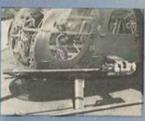
Army **Aviation**

The UNITED STATES now has two TOW-firing helicopters. Ours is 1/2 the cost of the other . . .



And it can now be equipped with our new 30mm CHAIN GUN®



Hughes Model 500M-D - TOW firing.

Hughes Helicopters Culver City, California



Personnel

"What's New in the Aviation WO Business"

PERSONNEL management of Aviation Warrant Officers is a complex and changing business.

Our mission in MILPERCEN is to meet the Army's requirements for aviation unique skills while providing a challenging

Warrant Officer.

New PAM 600-11

and rewarding career for today's Aviation

A basic principle to sound management is the establishment of an objective, or goal - a "roadmap" if you will. For us that roadmap is the new version of the recently published DA Pamphlet 600-11, "Warrant Officer Professional Development," which spells out in clear, concise terms the assignment, training, and educational patterns followed by MILPERCEN.

The VTAADS documents tell us the Army's total requirement for aviation warrant officers and the "skill mix" of that population. Working from this basic data and within the framework of DA Pam 600-11, we then begin to build a personnel inventory who have the skills and qualifica-

tions to meet requirements.

To do this we must first know what skills exist in the present population of

ARMY AVIATION is published by Army Aviation Publications, Inc., 1 Crestwood Road, Westport, Conn. 06880. Second Class Postage paid at Westport, Conn. aviation warrant officers. In the old days we could say that an aviator is an aviator, but that won't work today. The manmachine environment is much more sophisticated.

Revamping MOS

To determine the extent of the Army's trained aviation talent, we are currently taking a 100% inventory. This effort will verify your aircraft qualifications and skills. This administrative process will result in the award of an appropriate Military Occupational Specialty (MOS), Special Qualification Identifier (SQI), and Additional Skill Identifier (ASI).

When the inventory is complete and every officer's record is posted, we will know exactly what we need to train to meet the Army's need. The work is in progress and will be completed by 1 Mar 78.

When finished, the MOS "line-up" will

look like this:

100E - Attack Helicopter Pilot (AH-1 and AAH)

100D - Heavy Lift Helicopter (CH-54) 100R - Combat Surveillance Fixed Wing Pilot (OV-1)

100C - Cargo Helicopter Pilot (CH-47) 100Q - Combat Service Support Fixed Wing Pilot (U-21, U-8, C-12, and T-42) (This MOS absorbs 100P.)

100B - Utility/Observation Helicopter Pilot (UH-1, UH-60, and OH-58) (This MOS absorbs 100F and 100G.)

(PERSONNEL/Cont. on Page 33)

Hall of Fame



Nominations sought for June, 1978 entry

NOMINATIONS are now being sought for candidates for June 1978 induction into the Army Aviation Hall of Fame at Ft. Rucker, Ala.

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 now serving on active duty are ineligible for consideration until separated or discharge. Nominating letters will not be returned to their originators; however, the AAAA National Office will acknowledge the receipt of each nomination.

The Army Aviation Hall of Fame Board of Trustees will meet in January to select the 1978 Inductees from among those perThe suspense date for 1977 Hall of Fame nominations is Dec. 31, 1977.

sons nominated.

The Board of Trustees is composed of GEN Hamilton H. Howze, LTG Harry W.O. Kinnard, and BG O. Glenn Goodhand, all retired; and three active Army members, MG James C. Smith, BG Charles E. Canedy, and CW4 Llovd N. Washer.

The Board of Trustees has the responsibility of making the year-to-year selection of inductees from those nominated. It makes no attempt to select inductees according to time periods - as in the initial three years - nor is it obligated to select any predetermined number of inductees in any given year.

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

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

Cobra/A-10 Attack Team Evaluated

USACDEC, Ft. Ord, CA—A tactics development and evaluation called JAWS (Joint Attack Weapons System) Phase II, is currently underway at the USA Combat Developments Experimentation Command (CDEC) field laboratory at Ft. Hunter Liggett.

The study is developing the most effective ways of combining Army attack helicopter teams and USAF jets to counter enemy armor in a high threat environment.

Field trials are developing tactics developed earlier this year at Ft. Benning to determine the optimum number of each type of aircraft, the methods of coordination to be used, and the tactics best suited to this type of operation.

Related information is also collected regarding vulnerability of the aircraft to

the threat weapons system.

Nine AH-1 Cobras from Ft. Hood's 6th ACCB and Five A-10 jets from Nellis AFB have been equipped with special electronic equipment enabling them to be tracked by the CDEC Range Measuring System.



WELGOME TO MUSIC CITY. —U.S. Senator Jim Sasser (Tenn.) left, and Lieutenant General Harry W.O. Kinnard, USA (Ret.), right, listen at the First Region—AAA Honors Dinner as Major General Alton G. Post, center, First Region—AAAA President, opens the after dinner program by welcoming the attendees. The awards dinner took place at the Sheraton-Nashville Hotel in late August.



PRE-DINNER RECEPTION—The Honors Dinner Reception prior to the First Region—AAAA's 1977 Honors Dinner at the Sheraton-Mashville gave all attendees and end-of-convention social mixer. Here Major Jerry Wagner, XO of the 158th Avn Bn of the 101st and Mrs. Wagner, left, and Lieutenant Colonel Merie Freitag, right, chat with "Ran" Merritt, Manager of Army Requirements at the Sikorsky Aircraft Division.



TOPS IN FIRST REGION!—In back-to-back presentations, U.S. Senator Jim Basser (Tenn.) is shown presenting the major First Region—AAAA individual awards for the Active Army component. At the left, he presents the Regional "cubed" medallion to Specialist Four Steven Shaw of B Troop, 2/17th Cav of the 101st as the Region's "Aviation Soldier of the Year" and then (in right photo) presents the Region's "Aviator of the Year Award" to CW2 Ronald L. Radke, Company D, 158th Aviation Battalion of the 101st Airborne Division.



First Region-AAAA holds successful 2-day convention in Nashville, Ky.

NOTE: The photographs on these two pages were taken during the course of the First Region Convention in late August. The back-to-back "AAH Issue" (Aug. Sap 77) and "AAAA Conventice Issue" (Oct 77) precluded their publication prior to this date. We applogize to the First Region members for this delay.



HAPPY GROUP!—Shown prior to the 1977 First Region—AAAA Henors Dinner are, left to right, Colonel Dean Paquette, Ret.; Mrs. Alton G. Poat; Lieutenant General Robert R. Williams, Ret., AAAA Nationad President; and Major General Alton G. Poat; First Region—AAAA President. The well-attended Nashville, TN awards dinner cited the top offorts in the Region.



"I AGREE!" — Major General John A. Wickham, Commander of the 101st Airborne Division (Air Abil), right, and Lieutenant Colonel Norman M. Bissell, Commander of the 158th Awn Bn of the 101st, rise and applaud President Post's remarks at the close of the dinner. Mrs. Joseph H. Kastner is shown seated.





LEFT: Senator Jim Sasser of Tennessee, the Guest of Honor at the Honors Dinner, commenda those in Army Aviation for their outstanding service to their nation.

RIGHT: LTC Norman M. Bissell, con., and CSM Arnold B. Sutphin, Jr., accept the First Region—AAAA "Outstanding Aviation Unit for 1978" trophy from LTG Harry W.O. Kimsard, Ret., r., Past President, AAAA.

RIGHT (below): 1LT James M. Sikes, 448th Avistion Company (Asit Hel), North Carolina Army Nat'l Guard, accepts the First Region— AAA's "Reserve Component Avistor of the Year Award" from Sen. Sesser.









ABOVE LEFT: MG Post summarizes the ybar's afforts within the First Region at the Membership Luncheon, BELOW: Key figures at the First Region—AAAA Membership Luncheon head table were, i-r, Art Kesten, Nut'l ExVP; LTG Harry W.O. Kinnard, Ret.;MG Alton G. Post; LTG Robert R. Wilsiams, Nat'l Pres; LTG John M. Wright, d-r; and CoL Richard L. Stoesaner, Regional SeniorVP. CENTER: LTG "Bob" Williams, AAAA's Nat'l Presdidnt, responds to a member's

question at the General Membership Meeting. ABOVE RIGHT: Cliff Holgate, Boeing Vertol executive (back to camera) chats with BG 'Joa' Kastner, cen., Âir Assault Chapter President, and LTC 'Bill' Bacon, right, during the Monera Dienner Reception. BELOW: MG 'Al' Post, Regional President, accepts a \$1,000 Liebbergh Chapter donation check from its President, Don Luce, for the AAAA Scholarship Foundation's LTG William B. Bunker Memorial Fund.





Calenda

JULY 11 12 13 14 15 16 7 18 19 20 21 22 23 24 25 26 27 28 29 30

NOVEMBER SMTWTFS 1 2 3 4 5 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

July-November Meetings

Chapter, First Annual Family Picnic, Fitzsimons Hospital Picnic Area. Fun & games. □□JULY 26. Lone Star Chapter (Austin, TX). Business-Social Meeting and Family

□ □JULY 29. Morning Calm (Seoul) Chapter. Professional Dinner Meeting. Thomas R. Stuelpnagel, V.P. & Gen. Mgr., Hughes Helicopters, guest speaker. Frontier Club. Yongsan, Korea.

□□AUG.11. Monmouth Chapter. 'Sports Day' & 'Clam Bake.' Tennis/Golf followed

by Ft. Monmouth O-Club social.

□□AUG, 11. Ft. Benning Chapter. Professional-Business Luncheon. Charles Black. Columbus Ledger-Enquirer, guest speaker, Benning Room, Ft. Benning O-Club.

□□AUG. 20. Coastal Empire Chapter



HUNTSVILLE, AL-MG Charles F. Means, Cdr. USA Missile Research & Development Command, Redstone Arsenal, AL, addresses a recent luncheon of AAAA's Tennessee Valley Chapter. An Honorary Member of AAAA, Gen. Means spoke on the role of a Project Manager in developing the total system. (Hunter AAF). "Pack-A-Snack" Family Picnic, Lott's Island.

□□SEPT. 22. Rocky Mountain (Denver) Chapter, After dinner professional-social meeting; election; program planning, Fitzsimons O-Club.

□□SEPT. 22. Tennessee Valley Chapter. Professional-Business Luncheon with MG Charles F. Means, Cdr. USAMRDC, as the guest speaker (see photo). Ballroom of Redstone O-Club.

SEPT. 23. Ft. Sill Chapter. Midafternoon business-social meeting. Introduction of new Chapter officers. Polo Club. □ SEPT. 23. Rhine Valley Chapter. Professional Luncheon Meeting. MG James C. Smith, Cdr. USAAVNC, as speaker, Gasthaus "Goldene Rose" in Kirchen.

