Army Aviation

JUNE 30, 1977 ISSUE

An Experience

By LTC SHELDON M. SMITH
U.S. Army Reserve [Ret.]
Tucson, Arizona

An absolutely uncontestable "First"

ALTHOUGH I was an Army L-(Liaison) Pilot first — and later a Senior Army Aviator, I had an unusual experience, which had to be **the first and only time** it ever happened.

In a way, it was an **Army Aviation "first"** althought I was flying "civilian" at the time.

It took place during a flight from Ithaca, N.Y., to Kitty Hawk, N.C., where my father-in-law had a cottage.

I'd made this same flight a half dozen times before, so I knew it well — and in detail. However, that old devil, **pilot error,** reared its ugly head and I paid the penalty.

I had always made this flight in one particular aircraft. This time, however, the aircraft was unavailable, and I was switched to a different model. While in flight, I ceased to keep my mind on my flying, in worrying badly about a personal problem. I therefore forgot completely about the **different** rates of gas consumption between the two models.

So the scene is set with me right in the middle of Currituck Sound heading for the Outer Banks Peninsula. The **other** aircraft - needless to say - would have taken me all the way to my destination, the Manteo, N.C. Airport. However, this aircraft wasn't the other one and she began to spit — and when that happens you know what's wrong before you look at the gauge. Correct! Out of gas!

I immediately did a left turn so as to go into the beach area perpendicularly. If I could make the area it would be an OK beach landing.

THOUGHTS OF DITCHING

What I was thinking about most at that point was the water ditching, the swim to reach shore, and the thousands of those big crabs which will attack anything that moves in the water.

I made it over the beach strip, and turned south. Then came the terminal cough, and you know it's just that the very minute you hear it. Forced landing! This I did — and successfully — and here is the punch line:

I was told by the "locals" that I had set the aircraft down on the **exact spot** that the Wright Brothers' left the ground on their takeoff — and I did it unknowingly.

This has to be a **"first"** for an Army Aviator — or any other!

ABOUT THE AUTHOR

Sheldon M. Smith, who describes himself as "an old WWII L-Pilot," was the former (and now retired) President of the Ithaca Gun Co., and now a resident of Tucson, Ariz. He's a graduate of Class #17 at Ft. Sill, Okla.; a later USAR Division AO; and a retired LTC. A 20-year member of AAAA, **Smith** has written a series of "experiences" that we will pass on to you in subsequent issues.)

ARMY AVIATION MAGAZINE is published monthly except May and September. Second Class Postage paid at Westport, Conn. □

Now another go-anywhere transport from de Havilland joins the U.S. Army...

the UV-18A Twin Otter.

The U.S. forces had already chosen the Beaver, the Otter and the Caribou—more than 1,300 go-anywhere planes from de Havilland. They knew our performance first hand. And they had a very demanding order to fill, selecting transports for "command administrative, logistical and personnel flights from battalion headquarters to remote village sites throughout western and northern Alaska on a year-round basis."

It's no wonder they chose the Twin Otter. With their de Havilland experience. Plus these Twin Otter features:

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In 15 minutes, two men can change it to a cargo plane that will carry a payload of more than two tons.

On a hundred-mile-radius reconnaissance or search and rescue mission, it can stay aloft for more than 6 hours because of its exceptional fuel economy.

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The de Havilland Twin Otter. The go-anywhere plane that has proved its dependability, versatility and economy with 18 other defence, police and government organizations. And with 135 civil operators.

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Revised programming information and other Convention details will appear in the subsequent issues of ARMY AVIATION, will be enclosed in all First Region Chapter mailings forwarded during May through August, or may be obtained by writing to: First Region—AAAA, ATTN: LTC N.M. Bissell, Post Office Box 178, Fort Campbell, Kentucky 42223.

1977 AAAA
First Region Convention
Sheraton Nashville Hotel
25-27 August 1977

Professional-Social Programming for 25-27 August

THURSDAY, 25 AUGUST 1977
(Sheraton Nashville Hotel)

0800-1800 Registration and Ticket Sales.
0900-1700 Tours of Nashville and Opryland.
1300-1600 National Executive Board Meeting.
1700-2100 Industry Exhibits.
1800-2000 Early Bird Reception.
2000-2400 "Nashville Night Life."

FRIDAY, 26 AUGUST 1977
(Sheraton Nashville Hotel)

0800-1800 Registration and Ticket Sales.
0830-0845 Welcome by **MG Alton G. Post,** President, First Region—AAAA.
0845-0900 Overview of First Region—AAAA's 1977 Convention Program and the Nashville Site by **LTC John H. Oliver,** 2/17, 101st Abn Division (Air Assault).

PROFESSIONAL SESSION
"Army Aviation, 1977-1986"
BG Charles E. Canedy, Deputy Director of Requirements & Army Aviation Officer, ODCSOPS, Dept. of the Army

1000-1800 Industry Exhibits
1000-1030 Coffee Call. Visit Exhibit Area.

1030-1130.....**Fort Rucker Report**
"Army Aviation Training Trends"
MG James C. Smith
Commander, USAAVNC & Fort Rucker

1130-1300 First Region—AAAA. General Membership Luncheon. Regional AAAA Awards. **MG Alton G. Post,** President, First Region—AAAA, presiding. AAAA ladies and guests are most welcome to attend.

PROFESSIONAL SESSION
1300-1400.....**AVSCOM Report**
"AAH Progress Report and Future Milestone"
COL[P] Edward M. Browne, AAH Project Manager, Hq, AVSCOM

"UTTAS Progress Report & Future Milestone"
LTC John R. Smith
UTTAS PMO, Hq, AVSCOM

1500-1530 Coffee Call. Visit Industry Exhibits.

PROFESSIONAL SESSION
1520-1630..... **Fort Campbell Report**
"Air Assault in Action, Division Capabilities, and Reforger 76"
Presentation by the ADC[O], 101st Airborne Division [Air Assault]

1830-2100 First Region President's Reception.
2100-2400 "Nashville After Dark" — "Tours to Grand Ol' Opry"

SATURDAY, 27 AUGUST 1977

0800-1800 Registration.
0830-1030 First Region-AAAA Executive Board Business Meeting.

PROFESSIONAL SESSIONS
0830-0930.....**"EPMS"**
BG Henry L. Doctor
Director, EPD, MILPERCEN, DA
0830-0930.....**Reserve Components**
"First Army and Readiness Region Report"
COL Robert W. Huebner
Chief, Aviation Division, Hq, First Army

0930-1530 Industry Exhibits.
0930-1000 Coffee Call. Visit Industry Exhibits.
(See the Reverse Side)

Professional-Social Programming for 25-27 August

PROFESSIONAL SESSIONS

1000-1100 ..... "OPMS"
BG Benjamin E. Doty
Director, OPD, MILPERCEN, DA

1000-1030 ..... USAR Seminar
LTC William Priest
Office, Chief of Army Reserve, Dept. of the Army

1030-1100 ..... ARNG Seminar
MG Charles A. Ott
Director, Army National Guard

AAAA BUSINESS SESSIONS

1100-1130 Report to the Delegates and Members on the actions taken at the First Region-AAAA Executive Board Meeting. Report by **MG Alton G. Post,** President, First Region.

1130-1830 Open Time for Delegates and Members. Visit Industry Exhibits through 1530.

1300-1600 National Executive Board Meeting.

1830-1930 1977 Honors Dinner Reception

1930-2230 LTG William B. Bunker Memorial Dinner. Presentation of First Region—AAAA Awards to Outstanding Active Army and Reserve Component Individuals and Units.

ARMY AVIATION ASSOCIATION

AIRBORNE

SPECIAL AAAA HOTEL ROOM RESERVATION COUPON
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☐ Single, One Double Bed, 1 Person] at $20; ☐ Double [1 Double Bed, 2 Persons] at $25
☐ Twin [2 dbl beds, 2 persons] at $29; ☐ Exec. Single [1 dbl bed w/conf. area] at $24
☐ Suite [Living Rm w/bedroom, 2 persons] at $70; ☐ Each additional person at $5

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

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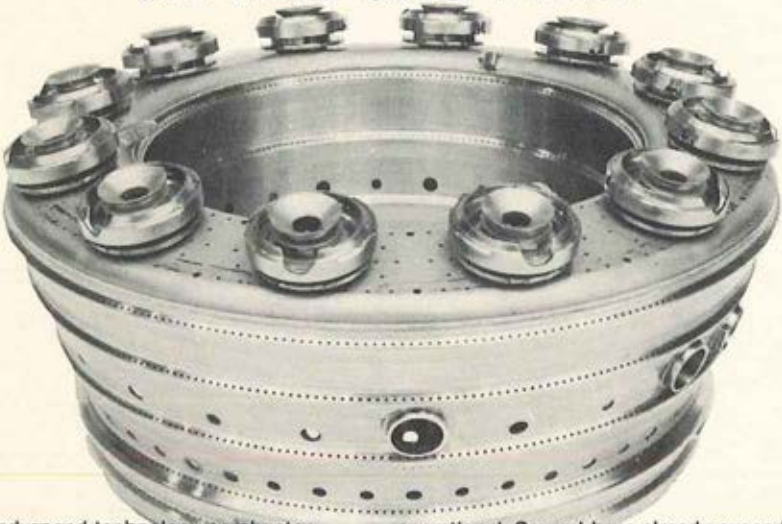
T700 Reliability

Here's One of the Reasons Behind Unprecedented Engine Reliability for UTTAS and AAH



The T700 advanced technology combustor. When the Army established its UTTAS and AAH engine reliability goals, the combustor became a prime area for attention, because current operational engines are limited primarily by "hot section" life. New combustors or major repairs are needed after only a few hundred hours of operation.

The T700 goal? A combustor that will last 5000 hours. We're well on our way to achieving it. With more than 25,000 total engine hours experience, all combustors in the program remain operational. Several have already exceeded 1000 hours of operation. Not one has had to be repaired or scrapped.

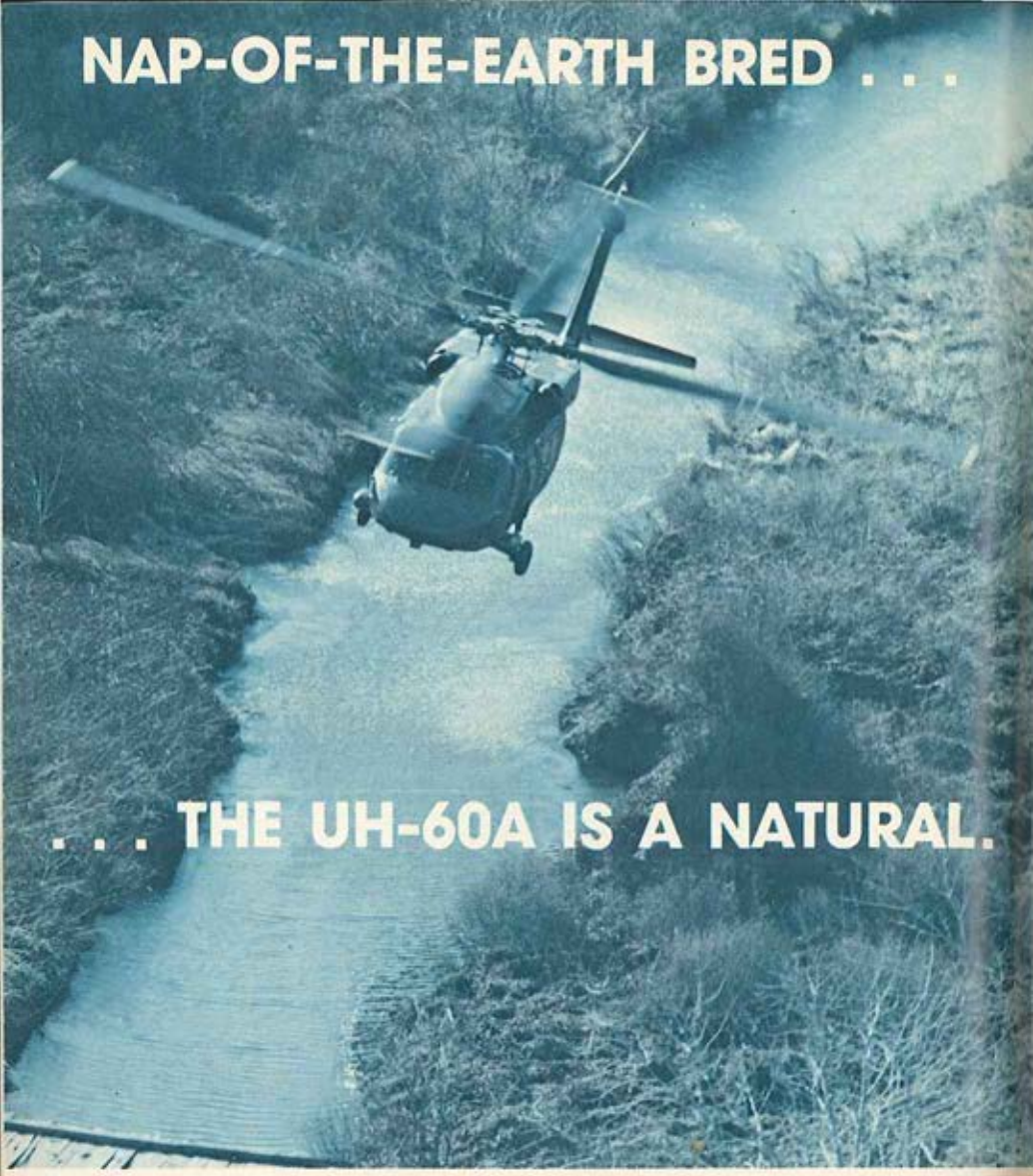
Its reliability is a key reason why 75% less maintenance manhours will be required on the T700 when compared with current operational engines.

