault)

THE cessation of hostilities for U.S. combat forces in Vietnam saw the end of one era for Army Aviation and the rebirth of a previous era.

The helicopter was considered to be an acceptable troop delivery system in a counter-insurgency situation or low-intensity warfare, but to some, its role was questionable in a mid- or high-intensity conflict. It was felt that its low speed, combined with the lack of armor protection, made the helicopter a prime target for destruction by sophisticated anti-aircraft weapon systems. Looking back to the tests performed by the 11th Air Assault Division [Test] at Fort Benning in 1964, the groundwork was laid for the adaptation of the helicopter to these types of conflicts.

Slow speed is an asset

In the altitude structure used during this test, the slow speed of the helicopter became an asset rather than a liability. This asset has lent to the improved techniques of terrain flying, such as contour and nap-of-the-earth operations, each of which has subsequently reduced the vulnerability of the helicopter in spite of its limited armored protection.

When performing operations that call for contour flying techniques, point to point navigation is sufficient. Utilizing the principles of time, distance, and heading, any operation can be successfully negotiated. Air defense systems can be circumnavi-

gated where possible; however, operations in and around concentrated air defense areas will require the use of ALL available means of shielding an aircraft from the target acquisition capabilities of enemy gunners. In order to accomplish this task, the flight must resort to nap-of-the-earth flying and other tactics and techniques.

Mass NOE flights studied

As a technique, nap-of-the-earth [NOE] conforms readily to single aircraft operations. The task of maneuvering a flight of five or more aircraft collectively across a battlefield using NOE tactics is a formidable challenge. This problem can be overcome by separating the flight into subordinate elements allowing each to navigate independently to the objective area. In this manner the enemy lines can be infiltrated, while aircraft exposure is reduced and survivability of the helicopter in the conflict is enhanced.

Three separate methods have been studied by the 158th Aviation Battalion for conducting this combat assault by infiltration [CABI]. The first method uses prominent terrain features such as valleys and ridge lines to provide cover and concealment for the low flying assault helicopters. The terrain can prevent visual detection of the helicopters by enemy gunners, and the noise of the helicopters can also be partially masked, thus concealing exact location and intentions of the flight.

This method allows for multiple flights departing a common pick-up zone [PZ] to use separate flight paths to a common landing zone [LZ] or to separate LZ's in an infantry objective area. Phase lines should be used throughout the flight paths to insure that each separate flight maintains proper alignment for link up at the release point [RP]. The centermost flight should be designated the lead flight and the flights on the flanks should adjust their speed to arrive at the RP in a position to join the main body without having to delay at the release point.

The second method is to use multiple PZ's, multiple flight routes, and multiple LZ's. The aircraft can operate in small flights inserting a series of raid-configured teams and extracting them upon mission completion. The flight routes should be planned to take maximum advantage of terrain features to mask the flights and diffuse the sound of the aircraft. Since this type of operation is decentralized, control is more difficult.

A third method is to plan for the use of a common PZ for all flights. Instead of each flight using a separate route, each aircraft would fly its own route. Subsequent flights would break up in a like manner and follow the leading flight's routes.



TURNABOUT — Having completed nine months of aviation training Dec 9 at Ft. Rucker, WOC Gary Wacks is sworn into the Army as a WO by his wife, CPT Gloria Wacks, a nurse assigned at Fort Lee's Kenner Army Hospital. WO Wacks anticipates a Ft. Campbell assignment.

The routes, designated as corridors, should be spaced 200 to 300 meters apart and at least 500 meters wide. This permits a free range laterally for selection of the best concealing features of the terrain. It also provides an area for subsequent aircraft on the route to avoid any trouble spots detected by reconnaissance elements or previous helicopters on these routes.

The termination of the routes should be at a common release point [RP]. Once again, phase lines will play an important role in aligning the aircraft for arrival at the RP. In this situation, the RP should be placed one to three kilometers prior to the LZ.

AAH attached to Bde Hqs

Of the three methods to infiltrate the forward edge of the battle area [FEBA], the third appears to have the most advantages. While it requires detailed planning and coordination, it's proved to be the most effective technique. One must realize that the time for planning the mission details required by the third method is not always available in a fast moving situation, and it may be necessary to revert to either the first or second method of combat assault by infiltration to meet the response time necessary.

All these tactics and techniques have proven to be extremely difficult to adapt to a systematic method of attack helicopter support. This is generally true of all low altitude operations since that support will also be at low altitude. Engagements will be brief and usually on-the-spot, one-time suppression missions on the targets, rather than destruction missions.

Utilizing light or heavy fire teams following or preceding a flight along the routes has proven to be effective. Limited suppressive fires on targets encountered enroute is all that has been necessary. At the RP they can proceed to a position ahead of the flight and provide a short LZ preparation and any support required by the arriving lift element. During the actual assault and at the termination of a lift, the attack helicopters can be utilized effectively in support of the ground unit by suppressing as necessary

and defending against any threat to assault forces that may develop.

We expect to see a drift away from the escort role in the employment of attack helicopters in a mid-intensity war. This is due to the difficulty of providing support to flights operating low level and the advancements being made in weapon subsystems that permit a wider degree of combat action by these AAH's. The tactics for attack helicopters are still being investigated; however, it is certain that they must be responsive to the needs of the assault forces enroute, and during and after the assault.

The process that a mission normally follows from the requesting unit to the supporting unit does not always lend itself to the immediate response time required by an assault unit in contact. This is particularly true in the employment of attack helicopters. A number of methods for employing attack helicopters are being tested by the 101st Airborne Division [Air Assault], at Fort Campbell.

Third method called best

In one method, an attack helicopter is attached directly to a brigade headquarters which in turn places an attack helicopter team in direct support [DS] of each of its battalions. One team is kept in reserve at the brigade level for use as required.

The DS attack helicopter teams are usually located at the infantry battalion level where they are best able to keep abreast of the changing situation. As the teams are committed, a liaison officer [LNO] advises the aviation unit headquarters and the brigade LNO, allowing all elements to be informed of the team employment.

The second method also places the attack helicopter company DS to the brigade. As intelligence reports indicate a threat, the brigade attaches teams to the infantry battalions as necessary. All missions are transmitted from the brigade to the attack teams by the aviation battalion LNO located at the brigade TOC. This step provides the same response time and capitalizes on the ability to be able to quickly mass the attack team's close air support capabilities wherever they are most

NEW HONORARY MEMBER

Members of AAAA's Franconia-Marne Chapter planned to present a Chapter Honorary Membership to MG Pat W. Crizer, Commander of the 3d Infantry Division, at ceremonies to be held at the Chapter's 9 January 1976 meeting at the Kitzingen Officers Open Mess. MG Crizer was cited "for his active and personal interest in all aviation matters." □

needed.

A third method also requires the attack helicopter company to be DS to the brigade and places scout aircraft DS to the infantry battalions. The attack helicopter teams remain with their company in a general support [GS] role to the brigade. This method decreases response time, maintains central control, and allows attack helicopter teams to stay abreast of the changing situation. It appears that the scout helicopter will play a valuable role in the coordination and control of the attack helicopter teams and by keeping abreast of the current situation and directing their actions.

The employment of aircraft and combat tactics must be oriented toward the support of the ground units. Hence, any aviation training program should be undertaken with response to the infantry needs as the primary goal. It's the quick response of aviation to that requirement that is the driving force behind the evolution of the air assault doctrine, and here in the 101st Airborne Division [Air Assault], new methods and techniques for Army Aviation support are continually being developed, tested, and evaluated.

No one method or technique has proven best in all situations. The situation itself dictates the methods, techniques, and tactics to be used.

The air assault doctrine is alive and well and is evolving at Fort Campbell. Whatever the challenge, whatever the situation, Army Aviation units in the 101st Airborne Division [Air Assault] will get the job done professionally and safely, and all will learn something new in the process.

USAREUR Region — AAAA to conduct its 16th Convention at Garmisch on 17-20 March

HOSTED and administered by members of the 295th Aviation Company [Hvy Hel], AAAA's "Outstanding USAREUR Aviation Unit in 1974-1975", some 1,394 AAAA members and their families have been invited to attend the 16th Annual USAREUR Region — AAAA Convention during 17-20 March 1976.

The members have been authorized to use the facilities of the Garmisch Armed Forces Recreation Center in '76, an action that is expected to provide for additional lodging over that available at Berchtesgaden last year.

Advance Registration Forms for both the Convention and hotel accommodations were placed in the mails on Jan. 7 and offered Regional members the opportunity to purchase the limited 'AAAA Awards Banquet' tickets in advance.

Presentations start 18 March

The official AAAA Convention schedule begins on Wednesday, 17 Mar., with full day registration followed by an Early Bird Reception that evening. Professional presentations by military guest speakers will be made at morning and afternoon sessions on Thursday, 18 Mar.

The Friday, 19 March Garmisch Program includes morning and afternoon presentations by AAAA Industry Member representatives, and a Regional President's Luncheon. The Convention's final day, Saturday, 20 Mar., has 0800-1100 set aside for a General Membership Meeting; luncheon and the afternoon free for sightseeing, shopping, etc.; and the evening devoted to a President's Reception, Awards Banquet, and Dance. All presentations will be held at the Alpine Theater while the social affairs are to be held at the Green Arrow.

Fees for the '76 Convention are \$15



for Officer, WO, and Civilian Members; \$10 for Enlisted Members; \$5 for wives; and \$10 for an Awards Banquet ticket. Convention fees should be mailed to: 295th Avn Co [HH]; ATTN: CW2 R.C. Murrell; APO [New York] 09185.