□□SEPT. 23. Aloha of Hawaii Chapter. Late afternoon Professional and Business Meeting. CW2 Don A. Neuman, guest speaker. Chapter programming; introduction of new officers. Wheeler AFB O-Club. SEPT. 24. Washington, D.C. Chapter. AAAA Summer Picnic. First Annual Davison Dodgers vs Pentagon Pirates Championship Softball Game, Davison AAF Picnic Area.

□□SEPT. 26. Alamo Chapter. Professional Business Luncheon. John W Oswalt, Chief, Mil Req Planning, Bell Helicopter Textron, guest speaker. Ft. Sam Houston NCO Club.

□ SEPT, 29, Esfahan (River City) Chapter. Second Annual Summer Picnic. Donkeys, camels, and jackasses for riding, Bell Family Services.

□ SEPT. 29. Southern California Chapter. Professional Dinner Meeting. COL(P) Edward M. Browne, AAH Project Mana-(CALENDAR/Continued on P. 36)

THE FACTS OF LIFE!

Every month — month in and month out — Army Aviators and enlisted crewmen forfeit their flight pay in being grounded due to illness or accidental bodily injury.

Others - just as unfortunate, but a bit more knowledgeable - collect their flight pay throughout their full period of grounding by having low-

cost Flight Pay Insurance.

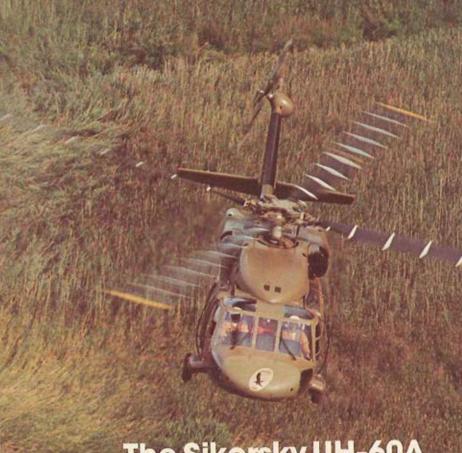
How low is "low-cost"? Would you believe less per month than a

carton of cigarettes?

Flight Pay Insurance has been around for a long, long while, and it has returned almost \$1.5 million in claims to more than 800 members of AAAA who were grounded for physical reasons.

Don't say we didn't tell you.

Ladd Agency, Inc. - 1 Crestwood Road - Westport, CT 06880



The Sikorsky UH-60A is now the U.S. Army's Black Hawk

SIKORSKY Division of AIRCRAFT TECHNO





Training

USAAVNC — A worldwide influence

HE comments I want to share with you in this issue cover the full range of the Aviation Center's reponsibility. Starting with our enlisted personnel, we have two men from the Training Design Branch of the Directorate of Training Developments on a two-week assignment in Korea. There they will administer the Skill Qualification Test [SQT] for two Army Military Occupation Specialties [MOSs] for the purpose of validating the tests.

Sergeant First Class Carl S. Harris and Bob Wolfington went to the Air Traffic Control Battalion at Seoul, Korea, to begin the testing. They will probably go to four or five test sites from there.

The two MOSs being tested are 93J, radar personnel, and 93H, control tower personnel. Thirty persons on each SQT level two, three, and four will take the test in each MOS. Persons in the pay grade of E-4 will take the SQT level two; level three will be administered to E-5s and level four to E-6s. A level five test is still being developed. Korea was chosen for the test area because of its high concentration of personnel with these MOSs.

SQTs are based on the job requirements and expectations in the Soldier's Manual for each particular MOS. Experts in each individual field select questions on the more essential jobs. These questions are then submitted to higher grade experts who either accept or reject the questions, or alter them to be

more efficient. At this point the tests are ready to be administered for the purpose of determining if they can accurately establish how much a soldier knows about his work.

Administering the test will be the final step in validating the tests. After this, the test will be acceptable for worldwide use. It goes without saying that the SQT and the Air Crew Training Manuals are two very valuable components in any commander's training pAackage. Considering the close scrutiny that is being directed towards defense spending, our stewardship must reflect an effort to use all assets available to us. The Air Crew Training and SQT Manuals are two of these assets.

A small and elite class

It's a little bit like swimming against a current, but in late September we did graduate 32 doctors from our Aviation Medicine Basic Course. These new flight surgeons are part of a very elite and small class. A commander fortunate enough to receive one I know will quickly integrate him into his staff. The services he can render when properly utilized are invaluable.

Finally, before I let you at two very interesting articles on development, I want to note that Colonel "Bob" Bonifacio's U.S. Army Aviation Board is gearing up to implement the new TRADOC guidance, contained in the TRADOC Reg 71-9, an operational

assessment of total system reliability.

A major advantage of this new measurement of reliability is that it takes into account the total system, the operation, the publications, etc., in the evaluation of equipment in the operational or user environment. This evaluation process is user-oriented and at the present time the results of this type evaluation show how our aircraft and related equipment perform in the field.

Traditionally, Army reliability has been hardware-oriented and as a result failed to show true operational performance. It is expected that in the future this type of reliability assessment will play an even greater role in the decision-making processes that are associated with the procurement of U.S. Army equipment,

Okay, I've included two articles — one from the Directorate for Combat Developments and one from the Aeromedical Research Laboratory — which I feel you should know about. So until I see you again — and with my travels for Army Aviation that may not be long — good luck.

MPUs protect Scout-AAH transmissions

THE U.S. Army Aviation Center has requested approval of TRADOC for funding a concept evaluation for communications utilizing microprocessing techniques.

It is anticipated that the technology offered by microprocessing units [MPU] will open a new era in the capability to communicate effectively in the crowded tactical radio frequency spectrum and against the electronic warfare threat.

The MPU technology offers advantages not found in existing airborne communications. The MPUs can be used to program and process digital data to represent coded messages that can be exchanged between aircraft. The use of digital data reduces the transmission (on-the-air) time to milleseconds. This

includes acknowledgment of the receipt of a message from the receiver to the sender during the same time period. A typical message could be target

A typical message could be target handoff information from a scout to an attack helicopter. The scout pilot would give the UTM coordinates of a target, type of target, the target movement (speed and direction), type of fire required, and the time for fire. This information would be programmed into the MPU and sent over any aircraft radio of the scout helicopter.

This information would then be received and acknowledged by the attack helicopters having the same MPU. The short duration of the on-the-air signal (in milleseconds) would prevent the emitter from being located by direction finding. It will also provide a capability to operate over a wide frequency spectrum, thereby reducing the effects of jamming by the enemy.

The evaluation will determine the employment concept of the MPU as a small, lightweight, low-cost unit that will be compatible with all Army aircraft communication radios. Special emphasis will be placed on the following:

• Improvements in all nap-of-the-earth

(NOE) communications.
 Discreet addressing.

· Invulnerability to direction finding.

Data burst communications.
Surety of establishing communica-

WRITE PROFESSIONALLY!

"Army Aviation Magazine" reimburses its subscriber-correspondents at five cents per published word, up to the first 2,000 words. The copy must be "first run" and so state; no unit reports, product releases, or personal items are considered as "exclusive" or reimbursible. Send your proposed editorial copy to the back cover address.

tion links.

The MPU would consist of a calculator-type keyboard with alpha-numeric characteristics and appropriate displays (CRT or LED) or a matrix-type display similar to the coded matrix board now used in training tactics for visual signaling.

The MPU concept evaluation would commence in FY 78 if funds are made available from the TRADOC Concept Evaluation Program.

AMSOG means "Oxygen for you"

NOW do you make oxygen from air at 23,000 feet? The U.S. Army Aeromedical research Laboratory [USAARL] has the answer: the AMSOG. AMSOG is the acronym for the Army Molecular Sieve Oxygen Generator that's being developed for U.S. Army aircraft use by the Aviation Medicine Research Division [AMRD] of USAARL. LTC Frank S. Pettyjohn, M.D., Director of the Aviation Medicine Research Division, calls the AMSOG technology a major breakthrough in providing oxygen to aircrews under the limitations of weight, space and power available in U.S. Army aircraft.

The current installation of the AM-SOG in the USAARL test bed U-21 aircraft, represents the only operational system being evaluated under actual flight conditions in civil and military avia-

tion today.

The AMSOG operates on the basis of a material called molecular sieve which absorbs nitrogen from air. Air has essentially 80% nitrogen and 20% oxygen. The use of engine bleed air provides a flow of air across the molecular sieve which removes the nitrogen resulting in approximately 95% oxygen for breathing at high altitude.

LTC Pettyjohn notes a wide range of application for this technology in support of the U.S. Army mission, from combat aviation and aeromedical evacuation to the supplying of oxygen to frontline medical units and CONUS hospitals.

Dr. Pettyjohn also looks to the future U.S. Army aeromedical evacuation heli-

copter, the UTTAS.

With the addition of the AMSOG to its specialized medical care equipment, the UTTAS will provide the most advanced aeromedical care available to the combat soldier from the point of injury to the definitive medical treatment facility.

Studies of this applied research of the AMSOG to present and future aircraft, as well as to its medical uses, are con-

tinuing at USAARL.



USAARL accomplished a "First." — A high altitude flight while breathing oxygen generated from "air."BG Ben Harrison, right, (then Dep Cdr, Ft.Rucker), is briefed by LTC Frank S. Pettyjohn, left, USAARL, on the AMSOG which will supply their life support breathing oxygen from aircraft engine bleed air at altitude.

Now joining the front ranks.

The most advanced gunship technology available is in the Army's hands right now—when they need it. It's the AH-IS—now in production and being delivered to field units.

Evolutionary development reduced risk and shortened development. In carefully planned, affordable program steps, Bell and the Army combined the combat-proven Cobra with the latest available technologies for mission effectiveness and survivability.

What Bell is delivering to the Army is a gunship with the power, agility, and maneuverability essential for nap-of-the-earth antiarmor operation. New features provide increased survivability, NOE cockpit compatibility with nightvision goggles and reduced glint canopy to name a few.

This new gunship is ready to meet the Army's anti-armor needs now and well into the future.

peacekeepers the world over depend on Re

. 1

Bell Helicopter TEXTRON

Logistics



TSARCOM — An action command!

THE U.S. Army Troop Support and Aviation Materiel Readiness Command (TSARCOM) is a major subordinate command of the U.S. Army Materiel Development and Readiness Command and assigned personnel number approximately 5,500, including nearly 300 military. Workers in the St. Louis command area range from clerks to skilled logisticians, maintenance specialists and highly skilled engineers.

It's an action command, geared to provide positive readiness support. To maintain this posture, the TSARCOM employs a variety of external and internal management tools with impetus toward newer and better cost effective and innovative means of meeting command responsibilities.

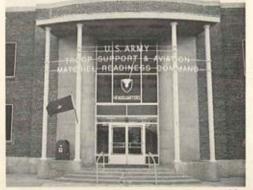
The TSARCOM mission is to provide logistic support and insure that the

Army's combat punch packs the necessary power to deliver a decisive blow whenever and wherever it is needed.