For UTTAS and AAH, the T700 offers the first real long-life combustor in helicopter engines.

205-158

The T700. The engine for the Army of the 80's.

GENERAL ELECTRIC



SIKORSKY AIRCRAFT

Division of UNITED TECHNOLOGIES.

By BRIG. GEN. CHARLES E. CANEDY,
Deputy Director of Requirements and
Army Aviation Officer, HQDA

E5 Aviators

Need for add'l officers/WO's dictates study

Great confusion prevails on the subject of enlisted aviators. Let me attempt to explain how we got to where we are; what the Department of the Army is doing; and share some of my views with you.

The dilemma facing the Army is an ever increasing requirement for officers and warrant officers to support our 16 active division force while DOD is directing a reduction in the officer and warrant officer level. DA search for possible elimination of officer requirements is by no means confined to the aviation program. A detailed examination of these requirements is being made throughout the Army structure.

With over 5,000 aviation warrant officers, it became very attractive to the force development analyst to suggest the conversion of some or all of these spaces to enlisted. Faced with the problem of having to reduce officer/warrant requirements, this field looked like a windfall.

At the outset let me say that the views expressed are totally my own, and I am not going to argue the specific merits of either an enlisted aviator or a warrant officer aviator. My real concern is that we have the right kind of aviators piloting our machinery.

I'm convinced that today's aviation warrant officer program is a good one although I am disturbed that we're not managing the program as well as we should. It is inconceivable to me that we are passing over and throwing out of the Army highly qualified aviation technicians as reflected by the latest CW3/4 promotion board. That's another subject, and rest assured I'm trying to do something about it.

AWO CONCEPT IS SOUND

The concept of the aviation warrant is solid, and I certainly support the views of AAAA President **Robert R. Williams** as expressed in the last issue. Our problem at DA is that there are very few facts (lots of emotion) and totally no theory to quantify the kind of person required to pilot our air vehicles.

Some would suggest, and they are right, that aside from the insignia we truly do have today an enlisted aviator force. The warrant candidate is an enlisted man who has satisfied a prescribed standard, passed the FAST test, and successfully completed the aviation training program. He could just as well have graduated as an E-5 so far as the system is concerned.

The real question is are our prescribed standards high enough today and if not what should they be and what grade level is required to ensure that we get the right people from a recruiting retention standpoint? I will not attempt to discuss the latter point. While it is extremely important, it is not nearly as critical as ensuring that the flight candidate has the mental, physical, and judgmental capacity to satisfy the man-machine interface.

OUR STANDARDS ARE TOO LOW

My personal belief is that our current standards for flight training are too low, and that we're still graduating pilots (commissioned as well as warrants) with two left feet. There are facts to support this in our accident/incident statistics as well as in the operational aspects.

We're doing something about this insofar as the psycho motor skills are concerned by pre-selection screening. Starting this summer, the flight candidate will be given several hours in a flight simulator to demonstrate his or her innate abilities prior to induction into the program.

This handles the ape skill level and is long overdue; however, it does not necessarily screen out the right level of intellect. Why it doesn't do so is a good question and the answer is that we don't know what the proper level of intellect is.

WHAT SKILL LEVEL IS NEEDED?

What are the optimum requirements of an Army Aviator candidate? How smart does an Army Aviator need to be? How strong? How agile? Obviously, the Army is long overdue in accomplishing a thorough front and analysis of the tasks, standards and conditions to get the best fighters in the pilots' seats.

My conviction is that our standards are too low today and adopting an enlisted aviator program would exacerbate the problem if we fail to ensure the attendant skill level. Technology compounds the problem. Today's helicopters are relatively simple compared to the AH-64 and the UH-60, and I am certain that the follow-on generations will continue to grow in sophistication.

My point is that we simply cannot assess our aviator qualifications or standards **based uopn today's aircraft.** One needs only to examine the tasks of the copilot gunner on the AH-64 to recognize the growing complexities. Today's AH-1S has one direct view sight with two fields of view and a trigger. The AH-64 has a similar sight, a television, a FLIR, a laser ranger, computer, etc., etc.

This suggests to me that our future demands on the aviator will be greater — not less — and we need to identify the kind of guy that it will take to handle the job. This will require the dedicated, combined efforts of a number of Army agencies, especially the Army's trainers.

WHAT'S BEING DONE?

What are we doing about it? The Army Research Institute has been tasked to conduct an analysis to quantify what an aviator has to do and from that determine what kind of a guy it will take to do the job. Again, my gut feeling is that their determination of standards will be higher than those currently in being.

What then does this mean and how does this standard of performance get translated into the selection process? In my judgment, it will tell us that our educational levels need to be higher, that our psycho motor skill levels need to be higher, and that our responsibility levels need to be higher. Unless we are going to place these kinds of criteria on our enlisted force, I simply don't see how one could accept a degradation of capability.

GETTING THE MOST!

The important factor is that we continually strive to get the right guy for the job to **maximize** the capability of our machines. We must remain cognizant of the fact that technology can do great things for us, and we simply have to milk every ounce of capability out of it.

If that means smarter enlisted, warrants, or officers, so be it!

By MAJ. GEN. JAMES C. SMITH,
Commander, U.S. Army Aviation
Center, Ft. Rucker, Alabama

Training

USAAVNC and the Total Systems Managers

I am proud of our past involvement in aviation development. This involvement will continue with the establishment of the TRADOC Total Systems Managers.

There are 30 of these specific systems Army-wide. Here at the Aviation Center we will be responsible for three of these: the Advanced Assault Helicopter (AAH), the Advanced Scout Helicopter (ASH), and the HELLFIRE missile system.

The systems managers are individuals who will bring strong credentials to the job. All of them have worked closely with the Center on these projects in the recent past. They are **Colonel John [Doc] Bahnsen** (AAH) and **Colonel George W. Shallcross** (ASH). The manager for the HELLFIRE is to be named later.

The AAH and ASH Systems Managers will be operational on 30 June and the HELLFIRE System Manager on 30 December.

The individual TRADOC Systems Manager will interface with the individual DARCOM Project Manager. He will have complete orchestrational control of the project, inserting the training, maintenance, and logistic support packages into the project at the proper stages of development. He will be the "Users' representative" in the program. This is especially significant in that the Advanced Scout Helicopter (ASH) will start from paper.

These managers will be tasking many of you for support. Since they represent you, the user, I know you will be giving them whatever assistance they need to develop these new assets of aviation.

COL Bahnsen

COL Shallcross

AIRCREW TRAINING MANUALS

At this time, **Aircrew Training Manuals** are under development by TRADOC proponent schools for observation, utility, attack, and cargo helicopters, and surveillance and utility airplanes.

Their purpose is twofold. The **first** purpose is to assist the aviation unit commander in determining the individual training requirements of his unit. The manuals are not training plans and are not meant to preempt the commander's prerogative to train his unit as he feels necessary.

Rather, they list the tasks in which his aviators must be proficient in order to perform unit missions, the conditions under which the tasks must be performed, and the standards of performance required. The commander can add to or delete from that list as he desires, based on his analysis of the unit's

mission and his evaluation of the unit's status.

The **second purpose** of the manuals is to aid in the development of a Flying Hour Program which can be defended before Congress, the General Accounting Office, and the Office of the Secretary of Defense. Individual training requirements arrived at under guidlines in the **Aircrew Training Manuals** can be added to those of unit collective training and mission support to determine the flying hours required by a unit.

The varying sophistication of different types of Army aircraft makes it readily apparent that eighty hours per year for all aviators is not the answer to the question, "How many flying hours are required to keep the individual aviator current?" Obviously, the answer varies with the complexity of the aircraft system and the mission of the unit.

OCTOBER 1977 VALIDATION

Original plans called for validation of the draft manuals by the 6th Cavalry Brigade beginning in January 1977, with Army-wide implementation scheduled for FY 1978. This program and its associated time schedule have now been revised to allow for application of a full scale instructional systems development approach to preparation of the manuals. It is expected now that drafts will be in the field for validation by October 1977.

NO. 1— Honor Graduate **CPT [Dr.] John E. Erpenbach,** right, receives his wings from **COL Colin D. Ciley,** Director of Training Developments at USAAVNC, during the recent graduation of 19 Flight Surgeons. **Erpenbach** received engraved silver wings from the AAAA on completion of the seven-week course. □

AVIATION PHOTOS

We're always short of photos that cover Army Aviation events or milestones. Keep us in mind for publicity.

The basic philosophy around which the Aircrew Training Manuals are designed is that the individual should be given the amount of training required to bring him to the desired level of readiness and to sustain him at that level, no more and no less. If he cannot perform the tasks inherent in the unit mission he is a liability to the unit.

Therefore, he should concentrate his efforts on practicing those tasks in which he is deficient and reduce the amount of practice on those tasks which he does well. The system requires frequent evaluation by supervisors and instructor pilots, but more important is the constant self-analysis to which the aviator must subject himself.

Task selection was based on the type flying an aviator must do to perform his part of his unit's mission. Development of a flying hours program based on the needs of the "average aviator," on the "mean level" of flying hours needed to sustain proficiency, recognizes that aviators are individuals with a unique set of skills, capabilities, and deficiencies.

It also recognizes that some aviators, because of natural talent for flying or experience or both, require less time than average, and that some, because of inexperience or other reasons, will need more than the average time to achieve and sustain the desired level of proficiency.

The manuals place an increased emphasis on skills needed for success and survival in combat. For those tasks which pertain in varying degrees to both combat and non-combat operations, training to combat proficiency is emphasized for the former and to administrative proficiency for the latter.

WOSC TECHNICAL SPECIALTY CURRICULUM

The **Warrant Officer Senior Course** core curriculum has been condensed and a two-week (60 hour) technical specialty curriculum added with no change to the total course length.

This revision reflects warrant officer career patterns outlined in **DA Pam 600-11** in that it provides the highest level of professional education available to the warrant officer who is going to function as a technical administrator in addition to being a pure technician.

Training from this revision is concentrated in various managerial subjects to equip the warrant officer to be an effective staff officer and a monitor of commandwide or worldwide programs within the scope of his specialty. The common core curriculum of the Senior Course is supplemented by blocks of electives from which each student may select those subjects needed to develop his technical skills.

Areas of future concepts, specialty related problems and their solutions, career assignment briefings, and student specialty presentations are covered in the new curriculum. In addition, specialty-oriented guest speakers will be invited to participate in the course. Time is also provided for the increase in research and preparations required by the students.

Purposes of the two-week specialty curriculum are to provide individuals with specific knowledge that will be of benefit in forthcoming assignments, to compensate for lack of exposure to particular features of a specialty, and to give transitional instruction in newly developed equipment or techniques.

IMPROVED MAIN ROTOR BLADE

Part of the overall product improvement program for the Cobra helicopter is the **improved main rotor blade [IMRB]** which is currently undergoing operational testing at the Army Aviation Test Board, Ft. Rucker.

WARNING—The Selective Service needs to be placed on a "ready-for-action" basis, warned **LTG John J. Tolson, III, USA [Ret.]**, AUSA National President, in addressing Ft. Rucker's AUSA membership meeting in May. "The lack of a draft could be a death blow to our defense."

The IMRB is a composite construction blade with a fiberglass spar, nomex honeycomb core, and a Kevlar trailing edge. It is a major advance in rotor blade design and promises to increase lift substantially and improve aircraft control response over the conventional B540 rotor blade. Large amounts of metal used in present rotor blade construction are eliminated, and more flexible airfoil design is possible.

Moreover, rotor blade life is dramatically extended and most blade repairs can be accomplished at unit level. The IMRB also significantly reduces installation, balancing, and tracking time.

Another feature of the IMRB is that it enhances survivability. The rotor blade has withstood 23mm high explosive incendiary impact, and it has lower radar reflective quality due to radar absorptive surface treatment.

NEW TRAINING DEVICE

The **Training Aids Service Office [TASO]**, in cooperation with the **Army Research Institute [ARI]**, has packaged an exportable training device that will assist the aviator in preparing for his role on the modern battlefield.

It is the **Map Interpretation and Terrain Analysis Course II [MITACII]**, and it uses well-developed principles of learning and instruction to teach nap-of-the-earth (NOE) navigation skills. The course materials developed by ARI emphasize cartographic principles, map interpretation, and terrain analysis in active practical exercises that stress student participation and performance.

MITAC II consists of 13 instructional units supported by a two-man viewing booth, 16mm film, 35mm slides, cassette tapes, map plates, printed material texts, and a variable-speed projector. All materials, with the exception of the 16mm projector, are locally produced by the TASO.

Evaluations of the MITAC II package by ARI indicate that students trained with this course are able to progress at twice the speed and with one-third fewer navigational errors than their counterparts who were not MITAC II trained.

The TASO has shipped one of the MITAC II packages to Germany for further field testing by Army Aviation elements there. These tests are being coordinated by ARI in cooperation with **Colonel Crawford Buchanan**, Army Aviation Officer, 7th Army and USAREUR.