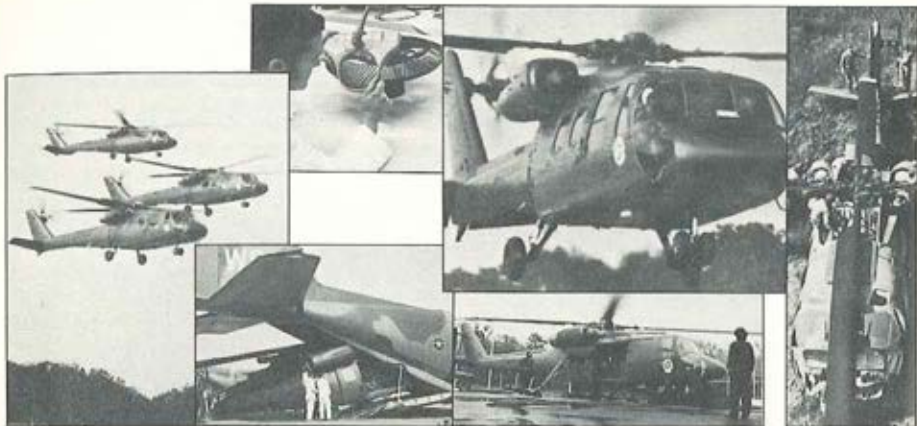
As in past years, the schedule sets aside the full 14-20 March week for those interested in skiing. The SKI-WEEK Schedule starts Monday, 15 Mar., continuing through Friday, 19 Mar.

295th has hosting role

By tradition, the Region's "Outstanding Aviation Unit" assumes the hosting and administrative roles for the subsequent year's convention. The 295th is commanded by MAJ William T. Slye, Jr.

The 20-member USAREUR Region — AAAA Executive Board representing 12 Chapter activities is led by BG Rufus C. Lazzell, Regional President and ADC, 3d Infantry Division.

Other Regional officers are LTC Warren T. Trent, Jr. [SrVP]; MAJ David E. Hurd [Sec-Trea]; and VP's LTC Herbert M. Webber [Allied Aff], MAJ A.D. Scott [Indus Aff], CW4 Harry G. Bryant [Mem], LTC Charles A. Jolley [Mil Aff], and CW3 Michael S. Lopez [Publicity].



1975: year of achievement for Boeing's YUH-61A UTTAS.

- ✓ Flight envelope expansion completed
- ✓ Dynamic system qualified on GTV
- ✓ Transmission bench tests nearly completed
- ✓ Reliability and maintainability demonstrated
- ✓ Army Preliminary Evaluation completed

Boeing's UTTAS first flew on 29 November, 1974. Since then, through more than a year of continued flight, ground, and bench tests, the YUH-61A has demonstrated again and again the remarkable benefits of Boeing technology. Low life-cycle cost. High reliability and maintainability. Compact size. And superior evasive maneuverability.

Throughout the UTTAS program, Boeing has achieved the U.S. Army objectives. Even a mishap involving our 001 aircraft had its positive side. It confirmed our survivability design: the two pilots walked away without injury, and the aircraft will fly

again in February.

Soon the YUH-61A will enter the most decisive phase of the program, the 1976 Government Competitive Test and Evaluation, culminating in the selection of a Utility Tactical Transport Aircraft System to serve the U.S. Army in the 1980's and beyond.

We have dedicated our best efforts toward making the YUH-61A best qualified for the Army's demanding mission. Work continues here at Boeing, even during the GCT, and we will continue to report significant new developments as they occur.

New technology for the Army of the 1980's.

BOEING HELICOPTERS
BOEING VERTOL COMPANY

Philadelphia, PA 19142

BOEING UTTAS UPDATE

A report on timely events concerning the YUH-61A and the U.S. Army UTTAS program

YUH-61A status as of 8 December, 1975

Performance:

- 199 kt true airspeed
- 22,200 ft density altitude
- 55 kt rearward flight
- 55 kt right sideward flight
- 45 kt left sideward flight
- 21,900 lb lift demonstrated in tether
- 90° bank angle

Operational demonstrations:

- Slope landings to 14°
- Confined-area techniques
- Sling loads
- Restart of engines at 12,000 ft
- Engine and SCAS failures
- Rotor startup in 50-kt wind
- Tail-skid touchdowns
- Autorotational landings
- ADF, VOR, ILS, TLS approaches and landings
- Emergency conditions: single pilot, single engine, running approaches
- Evasive maneuverability

Accumulated flight time:

- | | |
|------------------|----------|
| 001 | 240 + hr |
| 002 | 222 + hr |
| 003 | 161 + hr |
| Commercial UTTAS | 91 + hr |
| Total | 714 + hr |

Dynamic system qualification:

- Completed 11 months ahead of schedule, with 800 + hr on the same set of dynamic components.

AAAA's Charter Life Members reach 133 with two weeks to go

AAAA's CHARTER LIFE MEMBERSHIP PROGRAM, initiated with a brief announcement in the September '75 issue of ARMY AVIATION and publicized by LTG John Wright at the AAAA National Convention and in subsequent National Office mailings, has enrolled over 130 Charter Life Members through Jan. 12, and is expected to exceed 150 members prior to the program's end on Jan. 31.

The AAAA members enrolling in the program since the publication of the initial enrollee list in the Nov-Dec 75 issue include:

- Maj. Gen. Thomas F. Van Natta
Santa Barbara, California ... 94
- Mr. Darwin P. Gerard
Alexandria, Virginia 95
- Colonel Milton Horwitz
Daytona Beach, Florida 96
- Colonel William L. McKeown, Ret.
Wallington, Pennsylvania... 97
- CWO (W3) Carl L. Amick, Jr.
Newberry, South Carolina .. 98
- Lieutenant John L. Priest
Littleton, Massachusetts ... 99
- Major James W. Mouw
Fort Eustis, Virginia 100
- Lt. Colonel J. Thomas H. Denney
Fort Campbell, Kentucky ..101
- Lt. Colonel Robert F. Sweeney
Wayne, New Jersey 102
- Col. Charles R. Lehner, Jr., Ret.
Potomac, Maryland 103
- Lt. Col. Vincent P. Bailey, Ret.
Fairfield, Connecticut 104
- Lt. Colonel Jack W. Brown, Ret.
Annandale, Virginia 105
- Lt. Col. Morris G. Rawlings, Ret.
Toledo, Ohio 106
- Colonel James L. Tow
Redstone Arsenal, Ala 107
- Lt. Colonel Merle L. Mulvaney
Fairfax, Virginia 108
- Colonel A.T. Pumphrey, Ret.
San Antonio, Texas 109

- Lt. Colonel Robert L. Graham
Huntsville, Alabama 110
- Captain Earl W. Dennis, Jr.
Radcliff, Kentucky 111
- Lt. Colonel Robert M. Tyson, Jr.
Robertsdale, Alabama 112
- Mr. Walter D. Sabey
Toms River, New Jersey .. 113
- Mr. Wayne R. Smith
Laguna Hills, California 114
- Major Wilford A. Baugh, Ret.
Enterprise, Alabama 115
- Lt. Colonel Rex M. Turner, Jr.
APO San Francisco 96346...116
- Major Curtis J. Herrick, Jr.
APO New York 09205 117
- Lt. Colonel Warren C. Joyce
Newport News, Virginia ... 118
- Lt. Col. John H. Anderson, Ret.
Ozark, Alabama 119
- Major Eldon H. Ideus
El Paso, Texas 120
- Major Frank L. Alverson, Jr.
Fort Rucker, Alabama 121
- Mr. Walter J. Bordiuk
W. Long Branch, N.J. 122
- Mr. Marquis DeLaine Hilbert
St. Louis, Missouri 123
- Lt. Col. Leonard J. Sharp, Ret.
Enterprise, Alabama 124
- Colonel James H. Mapp
Fort Rucker, Alabama 125
- CWO (W3) John G. Russell, Jr.
Clarksville, Tennessee 126
- Captain Eugene B. Phillips
Manchester, Missouri 127
- Colonel Ralph H. Vohs, Ret.
Tuckerton, New Jersey 128
- Colonel Leo E. Bergeron
East Point, Georgia 129
- Colonel William A. Roehl, Ret.
Savannah, Georgia 130
- Colonel Lowell L. Ballard
College Park, Georgia 131
- Captain Ralph B. Young, USAR
Tenafly, New Jersey 132
- Colonel Austin F. Epsaro, Ret.
E. Stroudsburg, Pa. 133

A Life Membership Program will be initiated by AAAA on 1 April

THE New Year brings with it a reorganization of Fort Rucker, advancements in the hardware projects and a major new study responsibility.

The reorganization refines the major reorganization undertaken here in the past two years. It follows an Army and TRADOC plan to cut all training base training that can be accomplished in units, assuming the training base provides suitable assistance and materials. Our training here already has been scrubbed, so that we lose no courses but do get major new requirements to provide training aids and literature to the field to enhance unit readiness.

HARDWARE ADVANCEMENTS

An Army decision was made to place the HELLFIRE laser seeking missile into engineering development with the intention of placing it on the first and subsequent advanced attack helicopters as the primary anti-tank weapon. The Office of the Secretary of Defense will consider this decision at a mid-February **Defense Systems Acquisition Review Council meeting [DSARC]**. **Colonel Bob Bonifacio** conducted the study which resulted in this Army decision.

Meanwhile, the advanced scout helicopter proposal also is being prepared for a DSARC in late February. The Army proposes to initiate development of an airframe and utilize an acquisition package which will be common with the AAH. **Colonel Bob Sauers** has been working directly with **General DePuy** in preparing the study for presentation at the Pentagon.