The sheer magnitude and diversity of the commodities managed and supported by the command, coupled with worldwide supply lines and maintenance, make readiness support tasks a substantial challenge.

Tri-Level System

To effectively and efficiently fulfill the diverse responsibilities, the command coordinates operations through Project and Product Managers, Readiness Project Officers, and Directors and Item Managers. Each of these team leaders has the authority to use horizontal and vertical lines of communications for the resolution of problems.



Headquarters,
U.S. Army Troop Support
and Aviation Materiel
Readiness Command,
St. Louis, Missouri

First Level

The first level of management are Product/Project Managers who have the responsibility for specific systems requiring intensive centralized management.

Responsibilities in this area include deployment, fielding, maintenance support, depot overhaul programs and final disposition. Presently, TSARCOM has four such managers; they report directly to the TSARCOM Commander.

The Special Electronic Mission Aircraft Project Manager is responsible for the operational readiness of the aircraft used to conduct the Army's signal intelligence, electronic warfare, and surveillance missions. One of the PM's primary tasks is to insure all types of electronic mission equipment are designed and installed in a manner not to cause degeneration of aircraft flight performance characteristics.

The AH-1 Cobra Project Manager has the responsibility for modifying, purchasing, and deploying the Cobra Weapon Systems. The PM also provides the necessary training and logistic support



SPECIAL AWARD-MG John A. Wickham, Jr., right, Cdr, 101st Abn Div (AASLT), accepts a unique trophy from LTG Robert R. Williams, Ret. AAAA Nat'l President, for the Division's "outstanding performance in REFORGER 1976." The award was made at a Commanders' Luncheon at Ft. Campbell, KY, on October 11.

for the modernized systems. The Cobra/ TOW currently being deployed provides combat commanders with a versatile and sophisticated aerial fire support platform.

This aircraft is capable of supporting infantry, artillery and other units, day and night, with reconnaissance, surveillance, target acquisition, convoy escort, area fire support and pinpoint target destruction.

The Project Manager for the Iranian Aircraft Program is unique in that the primary mission is not related to U.S. Army readiness support. The three-fold operation of this Project Manager is:

. . . To assist the Government of Iran with the purchase of 214A Utility Helicopters and AH-1J Attack Helicopters;

. . . To assist the Iranian Army to establish a logistical support system for aircraft repair and supply;

. . . And to assist with the establishment and initial operation of supply and maintenance training facilities and associated programs.

The Amphibian and Watercraft Product Manager has the total system responsibility for managing the Army marine fleet including small coastal and

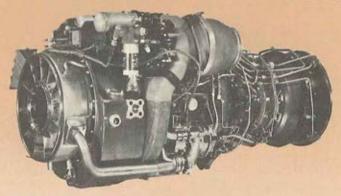
large ocean-going craft.

The primary mission is to modernize and maintain the current Army marine fleet until replacement vessels are provided. This Product Manager insures the movement of water-borne personnel and cargo through water terminals, and the movement of water-borne personnel, cargo and logistics in over-the-shore operation; operates watercraft in harbors, inland waterways, and coastal waters; and provides support to forces conducting amphibious operations.

Second Level Management

The Readiness Project Officers are the second level management team; they are within the Directorate for Systems Management. These managers have the responsibility for a wide range of combat service support systems and commodities. Functioning much like mini-Pro-

Neither snow nor rain nor heat nor sand...



will keep the T700 engine from doing its job.

Some of the toughest and most realistic testing ever conducted on an aircraft powerplant has been carried out with the T700 helicopter engine to prove its ability to operate reliably in the rugged Army environment.

For example, in accelerated environmental testing, the T700 showed just how tough it is. Tests demonstrated engine capability to ingest slugs of water, 2 inch ice balls and birds weighing 2 pounds without significant performance deterioration. At the same time, it was shown the engine could withstand severe tem-

perature extremes. And in the key test to evaluate ability to avoid engine damage that caused nearly 60% of unscheduled engine removals in Vietnam, the T700 ingested 72 pounds of sand in 50 hours of engine operation. This is equivalent to 3000 takeoffs and landings on a dry, sandy beach. A particle separator—the first ever designed as an integral part of a helicopter engine—helps protect the T700 from all kinds of FOD.

For the Sikorsky UH-60A Black Hawk and Hughes YAH-64 AAH, we're building the T700 tough.

205-197

The T700

Approved for production to meet the needs of the modern Army



ject Managers, they are chartered by the TSARCOM Commander to head up small task forces of highly skilled personnel to cope with readiness problems of user commands.

In addition, these project officers fix the responsibility for success or failure of system programs; provide a single face to the field; create lasting problem resolution; provide fast support; and promote confidence in TSARCOM's ability and capability to handle routine and priority problems.

Periodically these project officers are called upon to review the necessity to elevate systems or items or conversely elevate systems or items, or conversely reduce systems or commodities to third

level management.

Third Level

The third level of management is comprised of Item Managers who are located within the Directorate for Materiel Management. These people are the backbone of TSARCOM's wholesale supply effort. Their functions are as important as the responsibilities of first and second level managers.

Third Level Item Managers are responsible for such items as altimeters, rotor blades, repair shops for clothing, bath units, water purification sets, mapping and topographic equipment, and

numerous other items.

Directorates

Functional directorates support the three levels of managers and comprise the largest number of personnel. The manager level support requirements range from procurement and production, materiel management, maintenance, personnel staffing, and product assurance to international logistics expertise. In addition to these directorates, there is a comptroller staff that monitors the daily financial business of the command providing funding status and advice to the managers.

A vital part of TSARCOM assistance

FOOTNOTE

On 1 July 1977 the U.S. Army Aviation Command [AVSCOM] and the U.S. Army Troop Support Command [TROSCOM] were disestablished. Simultaneously, the U.S. Army Troop Support and Aviation Materiel Readiness Command with a TSARCOM acronym, and the U.S. Army Aviation Research and Development Command [AVRADCOM] were organized with the former being given the readiness mission responsibilities.

is wholesale supply support. This function is massive and millions of dollars are spent each year for materiel ranging from nuts and bolts to total end items. The actual inventory exceeds \$2 billion and represents more than 20.8% of the

total Army supply inventory.

Customer requirements for components and repair parts arrive in the form of more than 631,000 requisitions yearly. Once released, the requested items are shipped by the most expeditious means from supply depots strategically located throughout the United States. Within this supply function lies the responsibility for the final life cycle function of disposal.

Disposal

When items are determined to be uneconomically repairable, obsolete, or no longer required, disposal action is initiated by sales to other states or federal agencies or to foreign governments; or transferred to the Defense Supply Disposal System for reclamation or sale to private individuals and commercial firms.

Obsolete or unneeded aircraft are transported to the military aircraft storage and disposition facility at Davis-Monthan Air Force Base in Tucson,

Arizona.

Command responsibility does not end with the fielding of a system. That system must be maintained and modernized to keep pace with rapid changes in requirements and advancements of the state of the art that lend themselves to safety, efficiency, and cost effectiveness.

Three major methods are used to achieve maximum readiness support. This readiness objective is accomplished through depot overhaul programs; new equipment and modernized systems training; and publication of maintenance manuals and bulletins insuring standardization of maintenance practices and procedures.

National Maintenance Point

The National Maintenance Point supervises a broad spectrum overhaul program for fielded systems and components. To accomplish these programs TSARCOM uses a three-pronged approach: Army depots, cross service, and commercial firms.

In the first approach, Army depots, such as Corpus Christi and New Cumberland, are used extensively for aircraft and component repair. In addition, TSARCOM utilizes Tooele, Anniston, and Red River Depots, and the Charleston Storage Activity for repairs of other items such as generators, locomotives, and watercraft.

The second approach augments the diversified depot network of in-house c pability with cross-service support from the Navy at North Island, the Marine Corps at Cherry Point, and the Air Force at Kelly AFB.

The third approach makes economical use of commercial companies for aircraft repair employing such firms as Bell, Sikorsky, and Boeing for aircraft, and Midwest Supply Company for generator, laundry, and water purification repair.

Quality Assurance Program

The Quality Assurance Program is an integral part of the TSARCOM logistical support which is interfaced with the development command to insure that new systems and modifications meet or exceed specifications. Meanwhile, heavy emphasis is placed on

continuous life cycle assessment of systems and components reliability and maintainability to achieve maximum effectiveness of fielded equipment and

future designs.

TSARCOM technical representatives, residing in the field with worldwide units, provide the command with excellent input designed to assist units in maintaining a high readiness posture. This inherent advantage provides invaluable channels for feedback to the managers.

Integrated Logistics Support

Another important management tool is the Office for Integrated Logistics Support. This office insures adequate planning and programming between the development commands and TSARCOM during the conceptual, development, and initial fielding phases of the systems' life cycles.

This office is a focal point to insure that design engineers consider, along with reliability and maintainability, the readiness command's ability to support

fielded systems.

Another means utilized to assist that customers secure immediate assistance is the continuous operation of the Command Operations Center. Thousands of requests are received monthly for information and assistance. Reports from the center also provide the commander with an insight of response time and recurring problems.

Internally, TSARCOM has the ability to judge the command's performance by monitoring the wholesale stock availability and to insure adequate repair parts and components are available to fulfill customer satisfaction and monitor the operational readiness rate of the aviation

and ground support systems.

Also, there is an extensive in-depth review and analysis of each project and product program, directorate, and office to insure appropriate goals are established, are vigorously met, and are in consonance with overall proposals for increasing materiel readiness support.



E5 Aviators

Special Task Force nixes Enlisted Pilot Plan

THE Aviation Special Task Force (STF)
was formed as a result of correspondence received from the field.

These letters and calls expressed deep concern over the "non select rate" of the last CW3/4 promotion boards, and with the proposed Enlisted Aviator Management Plan.

Composition of STF

The Special Task Force was formed on 22 June 1977 with the following personnel:

BG Charles E. Canedy, ODCSOPS, and BG Richard S. Sweet, ODCSPER, as Co-Directors; and COL James R. Hill, ODC-SRDA, as Chairman.

Members were LTC William E. Bacon, DARCOM; LTC Robert M. Furney, USA-AVNC; LTC Glenn C. Greenlee, USA Admin Cen; MAJ Arthur J. Hall, DARCOM; MAJ John R. Francis, 101st Abn Div (AASLT); MAJ George D. Fuller, 6th ACCB; and CW4 Ellis P. Walker, MIL-PERCEN.

The mission of the STF was to evaluate the Aviation Warrant Officer, the Enlisted Aviator Management Plan, and Officer Aviation Specialty 15. Further, Aviation Warrant Officer recommendations were to be reviewed for application to the entire Warrant Officer Corps.

Soon after getting started, the STF realized the extent of the herculean task it had on its hands, and established a priority of effort. First was to attack the AWO and Enlisted Aviator areas, and then to turn to Aviation Officer Specialty 15.