YES, THIS IS AUSTRALIA'S FIRST FLYING MACHINE!

Major Rob S. Rich, left, and **CPT Peter Simpson**, right, of the **Australian Army Aviation Corps**, discuss the proper flight of the boomerang with **MG James C. Smith**, Ft. Rucker Commander. A gift from "**Australian Army Aviators**", the boomerang **Gen. Smith** holds is of the type used by aborigine tribes for hunting and fishing. □

SHORTAGE—Addressing the 20 graduating aviators at Ft. Rucker in mid-May, **MG Robert Haldane**, Deputy Chief of Staff for Operations at Hq, FORSCOM, said there is a shortage of 1,000 pilots in the command. He told the graduates that the command "needs pilots more than anything now," and that those going to FORSCOM assignments "will be welcomed." □

Three additional packages will be sent to the same headquarters for evaluation of extended applications to include commanders, staff officers, observers, scouts, etc., who must be proficient NOE navigators when their duties require them to occupy a front seat in an Army helicopter.

Additional evaluation has revealed the possibility of transferring the MITAC II into the latest state-of-the-art required for **Training Extension Course [TEC]** packaging and exportation. The incorporation of MITAC II into TEC format will profide for worldwide distribution of software down to company level training sites and will be designed to use the available hardware already placed in the field by existing TEC programs.

Based upon USAREUR evaluation and on-going evaluation at the Army Aviation Center, this conversion to TEC format should provide for mass exportation within the next twelve months.

HAPPY BIRTHDAY!

Finally, I would like to wish all of my fellow aviators and friends of aviation a **Happy Birthday!** Here at Fort Rucker, we'll be celebrating the 35th Anniversary of Army Aviation with the 1977 **Inductions** to the **Army Aviation Hall of Fame** on Saturday afternoon, 4 June, and will finish the day with a **Birthday Dinner** at which **General Hamilton H. Howze** will be the honored guest speaker.

It's been 35 years of accomplishment and dedication with a limitless future. May this coming year see the fulfullment of many of our goals.

The Nominations Are Open!


NATIONAL AWARDS

NOMINATION FOR THE AWARD TO THE ARMY AVIATOR OF THE YEAR

ELIGIBILITY:

NAME OF NOMINEE

POSITION OR ASSIGNMENT

ADDRESS

BRIEF OUTLINE OF REASONS FOR NOMINATION

NAME

RANK/TITLE

ADDRESS

Please join in!

Be a participant in the selection of the "Aviator of the Year" and the "Aviation Soldier of the Year." Write to AAAA for the one-sided, simple nomination form that will put your candidate into the hopper for national recognition at the coming AAAA National Convention.

Many deserving people are never cited with awards because they are never nominated.

AAAA's "Outstanding Aviation Unit Award" along with its "Outstanding Reserve Component Aviation Unit Award" recognize the finest unit performances during the previous calendar year. Does your unit measure up?

The "James H. McClellan Aviation Safety Award" singles out a major safety achievement. If you know of one, tell us about it. The nominations close July 1.

1977 AAAA National Awards

Submit your nominations to AAAA, 1 Crestwood Road, Westport CT 06880 by July 1

By LTC MORRIS G. RAWLINGS
U.S. Army, Retired
Newark, Delaware

Opinion

The subject of "Divided Loyalties"

Man, since the beginning of time, has cluttered his existence with non-essentials which, at the time, seemed extremely important. Adam, for example, when making his first major decision, considered that peace and quiet in his home life were far more important than any penalty which might come from disobedience.

Eve, on the other hand, considered it more important to have someone else share in the apple-eating decision, thus relieving her of responsibility. Neither household harmony nor the spreading of blame proved essential.

Man continues to deny that he is influenced by anything other than facts. He is continually putting acquired experience into convenient niches of his mind, and later calling upon them to explain or justify an action. To return to our first example, it is very doubtful that Adam ever again listened to his wife's advice. He could justify his refusal by reminding her of what happened with that first bite.

Mention the words, "military man," to the average taxpayer and you conjure up

an image which runs all the way from an heroic figure to that of a hog snuffling at the public trough. If however, you can wait for the succeeding mind-pictures, you will find one concept which is a common belief of all. The military man, all believe, is an unemotional monitor of right, who never allows anything to influence his decision but the cold, hard, uncompromising facts.

Nuts!

The "military mind" is a myth, and the idea that men are swayed by logic alone is as outdated as the bustle . . Even more so, for the bustle might return.

Not only are we influenced by that which we have seen and done, but we are swayed by the beliefs of those in whom we have trust. Not only will we vote the straight Republocratic ticket without knowing who is running, because we trust the organization, but we will do everything possible to cause others to do the same. That way we achieve the otherwise impossible: ease of mind and a sharing of responsibility.

A RECOGNITION PROBLEM

Take Army Aviation, for example. It was formed in order that the artillery might locate, recognize, and fire upon enemy targets without having to erect a convenient hill each time it became necessary to shoot. Other branches of the service, recognizing the untapped capabilities of an aerial highway, placed their own requirements. Soon, aircraft

and the personnel required to fly them became so numerous as to create a recognition problem. Are they professional aviators or are they "jacks-of-all-trades" and the corresponding, "masters-of-none?"

Opinions are sharply divided. That is a fact. That is one of the few facts being considered by many who have definite opinions. The rest of their argument is composed from their individual experiences and their divided loyalties.

SOME LOYALTY WARRANTED

I am an artilleryman. I am also an Army Aviator, and have been for many years. My branch has permitted this because of my earnest effort to remain qualified in my basic arm. Artillery made no attempt to become indispensable to Aviation, and instead, in many cases, allowed its career officers to serve with and for other branches as aviators. Such an attitude deserves loyalty. From me, and from hundreds like me, it will continue to receive it.

My friend is an infantryman. He cannot forget that the only reason for the existence of Army Aviation is to assist the infantry in getting on with the war. From me he learns that the artillery has gained no further support than it had seventeen years ago, while he, himself, sees that his commander has no aircraft.

☐ The high June temperatures getting you down? Don't complain! Winter's just around the corner! Here, members of the 3rd Combat Aviation Battalion are shown making a preparation check on a TOW missile launcher before the actual loading. Scene: Wildflicken, Germany.

He knows, better than any statistician, the difference between organic and supporting tools. Though he as an individual would enjoy rear-area airfield living, it would wrench his conscience and twist his loyalties to plug for a separate branch for aviators. Whether such a branch be called Aviation, Transportation, or Gravitation is unimportant, but it is important that non-essentials be subordinated to the common good.

FINDING THE REALITIES

Those aviators in the other, more technical branches, are equally affected by their acquired loyalties. Why would a flying electronics expert wish to supervise the resurrection of spark plugs or the counting of life preservers? The Transportation Corps, by judicious selection and careful indoctrination of its air-minded personnel, has built a wall of loyalty not only impregnable but practically unapproachable. My Engineer compatriot reminds me that his castled insignia will never tarnish from lack of use.

Are these loyalties—these attitudes—facts? Perhaps they are, maybe they are not. They have the full effect of facts since they have the power to influence decisions and thus cause action. Let us, for the moment, consider them non-essential loyalties. This leaves us with the problem of finding those realities which are essential.

They are twofold: One, accomplish our assigned mission, and two, attain our basic objectives.

Since each is fully described in our field manual, FM 1-100, there is no need to reiterate them here. It is necessary only that we discard that which does not serve to accomplish the mission. Must we form an Aviation branch to do our job? If the answer is "No," then let's discard the idea and proceed to the essentials.

Look at that mission again. How can it best be accomplished? The answer is plain, though unpalatable. It can best be

done by making aircraft as plentiful as ground vehicles, and as capable of carrying loads in any weather. Since each must be driven by someone, it follows that there will be a need for thousands of aviators. They need not be generals, or privates. They may be any grade in between.

Bluntly, we as specialists, will have done our best when we have succeeded in making ourselves unnecessary—when we have worked ourselves out of a job. Individuals in industry, who see automation as sounding the death knell for the worker, are quick to unionize, to form a branch within a branch, and thus protect their future. This is no solution for the military. It is certainly not necessary for the Army aviatior who has already proven his capability and his willingness to do more than that required of his contemporaries. There will be, for him, many other challenging assignments.

This is not a suggestion that all aviators should immediately search for a new career. It is, however, a recommendation that they consider themselves and their equipment as the means to an end rather than the end itself.

SOME PERSONAL BELIEFS

No man can completely set aside the mass of contradictions—of divided loyalties—which influence his every action. He can consciously relegate them to a subordinate role by recognizing that there is but one over-riding loyalty required of him. Such a thought, expressed, becomes heretical in these cynical days when to be called a "flag-waver" is the equivalent of an insult to Mother. Such an attitude is asinine. There can be no higher praise for an individual than that of crediting him with the ability to set aside his personal desires in order to do more for the common good.

NEW RATING

An Air Assault Chapter AAA member, **CW2 Jack Dotterer,** was one of the first AWOs to receive the **Jungle Expert Badge** at the Jungle Operations Training Center at Ft. Sherman, C.Z. A 101st Avn Bn maintenance officer, **Dotterer** served with the 1st Bn, 506th Inf for the new counterguerrila training. □

"EVERYONE WILL FLY."

I believe, (and this is obviously a very personal belief):

- Our work is a sufficient means of recognition. We need no separate branch.
- As our work increases in importance to the overall good, more and more people will perform it. When the aerial highway is properly utilized, there will be no requirement for specialization, since everyone will fly.
- When we allow personal desires to act against policy, we are spitting into the wind, and are but temporarily halting progress.
- Army aviators should consider themselves as professional military men, a portion of whose duty it is to fly. Research & Development should consider this limitation when computing the complexity of equipment; all policy should be so directed as to recognize the existence of divided loyalties, and all aviators should be prepared to step into non-flying military assignments.

Obviously, beliefs and desires need not be synonymous. Who said they were?

AVSCOM OFFICIAL ELECTED AHS PRESIDENT

Charles C. Crawford, Jr., Chief of the Systems Development and Qualification Division, DRDE, AVSCOM, was installed as the 34th President of the American Helicopter Society at May 11 ceremonies held in Washington, D.C., the first gov't civilian to hold the post. □

By MAJ. GEN. EIVIND H. JOHANSEN
Commander, U.S. Army Aviation
Systems Command, St. Louis, Mo.

Procurement

Cobra/TOW Mod Program on Target

The Army's program to modernize and expand its fleet of **Cobra** Attack Helicopters is on target and proceeding according to schedule. Over 200 of the modified AH-1Q/S helicopters have been delivered to CONUS and USAREUR units, and a number of new production AH-1S aircraft will be rolling off the assembly lines over the next four years.

The new **Cobra** will incorporate over 30 product improvements (see chart 1), giving it increased combat capability and survivability when equipped with its primary weapon subsystem, the TOW antiarmor missile. Major improvements have been made in the engine, power train, cockpit, canopy, tail rotor system, and main rotor blade—all designed to improve survivability, maneuverability, and striking power. The modernized **Cobra/TOW** will be lethal against enemy tanks.

This modernization effort is managed by the Cobra Project Manager's Office at AVSCOM which has life cycle management responsibility for all army aircraft and aviation equipment.

BACKGROUND

The **Cobra's** conversion to tank-killer began in March, 1972, with the award of a development contract to Bell Helicopter Textron to modify the AH-1G to accept the XM65 TOW Missile and the XM128 Helmet Directed Fire Control Subsystem. This installation gave the Army an attack helicopter that could play a significant role in the midintensity, high threat battlefield environment.

Because the anti-armor capability was categorized as an urgent requirement, concurrent development, testing, and production were necessary to meet schedules for deployment. Therefore, a production contract award was made in January, 1974, prior to final system qualification. This allowed delivery of the first production aircraft 38 months after development contract award.

The Army anticipated, and test later confirmed, that the added weight of the TOW Missile Subsystem provided **Cobra/TOW** a less than desirable payload and performance capability in nap-of-the-earth (NOE) tactical flight maneuvers. To overcome this, a product improvement program began in May, 1974, to develop and qualify an uprated engine and drive train (main transmission, and 42° and 90° gear boxes).

These improvements, along with structural changes in the aircraft, accommodated the increased power and allowed maximum gross weight to be increased

Garrett helicopter APUs: tough as the mission.

In war, helicopters must be tough and reliable. There's flack in the air when they blunt armored thrusts, fly close air support and deliver troops in combat assault. Modern military helicopters have to be fast and rough. Every component aboard must be able to do its job under the toughest conditions.

