

CONVENTION ISSUE

# Army Aviation

OCTOBER 15, 1977



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By LTG ROBERT R. WILLIAMS, USA [RET.]  
President, Army Aviation Ass'n  
of America [AAAA]



# Operations

## The helicopter: It may well be one of our most survivable weapons systems

**T**HE helicopter may well be one of the most survivable vehicles in modern warfare - if properly employed as pointed out by General Howze in his recent article in **Army Aviation Magazine**.

Development of its full capabilities will be highly dependent upon realistic evaluation of its survivability and countering the persistent myth of its fragile nature.

To understand helicopter survivability and the reasons therefor, we can look back to a period prior to the Army having helicopters - World War II. During World War II small, unarmed aircraft (L-4's and L-5's) were used for conduct of artillery fire and many other combat missions in all theaters of operation with very high survivability.

Their survivability was produced by protection from ground fire and enemy antiaircraft weapons by our own artillery and by protection from enemy aircraft by our own antiaircraft batteries. The enemy on the ground hid from the light aircraft rather than attack them as soon as they learned that firing exposed

their positions to the aircraft and resulted in immediate counter fire.

Enemy pilots quickly learned that attacking the light aircraft led them right into our waiting antiaircraft guns. The lesson learned was that the most fragile of aircraft can live very well even when highly exposed if its mission is closely integrated with the Army's protective firepower.

### Chance dictated use in Korean War

When combat started in Korea the Army had a few small helicopters. They were shipped to Korea, not so much due to a well thought out program, but more by chance. Their intended purpose was ill defined and most military personnel believed they were too frail to last very long in combat. Their greatest utility turned out to be in medical evacuation from the front lines.

If there had been more helicopters and larger ones, they undoubtedly would have seen service in most of the many roles the helicopter now plays. Air evacuation had priority; over 12,000 casualties were evacuated from the front lines. The helicopter proved its survivability in modern combat in the same way as the light observation airplane did during World War II.

The history of helicopter survivability in Vietnam and the conclusions that can be drawn from the experience have been

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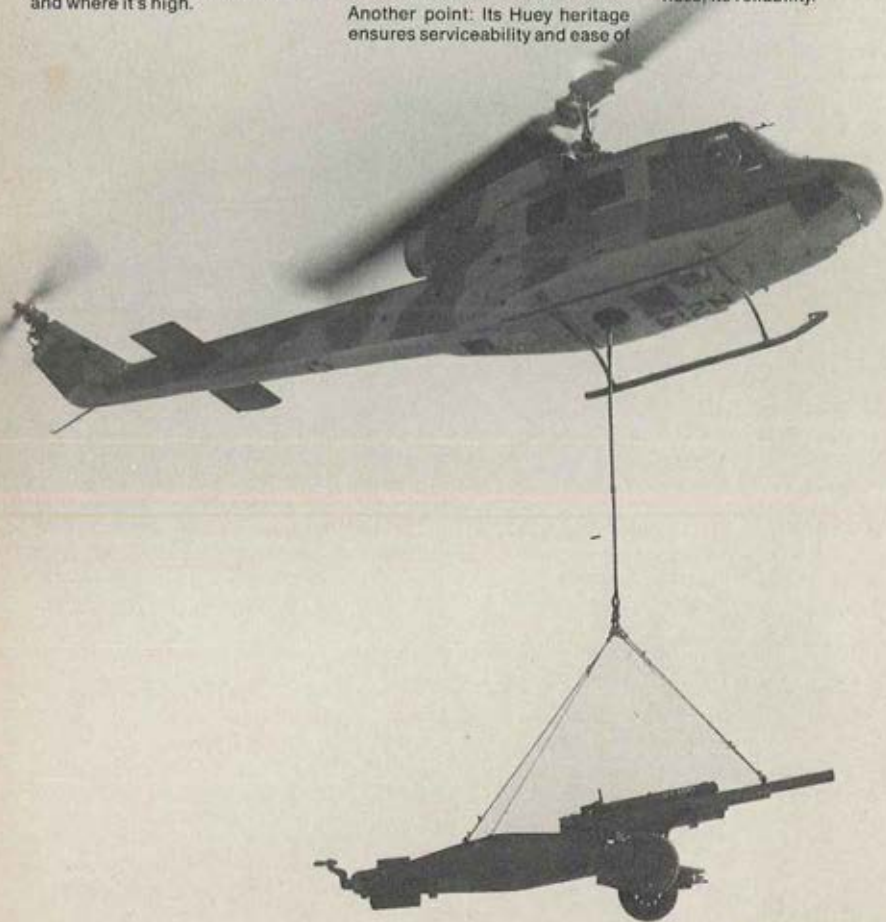
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clouded by emotion and preconceived conclusions that are mostly involved in roles and missions disputes.

Vietnam saw the introduction of the helicopter gunship. Before and during the early part of the Vietnam conflict, the Air Force strongly opposed (and the Marines would not endorse) the use of the helicopter as a weapons platform. The opposition was based primarily on its lack of survivability, and secondarily on its effectiveness in delivering fire.

Actually, the helicopter survived very well in Vietnam, and the gunship proved to be an extremely effective weapons system in that environment. These are recognized and accepted facts and need not be debated further. The challenge now remains to analyze how well the helicopter will survive in higher, more sophisticated levels of warfare.

#### **"Vietnam environment was benign."**

The basic contention of the helicopter adversaries has been that the combat environment for aircraft in Vietnam was benign. Therefore, Vietnam experience did not indicate the helicopter would survive in higher intensities of combat.

Let's examine the "benign environment" contention as it applies to combat experience in South Vietnam. Until the later stages of combat when SA-7's and other sophisticated anti-aircraft weapons were introduced by the enemy, the airspace above 5,000 feet was definitely benign; most pilots felt quite comfort-

able above 1,500 feet. Below 1,500 feet was quite another story - it was downright hostile much of the time.

Without debating how hostile the airspace was in any or all of the airspace in South Vietnam - or in Cambodia during Lamson 719 - some conclusions on aircraft survivability can be drawn by comparing the helicopter with the jet fighter.

#### **Jet fighter loss rate was higher**

The jet fighter was designed specifically for high intensity warfare. It has been touted as being highly survivable, while theoretically the helicopters would "die like flies" in mid- or high-intensity warfare. However, the combat loss rate of jet fighters per hours flown in South Vietnam was **higher** than the combat loss rate of helicopters.

This fact becomes even more significant when you consider that much of the jet fighter's flight time is logged at altitudes everyone agrees is benign; the jet fighter spends very little time in that truly hostile area below 1,500 feet where the helicopter spends a major portion of its time.

Transposing the South Vietnam experience to mid- or high-intensity combat means the airspace below 1,500 feet should become a little more hostile and the higher airspace in which the jets operate should change from benign to downright dangerous. Comparatively, therefore, the helicopter should become even more survivable than the jet fighter.

#### **'Copter survivability explained**

The explanation of the helicopter's survivability lies within its design, its mission, and its manner of employment. The scout and attack team is very much akin to the relationship of the L-4 of World War II and the artillery fire power which the fixed wing Cub could bring to bear. The design of today's scout and attack helicopter does not incorporate many of the crashworthiness and survivability features of our future  
[OPERATIONS/Cont. on Page 58]

#### **NAME CHANGES**

**USA Research & Technology Laboratories [AVRADCOM],** Moffett Field, CA. Was USAMRDL.

**Aeromechanics Laboratory,** Moffett Field, CA. Was Ames Directorate.

**Propulsion Laboratory,** Cleveland, OH. Was Lewis Directorate.

**Applied Technology Laboratory,** Ft. Eustis, VA. Was Eustis Directorate.

**Structures Laboratory,** Hampton, VA. Was Langley Directorate. ☐





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## ***SCIENCE/SCOPE***

The United Kingdom is the second NATO nation to choose the airborne TOW anti-tank missile system. A Defense Ministry official said a key factor in the decision to equip the British Army's Lynx helicopter with TOW was the opportunity for standardizing weapon systems with other NATO nations, 11 of which have now selected infantry and airborne versions of TOW. Standardization is an announced policy objective of the western military alliance.

The British Ministry of Defence made its selection after an intensive competitive evaluation with a European-developed anti-tank missile system. The British Aircraft Corporation will build a substantial portion of equipment for the airborne TOW system in the UK under license from Hughes.

TOW (Tube-launched, Optically-tracked, Wire-guided), developed for the U.S. Army, today is deployed in the air and ground forces of more than 20 nations worldwide. The airborne TOW can be adapted to most U.S. and NATO combat helicopters, existing and planned. One of several improvements underway at Hughes is addition of a laser range-finder to the M65 airborne system.

The U.S. Army is testing a new 14-lb. 280,000 channel high-frequency Manpack radio (AN/PRC-104) as a probable replacement for the AN/PRC-74. Among its features: upper or lower sideband operation, automatic and noiseless antenna tuning, LSI circuitry, multi-level modular construction, 16-hour battery. 5000 sets are now being built for the USMC, USN and USAF.

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By LT. GEN. HARRY W.O. KINNARD  
U.S. Army, Retired  
Past President, AAAA



# Airmobility

## Army Aviation — Where we've been and where we are going.

**I** AM pleased to be here and I'm anxious to find out what I'm going to say tonight, because I really felt that, given an opportunity like this, it would be wrong to have a script or even a particular theme.

So I thought I'd let it all hang out and kind of ramble about where I believe Army Aviation has been, and make some statements — some probably controversial — on where we should be going.

For a frame of reference, I'd like to hang Army Aviation on a few wars and then dwell on some characteristics of Army aircraft. This may sound like a terribly strange outline to you, and I may find out just how strange it is as we go down the line.

### The Civil War balloon

Let's go back to the Civil War and contemplate the balloon. It had a single function of combat: reconnaissance. It had this important characteristic because it was quite literally tied to the ground soldier, and he dictated its use and employment in every way.

My research is completely blank with respect to the Spanish-American War. If there was a contribution by Army Aviation in this conflict, I was unable to find it . . . and I even counseled with **Bob Wil-**

**liams** on the subject . . . and if **Bob** doesn't remember anything, we probably didn't participate.

In thinking a minute about World War I, "stiff-winged" aircraft began to come into their own militarily for the first time in war's history. Here again, the initial mission was reconnaissance and probably, for starters, it was pretty well integrated into ground combat. But then one day, some pilot took his .45 with him and the guy on the other side took his Luger and they took a few pot shots . . . and probably there was a bit of the command and control function as some commanders flew around in these aircraft for an overview of the battlefield and that sort of thing.

### Billy Mitchell, father of "airborne"

A visionary named **Billy Mitchell** even suggested dropping paratroopers behind enemy lines, so the mobility function was initiated. A characteristic of the aircraft — even in those days — was that it had to have a fairly extensive ground-based system, and also the "aviators" began to become fascinated with their own particular war — air combat, as such — rather than essentially with their relationship to the ground forces. Bear with me; I'm generalizing, but that's my thesis, anyway.

Going on to WW II, I'd say there was an extension of this same idea — better performance and more of the functions of

An address made at the Awards Dinner, Fifth Region-AAAA, April 30



combat, and the tendency to fly farther and farther away from ground combat. Fortunately, however, there was a sort of counterpoint developing at the same time in the form of the **Piper Cub**. Also, and importantly, that ugly duckling, the helicopter, which today we all find so beautiful, was making its debut in Burma.

A bit later, in Korea, we find the helicopter now much improved, principally by the turbine engine, becoming more "housebroken;" it could live in the field with the soldier. Used primarily in Korea as a medical evacuation instrument, it did that job well but as always, in the hands of good soldiers, the helicopter was growing — fanning out — learning to do more things — being used for more and more roles and missions.

### **A truly unique quality!**

The thing which I personally believe has made the helicopter so fascinating to the ground soldier, and has made it truly his kind of flying machine, is this: it's the only device that man has ever invented which can interface with the ground while itself remaining motionless over the ground. I'm not telling you something you don't know, but just asking you to reflect on that truly unique quality.

**It can do work on the ground while flying above it and thus avoid the tyranny of terrain, always a key foe of the ground fighter.**

So, ipso facto, it is a creature, a flying instrument of the ground soldier, and I believe that's really why we've taken it to our bosoms and why we've created a whole concept of employment around it involving all five functions of ground combat.

### **Avoiding the tyranny of terrain**

As an aside, it's only once in a blue moon that any invention comes along which can improve each and every one of the five so-called functions of land warfare.†

Going on to the period between Korea and Vietnam, we had what I think was a period of really vital development, I felt most fortunate to have had a part in it. A distinguished group under that distinguished soldier, **Ham Howze**, took a real overview of how we could better perform all the functions of ground combat by the use of organic aircraft. That really was the charter of the **Howze Board** — and also it was the charter of the 11th Air Assault Division and the 10th Air Transport Brigade under **Colonel Del Bristol** — to develop that same idea.

The charter that I got personally from **General Wheeler**, then Chief of Staff, was to determine how far and how fast the Army could go, and should go, with respect to airmobility. And airmobility, certainly by my own definition, and I think the generally accepted one, was the use of Army aircraft in every possible way in which they could enhance the ground fight. It was just that broad and I think that's what we did, and I believe that's why there was a period of revolutionary development between Korea and the Vietnam War.

Now a lot of things can be said about the Vietnam War — most of them unpleasant one way or another. One of the sad aspects of that sad war to me was the

†The five functions are mobility, reconnaissance/surveillance, firepower, command/control/communications, and logistics.



fact that the sterling performance of Army Aviation - and of the helicopter - was virtually lost when we began to argue within our country about the morality of the war itself. The military lessons became unimportant and generally lost from sight.

But here is my own brief appraisal: In guerrilla wars of the past, it traditionally took about 15 regular soldiers to dominate one guerrilla. Now reflect on the fact that the ratio of our forces to the enemy was between four and five to one - the Free World forces against the Communists. What made the difference between the 15 and the four or five was just one thing: Army Aviation.

### **Turning the tables!**

The reason for that is quite well understood by the people who were there. Look at the French who fought the same enemy over the same terrain in the same weather, and typically after an attack the French found their Beau Geste fort in ruins with the bodies of their defenders strewn about, and quite typically, too, their relief column got ambushed on the way up to the fort.

But with the helicopter, even though the enemy still was able to make excellent reconnaissance, and even though he was able to mass forces which initially were larger than the defenders, the fact is that with the speed and the flexibility of the helicopter we could turn the tables and catch him in the act and quickly achieve superiority of forces and firepower. And that to me is the essence of fighting the guerrilla.

I have to believe that the principle of being able to mass in space and time, regardless of terrain and obstacles, is the primary reason the helicopter will continue to play a key role in any combat we get into of whatever intensity.

That brings me to the Yom Kippur War. I believe there are some lessons that could be learned from this war and should have been learned that didn't emerge, particularly with respect to aviation and helicopters.

To put it in context, you must remem-

ber that the helicopters in the Israeli Armed Forces were and are all within their Air Force. They are all really controlled at the Joint Chiefs of Staff level, not even by the Air Force commander per se. Helicopters have never been integrated within the Israeli Army. More importantly, they have had no gunships of any kind.

In spite of that, let's look at some of the uses of helicopters. When the choppers were employed improperly as by the Egyptians, they were shot down in formation, and that's the way they crashed on the desert when they came in flying "fat, dumb, and happy" at 3,500 feet and making every mistake in the book.

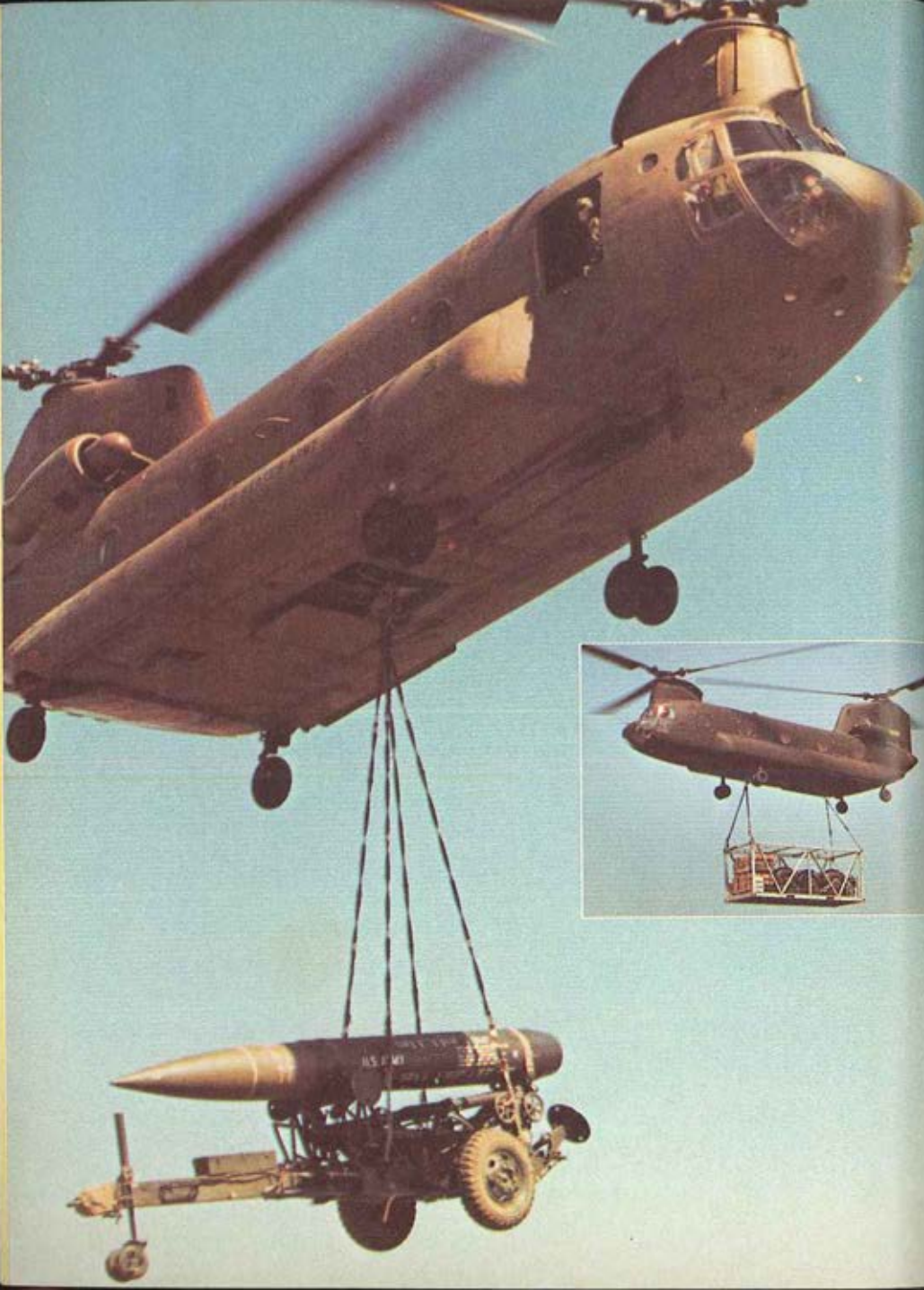
On the other hand, let's look at the proper employment of helicopters: the single defensive strong point in the Golan Heights that fell to the Syrians was taken by them in a helicopter assault on Mr. Hermon; and when the Israelis took it back, they did it with helicopters.

The Israelis made helicopter raids deep into enemy country. Today, people wring their hands about crossing the forward edge of the battle area. The FEBA can be crossed, popular opinion notwithstanding.

The key point, in my opinion, is that if the Israeli Army had had organic gunships armed with something equivalent to the TOW, the lessons that emerged from the Yom Kippur War would have been vastly different from those that did in fact emerge.

### **Bringing us up to date!**

Next, I want to touch on the kind of thing that we heard in the AAAA briefings today. I can't tell you how pleased I was to hear **Bo Maddox** and his people. The 6th "Black Horse, Sir" Brigade is carrying on exactly what I believe to be the next fundamental step. It is bringing Army Aviation up to date - though certainly they aren't doing it by themselves for the whole Army is behind them. I liked the presentation [COL] **Ed Browne** made about the AAH being a "total





# Chinook- support for the ground commander.



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**BOEING  
HELICOPTERS**

battle system" for I like to think that Army Aviation itself is a "total battle system."

Army Aviation of the future is epitomized by the **6th Cavalry Brigade** and their attention to the fundamentals of fighting on a high lethality, high intensity battlefield, or whatever you like to call it.

My personal analysis of the high intensity battlefield leaves me with no doubt that helicopters, and units like the Cav, can survive. But they will do far more than just survive — they'll not only be key members of the combined arms Army team, they're going to be a critically important member.

Now I realize this is debatable, but the fact is that I don't believe the U.S. Army has another good alternative to fighting the Russian land force than the helicopters we're developing right now. I believe it's our only real chance within the U.S. Army of stopping the Russians without recourse to nuclear weapons, and I think Army Aviation offers that crucial alternative to the U.S. Army and to the country.

That's a pretty important statement and I'm willing to debate it with anyone

who wants to talk about it. I've often reflected that if someday our intelligence indicated that suddenly the Russians had armed every Red soldier with a ball bat, our reflex action would be to arm our guys with catchers' mitts, or maybe aluminum ball bats.

### Address the fundamentals!

I believe there is a better approach. The answer is not in trying to whip them tank for tank. Yes, we need the tanks. Yes, I'm glad we're getting better tanks — but the organization that's really going to turn the tide — that's really going to be the ball carrier — is Army Aviation, and it's the **only** Army force that can do it!

There's nothing mysterious about it. It's a matter of addressing the fundamentals of how you degrade, destroy, or otherwise defeat the enemy's air defense. Once that's done — by a whole series of techniques — hardware, tactics, and so forth — the rest of it is a demonstrated capability to slaughter tanks.

### Some food for thought

I'd now like to offer some food for thought. First, I believe that more attention should be paid by people like TRADOC to urban warfare with helicopters. I'm not going to talk a lot about it but I can tell you that in the days when we thought we were going into Havana I was to have commanded a task force. That's the way we were going to do it and I was, and am sure, helicopters can make it a whole new ball game.

Also, I would like to see some detailed work done on the problem of how to cross the FEBA. Personally, I'm a bit tired of hearing people say there is no way choppers are ever going to go across the FEBA. I think the faulty assumption made by these folks is that you've got to go across the FEBA **without getting hurt**. Nobody goes across the FEBA without getting hurt! People get hurt! That's the sad fact of war.