The new study responsibility is the third iteration of the aviation requirements for

the combat structure of the Army (ARCSA III). TRADOC has just assigned Fort Rucker the task to perform this study for Headquarters Department of the Army by August. This is a gigantic task involving a review of the entire Army force structure to determine how many aircraft-owning organizations of what types are required for the Army of the future.

In other words, we will propose through this study to determine our aircraft acquisition objectives. More will appear on ARCSA III when the study directive has been refined. **Colonel Bob Sauers** will assume study directorship.

Meanwhile, the aviation training study on unit and training base training aids will be completed in February as will the **Selective Effects Armament Subsystem [SEAS]** study to determine which rocket and fire control system will be utilized on attack helicopters in the future.

Now for more details on Fort Rucker.

BICENTENNIAL POST SELECTION

One of the Aviation Center's last official acts of 1975 was, appropriately, a prelude to 1976. Fort Rucker raised a Bicentennial flag on the same lanyard with the American flag to recognize the post as an official Bicentennial installation.

Speaking at the flag raising, **U.S. Representative Bill Dickinson** of Alabama's Second District said "Freedom is not free, our military has brought the freedom we enjoy today. So . . . it's extremely appropriate that Fort Rucker participate in the Bicentennial celebration."

Moving into 1976 and the Bicentennial,

THE SPIRIT OF 1976

some major changes, reorganizations and developments have and are taking place here at the Aviation Center that will affect us in the months and years to come.

KEY CENTER POSITION CHANGES

The USAAVNC Chief of Staff for the past two and one half years, **Colonel Crawford "Buck" Buchanan**, relinquished that position on 5 January to move on to Heidelberg, Germany to assume the duties of USAREUR Aviation Officer. He'll be a decided asset to both USAREUR and Army Aviation in that position. We'll be looking to hear some progress reports from him in these columns in the months ahead.

His move initiated in turn several other position changes at the Aviation Center. **Colonel Jim Mapp**, the new Chief of Staff, moves to that position from his job as Deputy for Training. **Colonel Ed Porter**, the former Director of Undergraduate Flight Training, expands his horizons and takes up the duties as Deputy for Training. Direction of Undergraduate Flight Training will be assumed by **Colonel Joe Rutkowski**, who moves across post from his job as Chief of Concepts and Organizational Development in Deputy for Developments.

Two important new organizations making the scene here at Fort Rucker this year are the **Training Developments Directorate** and **Aviation Operational Test Facility** for TRADOC. The former will be headed up by **Colonel Doug Ciley** and the latter by **Colonel Bob Bonifacio**. I'll discuss these new organizations in more detail later in this article. Last, but not least in the change area, **Lieutenant Colonel Carl Busdiecker** assumes the duties of Director, Department of Graduate Flight Training, vice **Colonel Ciley**.

AVIATION CENTER REORGANIZATION

On 1 February 1976, USAAVNC reorganized its aviation training and combat developments activities to get in line with the new TRADOC model structure for Army schools. The thrust behind the changes is to modernize the Army's training system and

**BY MAJOR GENERAL
WILLIAM J. MADDOX, JR.,
COMMANDER, U.S. ARMY AVIATION
CENTER & FORT RUCKER**

to make it more effective and responsive to current Army needs.

Specifically, this new structure is designed to accomplish the following objectives:

- Modify the school organizations to place less emphasis on institutional training and more on exportable training for units and individuals.
- Increase the emphasis on training developments functions within the schools, i.e., raise the training developments function to a level comparable with combat developments and training.
- Facilitate the development of instructional methodologies and strategies that are less labor intensive.
- Provide the capability within the respective school organizations for an independent evaluation of the products produced.
- Complement programming/accounting changes which have been developed by TRADOC to give greater identity and visibility to the training and developments functions in the Army's budgeting process, and, lastly,
- Provide for maximum integration of the school's administrative/support functions with comparable functions of the supporting installation.

To meet these objectives at the Aviation Center, the aviation training and developments functions were aligned under five major organizations as follows: **Deputy for Combat Developments, Deputy for Training Developments, Deputy for Training, Deputy for Standardization, and Aviation Troop Brigade.**

responsible for aviation combat developments functions, to include formulation and documentation of concepts, doctrine, materiel requirements, organization, studies, systems, analyses, field experiments, tests and evaluations. The training develop-

THE SPIRIT OF 1976
(Continued from Page 21)

ments and training literature functions formerly collocated with the combat developments functions were transferred to the newly created **Deputy for Training Developments**.

As the organization representing the most significant change and anticipated future growth, the **Deputy for Training Developments** will receive major emphasis and interest in the coming months. Its functions include the development, monitorship, and improvement of aviation training programs; the introduction and management of new training and training techniques resulting from doctrinal and materiel developments; the development of criteria, methodologies, performance measures, and techniques for the conduct and evaluation of both individual and collective aviation training Army-wide; and the determination and preparation of aviation training literature requirements.

In accordance with one of the inviolable principles of the TRADOC Model, the **Deputy for Training Developments**, rather than the **Deputy for Training**, now makes the critical training decisions of what to teach and the technology/methodology to be utilized.

Under the new structure, the **Deputy for Standardization** retains the Army-wide aviation standardization mission and associated functions. In addition, this organization has assumed the role of the independent evaluator within the Aviation Center organization. As the independent evaluator, the **Deputy for Standardization** collects and analyzes data from the total system, including both internal and external sources. Problems within the aviation training sys-

ALL-AAAA!

Dear General Wright:

Enclosed are seven applications from the aviators and civilians in the 73d MI Co [AS], marking a milestone in our unit history since it's the first time all Company aviators have been active AAAA members. On receipt of our Quad-A credentials, a group photo will be submitted for publication. Happy to be aboard!

MAJ Juan F. Herrera
Commander

tem are identified and feedback is provided to the Combat Developments, Training Developments, and Training organizations. In this manner, the **Deputy for Standardization** is designed to perform a key integrative function within the training system.

As noted above, the responsibilities of the organization which actually conducts the resident training have been reduced to some extent in that many of the critical training decisions (e.g., what to teach and the methodology to be used) are now made by the **Deputy for Training Developments**.

The **Deputy for Training** can now concentrate its efforts on the management and conduct of resident training and the performance of less extensive nonresident training support functions. However, this does not mean that the **Deputy for Training** is isolated from the activities performed and decisions made by the **Deputy for Training Developments** and other major organizations.

As subject matter experts, instructors within the **Deputy for Training** continue to provide advice and assistance as required. The desired training and development products can be produced only through the fully integrated and coordinated efforts of the Combat Developments, Training Developments, Standardization, and Training organizations.

The **Aviation Troop Brigade**, as the troop management/housekeeping organization, was not affected significantly by implementation of the new structure. The **Brigade** did assume responsibility for the following additional functions: Support for Allied

CONGRESSIONAL APPRECIATION

The Third Annual Congressional Appreciation Luncheon will be held at the Hyatt Regency Washington atop Capitol Hill on Tuesday, June 29, 1976. At previous functions, the AAAA honored Sen. Thurmond and Cong. Dickinson. ☐

military training, preparation and maintenance of installation plans, and operation of the installation emergency operations center. Fort Rucker is somewhat unique in that all garrison and school military personnel, both permanent party and students, are assigned to this single brigade.

No major changes were necessary to achieve the objective of maximum integration of school and installation administrative/support functions. Through innovative organizational changes accomplished in May 1974 and February 1975, the separate garrison and school structures at Ft. Rucker had already been merged into one unified team — the U.S. Army Aviation Center.

AVIATION OPERATIONAL TEST FACILITY

Pending imminent approval by DA, a TRADOC aviation operational test activity consisting of 88 spaces will be organized and collocated at Cairns AAF with the present TECOM USA Aviation Test Board for developmental testing. The TRADOC aviation operational test organization will provide the aviation combat developer community with a greater and more responsive capability for conducting user evaluations of materiel undergoing research and development.

Collocation of separate and distinct operational and developmental test organizations will centralize aviation materiel testing and will provide the basis for more efficient utilization of testing resources while insuring independence of test results. The objective here at USAAVNC is to develop the physical plant and procedures that will facilitate the integration and conduct of aviation materiel operational and developmental testing.

UTTAS DEVELOPMENT TESTING

Development Testing [DT II] testing for the two **Utility Tactical Transport Aircraft System [UTTAS]** industry candidates (Boeing and Sikorsky) is scheduled to begin here at Shell Field between 21-28 March. Each of the industry's two submissions will fly a 295-hour test program, divided be-



USAR AWARD - GEN Bernard G. Rogers, presents the FORSCOM Commander's Trophy for Aviation Safety for Category D [1 to 9 acft] to thw 273d Air Med Det of Tomball, Tex., commanded by MAJ Marvin E. Bonner. Accepting the award is COL Jack H. Dibrell, right, Fifth Army AvnO, as Bill Jones, cen., looks on.

tween the aircraft with 130 hours devoted to pilot training and 165 hours to flight testing.

The program is scheduled for completion in a three-mo. period and will be followed by an **Operational Testing [OT II]** program with the 101st Airborne Division at Ft. Campbell, Ky.

The **DT II testing** effort here is being managed by the USA Aviation Test Board with **Colonel George Shields**, the Test Director, and **LTC Leo A. Kramer, Jr.**, Deputy Test Director/Project Officer. In addition to Test Board and USAAVNC personnel who will be supporting the test, the 101st will be providing some 100 officers and men for training and support prior to their assuming **OT II** responsibilities.

ACADEMIC ACCREDITATION

Recent accreditation by the Southern Association of Colleges & Schools (SACS) has given the **"Home of Army Aviation"** significant status in the civilian academic community. On 10 December 1975, USAAVNC was accepted as a fully accredited member of the Commission on Occupational Education Institutions of SACS by the annual Assembly of Delegates. Army Aviation personnel the world over can be justly proud of their Alma Mater!