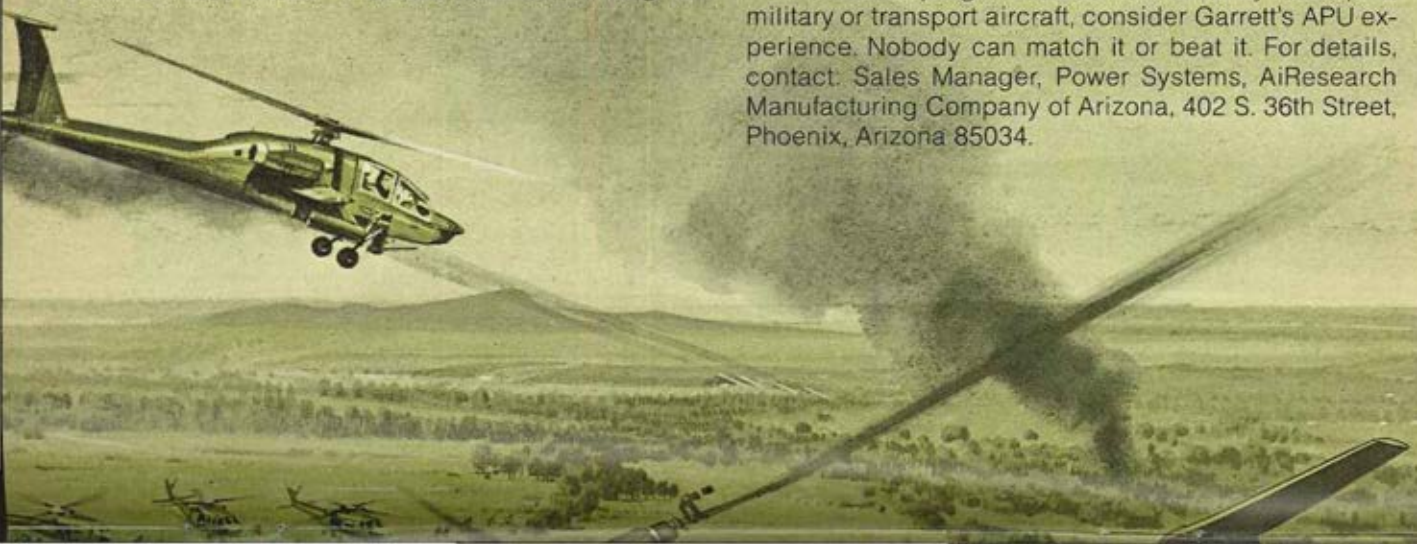
So it's no surprise that Garrett was selected to provide auxiliary power units for the U.S. Army YAH64. Garrett APUs also have been proposed for other military helicopter applications.

Garrett's gas turbine APUs for helicopters, like the ones certified on the A-10, are built to run long and strong. To survive the environment. And to deliver an extra measure of cost-effectiveness.

We can supply the APU, ready for interface with other systems. Or—as in the case of our GTCP 36-55 for helicopters—we can deliver a total performance package with lightweight advanced technology turbine, integrated single-plate dry disc clutch, and lightweight starter, all in one.

Garrett's been giving aircraft users what they want in APUs for 30 years. More than 30,000 Garrett APUs have logged some 105 million hours running time.

Whether the program is a combat or utility helicopter, military or transport aircraft, consider Garrett's APU experience. Nobody can match it or beat it. For details, contact: Sales Manager, Power Systems, AiResearch Manufacturing Company of Arizona, 402 S. 36th Street, Phoenix, Arizona 85034.



GARRETT APUs

The Garrett Corporation
One of The Signal Companies

GARRETT

Tough to beat

to 10,000 lbs. Again, total development and production lead time was reduced to 24 months to meet user requirements as quickly as possible.

FUTURE PLANNING

After November 1979, all aircraft production deliveries are planned to be in the fully modernized **Cobra/TOW** configuration, i.e., incorporating all the approved product improvements. Aircraft delivered before that time will receive their final retrofit during normal recycle for overhaul in the 1981-84 time frame.

MAIN ROTOR BLADE

Among the most important improvements to the **Cobra/TOW** is a new main rotor blade. On May 1, 1975, a competitive contract was awarded to develop a composite fiberglass rotor blade with improved performance, reliability, maintainability, and survivability. A low-rate initial production contract was awarded in April, 1977, for 200 of these blades, with a follow-up quantity planned in the Fiscal Year 1978.

Testing has shown the blade can sustain a hit by a 23mm high explosives round and continue to fly. Survivability is also enhanced by a reduction in noise level and radar signature of the new blade. Additionally, the improved design provides an approximate 7% increase in lift capability. With this increased lift, the requirement to **hover out of ground effect [HOGE]** at 4,000 feet and 95°F is accomplished.

Perhaps most significantly, the blade service life is estimated to exceed 10,000 hours, a ten-fold increase over the present metal blade. Although the new blade will cost roughly twice as much, initially, savings are anticipated at approximately $29 million over a ten-year period. In addition to the dramatic increase in blade life, the field repairability of this blade makes it a very attractive replacement for the current metal blade.

TURNOVER—MG Eivind H. Johansen, AVSCOM Commander, accepts the keys of the Army's initial new production AH-1S Cobra/TOW from James F. Atkins, President of Bell Helicopter Textron, at the Euless Park, TX, Bell Plant. □

ENHANCED ARMAMENT

The **Enhanced Cobra Armament Program [ECAP]** consists of a universal turrent, wing stores management subsystem, and improved fire control for a larger caliber gun and improved 2.75 rockets.

The development of the turrent, capable of mounting a 20mm or 30mm cannon, is being expedited to provide turrent installations with interim 20mm guns into new AH-1S aircraft in September 1978. A development subcontract award for the improved fire control is scheduled in June this year with aircraft installation planned for November 1979.

The final portion of **ECAP** is the development of the 30mm gun system. The XM230 chain gun, previously selected in December 1976 for the **Advanced Attack Helicopter [AAH]**, is planned for the **Cobra/TOW** after qualification.

SURVIVABILITY

The improved **Cobra/TOW** includes an Infrared (IR) Supressor and IR paint to combat heat seeking missiles. The low-glint, flat-plate canopy will increase survivability during daytime NOE flight.

Finally, a warning device will be installed to provide early warning against enemy radar.

PROJECT HAND-OFF

To insure the **Cobra/TOW** is fielded properly and user satisfaction is enhanced, the aircraft is being issued under DARCOM's **"Project Hand-Off"** Policy. Initial support packages, at 100% of fill of all required spare parts, publications, support and test equipment, and special tools, are provided with the aircraft.

Additionally, AVSCOM provides a **Cobra/TOW** Materiel Fielding Team to oversee the aircraft's deployment and arrival in each operational unit. The team assists each unit, providing technical and logistics expertise until the unit can properly maintain and operate the system on its own.

A DARCOM commitment to the user, spelled out in a **Statement of Quality and Support [SOQAS]**, warrants each aircraft and its related test/support equipment for 60 days, during which components that fail are replaced by DARCOM on a reimbursable basis.

What are the chances of two members of the **Army Aviation Hall of Fame** being from the same hometown? **COLs Jack L. Marinelli** and **Robert H. Nevins, Jr.**, both hail from Ottumwa, Iowa (Pop. 29,210).

Figure 1 - Major Components and Locations of the TOW Missile and Helmet-Directed Fire Control Systems

Requirements Directorate, Deputy Chief of Staff for Operations and Plans Headquarters, Dept. of the Army

COL DICK FICKETT
Chief, Infantry Team
Mechanized Infantry Combat Vehicle
Fighting Vehicle Cannons
Light and Heavy Machineguns
Small Arms Weapons

BG CHARLES E. CANEDY
Deputy Director of Requirements
and Army Aviation Officer
ODCSOPS, HQ, DA

COL BOB MOLINELLI
Chief, Combat Division
Requirements Directorate
ODCSOPS

LTC JACK BERNER
Deputy Chief
Combat Division
Requirements Directorate

MAJ TOM CRIER
Executive
Requirements Directorate

LTC JACK TEDESCO
Chief, Armor Team
Main Battle Tank
XM1/M60A2
Scout Vehicles/Organization

LTC DICK JOHNSON
Improved TOW Vehicle
Armored Personnel Carriers
Light Anti-Tank Weapons
Individual Clothing and Equipment

MAJ[P] RUDY OSTOVICH
Heavy and Medium Anti-Tank
Guided Missile Systems
Light, Medium and Heavy Mortars
Advanced Anti-Tank
Guided Missile System

LTC BOB SHAIN
Aviation Training/Standardization
Flight Simulators
Army Aviation Regulations

LTC BUZZ LASCH
Aviation TDA Authorizations,
Reviews and Priorities
Monitors Implementation of
ARCSA; Fixed Wing

MAJ GARY RAMAGE
AH-1 G/S
Aerial Rockets
Advanced Fire Control

LTC BOB WAGG
Chief, Aviation Team
Advanced Scout Helicopter
Observation Helicopters

LTC DAVE FUNK
Advanced Attack Helicopter
HELLFIRE
Aviation Tests and Studies

MAJ DENNY WHITMER
Air Traffic Control
Aviation Facilities
Airspace Management
FAA Interface
NATO Aviation Standardization

LTC TOM FLEMING
Main Battle Tank
M48A5/M60A1/A3
Recovery Vehicles
Tank Ammunitions

LTC JACK WILLARD
Army Flying Hour Program

MAJ[P] TERRY ROSSER
Medium Lift Helicopters
Utility Helicopters
Nat'l and Int'l
Aviator Awards
International Aviation Shows

A TEAM EFFORT

Accomplishing the many goals necessary to develop new hardware requires a team effort. Leader of the Cobra team is the Cobra Project Manager. It is his responsibility to see that all aspects of the program are pulled together and executed in a timely manner. Contributing team members are the major civilian contractors as well as the US Army Missile Readiness Command (MIRCOM), the US Army Armaments Readiness Command (ARRCOM), the US Army Electronics Command (ECOM), and, of course, AVSCOM.

The US Army Training & Doctrine Command (TRADOC) is spokesman for the user, providing the Cobra PM with goals and requirements, while the Office of the Test & Evaluation Agency (OTEA), US Army Test & Evaluation Command (TECOM), accomplishes operational and development testing.

The end result of this team effort is the delivery of **Cobra/TOWs** that enhance the ground commander's capability to counter opposing armor in a high threat environment.

AH-1S MODERNIZATION PROGRAM
IMPROVED MAIN ROTOR BLADE
ENHANCED COBRA ARMS PROGRAM:

Universal Turret [7.62mm/20mm/30mm]
Stores Management/Remote Set Fuzing
Fire Control

Other Product Improvements:
Airborne Laser Tracker - Wing Bushings
Low Airspeed System - Improved Cockpit
Doppler Navigation System - IR Jammer
Alternator/Generator - Low Glint Canopy
Improved Arms Circuit Breakers - IR Paint
Closed Circuit Refueling - Radar Jammer
Fire Detection - IR Suppressor (HM&P)
Nicad Battery Regulator - Chaff Dispenser
Emergency Hydraulic Pump - FM ARC 114
TSU Heater/Blower - Proximity Warning
Anti-Torque Controls - KY 58 Secure Voice
Rod End Bearings - APX 100 Transponder
Main Rotor Hub - Solid State Track Link
Particle Separator - UHF ARC 164
Engine Deck Panels - Radar Altimeter
Transmission Qualification - ILS/VOR
Security Locks - AAU-31A Altimeter
212 Tail Rotor System

AVSCOM to operate Avionics Lab

With the culmination of an AMARC study begun in April 1974, the **U.S. Army Aviation Systems Command [AVSCOM]** St. Louis, Mo., assumed operational control, April 15, of the **Avionics Laboratory** and the **Navigation/Control Systems Project Manager [NAVCOM-PM]** based at Ft. Monmouth, N.J.

This operational control includes assignment of tasks, designation of objectives and authoritative direction necessary for mission accomplishment.

ENDORSED BY COMMANDERS

Administrative control over the Ft. Monmouth tenant activities will remain with the U.S. Army Electronics Command until a planned command reorganization. Meanwhile, a "Memorandum of Understanding," concerning the change in status of the two activities has been endorsed by **MG Eivind H. Johansen**, the AVSCOM Commander, and **MG John Stoner**, the ECOM Commander.

MISSIONS OUTLINED

The Avionics Laboratory and 239 assigned personnel is commanded by **COL Darwin A. Petersen.** This laboratory plans, manages and executes for the command the research, development, test, and engineering problems for all aviation electronics systems and subsystems.

The NAVCOM-PM and the 43 assigned personnel is commanded by **COL LeRoy White.** This activity exercises executive direction and authority for the centralized management of NAVCOM-PM programs, including positioning and navigation systems and the Air Traffic Management System.

By LT. COL. BOBBY H. FREEMAN
Officer Personnel Directorate
MILPERCEN, Dept. of the Army

Careers

Operational flying positions to be identified

In the past, Army requirements have dictated that aviators spend an extensive portion of their careers in aviation assignments. This was particularly true during the Vietnam period. In addition, the Aviation Career Incentive Act of 1974 demands that aviators spend a minimum of 50% of their careers in operational flying positions.

THINGS MOVING TOO QUICKLY!

These facts, coupled with the recognition of the increasing complexities of the aviation field in the way of new doctrine, equipment, and procedures for training and maintenance, led to the decision of the Vice Chief of Staff to establish an OPMS aviation specialty. Things are moving too quickly in Army Aviation to permit our aviators to fall behind—and not maintain expertise.

There is much to be learned and it's hard work to stay proficient. When considering the future potential of Army Aviators, it must be recognized that their career patterns may vary significantly from those of their non-aviator contemporaries within a given branch.

Assignments in the aviation specialty include command of aviation units and activities as well as all principal staff functions (personnel, intelligence, operations, and logistics). It also includes aviation staff officer positions at all levels of command.

Effective 1 October 1977, positions requiring aviators must be identified as **operational** or **non-operational flying positions** IAW Change 3 to AR 611-101.