I'm happy to report that we briefed the

Vice Chief of Staff of the Army on 2 Nov 77 on the first two areas.

The following is a synopsis of the key recommendations that were approved by General Kerwin:

→Promote not less than 80% of the WO's being considered for first-time promotion to CW3 or CW4.

Provide selected continuation for WO's in critical MOS's.

Beginning in FY 81, Reserve Component WO's will not be allowed to remain on active duty beyond 20 years via the managed tenure program (to enhance the RA Warrant Officer Program).

Ensure by AR that WO representation be included on future AUS promotion selection boards, and that these boards understand expected performance of duties which do not change at the next higher grade.

∠Do not grade WO positions, i.e., WO1, CW2, CW3, CW4.

∠Army Research Institute and the Surgeon General's Office will continue to refine and implement in Oct 78 an improved flight school pre-selection evaluation program.

Phase out the three-year/500 hour "advanced aircraft transition" requirement.

∠ Begin, not later than FY 80, to implement mission-tracked (attack, cargo, utility, or scout) initial entry flight training.

Develop a management and distribution plan to coincide with requirements by aircraft/weapons systems.

✓Increase the initial flight training obligation for new applicants from three to

four years.

Adjust the service obligation for future additional schooling based on cost and course length, and make obligations additive up to four years.

Reduce USAREC's Aviation Warrant

Officer recruiting to 15%.

✓ Develop utilization scenario and crew flight hour limits by each type of aircraft, unit, and mission for mid-intensity conflict.

Revise the maximum number of flight hours logistically supportable and revise

crew staffing accordingly.

∠Consider staffing all active attack helicopter units at 100% of present required TO&E strength.

Examining the feasibility and timing

of assigning limited AH-1S assets to the ARNG, and establish a nucleus for a mobilization training base or bases.

Provide attack helicopter training to the Reserve Components and develop a mobilization designee program for avia-

Delete the Enlisted Aviator proposal from further consideration.

All of the foregoing changes are to be implemented over a three-year period as the budget permits. The recommendations regarding Army Aviation will be applied equally to Commissioned and Warrant Officer Aviators.

The Chairman is presently in the process of reconstituting the Special Task Force members in conjunction with taking on the subject of Officer Specialty 15. The STF expects to complete the effort by mid-March 78.

Two 101st Aviation Companies set unprecedented mark

The readiness and deployability capabilities of the 158th Aviation Battalion (AH), 101st Airborne Division, have been termed "unique", "an unprecedented mark in the field of aviation," and "a real tribute to our

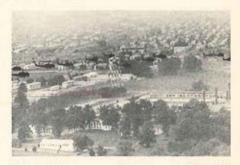
maintenance people."

In the past five months, two 158th "Challenge Battalion" companies have produced 100% aircraft availability which is, according to 158th commander, LTC Norman M. Bissell, "the first time any company-size assault units have ever accomplished this in the 101st Airborne. Only a handful of aviation companies have accomplished this within the entire aviation force structure."

From June 16 - July 21, Company D, commanded by MAJ Phillip S. Elmeer, supported ARNG units at Ft. Drum, NY. On the 21st - 22nd, all 20 aircraft organic to the "Ghostriders" flew back to Fort Campbell.

Elmeer called the 30 men responsible for the aircraft maintenance "a tremendous group of young men — exceptionally hardworking and willing to work."

Major Jack G. Ashcraft, Company C



"Phoenix" commander, gave credit to his maintenance crewmen and the "PHASE" system when all of his birds took to the skies Sept. 2.

"It's no easy task," Ashcraft said. "However, the 'challenge' was there to

meet that 100% goal."

Both companies are functioning at about 80% of their TO&E strength, but the maintenance sections aren't complaining. The 158th was selected as the First Region -AAAA 1976 "Aviation Unit of the Year" and has the highest number of AAAA members in the division.

If you hold a military commission or warrant, you can join USAA.

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Simulators



The bottom line? They're cheaper!

This article is written in response to LTG Robert Williams, Ret., "Call for Professional Papers" in the July-August issue. LTG Williams posed two questions about flight simulators.

Is the Army appreciative?

First, does the Army fully appreciate what these devices do for training, flight safety and cost savings? The answer is yes and no. On the positive side, as an instrument training device the simulator represents a quantum jump from the days of the old blue canoe Link Trainers, which were often more destructive to a fledgling pilot's skill and ego than they were instructive. Taken in its design context, that of a training device, the simulator is an outstanding machine.

Further, the realm of flight safety offers some interesting areas for comment. Not only does the simulator give us the capability to demonstrate and practice nearly every emergency and unusual procedure associated with a specific aircraft (the UH-1 in this case), but it also allows us to utilize (practice) many we could never do in the actual aircraft. The

CW3 William P. Fazekas, an eightyear member of AAAA, and CW2 Ronald L. Radke, the First Region— AAAA's 1977 "Aviator of the Year," both serve in the 101st Airborne Division (Air Assault). 2B24's unique capability to safely exploit many of these "never-never-land" areas that we merely discussed before, is the single outstanding asset of the entire

system.

Once the initial cost is met, the bottom line in any simulator program is that it is undoubtedly cheaper to operate for a given period of time than it is to operate an aircraft for the same period. No question about it. As to whether the Army appreciates what the devices can do may well be a moot point. Certainly the 101st does in that we are required to fly 26 hours per year in the simulator rather than the 24 hours AR-95-1 prescribes.

A high utilization rate

The second question LTG Williams posed was: Are the simulators being used to the maximum of their capacity and capability? Worldwide we estimate a 95% to 96% utilization rate, so they are obviously used to their maximum capacity. In the area of maximum capability, however, we fall short. To begin, we never had enough adequate navigational equipment installed in the UH-1 to exploit its potential fully as an instrument platform.

Equipment such as dual VOR's, glide slope indicators, DME, weather/terrain radar, radio altimeters, RNAV, auto pilots and even approach couplers, have never been installed (with few exceptions). Before this capability can be realized in the simulator it must be realized in the aircraft.

Obvious disadvantages with all this equipment can be expressed because of mission/design profiles: "You don't have it because you don't have that kind of mission" is the comment often heard here at Fort Campbell (and other places). This is probably true in some cases; however, here at Fort Campbell, we operate the UH-1 in instrument meterological conditions (IMC), but only in the civilian environment. We do not fly tactical instrument missions under IMC, yet we state we have an all-weather capability.

It might be more correct to state we have an almost all-weather capability—and the only reason we have that is because the good old Huey is an extremely flexible aircraft. But even then, it has its limitations. We are not saying that we do not train for the tactical IFR mission. On the contrary, we are committed to that mission. We recently began such mission simulations in the 2B24 SFTS, and some units are beginning to tentatively experiment with tactical IFR

on the reservation.

Drawback: AI time decreasing

The fact remains that we can do only so much with one VOR, one (usually weak) ADF, and nothing else but an E6B computer. Equipment such as radio altimeters, doppler, and terrain mapping radar would be invaluable in enhancing

our tactical IFR capability.

One of the negative aspects of the simulator program is that use of the simulator greatly decreases actual IFR (weather time) flown. This is more than likely a cost-related area. For instance, if a pilot desires to do some IFR proficiency flying, the operations/maintenance technician usually has four or five reasons why he shouldn't go, and instead they schedule another period in the SFTS for this aspiring weather pilot.

Reasons often heard are: (1) It's cheaper, (2) it would interfere with maintenance flow charts, or (3) we need the instrument aircraft for other mis-

sions. In effect, by requiring the maintenance of procedural proficiency in the SFTS and by allowing this time to be counted towards combat readiness flying (CRF) minimums, we have, whether we have wanted to or not, precluded actual weather operations. Breaking out of the overcast at 200 feet with one quarter mile visibility and finding the runway approach lights right where you expect them to be is an experience that cannot be duplicated or simulated in any training device.

A small feeling of unrealism

As long as the pilot knows that no matter how much turbulence he's encountering, or no matter how much ice he accumulates, or no matter how many of his systems have malfunctioned, that all he has to do is pop open the cockpit door of the SFTS and it will flop off motion and he can proceed to pour another cup of coffee, it will not be realistic.

As combat experience in Vietnam and several Mid-East wars have proven, ex-



CONGRATULATIONS—Edward Hollman, left, Director of Product Assurance, AVRADCOM, St. Louis, Mo., and two workers, Stewart Chen and John Conroy, examine a plaque the command received from "Industrial Research Magazine" for successfully completing a three-year program to requalify scrapped roller bearings. Potential cost savings to the Army and other services are estimated at plus \$1 million annually.

perience-trained pilots did consistently better than simulator-trained pilots. As we understand it, Soviet/Soviet-trained pilots receive far more simulator training than do American/American-trained pilots. American and Israeli pilots consistently scored higher than their adversaries.

Our final comments will take issue with the change to AR 95-1 that allows completion of the annual instrument renewal in the SFTS. In this we have gone too far. A pilot now graduates from flight school and completes most of his instrument training in simulators. If, for example, he comes to Fort Campbell he will (supposedly) maintain his instrument proficiency in the SFTS, and is authorized by regulation to take his instrument renewal in it as well. We have, in fact, created a new category of pilot - a pure simulator pilot.

Weather by its very nature is wet. bumpy, dark, and sometimes quite nasty. The more exposure a pilot gets to this environment, the more he expands his capabilities as an aviator, the more he increases his value to the commander and mission, and the more he reinforces his self-confidence. Most importantly, he will realize that he is a "Total Pilot" who can operate effectively in all aspects of the combat/flight envelope.

We feel that the simulator should be used to help the pilot realize his own capabilities and his specific aircraft limitations in the instrument environment. It should be used to supplement his training in the aircraft, not to attempt to duplicate the critical envelope of IMC flight. His actual performance should be evaluated in the aircraft; after all, this is what instrument flying is all

about.

AAAA selects nine National Members-at-Large

The nine new National Members-at-Large recently appointed to AAAA's National Executive Board by LTG Robert R. Williams, Nat'l President, are shown here. All will serve on the Board for the "Convention to

Representing various membership constituencies in







AAAA are MG James C. Smith, USAAVNC Commander; MG Story C. Stevens. AVRADCOM Commander: BG Charles E. Canedy, Army Aviation Officer, DA; BG Benjamin E. Doty, Dir of Officer Personnel Mgmt, MIL-PERCEN; COL John J. Stanko, Jr., Army Avn Div. NGB; LTC William W. Priest, AO, OCAR; and CW4 Lloyd N. Washer, OS Asgmt Off, WOD, MILPERCEN. Also serving as National Members-at-Large are

Mrs. Thyra V. Bonds, Chief, Prog Mgt Div, Ofc of the Proj Mgr for Acrft Surv Equip, AVRADCOM; and Eugene J. Tallia, Vice President, Gov't Relations, Sikor-

Convention Year" ending 15 October 1978.



MG STEVENS





BG CANEDY



sky Aircraft Division.