But if somebody says that you've got to go back behind the FEBA and chew up the enemy artillery, the enemy air



**ALL SMILES . . .** at Bertea Corp., Irvine, CA, during the Army's presentation of the first "Supplier of the Year Award" ever to be won by a subcontractor. Shown, l-r, are **Wm. Wilkerson**, ExVP; **LTC George Sammet, Jr.**, DARCOM; **Ray York**, Dir of Engrg; **Richard Bertea**, CEO; and **Bruce D. Simpson**, Marketing V.P.



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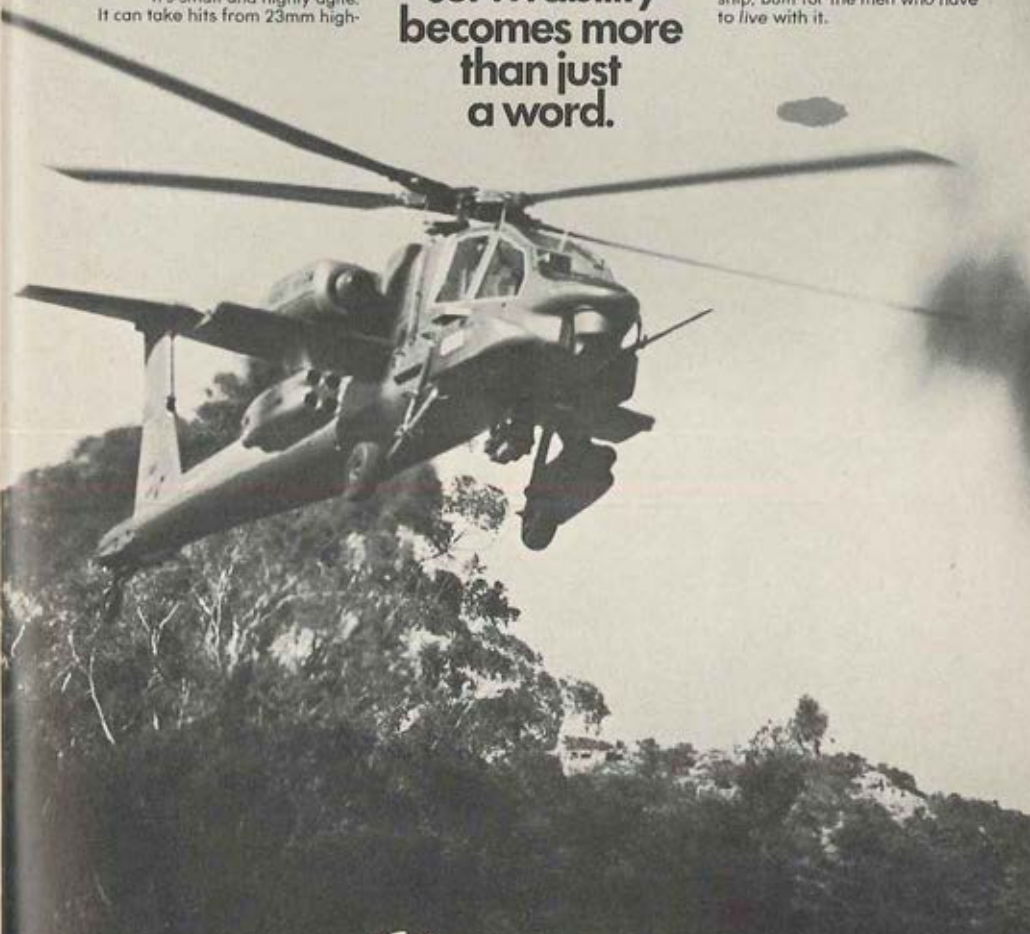
explosive incendiaries and 12.7mm armor-piercing incendiaries, and continue to fight. It has redundant flight-control systems. Fireproof, crashworthy, self-sealing fuel cells. Armor protection for crew and critical components. It's at

**When they're  
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survivability  
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than just  
a word.**

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**FOUR TO TANGO**—Not one, but TWO married couples are now undergoing USAAVNC primary flight training. Shown, l-r, are WOCs **Linda S. and John L. Sullivan**, and 2LTs **James P. and Brenda I. Monagle**. The couples are expected to get their wings at December and November graduations, respectively.

defense structure, and so forth - and if they give you a choice of how you're going to do it - I for one and going to do it with helicopters and I'm certain I'm

going to take losses and be more effective than doing it any other possible way.

So I think that's the way — the only way — in which to look at crossing the FEBA. As far as I'm concerned, we can fight them at the edge of the battle area and, with the right tactics, get back in there behind the FEBA.

Going back to the Yom Kippur War for just a minute, I think it's important to remember that the people who finally chewed the hole in the Egyptian Air Defense structure were not high performance aircraft and not Israeli armor; it was lightly-equipped Israeli infantry in rubber boats who crossed the Suez and got behind the Egyptian air defenses and chewed them up.

The only way they could have done it a lot better would have been with helicopters. The fact is that they did cross the FEBA and they did knock out the enemy force that was holding up the play. That's enough food for thought.

It's been a real pleasure to stand before you as your speaker, and giving me the opportunity to share my views with you. Keep up the good work!



**KIDS**—The big "kids" (l. to r.) SSG David Gray, PFC James Telgarsky, and CW2 Jeff Bell, all of the 159th Avn Bn of the 101st, take on Jarrett Osborn and Tom Roth at right in a mis-match at the Air Assault Chapter AAAA annual picnic at Ft. Campbell. The youngsters won when the big guys tripped all over themselves and fell. **SP4 Stephen H. Shaw**, 2d Sqdn, 17th Cav, won "Avn Soldier of Year" honors.

**FLYING FUEL**—Rubberized-fabric fuel tanks form a make-believe airplane for Sue Hulsey of Goodyear's Rockmart, Ga. plant. Fuel tanks in 130 shapes and sizes for 65 light planes made by 19 different manufacturers are produced at the plant. The tanks range in capacity from two gallons to 400 gallons and hold fuel in otherwise inaccessible areas of the wings and fuselages of light airplanes. □







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COLONEL CHARLES F. DRENZ

COLONEL BOBBY J. MADDOX

COLONEL DARWIN A. PETERSEN

COLONEL JOSEPH F. RUTKOWSKI

COLONEL JERRY A. SIMMONS

COLONEL RICHARD L. STOESSNER

MARTIN J. LEFF

DONALD F. LUCE

CARL D. PERRY

The Officers and Vice Presidents of AAAA are elected for three-year terms at the National Convention. The Executive Vice President serves as a five-year National Board appointee. National Members-at-Large are appointed by the President for one-year terms. The Regional Presidents are elected within the Region for two-year terms. Chapter Presidents† are those representing CONUS Chapters with 150 or more members.

\*Deceased





ARMY AVIATION ASSOCIATION  
WESTPORT, CONNECTICUT 06880

It is traditional for the president of the Association to welcome the attendees at the National Convention at the opening General Membership Business session, and to extend his personal greetings and best wishes to those who could not be present by means of this brief message in this special issue.

I am a traditionalist . . . and welcome the opportunity in both instances. On 14 October, I'll meet with the Delegates and members at the convention's kickoff meeting, an open discussion period devoted solely to Chapter affairs.

Here in this issue - which highlights the 1977 Convention's many activities - I feel that our far-flung members have a distillation of everything that is important within AAAA - the Association's programs, purposes, leadership, and so forth.

I can think of no better "Why Join?" document than this appropriately titled "Convention Issue and Program." Within its pages it tells the story of what AAAA is all about . . . professionalism coupled with good fellowship . . . at the local and regional levels . . . and here at the national level during our once-a-year convention.

I echo my predecessor in saying that "we're sorry that all of you could not get to the National this year." It was, is, and will remain a most worthwhile gathering for those having a sustaining interest in U.S. Army Aviation.

ROBERT R. WILLIAMS  
Lieutenant General, USA (Ret.)  
President, AAAA



## AAAA's Objectives, Purposes, and Specific Programs

The Army Aviation Association of America [AAAA] was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional-technical societies in existence, the AAAA grew rapidly, receiving the membership support of a majority of those military and civilian persons having an interest in this segment of the armed forces.

### GENERAL PURPOSES

To advance the status, overall esprit, and the general knowledge and efficiency of those persons who are engaged professionally in the field of U.S. Army Aviation, including the Active Army, the Reserve Components, the aerospace industry, the various activities in the Department of the Army which support Army Aviation, such as the Army development, supply, and maintenance agencies, and all other activities, military and civilian, that contribute to the furtherance of Army Aviation.

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army Aviation.

### SPECIFIC OBJECTIVES

Fostering a public understanding of Army Aviation and arousing a public interest in this segment of the military forces.

Exchanging ideas and disseminating information pertinent to Army Aviation through the media

endorsed by the Association.

Stimulating good fellowship nationally, regionally, and locally.

Inspiring Army-wide and nationwide interest in Army Aviation careers.

Cementing relationships between those interested in Army Aviation in the active U.S. Army forces and the Reserve Forces of the U.S. Army.

Motivating Army Aviation personnel to increase their knowledge, techniques, and skills.

Maintaining historical records.

Conducting meetings, seminars, briefings, symposiums, exhibitions, air meets, etc.

Recognizing outstanding contributions within Army Aviation.

Providing special types of group programs of benefit to the individual membership.

### SPECIFIC PROGRAMS

An AWARDS PROGRAM in which outstanding individual and unit achievements receive National, Regional, and/or Chapter recognition.

A CHAPTER ACTIVITIES PROGRAM in which outstanding military and civilian leaders address the widespread Chapter organizations on specific areas of Army Aviation interest.

A LOCATOR SERVICE PROGRAM in which the member is assisted in his efforts to keep abreast of the location of his contemporaries.

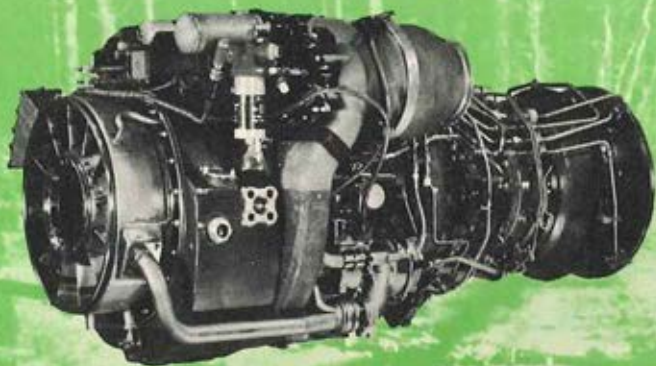
A SCHOLARSHIP AWARDS PROGRAM in which the sons and daughters of members and deceased members receive scholarship aid is pursued annually through the AAAA Scholarship Foundation, Inc., a separate, non-profit foundation that works closely with the AAAA.

A HALL OF FAME PROGRAM that recognizes broad, long term contributions to Army Aviation and to those who serve within it.

The Army Aviation Association membership totaled 8,019 as at 5 September. Some 5,915 of these members are serving in the active U.S. Army; 382 in the Army National Guard; 116 in the USAR; and an additional 788 on the "Retired" rolls. Total military membership stands at 7,201. In addition, there are 217 individual Industry Members in AAAA, and 374 with Industry [Corporate] Membership affiliations. The total Non-Military membership is 818. □



# You know the features you'd like to have in an Army helicopter engine.



## You'll like the T700.

The Army combat environment is rough . . . particularly rough on helicopter engines. Vietnam showed that. Foreign object damage that caused more than half of all unscheduled engine removals. Heat that made it a struggle for helicopters just to carry their own crews. Lack of sophisticated maintenance equipment in remote areas. Vulnerability to ground fire.

But now there is the T700. With an integral particle separator to provide protection from FOD. Performance that lets

the Army's UH-60A carry its crew and eleven combat-equipped soldiers on a 95 degree day at 4000 feet. Fuel consumption that is 25 to 30% lower than other engines in the same horsepower class. Ease of maintenance in the field that requires only ten simple tools. Design-features to enhance survivability, like top-mounted controls and accessories.

For the Sikorsky UH-60A UTTAS and the Hughes AH-64 AAH, we're building the T700 tough.

### The T700

Approved for production to meet the needs of the modern Army

GENERAL  ELECTRIC



## Nominees for National Board Elective Office for the 1977-1980 Term



LTG Williams

Eleven CONUS AAAA Chapters having 150 or more members are represented on AAAA's National Board.

Under the AAAA's staggered election system, three or four of the 10 AAAA elective three-year offices of the National Executive Board are vacated each year, the six to seven incumbents providing year-to-year continuity to AAAA national affairs. The three candidates who'll be nominated by the AAAA National Nominating Committee at the Oct. 14 General Membership Meeting at the 1977 National Convention are pictured here. LTG Robert R. Williams, Ret., and COL John W. Marr, Ret., are being nominated for office for additional three-years; MG William A. Becker, Ret., will serve with the foregoing during the 1977-1980 term of office. The seven incumbent elective members are listed on page 18 of this issue.

A Past President of the 1st Cavalry Division Ass'n, MG "Bill" Becker served with that unit in Vietnam and held later assignments as DCG, Combat Developments Command, and Chief of Legislative Liaison. A 15-year member of AAAA and a rated aviator, he resides in Kaufman, TX, and is an industry consultant with E-Systems of Dallas, TX. □



COL Marr

Only ten of the 47 members of AAAA's National Board are appointees. The remaining 37 are member-elected.

### FLIGHT INSTRUCTORS WANTED

#### HELICOPTER INSTRUMENT INSTRUCTORS:

Require Commercial with instruments in rotorcraft, 1,000 hours TT, 500 PIC helicopter and 100 hours Hood/Actual Instrument.

#### EXPERIENCED OV-1 [Mohawk] INSTRUCTORS:

Require Commercial multi-engine, instrument airplane ratings, 1,000 hours TT airplane, 500 hours flight experience airplane.

FAA Medicals apply. CFI's desirable.

Send resume to:

**DOSS Aviation, Inc.**  
**P.O. Box 725, Ft. Rucker, AL 36362**  
**ATTN: Mr. Harry Jennings**

An Equal Opportunity/Affirmative Action Employer

### Nominations Sought for 1978 Hall of Fame Candidates

Nominations are now being sought for candidates for June, 1978 induction into the **Army Aviation Hall of Fame** at Ft. Rucker. Any person, AAAA member or not, may submit one or more nominations, to include the nominee's name, address, present occupation (if known), and the reason(s) for nomination.

The data may be brief, but it must be specific. If dates and military organizations are applicable, they should be included.

Persons serving on active duty shall be ineligible for consideration until separated or discharged. No nominating letters will be returned to their originators; however, the AAAA National Office will acknowledge the receipt of each.

The Army Aviation Hall of Fame Board of Trustees will meet in January to select the 1978 Inductees based on the nominations received.

All nominations should be postmarked on or before 31 December 1977 and sent to:

AAAA, Attn: Hall of Fame Program, 1 Crestwood Road, Westport, CT 06880.





## The Presidents and the Secretaries of AAAA's 52 Chapter Activities

### **AIR ASSAULT CHAPTER [Fl. Campbell]**

President: Brigadier General Joseph H. Kastner  
Secretary: Major Arthur M. Mountcastle  
671 Members — Last Meeting: 1 June 1977

### **AIR CAVALRY CHAPTER [Fl. Knox]**

Acting President: Lieut. Colonel Rex M. Turner  
Secretary: To be elected.  
71 Members — Last Roster: 1 September 1977

### **ALAMO CHAPTER [Fl. Sam Houston]**

President: Lieutenant Colonel Reginald R. Barden  
Secretary: Captain Bruce O. Furbish  
106 Members — Last Meeting: 30 March 1977

### **ALOHA OF HAWAII CHAPTER**

President: Lieutenant Colonel Jerry W. Childers  
Secretary: CW3 Carrol A. Smith  
115 Members — Last Meeting: 23 September 1977

### **ARMY AVIATION CENTER CHAPTER [Fl. Rucker]**

President: Colonel Joseph F. Rutkowski  
Secretary: Thomas J. Sabiston  
363 Members — Last Meeting: 5 October 1977

### **BENELUX CHAPTER [Brussels]**

President: Major Frederick F. Mentzer  
Secretary: SP5 Charles Mills  
14 Members — Last Roster: 1 October 1976

### **BIRMINGHAM AREA CHAPTER**

President: Captain Daniel O. Windham  
Secretary: Major Billie Carter  
64 Members — Last Meeting: 5 June 1977

### **BONN AREA CHAPTER [Bad Godesberg]**

President: Lieut. Colonel George L. O'Grady, Jr.  
Secretary: Colonel Robert Sherman, Ret.  
41 Members — Last Meeting: 2 September 1977

### **CAJUN CHAPTER [Fl. Polk]**

President: Captain Dorsey N. Horne  
Secretary: Captain Ronnie Griggs  
83 Members — Last Meeting: 30 June 1977

### **CHECKPOINT CHARLIE CHAPTER [Berlin]**

President: Captain Frank C. Kurinec  
Secretary: Frank J. Ungricht, Jr.  
28 Members — Last Meeting: 2 April 1977

### **CHESAPEAKE BAY CHAPTER [Maryland]**

President: Major Walter R. Mueller  
Secretary: Major Howard D. Hill, III  
92 Members — Last Meeting: 19 February 1977

### **CHICAGO AREA CHAPTER**

President: 1LT Ray R. Norris  
Secretary: Captain James A. Hitch  
76 Members — Last Meeting: 24 September 1977

### **COASTAL EMPIRE CHAPTER [Hunter-Stewart]**

President: CW4 Leland C. Komich  
Secretary: Captain Scott R. Wilcox  
109 Members — Last Meeting: 20 August 1977

### **CONNECTICUT CHAPTER [Stratford]**

President: Martin J. Leff  
Secretary: Leland F. Wilhelm  
178 Members — Last Meeting: 4 September 1977

### **CORPUS CHRISTI TEXAS CHAPTER**

President: Colonel Charles F. Drenz  
Secretary: Ms. Olene V. Mimms  
178 Members — Last Meeting: 25 August 1977

### **DAVID E. CONDON CHAPTER [Fl. Eustis]**

President: Colonel Richard L. Stoessner  
Secretary: Major Emitt Wallace  
195 Members — Last Meeting: 24 July 1977

### **DELAWARE VALLEY CHAPTER [Philadelphia]**

President: CW3 Ralph E. Domenic, Ret.  
Secretary: To be elected.  
133 Members — Last Roster: 18 May 1977

### **EMBRY-RIDDLE CHAPTER [Daytona Beach]**

President: Captain Terry A. Smith  
Secretary: Wilbur A. Middleton  
110 Members — Last Meeting: 6 March 1977

### **ESFAHAN CHAPTER [Iran]**

President: Colonel Nicholas G. Psaki, Ret.  
Secretary: CW2 Robert A. Albino, Ret.  
106 Members — Last Meeting: 29 September 1977

### **FORT BENNING CHAPTER**

President: CW4 George B. Horan  
Secretary: CW2 Richard M. Mazur  
110 Members — Last Meeting: 11 August 1977



## The Presidents and the Secretaries of AAAA's 52 Chapter Activities

### **FORT BRAGG CHAPTER**

President: Colonel Emory W. Bush  
Secretary: Captain Joseph J. Pavero, Jr.  
186 Members — Last Meeting: 13 October 1977

### **FORT HOOD CHAPTER**

President: Colonel Bobby J. Maddox  
Secretary: Captain Richard L. Macey  
271 Members — Last Roster: 11 August 1977

### **FORT MONROE CHAPTER**

President: Lieutenant Colonel Paul Bankit  
Secretary: Lieut. Colonel Raymond F. Holleran  
56 Members — Last Meeting: 20 April 1977

### **FORT RILEY CHAPTER**

President: Lieutenant Colonel Edward M. Hogan  
Secretary: Captain David R. Ewing  
50 Members — Last Meeting: 29 June 1977

### **FORT SILL CHAPTER**

President: Lieutenant Colonel Daniel T. Madish  
Secretary: CW2 Lawrence A. Morgan  
124 Members — Last Meeting: 23 September 1977

### **FRANCONIA-MARNE CHAPTER [Germany]**

President: Lieut. Colonel Gerald E. Lethcoe, Jr.  
Secretary: CW3 David C. Thill  
89 Members — Last Meeting: 27 May 1977

### **GOLDEN GATE CHAPTER [San Francisco]**

President: Lieut. Colonel Donald R. Bausler  
Secretary: Captain Ronald R. Tamaccio  
56 Members — Last Meeting: 16 April 1977

### **GRAND CANYON CHAPTER [Ft. Huachuca]**

President: CW4 Edmundo M. Doblado  
Acting Sec'y: Lt. Col. Frederick R. Upton, USAR  
87 Members — Last Roster: 8 August 1977

### **HANAU CHAPTER [Germany]**

The Chapter is in the process of  
undergoing a reorganization/reactivation.  
74 Members — Last Roster: 7 September 1976

### **INDY CHAPTER [Indianapolis]**

President: Captain Wayne E. Overturf  
Secretary: Lieutenant Colonel John E. Freeman  
62 Members — Last Meeting: 8 May 1977

### **LEAVENWORTH AREA CHAPTER**

President: Lieut. Colonel Charles E. Robinson, Jr.  
Secretary: Captain Theodore J. Anderson  
97 Members — Last Meeting: 15 April 1977

### **LINDBERGH CHAPTER [St. Louis]**

President: Donald F. Luce  
Secretary: Ms. Matilda C. Rowlan  
275 Members — Last Meeting: 24 June 1977

### **LONE STAR CHAPTER [Austin, Tex.]**

CW4 Kenneth R. Pruitt  
Secretary: Major Robert R. Hinton  
57 Members — Last Meeting: 26 April 1977

### **MAINZ CHAPTER**

President: CW2 Lester R. Witmer  
Secretary: Mrs. S.J. Lewandowski  
100 Members — Last Meeting: 13 June 1977

### **MISSISSIPPI VALLEY CHAPTER [Davenport IA]**

President: CW4 Henry S. Luchner  
Secretary: Lieutenant Roy H. Ballinger  
61 Members — Last Meeting: 12 March 1977

### **MONMOUTH CHAPTER**

President: Colonel Darwin A. Petersen  
Secretary: Vincent C. O'Donnell  
191 Members — Last Meeting: 11 August 1977

### **MONTEREY BAY CHAPTER [Fl. Ord]**

President: Major John R. Quesenberry  
Secretary: CPT Russell J. Sanderson  
88 Members — Last Meeting: 21 August 1977

### **MORNING CALM CHAPTER [Seoul]**

President: Lieutenant Colonel Gerald Lord  
Secretary: Captain Daniel J. Petrosky  
100 Members — Last Meeting: 28 July 1977

### **MT. RAINIER CHAPTER [Fl. Lewis]**

President: Lieutenant Colonel James T. Stewart  
Secretary: To be elected.  
145 Members — Last Roster: 19 October 1976

### **NURNBERG CHAPTER [Germany]**

President: Captain Robert B. Eldridge  
Secretary: Captain Charles D. Richmond  
In process of activating a Chapter activity.