(Continue on Page 26)

**The Aircraft Team,
Aviation Systems Division,
Autovon: 225-9571
Commercial: (202) 695-9574**



Lieutenant Colonel
JAMES R. HILL, Chief
of Attack Aircraft - AH-1



Lieutenant Colonel
DONALD P. WRAY
Attack Aircraft — AAH



Lieutenant Colonel
WILLIAM B. WILDER
Utility Aircraft



Lieutenant Colonel
ALEXANDER BALBEROE
Utility Aircraft — UTTAS



Major
JOHN W. GOLDTRAP
Observation Aircraft



Lieutenant Colonel
WAYNE B. DAVIS
Observation Aircraft — A524



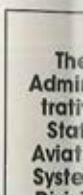
Lieutenant Colonel
THOMAS MORITZ
Foreign Military Sales



Mrs.
GEORGE DISALVO
Sec., Division Chief



Lieutenant &
ROY B. DICK
Presidents



Mrs
GENEVA C
Sec., Bldg



Lieutenant Colonel
ROBERT A. PHILLIPS
Cargo Aircraft — CH-47



Lieutenant Colonel
SYLVESTER C. BERDUX, JR.
Cargo Aircraft — CH-54



Mrs.
MERYLEE M. NORTON
Sec., Aircraft Team



Mrs
GENEVA C
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**The Aviation Systems
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AAAACHART
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Technology & Support Team,
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Commercial: 695-1362



Mr.
RICHARD L. BALLARD
Chief, Tech. & Support Team



Lieutenant Colonel
JAMES SATTERWHITE
Aeronautical Technology



Lieutenant Colonel
DICKINSON
Budget



Lieutenant Colonel
MICHAEL H. HULL
Prod. Improvement/Modification



Ms.
DORTHA M. WINKLER
NOTE Budget



Lieutenant Colonel
STANLEY D. CASS
HELLFIRE & Fire Control



Major
DON G. FITE
Aircraft Weapons & Ammo.

The Administrative Staff, Aviation Systems Division



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Sec., Tech & Support Team Chief



Lieutenant Colonel
J. PATRICK MELLIN
Aircraft Survivability Equipment



Lieutenant Colonel
WILLIAM B. DILLINGHAM
Aerial Deliv. & Cargo Handling



Lieutenant Colonel
WILLIAM M. JOHNSON
Avionics



Mrs.
VA COLLINS
Budget Team



Mrs.
PHYLLIS V. NEWLON
Sec., Tech & Support Team



Lieutenant Colonel
ROGER W. WADDELL
LSE & Manufacturing Tech.



Lieutenant Colonel
ROBERT B. MACHEV
Synthetic Flight Trainers & GSE



Lieutenant Colonel
WILLIAM S. BOSKING
Navigation Control Systems

NIGHT VISION GOGGLES ARRIVE

The Aviation Center received its initial issue of the **Night Vision Goggles [NVG]**, AN/PVS-5, during December 1975. In January, with the assistance of ECOM's Night Vision Laboratories from Fort Belvoir, our Deputy for Training initiated an NVG Instructor Pilot qualification program. This program will allow us to integrate the NVG into our instruction of night flying techniques.

The program is phased in a manner which will qualify standardization instructor pilots (SIPs) first, then instructor pilots (IPs), and finally the instruction will be given to initial entry students. In this manner, with constant feedback and program of instruction (POI) modification, the NVG training can be expeditiously and safely integrated into the flight training program.

HELICOPTER COMMONALITY STUDY

The Interservice Helicopter Commonality Study report is now in final draft. A briefing on the report was provided to DDR&E staff members on 17 December 1975. It was determined at the conclusion of this briefing that additional information, not previously required, should be included in the final

report. The study group now has until 15 March 1976 to provide, as an appendix to the report, general cost data. This data should reflect a cost comparison of the commonality concept and the current method of helicopter acquisition.

HELLFIRE SYSTEM PROGRESS

The HELLFIRE modular missile system successfully completed ASARC II on 6 January 1976. It is scheduled for DSARC II on 17 February 1976 and, if successful, will enter engineering development. Initial operational capability is expected in 1982 with a schedule compatible for installation on the AAH. The HELLFIRE missile will initially be equipped with the laser terminal homing seeker and will be compatible with laser systems of other services and NATO. Inherent in the modular system is the capability to accept new seeker heads when they are developed. Such seekers could increase flexibility by giving the missile a true "fire and forget" capability.

MODULAR BARRACKS COMPLETED

Some 200 male and female soldiers here at the Aviation Center received an early Christmas present in the form of quarters in a new ultra-modern barracks complex. Features of the six new buildings include a private bathroom for each of the 96 one-, two-, or three-occupant rooms, a lounge on each floor and a centrally-located dayroom. The cost of the structures, including furniture, was approximately \$2 million.

WOMEN AVIATORS

While a little late but worthy of mention, November saw the graduation of **Warrant Officer W-1 Mary E. Reid** of Boise, Idaho and **First Lieutenant Beverly S. Birkholz** of Pawling, New York, receiving their wings as Army Aviators. This was the first time that two women have graduated on the same date. There are now nine women Army Aviators who have graduated to the field. Eight other women are now in various phases of training here at the Center.



BRIEFING — Norman R. Augustine, left, Under Secretary of the Army, is briefed on the newly-equipped Huey of MG William J. Maddox, Jr., right, USAAVNC Commander. Augustine visited the post in Dec. to speak to an AUSA audience.



ABOVE LEFT: MG Charles A. Ott, Jr., Director, ARNG, cites the overall excellence of the ARNG Aviation Program at Honors Luncheon of AAAA. **ABOVE RIGHT:** MAJ Joe E. Harry, Commander, 536th Avn Co (ASH), Tex-ARNG, the AAAA's "Outstanding Reserve Component Aviation Unit" commends his officers and men for a job 'Well done.'



ABOVE LEFT: Under Secretary of the Army Norman R. Augustine, left, chats with MAJ Harry and SSG Clyde Mayer of the 536th. **ABOVE RIGHT:** SSG Mayer and MAJ Harry of the 536th with MG Charles A. Ott, Jr., Director of the Army National Guard; and BG Charles E. Canedy, Dep Dir of Army Avn, ODCSOPS, DA. **LEFT:** Secretary Augustine, MG Ott, GEN Frederick C. Weyand, Army Chief of Staff; SSG Mayer; and MAJ Harry at award ceremony.



LEFT: Specialist Five Gregory J. Maurakis, AAAA's "Aviation Soldier of the Year," accepts his trophy from the Honorable Norman R. Augustine, Under Secretary of the Army, and, **RIGHT,** expresses his thanks to the officers and men of Co "B", 101st Aviation Battalion.



LEFT: The parents and wife of SP5 Maurakis chat with General Weyand prior to the Luncheon. **ABOVE LEFT:** Specialist Maurakis and his wife in an off moment. **ABOVE RIGHT:** LTG Harold G. Moore, left, DCSPER, and Secretary Augustine flank SP5 Maurakis at the Honors head table.

...

RIGHT: Sen. McClellan presents the award trophy to CW4 Allen as LTG John Wright, AAAA National President, lends a hand.





ABOVE: Sen. McClellan, left, and GEN Weyand flank CW4 George L. Allen, '74-'75 "McClellan Safety Award" winner.



ABOVE: CW4 George L. Allen of Fort Bragg's Simmons AAF and the '75 McClellan Trophy.

...

LEFT: A happy CW4 and Mrs. George L. Allen.





ABOVE: Command Sergeant Major Stephen M. Cole, left, and Lieutenant Colonel Joseph R. Koehler of the AAAA's 1974-1975 "Outstanding Aviation Unit", the 210th Aviation Battalion of the Canal Zone.

RIGHT: Lieutenant Colonel and Mrs. Joseph R. Koehler enjoying the AAAA Convention's activities.



ABOVE: LTC Koehler accepts AAAA's '74-'75 top unit award as CSM Cole and AAAA President Wright look on.



LEFT: Members of the 210th Aviation Battalion, AAAA's "Outstanding Aviation Unit" for 1974-1975, pose with the mammoth trophy.



ABOVE LEFT: Lieutenant General John W. Vessey, Jr., Deputy Chief of Staff for Plans & Operations, DA, commends AAAA's 1974-75 "Aviator of the Year" Major Eugene L. Richardson, Maine-ARNG. **RIGHT:** Major Richardson addresses the AAAA Honors Luncheon audience.



ABOVE LEFT: LTG John W. Vessey, Jr., DCSOPS, DA; BG Charles E. Canedy, Dep Dir of Army Avn, ODCSOPS; and MAJ Eugene L. Richardson, awardee, in a post-luncheon chat. **ABOVE RIGHT:** MAJ and Mrs. Eugene L. Richardson. **RIGHT:** LTG Vessey presents the AAAA's "Outstanding Army Aviator of the Year" cubed medallion to MAJ Richardson, the first ARNG Army Aviator to win the coveted national trophy.



AAAA REELECTS LTG WRIGHT

(Continued from Page 2)

E.M. "Mel" Cook, a Springfield, Va. resident who serves at Ft. Belvoir and wears a second AAAA hat - that of President of the Washington, D.C. Chapter.

OTHER CARRYOVER MEMBERS

Completing the full National Executive Vice President, of Westport, Conn., who serves under a five-year Board appointment; Past Presidents **Brigadier General Robert M. Leich**, IGR, Evansville, Ind.; **Bryce Wilson**, Glenbrook, Nev.; **Darwin P. Gerard**, James N. Davis, and **Brigadier General O. Glenn Goodhand**, USA [Ret.], all of the Washington, D.C. area.