BG DOTY



CW4 WASHER



E.J. TALLIA



MRS, BONDS



LTC PRIEST



On Guard!

The ARNG's Consolidated AIMI Program

IN January 1970, a task group representing all U.S. Army Major Commands worldwide was called together to develop a system which would provide for the intensive management and control of selected items of materiel.

In a letter from the Adjutant General on 2 June 1970, DA directed implemention of the Selected Item Management System

(SIMS).

The U.S. Army Aviation Systems Command (AVSCOM) subsequently developed and implemented the Aviation Intensive Management Items (AIMI) program designed to provide control and visibility of selected high dollar and critically short aviation items, while simultaneously reducing the supply pipeline.

A March 1972 beginning

In March of 1972, the Army National Guard began participating in the AIMI program with a first line fleet of 801 aircraft, and a flying hour program of 117,834 hours.

Initially, Army Aviation Support Facilities (AASF) and Army Aviation Flight Activities (AAFA) in each of the 50 states, D.C., and P.R. were responsible for the

"Although technical in nature, the AIMI program is one that has earned the respect of materiel managers from TSARCOM up to the DCSLOG. I'll have a fine article on ARCSA III in the Army National Guard, but it can't be released as yet."

—JJS

overall management of their AIMI program to include requirement projections, requisitioning, and the return of unservice-

able reparables to the system.

Because of the decentralization inherent in this system, overall asset visibility and program control were seriously impaired. Excess serviceable AIMI assets on hand in the 50 states, D.C., and P.R. had reached a dollar value of \$6.3 million by the beginning of FY 75, and the unserviceable reparable return ratio was experiencing serious imbalance. This increase in the total pipeline was impacting most unfavorably on worldwide availability of AIMI assets.

A major aircraft increase

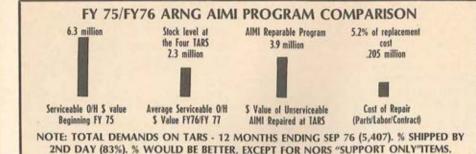
However, in spite of the increased availability of "on hand" assets, over 20% of those AVSCOM-managed items which were causing excessive downtime as reported on the DA Form 1352 for the five months preceding July 1976, were AIMI items. In the meantime, the ARNG first line fleet had increased by 160% to 2,082 aircraft, and the flying hour program to 279,884 hours, a 138% increase.

It was imperative that an AIMI program be developed, which would not only provide asset visibility and centralized control, but would simultaneously reduce the supply pipeline and provide responsive

logistical support.

The serviceable on hand assets were the first to receive attention. Visibility was established at the Aviation Logistics Office of the NGB's Aviation Division. Those

25



items which were clearly in excess of projected requirements were redistributed within the the ARNG to meet zero balance conditions. During the ensuing five quarters, \$2.9 million worth of assets representing 43.9% of the quantities reported on hand at the beginning of FY 75 were redistributed.

Concurrently, a management program with centralized control which would provide constant and continuous cognizance of the total ARNG AIMI program was being developed.

A closed loop system

The AIMI program was designed to operate as a closed loop system, using the Transportation Aircraft Repair Shops (TARS) as inventory control points for their respective geographic support areas. Automatic Data Processing programs were developed for the U.S. Property and Fiscal Offices (USPFO) in each of the TARS states, which would facilitate the production of mechanized management tools. Manpower resources were allocated to each of the four TARS states to absorb

NEXT MONTH

The December, 1977 issue will report on the activities at the AAAA's '77 National Convention in Arlington, Va., to include full photo coverage. First Region—AAAA details and photos (p. 4-6)could not be placed in the Aug-Sep 77 'AAH Issue' or subsequent Oct AAAA 'Convention Issue.'

the workload and finally, an NGB pamphlet was staffed and published which prescribed specific policies and procedures for managing, operating, and controlling the ARNG consolidated AIMI program.

In September 1976, the program was implemented. Because stockage of AIMI assets below TARS level was no longer authorized, all items were returned to the supporting TARS by their supported AASF's/AAFA's. The dollar value of AIMI assets turned in was \$2.7 million, bringing the total of those items turned in and redistributed to 90% of the excess identified at the beginning of FY 75.

If the goals of the ARNG AIMI program were to be realized, it was imperative that both issues and returns be centrally controlled. Issues were controlled by withdrawing the authority to requisition from all states except the four TARS. As a result, all AIMI assets which are provided to the ARNG are the result of requisitions initiated or passed by one of the four TARS.

A quick turnaround

The assets are then provided to supported AASF's/AAFA's when required, and only in the quantities necessary for immediate end item application. The return of unserviceable reparables are also centrally controlled by the four TARS. Return documentation, DD Form 1348 and Government bills of lading, when required, are provided to the AASF/AAFA by the TARS simultaneously with the shipment

of the serviceable asset. Upon receipt of the return documentation, the AASF/AAFA is required to offer the asset for transportation within two working days.

As the result of loose accountability of AIMI assets prior to the implementation of the consolidated program, centralized demand data was initially non-existent, and the TARS relied strictly on requirements projected by supported AASF's/AAFA's. However, as the first year progressed, and as a result of mechanized programs, actual consumption data was developed and utilized to more accurately project requirements. As a result of the above actions, the serviceable pipeline was reduced to an average monthly on hand dollar value of \$2.3 million for the 12 month period ending September 76. This represents a \$4.0 million decrease in the ARNG serviceable pipeline from the beginning of FY 75.

Second day shipments

During the first year of operation, the TARS had collectively received and processed 5,407 requisitions from their respective supported AASF's/AAFA's. 83% of those requisitions had been shipped from TARS by the second day. The remaining 17%, which were not shipped by the second day, resulted from lateral search between TARS as well as items which were supported as "NORS Only" by AV-SCOM and therefore not available within the ARNG system.

In order to further develop the goals and provide significant dollar savings, those



DAEDALIAN TROPHY—CPT David L. Olson, I., and CPT John W. Malcom, admire the Daedalian Foundation Regional Trophy which Branch II, Advanced Div, DUFT, Ft. Rucker, won for the second year in a row. Olson was branch commander during most of the time when the unit's 18,841 accident-free hours were flown.

unserviceable reparable AIMI items which were within the maintenance capability of the TARS were returned for in-house repair.

During the first year of operation, the dollar value of AIMI assets repaired at TARS was \$3.9 million. The dollar investment in parts and labor was \$205,000. This action reduced AVSCOM's worldwide pipeline significantly enough, in some instances, to warrant full pipeline support and deletion from the AIMI list.

The established goals of the ARNG AIMI program had been met and surpassed by the end of the first year of operation. Centralized control and asset visibility were provided; the supply pipeline had experienced a dramtic reduction and the logistical support was more responsive.

Israeli General points out pilot's multi-skills

Speaking at a Nov. 4 USAAVNC graduation ceremony, MG Shlomo Inbar, Defense and Armed Forces Attache of the Embassy of Israel, talked of the growing importance of the helicopter and the resulting demands on its pilots.

"The rotary wing aviator today has to have the skills of the fighter pilot, the instincts of a good scout, and the knowledge of the ground commander," Gen. Inbar said.

". . . I can promise you that the young trees you have planted in training our cadets will be kept growing by us into big, strong trees. So if a bad wind of war comes, it will not bend them. They will stop it because, among other reasons, they are being trained here not just by those who are above the best but by the best."

Ready USAAVNC brings transition training to Maryland-USAR aviators and cuts the course length while doing it IN Reserve



On-site CH-47 transition training a "first"

FOR the first time in the history of the USAR, the Army has brought a complete Pilot Transition Course to the Reserve aviator, rather than send him to Ft. Rucker for the extensive training.

A new USAR training concept has brought CH-47 Chinook transition training to Ft. Meade, MD, where ten 97th AR-COM students will take the four week course.

The Reservists will learn the Chinook's emergency procedures, and become proficient in maneuvering the CH-47 into small landing zones. They'll also undertake instrument training in the aircraft.

SAS loss felt keenly

Captain Roger Wilk, RA advisor at the 97th ARCOM facility, stated that the most difficult task which the students have to master is flying the CH-47 while carrying cargo with the Stability Augmentation System (SAS) turned off. When in



use, the SAS monitors changing wind and atmospheric conditions as the craft flies and automatically adjusts the rotor system to cope with the changes.

Faced with the alternative of sending ten students to Ft. Rucker, or bringing three instructors to Ft. Meade, the Army chose to hold the course in Maryland. By moving the instruction and condensing the training time from seven weeks to four weeks, course costs were reduced considerably.

A major convenience

Another factor which encouraged the movement of the course was convenience to the reservists. COL A.J. Iller, aviation coordinator for Army Readiness Region III, Ft. Meade, said that courses at locations other than Ft. Rucker will encourage more USAR participation because the students will not lose very much time from their civilian careers.

Even though the revised course is shorter, it has every block of instruction given in the Ft. Rucker version. The students must complete considerable homework in addition to devoting many hours to flying and classroom work. As one student observed, "We've found out what they deleted from this course — sleep!"

PHOTO AT LEFT — CW2 William R. Steele from Ft. Rucker, AL, conducts a classroom discussion during the Chinook Pilot Transition Course given recently to USAR aviators at Ft. Meade. A Chief Standardization Pilot, Steele was the primary instructor during the four-week course.

Mantha talzaaffa MUNUN TUNK

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Civilians

ALLEN, Robert V., Microsystems 11547 S. Hemorial Parkway Huntsville, AL 35803 BAUER, DANIEL R. 583 Rue La Grande Elizabethtown, KY 42701 BRYAN, Francis W., Genl Dyna 766 Shrewsbury Avenue Tinton Falls NJ 07724 CIERI, Don A, Giovanni Augusta 21017 Casina Costa Gallarate, Italy FINAFROCK, JOHN W. 139 North Cardinal Lane St. Charles, MO 63301 FLOYD, JAMES H. 3614 S. 31st St., Apt 107 Temple, TX 76501 GAMBRILL MRS. THOMAS G. P.O. Box 898 Marina, CVA 93933 HENRY, MRS. FRANK L. 4604 Wind River Austin, TX 78759 LEVINE, DONALD S. E-Systems, P.O. Box 1 Eatontown, NJ 07724 LONG, GUY M. Serv-Air, Inc., PO Box 1669 Greenville, IX 75401 MILLER, HON. EDWARD A. Pinnacle Road Amherst, NH 03031 MICHOLAS, THOMAS B. 200 S. Van Dorn, Apt A-105 Alexandria, VA 22304 POLK, THOMAS B. 1001 Carmel Pkwy, Apt 43 Corpus Christi, TX 78411 REAGAN, 1F., Dr., Rockwell Infl 2118 Port Dunnell Place Newport Beach, CA 92660 REYNOLDS, CHARLES W. 10059 Denness St. Louis, MO. 63137 RIERSON, JAMES P.O. Bex 18215 Tucson, AZ 85731 SCOSKIE, Paul R., Box 4363 Daytona Regional Airport Daytona Beach, FL 32019 SMITH, MRS. ROLAND C. 255 SW Harrison, Apt 19-B Portland, OR 97201 SNOWBERGER, ROBERT M. Doss Awn, Inc., PO Box 532 Cleveland, IX 77327 TAYLOR, RICHARD W., Socing 3407 Evergreen Point Road Bellevue, WA 98004 WESSINGER, WILLIAM N., DR. 3600 Tremont St., Apt D-1 Durham, NC 27705 WETZEL HARVEY H. 907 South Sawyer Street Shawano, WI 54166

ZUEST, HARRO

MRO DMMC, 1st Avn Division

APO New York 09068

ATC

Radar Surveillance Facilities being upgraded

A N air traffic controller's job is far from an easy one. Helping aircraft take off and land — and keeping track of all aircraft entering the airfield's air space — can keep

a controller quite busy.