SPECIALTY SKILL IDENTIFIER

Operational flying positions will be identified with a **specialty skill identifier [SSI]** of 15A, 15B, 15C, 15D, 51C, 67J, or 71A; followed by the appropriate aircraft ASI in the ASI column. Additional aircraft requirements, ASI, or language requirements will be reflected in the LIC column.

Positions requiring rated officers who are not required to fly as part of their duties **[non-operational flying positions]** will have an ASI of 1X reflected in the ASI column. Positions in this category which require qualifications in a specific aircraft will have the appropriate aircraft ASI indicated in the LIC column.

In identifying non-operational flying positions specialty codes 15, 71, and 67 must be used as either the primary or secondary position requirement. **See AR 570-1, [Commissioned Officer Avia-**

tion Position Criteria] for guidance or establishment of commissioned aviator positions.

Specific professional development objectives for the aviation specialty include completion of the Officer Rotary Wing Aviator Course and aviation platoon or detachment command for company grade officers; graduate flight training; aviation skill training (e. g., avi tion safety officer, air traffic control, experimental test pilot).

LIMITED COMMAND OPP'YS

Most aviation company level commands are found at the grade of major and include command of airfields, companies, troops, and detachments. Command opportunities in the aviation specialty are somewhat limited and generally at the field grade level.

However, aviation specialty officers may still command in their other specialty or a previously designated specialty where Army requirements will allow. Rationale for such assignments should be the enhancement of officer leadership abilities and to increase the officer's professional understanding and ability to contribute to the combined arms team. Command should be sought where the opportunity exists!

ARMY AVIATION PIONEER PASSES AWAY

Colonel I. Brent Washburn, Ret., Commandant of the USA Aviation School when it was established at Ft. Sill, OK, on July 1, 1953, died at Arlington Hospital on May 17. A former member of AAAA's National Board during 1959-1961, he is survived by his widow, Margaret, of 1528 Woodacre Drive, McLean, Va. 22101; a son, Richard, of Ft. Leavenworth; sons Dean and Eric; a daughter Sue; and 10 grandchildren. □

Due to the requirements of the **Aviation Career Incentive Act [ACIA]** and the high cost of aviation training, future aviators will have a high utilization rate in aviation specialty positions through the grade of major. Aviators, except members of the Aviation Materiel Specialty (71) and AMEDDS, will be designated with an alternate specialty Aviation (SC 15) upon completion of initial entry flight training.

Specialty designation will be reviewed during the officer's seventh year of federal commissioned service, and redesignations made as necessary at the eighth year to meet Army field grade requirements. At this point, many aviators will relinquish their primary specialty. Recognition of these former primary specialty skills will be retained in the **Officer Master File [OMF]** for consideration of future personnel actions.

LIMITED COMMAND OPP'YS

Professional development and assignment guidelines are as follows:

- **Initial utilization:** Upon completion of initial entry flight training aviators receive DA-directed operational flying assignments for utilization of their aviation training. Officers will normally serve a minimum of three years in operational flying positions after graduation from flight training.

This period provides the officer with a professional foundation in Army Aviation and insures a high probability of successfully passing the 12-year ACIA gate.

- **Aviators who have completed their initial utilization but have not reached the eighth year of service:** When not in an aviation assignment, these officers should be assigned to duties which will increase their experience in their primary specialty or to a position which will provide developmental experience in another alternate specialty.
- **Aviators with eight years of service who have been designated in specialties 15 or 71:** Assigned duties should support the officer's primary or alternate specialties whenever possible. Some assign-

ments that are not related to an officer's designated specialties will continue to be necessary to support requirements. As OPMS develops the right number of qualified officers for each specialty, the need for assignment of officers outside their designated specialties will diminish.

• **Officers who have been designated primary and alternate specialties other than 15 or 71:** These officers should be assigned duties in their non-aviation specialties as soon as feasible. They will continue to be entitled to continuous monthly flight pay as long as they remain eligible under the provisions of the ACIA.

To continue this entitlement they must maintain **Class 2 medical fitness standards** for flying duty and successfully complete the annual aviation written examination. They should not anticipate future assignments to operational flying duties unless force structure changes increase requirements for commissioned aviators.

• All aviators—including those involuntarily precluded from having aviation designated as one of their OPMS specialties—are entitled to continuous flight pay for the first 12 years of aviation service provided they maintain **Class 2 physical standards** and complete the annual written examination.

A SEPTEMBER APBI

The US Army Aviation Systems Command will conduct an Advanced Planning Briefing for Industry at the Breckenridge Pavilion Hotel In St. Louis, Mo. during 14-15 Sep 1977. The APBI point of contact is Mr. Gene Doerr, DRSAV-EXR, [314] 268-3821. □

Although no commissioned aviator can be guaranteed of making the Aviation Career Incentive Act pay gates and thus receiving continuous flight pay beyond his twelfth year of aviation service, those designated into the aviation specialty will have the greatest opportunity since they will receive intensive management into positions requiring qualified commissioned aviators. Failure to meet an ACIA gate is not grounds for removal from the aviation specialty.

• Questions regarding individual officers should be directed to the appropriate career divisions. Questions concerning aviator management policies should be directed to this headquarters, ATTN: DAPC-OPP-V or Autovon 221-0794.

The professional guide for aviation is Chapter 13 of the new **DA Pamphlet 600-3.**

Tradeoffs of Enlisted Aviator Program

According to DA staffers, the **Enlisted Aviator Program** would show the following tradeoffs:

The Program's +'s

1) WO appointments would be limited to proven performers.

2) More mature and experienced WO aviators (WO-1) would be obtained.

3) The WO aviator would have a career-long promotion incentive in that total active service time would be aligned with other (non-rated) WO fields and eliminating the early consideration (15 to 16 years) to CW-4.

4) The program would be somewhat more cost effective.

5) The officer content of the Army would be reduced without any degradation of mission requirements.

The Program's "Minuses"

1) The management of the program at the unit level may be difficult; morale problem is a factor.

2) The program may be viewed as the first step toward eliminating all officer and WO flying spaces.

3) Three categories of aviators are established.

4) There would be an increased workload for other officer/WO aviators.

5) The current enlisted 'Top Six' totals would be increased.

THE READERS OF ARMY AVIATION SPEAK OUT ON A WIDE VARIETY OF SUBJECTS

Letters

MOST EXPERIENCED UNIT?

Dear Editor:

In the March 77 issue, the **49th Avn Co [ASH]** claimed to be the unit "with the most aviator experience" in the Army. We at the **242nd Avn Co [ASH]** "Sugar Bears" of Ft. Wainwright, Alaska, disagree!

We top their claim in every listed category, except one (high time aviator), and tied them in one — 13 aviators with over 1,000 hours of CH-47 time. Our record:

Average total time per AA, 2,910 hrs.
High time aviator, 6,372 hours.
Aver. total cbt time per AA: 947 hours.
High time aviator (Cbt): 2,059 hours.
Aver. CH-47 time per AA: 936 hours.
High time CH-47 Aviator: 3,742.

Of the 32 AA's asgd to the 242nd, 26 are Senior AA's and two are Masters; 13 have over 1,000 CH-47 flying hours. Incidentally, the **Sugar Bears** haven't had an accident in seven years while flying in some of the harshest weather and terrain in the world. Any challengers?

CPT Michael H. Harmes
Flight Platoon Commander
242nd Avn Co (ASH)

•••

Dear Editor:

The **49th Avn Co [ASH]** is to be commended for its outstanding accomplishments, but the **207th Avn Co [Army]**, Heidelberg, Germany, would like to lay claim the title as the "Unit having the most aviation experience in the Army." Here are the 31 Mar 77 figures extracted from the unit's 22 aviators' flight records:

Average total time per AA: 4,522 hrs.

High time aviator: 9,284 hours with four others having 8,612/8,021/7,277/ and 7,240 hours respectively.

Aver. total cbt time per AA: 1,206 hrs.
Aver. time: 2,636/FW; 1,975/RW.
High time: 7,514/FW; 6,610/RW.
13 Senior AA's; five Master AA's.

The **207th** recently rec'd a DA Avn Accident Prevention Award of Excellence for Accident-free Flying during the last six years, one reflecting over 30,000 hour of accident-free flight time.

We provide direct aviation support to Hq, USAREUR with both FW and RW aircraft in flying missions throughout Europe. We've topped the **49th Avn Co's** claim. Can anyone top ours?

MAJ William G. Peele
Commander
207th Avn Co (ASH)

A brief letter to the editor is welcomed on any subject. Letters must be signed; however, the writer may ask to have his name withheld. Submit letters to: Editor, Army Aviation Magazine, 1 Crestwood Road, Westport CT 06880.

FLAT OUT INEQUITY!

Dear Editor:

I am a Calif-ARNG Army Aviator temporarily assigned to Ft. Benning while attending **IOAC [Infantry Officers Advanced Course]**, a course that, incidentally, is less than 90 days now. While in attendance, **none** of the Reserve Component aviators in this course (or other courses here) are allowed to receive flight pay, even though we're qualified!

It appears that this policy might spread from Ft. Benning and become an

Army-wide policy. From what I can gather, the policy orginated with an "opinion paper" that passed through Ft. Benjamin Harrison concerning jump pay. This "opinion paper" is in direct conflict with the pay manual amd the ACIP of 1974. Nevertheless, they're not paying flight pay to ARNG and USAR aviators, although active duty Army aviators here receive flight pay.

This is not only unfair; it is discriminatory!

I hope that by shedding some light on this inequity that the AAAA will research the policy as it stands for the benefit of its Reserve Component members.

CPT Thomas E. Lasser
IOAC-RC, 1-77, 12th Co
1st Bn TSB, Ft Benning

MILESTONE!

Dear Editor:

In the March issue **LTG Warren G. Silva** speculated that he was the last Army Aviator out of Southeast Asia. **LTC Silva** made the common mistake of considering Vietnam as Southeast Asia, but our counterparts here in Thailand think otherwise.

There are eight (8) Army Aviators here in Thailand today; four are Master AA's; four are Senior AA's.

Of the eight, **seven** are in non-aviation assignments. One slot is active aviation, and is filled by the writer. If there is a "Milestone" it may be that (1) I am the last actively flying Army Aviator in Southeast Asia, and (2) the only Aviation Warrant Officer in this part of the world.

And . . . you may now grin, Mr. Editor. All eight are active AAAA members as well!

CW4 David E. Helton
Aviation Advisor
JUSMAAG, Thailand

(Ed. Note: Keeping **CW4 Helton** company in Southeast Asia are, alphabetically, **COL Lee M. Hand, LTC Donald E. Hendrickson, MAJs Joseph V. Johnson, Jr.** and **Duane E. Saville,** and **LTCs Donald R. Schessler, Rex M. Turner, Jr.,** and **William G. White.**)

A SELLOUT!

Dear Editor:

The MILPERCEN plan to **"replace"** (I suspect they'd prefer the verb, "augment") the Aviation Warrant Officer corps with Spec Fives must be viewed as a very real threat by all Army Aviators, commissioned and warrant.

In an effort to reduce the Defense Budget, Department of the Army would sell out the AWO.*

The question of whether or not an enlisted man is capable of piloting a UH-1 or OH-58 is a moot one. Of course they can do so. About 95% of the AWOs on active duty today were enlisted personnel just prior to and during flight training.

When you see the headline, "No WO RIF in EM Pilot Plan," that's the time to worry! Many of us Vietnam AWOs vividly recall the '60's headlines that read, "No sweat on post-Vietnam RIF" and talk indicating "We've got the details worked out." How many AWOs who took those **free commissions** are in the service today? How many RLOs went out the door after the war? Plenty!

No, sir. AAAA's stand against the **Enlisted Aviator Program**, as expressed last month by National President **Williams**, is the right one. Make DA put the "funny little bars" on EM and make them pay the price for the use of this talent. I fully support paying enlisted crewmembers much more in flying pay, but putting a Spec 5 in the driver's seat isn't the way to do it.

CW3 William Grauling, Ret.
Baltimore, MD

(Ed. Note: It's our understanding that with the Congressional limitation on the number of officers in the Army (and WOs are included in the Army's "officer" total), and many, many more officer **and** Warrant Officer spaces to be filled in the new Army, quite a few spaces can be filled if DA converts a good part of its officer/AWO aviator spaces to enlisted aviator spaces. It's more a question of "spaces" than dollars, and those who believe the proposal is being generated for "Budget" reasons are being misled.)

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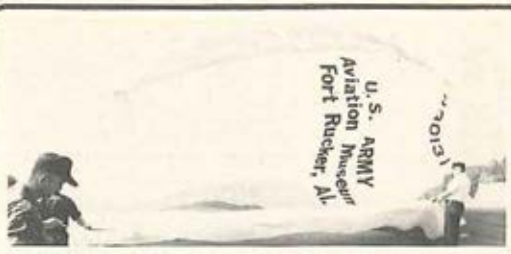

UP, UP, AND AWAY - The Army Aviation Museum's hot air balloon is inflated, a 45-minute process, to check it for its first public showing at Ft. Rucker, Ala., June 4, as part of the post's observance of Army Aviation's 35th birthday. The balloon was to be tethered on the parade field across from the post headquarters, if the wind did not exceed five knots. If flown, it would lift to about 35 feet several times during the day. Approximately 100 feet tall with an 80-foot diameter, the balloon has a 105,000 cubic-foot displacement. It uses 60 gallons of propane gas as fuel, the burners creating 11,000 units of heat per minute.