## The Presidents and the Secretaries of AAAA's 52 Chapter Secretaries

### PERSIA CHAPTER [Teheran]

President: Colonel Richard E. Stephenson  
Secretary: Lieut. Colonel Herman M. Orrell, III  
66 Members — Last Meeting: 9 June 1977

### PIKES PEAK CHAPTER [Fl. Carson]

President: Lieutenant Colonel John J. Spisak  
Secretary: Captain Steven E. Craver  
80 Members — Last Meeting: 29 June 1977

### RHINE VALLEY CHAPTER

President: Colonel Crawford Buchanan  
Secretary: Lieutenant Colonel John C. Stillman  
122 Members — Last Meeting: 21 September 1977

### ROCKY MOUNTAIN CHAPTER [Denver]

President: Lieut. Colonel Robert T. Young, Ret.  
Secretary: Captain Jerry W. Marshall  
44 Members — Last Meeting: 23 July 1977

### SCHWABISCH HALL CHAPTER [Germany]

President: Captain Kenneth E. Allen  
Secretary: SP5 Mary McKenna  
64 Members — Last Roster: 29 April 1977

### SHARPE ARMY DEPOT CHAPTER [Lathrop CA]

President: Colonel Roy L. Lockwood  
Secretary: To be elected.  
92 Members — Last Roster: 18 October 1976

### SOUTHERN CALIFORNIA CHAPTER [Los Angeles]

President: Carl D. Perry  
Secretary: Peter Schulz  
197 Members — Last Meeting: 29 August 1977

### STUTTGART CHAPTER [Germany]

President: CW4 Walter C. Handberry  
Secretary: CW2 James M. Davis  
133 Members — Last Meeting: 23 June 1977

### SUN BOWL CHAPTER [Fort Bliss]

President: Major Thomas J. Konitzer  
Secretary: Major John P. Kennedy  
92 Members — Last Meeting: 29 August 1977

### TAUNUS CHAPTER [Frankfurt]

President: Captain Roy E. Mann  
Secretary: Captain Lorane Green  
91 Members — Last Meeting: 29 September 1977

### TENNESSEE VALLEY CHAPTER [Huntsville AL]

President: Colonel James L. Tow  
Secretary: R.O. Wyne  
64 Members — Last Meeting: 22 September 1977

### WASHINGTON, D.C. CHAPTER

President: Colonel Jerry A. Simmons  
Secretary: Leonard D. Kulik  
525 Members — Last Meeting: 24 September 1977

## Army Aviation Hall of Fame 1974-1977 Inductees



Major Delbert L. Bristol, 1942-1949  
Brigadier General William B. Bunker, 1950-1959  
Colonel William W. Ford, Prior to 1942  
Major O. Glenn Goodhand, 1942-1949  
General Hamilton H. Howze, 1960-1969  
Major Charles L. Kelly, 1960-1969  
Sergeant First Class Lawrence E. Kennedy  
Arthur and Dorothy Kesten [Paired], 1950-1959  
Lt. General Harry W.O. Kinnard, 1960-1969  
Brigadier General Robert M. Leich, IGR  
Colonel William J. Maddox, Jr., 1960-1969  
Colonel Jack L. Marinelli, 1950-1959  
Lieutenant Colonel Spurgeon Neel, 1950-1959  
Colonel Robert H. Nevins, Jr.

Lieutenant General John Norton  
Chief Warrant Officer Michael J. Novosel, 1960-69  
Major John W. Oswald, 1942-1949  
Frank N. Piasecki, 1942-1949  
William T. Piper, Sr., Prior to 1942  
Chief Warrant Officer Johnnie R. Sandidge  
Colonel G.P. Seneff, Jr., 1950-1959  
Colonel Claude L. Shepard, Jr.  
Igor I. Sikorsky, Prior to 1942  
Brigadier General James C. Smith, 1960-1969  
Major J. Elmore Swenson, 1942-1949  
Colonel John J. Tolson, III, 1950-1959  
Colonel Jay T. Vanderpool  
Lt. Colonel Robert R. Williams, 1942-1949

# With Rockwell-Collins Adaptive Communication, NOE problems are no problem.

Nap-of-the-earth missions no longer have to present communication problems for the pilot, commander, or ground element. Not with the Rockwell-Collins Adaptive Communication System. This system exploits the ability of HF-SSB to talk non-line-of-sight. At the same time, pilot workload and fatigue are drastically reduced.

Here's how:

**Selective Calling** — Airborne and ground elements can address specific parties for two-way communications, with confirmed link indication.

**Muted Receiver** — Radio is squelched off until a discretely addressed message opens up the audio section. The pilot doesn't have to listen to a lot of background noise and unrelated conversations just to make sure he doesn't miss a call.

**Frequency Scanning** — The receiver

scans a group of preselected mission frequencies looking for incoming messages with its address. When the proper address is received, the scanning stops, the transmitter is tuned to the proper reply frequency and a confirming answer is transmitted.

Heart of the Rockwell-Collins Adaptive Commo is the 100-watt AN/ARC-174 HF-SSB Transceiver. When the Rockwell-Collins 628B-1 Combo VHF-UHF Radio is also aboard, the system can scan five bands (2-400 MHz) in a simplex or split frequency (or band) operation — a definite plus in an EW environment.

For more information, contact: Telecommunications Products Marketing, Collins Government Telecommunications Group, Rockwell International, Cedar Rapids, Iowa 52406. Phone: 319/395-2200.



See Rockwell-Collins Adaptive Commo demonstrated at the AUSA Show, Booth 172.



**Rockwell  
International**







## 1977 AAAA Industry Member Firms and Designated Representatives

### Avco Lycoming Division

Richard B. LeMar, Stratford CT; L.H. Sample, Washington, D.C.

### Beech Aircraft Corporation

Roy H. McGregor, Wichita KS; William G. Rutherford, Washington, D.C.

### Bell Helicopter Textron

Phil C. Norwine, Hurst TX; Warren T. Rockwell, Washington, D.C.

### The Boeing Company

Dr. R.L. Brock, Seattle, WA; Richard W. Taylor, Washington, D.C.

### Boeing Vertol Company

W. Thomas H. MacNew, Philadelphia, PA; Brig. Gen. O. Glenn Goodhand, Ret., Washington, D.C.

### Canadian Marconi Company

L. Leveille and E. Spinner, Montreal.

### Cessna Aircraft Company

K.W. Whisler, Wichita, KS; J.J. Pohlen, Washington, D.C.

### Chandler Evans, Inc.

Leo J. Shannon & A.M. Mazur, West Hartford, CT.

### Collins Avionics Division

W.C. Strathern, Cedar Rapids, Iowa; Robert L. Severns, Arlington, VA

### Consolidated Controls Corporation

Joseph A. Fontana, El Segundo, CA

### de Havilland Aircraft of Canada, Ltd.

Russ Bannock, Downsview, Ontario; Joseph L. Gude, Washington, D.C.

### Detroit Diesel Allison Division

R.A. Pejeau, Washington, D.C.

### Doss Aviation, Inc.

Robert M. Snowberger, Ft. Rucker AL

### Dynallectron Corporation

Dan R. Bannister, Washington, D.C.; Jack Vestal, Ft. Worth, TX

### Emerson Electric Company

Merle Engle, St. Louis, MO; Jerry Reider, Washington, D.C.

### E-Systems, Inc.

John W. Dixon, Dallas, TX; Robert C. Smith, Arlington, VA

### Ford Aerospace & Commun. Corp.

Ronald K. Ressler and E.S. Iverson, Newport Beach, CA

### General Dynamics Corporation

John P. Maguire, St. Louis, MO; J.A. Robertson, Washington, D.C.

### General Electric Company

William J. Crawford, III, West Lynn, MA; Robert H. Harris, Wash., D.C.

### Global Chemical Systems Inc.

E. Brad Atwood, Gardena, CA

### Grumman Aerospace Corporation

John A. Kendrick and Joel Dimaggio, Bethpage, L.I., NY

### Howell Instruments, Inc.

E.H. Arbuckle, Ft. Worth, TX

### Hughes Aircraft Company

Charles Z. Becker, Culver City, CA; Nicholas Rayne, Washington, D.C.

### Hughes Helicopters Division

Carl D. Perry, Culver City, CA; George D. Iverson, Washington, D.C.

### Hydraulic Research Textron

L.A. Drazin, Valencia, CA

### Kaman Aerospace Group

John D. Minnaugh, Bloomfield, CT

### Litton Systems, Inc.

C.A. Christofferson, Woodland Hills, CA; Henry A. Paladino, Wash., D.C.

### Martin Marietta Aerospace

John S. Bright, Orlando, FL; Harold G. Swallow, Bethesda, MD

### Northrop Corporation

W.H. Habblett, Los Angeles, CA; Victor Bray, Arlington, VA

### Northrop Worldwide Acft Service

John D. Foy, Lawton, OK; John Tranter, Ft. Rucker, AL

### Rockwell Missile Systems Division

Dr. J.F. Reagan, Anaheim, CA; F. Paraskos, Columbus, OH

### Singer Company

J. Gilbert Nettleton and J.W. Barr, Washington, D.C.

### Solar Division

Frank Iannolo, San Diego, CA; L. L. L. Kearns, Washington, D.C.

### Teledyne McCormick Selph

Frank B. Pollard and George D. K. Hollister, CA

### United Technologies Corporation

Robert J. Torok, Stratford, CT; gene J. Tallia, Washington, D.C.

### SUSTAINING MEMBERS

#### Air Assault Chapter, Ft. Campbell

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##### Jackson's Big Star

##### McDonald's of Clarksville

#### PLANTER'S BANK & TRUST CO.

##### Taylor Motor Sales

#### Connecticut Chapter

#### DON SAPPERN & COMPANY

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#### HEMINWAY CORPORATION

##### Mercury Press

#### Monterey Bay Chapter, Ft. Ord,

##### SILVER STAR MOTORS, INC.

#### Washington, D.C. Chapter

##### G.W. "Wally" Adamson, Realtor





## Who helps pilots talk to ground forces?

Over 4,000 Memcor AN/ARC-114A airborne transceivers provide the reliable, clear communications essential to coordinating air support with ground troop activity. The unit operates over a 30.00 to 75.95 Mhz frequency range. For higher frequency ranges, you will want to look at Memcor's AN/ARC-115A transceiver which operates at 116.00 to 149.97 Mhz.

Both units are extremely compact and lightweight, making them ideal for use in all light observation aircraft. They are scheduled for installation in the newly developed Advanced Attack Helicopter, the Utility Tactical Transport Aircraft System, and the F-16 fighter.

Memcor, a division of E-Systems, Inc., is the world's largest producer of high quality tactical radios and interface accessories. Because Memcor holds current U.S. Army contracts, it can offer all customers the most current design configuration. For more information on how Memcor can meet your tactical radio needs, contact E-Systems, Inc., Memcor Division, P.O. Box 549, Huntington, Indiana 46750. (219) 356-4300.



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See our  
exhibit at  
AUSA, Booth  
136-138.



**E-SYSTEMS**

Memcor Division



## Leadership, Government, and Standing Committee Structure of AAAA

### GOVERNMENT

The leadership and control of the Army Aviation Association rests with the officers of its 52 Chapter, three Regional, and single National Executive Boards.

Establishing broad AAAA policy and implementing Association-wide programs, the 47-member National Executive Board [For make-up, see page 18] meets three to four times a year with several of the meetings being held at the Regional Convention sites. Its constituency includes military, DAC, Reserve Component, industry, and civilian representation, and covers all categories and ranks and grades of membership.

Chaired by National Executive Board members, the fifteen major AAAA standing committees bring additional members and expertise into the governing process.

Composed of four to nine members each, the National Board subcommittees cover Awards,

By-Laws, Convention, DAC, Enlisted, Fiscal, Hall of Fame, Industry, Membership Enrollment, Policy, Regional Activities, Reserve Components, Scholarship Award, and Warrant Officer Affairs. An Executive Committee of 17-20 members meets on call on specific program areas.

More than 200 local area Chapter meetings are held annually under a By-Law quarterly meeting requirement. AAAA's USAREUR Region has held 17 Regional Conventions since 1961; a Fifth [Area Area] Regional Convention was held in 1974 and 1976 with the 1977 Convention being held this past April in St. Louis.

The First Region has held successive conventions at Atlanta, Williamsburg, and Nashville, the latter gathering being held on 25-27 August 1977.

A Sixth Region covering the Sixth Army Area may be activated during the October-December, 1977 period, and hold its first Regional Convention in 1978.



### ARMY AVIATION ASSOCIATION

1 Crestwood Road, Westport, Conn. 06880



I wish to join the Army Aviation Ass'n of America [AAAA]. My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and the purposes of AAAA. I understand that the annual membership includes a subscription to the AAAA-endorsed magazine, ARMY AVIATION, and that my membership starts on the subsequent 1st of the month.

Note: A home address is suggested, if one's military or firm address exceeds 25 characters.

<input type="text"/>	<input type="text"/>	<input type="text"/>
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RANK FIRST NAME LAST NAME

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STREET ADDRESS

<input type="text"/>	<input type="text"/>	<input type="text"/>
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CITY STATE ZIP

#### List your AAAA Professional Qualification

- | Government                                 | Non-Government*                          |
|--|--|
| <input type="checkbox"/> USA Active Duty   | <input type="checkbox"/> Manufacturing*  |
| <input type="checkbox"/> DA Civilian*      | <input type="checkbox"/> Small Business* |
| <input type="checkbox"/> Army Nat'l Guard* | <input type="checkbox"/> Retailing*      |
| <input type="checkbox"/> Army Reserve*     | <input type="checkbox"/> Consultant*     |
| <input type="checkbox"/> Army Retired*     | <input type="checkbox"/> Professional*   |
| <input type="checkbox"/> Other Services    | <input type="checkbox"/> Other*          |

\*Nat'l Office will request add'l information.

#### AAAA ANNUAL DUES

New & Renewal Dues for other than below:  
☐ 1 Yr, \$12- ☐ 2 Yr, \$23- ☐ 3 Yr, \$33.50  
 New & Renewal Dues for Enlisted; GS-6 & below; and Wage Board 12 DACs & below:  
☐ 1 Yr, \$8- ☐ 2 Yr, \$15- ☐ 3 Yr, \$22  
 This is the only application form accepted by the AAAA. It may be reproduced locally.



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## 1977 AAAA National Convention Professional-Social Program



LTG Williams



BG Canedy



R.P. Alex



MG Khosrowdad



P.C. Norwine

FRIDAY, 14 OCTOBER 1977  
[Stouffer's National Center Hotel]

0900-1830  
Registration & Ticket Sales. Sign in at the  
Convention hotel ..... Charleston Room

0900-1200  
AAAA Nat'l Executive Board Business Meeting.  
First Session ..... Decatur Room

1200-1330  
Nat'l Executive Board Luncheon. NEB Wives  
are welcome to attend..... Dewey I Room

1430-1600  
Chapter Affairs Workshop. MG Alton G. Post,  
Pres., First Region, Chairman. For Chapter  
Delegates and Members ..... Decatur Room

1600-1630  
General Membership Business Meeting.  
Nat'l elections, proposals .... Decatur Room

1700-1800  
'77 Cub Club Reunion .... AAAA Conf. Room

1800-2100  
Early Birds' Reception ..... Farragut Room

NOTE: Membership Luncheon and Honors  
Dinner head count guarantees must be  
made by 1830 hours, Friday, 14 October.  
Other than possible last-minute 'turn-ins,'  
tickets for either function will not be avail-  
able on Saturday, 15 October .. Plan ahead!

SATURDAY, 15 OCTOBER 1977  
[All functions at the Stouffer facility]

0800-1200  
Registration. Ticket sale, if available (See



J. Diamond



N.B. Hirsch

"Note" this page) ..... Charleston Room

0805-1150  
Professional Program ..... Morning Session  
Chesapeake Hall (Lobby Level)

"THE CHALLENGES AHEAD"  
BG Charles E. Canedy, Deputy Director of  
Requirements and Army Aviation Officer,  
ODCSOPS, Department of the Army, and  
Chairman, Presentations Subcommittee,  
1977 AAAA National Convention

0800-0805  
Welcome & Introduction by LTG Robert R.  
Williams, Ret., National President, AAAA

0805-0840  
"The DA Army Aviation Officer's Report"  
by BG Charles E. Canedy

0840-0900  
Program Break ..... Refreshments

0900-1100  
"Sovetskiye Vertolyoty i Prinadleshaschiye  
Sistemy Vooruzheniya." Speaker: Ralph P.  
Alex, President, Commission Internationale  
Giraviacion, Federation Internationale Aero-  
nautique

0930-1100  
AAAA Ladies' Coffee. Mrs. Robert R. Wil-  
liams and Mrs. O. Glenn Goodhand will  
serve as co-hosts ..... Fantail Lounge

1000-1050  
"The Importance of Iranian Military in Pro-  
tecting the Persian Gulf." Speaker: Maj.



J. Faulk



LTG Shoemaker





## 1977 AAAA National Convention Speakers, Subjects, Functions

Gen. Manoochehr Khosrowdad, Director of Imperial Iranian Army Aviation

### 1050-1150 PANEL PRESENTATION

"Increased Survivability & Decreased Detectability for Future Helicopters." Panel Moderator: Brig. Gen. Charles E. Canedy

#### Panel Members:

Philip C. Norwine, V.P., Government Marketing, Bell Helicopter Textron

Jack Diamond, Director of Product Development, Boeing Vertol Company

Norman B. Hirsh, Deputy Program Director, AAH, Hughes Helicopters Division

James Faulk, Manager, Systems Engineering Blackhawk Program, Sikorsky Aircraft Div.

### 1200-1230 REFRESHMENTS

Served in Promenade ... Admiralty Ballroom 1230-1420

AAAA General Membership Luncheon. National and Chapter Awards; Presentation to "Army Controller of Year" and "Outstanding ATC Unit of Year" ... Admiralty Ballroom

### 1430-1630 PANEL PRESENTATION

(Chesapeake Room — Lobby Level)

"How Can the U.S. Army Respond to the Challenge?" Panel Moderator: Lt. General Robert M. Shoemaker, Deputy Commander, U.S. Army Forces Command

#### Panel Members:

Maj. Gen. Manoochehr Khosrowdad, Director of Imperial Iranian Army Aviation

Maj. Gen. James C. Smith, Commander, U.S. Army Aviation Center & Ft. Rucker

Maj. Gen. Story C. Stevens, Commander, U.S. Army Aviation R&D Command

Brig. Gen. Charles E. Canedy, Deputy Director of Requirements, ODCSOPS, and Army Aviation Officer, Department of the Army

Brig. Gen. Benjamin E. Doty, Director, Officer Personnel Directorate, MILPERCEN

Brig. Gen. John W. Woodmansee, Assistant Deputy Chief of Staff for Combat Development, USA Training & Doctrine Command

1630-1635

Closing Remarks by Lt. Gen. Shoemaker, Panel Moderator, and Brig. Gen. Canedy, Presentations Subcommittee Chairman

1900-2000

### 1977 AAAA HONORS DINNER RECEPTION

Formal Dress ..... Chesapeake Hall (Lobby Level)

2000-0100 Admiralty Ballroom

### 1977 AAAA HONORS DINNER AND DANCE

The Presentation of AAAA's Five 1977 National Awards by

General Frederick J. Kroesen

Commander, U.S. Army Forces Command

General Donn A. Starry

Commander, U.S. Army Training and Doctrine Command

The Honorable Howard E. Haugerud

President, McClellan Memorial Foundation

General John R. Guthrie

Commander, U.S. Army Development, Acquisition and Readiness Command

The Honorable Walter B. LaBerge

Under Secretary of the Army

SUNDAY, 16 OCTOBER 1977

(All functions will be held at the Stouffer facility)

1030-1100

Nat'l Executive Board Business Meeting. Review of 1977-1978 Planning Calendar/NEB Meetings ..... AAAA Conference Room

1100-1300

The Diehards' Brunch. A "Bunch Munch" and run. Bloody Marys, music, and much more ..... Fantail Lounge



MG Smith



MG Stevens



BG Doty



BG Woodmansee



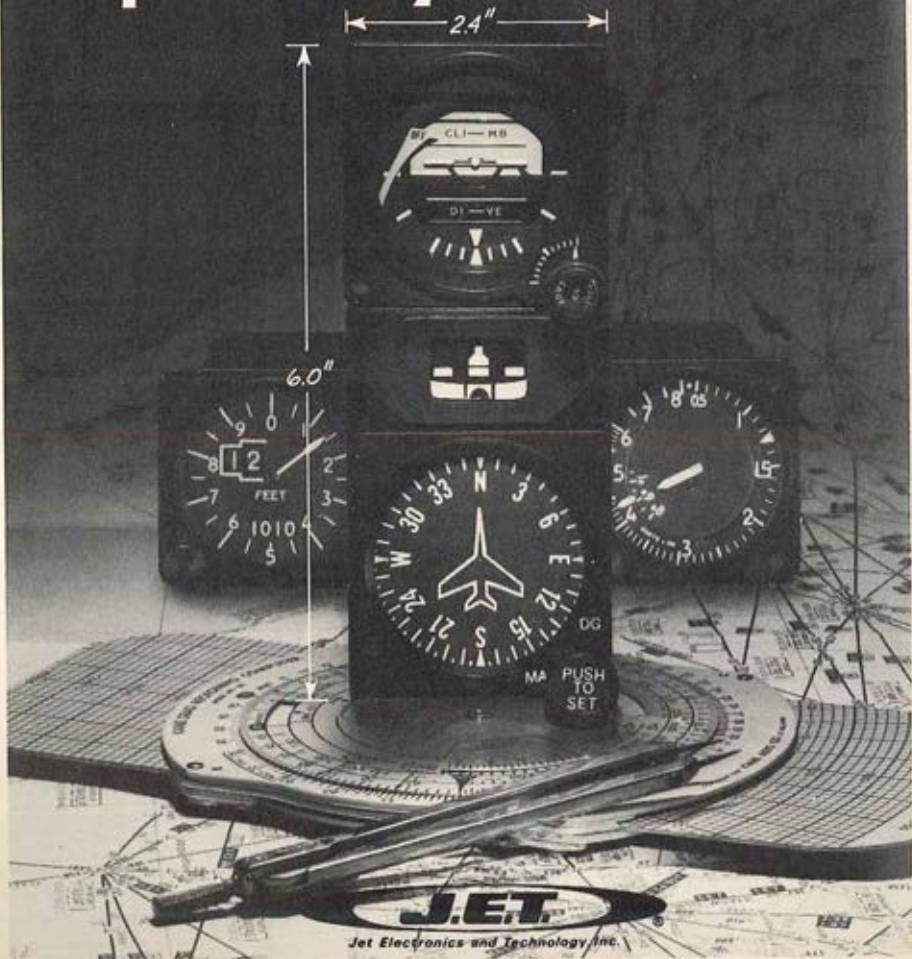
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## The Individual and Unit Winners of 1977 AAAA National Awards



LTC Dolin

### OUTSTANDING AVIATION UNIT OF THE YEAR AWARD

Established by the Army Aviation Association of America  
and sponsored by the Hughes Helicopters Division  
and presented in 1977 to Fort Hood's

7th Squadron [Attack Helicopter], 17th Cavalry, 6th Cavalry Brigade [Air Combat]  
and accepted for the unit by

Lt. Col. Garry F. Dolin and First Sergeant Leon S. Wozniak

\*\*\*

### OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD

Sponsored by the Army Aviation Association of America  
and presented in 1977 to Grand Prairie, Texas's  
300th Aviation Company [Assault Helicopter][USAR]  
and accepted for the unit by

Major Jerry Stokely and First Sergeant Jack Powell

\*\*\*

### JAMES H. McCLELLAN AVIATION SAFETY AWARD

Established to honor the memory of James H. McClellan, an Army  
Aviator who was killed in a civil aviation accident on July 22, 1958,  
sponsored by the McClellan Memorial Foundation, and presented to

Major Arthur M. Mountcastle

HHC, 101st Aviation Group, 101st Airborne Division (Air Assault)  
Fort Campbell, Kentucky

\*\*\*

### ARMY AVIATOR OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America  
and presented in 1977 to

Chief Warrant Officer [W2] Randy F. Dyer

155th Aviation Company (Attack Helicopter), Fort Ord, Calif.