To help make matters easier for controllers at selected Army airfields, the U.S. Army Communications Systems Agency's Project Manager DCS (Army) Communications Systems at Ft. Monmouth, N.J., is managing the modernization and upgrade of current Aircraft Radar Surveillance and Control Facilities.

One such project has recently become operational. At Ft. Sill's Henry Post Army Airfield, the consolidation of a new surveillance radar and various sub-systems with existing systems has been completed

ARAC PROJECT—The Army Radar Approach Control (ARAC) at Ft. Sill, Okla., consolidates various new radar and communications sub-systems and integrates them with existing systems. A typical installation consists of an ARC building which houses the transmitter site and various types of equipment.

to form the Army Radar Approach Control (ARAC) facility.

The ARAC facility includes Airport Surveillance Radar, Precision Approach Radar, and an Air Traffic Control Beacon Interrogator. The interrogation unit automatically requests information from aircraft without verbal communication with aircraft personnel.

The ARAC facility also includes a video mapper, an ATC Communications Control System, a Brite Radar Indicator, Flight Data/Entry Printout equipment, and an

operations console.

An Automated Radar Terminal System (ARTS-II), a major feature of the Ft. Sill facility will be installed in the future. The ARTS-II is a computer system which uses information provided by the Airport Surveillance Radar and the Air Traffic Control Beacon Interrogator, and then provides an automatic alpha-numeric display of aircraft identification, speed, and altitude. Until this piece of equipment is delivered, the facility is using two planned position radar scopes loaned to it by the USAF.

Because most of the major equipments are FAA peculiar, an agreement was made with FAA to engineer, furnish, and install the equipment. The Deputy Project Manager, Command and Control Systems, anticipates that the ARTS-II will be installed at Ft. Sill by July, 1979.

A similar upgrading/modernization effort is currently underway at Robert Gray Army Airfield at Ft. Hood. The Fort Hood ARAC facility will be completely operational by November 1978.

PERSONNEL/Cont. from Page 2

100Z - Non-Standard Aircraft. (Rolls up into 100Q or 100B with an appropriate ASI.

The order of the specialties listed above displays the Army's priority of need. For example, the most pressing requirement today is 100E; therefore, if an officer is qualified in all Army aircraft his primary MOS is 100E and his additional MOS will be 100D/R/C/Q/B in that sequence.

The use of the SQI

To further define Aviation Warrant Officer qualifications, a Special Qualification Identifier (SQI) will be awarded.

Priority of the SQI is as follows:

F-Instrument Flight Examiner

B - Flight Safety Technician

C - Instructor Pilot

G - Aircraft Maintenance Technician

(formerly SQI R)

These four SQI identify the three primary career skill tracks of Operations & Training (SQI F & C), Safety (B), and Maintenance (G). DA Pam 600-11 provides a complete description of each skill track. There are many other SQI's; however, they will not take precedence over these four as part of a primary MOS.



MASTER WINGS-LTC Frank Estes, VP, Public Aff of AAAA's Washington, DC Chapter and former Morning Calm Chapter President, receives his Master AA wings from BG Richard S. Sweet, ODCSPER, during a 19OctoberPentagonceremony.

Training to meet the needs

With the inventory properly identified and counted, we can then develop the training plan to maintain the inventory at the authorized level. Our experience in MIL-PERCEN indicates that a 100% inventory of a specific qualification or skill will not necessarily provide sufficient "assignable" personnel.

For example, the end FY 78 authorization for attack helicopter pilot (100E) is 1,104. We believe that the inventory should contain 1,656 — or 1.5 times the authorization for the following reasons:

First, those 100E aviators who are in transient, school (military or civil), or patient status are charged to the basic authorization. In other words, they "come out of our hide."

Second, an inventory figure of 1,656 would permit us to occasionally alternate the assignment pattern of the 100E, i.e., utilize his basic 100B skill. This permits the commander some flexibility in assigning his personnel and provides the individual with a different challenge.

Distribution of experience

Assuming that we have the personnel inventory exactly the way we need it to meet the Army's requirements, the next big challenge for us is the distribution of these personnel. Distribution is a highly complex process that I will not cover in detail here.

But, one of the most important factors in the distribution plan is experience. The problem is twofold:

What is an experienced aviator? How do we identify and assign him or her?

Traditionally, experience has been defined in terms of years, hours flown, and one's variety of assignments. Further, grade or rank has been used as an indicator of experience.

But this is not necessarily true because it is possible for an Aviation Warrant Officer to attain the grade of CW4 with fewer hours flown and more limited assignments than a senior CW2 or a junior CW3. So—defining total experience becomes a very subjective judgment.

We at MILPERCEN are keenly aware of the need to distribute the experience on a pro rata, fair share system for each MAC-OM. The present Aviation Warrant Officer inventory by grade is WO1 - 17%; CW2 -48%; CW3 - 27%; and CW4 - 8%.

These percentages are the basis for establishing the fair share for each requisitioning activity. The percentages are tallied each quarter and are compared to "on hand" levels within each MACOM. As the inventory changes, adjustments are made to keep the distribution in balance.

We recognize that this management technique is not exact, but we are convinced that it presently represents the best way to distribute experience.

Here is how you can help the Warrant Officer Division in this task:

Review your ORB to ensure your qualifications are complete.

Notify your servicing MILPO of changes needed.

Contact the Warrant Officer Division if you are not sure of your qualifications.

The ultimate goal

The completed inventory of personnel skills and qualifications, coupled with a sound distribution plan, will permit the

A LOOK AHEAD!

☐ The 1978 USAREUR Region—AAAA Convention wqill be held at the Garmisch, Germany Recreation Center, during Tuesday, 4 April and Sunday, 9 April, according to MG Edward A. Partain, Regional President. Full details will appear in the next issue of ARMY AVIATION MAGAZINE.

assignment process to be much more precise.

Our ultimate goal has always been to give the commander the right skill at the right time. We recognize and support the commanders' prerogative to make the final assignment of those personnel resources allocated to him because he knows his mission best. Clearly, the commander plays a key role in the assignment process and, therefore, has a parallel responsibility for the proper utilization and career development of the personnel assets assigned to him.

As a final note, I urge commanders and individual Aviation Warrant Officers to obtain a copy of DA Pam 600-11. As I said at the beginning of this article, it is our "roadmap" to professional development of the Aviation Warrant Officer.



BELATED—CW2 Ronald L. Radke, 158th Avn Bn, right, receives his AAAA cubed medallion as "1976 Aviator of the Year" from First Region—AAAA in post-convention ceremonies held at Ft. Campbell. His "Honors Dinner" cube was a substitute cube at the time. Making the award is BG Joseph H. Kastner, 101st ADC and President, Air Assault Chapter-AAAA.

OUTPUT—Thirty-two doctors were graduated from the seven-week Army Aviation Medicine Basic Course at USAAVNC recently. Among the flight surgeons were Distinguished Graduate, CPT Donald Fylstra; Honor Graduate, CPT Daniel F. Coonce; and the only Allied student in the class, 1LT Mohammad Himawan Saptotriono of Indonesia.



CALENDAR/Continued from Page 6

ger, DARCOM, guest speaker. Airport Marina Hotel, Playa del Rey, CA.

* *SEPT. 29. Cajun (Ft. Polk) Chapter. Mid-afternoon business-social meeting. Chapter elections. Devil's Den. Ft. Polk

OOM. Members only.

□□SEPT. 29. Taunus Chapter. After dinner Professional Meeting. LTG Sidney B. Berry, Cdr, V Corps, guest speaker.

Terrace Club, Frankfurt.

☐ SEPT. 29. David E. Condon Chapter. Professional Luncheon Meeting. COL James Hesson, CH-47 Modernization Program Project Manager, guest speaker. Ft. Eustis OOM.

□□OCT. 3. Pikes Peak (Ft. Carson) Chapter. Late afternoon Professional-Social Meeting. COL(P) Edward M Browne, AAH Project Manager, guest speaker. McMahon Theater with refreshments in Ft. Carson O-Club after the presentation,

□□OCT. 5. Army Aviation Center Chapter. Professional-Business Luncheon with COL William E. Crouch, Jr., Cdr, USA Aircraft Development Test Activity, guest speaker, NCO Club Ballroom.

* * OCT. 7. Birmingham Area Chapter. After dinner business meeting. Chapter elections; program planning. AASF 2.

Members only.

□□OCT. 22. Lindbergh (St. Louis) Chapter. "Nashville Night"- Steak Dinners with Country & Western Band. Granite

City O-Club.

* * OCT. 27. Stuttgart Chapter. Late afternoon Business-Social Membership Meeting. Chapter elections; programming planning. Free beer. Nellingen O-Club. Members only.

□ □ NOV. 1. Coastal Empire Chapter. General Membership Business Meeting. Nat'l Convention Report; Chapter Awards Pro-

gram. Hunter AAF O-Club.

NOV. 2. Persia Chapter (Teheran). Professional Meeting and Dinner-Dance. MG Manouchehr Khosrowdad, Honorary President, providing Nat'l Convention recap. Lavison HGF O-Club.

□□NOV. 4. Air Assault Chapter (Ft.

UNIQUE EFFORT!

AAAA's Coastal Empire Chapter at Hunter AAF came up with a novel way to enroll some new members, CW4 Lee Komich, Chapter President, ran a "Family Picnic" with the members and their wives paying a \$1.50 tab for the soft drinks, charcoal, etc. They also opened their Picnic to non-members at a \$12 tab for the males only. Sound steep? AAAA annual dues are \$12; the non-member became a "member" on the spot; and the Picnic cost him nothing in reality!

Campbell). Enlisted Members Dinner Dance, Top Six Club.

□□NOV. 8. Leavenworth Area Chapter. Late afternoon Professional-Social Meeting. John W. Oswalt, Chief, Military Requirements Planning, Bell Helicopter Textron, guest speaker. Hearth Room, Ft. Leavenworth O-Club.