Other Past Presidents include **General Hamilton H. Howze**, USA [Ret.], of Ft. Worth, Tex.; **Colonel Richard L. Long**, USA [Ret.], St. Louis, Mo.; **Lieutenant General Harry W.O. Kinnard**, USA [Ret.], Athens, Ga.; **Major General Delk M. Oden**, USA [Ret.], Alexandria, Va.; and **Colonel Edward L. Nielsen**, USA [Ret.], of Moylan, Pa.



TRIO - Shown chatting during the recent AAAA National Convention are, left to right, **GEN Frederick C. Weyand**, Chief of Staff; **Senator John L. McClellan**; and **LTG John M. Wright, Jr.**, AAAA National President.

PRESIDENTIAL APPOINTEES

AAAA National President **LTG John M. Wright, Jr.** has appointed the following members to serve in the nine authorized **National Member-at-Large** offices on the AAAA's National Executive Board:

MG James M. Lee, Chief of Legislative Liaison; **COL Rudolph D. Descoteau**, Hq, AMC; **COL Charles R. Jones**, Aviation Division, ARNG; **COL Joseph H. Kastner**, Office, Deputy Director of Army Aviation, ODCSOPS, DA; and **LTC Richard R. Noack**, Office Chief of Army Reserve. All five are from the Greater Washington, D.C. Area.

LTG Wright also appointed **MAJ Eugene L. Richardson**, MeARNG of Bangor, Me.; **ISG Malcolm E. Leighton** of Ft. Campbell, Ky.; **Paul L. Hendrickson** of St. Louis, Mo.; and **Eugene J. Tallia** of Stratford, Conn.

The **National Members-at-Large** will serve during the term ending 22 October 1976. □

The four **Regional Presidents** who sit on AAAA's National Board are **Major General William J. Maddox, Jr.**, of Ft. Rucker, Ala., **First Region** - AAAA President; **Colonel Dibrell**, wearing his second AAAA hat as President, **Fifth Region** - AAAA; **Major General John K. Singlaub**, of Denver, Colo., **Sixth Region** President; and **Brigadier General Rufus C. Lazzell**, President of the **USAREUR Region**.

Additional Board members include nine **National Members-at-Large** (see box), who are appointed by the President for a one-year term; and approximately 20 **CONUS Chapter Presidents** (see box), whose Chapters have 150 or more members as at the beginning of each membership quarter.



A NEW ADDED BENEFIT!

Long offered as income protection for Army Aviation flight personnel grounded because of illness or accidental bodily injury, AAAA-endorsed Flight Pay Insurance now **DOUBLES the standard 12-month indemnity payment period for up to **TWENTY-FOUR MONTHS** for illness or ordinary accident - for a premium only 50% more than the cost of the basic FPPP coverage.**

Premiums are but a FRACTION of what you stand to lose if grounded, only one-and-a-half to two-and-a-half percent of annual flight pay. Why take a chance and lose all or part of it, if grounded? . . . Do what several thousand Army Aviators and crewmen do today . . Insure it for a fractional premium.





DETAILS OF AAAA-ENDORSED FLIGHT PAY INSURANCE

AAAA-endorsed Flight Pay Insurance has long offered income protection for flying personnel grounded by illness or accident. Its BASIC Plan offers tax-free payments for up to 12 months if grounding is caused by illness or ordinary accident, and for up to 24 months if caused by military aircraft accident.

Added Benefit Plan

The new AAAA-endorsed Flight Pay Added Benefit Plan **DOUBLES** the standard 12-month indemnity payment period for up to 24 months for illness or ordinary accident — for a premium only 50% more than the cost of the basic coverage.

This new optional coverage, together with the Plan's graduated premium scale, offers the maximum flight pay income protection for Army Aviation flight personnel during the years when financial obligations are greatest. The table below shows the comparative premiums as a percentage of annual flight pay.

Premium Table for AAAA-Endorsed
Flight Pay Insurance

Age of Insured	Basic Protection Plan	Added Benefit Plan
Under 30	1½%	2¼%
Age 30 and Over	2½%	3¼%

HOW YOU BENEFIT ☐☐☐☐☐☐

In return for your premium [payable annually, semi-annually, or quarterly, as you wish], you are insured for 80% of your current flight pay, payable each month for up to 12 months — under the BASIC Plan — if you are grounded for illness, an ordinary accident, or a military aviation accident caused by combat action... and for up to 24 months if you are grounded for a military

aviation accident not caused directly or indirectly by war or an act of war.

If you elect the optional **ADDED Benefit Plan**, benefits are payable each month for up to 24 months if you are grounded for illness or ordinary accident, as well as groundings caused by military aircraft accident.

COMBAT COVERAGE IS AN EXCLUSIVE FEATURE OF AAAA-ENDORSED FLIGHT PAY INSURANCE.

If you elect the optional **ADDED Benefit Plan**, benefits are payable each month for up to 24 months if you are grounded for illness or ordinary accident, as well as groundings caused by military aircraft accident.

Indemnities are tax-free

Your monthly indemnity checks — in the amount of 80% of your flight pay, are **TAX FREE** under Sec. 1.104 [d] [3] of the 1954 Internal Revenue Code. This means that your income checks are roughly equivalent to the **TAXABLE** flight pay income you'd normally receive from the government.

No-cost Death Benefit

A death benefit equal to **SIX** months of flight pay indemnities is provided to each policyholder who is age 30 or over. This death benefit — an exclusive feature of AAAA-endorsed Flight Pay Insurance — is paid in the event of natural or accidental death, except death sustained in a military aviation accident caused directly or indirectly by war or an act of war, or by hostile, police, or civil action or invasion, or resulting civil commotion or riots.

Pre-existing illnesses

After 12 months of continuous coverage, the policy guarantees protection against groundings due to **ANY AND ALL** illnesses, even those pre-existing your first date of coverage, provided your policy is renewed from term to term without lapse.

Other facts about your policy

All policies are dated on the first day of the month after the month in which the application is postmarked, and protection against grounding due to all accidents starts as of that date. Protection against grounding due to illness begins 30 days later. A recurrence of an illness which existed prior to the time you insured your flight pay is covered in the preceding paragraph.

EXCLUSIONS ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

The insurance under the program shall not cover any loss to any Insured Person resulting in whole, in part from, or due to any of the following:

1. Criminal act of the Insured, or from injury occasioned or occurring while in a state of insanity, temporary or otherwise.
2. "Fear of flying," as officially certified by responsible authority of the Insured's Service, and approved by the head of the Service in accordance with applicable regulations.
3. Anxiety neuroses, mental or nervous disorders, dizzy spells, or loss of consciousness that are not accompanied by any organic symptoms or ailments.
4. Alcohol, drugs, venereal disease, arrest or confinement.
5. Disability caused by intentional self-injury, attempted suicide, or criminal assault committed by the Insured, or fighting, except in self-defense.
6. Failure to meet flying proficiency standards as established by the Insured's Service, unless caused by or aggravated by or attributed to physical disqualification, including sickness or accidental bodily injury.
7. Inability of the Insured to meet the physical standards for Hazardous Flight Duty because of a revision in those standards, rather than because of disease or accidental bodily injury causing a change in the physical condition of the Insured.
8. Voluntary removal or suspension from Hazardous Flight Duty.
9. Willful violation of flying regulations resulting in suspension from flying, as a punitive measure, or as adjudged by responsible authority of the Insured's Service.
10. Sentence to dismissal from the Service by a general court martial, submitted resignation for the good of the Service, or suspension from flight duty for administrative reasons not due to disease or accidental bodily injury.

11. An accident caused while riding, flying, or driving in any kind of a race.

12. Primary duty requiring parachute jumping.

13. Due to accidental bodily injury sustained before the effective date of an Insured's coverage under the program.

14. Caused by illness or disease which arose or was contracted before or within thirty (30) days after the effective date of an Insured's coverage under the program, or a recurrence of such disability, whether or not a waiver has been authorized by appropriate medical authority in accordance with regulations or directives of the Service concerned, unless the Insured has been covered under the program for twelve consecutive months immediately prior to the date the disability commenced.

PREMIUM TABLE FOR UNDER AGE 30 AAAA-Endorsed Flight Pay Protection Plan

If Monthly Flight Pay is:	Your Annual Flight Pay is:	Your Annual Prem. Rate is:	Your Semi- Annual Prem. is:	Your Quarterly Prem. is:
\$100	\$1,200	\$18.00	\$10.00	\$ 5.50
Added Benefit		\$27.00	\$14.50	\$ 7.75
\$110	\$1,320	\$19.80	\$10.90	\$ 5.95
Added Benefit		\$29.70	\$15.85	\$ 8.43
\$125	\$1,500	\$22.50	\$12.25	\$ 6.63
Added Benefit		\$33.75	\$17.88	\$ 9.44
\$150	\$1,800	\$27.00	\$14.50	\$ 7.75
Added Benefit		\$40.50	\$21.25	\$11.13
\$165	\$1,980	\$29.70	\$15.85	\$ 8.43
Added Benefit		\$44.55	\$23.28	\$12.14
\$185	\$2,220	\$33.30	\$17.65	\$ 9.33
Added Benefit		\$49.95	\$25.98	\$13.49
\$200	\$2,400	\$36.00	\$19.00	\$10.00
Added Benefit		\$54.00	\$28.00	\$14.50
\$205	\$2,460	\$36.90	\$19.45	\$10.23
Added Benefit		\$55.35	\$28.68	\$14.84
\$225	\$2,700	\$40.50	\$21.25	\$11.13
Added Benefit		\$60.75	\$31.38	\$16.19
\$245	\$2,940	\$44.10	\$23.05	\$12.03
Added Benefit		\$66.15	\$34.08	\$16.54