\*\*\*

### AVIATION SOLDIER OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America  
and presented in 1977 to

Specialist Five Charles W. Ball

146th Medical Detachment (Hel Amb), West Virginia-ARNG



MAJ Stokely



ISG Powell



MAJ Mountcastle



CW2 Dyer



SP5 Ball



MG Mohr



101st Abn Div



## Distinguished Head Table Guests at the 1977 AAAA Awards Dinner

Sergeant Major William G. Bainbridge, Sergeant Major of the Army  
Specialist Five Charles W. Ball, "Aviation Soldier of the Year"  
Lieutenant General Allen M. Burdett, Jr., Commander, Fifth U.S. Army  
Brigadier General Charles E. Canedy, Deputy Director of Requirements and  
Army Aviation Officer, ODCSOPS, Department of the Army  
Joseph P. Cribbins, Special Assistant for Aviation Logistics, ODCSLOG  
Lieutenant General Eugene J. D'Ambrosio, Deputy Commander for Materiel Readiness, DARCOM  
Lieutenant Colonel Garry F. Dolin, 7th Squadron (Attack Helicopter), 17th Cavalry  
Chief Warrant Officer [W2] Randy F. Dyer, "Army Aviator of the Year"  
General John R. Guthrie, Commander, Development, Acquisition and Readiness Command  
Honorable Howard E. Haugerud, President, McClellan Memorial Foundation  
Chaplain [Major General] Orris E. Kelly, Chief of Chaplains, United States Army  
Arthur H. Kesten, Executive Vice President, Army Aviation Association  
General Frederick J. Kroesen, Commander, United States Army Forces Command  
Honorable Walter B. LaBerge, Under Secretary of the Army  
Brigadier General Robert M. Leich, IGR, Chairman, AAAA National Awards Committee  
Honorable John L. McClellan, United States Senate  
Major General Henry Mohr, Chief of Army Reserve  
Major Arthur M. Mountcastle, "James H. McClellan Award" Winner  
Honorable Percy Pierre, Assistant Secretary of the Army (R&D)  
Major General Alton G. Post, Commander, USA Transportation Center & Fort Eustis  
First Sergeant Jack Powell, 300th Aviation Company (Assault Helicopter)  
Lieutenant General Robert M. Shoemaker, Deputy Commander, U.S. Army Forces Command  
Major General James C. Smith, Commander, USA Aviation Center & Fort Rucker  
General Donn A. Starry, Commander, U.S. Army Training & Doctrine Command  
Major General Story C. Stevens, Commander, USA Aviation Research & Development Command  
Major Jerry Stokely, 300th Aviation Company (Assault Helicopter)  
Major General Richard H. Thompson, Commander, USA Troop Support and  
Aviation Materiel Readiness Command  
Lieutenant General Robert R. Williams, USA [Ret.], President, Army Aviation Association  
First Sergeant Leon S. Wozniak, Senior NCO, 7th Squadron (Atk Hel), 17th Cavalry  
(List as at September 20 — Subject to Additional Change)







## The 1977 AAAA Awards Dinner Program and Presenters

Welcome and Introduction of Head Table Guests  
**Lieutenant General Robert R. Williams, USA (Ret.)**

\*\*\*

Invocation  
**Chaplain [Major General] Orris E. Kelly**  
Chief of Chaplains, United States Army

\*\*\*

Presentations  
"Outstanding Aviation Unit Award"  
presented by  
**General Frederick J. Kroesen**  
Commander, United States Army Forces Command

\*\*\*

"Outstanding Reserve Component Aviation Unit Award"  
presented by  
**General Donn A. Starry**  
Commander, United States Army Training and Doctrine Command,  
as assisted by  
**Major General Henry Mohr**  
Chief of Army Reserve, Department of the Army

\*\*\*

"Army Aviator of the Year Award"  
presented by  
**General John R. Guthrie**  
Commander, Development, Acquisition and Readiness Command

\*\*\*

"James H. McClellan Aviation Safety Award"  
presented by  
**Honorable Howard E. Haugerud**  
President, McClellan Memorial Foundation

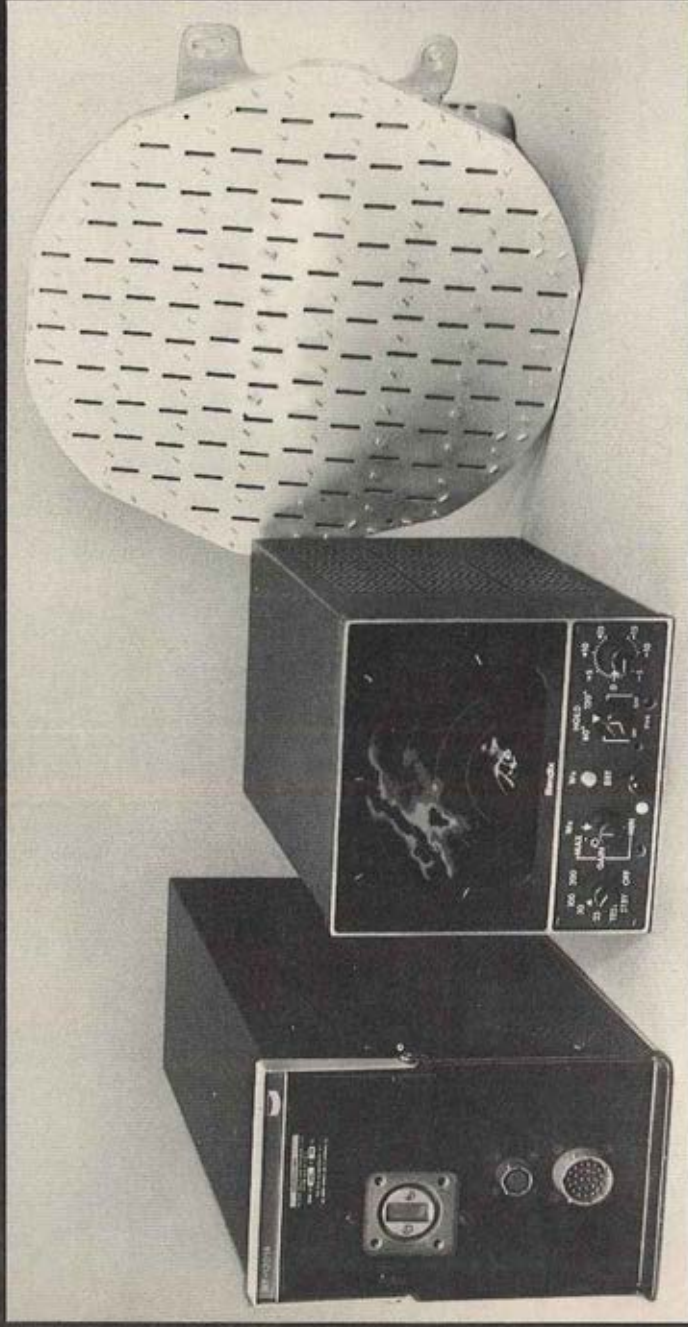
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"Aviation Soldier of the Year Award"  
presented by the  
**Honorable Walter B. LaBerge**  
Under Secretary of the Army

\*\*\*

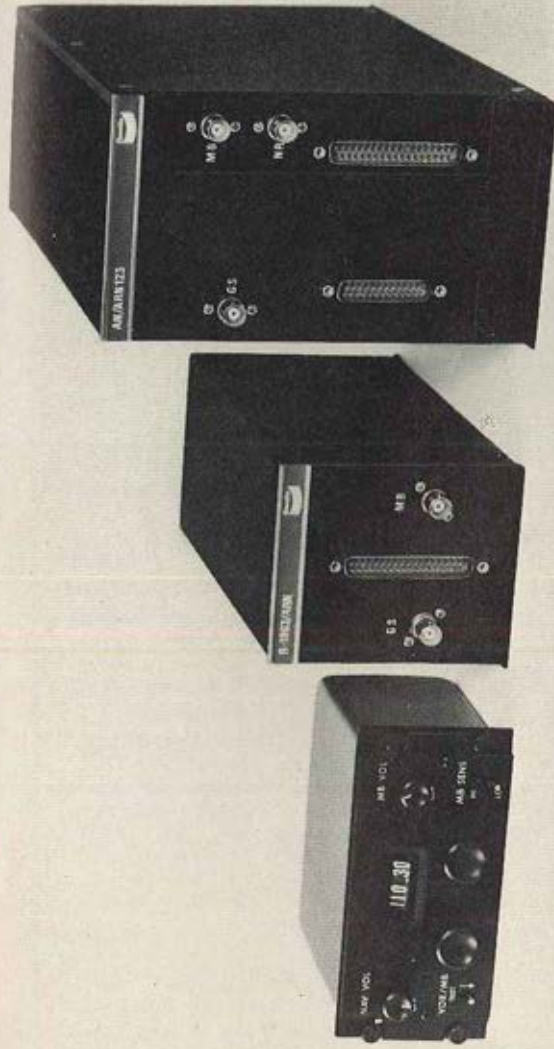
Benediction  
**Chaplain [Major General] Orris E. Kelly**

# Bendix Avionics Systems. Off-the-shelf for the U.S. Army.



RDR-1200 Weatheravoidance... a proven, digital-memory-display weather avoidance radar system is already being ordered for the C-12 and is available for other twins.





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result of commercial and FAA requirements.

For further information, contact: Mr. H. H. Nessel, The Bendix Corporation, Avionics Division, P.O. Box 9414, Fort Lauderdale, Florida 33310.





## The 1959-1977 "Aviator" and "Aviation Soldier of the Year" Awardees

### ARMY AVIATOR OF THE YEAR AWARD

- 1959—Captain James T. Kerr, USA Transportation Test & Support Activity, Ft. Rucker, AL
- 1960—Chief Warrant Officer Clifford W. Turvey, U.S. Army Aviation Test Board, Ft. Rucker, AL
- 1961—Chief Warrant Officer Michael J. Madden, U.S. Army Transportation Board, Ft. Eustis, VA
- 1962—Captain Leyburn W. Brockwell, Jr., Headquarters, XVIII Airborne Corps, Ft. Bragg, NC
- 1963—Captain Emmett F. Knight, 57th Aviation Company, USARV
- 1964—Major Marquis D. Hilbert, John F. Kennedy Center for Special Warfare, Ft. Bragg, NC
- 1965—Major Paul A. Bloomquist, 57th Medical Detachment (Helicopter Ambulance), USARV
- 1966—Captain James A. Scott, III, 219th Aviation Company, USARV
- 1967—Chief Warrant Officer Jerome R. Daly, 121st Aviation Company, USARV
- 1968—Captain Robin K. Miller, 114th Assault Helicopter Company, USARV
- 1969—Major Patrick H. Brady, 54th Medical Detachment (Helicopter Ambulance), USARV
- 1970—Chief Warrant Officer John I. O'Sullivan, 174th Aviation Company, USARV
- 1971—Lieutenant Colonel Robert B. Molinelli, 2d Sdn, 17th Cav, 101st Abn Div (Airmobile)
- 1972—Captain Ronald A. Radcliffe, F Troop, 4th Cavalry, 1st Aviation Brigade, USARV
- 1973—Major Theodore J. Dolloff, Co D, 227th Aviation Battalion, 1st Cav Div, Ft. Hood, TX
- 1974—Chief Warrant Officer Norman E. York, 71st Aviation Co (Assault Helicopter), APO NY
- 1975—Major Eugene L. Richardson, HHD, Military Bureau, Maine Army National Guard
- 1976—Chief Warrant Officer Robert R. Hawkins, 7th Sqn (Atk Hel), 17th Cav, Ft. Hood, TX
- 1977—Chief Warrant Officer Randy F. Dyer, 155th Aviation Company (Atk Hel), Ft. Ord, CA

### BACKGROUND

Sponsored by the AAAA, this Award is made annually to the Army Aviator who has made an outstanding individual contribution to Army Aviation during the previous calendar year.

### AVIATION SOLDIER OF THE YEAR AWARD

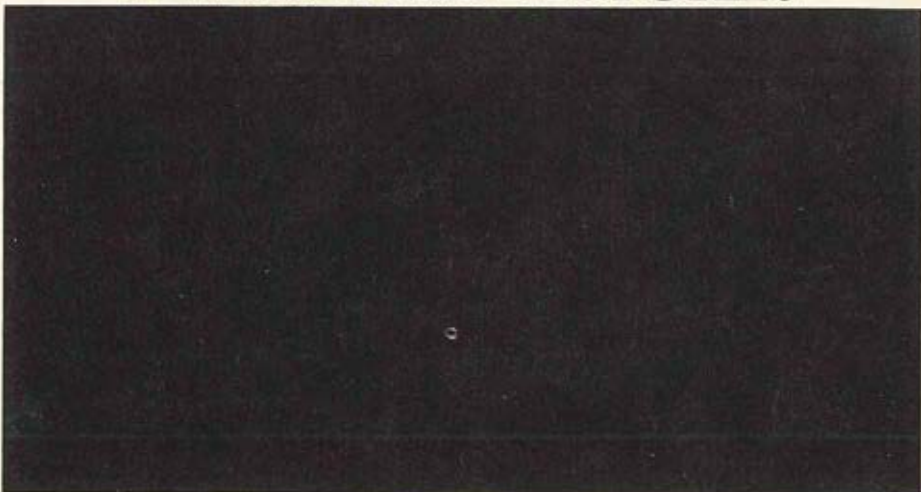
- 1961—Master Sergeant Robert R. Young, Airfield Operations Command, Ft. Rucker AL
- 1962—Specialist First Class James C. Dykes, 225th Signal Detachment, USARV
- 1963—Sergeant First Class James K. Brock, First Aviation Company (Caribou), USARV
- 1964—Sergeant First Class Robert M. George, Utility Tactical Transport Company, USARV
- 1965—Master Sergeant Cyril G. Manning, 13th Aviation Battalion, USARV
- 1966—Sergeant First Class Donald A. MacNevin, 114th Aviation Company, USARV
- 1967—Specialist Fifth Class Dennis L. Faló, 1st Cavalry Division Airmobile, USARV
- 1968—Sergeant First Class Jesse J. Dodson, Jr., 405th Transportation Maintenance Det, USARV
- 1969—Sergeant First Class William R. Baum, 122nd Maint Battalion, 3d Armored Div, USAREUR
- 1970—Specialist Fifth Grade Dennis L. Jantz, 240th Aviation Company (Aslt Hel), USARV
- 1971—Specialist Fifth Class Dennis M. Fujii, 237th Medical Det (Air Ambulance), USARV
- 1972—Specialist Fifth Class Richard G. Hatch, 3rd Brigade, 1st Cavalry Division (Airmobile)
- 1973—Sergeant First Class Robert H. Vaughan, 4th Bn (AFA), 77th FA, 101st Abn Div (Ambl)
- 1974—Sergeant First Class Robert J. Coleman, C Co, 159th Avn Co (ASH), 101st Abn Div (Ambl)
- 1975—Specialist Fifth Class Gregory J. Maurakis, B Co, 101st Avn Bn, 101st Abn Div (Ambl)
- 1976—Master Sergeant John R. Montgomery, USA Aviation Precision Demonstration Team
- 1977—Specialist Fifth Class Charles W. Ball, 146th Med Det (Hel Amb), West Virginia-ARNG

### BACKGROUND

Sponsored by the AAAA, the Awards is made annually to the enlisted man serving in an Army Aviation assignment who has made an outstanding individual contribution to Army Aviation during the previous calendar year. The Secretary of the Army normally presents this Award at the AAAA National Convention.



# HOW MANY HOSTILE TANKS ARE IN THIS PICTURE?



The ability to answer that question could mean the difference between victory and defeat. With the Warsaw Pact's numerical superiority in tanks—more than 2-1/2 to 1 by most reliable estimates—and with its emphasis on night training, it is essential that NATO have a capability for detecting and identifying armored vehicles at stand-off ranges during daylight and at night.

For the U.S. Army Advanced Attack Helicopter (AAH), Martin Marietta is developing a completely passive day/night Target Acquisition and Designation System (TADS) that functions at zero light level even in rain, snow, or smoke where other systems fail. Working in conjunction with the Pilot Night-

Vision System (PNVS), these two systems enable AAH crews to maneuver and acquire targets. Once acquired, targets can be tracked manually or automatically for autonomous attack with AAH guns, rockets, or Hellfire missiles. The laser designator in TADS may also be used to designate targets for remote attack by other AAHs with Hellfire or by artillery units firing the laser-guided projectile, Copperhead.

How many hostile tanks are in that picture? The AAH crew will know.

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## The 1960-1979 AAAA "Outstanding Aviation Units of the Year"

### OUTSTANDING AVIATION UNIT OF THE YEAR

- 1960—First Reconnaissance Squadron [Sky Cavalry], 2nd U.S. Army Missile Command [Med], LTC Robert F. Tugman, Commander
- 1961—937th Engineer Company [AVN] [IAGS], LTC Jack W. Ruby, Commander
- 1962—45th Transportation Bn [Helicopter], LTC Howard B. Richardson, Commander
- 1963—U.S. Army Utility Tactical Transport Company, MAJ Ivan L. Slavich, Commander
- 1964—11th Air Assault Division and attached 10th Air Transport Brigade, MG Harry W.O. Kinnard and COL Delbert L. Bristol, Commanders
- 1965—13th Aviation Battalion, LTC Jack V. Mackmull and LTC J.Y. Hammack, Co-Commanders
- 1966—1st Cavalry Division [Airmobile], MG Harry W.O. Kinnard, Commander, and SGM Kenneth W. Cooper, Senior NCO
- 1967—1st Aviation Brigade, MG G.P. Seneff, Jr., Commander, and Brigade SGM Douglas W. Sims, Senior NCO
- 1968—52nd Combat Aviation Battalion, LTCs Raymond G. Lehman, Jr., Edward P. Lukert, Jr., and Paul C. Smithey, Co-Commanders, and SGM Ernest J. Winters, Senior NCO
- 1969—25th Aviation Battalion, 25th Infantry Division, LTC Kenneth J. Burton, Commander, and CSM William H. Bennett, Senior NCO
- 1970—101st Airborne Division [Airmobile], LTG Melvin Zais and LTG John M. Wright, Jr., Co-Commanders, and CSM Robert A. Young and William T. Mixon, Co-Senior NCOs.
- 1971—1st Squadron, 9th Cavalry, 1st Cavalry Division [Airmobile], COL Robert H. Nevins, Commander, and CSM John F. Adams, Jr., Senior NCO
- 1972—F Battery, 79th Field Artillery, 3rd Brigade, MAJ Lawrence F. McKay, Jr., Commander, and SFC Lionel S. McDonald, Senior NCO
- 1973—227th Aviation Battalion, 1st Cavalry Division, LTC Frank L. Henry, Commander, and CSM James W. Reed, Senior NCO
- 1974—155th Aviation Company [Atk Hel], MAJ Kermit E. Larson, Jr., Commander, and SFC Ray M. Teer, Senior NCO

- 1975—210th Aviation Battalion [USARCARIB], LTC Joseph R. Koehler, Commander, and CSM Stephen M. Cole, Senior NCO
- 1976—334th Aviation Co [Atk Hel], USAREUR, MAJ Gary F. Ramage, Commander, & 1SG Charles Lewis, Senior NCO
- 1977—7th Squadron [Atk Hel], 17th Cavalry, 6th Cavalry Brigade [Air Combat], LTC Gary F. Dolin, Commander, and 1SG Leon S. Wozniak, Senior NCO

### OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD

- 1970—1105th Aviation Company [Assault Helicopter], Iowa-ARNG, MAJ Robert C. Cummings, Commander; 1SG Arnold J. Newsum, Senior NCO
- 1971—24th Medical Company [Air Ambulance], Nebraska-ARNG, MAJ Roger W. Fosbender, Commander; 1SG Andrew M. Alexander, Senior NCO
- 1972—997th Aviation Company [Assault Helicopter], Arizona-ARNG, MAJ James H. Cowan, Commander; 1SG Dale S. Swensen, Senior NCO
- 1973—307th Aviation Company [Heavy Helicopter], Alabama-ARNG, MAJ Arthur E. Fleet, Commander; 1SG John F. Hoskins, Senior NCO
- 1974—445th Aviation Company [Assault Helicopter], Oklahoma-ARNG, MAJ Karl M. Frank, Commander; 1SG Kenneth Inman, Senior NCO
- 1975 536th Aviation Company [Assault Support Helicopter], Texas-ARNG, MAJ Joe E. Harry, Commander, 1SG Joseph R. Kimball, Senior NCO
- 1976—1042nd Military Intelligence Co [Aerial Surveillance], Oregon-ARNG, MAJ Loren W. Franke, Commander, and 1SG Donald MacPherson, Senior NCO
- 1977—300th Aviation Company [Assault Helicopter], Texas-USAR, MAJ Jerry Stokely, Commander, and 1SG Jack Powell, Senior NCO

### BACKGROUND

Sponsored by the AAAA, this Trophy is presented annually to the Reserve Component aviation unit that has made an outstanding contribution to Army Aviation over and above the normal mission assigned to the unit during the previous calendar year.