* * NOV. 11. Pikes Peak Chapter (Ft. Carson). Mid-afternoon Professional-Social Membership Meeting. Alexander J. Rankin, Sikorsky Aircraft Division, guest speaker. Ft. Carson O-Club. Members

only.

□ □ NOV. 22. Monterey Bay (Ft. Ord) Chapter. Late afternoon Professional-Social Membership Meeting. CW2 Randy F. Dyer, 'Aviator of the Year,' providing a Nat'l Convention report; Carl D. Perry, VP for Marketing, Hughes Helicopters, as guest speaker.

□□NOV. 22. David E. Condon Chapter. Professional Eusiness Luncheon. Sergei Sikorsky, Asst to the President, Sikorsky Aircraft Division, guest speaker. Ft. Eu-

stis NCO Open Mess.

□□NOV. 23. Fort Hood Chapter. Late afternoon Business-Social Meeting. Nat'l Convention Report: "New Member Welcome". Free beer. Ft. Hood O-Club.

□ NOV. 29. Corpus Christi Texas Chapter. Profesional Business Luncheon. COL Robert P. St. Louis, Cobra Project Manager, guest speaker. Tides Club.

□□NOV. 29. Lone Star Chapter (Austin,

TX). After dinner Professional-Social Meeting. COL James O. Hivner, USAF, Ret., and Mrs. Hivner, as guest speakers. Austin Army Aviation Support Facility. □□DEC. 1. Bonn Area Chapter. Professional-Social Dinner Meeting, Oberstleutnant Werner Geissinger, Flying Group HTG 64, guest speaker, American Embassy Club, Bad Godesberg.

□□DEC. 2. Aloha of Hawaii Chapter. Late afternoon Professional Meeting. COL Robert L. Travis, Chief, WOD, and CW4s Lloyd N. Washer and Jim Duprice of the WOD, as guest speakers. Wheeler

AFB O-Club.

□ □DEC. 2. Embry-Riddle Chapter. Professional Meeting and Christmas Dinner Party, Ronald V. Merritt, Manager, Army Requirements, Sikorsky Aircraft Division, guest speaker. Boardwalk Holiday Inn, Daytona Beach, FL.

□□DEC. 2. Christi Corpus Texas Chapter. Country & Western Dance. BYOB. Knights of Columbus Pavilion.

Corpus Christi, TX.

□□DEC. 3. Activation Meeting - State of North Carolina members (other than those now in the Ft. Bragg Chapter). Election of Chapter slate; determination of Chapter programming. AASF Classroom, RDU Airport.

□ □ DEC. 3. Morning Calm Chapter (Seoul) Professional-Social Dinner Meeting with guest speaker to be announced. Frontier

Club. Yongsan.

□ □DEC. 7. Lindbergh (St. Louis) Chapter. Professional Business Luncheon. COL "Jeff" Daniels, Director for Int'l Logistics, TSARCOM, guest speaker. Engineers Club.



MASTER-LTC Jackie L. Lewis, r., 95th Div Maneuver Tng Comd (USAR), Oklahoma City, receives his Master AA wings from CW4 George L. Senne, USAR ASF, Norman, OK. Combined experience? 45 years of aviation service and almost 20,000 hours of operational flight hours.

□ DEC. 8. Air Assault Chapter. 1977 City Band from Nashville: Bill Carlisle and Marshall Barnes from Grand Ole Oprv. Ft. Campbell Officers Club.

□ □ DEC.8. Connecticut Chapter. Professional Dinner Meeting. Ralph P. Alex. aerospace consultant, guest speaker. Point

of View Restaurant, Stratford, CT.

□□DEC. 16. Monmouth Chapter. Christmas Party and Dinner-Dance. Four Hour Open Bar!! Gibbs Hall.

THE MONTHS AHEAD

The December, 1977 'Convention Report Issue' will cover AAAA's 1977 National Convention while the Jan-Feb, 1978 issue, devoted to the Army's Black Hawk Program, may be the largest issue ever published from an editorial standpoint.

(Continued from P. 38) RHINE VALLEY CHAPTER (1) MAJ Robert J. Amiot LTC Langley J. Chavis SCHWAEBISCH HALL (1) COL John M. Toolsen, Jr. SHARPE ARMY DEPOT (1) PFC William Klus S. CALIFORNIA CHAP. (4) CW4 Peter B. Brigham R.C. Scanderbeg K.G. Stern D.T. Stewart

STUTTGART CHAPTER (2) LTC Ronald E. Gray SUN BOWL CHAPTER (1) MAJ Paul K. Piper TENNESSEE VALLEY (4) MAJ Norman Batten Thomas Lincott. SP4 Robert Sanderson LTC Robert W. Senn WASHINGTON, D.C. (2) Harlan Harker

WASHINGTON, D.C. (Cont.) LTC Wade Ladue NO CHAPTER AFFILIATION SGI William Brake SP4 Paul Little SSI David Payne CPT Jack Purvis SP4 James Riddle PFC Michael Stovich E4 Robert Workman *****

THREE OR MORE ENROLLEES 1. Air Assault 239 Franconia-Marne . 18 4. Persia Chapter . . 14 5. USAAVNC 8 6. Coastel Empire . . . 8 7. Connecticut 8 8. Monterey Bay 7 9. Aloha Chapter . . . 6 10. Ft. Bragg Chapter . 6 11. Pikes Peak 4 12. S. California 4 13. Tennessee Valley . . 4 14. Corpus Christi . . . 3 Total: September-Oct., 394 15. Lindbergh Chapter . 3

CHAPTER ENROLLMENTS DURING JULY-OCTOBER, 1977 TWO ENROLLEES DURING SEP-OCT 1977 2. Ft. Hood Chapter . 20 David E. Condon, Hanes Area, Indy, Leavenworth Area, Mississippi Valley, Morning Calm, Stuffgart, and Washington, D.C.Chapfers.

ONE ENROLLEE DURING SEPT-OCT, 1977

Cajun, Chicago Area, Fort Sill, Monmouth, Mt. Rainier, Rhine Valley, Schwaebisch Hall, Sharpe Army Depot, and Sun Bowl Chapters.

NO ENROLLEES DURING SEP-OCT 1977 Benelux, Bonn Area, Checkpoint Charlie, Embry-Riddle, Eslahan, Ft. Benning, Ft. Riley, Golden Gate, Taunus, and Maine Chapters

ZERO ENROLLEES DURING JULY-OCL, 1977

Air Cay (Ft. Knox), Birmingham Area, Chesapeake Bay, Delaware Valley, Ft. Monroe, Grand Canyon, Lone Star, Rocky Mountain, and Tauber Valley Chapters.

Awards and Honors, Medals, Degrees, Obituaries, Ratings, and Command & Staff Changes

People



COMMAND & STAFF

For various reasons, publication of the staff changes listed below was not accomplished in the July-October, '77 issues, and the listing is a "catch-uo" one.

LTG Devol Brett, USAF, Commander, Air South, Box 101, Air South, FPO NY 09524.

MG Edward A. Partain, Hq, US Army, Europe Command J4/7 Box 61, APO NY 09128.

MG William A. Richardson, Director of Req. ODCSOPS DA, Washington, DC 20310. BG Charles W. Bagnal, Dep Superintend-

ent, US Military Acad, West Point, NY 10996 BG Samuel G. Cockerham, Chief, DA Inf'l Rationaliz'n Off ODCSOPS, Wash, DC 20310.

BG Weldon F. Honeycutt, Headquarters, FORSCOM, Fort McPherson, GA 30330.

BG Joseph H. Kastner, ADC(S). 101st Abn Div (AAstl), Ft. Campbell, KY 42223.

BG James M. Leslie, Hq & Hq Co, 2d Inf Division, APO San Francisco 96224.

BG Roswell E. Round, Jr., DAO American Embassy, APO NY 09777.

COL Donald G. Andrews, Army ROTC-Brigham Young Univ. Provo. UT 84602.

COL Howard B. Blanchard, Jr., Dir for Maint, NCAD, New Cumberland, PA 17070.

COL Duane R. Broler, SOTAS, Fort Huachuca, AZ 85613.

COL George R. Crook, Chiel, Aviation Division, USAMAAG Gp-Iran, APO NY09205.



TOPS!-CW2 Anthony G. Kraay, right, is congratulated by BG James H. Patterson, USAAVNC Dep Cdr, on being selected as the "Distinguished Graduate" of the 92-member AWOAC that graduated from Fort Rucker on Oct. 28.

COL William B. Crowell, ColS, TSARCOM, 4300 Goodfellow Blvd, St. Louis, MO 63120. COL Russell J. Folta. USA Readiness Go-

Seneca, Seneca AD, Romulus, NY 14541.

COL Billy W. Fugitt, USA War College Cl of '78, Carlisle Barracks, PA 17013.

COL John P. Heilman, Jr., US Army Hospital-Augsburg, APO New York 09178.

COL Howard J. Hollman, USMCA-Nurnburg, APO New York 09696.

COL William E. Hornish, Hq, EUSA MIL-PERCEN, APO San Francisco 96301.

COL Isaac R. Jones, Operations Division, SHAPE, APO New York 09055.

COL Jimmie King, Hq, 5th Signal Command (DSCLOG), APO New York 09056.

COL Albert B. Luster, Plant Rep-Boeing Vertol Co, PO Box 16858, Phila, PA 19142. COL Richard E. Mackin, Hq Det, USMCA— Ansbach, APO New York 09177.

COL John F. Moran, Jr., Hq. 2d Bde, 3rd Armored Division, APO New York 09091.

COL Robert A. Phillips, USSAG (ARSEC), American Embassy—Brasilia, APO NY 09676.

COL James A. Quinlan, HHC, USAELM, I Corps, EACI-AT, APO San Fran 96358.

COL Foy Rice, Hg. Fort Huachuca, Ft. Huachuca, AZ 85613.

COL James D. Rockey, USA Transportation School, Ft. Eustis, VA 23604.

COL Howard L. Setzer, Jr., US Delegation, NATO MILCOM (IMS), APO New York 09667.

COL Huntly E. Shelton, Jr., Hq. CENTAG, USAE, C-E Div, APO New York 09099.

COL Neil S. Williamson, III, Commander-Director SCWSL, Hq, USA R&D Command, Dover, NJ 09099.

COL Clement A. Wyllie, Jr., Deputy, RASA, Redstone Arsenal, AL 35809.

BIRTHS

GREGORY NATHAN BISHOP, born on Aug 2 to CW2 and Mrs. George N. Bishop, of Marshall, TX. 6 lbs., 7 oz.

ERIC CLAYTON ISAACSON, born on June 24 to 2LT and Mrs. Bruce C. Isaacson, of Pace, FL.

JOHN G. RUSSELL, III, born on Aug. 11 to CW3 and Mrs. John G. Russell, Jr., of Enterprise, AL. ERIC SCRUGGS, born June 30 to CPT and Mrs. Richard H. Scruggs, II, of APO NY 09061. 9 lb., 10% oz.