PREMIUM TABLE FOR AGE 30 AND OVER AAAA-Endorsed Flight Pay Protection Plan

\$150	\$1,800	\$30.00	\$16.00	\$ 8.50
Added Benefit		\$45.00	\$23.50	\$12.25
\$165	\$1,980	\$33.00	\$17.50	\$ 9.25
Added Benefit		\$49.50	\$25.75	\$13.38
\$185	\$2,220	\$55.50	\$28.75	\$14.88
Added Benefit		\$83.25	\$42.63	\$21.81
\$200	\$2,400	\$60.00	\$31.00	\$16.00
Added Benefit		\$90.00	\$46.00	\$23.50
\$205	\$2,460	\$61.50	\$31.75	\$16.38
Added Benefit		\$92.25	\$47.13	\$24.06
\$225	\$2,700	\$67.50	\$34.75	\$17.88
Added Benefit		\$101.25	\$51.63	\$26.31
\$245	\$2,940	\$73.50	\$37.75	\$19.38
Added Benefit		\$110.25	\$56.13	\$28.56

FPPP Coverage for Career Aviators

TO OBTAIN COVERAGE

1. Complete the application form in its entirety, selecting your premium payment mode. Consult the premium table to determine your appropriate premium.
2. Make your check or money order payable to LADD AGENCY, INC. in the amount of the correct premium.
3. Mail your check and this application form to LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn. 06880.
4. Allow 2-3 weeks for the delivery of your individual policy of insurance.
5. Consider that your coverage under the FPPP begins on the first day of the month after the postmark month in which you make application.

APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE

.....
 Rank/Grade Name ASN Yrs Svc for Pay
 Address
 City State ZIP
 Date of Birth Annual Flight Pay

I have enclosed a check or money order made payable to LADD AGENCY, INC. for the correct premium and understand that coverage under the FPPP is to become effective on the first day of the month after the month in which in which I make application for the coverage.

I certify that I am currently on flying status in an Active U.S. Army or ARNG-USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet the required physical standards of the service.

Signature Date

NOTE: This coverage is only made available to AAAA members. ☐ I am an AAAA member; ☐ I am not an AAAA member, and have enclosed the appropriate initial year dues. Please send me my AAAA credentials.

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BROKEN WING AWARD - Major General Alton G. Post, Commander, USA Transportation Center & Ft. Eustis, Va., congratulates CWO's Tommy P. Hall, cen., and Harold A. Mulherin after presenting Broken Wing Awards to the two men. Hall was pilot and Mulherin co-pilot of a CH-54B which was forced down in a soybean field 18 min. out of Ft. Eustis last August 27. The craft was carrying 16 passengers at the time. The men were cited for bringing down the aircraft safely without injury to the passengers or craft while they experienced excessive aircraft vibration and feed back in the flight controls. A later inspection revealed that the yellow main rotor blade damper had separated at the horizontal hinge pin in flight and, upon shutdown after landing, had broken a pitch change link. (USA photo)

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CW3'S

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1101 Avalon, Apartment J
El Paso TX 79925

FANT, Sam P.
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APO San Francisco CA 96301

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304 Deese Road
Ozark AL 36360

GAINES, John W.
1555 Messel Street
Seaside CA 93955

KIMEL, Gerald D.
601 Spring Avenue
Spring Lake NC 28390

MEYER, Frederick T.
180th Aviation Co (ASH)
APO New York 09025

MEYERS, Ralph L.
HHO, 41st Signal Battalion
APO San Francisco 96301

MURPHY, Calvin J.
4879 Old Briar Trail
Douglasville GA 30134

MYERS, Maurice G.
Route 1, Box 329-F
Mineral Wells TX 76067

NORTON, Harry S.
419-A Nicholson Road
Fort Sheridan IL 60037

PATTEN, Theron L., Jr.
107 Le Hardy
Hunter AAF GA 31405

PETERSEN, Duwayne L.
1337 Holston Avenue
Bristol TN 37620

POPOVICH, John
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Fort Rucker AL 36362

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123 North Harris Drive
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SHORTTRIDGE, Richard B.
611 W. Eulless Blvd - Apt 223
Eulless TX 76039

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CW2'S

BARTLEY, Wesley H.
2305 SA-SADA-WA St., S.E.
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Clarksville TN 37040

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APO New York 09165

GOODWIN, Parker R.
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APO Seattle 98731

HANSEN, Bruce A.
352d Aviation Detachment
APO New York 09825

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Route 4, Box 111
Fort Pierce FL 33450

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Fort Ord CA 93941

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P.O. Box 251
Fort Campbell KY 42223

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79 North Harris Drive
Fort Rucker AL 36362

HUNT, Donald K.
101 Pineleaf Drive
Enterprise AL 36330

KELLER, John L.
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Boulder CO 80302

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Fort Campbell KY 42223

LEVESQUE, Yvon P.
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MELESKY, Wayne A.
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E Trp, 1st Cav, 172d Inf Bde
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Quarters 2564-B
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WO'S

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Indianola IA 50125

OWENS, Alan, CSM
4th Bn (AFA), 77th FA, 101st
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RETIRED

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c/o Cole, 5600 Only Terrace
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133 Spanish Trace
Mineral Wells TX 76067

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Columbus GA 31906

MITCHELL, Malcolm L., LTC
Aparlado 6-120, Guadalajara
Jalisco, Mexico

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31 East Wolf Street
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Details of the AAAA's Life Membership Program



• At its August 9, 1975 meeting in Washington, D.C., the AAAA's National Executive Board approved a LIFE MEMBERSHIP PROGRAM publicizing the program at the Nat'l Convention and in magazine issues.

• A member-applicant would make a one-time \$150.00 donation to the 'AAAA Scholarship Foundation, Inc.' and forward this donation directly to the Foundation at 1 Crestwood Road, Westport, Conn. 06880.

• The AAAA — on notification from the Foundation of the donation — would provide a Life Membership to the applicant with appropriate credentials signifying "Life Membership" to follow at a later date.

• The Foundation would retain the sum in the donor's name, and on his or her death would — together with all other funds received in memory of the donor — provide a Memorial Scholarship in the donor's name in

the academic year following his or her death.

• The \$150 donation to the AAAA Scholarship Foundation, Inc. would be considered deductible for tax purposes.

• AAAA Life Members would be those who enrolled in the Program on or after April 1, 1976. The program will be offered as a sustaining membership program after that date.

AAAA seeks new enrollees for its Life Membership Program



**AAAA LIFE MEMBER
APPLICATION FORM**
Complete and return to:
AAAA Scholarship
Foundation, Inc.
1 Crestwood Road
Westport CT 06880

Application Form. Complete and Return to AAAA

I would like to enroll as a LIFE MEMBER of the Army Aviation Association, and have enclosed a check made payable to the "AAAA Scholarship Foundation, Inc." in the amount of \$150.00. I understand that my donation is tax deductible, that the donation — together with such other funds donated in my name — will underwrite an AAAA Memorial Scholarship in my name on my death, and that I hereby authorize the use of these funds for this purpose. When available, please forward my AAAA Life Membership credentials to me at the address below:

Name

Address

City State ZIP

AAAA Membership Activities



☐ **DEC. 29. Stuttgart Chapter.** Late afternoon business-social meeting. Garmisch '76 Update. Nelligen Barracks O-Club. Members only.

☐ **JAN. 6. David E. Condon [Ft. Eustis] Chapter.** Professional luncheon meeting. Guest speaker, **CPT Charles F. Nowlin**, USAAVS. Wives & guests welcome. FEOM.

☐ **JAN. 15. Rocky Mountain [Denver] Chapter.** After dinner professional meeting; videotape presentation. FAMC Officers' Open Mess. Members and guests.

☐ **JAN. 20. Delaware Valley Chapter.** Professional dinner meeting with **AHS. BG Samuel G. Cockerham**, USA Aviation Systems Command, guest speaker; 'The Army's Attack Helicopter Program' Media Towne House, Media, Pa. Wives and guests welcome.

☐ **JAN. 29. Fort Sill Chapter.** Late afternoon general membership meeting. Blade 'N Wing. Members and guests.

☐ **JAN. 29. Bonn Area Chapter.** Professional luncheon meeting. **BG Rufus C. Lazzell**, ADC, 3d Inf Div, guest speaker. American Embassy Club, Bonn-Bad Godesberg. Members and guests.

☐ **JAN. 29. Army Aviation Center Chapter.** Professional-business luncheon meeting. **Carl D. Perry**, V.P., Hughes Helicopters, guest speaker; 'The Hughes AAH.' Also presentation on First Region — AAAA Convention at Williamsburg, Va. Ft. Rucker O-Club. Members and guests.

LONGEVITY PINS

Effective 1 April 1976, the AAAA will no longer provide a 10-Year Membership Pin, but will award gratis 7- and 15-Year Longevity Pins.

AAAA NATIONAL AWARDS

The zone of consideration for AAAA National Awards was changed recently to the "calendar year," the same zone used by AAAA's four Regions in the determination of their Regional Awards. Direct submissions may be made to: AAAA, 1 Crestwood Road, Westport, Conn. 06880. ☐

☐ **JAN. 31. Hall of Fame Committee.** Selection of Nominees for 1976 Hall of Fame Ballot. Bolling Field O-Club.

☐ **FEB. 12. Air Assault Chapter.** Valentine Dinner Dance. **The Hon. Norman R. Augustine**, Under Secretary of the Army, Guest of Honor. Top Six Club. Members and guests.