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## The 1959-1977 Winners of AAAA's "James H. McClellan Aviation Safety Award"

- 1959—Major Arne H. Eliasson, Aviation Safety Division, Hq. Seventh Army, APO New York
- 1960—Colonel John L. Inskeep, Co-Winner, USA Primary Helicopter School, Ft. Wolters, TX
- 1960—Raymond L. Thomas, Co-Winner, Southern Airways Co. (Contract Opns)
- 1961—The James H. McClellan Aviation Safety Award was not presented in 1961.
- 1962—Colonel Spurgeon H. Neel, Jr., U.S. Army Hospital, Ft. Rucker, AL
- 1963—Colonel James F. Wells, U.S. Army Board for Avn Accident Research, Ft. Rucker, AL
- 1964—Colonel Conrad L. Stansberry, Headquarters, U.S. Army, Europe, APO New York
- 1965—Ralph B. Greenway, Army Aviation Directorate, OACSFOR, Department of the Army
- 1966—Gerard M. Bruggink, U.S. Army Board for Aviation Accident Research, Ft. Rucker, AL
- 1967—Captain Gary R. Ramage, 228th Assault Helicopter Battalion, USARV
- 1968—Francis P. McCourt, U.S. Army Aviation Laboratories, Ft. Eustis, VA
- 1969—Colonel Russell P. Bonasso, U.S. Army Board for Avn Accident Research, Ft. Rucker, AL
- 1970—Colonel Robert W. Bailey, U.S. Army Aeromedical Research Laboratory, Ft. Rucker, AL
- 1971—Colonel Eugene B. Conrad, U.S. Army Board for Avn Accident Research, Ft. Rucker, AL
- 1972—Brigadier General William W. Spruance, Air National Guard, Wilmington, DE
- 1973—Chief Warrant Officer Ralph S. Park, 155th Aviation Company (Atk Hel), Ft. Ord, CA
- 1974—Captain Charles F. Nowlin, U.S. Army Agency for Aviation Safety, Ft. Rucker, AL
- 1975—Chief Warrant Officer George L. Allen, Simmons Army Airfield, Ft. Bragg, NC
- 1976—Chief Warrant Officer Alfred J. Cargen, Ret., Hq. Fifth U.S. Army, Ft. Sam Houston, TX
- 1977—Major Arthur M. Mountcastle, 101st Avn Group, 101st Abn Div (Air Aslt), Ft. Campbell, KY



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Delegate Underwriting and Participation at all National Conventions.  
Discounts on Military & Aerospace Books.  
Rapid Publication of Official Actions that pertain to the Affairs of Enlisted Specialists.  
Film Library with Industry Film Updates.  
Five-Year Membership Pins  
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Junior Officer-Warrant Officer Councils.  
Locator Service.  
Life Insurance with No Aviation Penalty.



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"McClellan Aviation Safety Award"  
Magazine "Comps" for Student Dayrooms.  
Membership "Sweepstakes" with Airline Tickets to Resort Areas as First Prize.  
Membership and Representation of Ass'n in National Aeronautic Association.  
Memorial Scholarships.  
Municipal War Memorial Sponsorship.

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Seventeen AAAA National Conventions.  
Sponsorship of the Official "Army Aviation Song" written by Cahn & Van Deusen.  
"On Guard!" ARNG Aviation Columns.  
Placement Service.  
Presidential Awards to Secretaries of the Army & Chiefs of Staff for Army Aviation.  
Professional Magazine - Critical Freedom in Unofficial, Non-Taxpayer Publication.

...

"Ready in Reserve!" - USAR Columns.  
Regional Conventions - Top Programming.  
Reserve Component Awards for "Aviator & Soldier of Year", "Outstanding Unit."  
Resolutions from General Membership presented to OSD and Dept. of the Army.  
Scholarship Awards totaling \$48,000.  
Science Fair Award Certificates and Cash Awards for Outstanding Aviation-Oriented Exhibits at State, National Fairs.

...

Speaker Assistance with Speakers from DA, Congress, Embassies, FAA, local gov't and the aerospace industry.  
Symposiums on Aviation Product Support.  
Support and Attendance of the Secretary of the Army & Chief of Staff at virtually all AAAA Nat'l Honors Luncheons.

...

OPO Panels - Career Guidance Assistance at all AAAA National Conventions.  
"Word to the Warrant!" - Sustaining Column in Magazine on AWO Affairs.  
Warrant Officer Proposal Submissions to the Secretary of the Army.

...

Symposium on "Avionics".  
Worldwide and Chapter Golf Tourneys in support of Scholarship Foundation.  
World Helicopter Championship Project and many more projects and programs since AAAA's inception in April 1957.





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The "Club" has no dues, officers, business, By-Laws; no program, benefits, lapel pins, budget or charter; no awards, policies, leadership, morals . . . or staff. It supports a periodic AAAA Scholarship through hastily-collected "donations" collected from semi-inebriated gathered at an annual "I'm glad to be alive and I look a helluva lot better than you!" gatherings.



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(LTC Leroy C. Spears)

Cheryl Cretin, AL ..... \$100\*  
(CPT Theodore D. Cretin)

Roger Moseley, OK ..... \$100\*  
(MAJ Lonnie L. Moseley)

\*Honorary

## CLASS OF 1969

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Kathryn M. Eggers, VA ..... \$500  
(MAJ John F. Eggers)

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Jessica Ann Fried, CO ..... \$500  
(MAJ George W. Fried)

Joseph W. Hely, Jr., MO ..... \$500  
(LTC Joseph W. Hely)

Michael E. McKenall, AL ..... \$500  
(COL Edward McKenall, Ret.)

Leslie F. Schockner, TX ..... \$500  
(COL Leslie F. Schockner)

AAAA Merit Award Winners

Patricia L. Duncan, CA ..... \$500  
(LTC Patricia L. Duncan)

Gregory Life, GA ..... \$500  
(S. Karl Paul, GA)

Jill K. Powell, GA ..... \$500  
(S. Karl Paul, GA)

Katherine M. Russell, VA ..... \$500  
(Frances V. Zirkle, AR)

## CLASS OF 1970

Laurie Jo Davis, HI ..... \$500  
(LTC Harry D. Davis)

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(Lt. Lawrence J. Geppert)

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(MAJ Joseph J. Lahnstein)

Roxanne Roehl, NY ..... \$500  
(MAJ William A. Roehl)

Robert P. Thomson, HI ..... \$500  
(LTC Arlington C. Thomson)

Chauncey L. Veatch, Jr., APO ..... \$500  
(MAJ Chauncey L. Veatch, APO)

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(MAJ William H. Williams)

AAAA Merit Award Winners

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(Cheryl R. Carder, MO)

Kathleen M. Hunter, IL ..... \$500  
(LTC Patricia E. Shortridge, TX)

Susan J. Johnson, VA ..... \$500  
(John T. Stanfield, VA)

Linda D. Tieman, CA ..... \$500  
(LTC David M. Tieman, CA)

## CLASS OF 1971

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(LTC William E. Black)

Thomas E. Brazil, APO ..... \$500  
(CWO John M. Brazil)

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(Mr. William M. Budjick, Jr.)

Philip K. Chamberlain, AL ..... \$500  
(LTC Donald E. Chamberlain)

Marion L. Dellapa, MO ..... \$500  
(Mr. George C. Dellapa)

Geri I. Paul, GA ..... \$500  
(CWO Delbert A. Paul)

Marvin S. Tyson, APO ..... \$500  
(LTC Robert M. Tyson, Jr.)

Lincoln P. Webb, VA ..... \$500  
(COL Hugh W. Webb)

Florence L. Barker, IN ..... \$100\*  
(LTC William L. Barker, Ret.)

Deborah H. Francis, AL ..... \$100\*  
(LTC Ernest H. Francis, Ret.)

Sharon J. Raulston, AL ..... \$100\*  
(CWO Bobby E. Raulston)

\*Honorary

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(LTC Charles V. Graft, Jr.)

Cheryl M. Kapac, VA ..... \$500  
(LTC Andrew J. Kapac)

Mary K. Kisting, AK ..... \$500  
(LTC Richard L. Kisting)

Steven R. Otto, APO ..... \$500  
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Sandra L. Harry, GA ..... \$250  
(CWO C.R. Harry, Deceased)

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(COL John W. Oswalt, Ret.)

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Patrick B. Thomson, AL ..... \$100\*  
(COL Arlington C. Thomson)

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(Dr. Erwin Biser)

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(MAJ Michael R. Cullen, Ret.)

Cynthia J. Ludwig, MO ..... \$500  
(Charles E. Ludwig, deceased)

Claudia H. Johnson, OK ..... \$500  
(LTC Woodbury Johnson)

Patricia A. Hyman, CO ..... \$500  
(LTC Robert D. Hyman, Sr.)

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Greg Winesette, NC ..... \$150  
(MAJ R.C. Winesette, dec.)

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Tommy Jean Loftin, TX ..... \$150  
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Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

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(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1975

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Denise L. Janssen, GA ..... \$500  
(LTC Arlo D. Janssen)

Kathryn A. Kim, FL ..... \$500  
(LTC William Kim, Jr., Ret.)

Marcy E. Mencher, NJ ..... \$500  
(Herman Mencher)

Steven A. Pate, AL ..... \$500  
(LTC Robert L. Pate)

MEMORIAL SCHOLARSHIPS

James P. Ervin Scholarship

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Charles R. Rawlings Award

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Mark G. Okarski, VA ..... \$250  
(LTC Gerald M. Okarski)

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Douglas J. Campbell, VA ..... \$150  
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Mr. J. R. Graft Scholarship

Hu B. Rhodes, Jr., TX ..... \$150  
(CWO Hu B. Rhodes, deceased)

Frank C. Newman Scholarship

Robert A. Hughes, KA ..... \$150  
(LTC Norman J. Hughes)

Elden B. Oakley Scholarship

Joseph M. Moro, MO ..... \$150  
(Joseph M. Moro)

John R. Quam Scholarship

Barbara J. Uberti, PA ..... \$150  
(Brune J. Uberti)

Steven R. Conner, NY ..... \$100\*  
(MAJ Richard F. Conner, dec.)

Jeanne A. Jarvis, AL ..... \$100\*  
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Lonna N. Shaffer, TX ..... \$100\*  
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\*Honorary

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(LTC Kenneth K. Yamamura)

MEMORIAL SCHOLARSHIPS

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(Joseph C. Offutt, Jr.)

Jos. E. McDonald Scholarship

Martha L. Chamberlain ..... \$500  
(LTC D. Chamberlain, Ret., FL)

## CLASS OF 1977

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1978

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1979

Barbara L. Harrison, TX ..... \$500  
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Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1980

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1981

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1982

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1983

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

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Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

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(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

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Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1985

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1986

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1987

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1988

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1989

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

## CLASS OF 1990

Barbara L. Harrison, TX ..... \$500  
(LTC Morris G. Rawlings, Ret.)

Leone E. Long, CT ..... \$100\*  
(COL Richard L. Long, Ret.)

William H. Wolff, GA ..... \$100\*  
(MAJ William H. Wolff)

AAAA Merit Award Winners

Heleen M. Beatty, VA ..... \$500  
(Wade N. Benton, AL)

Georgette Ann Bonifacio, VA ..... \$500  
(Gwendolyn Bruton, TX)

Sheila Coles, CA ..... \$500  
(Honathan H. Fulrell, VA)

Kathleen A. Lewis, IL ..... \$500  
(Mary E. Slott, MO)

Peter E. Stipech, MI ..... \$500  
(LTC Robert M. Tyson, Jr.)

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Barbara Curry ..... \$150  
(Paul R. Curry)

Merit Plaque Award Winners

Daryl E. Balint, CZ ..... \$150  
(Michael P. Courts, VA)

Michael J. Crook, VA ..... \$150  
(Michael J. Crook, VA)

Celinda L. Green, AZ ..... \$150  
(Daniel G. Leonard, SC)

Dianne L. Mellish, AL ..... \$150  
(Cynthia M. Pease, CT)

Geoffrey S. Phillips, PA ..... \$150  
(Paul J. Reddel, LA)

Diane M. Shook, NM ..... \$150  
(Robert F. Sweeney, IL)

Ellen A. Trapp, CA ..... \$150  
(Ellen A. Trapp, CA)





## 1972-1976 Winners of AAAA National Merit and Memorial Scholarships

### CLASS OF 1976

(Continued)

Eric H. Petersen Scholarship  
Cherie A. Cropp, MO ..... \$500  
(Ralph C. Cropp)  
James P. Ervin Scholarship  
Thomas M. Stedman, GA ..... \$250  
(LTC Thomas M. Stedman)  
Charles E. Ludwig Scholarship  
Howard M. Williams, APO ..... \$250  
(LTC Howard M. Williams)  
Wallace R. Martin Scholarship  
Julia R. Adie, VA ..... \$250  
(COL John R. Adie)  
John J. Miller Scholarship  
Sarah B. Biser, NJ ..... \$250  
(Dr. Erwin Biser)  
Charles R. Rawlings Award  
Kelley J. Payne, VA ..... \$250  
(LTC James A. Payne, Jr.)  
Robert W. Taylor Scholarship  
Ann C. Contole, FL ..... \$250  
(COL Wm S. Contole, deceased)  
Cub Club Memorial Scholarship  
James E. Rogers, APO ..... \$250  
(LTC James E. Rogers)  
Mark J. Fitzgerald Scholarship  
Joel W. Wilson, VA ..... \$150  
(COL Franklin L. Wilson)  
Barry W. Godfrey Scholarship  
Clifford Altekuse, APO ..... \$150  
(LTC Ernest B. Altekuse)  
Joel R. Graft Scholarship  
Judith A. Davenport ..... \$150  
(COL James D. Davenport, APO)  
Larry R. Dewey, Jr., Award  
Vivian G. Delavan, VA ..... \$150  
(COL Patrick A. Delavan)  
George T. McKenzie Award  
Peter C. Withers, Jr., VA ..... \$150  
(LTC Peter C. Withers, VA)  
AAAA Merit Award Winners  
Cynthia L. Cox, VA  
Kathy L. Fusner, GA  
Michelle J. Oden, OK  
Leonard T. Panzitta, GA

### CLASS OF 1977

Quay C. Snyder, Jr., PA ..... \$500  
(LTC Quay C. Snyder)  
Thon A. Basom, KA ..... \$250  
(LTC Darrell W. Basom)  
Sonia R. Jarvis, MD ..... \$250  
(LTC William H. Jarvis)  
MEMORIAL SCHOLARSHIPS  
William B. Bunker Scholarship  
James G. Humphrys ..... \$1,000  
(COL James G. Humphrys, AL)  
Joseph E. McDonald, Jr. Award  
Richard W. Doser, IL ..... \$500  
(MAJ A.J. Doser, Jr., IL-ARNG)  
CW3 James P. Ervin Scholarship  
Janet C. McCullough ..... \$250  
(CW4 James L. McCullough, GA)  
Wallace H. Martin Scholarship  
Mark C. Chao, APO ..... \$250  
(LTC Buddy J. Chao)  
Eric H. Petersen Scholarship  
Vivica D. Parker, VA ..... \$250  
(Mrs. David B. Parker)  
Robert W. Taylor Scholarship  
Sharon L. Fritzell, VT ..... \$250  
(CPT Marshall R. Fritzell, dec.)  
Bert Kesten Scholarship  
Susan M. Schneider, MO ..... \$250  
(Maurice D. Schneider)  
Barry W. Godfrey Scholarship  
Richard A. Hartert, Jr. .... \$125  
(LTC Richard A. Hartert, VA)  
John J. Miller Scholarship  
Mary M. Oakley, VA ..... \$125  
(LTC Howard H. Oakley)  
William J. Sutton Scholarship  
Cynthia A. Bourne, VA ..... \$125  
(LTC Harold O. Bourne)  
Joel R. Graft Scholarship  
Cheryl J. Sherwood ..... \$125  
(CW4 Wallace L. Sherwood, VA)  
CLASS OF 1978  
Harry O. Davis, Jr., TX ..... \$500  
(LTC Harry O. Davis)

Marsha L. Astrike, VA ..... \$150  
(CW4 Charles H. Astrike, Jr.)  
Anna N. Crothers, TX ..... \$150  
(CW4 Wm. E. Crothers, Ret.)  
Wendy S. Haynes, IL ..... \$150  
(MAJ Richard E. Haynes, ARNG)

### MEMORIAL SCHOLARSHIPS

William B. Bunker Scholarship  
Gary A. Yanamura, VA ..... \$1,000  
(LTC Kenneth K. Yanamura)  
Joseph E. McDonald, Jr. Award  
David M. Snyder, PA ..... \$500  
(LTC Quay C. Snyder)  
Eric H. Petersen Scholarship  
Christopher R. Forsyth ..... \$500  
(LTC Robert F. Forsyth, MO)  
Bert Kesten Scholarship  
Sharon D. Steckly, CZ ..... \$250  
(LTC Kenneth D. Steckly)  
CW4 James P. Ervin Award  
Christopher D. Caron ..... \$200  
(LTC John E. Caron, KA)  
Cub Club Memorial Scholarship  
Brian W. Johnson, KA ..... \$200  
(LTC James C. Johnson)  
Joel R. Graft Scholarship  
Luanne Holmes, KA ..... \$150  
(MAJ Ernest L. Holmes)  
Randolph N. Kahl Winter Award  
Colleen P. McDowell, NJ ..... \$150  
(COL Chester W. McDowell)  
Dan C. Kingman, Jr. Award  
Patricia D. Shields, IN ..... \$150  
(LTC Wallace H. Martin Scholarship)  
Nancy J. Oden, AR ..... \$150  
(CW4 James R. Oden, Ret.)  
John J. Miller Scholarship  
Lisa Tabak, CT ..... \$150  
(John M. Tabak)  
J. Elmore Swenson Scholarship  
Judy K. Mencher, NJ ..... \$150  
(Herman Mencher)  
William J. Sutton Scholarship  
Mark S. Blackmore, IL ..... \$150  
(LTC James R. Blackmore)

Robert W. Taylor Scholarship  
Sherie E. Dickerson, UT ..... \$150  
(MAJ Jon R. Dickerson)

### CLASS OF 1979

Nancy F. Beauchamp ..... \$150  
(LTC Darwin Beauchamp, MO)  
David G. Burnison ..... \$150  
(LTC George E. Burnison)  
Rick Duerr, MN ..... \$150  
(MAJ Richard D. Duerr, ARNG)  
Kenneth W. Green, Jr. .... \$150  
(CW3 Kenneth W. Green, TX)  
Kimberly A. Lindsey, CO ..... \$150  
(MAJ David H. Lindsey)  
Yvonne V. Miller, FL ..... \$150  
(MAJ Richard E. Miller)  
Cindy L. Sanders, AL ..... \$150  
(LTC Curtis Sanders)  
Kathy Setzer, VA ..... \$150  
(LTC Howard L. Setzer)  
MEMORIAL SCHOLARSHIPS  
William B. Bunker Scholarship  
David H. Lukert, PA ..... \$1,000  
(COL Edward P. Lukert)  
Joseph E. McDonald, Jr. Award  
Ken Guinner, GA ..... \$500  
(LTC Maurice Guinner)  
Eric H. Petersen Scholarship  
Charles H. Bagdal, VA ..... \$500  
(COL Charles W. Bagdal)  
CW3 James P. Ervin Award  
Cynthia Cummings, APO ..... \$200  
(LTC Clark H. Cummings)  
Bert Kesten Scholarship  
Sandra L. Doucette, NJ ..... \$200  
(LTC Roger A. Doucette)  
Cub Club Memorial Scholarship  
Suzie Reddell, GA ..... \$200  
(LTC Eugene B. Reddell)  
CLASS OF 1980  
Bruce W. Bourne, GA ..... \$500  
(CW3 Eldred G. Bourne, Ret.)  
John S. Pickel, VA ..... \$200  
(CW4 James P. Pickel, Ret.)

Steven M. Janssen, VA ..... \$200  
(LTC Arlo D. Janssen)

### MEMORIAL SCHOLARSHIPS

William B. Bunker Scholarship  
Henri D. Parker, MD ..... \$1,000  
(Mrs. David B. Parker)  
Joseph E. McDonald, Jr. Award  
Kenneth D. Barnes, VA ..... \$500  
(BG Wilman D. Barnes)  
Eric H. Petersen Scholarship  
Mary A. Hayes, OK ..... \$500  
(CW4 Patrick H. Hayes, Ret.)  
Cub Club Memorial Scholarship  
Lysbeth K.B. Borie, CT ..... \$500  
(Hrny P. Borie, Jr.)  
Joel R. Graft Scholarship  
Gary E. Langston, Jr. .... \$200  
(MAJ Gary E. Langston)  
Randolph N. Kahl-Winter Award  
Debra A. Britton, AZ ..... \$200  
(MAJ James H. Britton)  
CW3 James P. Ervin Award  
Linda B. Lilley, TX ..... \$200  
(COL Aaron L. Lilley)  
AAAA Merit Award Winners  
Beyinda Berry, HI  
Janet A. Bill, VA  
Frederick C. Bisch, HI  
Mary R. Hurley, MA  
Julia N. Jones, AR  
Linda S. Joyce, VA  
Robert J. Kelley, GA  
John R. Kenyon, AL  
Brett S. Kilpatrick, VA  
Michelle A. Patnode, MO  
Jon R. Ruiz, CA  
Donna L. Scott, NC  
Michael T. Slye, APO  
The AAAA scholarships issued through the AAAA Scholarship Foundation are awarded annually on the basis of both merit and/or need. Some 80 persons compete annually.