TOP UNIT - MAJ John Kilkenny, right, commander of the 355th Trans Co (HH) receives the Army's Aviation Accident Prevention Award of Excellence from MG Alton G. Post, Ft. Eustis commander. The company earned the award by flying over 6,000 accident-free hours in 74 months. The unit has 25 aviators assigned and operates ten CH-54 Flying Cranes.

During the six years since the company returned from Vietnam, it has flown a variety of missions including support for the Argo Merchant oil spill and the recovery of numerous downed aircraft.

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AAAA's Lindbergh Chapter sponsors 1977 Product Support Symposium

A LIGHT MOMENT! - Smiles break out on the faces of the panelists as Joseph P. Cribbins (at lectern), Symposium Moderator, tells "another one." Listening intently are, left to right, COLs "Jim" Hesson and "Chuck" Drenz; General Electric's "Bill" Crawford; and two unidentified panelists. The multi-panel Symposium covered all aspects of product support in its two-day agenda.

FOUR-TIMER - Tieing together all the diverse elements that make up "Product Support," Joe Cribbins is shown in his role of Moderator at one of the sessions held at the 1977 Symposium sponsored by AAAA's Lindbergh Chapter.

BELIEVE ME! - A look at the "Current Issues" was taken by a three-member panel chaired by BG Charles E. Canedy (above), the Deputy Director of Requirements Army Aviation Officer at ODCSOPS, DA.

UPDATING - COL William E. Crouch, Jr., Chief of the Aviation Division, WSD, ODCSRDA, was in attendance at the back-to-back '77 Product Support Symposium Fifth Region -Convention, chairing a "Hardware Panel."

GETTING THE ANSWER - One way to do it is to have a large, well-informed panel. The '77 Product Support Symposium had just that, and shown above, is a nine-member panel consisting of specialists Matthews, Drenz, Hutchens, Descoteau, Hollman, Benoit, Tuggey, Greenwell, and Daniels. As Don Luce says, "This is what is called touching ALL of the bases."

UNIQUE - In what had to be a unique bit of programming, BG(P) Story C. Stevens, the Deputy Commander of the USA Aviation Systems Command, briefed the attendees on the 1978 AVSCOM reorganization plans, and did so with a rapid-fire slide presentation during the 30 April Luncheon.

Fifth Region-AAAA conducts highly successful 2-day 1977 Convention

WELL-DESERVED HONOR - Overdue recognition came to Joseph P. Cribbins, right, Special Assistant for Aviation Logistics, ODCSLOG, for his many efforts in support of Army Aviation. Selected nationally as AAAA's Aviation "DAC of the Year," Cribbins received the traditional cubed silver medallion from LTG Robert R. Williams, Ret., left, AAAA's President, at ceremonies held during the 30 April 1977 Awards Dinnner in St. Louis.

ALL PRESENT! - Six Project Managers comprise the "Aviation Hardware Panel" at Fifth Region - AAAA's 30 April Professional sessions. L-R are COL Darwin A. Petersen, NAVCON PM; COL Richard D. Kenyon, UTTAS PM; COL James M. Hesson, CH-47 Modernization PM; COL Clarence A. Patnode, Jr., TADS-PNVS Project Manager; COL Charles F. Drenz, Cobra-TOW PM; and COL (P) Edward M. Browne, AAH Project Manager. All are assigned to Hq, AVSCOM, St. Louis, Mo., except COL Petersen who is assigned to ECOM at Ft. Monmouth, N.J.

NO. 1! - CPT James B. Looney, Troop D, 1st Squadron of the 124th Cavalry of the 49th Armored Division, Texas-ARNG, accepts the "1976 Fifth Region - AAAA Reserve Component Aviator of the Year Award" from BG Story C. Stevens, Deputy Commanding General of the U.S. Army Aviation Systems Command.

BEST IN ARMY - LTG Harry W.O. Kinnard, Ret., right, Past President, AAAA, awards the Fifth Region-AAAA "Outstanding Aviation Unit (Active Army)" trophy to LTC Garry F. Dolin, Commander of Fort Hood's 7th Sqdn, 17th Cav, 6th Cavalry Brigade, at the 30 April Awards Dinner.

TOPS! - The "Outstanding Reserve Component Aviation Unit Award" for 1976 in Fifth Region - AAAA is presented by MG Donald V. Rattan, left, CG, Readiness Region VII, to MAJ Gerard H. Stokley, Commander, 300th Aviation Co (Asit Hel), 90th ARCOM, Dallas NAS, Texas.

A TIME TO RELAX! - Donald F. Luce, left, President of the Lindbergh (St. Louis) Host Chapter of AAAA, and General Chairman of the 1977 Product Support Symposium, and his wife, Ruth, join a pair of young attendees at the Friday evening, 29 April Early Birds' Reception at the Red Carpet Inn. The Symposium was the fourth professional gathering put together by Luce and Joseph P. Cribbins.

USAR WINNER - Master Sergeant Henry C. Taylor, right, of the 872d Medical Detachment (Helicopter Ambulance), New Iberia, La., receives the award plaque denoting he's the "Outstanding Reserve Component Aviation Soldier" in Fifth Region - AAAA during 1976. MG Alton G. Post, CG of the Transportation Center Fort Eustis, and President of AAAA's First Region, makes the award presentation to MSG Taylor.

THE WAY TO GO! - LTG Harry W.O. Kinnard, Ret., Awards Dinner guest speaker, tells the audience that aviation is the only way to go in the future. The 30 April remarks of the Hall of Famer will appear in a subsequent issue of the magazine.

ONE FOR THE CAV! - Staff Sergeant George E. Wells, left, of the 7th Squadron, 17th Cavalry, 6th Cavalry Brigade, receives the "Outstanding Aviation Soldier (Active Army)" plaque from AAAA's National Awards Committee Chairman, BG Robert M. Leich, Indiana Guard Reserve. The recipient was cited at the Fifth Region's Dinner.

A PROFESSIONAL! - Chief Warrant Officer (W3) Gilbert W. Fluhr, of the 7th Squadron, 17th Cav, was selected by his peers as Fifth Region - AAAA "Army Aviator of the Year" for 1976. He's shown receiving his award plaque from Art Kesten, AAAA's Executive Vice President.

ADDED TOUCH - A "Real Cav" hat sits atop the floor microphone in front of the head table at the Fifth Region - AAAA Awards Dinner, one of four at the 30 April head table. The troopers' hats emphasized to all present that the "Cav" had swept all three of Fifth Region - AAAA's Active Army Component 1976 awards.

More than 300 members attend the professional-social meetings

LEFT: A proud CPT Michael W. Foster, Convention Chairman, with his AAAA "Certificate of Appreciation." Now on PCS to Europe, "Mike" served with the Aviation Office, Fifth Army.

RIGHT: Members of the Blackhorse Brigade's 7th Squadron (Attack Helicopter) swept all 5th Region - AAAA Active Army Awards: Soldier, Unit, & Aviator. L-r: SSG George Wells; COL Bobby J. Maddox, Bdr Cdr; SP4 David Nettles; LTC Garry F. Dolin; and CW3 Filbert W. Fluhr.

BELOW: MAJ W.F. Freitas, C Trp Cdr, takes time out poolside after visiting the "Nat'l Shrine," Fifth Region's sunset to sun-up hospitality suite.

ABOVE LEFT: CW3 Gilbert W. Fluhr, of the 7th Squadron, 17th Cavalry, and his wife, Donna, are a happy young couple following the former's selection as Fifth Region - AAAA "Aviator of the Year." BELOW: Part of the Membership Luncheon head table is shown. L-r, Ms. Olene Mimms, representing COL(P) Frank Toner, Corpus Christi Chapter; COL Bobby J. Maddox, representing COL T.H. Spence, Ft. Hood Chapter; Donald F. Luce, Pres., Lindbergh Chapter; BG Story C. Stevens, Acting Pres., Fifth Region; MG Donald V. Rattan, Dep Comdr, Fifth Army; Art Kesten, Exec VP, AAAA; LTG "Bob" Williams, Pres., AAAA; and COL A.T. Pumphrey, Sec-Trea, Fifth Region. CENTER: LTG Harry W.O. Kinnard, guest speaker at the Awards Dinner. ABOVE RIGHT: L-R, "Pit stop." The Blackhorse Brigade's LTC Ronald K. Anderson; COL Bobby J. Maddox; 1SG Leon S. Wozniak; LTC Garry F. Dolin; and MAJ Joseph Leahu relax at a convention pub. BELOW: LTC Dolin passes on a word to LTG Kinnard (standing) as Phil Norwine, Bell Helicopter Vice President (left) and SSG George E. Wells, "Aviation Soldier of the Year" for Fifth Region - AAAA, look on.

LAYING CLAIM TO AN ARMY AVIATION "FIRST" SUBJECTS THE PROPONENT TO WORLD-WIDE SCRUTINY

Firsts

YOUR recent back cover story about **Tom** and **Anna Hall's** back-to-back golf aces prompts me to write about what might be another **FIRST** for Army Aviation. Here's the claim:

A Master Army Aviator (of 23 years), assisted by four ushers — each an aviator of long standing — was married recently in a ceremony officiated by a**sixth** Army Aviator, the Chaplain. The sextet boasts a total of 13,500 hours and 96 years of Army Aviation experience.

Are there any other wedding parties that can top this?

LTC A.F. (Fred) Brodeur
Hq, TRADOC, Ft. Monroe, Va.

(Ed. Note: Fred Brodeur goes on to say, "It may not be unusual for the groom to select fellow aviators as the ushers at his wedding, but it must be a **FIRST** for the officiating Chaplain to be an Army Aviator."

Chaplain [Major] Ted Hepner, asgd to Ft. Monroe, graduated from USAMA in 1958 and, following flight school, served on active duty for four years as an aviator. He left AD in 1962, entered the ministry, and returned to AD in 1968 as an Army Chaplain, one of the few - if not the only - Chaplain to wear the Army Aviator Badge.

For the record, Mrs. Patricia Manus Lewis married LTC Brodeur May 28 in the historic Chapel of the Centurion at Ft. Monroe. The ushers were LTCs Richard Quigley, J.C. Tirre, and Wesley Sims, and MAJ Steve Lowe. □

A FIRST!—LTC Robert Letchworth receives an NASA Special Achievement Award from Angelo Guastaferro, PM for the Rotor Systems Research Aircraft [RSRA] as Mrs. Letchworth looks on. The first known recipient of the coveted award, the ODCSRDA staffer was recognized by NASA for his outstanding leadership as the RSDA Deputy PM while on an earlier assignment at the Langley Directorate of the USAAMRDL. □

WHO WROTE IT FIRST?

"Helicopters provide a means to destroy enemy armor when sighted." If you said, "**General Gavin!**" you'd be right, but **COL "Bob" Litle, Ret.,** said it sooner. The latter expressed the thought in an October, 1954 staff study, "The Armed Helicopter as a Tactical Weapon." □

DO YOU — OR YOUR AVIATION UNIT — CLAIM AN ARMY AVIATION 'FIRST'? IF HERETOFORE UNPUBLISHED, WE'LL GIVE IT THE FULL SPLASH!

By CPT JERRY D. BEENE
Crash Rescue Branch Leader
DUSAA, Ft. Belvoir, Va.

Operations

"I hate to correct you, friend, but . . ."

Reference the **Operations** article in **"Army Aviation"** dated April/May 1977. I assert **CW2 Joe Jackson**, pilot-in-command of **"Rescue One,"** is in error in declaring his team of crash rescue personnel the only one of its kind in the Army.

Davison United States Army Airfield (DUSAA), Ft. Belvoir, Virginia, has an elite unit equipped with many of the rescue items that the 155th utilizes. DUSAA's **Crash Rescue Branch** has the **Bell Heliborne Fire Suppression System** and is actively engaged in crash rescue efforts.

SIMILAR SPECIALISTS

It, too, operates with two pilots, a crew chief, and a medical aidman, but uses only one crash rescue specialist. The medic and crash rescue specialist rappel from a height of 25 to 30 feet in the asbestos nomex fire suits at the crash site. The pilot initiates a 15x40 foot path with a 50 gallon fire suppression system. This allows the two rescuers to tread through flames from 200-400 gallon contaminated fuel spills.

The unit, along with five others, was tested and established under the auspices of the Surgeon General in 1970 and 1971. The **164th Medical Detachment, [RC]** has since been redesignated as a Branch of DUSAA. Under the current TDA, the Branch is authorized five pilots, one NCOIC, two crew chiefs, three medical aidmen, three crash rescue specialists, and two fully-equipped UH-1 aircraft.

The unit provides immediate response to emergencies at DUSAA and can cover a distance of up to 20 miles in radius of the airfield effectively.

60-SECOND REACTION TIME

The **Crash Rescue Branch** has affected several spectacular rescues ranging from post-crash fire extractions and evacuations to hoist-rescue operations in the mountainous regions of the Shenandoah. A 60-second reaction time begins at 0630 hours and continues through 1800 hours the same day. A one-hour requirement is provided for emergencies after normal duty hours.

Before USACDEC proclaims itself as the only crash rescue team in the Army, the Military District of Washington (MDW) should be notified and a little research completed. Hopefully this erroneous information can be corrected by the magazine and the 155th Aviation Company informed.