☐ **MAR. 3. Awards Committee.** Selection of 1976 AAAA National Scholarship Winners. Pentagon Building.

☐ **MAR. 4. National Executive Board.** General business meeting. Williamsburg Conference Center. Members only.

☐ **MAR. 4-6. First Region — AAAA 1976 Convention.** Williamsburg Conference Center, Williamsburg, Va. (See pages 4-6).

☐ **MAR. 17-20. USAREUR Region — AAAA 1976 Convention.** Armed Forces Recreation Center, Garmisch, Germany. Members and families. (See page 17 for additional details).

☐ **APR. 19-21. Aviation Electronics Symposium** conducted by the **Monmouth Chapter**. Ft. Monmouth, N.J.

☐ **MAY 5-7. Fifth Region — AAAA 1976 Convention.** Corpus Christi, Tex.

☐ **OCT. 13-15. 1976 AAAA National Convention.** Hyatt Regency Washington on Capitol Hill, Washington, D.C.

The Personal Side

PERSONAL ITEMS SUBMITTED
BY AAAA MEMBERS

FLIGHT SAFETY AWARDS [INDIVIDUAL]
MAJ Eldon H. Ideus, Ft. Bliss, 4,901 hrs.
CW2 Steven P. Kelley, Ft. Rucker, DUFT,
2,000 hrs.
CWO William Lancaster, Fort Benning,
1,000 hrs.
CWO Walton Melson, Ft. Benning, 1,000 hrs.
CW2 Allen Potter, Ft. Rucker, 1,000 hrs.
CPT Edison K. Woodie, Ft. Rucker, DUFT,
2,000 hrs.

FLIGHT SAFETY AWARDS [UNIT]
2nd Squadron, 17th Cavalry, 101st Air-
borne Div., (Air Assault), Ft. Campbell,
10,031 hrs.
Flight Operations Div., MICOM, 15,000 hrs.
11th Avn Group [Combat], 27,000 hrs.

POSTS, CAMP, & STATION AWARDS
SP5 William J. Dellosse, NCO of Month at
Ft. Rucker, Ala. for December, 1975.
PFC John H. Warren, Soldier of Month at Ft.
Rucker, Ala. for December, 1975.

HONOR GRADUATES ARMY AVIATION SCHOOL

1LT Peter C. Kennedy, ORWAC, Oct. 21
WO1 Randall D. Sizemore, WORWAC, Oct. 21
WO1 John M. Chiri, WORWAC, Nov. 4
2LT Timothy G. Jobe, ORWAC, Nov. 4
WO1 John J. Nielson, WORWAC, Nov. 25
CPT Daniel C. Daley, USAF, ORWAC, Nov. 25
WO1 Charles Earwood, USAF, WORWAC,
Dec. 16.
CW4 Eugene F. Thompson, AWOSC, Dec. 18
CW2 Charles M. Barr II, AWOAC, Dec. 18.

USA TRANSPORTATION SCHOOL

SP5 Daniel E. Watson, NCOBC, CI 2-76,
Sep. 26.
SP5 John W. Crouthamel, NCOBC, CI 3-76,
Oct. 16.



CREATIVE THINKING — CW3 William T. Bowker, center, receives a "Thinker" statue from LTG John W. Vessey, Jr., left, DCSOPS, DA, as BG Robert A. Holloman, III, DCG, Ft. Rucker, looks on. Together with a \$100 Savings Bond and Certificate of Achievement, the statue represents a Creative Thinking Award earned by Bowker for a suggestion to use a portable processing center for surveillance and reconnaissance photography.

SP5 Steven Tate, NCOBC, CI 4-76, Nov. 5.
SFC David W. Pointer, NCOAC, CI 2-76,
Nov. 11.
SP5 Dennis R. O'Meara, NCOBC, CI 5-76,
Dec. 12.
SFC Benjamin Morris, NCOAC, CI 3-76,
Dec. 17.

MEDALS

ARMY COMMENDATION MEDAL

CW2 Athur Johnson, Ft. Rucker, for out-
standing service to his unit.
CW2 Elmer Wilson, Ft. Rucker, for outstand-
ing service to his unit.

OBITUARIES

COL Robert Mayor Hamilton, Sr., Ret.,

61, died December 7, 1975, in Langley Air
Force Base Hospital after a short illness. A
WWII Army Liaison Pilot and later Master
Army Aviator. He is survived by his wife,
Joan; two daughters, Mrs. Karen L. Coll and
LT Candace H. Sidle; four sons, Robert M.
Hamilton Jr., Teddy M. Hamilton, LT Roger
M. Hamilton and Jeffrey S. Hamilton; and
three grandchildren.

MAJ Leo E. Schmitz, Ret., 49, died in
North Bend, Washington. A veteran of WW-
II, Korea, and Vietnam. Major Schmitz is
survived by his wife, Patsy L.; two sons,
Leo C. and Dana John; two daughters, Mrs.
Dana Sandstrom and Terry Lee Schmitz;
two brothers, Walter and Richard; his
mother, Mrs. Danford Greenwood; and two
grandchildren.

RATINGS

SENIOR ARMY AVIATOR RATING

CPT David L. Grieger, Ft. Benning, Georgia
CPT James E. Witte, Ft. Eustis, Virginia

NO PLAQUES — ONLY CASH!

Did you know that month in and month
out ARMY AVIATION MAGAZINE reimburses
its subscriber-correspondents (or their unit
Coffee Fund) for exclusive, non-puff mat-
erial at the rate of five cents per published
word up to 2,000 words? . . . The material
must be exclusive and so state; no unit re-
ports (puff) or commercial product releases.
Personal items are also non-reimbursable.
Send it to the back cover address. □



TWO AT A TIME — Two women graduated from USAAVNC flight training recently, mark-
ing the first such instance. They are 1LT Beverly S. Birkholz and WO1 Mary E. Reid, 2nd
and 3rd from left. Also shown is Will Hill Tankersley, left, Deputy Asst Secretary of De-
fense for Reserve Affairs, and MG William J. Maddox, Jr., right, USAAVNC Commander.
The DOD official was the guest speaker at the Ft. Rucker graduation ceremony. □



READY IN RESERVE



ARMY RESERVE

BY LIEUTENANT COLONEL RICHARD R. NOACK, AVN OFFICER, OFF, CHIEF OF ARMY RESERVE

WITH the support and assistance of the entire Army Aviation Community, 1975 was a most productive year for the U.S. Army Reserve Aviation Program.

New training objectives and goals were established, implemented, and well on the road to completion; aircraft fleet modernization continued; and Annual Training '75 was better than ever. All this adds up to a bigger and better '76 in terms of training and readiness for Reserve Aviation.

Highlights of 1975

Significant occurrences in 1975 included:

- Activation of four new aviation units required by Total Force Structure. The 282d Assault Helicopter Company, commanded by CPT Donald Byars, was activated on 14 June 1975 at Fort Rucker, AL, and three Air Med Detachments were activated on 1 September 1975. These were the 321st, commanded by CPT Steve Lund at Salt Lake City, UT; the 343d, commanded by MAJ Wayne Fleming, at Everett, WA; and the 412th, commanded by CW3 David C. Davis, at Louisville, KY.

- Continued receipt of first line aircraft. Of 548 aircraft plus float authorized, 549 are assigned with shortages only in CH-47 and AH-1 aircraft. U-3, U-6, and U-8 are issued in lieu of the U-21, with the U-6's being replaced by U-8's in FY 76. Only 25 "B" models remain in the UH-1 fleet of 315 with continuing receipt of production line "H" models.

- Publication of FORSCOM Reg 350-3 which formalizes previous training policy/guidance on instrument and NOE training and provides new training guidance on tactical, night, and aerial gunnery training.

Training goals and objectives for the USAR are now identical to those of the Active Army with later completion target dates to compensate for training time available.

- Establishment of 18 Reserve Component NOE courses and 11 Reserve Component Aerial Gunnery Ranges.

- Establishment of the Reserve Component Aviation Unit Training Program at Fort Rucker.

- DA establishment of Reserve Component SFTS utilization criteria.

- USAR participation in "Project Inspect" by the 273d Air Med Detachment, Tomball, TX and the 281st AHC, Cahokia, IL.

On the minus side . . .

On the minus side, 1975 brought the elimination of initial entry flight training for the Reserve Components and a reduction in graduate aviation training, to include the rotary wing qualification course at Fort Rucker. Loss of these two courses, vital to the Reserve Component aviation programs in the face of a declining Individual Ready Reserve, preclude our bringing outstanding enlisted personnel into the program and recruiting fixed-wing only, prior service, aviation personnel of other services.

The maintenance of current strengths and the attainment of full TOE/TDA aviator strength objectives by end FY 76 will be difficult, if not impossible, without these programs.

The challenges of '76

Accomplishments of established training goals and objectives, and transition from "individual oriented" aviation training to

"unit oriented" training represents the greatest challenge ahead. This challenge becomes particularly complex in the reserve environment with the limited training time available, inaccessibility of tactical training areas, and the currently high personnel turnover rate.

There is no easy solution to the problem, but the answer lies in effective TRAINING MANAGEMENT. Achievement and maintenance of the highest state of readiness possible requires careful management of resources and innovation to provide mission-oriented and challenging training, training which makes maximum utilization of time available and provides job satisfaction and sense of pride in our personnel so that we may "retain", rather than "re-train", thereby avoiding additional expenditures of limited resources and valuable unit training time.

Aviation Safety Awards

FORSCOM Commander trophies for outstanding achievement in the field of aviation safety and accident prevention were presented to two USAR aviation units at the FORSCOM Aviation Resource Management Conference held in Atlanta, GA on 8 and 9 October, 1975. [See photos, page 34.]