## The AAAA Scholarship Foundation: Background, Purposes, Governors

Incorporated December 5, 1963 under the laws of the State of Connecticut as a non-profit charitable activity, the AAAA Scholarship Foundation's purposes are to render financial aid for the college-level education of the children of AAAA members or deceased members, and to conduct fund-raising activities to support this purpose. Donations, bequests, legacies, devises, or gifts to the Foundation are deductible for Federal estate and gift tax purposes. Since 1963, some 181 recipients have received \$52,900 in direct aid. A 10-member Board [Bryce Wilson, President; G.P. Seneff, Jr., D.L. Bristol, A.H. Kesten, G.S. Beatty, Jr., J.L. Klingenhagen, R.M. Leich, D.F. Luce, J.W. Marr, and N.A. Mahone, Jr.] administers the program, and reports to the AAAA through its President.

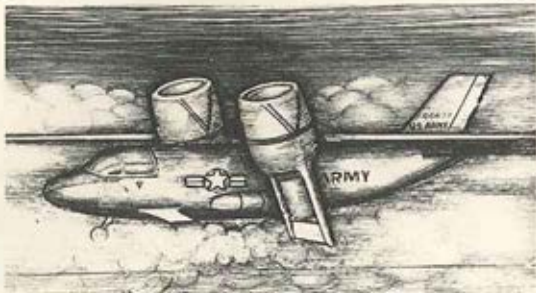
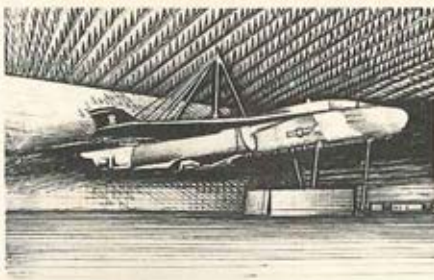


MG Beatty



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# About Warrants

CW4 LLOYD N. WASHER  
Chairman, AWO Affairs  
Committee, AAAA



## The Who, What, Where, When, and Why of Aviation WO Training

**B**Y the time you read this, DA Pamphlet 600-11, "Warrant Officer Professional Development," should be off the press and available in the field. Every aviator, commissioned and warrant alike, should read and become immediately familiar with this publication for it is the foundation on which warrant officer professional development is based.

By giving the **who, what, when, where** and **why** of all training, it provides the information needed by the individual to plan an aviation career and outlines how a commander can help warrant officers fulfill their personal and professional goals. The following is extracted in large part from DA Pamphlet 600-11 in the hope that it will whet your appetite for further details and that, as a reader, you will get and read your personal copy thoroughly.

Why does the Army provide training and education for warrant officers? One purpose of the **Warrant Officer Education System (WOES)** is to improve the quality and competence of the Warrant Officer Corps. This is accomplished through strict insistence that any training provided has close occupational relevance. Training in fields that are unrelated to a warrant officer's skill area

is an extravagance we can't afford. We do not need an AWO who is trained as an accountant.

Consequently, any training that is funded by the Army (either by HQDA or local command) must have a clear relationship to the individual's specialty or to a WO duty position. Academic disciplines related to aviation can be found in Table 5-2 of DA Pamphlet 600-11. AWO's interested in attending college at government expense should take a look at these prior to applying for civil schooling under provisions of AR 621-1.

Military schools available are also listed in the new pamphlet. The contents of Table 5-2 and paragraph 6-16 answer in large part the **what** and **where** of available training. The **why** and **what** are really inseparable because all warrant officer training must be MOS-related.

Who will be given DA funded training? This question is best answered in terms of DA policy and some reasons which support that policy. One important factor is: return on training investment. Generally, it is best for the Army to obtain the greatest possible return on each training dollar.

Therefore, two considerations are of paramount importance to the selection process if a high degree of cost effectiveness is to be achieved. First, as many people as possible must be trained with the money available. Second, the

Material prepared with the Warrant  
Officer Division of MILPERCEN

personnel selected must have the greatest possible retainability.

The Army trains people to meet its requirements. The training mission is to erase as quickly as possible any deficit between warrant officer skills and skills required by duty positions. This is more effectively done if three people, for instance, are sent to civil school for six months rather than one person for eighteen months. The policy, then, is to select those warrant officers who can complete training in the least amount of time.

Retention on active duty must also be a factor. The value of the training investment must be compared to time remaining in the service. Therefore, only warrant officers who have the greatest potential for continued service are selected. This is measured in terms of potential for promotion, retention, and possible integration into Regular Army.

A key point here is that the Army does not train individuals to enhance their chances of promotion. It trains those who have already demonstrated that they can and will continue to excel. Thus, an officer's potential is assessed using past performance as an indication of future performance.

To be considered for any training, individuals must also meet the administrative prerequisites in governing regulations, to include any service obligation that may be incurred as a result of training. Depending on the type of training, the selection process varies from in-

dividual application to HQDA, to board action, to involuntary selection by WOD.

**When will the various types of training take place?** Table 5-1, DA Pamphlet 600-11 is the basic guidance. It is shown opposite in modified form as applied to Aviation Warrant Officers.

The preceding discussion has been general in nature. Now let's get down to some specifics.

**Advanced Aircraft Training.** Warrant officer aviators are eligible for advanced aircraft training upon completion of three years rated service. This provides the new aviator with an opportunity to hone basic aircraft skills before upgrading to a more sophisticated piece of equipment, such as the AH-1, CH-47, CH-54, U-8, or U-21.

Warrant officer aviators are trained and accounted for according to a hierarchy of qualification based on criticality of skills required by the Army. In descending order this precedence is 100E, 100D, 100C, and 100Q plus 100B (UH-1/OH-58) which is considered a basic qualification common to all aviators. Therefore, if you are qualified or programmed for training in the AH-1G, UH-1, U-21, and CH-47, your primary MOS will be the 100E MOS, and 100C/100Q/100B will be additional MOS's. However, in order to guarantee an optimum return for each training dollar expended and to insure efficient personal utilization, aviators are considered for only one advanced aircraft transition.

**Career Field Entry Training [CFET]** is unique to the rated aviation warrant officer. In addition to being an aviator, it is possible for an individual to acquire additional skills in Safety, Operations and Training, and Maintenance. Following completion of their advanced aircraft training, aviation warrant officers will be considered for CFET. This normally occurs following an advanced aircraft utilization tour or around the sixth year of rated service.

However, entry can be as early as four

## NEW ARMY MANAGER

**LTC James H. Brown** has been appointed Manager, Tilt Rotor Research Aircraft Project Office, succeeding David D. Few. The XV-15 TRRA is a joint Army-NASA project being built by Bell Helicopter Textron. The Army contract calls for the manufacture and testing of two aircraft. No. 1 aircraft made its first hover flight May 3. □



# Consideration for Student Selection

MILITARY SCHOOLING [Para 6-16, DA Pamphlet 600-11]

	TYPE OF TRAINING	ELIGIBILITY CRITERIA	SELECTION CRITERIA
Entry Level	Warrant Officer Candidate Courses	Prior to appointment as a Warrant Officer	As needed
Entry Level	MOS-producing, equipment, and job qualification courses	Minimum of four years of Warrant Officer service. All Grades, W2-W4	As needed
Advanced Level	Warrant Officer Advanced Course [WOAC]	Four to nine years of Warrant Officer service to 17 years total AFS [if OTRA], or 24 years total AFS [if RA/MTP/ LRADP]. Grade W2	Best qualified
Senior Level	Warrant Officer Senior Course [WOSC]	Nine years of Warrant Officer service to 17 years total AFS [if OTRA], or 24 years total AFS [if RA/MTP/LRADP]. Grades W2[P] and W3	Best qualified

## CIVIL SCHOOLING

Fully Funded	WO Associate Degree Program [WOADP]	On completion of three years of Warrant Officer service through 14 years AFS	Best qualified
Partially Funded	Degree Comple- tion Program [DCP]	On completion of three years of Warrant Officer service through 23 years AFS	Best qualified
Partially Funded	Cooperative Degree Program [CDP]	On completion of three years of Warrant Officer service through 23 tears AFS	Best qualified
Partially Funded	Tuition Assistance Program [TAP]	Throughout career	As needed

years for those selected to attend WOAC in their fourth year. Your choice should be reported to HQDA via a preference statement or other means so that we can

consider your desires. From those who are eligible the best qualified officers are then selected for career field entry training based upon the needs of the

service, the individual's record of past performance, and the numerical constraints of the career field.

CFET also has a skill hierarchy, which is Safety, Operations/Training, and Maintenance. This is a function of numbers based on the criticality of skills required Army-wide and is not intended to establish a relative order of importance for one career track as compared to another. Like advanced aircraft qualification opportunity, only one career field is permitted to each aviator.

**Flight Safety.** Career field entry training for those within the safety track is accomplished through attendance at the Aviation Safety Course and is normally followed by a utilization tour as an aviation safety officer. This training will normally be administered in conjunction with the Aviation Warrant Officer Advanced Course. Thereafter, these officers will normally receive repetitive assignment to flight safety duties.

**Operations and Training [O&T].** For personnel entering the O&T track,

CFET will be as an instructor pilot in his basic or advanced aircraft. This training may precede attendance at the Aviation Warrant Officer Advanced Course. These officers will normally serve the remainder of their career in either aircraft system, advancing in both skill level and responsibility. Individuals in the O&T field who remain in utility helicopters, and are selected for further training, receive subsequent training and utilization tours such as instructor pilot and instrument flight examiner.

Those who have received advanced aircraft system transition training may progress through the basic pilot and instructor pilot skills in their respective systems. Although O&T includes both IFE and IP, an aspirant for the examiner's course must have completed IP training successfully first.

**Maintenance and Resource Management [M&RM].** Personnel who are accepted for entry into this field of career specialization will attend the **Aircraft Maintenance Officer Course [AMOC]** as their career field entry training which may precede attendance at the Aviation Warrant Officer Advanced Course.

These officers will normally serve the remainder of their career in the aircraft systems in which they are qualified, advancing in both skill and responsibility.

In pursuing M&RM specialty qualification, individuals will be selected for advanced career field training that normally begins with that track of the AMOC which is oriented toward their specific aircraft system. Test pilot is considered a subfield within this career track.

A full utilization tour will normally follow all career field entry training. Those personnel not immediately accepted for CFET will remain in the sustaining base and will be reevaluated and reconsidered as vacancies occur.

Currently, the Army has enough trained people to meet today's requirements but because not all are available to meet specific needs and because losses must be replaced, limited training con-



**TOP AA—CW2 Don A. Neuman**, cen., holds the USAREUR Region—AAAA's 1977 "Aviator of the Year Award" which he received with a Meritorious Service Award for his tour in Germany. Both were presented by **MG Willard W. Scott**, left, Cdr, 25th Inf Div, on **Neuman's** arrival at Schofield Barracks for assignment. **LTC Jerry W. Childers**, right, AAAA's Aloha Chapter President, looks on.



tinues. Since Warrant Officer Division generally uses its training quotas to meet requirements generated by personnel requisitions and for professional development purposes in conjunction with Advanced and Senior Course attendance, schooling opportunity normally will be available in conjunction with a PCS.

For FY-78 the following quotas were made available for Warrant Officer Division use:

Safety, 64	FWQC, 32	CH-47 IP, 15
AH-1 Qual, 171	TOW, 131	UH-1 IP, 80
AMOC, 78	RWIFEC, 36	CH-54 IP, 4
AMEDS, 40	OV-1 IP, 4	AH-1 IP, 20
Acc Prev, 3	OH-58 IP, 35	U-21 IP, 15

As you can see, quotas are limited in number and the competition for these is

keen. The days of obtaining a school in conjunction with every move are gone. Do not become alarmed, however. As pointed out earlier, aviation schools meet Army requirements and have no direct effect on the promotion, retention, managed tenure or RA picture.

Many aviators have told us, "If I don't get a school, I'll never get promoted or make RA." That is not true. If you perform poorly as a Chinook IP/Examiner, you will not be as competitive as a Huey-only officer who does well. As a matter of fact, there are a surprising number of plain vanilla 100B CW4's out there right now. DA boards for promotion and retention consider your past performance and potential.

In summary, you should acquaint yourself with the career options available to you, but concentrate on doing your current job to the best of your ability.



☐ In almost every instance, a brief captioned [100-125 word] photo tells the story better than a 500-word+ story w/o photos.

**LOW & SLOW**—COL C.L. Montgomery, left, USAF Academy C/S, and COL A.H. Uhalt, Cdr, 46th Aerospace Defense Wing, accept delivery of two UV-18B Twin Otters from de Havilland President Russ Bannock, center. The planes will be used at the Air Force Academy for parachute jump training. ☐

**A FIRST!**—COL Robert P. St. Louis, 2d from left, Cobra PM, presents the keys to the first new production AH-1S Cobra to BG Richard Doyle, ADC(S), 82d Abn Div, at Ft. Bragg. LTC Hilbert H. Chole, L, Cdr, 1/17 Cav, and LTC William A Howard, right, Cdr, 82d Avn Bn, look on.



☐ Exclusive articles, so marked, are certain to be published, particularly if they are accompanied by tie-in photographs or charts.

# 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

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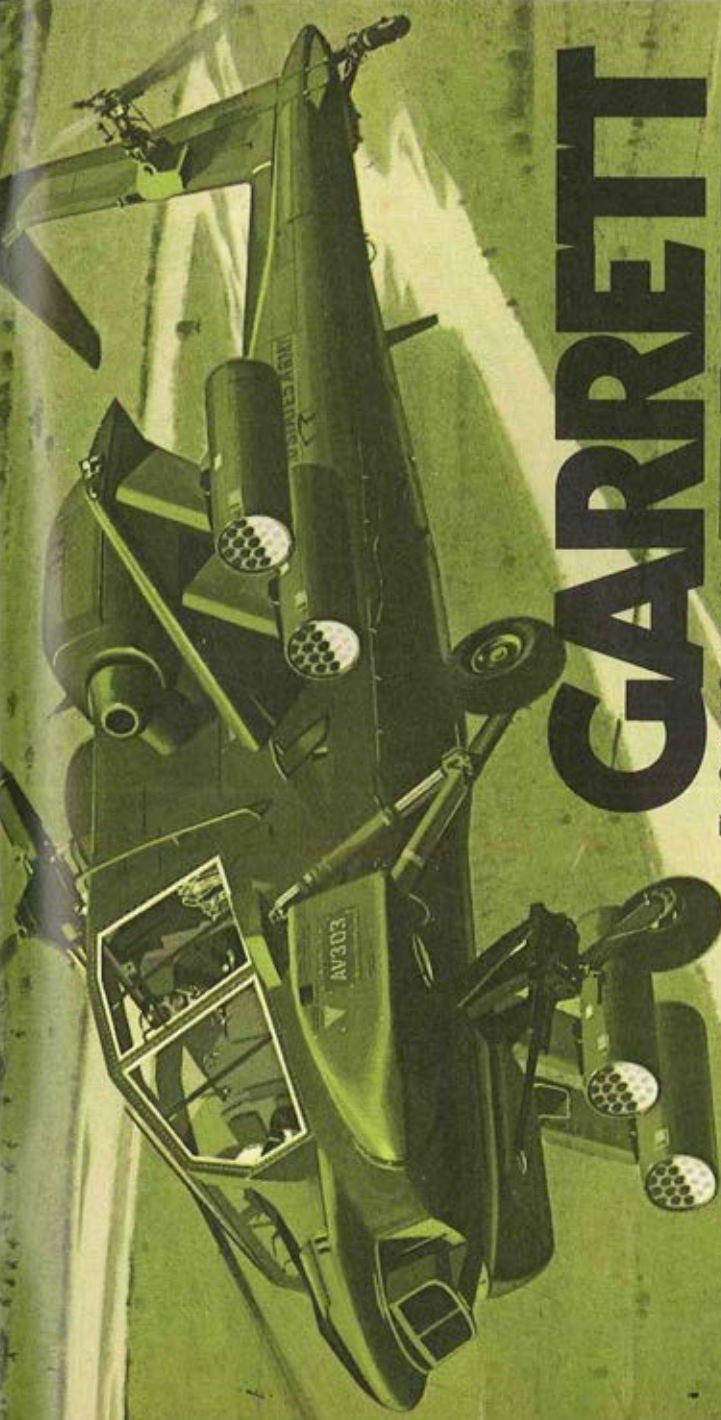
We can supply the APU, ready for interface with other systems. Or—as in the case of our GTCP 36-55 for helicopters—we can deliver a total performance package with lightweight advanced technology turbine, integrated single-plate dry disc clutch, and lightweight starter, all in one.

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.







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One of The Signal Companies

# GARRETT APUS

Tough to beat

# Operations

systems; however, the mere fact that they are relatively small and agile, and can hug the ground, makes them considerably more survivable than any F/W.

Just as the L-4 did not habitually work by itself, neither will the attack helicopter team. Integration of the attack helicopter team with the armor, infantry, artillery, and Air Force close support aircraft are keys to its survivability and devastating firepower.

## The enemy air defense has problems

The enemy's problem with the attacking helicopter is one of finding, fixing, and killing it. Finding is difficult because of the flight profile. Moving into a firing position at an altitude of three feet, places the air crew no higher than that of a tank commander. All manner of enemy devices are available to assist in locating our attack helicopters, ranging from eyeballs to optics to moving target indicating radars.

However, until the enemy invents something to see through foliage or look over hills, the attack team will go undetected. Having been given the target information from the scout, be he on the ground or in the air, the attack helicopter is now prepared to challenge the enemy by rising from mask.

This is a key event for many reasons. We must appreciate that as soon as mask is broken, some piece of the air defense network is going to see the attack helicopter. Tests to date have suggested that if the total unmask time does not exceed 40 seconds, the attack helicopter will probably not be engaged.

With today's weaponry perhaps two TOW launches could be made, but at least one is certain. Once the attack helicopter has remasked, he is again invisible to the threat weapons (except artillery) and free to move to another scout-selected firing position.

The artillery consideration is extremely important. We know that Soviet doctrine calls for lots of artillery and

people have questioned the helicopter's survivability under their barrage fires. If one examines the caliber of the Soviet artillery and compares lethality with protection afforded all of our combat vehicles, it suggests that there are lots of front line vehicles that won't survive an artillery direct hit or even near miss.

## Learning the hard way

When the artillery starts falling people and vehicles will have to move and the only vehicle that can move quickly is the helicopter. Many of us learned the hard way in Vietnam that we could survive 105 and 155 artillery falling around us by merely pulling up and moving out. For sure, the enemy can't sustain barrage-type fires indefinitely, nor can he cover the entire battle area so our attack helicopter teams will constantly search for safe firing positions to repeat the attack sequence.

Since Vietnam, many highly sophisticated tests have been conducted on helicopter effectiveness and survivability. Perhaps the most impressive was the tactics demonstration and evaluation conducted at Nellis AFB by the 7th Squadron, 17th Cavalry, 6th Cavalry Brigade. This was the most sophisticated real life portrayal of the threat that the U.S. Army or any other free world country has faced.

The results amazed even the proponents of attack helicopters. Extremely favorable exchange ratios were demonstrated, like on the order of 32 to 1, but most important was the number of attacks by helicopters which were never detected. Out of 256 engagements against the threat array 155, or 60%, were never acquired by the air defense.

The reason is simple—stay in the trees and maximize stand off. The age old adage "Adjust or Die" is certainly germane. As the Nellis trails demonstrated, attack helicopters, properly employed, not only can survive, but can yield a significant return on investment.

If the Army is to realize the full potential of the helicopter in future combat



it must assess its capabilities realistically and objectively based on experience and tests. The conception that it is a frail machine must go. Congress and other levels of government must be educated and convinced. The false information and data that have become "buzz words" concerning helicopters must be counteracted.

**Ed. Note:** As we recall, MG Van Natta and COL Williams were able to use their Korean findings to get limited use of 'copters in enemy areas in SAGEBRUSH '54). For "How not to do it" read the last few pages of "The Bridge at Toko Ri."

## Footnote to Helicopter Survivability

**I**N the Korean War, helicopters were used mostly for medical evacuation and rescue, considerably less for liaison, and not at all for fighting.

None were armed. However, they were exposed to enemy fire when rescuing airmen downed in enemy territory.

Even with this small exposure, there was a great difference in casualty rates between organizations that studied the problem of helicopter survivability and developed practical techniques to enhance it, and those organizations that "just rushed in."

The most successful users employed survivability techniques that included the following:

- A large scale map on the wall in Operations was marked **green** ("Safe to fly over"), **red** ("Probably get shot at"), and **uncolored** ("Unknown").

- When an airman had to bail out, several things were done:

- .. One or more aircraft moved to spot him and, if armed, gave him what protection they could from capture by the enemy,

- .. All who flew over enemy territory were told again and again, "If you have to bail out, stay visible. Climb a hill if you can."

- .. "Rescue" was called; the crewchief started and ran up the helicopter; the pilot and the co-pilot ran to the map, noted the reported **down point**, and plotted their entry and exit routes, using as

much **green** and as little **red** as possible, and different routes coming and going. In those instances where the mission distance approached the helicopter's maximum range limit, there wasn't much choice, and different entry and exit routing was used whenever possible.

- .. Flight was at treetop.

- ..The search helicopter(s) and the guarding aircraft were on the same frequency, and the latter helped to guide the "rescue" chopper(s). Pickup was fast and accurate.

### Good Technique = Good Results

Those organizations that used the above technique never, to my knowledge, lost a helicopter in rescue operations. No helicopters were even hit, except in those instances wherein distance forced the rescue 'copter to fly in and out over the same **red** area, and hits were only taken on the way out.

No crewmen were killed; only a few were wounded; and none were wounded seriously.