CONFIRMING THE VALIDITY

One of the purposes of this publication is to highlight the accomplishment of specific individuals or units. Saying it "in print" before 25,000-odd aviators and crew-members confirms the validity of the accomplishment for, most assuredly, if it doesn't stand up, the readers will pick up their pen and tell it like it is.

By CAPTAIN CHARLES F. NOWLIN
USA Agency for Aviation Safety
Fort Rucker, Alabama

Equipment

"There is a better way!"

I READ with great interest **MG James C. Smith's** April-May article on the "goings on" at Ft. Rucker, the last paragraph bringing me to a "high hover" with delight.

It's fantastic that **Life Support Equipment [LSE]** has finally come of age in Army Aviation, and that a man of **General Smith's** insight and ability is spearheading the program.

As Army Aviators and crewmen, we have needed life support equipment, and the qualified men to maintain it, for years. We've sat back too long living with the old adage, "That's the way it is" while aviators and crewmen have bled to death or died of shock and exposure — and all because of the lack of a $10 signaling device to attract help that often was only a few hundred feet above them!

I've been involved with both aspects of the search and rescue dilemma as an Army Aviator, and the **only** thing more frustrating than trying to find a downed crew is being the crew on the ground trying to get someone's attention who is only a few feet away!

Our OD-painted aircraft, and our OD flight suits, were designed to help camouflage us and make us less visible targets — and they were successful. But by the same token, these colors help to conceal us from friendly search aircraft and can cause priceless delays. We have the finest medical facilities in the world, manned by very highly trained medical staffs, but they're all useless if the injured are a second too late in arriving at the emergency room operating table.

It often annoyed me - and many of my flying counterparts in Vietnam - to note the vast amount of signaling devices, survival knives, strobe lights, etc. hanging off many of the members of our sister services, and the numerous "strap hangers" who passed through our cargo doors.

Yet, day after day, Army crews flew scout missions, assault lifts, Medevac, gun, and CCN missions at treetop levels with **no** survival equipment, and often only a "chicken plate" - scrounged to fit - and a .38.

"THAT'S THE WAY IT IS."

I, like my friends, philosophized, "That's the way it is," and I continued to do so until I almost lost my life in not being able to attract help. In Army hospitals, I continued to meet aviator after aviator who suffered the same experience, and whose only justification for his survival was his own determination and ingenuity, plus a little bit of "pre-plan-

ing." We in this profession can do a bit more to assist our flight crew in survival and signaling equipment, and **not** just leaving it up to each man's ingenuity.

In traveling for USAAAVS, I'm continuously amazed at the many ingenious ways in which Army flight crews have "Jerry-rigged" various devices for their own survival in case of "going down."

Aviators' survival kits have included everything from Kotex (an excellent bandaging material for serious wounds) to 357 Magnum pistols carried by some flight crewmen of the Alaska National Guard.

(I'd asked my Alaskan contemporary if that 357 peashooter would effectively save a man from the giant Alaskan brown bear? He said with a knowledgeable smile, "Oh yes, just hold the minicannon in the direction of the bear, grip it tightly with BOTH hands, grit your teeth, and pull the trigger . . If you miss, don't worry, just keep 'grittin' and pullin' until the recoil bounces you to safety!")

"LAST LINE OF DEFENSE"

While lecturing in Hawaii in 1975, I saw another excellent example of a fine **LSE Program** established by a CW4 and an NCO. All of the unit's **LSE** came under the supervision of these two very knowledgeable, capable men.

They'd constructed (and filled!) an 8 x 10 room with the unit's equipment, to include water wings, survival vests, and helmets. I'd never witnessed as fine an example of "Army ingenuity" and professional expertise!

The equipment was maintained in top condition, and required maintainence was performed on each piece in accordance with published requirements. It's important to note the appreciation expressed by the unit's members who used the **LSE** and who put their faith in these men's ability. All understood the importance of this "last line of defense" in the survival game in which we sometimes find ourselves involved as professional military pilots.

To **General Smith** and the men establishing the **LSE Program**, thank you for realizing and initiating a program long overdue in Army Aviation.

The only suggestion I might add is the hope that a comprehensive and in-depth educational program - one that demonstrates the use of the equipment - might be incorporated into the flight school **and the field** to expose and train every flight crewmen in the art of survival, signaling, and first aid for his **particular environment** in his **particular part of the world.**

"THERE IS A BETTER WAY!"

Let's face it! — We can build the finest aircraft in the world, and train the best people to fly and maintain them, but unless these men can take care of themselves **outside of the aircraft environment**, every time we lose an aircraft we can either scratch it (and the crew) for good, or continue to waste hours of valuable blade time (and expose numerous seach aircraft and crews in possibly hazardous environments) trying to locate downed crews just as we've been doing for the past 60 years of aviation.

There is a better way! The **LSE Program** can help us in accomplishing our search and rescue goals, if allowed to grow during this time of peace. "In the next one" we won't have the luxury of all the time to train the "newbee" in the ways of war and survival, but rather everyone will be the "newbee" and will have to be ready . . . **NOW!**

ABOUT THE AUTHOR:
CAPTAIN
CHARLES F. NOWLIN

An articulate USAAAVS spokesman, **CPT Charles F. Nowlin** is a frequent contributor to **Army Aviation.** The personable career officer won AAAA's **James H. McClellan Aviation Safety Award** in 1974 for outstanding accomplishment in the dissemination of safety information. □

Calendar

APR. 20. Fort Monroe Chapter. Professional luncheon meeting; Election of officers. **Mr. Bill Walker,** Bache Halsev Stuart Stockbrokers, speaker. Fort Monroe O-Club.

MAY 8. Indy Chapter. Business-social meeting. Shelbyville Armory.

MAY 14. Indy Chapter. Indy 500 Qualifications Family Day, transportation from Stout Field. Members and guests.

MAY 24. Coastal Empire Chapter. General business meeting; Election and Installation of officers. Hunter AAF O-Club.

MAY 24. Taunus Chapter. Professional business meeting; **COL Crawford Buchanan,** USAREUR Aviation Officer, speaker. Blue Room, Terrace O-Club.

MAY 25. Tennessee Valley Chapter. Professional luncheon meeting, **Mr. Ray E. Larson,** VP-Advanced Programs, Rockwell International, speaker. Redstone NCO O-Club.

MAY 26. Southern California Chapter. Professional dinner meeting, **MG James C. Smith,** Commander, U.S. Army Avn Center, Ft. Rucker, speaker. Riviera Room, Airport Marina Hotel.

MAY 27. David E. Condon Chapter. Professional luncheon meeting; **Mr. Ralph P. Alex,** Former Sikorsky R&D Executive, speaker. Ft. Eustis OOM.

MAY 27. Lindbergh Chapter. Social meeting (Beer Bust). AVSCOM O-Club.

MAY 27. Franconia-Marne Chapter. General membership meeting; Election results. Kitzingen O-Club.

JUNE 5. Birmingham Area Chapter. Professional-social membership buffet, **Mr. Jack Hill,** Sikorsky Aircraft Division, speaker. Nieuport Room, Holiday Inn.

JUNE 7. Fort Bragg Chapter. Business-social meeting; Election of officers. Castle Hill Annex OOM.

JUNE 8. Persia Chapter. Professional meeting and dinner dance. **Mr. Charles Crawford, Jr.,** AVSCOM, speaker. Lavison IIGF O-Club.

JUNE 10. Mainz Chapter. Business-social membership luncheon. Franklin House NCO Club.

JUNE 13. Rhine Valley Chapter. Professional luncheon meeting, **Mr. Phil Norwine,** Bell Helicopter Textron, speaker. Hotel-Restaurant Stadion-Gaststatte.

JUNE 16. Monmouth Chapter. Tenth Annual Dinner and Birthday Ball. Installation of new officers. Fisherman's Wharf.

JUNE 23. Esfahan [River City] Chapter. Second Annual Summer Picnic. Shah Abbas Lake Army Recreation Area.

JUNE 23. Stuttgart Chapter. General membership meeting. Future Chapter plans. Snoopy's.

JUNE 24. Lindbergh Chapter. AAAA Scholarship Golf Tournament and Tournament Awards Dinner. Clubhouse, Granite City Army Depot. Members & Guests.

JUNE 30. Bonn Area Chapter. Professional dinner meeting, **Oberstleutnant Werner Geissinger,** Commander, Flying Group HTG 64, speaker. American Embassy Club, Bad Godesberg.

AUG. 25-27. First Region—AAAA Convention (Air Assualt Chapter, Sponsor). Sheraton Nashville Hotel, Nashville, TN.

OCT. 14-16. AAAA 20th National Convention. Stouffer's National Center Hotel, Arlington, VA.

About Warrants

By CW4 DONALD R. JOYCE
U.S. Army, Retired
Newport News, Virginia

LTG Williams tells it like it is!

FOUL! That postage stamp 1955 photo of "AWO's . . taking transition training in the 'bigger H-34's" that appeared on Page 2 of the April-May issue defies identification, and I must cry, "Foul!"

Having donated my complete 20-year collection of **Army Aviation** issues to the Transportation Corps Museum last year, I had to rely on memory to identify some of the AA's in that photo. (Ed. Note: The photo — repeated below — was symbolic of an era, and no attempt was made to identify those pictured.)

First, old friend, they're standing in front of an "even bigger CH-21C" — Note the sloping fuselage and foot/hand hold in the top right of the photo. I can't believe the editor doesn't know the difference between an H-34 and am H-21.

Anyway, chum, here's my best shot: Rear row, l-r: Unknown (Probably a civilian due to no cap), **LTC Makuch, LT Wolfe, CWO Ray Sovia** (maybe), **CWOm Jim Kelly** or **Tom King.** Front row, l-r: Unknown NCO, **CWO George Brinton** (or **Gene Wallace**), **CWO Clarence McVey,** and an unknown in civilian gear.

Below: By 1955, AWO's were taking transition training in the "bigger H-34's."

One thing is certain! You've given the CW4 oldtimers who will meet at their 11-12 June Reunion at Ft. Rucker a real challenge: the identification of those pictured.

SUPERB!"

Seriously, the April/May issue was great! **LTG Williams'** "Ode to the AWO" was superb!

His last paragraph, " . . (With a CW3 or CW4 at the controls), I can sit back and relax knowing that I am in the best of trained hands" (Page 40) is in direct contrast to recent talks by some of our leaders who say, "Get the CW3 and CW4 out of the flight detachments, out of the VIP flights, and out of the Standardization & Instrument Examiner slots, and back into the assault units and nap-of-the earth flying."

You picked a good year to select the micro-photo . . in 1955, we AWO's called NOE **"contour flying"** and many AWO-piloted H-21's returned to their home bases with branches tangled in their nose gear.

ALASKA CW3 WINS AMERICAN LEGION AWARD FOR VALOR

CW3 Stephen L. Davidson, 242nd Avn Co (Ft. Wainwright), a five-year AAAA member, received the **1976 American Legion Aviator Valor Award** on May 6 at

Ft. Hamilton, NY ceremonies. **Davidson** was cited for his heroic rescue of an Anchorage climbing team from Mt. McKinney on July 15, 1976. After 20 hours of repeated approaches to the mountain, blocked by dense layers of clouds, **Davidson** found a hole, got through, and evacuated the two survivors and the two deceased members of the team. If the aircraft had been damaged or unable to take off, he and his crew would have had less than three hours of oxygen, and probably less than ten hours to live. They were not climatized, and high altitude sickness would have begun soon after their oxygen ran out.

NEXT MONTH

As his swansong (prior to a mid-June PCS to USAREUR), **LTC "Dick" Noack,** of the Office, Chief of Army Reserve, will write his final **"Ready in Reserve"** column in the coming July issue. He indicated he'd cover the **Enlisted Aviator"** proposal as it applies to the Reserve Components. □

VETERAN AVIATORS KILLED

Colonel Paul G. Lewis and **CW3 Franklin D. Davis** were killed on May 5 in the crash of a U-8 aircraft near Dowagiac, Mich. **COL Lewis,** the Indiana State Aviation Officer and Commander of the Army Aviation Support Facility at Shelbyville, Ind., was VP, ARNG Affairs for Fifth Region—AAAA at the time of his death, and had been active at the Regional Convention in Bridgeton, Mo., the week before.

Mr. Davis was a fulltime Flight Instructor with the IN-ARNG, and a 12-year member of AAAA. Both men were IFE's and each had accumulated more than 5,000 flying hours.

Donations in memory of **Colonel Lewis** may be forwarded to the Faith Baptist Church (c/o Jim Lewis) 1113 Oak Street, Mitchell, IN 46446.