Winning the Category D award for one to

AAAA'S TOP TEN CHAPTERS

[Membership Totals as at 10 January]

1. Air Assault Chapter 1,090
2. Washington, D.C. Chapter 580
3. Fort Hood Chapter 509
4. Army Aviation Center Chapter 479
5. Fort Bragg Chapter 317
6. Lindbergh [St. Louis] Chapter 271
7. Connecticut Chapter 248
8. David E. Condon Chapter 246
9. Corpus Christi, Texas Chapter 232
10. Mt. Rainier [Ft. Lewis] Chapter ... 215

Also in the running: Southern California Chapter, 198; Rhine Valley, 179; Persia Chapter, 175; Mainz Chapter, 174; and Leavenworth Area Chapter, 173. □



TOP MEMBER! — Cited by the Army Aviation Association as its "Outstanding Member of 1975," LTC Dick Noack, left, of the Office, Chief of Army Reserve, accepts the AAAA's Gold Medallion Award from Art Kesten, National Executive Vice President, during ceremonies held at the organization's recent national convention in Washington, D.C. A tireless innovator, participant, correspondent, and recruiter, Noack quadrupled USAR participation in the AAAA during a two-year period, and served the Ass'n on three National Committees during 1974-1975. □

nine aircraft was the 273d Air Medical Detachment, Tomball, Texas commanded by MAJ Marvin E. Bonner.

Winner of the Category E award for 10 to 30 aircraft was the 336th Assault Helicopter Company, Los Alamitos, CA, commanded by CPT Earl Barham. This marks the second year in a row that the 336th has won this award. Congratulations and continued safe flying!

WE'RE BEING PROGRAMMED!

Each year some 90-100 "authorities" address AAAA's 55-odd Chapters on a host of aviation-related subjects. In-the-flesh guest speakers all . . . Now, AAAA's Rocky Mountain [Denver] Chapter has automated! Its 15 January professional meeting had a video tape presentation on "Army Aviation on the Modern Battlefield." The pay-as-you-go bar was manned, however. □



On Guard!

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

FOR the past three years General James S. Brooks has been Chairman of the ARNG Standing Aviation Committee. Recently, he was appointed Adjutant General of his home state, Idaho, and while he still has the same interest and enthusiasm for the aviation program, he has found he will be unable to continue as Chairman.

While it is regretted that General Brooks has had to step aside we are indeed fortunate that Brigadier General Charles R. Willis, Assistant Adjutant General, Florida, has agreed to take the Committee Chairmanship. Many remember that he was State Aviation Officer and Facility Commander at Jacksonville and will remember that he ran a most outstanding aviation program.

Other Aviation Committee members include COL Claude W. Biehn, Oregon; COL Lynwood F. Hoxsie, Rhode Island; COL James F. Flockhart, California; MAJ Albert J. White, Jr., Maine; and CPT Robert G. Johnson, Mississippi.

ARNG Aviator Tops in AAAA

The Army Aviation Association of America [AAAA] recently paid honor to an ARNG Aviator and an ARNG Aviation Unit. While we have been the recipient of the "Unit of Year Award" previously, this is the first time the "Aviator of the Year" was selected from the Reserve Components.

In presenting these awards to the individual and to the Unit, the AAAA is saying and showing that it supports the One Army Total Force and has demonstrated this support with these awards even though the Reserve Components make up the smallest membership element in the AAAA.

I have expressed appreciation to General Wright in that all Guardsmen have been

complimented and supported by presentation of these awards.

Add'l ARNG Aviation Units

Due to changes in the Force Structure, several additional Aviation Units/Detachments have been allocated to the ARNG which have been assigned and stationed. In some cases, Aviation units were added to a state and a smaller unit withdrawn to to be placed in another state, such as in Florida.

An Assault Helicopter Company was added to Florida at Jacksonville and a Corps Aviation Company withdrawn. This Corps Aviation Company was then allocated to Connecticut and was stationed at the AASF at Windsor Locks.

An Assault Helicopter Company was added to Arkansas and a Signal Messenger Company withdrawn and added to the Maryland Facility at Wiede. Maryland also received an Attack Helicopter Company to replace the Air Cavalry Troop which had been deleted from the Force Structure.

Attack Helicopter Companies were also assigned to Colorado and Utah. The assignment to Colorado was to take advantage of a large waiting list of qualified aviators and the assignment to Utah was to replace an Army Aviation Company which was no longer programmed to be in the Force Structure. Colorado gave up a Medical Detachment which was assigned to one of the states listed below.

Other large Aviation Units assigned included an Assault Helicopter Company allocated to Virginia to replace a unit they lost to Pennsylvania when the entire 28th Division went to Pennsylvania. Pennsylvania also received assignment of an Assault Sup-

port Helicopter Company which has not been activated at this time.

The ARNG had the requirement to activate another Assault Support Helicopter Company but due to an anticipated shortage of CH-47 assets and an apparent plentiful supply of CH-54 aircraft, it was decided that the unit would be originally organized as a CH-54 company and would be later converted to a CH-47 company. This unit is assigned to Georgia and will be located at Albany.

Medical Detachments added to the Army Guard were assigned to Nevada, New Mexico, Wyoming, Tennessee, Massachusetts, Louisiana, Kentucky, District of Columbia, and the State of Washington. The input of these units brings the authorized aviator strength in the Guard to 4,543, of which we have on hand 4,392, and an aircraft utilization of 2,563 to our 2,479 on hand.

ARNG Aviator Strength

While the total strength of Army Guard aviators looks great, short only at 154, a closer look indicates that there are problem areas. In this total, there are 280 over-strength aviators [aviators who have ground assignments but are still on flight status]. Thus, we see a real shortage of 434 MTOE



BOISE, IDAHO — Members of the newly elected Snake River Chapter Executive Board are, l. to r., MG George B. Bennett, Ret. [Pres]; CW2 Roger P. Warlick [Trea]; SP4 Margaret A. Phifer [Sec] CPT Kris E. Larsen [VP, Memb]; and LTC Don A. Duvall, Ret. [ExVP]. □

Idaho Members start new AAAA Chapter

Some 65 Reserve Component members were addressed by BG Charles E. Canedy, Deputy Director of Operations and Army Aviation Officer, ODCSOPS, DA, at their November 16 AAAA Chapter Activation Meeting at the Gowen Field Officers' Club in Boise. Following the election of their officer slate [see photo at lower left], the members selected "Snake River Chapter" as their name, and voted to pursue a quarterly meeting schedule. A "Kickoff" Banquet was held at the Rodeway Inn in Boise later that evening at which BG Canedy spoke.

flyers. Yet a closer evaluation shows that there are some states with very high Aviator shortages.

For the most part, the gain in Aviator strength in the Guard has been in the recruitment of Vietnam-trained aviators. Estimates are that this supply has now peaked and, secondly, these aviators chose to settle in basically the same portions of the country. The end result is that some states find it difficult to fill their vacancies.

We now have a firm waiting list of 852 qualified aviators mostly residing in states that are already filled. For example, Florida has 104 aviators assigned against a 102 requirement and has a waiting list of 50, and Arizona has full strength and a waiting list of 83.

The Reserve Components are currently not authorized to show aviator requirements for initial pilot training because of the good showing in total aviators; however, this constraint is now hurting states which have no one on a waiting list and have apparently recruited all available prior trained aviators.

Four states with the largest shortages are: Connecticut, 25; Texas, 26; New York, 42; and Pennsylvania, 44. NGB has requested that this constraint be lifted particularly for those states experiencing extreme shortages and due to the fact that the aviator force,

while young now, is aging with no fresh input of newly-qualified flyers.

Personnel Changes

Some changes have occurred at the Aviation Division and at the Aviation Facilities in the States. CW4 Robert Delker, Safety Specialist with the Division, has moved to Arizona where he is an Instructor Pilot/Safety Officer for the Phoenix facility; he took the place vacated by MAJ Glenn Deppy who is now the State Aviation Officer/Facility Commander for Nevada.

Also leaving the Division was MAJ Louis May who elected to return to his job as IP/Safety Officer at New Orleans. On board as Safety Manager since October 1975, Lou decided that Safety Management at the National level just wasn't in the cards for him.

Other changes in the field show that COL Burnette has retired from the State Aviation Officer position in Michigan and he has been replaced by MAJ Robert E. Ostrom; LTC Crow, State Aviation Officer for Missouri, has taken a different position in the state and he has been replaced by LTC Bean, former Facility Commander at Jefferson City.

Word has been received that LTC Keggler, Facility Commander at Dobbins AFB, Georgia, has resigned [no replacement has been made at this point], and due to medical reasons, LTC Ralph Henderson is no longer the State Aviation Officer for North Carolina.

Congratulations for a job well done for those who have moved on, and welcome aboard to those who have recently been appointed to positions in the Army National Guard Aviation Program.

'76 AAAA NAT'L CONVENTION

The Army Aviation Association will hold its "20th Anniversary Convention" in Washington, D.C., during Wednesday, October 20, through Friday, October 22. The site of the national gathering will be the new Washington Regency Hyatt, located just two blocks from the Capitol



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CORRECTION

The Statement, "Master Aviator requirements changed to delete 50 hours of actual instrument time," contained in the Nov-Dec 75 ARMY AVIATION article, "Letter to a new Aviator," by COL Kenneth D. Mertel, Ret., is in error. Requirements for the Master Aviator Award, to include 50 hours AI time, are presently under review by DA. Pending the results of the DA review, eligibility criteria for the Master Aviator Award, as defined in Par 4c, AR 600-106, and DA Message, Subject: "Senior and Master Aviator Aeronautical Designations," daytime group 261747Z, remain in effect. [MILPERCEN]

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