In the "just rushed in" instances, the downed airmen hid themselves; aircraft aloft didn't organize a 'watch and protect' action. Helicopters had to hunt; time was lost; enemy ground troops closed in.

Moreover, the "just rushed in" operation results in helicopters being frequently hit with some being shot down.

**Survivability of helicopters** is obvious. Once those in action take the time to recognize and study the risks, devise the techniques to reduce them, and make certain everyone knows and uses the techniques, **survivability** is not a problem.

By MG THOMAS F. VAN NATTA  
U.S. Army, Retired

Permanent Changes of Address  
as submitted by 'AA' subscribers

# Takeoffs



## GENERALS

PATTERSON, James H., BG  
43 Red Cloud Road  
Fort Rucker, AL 36362

## COLONELS

BEITZ, Charles A., Jr.  
2929 Summerall Circle  
Fort Eustis, VA 23604  
BRIER, James R.  
10231 Richview Drive  
Sunset Hills, MO 63127

CARSON, Ray M.  
219 Jupiter  
White Sands MR, NM 88002  
EDWARDS, Charles A.  
307 Yoakum Pkwy Apt #911  
Alexandria, VA 22304

FILBY, Robert A.  
9612 Jacobs Dr., Apt #2  
St. Louis, MO 63136  
HALL, David R.

201F Oceanview, Ft Hamilton  
Brooklyn, NY 11209  
HUTCHENS, Douglas L.  
1050 Bramwell Lane  
Stone Mountain, GA 30083

KOEHLER, William F.  
52 Red Cloud Road  
Fort Rucker, AL 36362

MC GURR, Peter W.  
207 Fairfield Drive  
Yorktown, VA 23692

MOONEY, Charles W.  
P.O. Box 4391  
Canyon Lake, CA 92380

SHALLCROSS, George W.  
13 Gregg Way  
Fort Rucker, AL 36362

TOEPEL, Adalbert E.  
646 Balson Avenue  
Fort Sill, OK 73503

VINES, Ronald C.  
38 Polk Court  
Newport, RI 02840

WRIGHT, Billy R.  
P.O. Box 1270  
San Angelo, TX 76902

LT. COLONELS

AUTH, Richard W.  
1867 B. Buell, Ft. Detrick  
Frederick, MD 21701

## LT COLONELS

AUTHIER, Edward E., Jr.  
8100 N.W. Twin Oaks Drive  
Kansas City, MO 64151  
BARKSDALE, Lewis B.