SCIENCE WINNERS RECOGNIZED—Brigadier General Benjamin L. Harrison, right, Deputy Commanding General of Ft. Rucker, Ala., congradulates regional Science Fair winners. Lynda Ward, second from left, of Cottonwood, Ala.; Debbie Corley, center, of Berry Ala.; and William Fortner of Gardendale, Ala.; had the best aviation-related exhibits in recent Science Fairs at their high schools. Clarence Newsom, left, represents the Army Aviation Center Chapter of the AAAA which presented the students AAAA Certificates of Achievement and engraved bronze medallions. □

New Members

April-May 1977 AAAA Enrollees

SP5 Charles Archane, Ft. Campbell, KY
WO1 Julian Adams, Ft. Campbell, KY
WO1 Kenneth Alvear, Hopkinsville, KY
CPT Terry Andersen, Ft. Campbell, KY
PV2 Neil W. Andreason, Ft. Campbell, KY
1LT William M. Anthony, Ft. Benning, GA
WO1 Ralph Arnold, Hopkinsville, KY
CPT George Artola, Ft. Campbell, KY
1LT Karl Arunski, Hopkinsville, KY
WO1 Jackson Aston, Ft. Campbell, KY
CPT James Austin, Jr., Ft. Campbell, KY
SSG Johnny Baggett, Ft. Campbell, KY
CW2 David Barber, Ft. Campbell, KY
CW2 Jaime R. Barrera, Clarksville, TN
MAJ Edward Bensman, Clarksville, TN
1SG Marvin Bentz, Hopkinsville, KY
SFC Victor Bernstein, Clarksville, TN
CPT Walter Beyer, Clarksville, TN
Mr. Charles L. Black, Columbus, GA
COL Thomas Blagg, Ft. Campbell, KY
1LT William Bland, Clarksville, TN
CW2 Robert D. Boccardi, Ft. Campbell
SP5 Charles Boggs, Ft. Campbell, KY
CPT Lawrence Bollen, Clarksville, TN
SP4 Gary Boswell, Ft. Campbell, KY
Mr. Agapito Botello, Corpus Christi, TX
Mr. Francisco G. Botello, Corpus Christi
CW2 Jack Bower, Clarksville, TN
PFC David W. Brimson, Ft. Campbell, KY
WOI Jerry Brown, Clarksville, TN
MAJ Raymond Brown, Clarksville, TN
SP5 Warren A. Buchholz, Ft. Campbell
E4 Keith Bushong, Clarksville, TN
CW2 Gary Campbell, APO NY 09185
SP4 Robert Carlton, Clarksville, TN
CPT Mary J. Carr, APO NY 09028
CPT Regis J. Carr, APO SF 96224
WO1 Thomas Casswell, Ft. Campbell, KY
CW2 Carlo Cavalluzzi, APO NY 09146
MAJ Jesse Chapman, Ft. Campbell, KY
CPT James Chiles, Oak Grove, KY
WO1 Clyde Christensen, Clarksville, TN
WO1 James Church, Woodlawn, TN
WO1 Paul H. Clark, Ft. Campbell, KY
CW2 Lewis E. Collier, Indianapolis, IN
WO1 Tommie Conary, Clarksville, TN
CPT William Conner, Clarksville, TN
SP4 Bertram Cooper, Ft. Campbell, KY
CW2 Ronald Cooper, Ft. Campbell, KY
PFC William Cordell, Ft. Campbell, KY
SP4 Reynaldo Coronado, Ft. Campbell
E4 Peter R. Cosentino, Ft. Campbell, KY
E4 Michael Craig, Ft. Campbell, KY
CPT Gerald LaCross, Clarksville, TN
PFC John C. Darrow, Ft. Campbell, KY
CPT Stephen Davidson, Birmingham, AL
PFC Bert Davis, Ft. Campbell, KY
PFC Clarence Davis, Ft. Campbell, KY
CW2 Richard D. Davis, APO NY 09185
CW2 Leo Day, Ft. Campbell, KY
WO1 George S. Declerk, Ft. Campbell, KY
1LT Philip Denning, Clarksville, TN
1LT Steven Dial, Clarksville, TN
SP4 Mark Drews, Clarksville, TN
WO1 Huny Driggers, Clarksville, TN
WO1 Eddie Edwards, Clarksville, TN
WO1 Thomas Einhorn, Ft. Campbell, KY
SSG John Elam, Clarksville, TN
SSG Steven Elder, Ft. Campbell, KY
CPT Gerald Elsam, Hopkinsville, KY
PFC Curtis Elliott, Ft. Campbell, KY
SP5 Ray Espinoza, Ft. Campbell, KY
WO1 Chris Finch, Clarksville, TN
WO1 Gary Fisher, Ft. Campbell, KY
CW2 Larry Fleniken, APO NY 09185
1LT Thomas Foster, Clarksville, TN
SGT Alan A. Fostier, Ft. Campbell, KY
CW2 David H. Freeman, Oak Grove, KY
SP4 Wyman Freeman, Ft. Campbell, KY
SP4 David A. Frye, Ft. Campbell, KY
CPT Greg Gainer, Clarksville, TN
CW2 Dale Garrett, Hopkinsville, KY
SGT David George, Ft. Campbell, KY
CW2 Robert Giaccone, APO NY 09185
Mr. Elmer G. Gleske, Washington, DC
SGT Delano Graham, Clarksville, TN
CPT David Graybeal, Clarksville, TN
CW2 George H. Greb, III, Hopkinsville, KY
1SG Edgar Hall, Ft. Campbell, KY
SGT Randolph Hall, Clarksville, TN
PSG William Hall, Clarksville, TN
Mr. John H. Hanson, Corpus Christi, TX
CPT John Harbor, Clarksville, TN
PFC Jimmy Harris, Ft. Campbell, KY
CPT John A. Harris, APO SF 96271
CPT Stephen M. Harris, Daleville, AL
SP4 James C. Hartline, Ft. Campbell, KY
SP4 James S. Hasbrouck, Ft. Campbell
2LT James C. Hassinger, Ft. Campbell
1LT John Hawkins, Clarksville, TN
CPT Michael Heaney, Clarksville, TN
SFC James R. Hendricks, Ft. Campbell
CW2 Peter A. Henry, Ft. Campbell, KY
CW2 Ronald Herring, Ft. Campbell, KY
CPT Gary Heuser, Oak Grove, KY
WO1 Ronald Hire, Ft. Campbell, KY
PFC Eugene Hoffman, Ft. Campbell, KY
E4 Neil Iles, Clarksville, TN
CPT Michael Jackson, Clarksville, TN
MAJ Irard Jacobs, Ft. Campbell, KY
1SG Ben W. James, Ft. Campbell, KY
CSM Norman Jones, Ft. Campbell, KY
WO1 Terry Jones, Clarksville, TN
2LT Joseph G. Kaufmann, Hopkinsville
CPT Michael King, Clarksville, TN
CW2 Eugene Kopp, Ft. Campbell, KY
SGT Jeffrey Kreyling, Highland Park, NJ
1LT Carl Kropf, Clarksville, TN
SSG Douglas Laird, Ft. Campbell, KY
CW2 Edward Laneville, Clarksville, TN
WO1 Jon Langione, Ft. Bragg, NC
WO1 David Laurie, Woodlawn, TN
WO1 David Laverdiere, Clarksville, TN
E6 Albert Lawshea, Ft. Campbell, KY
SP4 Thomas J. Leiferman, Ft. Campbell
LTC George Lenhart, Clarksville, TN
SP4 Larry K. Leung, Ft. Campbell, KY
CW2 John Lewis, Ft. Campbell, KY
PFC Roy Linder, Cowpens, SC
SP4 Russell Lisk, Edison, NJ
PV2 Mirco Lombardi, Ft. Campbell, KY
LT Paul W. Lotier, Clarksville, TN
CPT Wayne Magill, Clarksville, TN
WO1 Dale Mahun, Ft. Campbell, KY
WO1 Phillip Malone, Ft. Campbell, KY
CPT John Marshall, Clarksville, TN
2LT Hervey Martin, Hopkinsville, KY
CW2 James B. Massey, Ft. Campbell, KY
COL John W. Mayhew, Ret.,
Alexandria, VA
Mr. David Mayrose, Clinton, IA
WO1 Robert McAlpin, Clarksville, TN
SP4 Mary C. McAndrew, Ft. Benning, GA
Mr. Arthur McCarthy, W. Caldwell, NJ
CPT Glen McClure, Ft. Campbell, KY
CW3 Dennis X. McCormack,
APO New York 09036
SGT Leo Merriam, Ft. Campbell, KY
CW2 Carson J. Miller, Fort Campbell, KY
1LT Champe W. Miller, APO NY 09036
SSG James Miller, Ft. Campbell, KY
SGT William Moidin, Ft. Campbell, KY
PFC David Moretti, Ft. Campbell, KY
SP5 William Moretto, Ft. Campbell, KY
SP4 Gerald Morris, Ft. Campbell, KY
SSG Mickey Mullins, Ft. Campbell, KY
CW2 Ronald Noga, Clarksville, TN
CW2 Lynn M. Olson, Ft. Belvior, VA
SP5 Claude E. Park, Ft. Campbell, KY
E3 Scott Parke, Ft. Campbell, KY
CW2 Jack L. Parker, Jr., Oak Grove, KY
Sp4 William Parrish, Ft. Campbell, KY
WO1 David Partziale, Clarksville, TN
CPT Harry O. Patteson, Jr.,
APO New York 09031
LTC Charles Pearcy, Clarksville, TN
LTC James A. Phelps, Ret.,
North Miami Beach, FL
SSG Frankie Pierson, Ft. Campbell, KY
1LT Thomas Pillow, Ft. Campbell, KY
SSG Forrest Pooler, Clarksville, TN
WO1 James Pope, Jr., Ft. Campbell, KY
COL Colin Powell, Ft. Campbell, KY
2LT Michael Proaps, Ft. Campbell, KY
MAJ Dennis Provence, Ft. Campbell, KY
CW2 Ronald Radke, Ft. Campbell, KY
PFC Michael Ramsey, Ft. Campbell, KY
WO1 David Rippy, Clarksville, TN
CPT Donald Rodgers, APO SF 96271
SP4 Richard Rodriguez, Ft. Campbell, KY
SP5 Michael Rose, Ft. Campbell, KY
E2 Kenneth Rouser, Memphis, TN
SP4 Roger Sanson, Ft. Campbell, KY
WO1 Richard Schaefer, Clarksville, TN
E6 Jerry W. Schuder, Ft. Campbell, KY
1LT Charles Schwoebel, Oak Grove, KY
SGT Thomas Shields, Ft Campbell, KY
SP5 Mark Sitarski, Ft. Campbell, KY
CPT Robert A. Smith, Lakehurst, NJ
WO1 Robert J. Smith, Clarksville, TN
SSG Donald Sowell, Hopkinsville, KY
SP4 Lee Spalding, Ft. Campbell, KY
CW3 Charles Spangler, Oak Grove, KY
WO1 John Spence, Clarksville, TN
CPT Hubert W. Spivey, Jr., Clarksville, TN
CPT Garnett Stowe, Jr., Clarksville, TN
CW2 Robert Strick, Ft. Campbell, KY
CW2 Thomas T. Susi, Ft. Campbell, KY
CPT William Taylor, Ft. Campbell, KY
CW2 Joseph P. Tidwell, Jr., Ft. Campbell
2LT Joseph Townsend, Ft. Campbell, KY
MAJ Joseph Tuck, Clarksville, TN
SFC Lawrence Tussey, Ft. Campbell, KY
PFC Brain K. Tuttle, Ft. Campbell, KY
WO1 Steve Veregge, Clarksville, TN
COL Ronald C. Vines, Burke, VA
CPT Wilford C. Voyles, Sr., Ft. Benning
WO1 Gary Wacks, Hopkinsville, KY
SP4 Donald Wall, Ft. Campbell, KY
SP5 Larry Ward, Ft. Campbell, KY
WO1 Dennis Warren, Clarksville, TN
SP4 Robert Warrene, Ft. Campbell, KY
PFC Lawrence Watkins, Ft. Campbell, KY
SP4 Robert L. Watts, Ft. Campbell, KY
SGT Floyd Weaver, Hopkinsville, KY
WO1 Donald Weeks, Cahrksville, TN
SSG Dietmar Wells, Clarksville, TN
CW2 Gary White, Clarksville, TN
CW2 Russell Whitney, Ft. CAmpbell, KY
SP4 John Whitted, Ft. Campbell, KY
SP4 David A. Williams, Ft. CAmpbell, KY
SP6 Dale Wilson, Eldridge, IA
SFC Hurley Wilson, Clarksville, TN
SP4 Ricky Woods, Ft. Campbell, KY
CPT Steven Wright, Ft. Campbell, KY
CPT Michael S. Young, San Jose, CA
CW3 John Zartman, Ft. Campbell, KY

[List to be continued in next issue]

ARMY AVIATION MAGAZINE
1 Crestwood Road, Westport CT 06880

Texas Congressman cited for support

Cited for his continued support of Army Aviation and its various programs and agencies, **Congressman John Young** (Dem-TX), third from right, receives AAAA's **1977 Congressional Appreciation Award** from **LTG Robert R. Williams,** National President, in early May ceremonies. Shown in the Congressman's office are, l-r, **"Jim" Woodard,** Congressional aide; Nat'l Board members **COL R.D. Descoteau, BG O.G. Goodhand,** and **LTG Williams; Congressman Young; "Joe" Cribbins,** and **MG James M. Lee.**

Last Call for Awards!

Nominations for the **"Outstanding Aviation Unit of the Year [Active Army]"** – the **"Outstanding Reserve Component Aviation Unit"** – the **"Army Aviator of the Year"** – the **"Aviation Soldier of the Year"** – and the **"James H. McClellan Aviation Safety Award"** are solicited by AAAA National Headquarters for the Calendar Year 1976.

The nominees for the three individual awards need not be members of the AAAA. Nominations should be postmarked **not later than 1 July** to be eligible for Awards Committee consideration.

Nomination forms may be obtained by writing to: AAAA, 1 Crestwood Road, Westport CT 06880. □