2771 Fergusson  
Fort Eustis, VA 23604

BEDSOLE, William D.  
305 Oakwood Drive  
Enterprise, AL 36330

BRODEUR, Alfred F.  
G-4 Trans. Hq VII Corps  
APO New York 09154

BROWN, Glenn A.  
Quarters 103  
Aberdeen PG, MD 21005

BUFORD, William C.  
600 South 19th Street  
Leavenworth, KS 66048

CALLENDER, William E.  
9 McPhillips Avenue  
Mobile, AL 36604

CAPPS, Eugene S.  
2303 Stovepoint Court  
Alexandria, VA 22306

CHANCELLOR, Robert L.  
Hq. 19th Avn Bn (Combat)  
APO San Francisco 96271

CRAWFORD, Clyde J.  
HHC, 11th Avn Bn  
APO New York 09039

CUMMINS, Clark H.  
317-1 Pope Avenue  
Fort Leavenworth, KS 66027

DARRAH, James T.  
USAAVS  
Fort Rucker, AL 36362

DAVIS, Wayne B.  
1540 Princeton West Trail  
Marietta, GA 30062

EARLEY, Neal E.  
1852 Bogese Drive  
Petersburg, VA 23803

FEASTER, Lewis L.  
1878 Schoettler Valley Drive  
Chesterfield, MO 63017

HAMILTON, Thomas R.  
10212 Hunt Country Lane  
Vienna, VA 22180

HASWELL, Edward A.  
HSL-SS Health Serv Cmd  
Fort Sam Houston, TX 78234

HEFFORD, Robert A.  
539 Wheaton Road  
Fort Sam Houston, TX 78234

## LT COLONELS

INNES, Douglas D.  
P.O. Box 662  
Albrook Canal Zone 99965

JONES, Robert S., Jr.  
408 Doug Brown Circle  
Enterprise, AL 36330

JUDY, Jerry E.  
2127 Francis Court  
Leavenworth, KS 66048

KAMALEKULU, Benjamin L.  
5709-A Plum Street  
Shaw AFB, SC 29152

KAMRROD, Matthew R.  
7th Avn Bn, 7th Inf Div  
Fort Ord, CA 93941

KENDALL, Mark C.  
1184 Cimarron Court  
Clarkstone, GA 30021

KING, George G.  
303 S. Scott Street  
New Carlisle, OH 45344

KLOSE, John A.G.  
11 Worcester Ave., Ft. Kam  
Hickham AFB, HI 96818

KNIPPA, Leroy E.  
Corpus Christi Army Depot  
Corpus Christi, TX 78419

LEE, Gordon K., Jr.  
730 W. Vance Circle, S.E.  
Palm Bay, FL 32905

LLOYD, James W.  
2d Avn Bn, 2d Inf Div  
APO San Francisco 96224

LOGERQUIST, Benjamin A.  
Qtrs #1, Jefferson Pvg Gnd  
Madison, IN 47250

MARSHALL, Walter D.  
4205 Argonne Drive  
Fairfax, VA 22030

MARTIN, Donald R.  
Dir of Trg Dev, USAARMC  
Fort Knox, KY 40121

MAUK, Roby M.  
5419 Golfcrest Circle  
Stone Mountain, GA 30088

MCKAY, Lawrence E., Jr.  
1194 Drennan Park  
Fort Campbell, KY 42223

MICHAEL, John D.  
5614 Southampton Drive  
Springfield, VA 22151

MOELLER, Lawrence B.  
12 Diamond Circle  
Fort Rucker, AL 36362

## LT COLONELS

MOORE, Robert D.  
7127 Wintery Loop  
Colorado Springs, CO 80919

MYERS, James R.  
USAREUR-MMC  
APO New York 09052

NOACK, Richard R.  
HHC, VII Corps (FSE)  
APO New York 09107

O'DONOHUE, Paul J.  
294-R Lee Road  
West Point, NY 10996

PAQUETTE, Roger K.  
6 Dunwoody Circle  
Hampton, VA 23666

PAWLIN, Eugene A., Sr.  
401 Maple Street  
Enterprise, AL 36330

ROE, Robert D.  
109 Anchor St, Grand View Pl  
Junction City, KS 66441

SANDERS, Burnett T., II  
3112 Budd Way  
Alexandria, VA 22310

SCHNELL, Hudson A.  
USC, Opt of Mil Sci-Bx 11507  
Pueblo, CO 81001

SHRADER, Cecil L.  
24 Jackson Court, Ft. Adams  
Newport, RI 02840

SOKOWSKI, Louis E.  
AFSEC Armish MAAG, Bx 500  
APO New York 09205

STUBBS, Frederic H.  
USAWC, Class of '78  
Carlisle Barracks, PA 17013

SULLENBERGER, Louis E.  
136 Aleta Drive  
Belleair Beach, FL 33535

THEINLAND, John H.  
HHC, 2d SUPCOM, Attn: DCC  
APO New York 09160

THACKER, James H.  
23 Diamond Circle  
Fort Rucker, AL 36362

TOOMEPUU, Juri  
Hq. JUSMAG-K  
APO San Francisco 96302

WEBSTER, Grady F.  
Hq. KMCA  
APO New York 09164

WEEKS, Jimmy D.  
Highway 134 West  
Delville, AL 36322

## LT COLONELS

WHITE, William G.  
RD-1 Wynkoops Motel  
Shippensburg, PA 17252

WISBY, James M.  
Rt. 4, Box 155A  
Hopkinsville, KY 42240

WRAY, Donald P.  
2233 Semmes Drive  
Montgomery, AL 36106

YANAMURA, Kenneth K.  
TRADOC Ltr. c/o Pacific S&S  
APO San Francisco 96503

MAJORS

ADAMS, Bertram E., Jr.  
36 Forth Artillery Road  
Fort Leavenworth, KS 66027

ALVERSON, Frank L., Jr.  
Hq. 4th ATAF, Box 6174  
APO New York 09012

BALLARD, Stephen D.  
7141 Game Lord Drive  
Springfield, VA 22153

BARNHILL, William E., Jr.  
4175 Fawn Lane  
Smyrna, GA 30080

BAUGH, Robert M.  
700 Woodland West  
Waco, TX 76710

BECK, Silas E.  
212 Nottingham Drive  
Colonial Heights, VA 23834

BLAKE, Peter J., III  
5225-C Sydney Jay Street  
Anchorage, AK 99504

BRADLEY, John  
Hq USAREUR & 7A ODCSOPS  
APO New York 09403

BURDETTE, Robert J.  
6943 Antler Drive  
Columbus, GA 31904

BUTLER, James M.  
75 Fourth Artillery Road  
Fort Leavenworth, KS 66027

BYRNE, William G., Jr.  
18-B Deobriand Street  
Fort Douglas, UT 84113

CARROLL, William P.  
3106 South Union  
Roswell, NM 88201

CRISMAN, Robert S.  
P.O. Box 1098 (CGSC)  
Platte City, MO 64079



## MAJORS

**DIAMOND, Dalton**  
2017 O'Brig Avenue  
Guntersville, AL 35976

**DOTEN, Frederick S.**  
44928 Denmore Street  
Lancaster, CA 93534

**ERKINS, Moses**  
2012 Deerhurst Ct. Ottawa  
Ontario K1J8H1

**FERRING, Theodore J.J., Jr.**  
912-12 Acosta Plaza  
Salinas, CA 93905

**FIELDS, Joyce F.**  
10 Kirby Street  
Fort Rucker, AL 36362

**FIORÉ, Leonard A.**  
P.O. Box 315  
Gretna, IL 32332

**FITZGERALD, Henry E.**  
26 Dragon Drive  
Fort Leavenworth, KS 66027

**GNIAZDOWSKI, Francis**  
Hq Div Cmd, 101st Abn Div  
Fort Campbell, KY 42223

**HODES, Robert W.**  
65 Bullard Loop  
Fort Leavenworth, KS 66027

**HOPKINS, James R.**  
3d AD, Avn Co, Box 715  
APO New York 09039

**HORVATH, Leroy L.**  
295th Aviation Co (ASH)  
APO New York 09028

**HOSKINS, Charles E.**  
4806 Mermaid Boulevard  
Wilmington, DE 19008

**KATZ, Darrell W.**  
Route 6, Box 244  
Boone, NC 28607

**KEITHLY, Douglas L.**  
602 B. Miller Drive  
Fort McPherson, GA 30330

**KIMES, Kenneth E.**  
1408 East Vandeman Avenue  
Killeen, TX 76541

**LADD, Richard B.**  
3216 Walton Drive  
Montgomery, AL 36111

**LALICKER, Laurence**  
2d Bn, 3d FA  
APO New York 09077

**LANDERS, Curtis H.**  
261 Hancock Road  
Fort Leavenworth, KS 66027

**MACLEOD, James F., Jr.**  
35 Ludvig-Fuebach Str.  
8500 Nurnberg, Germany

**MARTIN, James D.**  
205th Trans Bn (AVIM)  
APO New York 09165

**MARTIN, William O.**  
230 Hancock  
Fort Leavenworth, KS 66027

**MATSON, Donald F., Jr.**  
7 Applewood Drive  
Shelton, CT 06484

**MCCURDY, John D.**  
1042 Crennan  
Fort Campbell, KY 42223

## MAJORS

**MCCURRY, William K.**  
394th Trans Bn (AVIM)  
APO New York 09061

**MCCEE, Albert P.**  
Hq, USAREUR MMC  
APO New York 09052

**MCLENDON, Walter H.**  
440-2 Kearny  
Fort Leavenworth, KS 66027

**MEBANE, Eddie B.**  
HHC, 503-D Cst Avn Bn  
APO New York 09165

**MILLER, Billy J.**  
23 Dragon Drive  
Fort Leavenworth, KS 66027

**MILLS, Jon R.**  
4389 Spillway Lane  
Dumfries, VA 22026

**MITCHELL, Richard R.**  
57 Dragon  
Fort Leavenworth, KS 66027

**MOONEY, Lowell T., Jr.**  
1148 Shine Lane  
Harker Heights, TX 76541

**MORRIS, Dennis L.**  
411 Woodland Drive  
Hinesville, GA 31313

**NEUWIEN, Reginald A., Jr.**  
203 Holly Hill Road  
Enterprise, AL 36330

**NICHOLS, Alfred G.**  
3031 Westcliff Drive, West  
Colorado Springs, CO 80906

**OLSEN, Wesley R.**  
84-4th Army Road  
Fort Leavenworth, KS 66027

**SCHLATER, John O., Jr.**  
737 Chatsworth Drive  
Newport News, VA 23601

**SWIFT, William D.**  
Bldg 100, Soldiers Circ  
Fort Douglas, UT 84113

**SYVERUD, Roger L.**  
Hq, USEUCOM, Box 1297  
APO New York 09128

**TAYLOR, John W.**  
D Troop 4/7 Cav, 2d Inf Div  
APO San Francisco 96251

**THOMAS, Steven A.**  
1953 Windsor Drive  
Sierra Vista, AZ 85635

**TRICKLER, Roger D.**  
20 Ferguson Lane  
Fort Rucker, AL 36362

**TRUJILLO, Arthur H.**  
30 Dragon Drive  
Fort Leavenworth, KS 66027

**VEHLOW, Charles A.**  
164 Jones Street  
Middletown, RI 02840

**WAGNER, Jerry T.**  
158th Avn Bn, 101st Abn Div  
Fort Campbell, KY 42223

**WEAVER, John C., Jr.**  
19 Hunt Road  
Fort Leavenworth, KS 66027

**WEBER, Glenn**  
6989 Sibyl Drive, S.W.  
Austell, GA 30001

## MAJORS

**WHITWORTH, William E.**  
2958 Elm Hill Road  
Nashville, TN 37214

**WILLIAMS, Robert B.**  
HHC, 11th Avn Bn (Prov)  
APO New York 09039

**WILLMAN, Landon P.**  
HHB, 72nd FA Group  
APO New York 09047

**WOODWARD, Ronald L.**  
12303 Old Spanish Trail  
San Antonio, TX 78233

**YENSAN, David A.**  
3947 W. Chapel Road  
Aberdeen, MD 21001

**CAPTAINS**

**ACKERLY, William G., Jr.**  
3424 A McCornack Road  
Wahiawa, HI 96786

**ALEXANDER, Gary J.**  
112 Country Club Lane  
Hopkinsville, KY 42240

**BARTON, Jay W.**  
1037 Mitscher Drive  
Key West, FL 33040

**BEADLE, Everett T.**  
Rt. #1, Box #208  
Denver, NC 28037

**BOWEN, Joseph S.**  
17301 S.W. 296th Street  
Homestead, FL 33030

**CALVARESI, Salvatore P.**  
USA ATC Bn Kro, EA (Prov)  
APO San Francisco 96301

**CLEVELAND, Horst H.**  
Avn Co, 1st AD  
APO New York 09326

**COX, Danny C.**  
5305 Franklin Road  
Nashville, TN 39220

**CUMBER, Donovan R.**  
2040 13th Street N.  
St. Cloud, MN 56301

**DANIEL, Michael W.**  
14th Avn Unit (ATC)  
APO New York 09114

**DEAL, Clifford L., Jr.**  
1956 Ponce de Leon Ave NE  
Atlanta, GA 30307

**DONAHUE, John C.**  
4911 Melrose  
Chicago, IL 60641

**ELLIOTT, Howard R., III**  
498th Medical Co (JA)  
Fort Benning, GA 31905

**FORESTER, Ronald R.**  
2564-B Bullard Street  
Fort Eustis, VA 23604

**FOWLER, Ruford W.**  
610 Gibson Drive  
Fort Benning, GA 31905

**GEORGE, Joe D.**  
HHT, 6th Cav Bde (AC)  
Fort Hood, TX 76544

**GIBBONS, Thomas U.**  
Hq & Hq Btry, 56th FA Bde  
APO New York 09281

## CAPTAINS

**GLASS, Len E.**  
629 York Road  
Fayetteville, NC 28303

**GOODIN, Albert C., Jr.**  
3rd Bn, 84th Arty  
APO New York 09176

**GRAY, James S.**  
1091-5 Apple Street  
Fort Wainwright, AK 99703

**GRIZZELL, James V.**  
HHC, 503D CAB  
APO New York 09165

**HALL, David**  
1019 West Lane  
Killeen, TX 76571

**HARMES, Michael H.**  
1028-4 Chestnut Street  
Fort Wainwright, AK 99703

**HAUSMAN, James H., Jr.**  
14th Company, USAAC  
Fort Rucker, AL 36362

**HIX, Alan D.**  
Air Troop, 11th ACB  
APO New York 09146

**HOOVER, Roger W.**  
P.O. Box 152  
Amherst, NH 03031

**HOPPES, Robert J.**  
P.O. Box 672  
Edgemont, SD 57735

**HOUSE, Randolph W.**  
16 Dickman  
Fort Leavenworth, KS 66027

**IGLEHEART, James L.**  
P.O. Box 363  
Ayer, MA 01432

**ISLE, Stephen**  
5243 El Cerrito  
Davis, CA 95616

**KNOWLTON, David L.**  
7 Walker Avenue  
Fort Leavenworth, KS 66027

**KRAUS, Ronald J.**  
17517-15th Avenue E.  
Spanaway, WA 98387

**LAKE, Douglas A., II**  
400 Branch Road, S.E.  
Vienna, VA 22180

**LAMBERT, Robert V.**  
5833-A Brett Drive  
Fort Knox, KY 40121

**LEGROW, Ralph W.**  
295th Avn Co  
APO New York 09028

**LICHTIG, Jan A.**  
28 Kirby Street  
Fort Rucker, AL 36362

**LILLEMON, George D.**  
P.O. Box 44  
Fort Monmouth, NJ 07073

**LINSTER, Frank J.**  
5917 64th Street  
Sacramento, CA 95824

**MARSHALL, John L., Jr.**  
Rt #2, Foxtail Drive  
Hartwell, GA 30643

**MARTIN, Robert F.**  
26 Dickman  
Fort Leavenworth, KS 66027

## CAPTAINS

**MAYFIELD, Richard A.**  
353 N. 950 East  
Kaysville, UT 84037

**MCMAHUS, William W.**  
HHC, 21st SUPCOM (PMO)  
APO New York 09325

**MEHRINGER, Kenneth E.**  
Sgt Det, USATSC TOAC  
Fort Eustis, VA 23604

**MELLEN, Paul C.**  
302 Chocoma  
Enterprise, AL 36360

**METCALF, Marvin G.**  
P.O. Box 9444  
Daytona Beach, FL 32020

**MOONEY, Philip A.**  
14 Dickman  
Fort Leavenworth, KS 66027

**MORRIS, Patrick M.**  
#2 Clontown Manor  
Orank, AL 36360

**MURRAY, William H.**  
#808 7600 Blanco Road  
San Antonio, TX 78216

**NASH, William L.**  
38 Harbord  
Fort Leavenworth, KS 66027

**NORRIS, Roger H., Jr.**  
HHC, 4th Trans Bde  
APO New York 09451

**OATES, Robert L.**  
28 Gainsborough Place  
Newport News, VA 23602

**O'BRIEN, Michael**  
206 Dehart Street  
West Lafayette, IN 47907

**PASIERB, E. Gary**  
100-B Butts Street  
Fort Benning, GA 31905

**PELLERIN, William A.**  
1384-B Myers Place  
Fort Sill, OK 73503

**PETERSEN, Robert P.**  
295th Aviation Co (ASH)  
APO New York 09028

**PIGOTT, Joel E.**  
3d Avn Det  
APO San Francisco 96271

**PILLOWS, Elbert L.**  
5614-B Gikley Lane  
Fort Knox, KY 40121

**PRUETT, Robert L., Jr.**  
198 Gibbs Deer Drive  
Clarksville, TN 37040

**QUALLS, Michael**  
3125 Alice Drive  
Batesville, AR 72501

**RANUM, Curtis A.**  
Flinth Det, 14th Avn Unit  
APO New York 09185

**RASMUSSEN, Lynn W.**  
1238-B Ramsel Court  
Presidio of San, CA 94129

**RICHTER, Henry J., Jr.**  
20610 40th Ave. Ct. E.  
Spanaway, WA 98387

**ROBERTS, Douglas**  
USAIKCS Cons Mail Facil  
Fort Huachuca, AZ 85613

## CAPTAINS

ROLAND, Kenneth P., II  
5238 MacArthur Blvd  
New Orleans, LA 70114

SCHEUER, Henry H.  
15 Galt Lane  
Fort Rucker, AL 36362

SCHIRMISHER, Geoffrey J.  
40 Kirby Street  
Fort Rucker, AL 36362

SCHUSTER, Michael W.  
1019-3 Apple Street  
Fort Wainwright, AK 99703

SHUMAN, Kenneth E.  
RD #8  
Bloomsburg, PA 17815

SIMMONS, Lester G.  
Route 6, Box 310  
Sanford, NC 27330

SLONIKER, Michael E.  
HHC, 501st Avn Bn (Cdb)  
APO New York 09326

SMITH, Lee T.  
D Co., 2nd Med Bn  
APO San Francisco 96251

SODERLUND, Paul R.  
2810 Heshbon Road  
Williamsport, PA 17701

SPOUSE, Timothy D.  
5828-A Brett Drive  
Fort Knox, KY 40121

STEIN, Kenneth R.  
1151-A Drennan Park  
Fort Campbell, KY 42223

STERN, Clifford H.  
208 Janice Street  
Enterprise, AL 36330

STEVENS, Shelby  
464 N. Oakley Dr, Apt E-203  
Columbus, GA 31906

STOCKL, Ludwig  
126 Nedrub Drive  
San Antonio, TX 78223

STONE, David M.  
USACC Box 3, Taiwan  
APO San Francisco 96263

STRAW, Marvin L.  
HHC, 31D Box 166  
APO New York 09036

STRICKLAND, Robert M.  
4184 Genyth  
Memphis, TN 38128

SWINDELL, Thomas A.  
835-A Tidball  
Wahiawa, HI 96786

TACKETT, John A.  
P.O. Box 5692  
APO New York 09012

TEKELL, Robert  
Tekell Furn, 309 N. Beaton  
Corsicana, TX 75110

THOMAS, Charles C.  
10 Floyd Road  
Verona, NJ 07044

THOMAS, David L.  
Rt 2, Box 80  
Wharton, TX 77488

TOBIN, William F.  
P.O. Box 7705  
Fort Gordon, GA 30905

## CAPTAINS

TUTTLE, Thomas L.  
HHC, 3rd Bn, 36th Inf  
APO New York 09045

VAUGHT, Larry G.  
67 Beckwith  
Niagara Falls, NY 14304

WATERBURY, James A.  
33 Nippins Avenue  
Mt. Holly, NJ 08060

WEBB, Philip H., Jr.  
P.O. Box 5465  
Fort Richardson, AK 99505

WILKINS, Albert G.  
26 Galt Lane  
Fort Rucker, AL 36362

WILLIAMSON, Robert L.  
809 West Claude Street  
Lake Charles, LA 70605

WILLIAMS, Thomas E.  
P.O. Box 44/1363  
Tehran, Iran

WYLAND, Stewart W.  
C Company 503rd Avn Bn  
APO New York 09165

WYNN, Dennis M.  
10 Surside  
Ormond Beach, FL 32074

LIEUTENANTS

LOSIER, Paul V.  
5079-D Val Verde  
Houston, TX 77056

LOVEJOY, Edward  
5552-C Folger Street  
Fort Knox, KY 40121

PETRYK, Gene R.  
B Co 205th Trans Bn  
APO New York 09165

WICK, Joseph C.  
375 Bayport Avenue  
Bayport, NY 11705

CW4'S

ANDERSON, James R.  
USA Parachute Team Bx 126  
Fort Bragg, NC 28307

ANDERSEN, Lee E.  
Box 813  
Fort Clayton, CO 99965

BARNETT, Don E.  
HHT, 4/7 Cav, 2D Inf Div  
APO San Francisco 96251

BATTLE, Ralph G.  
1300 Oak Forest Drive  
Ormond Beach, FL 32074

BELL, James A.  
FAA/DA Reg Rep Bx 20636  
Atlanta, GA 30320

BENEFIELD, Bennie  
157 James Drive  
Sierra Vista, AZ 85635

DAVIDSON, Jon R.  
6612 Sabrosa Ct. W  
Fort Worth, TX 76133

GILMORE, Edward A., Jr.  
109 Auburn Street  
Enterprise, AL 36330

## CW4'S

HAWKINS, Robert R.  
713 Ridge  
Copperas Cove, TX 76522

HERRING, Harold D.  
2222 West Main, Apt #5  
Dothan, AL 36301

JACOBSON, Deane M.  
Bell Plant Activ, Box 31100  
Amarillo, TX 79120

JOHNSTON, Jimmy B.  
PO Box 18327  
Corpus Christi, TX 78418

NETTLES, William R.  
1014-8 Dogwood Street  
Fort Wainwright, AK 99703

NOVOSEL, Michael J.  
HHC, 2nd Avn Bn  
APO San Francisco 96224

OHLSSEN, David L.  
10615 Aero Vista  
El Paso, TX 79908

OLSEN, John S.  
435 Thunderbird, Court, SE  
Olympia, WA 98503

PARNELL, James I.  
Co B, 8th Avn Bn, 8th Inf Div  
APO New York 09185

PATTON, Donald F.  
Box 409, 242nd Avn Co  
Fort Wainwright, AK 99703

SCHWEIKERT, Ronald W.  
4455 Pine Grove  
Las Vegas, NV 89117

WATLACK, Richard G.  
1527 Palmer Drive  
Fayetteville, NC 28303

CW3'S

CANNON, Frank R., Jr.  
Route 1, Box 1044  
Nicholasville, KY 40356

CORMACK, Bobby G.  
C Troop, 2/10th Air Cav  
Fort Ord, CA 93941

EYANSON, Charles D.  
111 South 13th Street  
Decatur, IN 46733

GIFFIN, Robert P.  
1039-2 Dogwood Street  
Fort Wainwright, AK 99703

GOODWIN, Curtis L., Jr.  
1937 Septemre  
El Paso, TX 79935

HENSELEN, Richard T.  
15306 11th Ave, Ct Ea  
Tacoma, WA 98445

HODDER, Allen J.  
363d Sixth Street  
Fort Richardson, AK 99505

HORVATH, John C.  
173rd Avn Co  
APO New York 09165

HOSMUN, David R.  
Rt #2, P.O. Box 428  
Ozark, AL 36360

HUNEYCUTT, James H.  
239 W. Harris Drive  
Fort Rucker, AL 36362

## CW3'S

JAMES, Robert E.  
HHC, 194th Armor Bde  
Fort Knox, KY 40121

JOHNSON, Monte D.  
5874 McCully Street  
Fort Hood, TX 76544

JONES, Larry K.  
180th Avn Co (ASH)  
APO New York 09025

MELVIN, William A.  
CMR #2, P.O. Box 5003  
Fort Rucker, AL 36362

MESSICK, Lawrence C.  
EODMA, P.O. Box 748  
APO New York 09019

NICKLE, Robert H., Jr.  
1039-6 Dogwood Street  
Fort Wainwright, AK 99703

PRICE, Terry T.  
11th Avn Troop Bde  
Fort Rucker, AL 36362

RICHMOND, Raymond E.  
5142 Nance Street  
Fayetteville, NC 28304

RILEY, Albert F., III  
CMR #2, P.O. Box 5123  
Fort Rucker, AL 36362

SEHL, James H., Jr.  
3621-C Porter Loop  
Wahiawa, HI 96786

SIBERT, Daniel S.  
242nd Avn Co, P.O. Box 372  
Fort Wainwright, AK 99703

STANTON, John H.  
Ready Co (MAIT) Box 34  
Fort Sheridan, IL 60037

SWEEN, Robert G.  
56th Aviation Company  
APO New York 09028

THOMPSON, Perry A.  
Spl Trp (Air), 2d ACR  
APO New York 09093

TURMAN, Frank E.  
D Trp, 3rd Sqdn 8th Cav  
APO New York 09185

WEST, Charles E.  
P.O. Box 15  
Daleville, AL 09025

WHITTINGTON, Robert L.  
394th Tc Bn  
APO New York 09061

WILSON, Paul R.  
478th Avn Co (HH)  
Fort Benning, GA 31905

CW2'S

BARRON, John E.  
CMR #2, P.O. Box 5069  
Fort Rucker, AL 36362

BELL, Lawrence J.  
7333-B Gardner Hills  
Fort Campbell, KY 42223

BERTOLASIO, William  
2289 Shadow Drive  
Sharpsville, PA 16150

BROWN, Daniel S.  
239 W. Harris Drive  
Fort Rucker, AL 36362

## CW2'S

BURKHARDT, Joseph Jr.  
180th Avn Co  
APO New York 09025

DENISON, Alan J.  
63rd Company, USAA/Vs  
Fort Rucker, AL 36360

DUPLESSIS, Troy L., Jr.  
1188-A Drennan Park  
Fort Campbell, KY 42223

ELLIS, James B.  
155th Avn Co (Aik Hel)  
Fort Ord, CA 93941

ENKO, Rodney E.  
94-1041 Anania Circ-49  
Oahu, HI 96789

GILES, Fred R.  
1906 Catwaba Drive  
Fayetteville, NC 28303

HOLBROOK, Eugene E.  
147th Avn Co  
APO San Francisco 96611

JACKSON, Isom K.  
780 Chapman Drive #2  
Colorado Springs, CO 80916

KAUFMAN, Stuart M.  
B Trp, 4/7 Cav  
APO San Francisco 96358

KNUPP, Gary L.  
RD #5, Box 203  
Johnstown, PA 15905

KRABY, David A.  
1051-1 Gaffney Road  
Fort Wainwright, AK 99703

MCWATERS, John D.  
1100 S. Harley, Apt #1  
Harker Heights, TX 76541

MELANCON, Thomas P.  
A Co, 24th Avn Bn, Hunter  
Savannah, GA 31409

MELLA, Sherwin J.  
516 Heather Drive  
Sierra Vista, AZ 85635

MILLER, Eric L.  
237th Med Det (AA)  
Fort Ord, CA 93941

PETERSEN, Douglas N.  
P.O. Box 521  
Fort Rucker, AL 36362

PROCTOR, Steven V.  
Qtrs #2547-F  
Fort Lewis, WA 98433

ROSSOMONE, Gary E.  
521-A Beluga  
Fort Richardson, AK 99505

RYAN, Dennis A.  
190 N. Harris Drive  
Fort Rucker, AL 36362

TEDFORD, Jon C.  
10101 Zenith Court  
St. Louis, MO 63123

WENDT, Peter C.  
6633 Sherrod Drive  
Fayetteville, NC 28304

WO'S

DOOSE, Chris A.  
P.O. Box 793  
Killeen, TX 76541



# New Members Joining AAAA



## AIR ASSAULT CHAPTER

Tennessee  
LTC Hayes W. Colley  
SP4 Charles Gardshire  
SGT Ricky L. Johnson  
E4 John E. Stroud  
MAJ Robert D. Whitworth  
Clarksville, TN  
CWJ George L. Anderson  
SG3 Dennis L. Balbach  
Mr. John W. Binkley  
Ms. Jewel Birdsong  
Mr. Carlton W. Bousman, Jr.  
SSG Doisy Bruner  
MAJ Lauren D. Buford  
CPT Gerald L. Bulisco  
CSM Henry M. Cadena\*  
CPT John Carden  
W01 Joseph E. Craddock  
Mr. J.A. Danko  
CPT Vincent M.S. English  
SG3 Sam P. Fant  
CWJ James Foster  
LTC Merle Freilize  
SGT David Furst  
Mr. Tom W. Gentry  
CPT Louis J. Glosston, Jr.  
W01 George Haas  
Mr. Ronnie Harrison  
Ms. Wanda L. Hogue  
CPT Charles T. Holt  
CWJ Cecil Howard  
Mr. Howard E. Larson  
SP4 Keith E. Lehman  
Ms. Elizabeth Q. Leibin  
CWJ George J. Machain  
CW3 Mack MacLaren  
SP4 Wayne Mashburn  
SP4 David Mast  
EG Samuel Mitchell  
SFC Charles Mullins  
1LT Clinton E. Palmer  
CPT George W. Parsons  
CPT Johnny R. Pelton  
SP4 Alan Price  
MAJ Richard F. Rockwell  
CPT Johnny J. Shelton  
SP4 Terry Shulenberger  
CPT William M. Smith  
CW2 Jerry Stephens  
SGT Bobby Stewart  
CPT Paul J. Strebel  
Mr. Wayne Teagle  
W01 Kenneth Van Allen  
Ms. Jo W. Wallace  
SGT William Water  
CW2 Mark W. Wonderly  
Ft. Campbell  
SSG Jonas B. Alley  
SP4 Damon L. Andrews

## AIR ASSAULT [Cont'd]

W01 Lester J. Austin  
SGT Walter Balisti  
SGT Chad Beckham  
SG2 Lawrence J. Bell  
SP4 Linda S. Bridges  
SP4 Herman D. Brown  
SP4 Scott Campbell  
PV2 Paul Callos  
SP4 Wilbur Chamberlin  
CPT Norman Curtiss  
PV2 Fernando Davis  
MAJ Phillip S. Elmer  
SFC Cesar A. Estrada  
PFC Lisa Goodwin  
MAJ Harold F. Grace  
PV2 Richard Hardy  
E4 Richard L. Jackson  
SGT Larry Jellott  
SGT Richard E. Jones  
SP4 Daniel Knake  
SP4 Kim Kreinblich  
CW2 Dennis L. Krewson  
SFC George Lake  
SGM Robert Lane  
CW2 Felice L. Larosa, Jr.  
Mr. Walter H. Maki  
LTC Victor E. Micol, Jr.  
CW2 James E. Minninger  
1LT David E. Mintz  
SGT Larry Murphree  
PV2 Robert L. Neubauer  
SP4 James Peed  
SP4 Vincent Pennalto  
SP4 Richard Penrod  
SGT John Perry  
Ms. Nancy B. Rhodes  
SFC Dallas O. Runner  
Ms. Melo Dee Schaefer  
CW2 Charles R. Sheldon  
CW2 Robert Sniggar  
SP4 Edward Steigwald  
CW3 Francis D. Thoenberg  
1SG Marshall C. Tilis  
CW2 Bernard E. Vincent, Jr.  
W01 Richard Z. Voigt  
E4 William Webb  
SGT Clark Wolring  
Hopkinsville  
PFC James Cloud  
1LT Thomas C. Rankin  
CPT Edward E. Wyks  
Oak Grove  
SP5 Terry Bigham  
CPT Edwin L. Clapp  
CPT George P. Eckles  
PFC Richard S. Furlty  
SP4 Myron Nemen  
Mr. Eugene Jackson  
CPT Teddy Morse

## ALAMO CHAPTER

COL Michael M. Davis\*  
CPT Bruce G. Furbish  
SFC Richard Mullen  
MAJ Charles A. Cavis

## ALOHA CHAPTER

CPT Steven L. Hardin  
CPT John A. Kimmell  
Mr. John J. Gorman

## ARMY AVIATION CENTER CHAPTER

Mr. Marvin Baza  
MAJ John Benson  
CPT Charles J. Campbell  
LTC Emmett F. Johnson  
Mr. Robert L. Miller  
LTC Joe U. Moffett  
SFC Richard T. Myers  
1LT Daphne Prall  
SFC Glenn Suttles  
SGM Wesley E. Toon  
CPT Paul N. Young, Jr.

## BENELUX CHAPTER

MAJ Eugene H. Kobes

## BONN AREA CHAPTER

Dr. Albert F. Puhlmann

## CAJON CHAPTER

CPT Darrell J. Fontenot  
CPT Gerald A. Louviere  
CW2 Ray Stanton  
1LT Gary Bryant

## CHECKPOINT CHARLIE CHAPTER

CPT Jack L. Brayton  
CPT William E. Conant

## CHICAGO AREA CHAPTER

Mr. Steve Janci  
Mr. Ronald Anderson  
Mr. Peter Mihalkian

## COASTAL EMPIRE CHAPTER

CPT Robert L. Steele  
CW2 Richard L. Brooks, III  
CPT Alfred L. Johnson  
W01 James E. Stone  
MAJ John C. Parrish  
MAJ Robert Vlasics  
CPT William L. Zanow  
CW4 Thomas A. Messeder  
CPT Scott R. Wilcox

## CONNECTICUT CHAPTER

Mr. Alfred Dovamin  
Mr. Edward Driscoll  
Dr. Fritz Haber  
Mr. Steve Wallace  
Mr. Donald E. Sorel

## CORPUS CHRISTI CHAPTER

Mr. Jose Rivera  
GS3 Gloria Alchison  
Ms. Debra S. Howerton

## DAVID E. CONDON CHAPTER

CW2 David L. Sline  
PFC Ellis Lemere

## EMBRY-RIDDLE CHAPTER

Mr. Mark Z. Connell  
MAJ Glenn L. Farnsworth  
CW2 Thomas H. Gerbick  
CPT John L. Schaller  
LTC John E. Davis  
MAJ Bobby G. O'Neal  
LTC Marvin R. Sullivan  
CW2 Gregory A. Wood  
Mr. Jack Othlauer

## ESFAMN CHAPTER

Mr. Ben Dobson  
CPT Bruce Pinner

## FT. BENNING CHAPTER

SFC Harry Jaynes

## FT. BRAGG CHAPTER

CW3 Andrew G. Siegner  
CPT Bruce C. Gaud  
1LT James M. Sikes  
MAJ William Berg  
CPT Richard Desjardins  
CPT Terrance Hummel  
W01 Howard E. Thompson  
CW2 Albert J. Willett  
1SG Charles Barnes  
LTC William A. Howard  
MAJ James Lester  
Mr. William A. Maloney, Sr.

## FT. HOOD CHAPTER

CW2 William R. Smith  
CW2 Michael E. Perry  
CPT Richard L. Broyles  
SP4 David Nettles

## FT. RILEY CHAPTER

SG3 James L. Broderick  
CPT James Armstrong  
CPT Robert F. McCredy  
CPT John C. Myers

## FT. SILL CHAPTER

SFC John G. Vanhoytzen  
CPT Robert R. Gamber

## FRANCANIA-MARNE CHAPTER

CPT James J. Graham  
1LT Robert A. Hammerle  
CPT Robert J. Hanson  
CSM Harry B. Scribner

**ZERO BASE - No new July-August members enrolled from the Air Cav, Birmingham, Chesapeake Bay, Esfahan, Ft. Monroe, Hanau, Inday, Lone Star, Monterey Bay, Mt. Rainier, Rocky Mountain, or Sun Bowl Chapters.**

## FRANCANIA [Cont'd]

CPT Bruce E. Simpson  
2LT James C. West

## GOLDEN GATE CHAPTER

LTJr Michael Menkin

## LEAVENWORTH CHAPTER

MAJ Terrell D. Bridges  
MAJ Kenneth A. Harris  
MAJ Gerald P. Kokenes  
CPT John W.J. Ball

## LINDBERGH CHAPTER

Mr. Edward Gale  
Ms. Sharon J. Hagen  
Mr. Robert Heller  
Mr. Robert L. Jackson  
Mr. Samuel E. Merrifield  
Mr. Joseph E. Redford  
LTC William Hinds  
LTC Joe T. Pope  
Mr. Laurence Epstein  
Mr. C.C. Faerber  
Mr. Rickey J. Brown  
Ms. Patricia Niehaus  
Mr. Ralph Parr  
Ms. Charlene Rozycki  
Mr. Darrel Caldwell

## MAINZ CHAPTER

CPT Marvin H. Baker  
CW2 William J. Swartz

## MISSISSIPPI VALLEY CHAPTER

SGT Allan E. Pillard

## MONMOUTH CHAPTER

CPT Thomas A. Kahler

## MORNING CLAM CHAPTER

MAJ Barclay Boyd  
MAJ Robert L. Bates  
CPT Phillip L. Curtis  
CPT David A. Jobe

## NURNBERG CHAPTER

CPT Byron W. Smith

## PERSIA CHAPTER

CDR Albert L. Rasmussen\*

## PIKES PEAK CHAPTER

BG Stephen E. Nichols

## RHINE VALLEY CHAPTER

1SG Cecil W. Vernon  
SP4 Mark A. Dillon

## SCHWABISCH HALL CHAPTER

MAJ Clifford George  
CW2 Eddie Hill  
CPT Donald McCullough  
SSG Jimmy L. Smith

## SOUTHERN CALIFORNIA CHAPTER

Mr. Fred J. Anderson  
Mr. Vincent Crenshaw  
Mr. Charles H. Miller, Jr.  
Mr. Dominic Ruggieri  
Mr. David Jukoff  
Mr. J.F. Brennan

## STUTTGART CHAPTER

SGT Aaron Miller  
MAJ Anthony C. Manilla

## TAUNUS CHAPTER

MAJ Jack E. Easton

## TENNESSEE VALLEY CHAPTER

Mr. Marshall Arney  
Mr. Einar R. Christopherson

## WASHINGTON D.C. CHAPTER

Mr. John W. Stahl  
MAJ Thomas Guivarra  
Mr. Karl Reeves  
MAJ John W. Lyons  
Mr. G.W. Adamson  
LTC Robert Letchworth  
COL Ivor W. Rundgren

## UNAFFILIATED

MAJ Leo Gumenny  
CPT Brian E. Dunlop  
SGT Ronald B. Mann  
Mr. L.J. Rossi  
SSG Wayne Kelsheimer  
PFC Wesley Klatt  
LTC Dan C. Clark  
Mr. Ralph Quosig

\*Retired

## ENLISTED

SUTPHIN, Arnold B., Jr., CSM  
5006 A Hammond Heights  
Ft. Campbell, KY 42223  
BAETHGE, Luther, MSG  
417 Y Street, Stewart Gdns  
Newburgh, NY 12550  
FARLEY, Terry G., SFC  
314-C Gulikana Ave  
Fort Richardson, AK 99505  
FARRELL, Joseph F., SFC  
808-B Adams Street  
Fort Devens, MA 01433

## ENLISTED

NEELLY, Edward, SFC  
3625 Winchester Drive  
Owensboro, KY 42301  
GILLEM, Terry, SSG  
4750-B Lee Village  
Fort Campbell, KY 42223  
GRAHAM, Delano, SGT  
F Co, 123 Main Bn  
APO New York 09326  
KIMEL, Gerald D., SGT  
1 Day Circle  
Daleville, AL 36322

## ENLISTED

MILLARD, Aaron L., SGT  
352 Aun Co Bx H Albrook CZ  
APO New York 09825  
O'BRIEN, Terrance, SP5  
4520 9th Street #18  
Rock Island, IL 61201  
QUILES, Antonio, SGT  
4723-E Lee Village  
Fort Campbell, KY 42223  
HALL, Dexter, SP4  
A Co, 159th Avn Bn  
Fort Campbell, KY 42223

## THE MONTHS AHEAD

Five "Special Issues" are planned for ARMY AVIATION in the months ahead. The December, 1977 "Convention Report" issue will cover the "77 AAAA National Convention activities. The Jan-Feb, 1978 issue will be dedicated to the UTTAS Program. In March we plan a "Second Career" insert covering the location & activities of our 700-plus retired readers. The April, 1978 issue will be devoted to the CH-47 MD Program, while the July issue will update our 1969 "Equipment & Material Issue."



## 1977 AAAA NATIONAL AWARD WINNERS



CW2 Randy  
Dyer  
"Aviator of Year"



SP5 Charles W.  
Ball  
"Soldier of Year"



LTC Garry F.  
Dolin, Cdr,  
Outstanding Unit



1SG Leon S.  
Wozniak, NCO,  
Outstanding Unit



MAJ Jerry  
Stokely, Cdr,  
Reserve Comp Unit



1SG Jack  
Powell, NCO,  
Reserve Comp Unit



MAJ Arthur M.  
Mountcastle  
McClellan Award



Joseph P. Cribbins  
"Outstanding  
DAC of the Year"

Special National Executive Board Award to the  
101st Airborne Division [Air Assault]  
for setting standards of aviation excellence  
during 1976 in Operation REFORGER

ARMY AVIATION  
1 Crestwood Road  
Westport, Conn. 06880