DISTINGUISHED GRADUATES

U.S. ARMY AVIATION SCHOOL BUERGEL, Richard K., WO1, WORWAC, Jul 13. JUNE, Michael P., WO1, WORWAC, Jul 27, HAMMAC, John L., WO1, WORWAC, Aug. 10. HALLER, Josef Peter, Pilot Aspirant (FRG), Europe/NATO RWAC, Aug. 10.

GRIFFITH, David L., WO1, WORWAC, Aug. 10. ETTENBERGER, Larry A., WO1, WORWAC, Aug. 24.

MORRISON, Robert M., WO1, WORWAC, September 7.

LLOYD, Thomas N., WO1, WORWAC, Sept. 21. COTHERMAN, David P., WO1, WORWAC, Oct. 21.

BUTLER, Thomas Morse de Lyra, CPT, OR-WAC, Oct. 21.

KRAAY, Anthony G., CW2, AWOAC, Oct. 28.

USA TRANSPORTATION SCHOOL RAMIRIZ, Carlos F., CW2, AMORTC CI *6-77, July 20.

SIMONE, Lawrence J., SSG, AMNCOAC, Class *6-77, Aug. 31.

HONORS

PEDUZZI, Lawrence P., MAJ, MA Management & Public Administration, Webster College, ROOS, James D., CWZ, MSBA, Boston Univ. ZUGSCHWERT, John F., COL, inducted into the FA Officer Candidate School Hall of Fame.

OBITHARIES

D'ELOSUA, Ramon Francis, COL, Ret., 62, died August 20 in the crash of a Beechcraft 6-18 near Ft. Myers, Fla. A Charter Member of AAAA, D'Elosua had moved to Cape Coral two years ago and was involved in piloting the sport parachute aircraft when it crashed. He is survived by his wile, Lorraine, and four children.

RATINGS

BURT, John E., LTC, Master Aviator Badge. EVERETT-HEATH, John E., LTC, Master AA. MORROW, Sidney H., MAJ, Senior AA Badge.

New <u>Members Joining AAAA</u>



AIR ASSAULT (239) SFC Frank Abbott SP4 John Alldredne SP5 Terence Allen SP4 Raymond F. Amos PV2 Edward Ashell SP4 Robert Assmus CW2 William Atkinson PVI Peter A. Badia SFC Donald G. Bagley CW2 Jan E. Bailey SGI Kenneth Barnhart, Jr. SGI Norbert Beauchamp ES Terry Backer Edlawrence Bertorello CPT Daniel J. Boccolurei PV2 Rickey Bowers SSG Mills Boyelle SP4 Robert M. Brainard EZ David Brandt SGT Chris Brinegar SP4 William Brondon PV2 Gerald Brooks PVI William Bryan SFC Buddy Bulland SSG Freddie Burgess 561 Gary D. Burton 556 Thomas Cameron PFC Terry L. Cape PVZ Randy Caruso MAJ Michael Chenault Ed Jonathan Clark SSG Thomas Clark SPR Gary Conner CPT Charles Cook SGT Mark Cooper SP4 Mark Daniel PFC Larry D. Davis CPT Thomas L. Douthitt ILT Stephen M. Dryden SP4 Basil L. Duke SGT Andrew Dunn SP4 Dale Eberly SP4 Roger Ebright 561 Robert Ecknich CW2 Harvey E. Enger ES Martin Estrada SP4 Ronnie V. Favors CW2 Donald Felder SP4 Heidi Finch PVI John Flowd SP4 Jellery Franklin SP4 Michael Franks ILT Kenneth H., Frye PFC Elvis Galle PFC Eduardo Garcia PV2 Edwin Garcia **E4 Horace Garrett** SGT Richard Garrick ES Gerald Gibson E6 David Gray 556 Jessie Grav 5GT Charles Griffin PFC Thomas Griffith SP4 William Griffiths

AIR ASSAULT (Cont.) PFC Patrick Griggs SP4 Harold Grissom SP4 John Groetsema PFC Johnny Guillary SSG Jellrey L. Haddock SP4 Kent Hall PFC Chris Hanson SP4 Kevin Hargens Ed Charles Harman 594 James J. Blaccis. SP4 Bernon Harrison SEC Bill Harvey SSG John V. Hawn E6 Lander Haygood SGI George Haynes PFC Joe Heath EZ Steven D. Honson 15G Billy R. Hicks CPI Ray J. Hicks SFC Gordon Highness SP4 Bhomas Hinckley SGI Leon Hite, Jr. SSG Marvin E. Horne SP5 Darell Huffman PFC Robert Hughes SP4 Lester Hunt SP4 Billy W. Jackson SP4 Billy W. Johnson E4 Dwight Johnson **PV1 Harold Johnson** EZ Julie Johnson SP4 Kevin Johnson CW2 Richard Johnson SGT Truman Johnson E4 James Jones PVZ Jose Juarez PV2 Ross Kalser PFC Freddy Kalar SGI William M. Katz. PFC Gary Kaylor ES Isaac A. Keener SSG Wayne Kelsheimer CPT Hilliard F. Kelly **W01 Harry Kephart** PFC Robert Kirkpatrick **SP4 Clifford Knapps** PFC Gregory L. Kentes **PVI Kevin Lackie** PFC Kenny Lamb PFC Lanny Lammers SGT Danny Lane CW2 Paul G. Larish CW2 Howard A. Lawson PFC Labarron Levins PFC David Lines SGT Sherman Loney PFC Rodolfo Lorie SP4 Richard S. Lyons SP4 Gregory Madura SP4 Michael Martilla 556 Kenneth G. Martin PFC Larry McAlevy COL James F. McBride SP4 Parris C. McCullah

AIR ASSAULT (Cont.) PFC Eugene McDonald PFC Seesie L. McDonald CPT Dale McDonough SP4 Wayne McGinnis SSG M.C. McXinney PFC Anthony McNamara E4 John McShane SGT Glenn Meeks SFC Keith Mersing SGI Jeseph Mezzolante SSG Patrick E. Mitchell ILT James Moen CW2 Joel P. Monahan 15G Gene R. Moody CW2 James Mooney SP4 Anthony Moore SSG Charles Moore SP5 Thomas Moore SP4 Kenneth Morice 56T Gary R. Montay E6 George Myers **E5 Vincent Nickells SGT Douglas Nichols PVT Russell Nichols** SGI Lewis Nimmons SP4 Richard Nison 556 Wesley North SGT Donald Oliver PFC Cecil Orear E5 Johnny Owenby SP4 Frank Paciles SSG Robert L. Page SP4 Joe L. Parker SSG Richard H. Passer 5P4 Samual Patrick MAJ Eugene Paul SP4 Edward Payne SP4 Anthony Peraza SP4 David M. Phillies **E4 James Piercy** PVZ Jonathan Pittman SFC S.M. Proffitt, Jr. SP4 Charles F.A. Reasin SFC Victor M. Reynolds E4 Jellrey Rice SGT Aaron D. Rick PEC Melvin Ringue PV2 David Roberts PV2 William Roberts SP4 Richard Rubinson PFC Clifton Romine SSG John N. Routh MAJ Charles Ryland SP4 Cleveland Sanders PFC Edward Sanders Senator James Sasser El John Scales SGT Marshall J. Scarlett CW2 Dennis L. Schlabach SP4 Runnie Sealey SP4 Patrick Searcy SGT Jimmy Seay **PVT Dwight Sexton** SP4 Robert Shaft PFC Jasper Sherman

AIR ASSAULT (Cont.) SP4 Mark Sherrill PFC Gregory Shimshak SP4 James Shrider SP4 Charles Siaman SP4 Steven Simmons **PVZ Weems Simmons** CW3 Harold Shelton SGT Gary Smith PFC Eric Snider SGT Charles Stephens PFC Danny Stroud SP4 John Sullivan 15G John Sater SSG Alexander Suttle SP4 Janos S. Szenle SP4 Koji Takenaka SP4 Jeffery Taylor PVZ Isnathan Taylor SP4 Dickey Thomas SP4 Richard Thomas SP6 Charles E. Thompson PV1 Michael Thompson SP4 Mack Thorpe PVZ Gregory Torry CW2 Robert N. Turner PV2 Clyde Vandosen E4 Antonio Vasquez SP4 Clarence Voyles SP4 Keith Wallace W01 Larry D. Watson WO1 Leroy W. Weiss 594 Steven Werner El James Whaley PV2 Regnold White SSG David Whitehead CPT George Whitmill PV2 William Wiggins PFC Mark Wilder EZ William L. Wilkerson 5P4 Calvin E. Phillips El Gerald Wintlen PFC John Wolfe SSG Robt. M. Worthington ALOHA CHAPTER (6) CPT Richard J. Bartnik SGT Floyd L. Cota **BG Richard S. Fye** CW2 David H. Medacis MAJ Alonzo J. Poindexter CW3 Carrol A. Smith ARMY AVN CENTER (8) CH2 Charles M. Barr, II CPT Dan Burton LTC Luther L. French MAJ Gerald T. Hipp MAJ Marvin E. McGrau, Sr. SSG James D. McPhail CPT Robert A. Milchell CPT John M. St. John CAJUN CHAPTER (1)

CW3 John L. Little

CHICAGO AREA CHAP (1)

COASTAL EMPIRE CHAP (B)

SP4 Gregory Wollenden

CW4 Velter H. King, Jr.

SP4 Paul Little CPT Jack Purvis PFC Michael Stovich CONNECTICUT CHAPTER (8) Asso H. Anto Robert G.H. Carroll Thomas N. Cook Gary Rast D.W. Robinson Hal Showalter Fred L. Smith Alan B. Wayne CORPUS CHRISTI TEXAS (3) **CPI** Robert Chastine SFC Dale Rehnelt CPT Darrell Stoker DAVID E. CONDON (7) ITC Vernon Curd. Ret. CPT Michael E. Freeman EHBRY-RIDDLE CHAP. (10) H&J John Cook CPT William N. Dove Ms. Patricia B. Fields Thomas H. Gordon CPT James R. Huntington CPI H.P. Kacamarek CW2(P) William M. Kircher CPT Johnny S. Maithews CPT John L. O'Sullivan James T. Robbirds FORT BRAGG CHAPTER (6) CPT James E. Arenz Jerry L. Branfley MAJ Eddle N. Clark MSG George E. Hollodick LTC Richard Johnson, Ret. MAJ Theodore T. Sendak FORT HOOD CHAPTER (20) E2 Howard Beckett SGT James Boley SSG Mark G. Cameron SGT Chard R. Craig CW3 William D. Doell E2 Loyd Easteon, Jr. CWZ Stephen Knowles CW2 Stephen E. Lanvi. SGT William C. Lewis CW2 David E. Long CW2 Thomas A. Lynch CW2 James P. Oatfield E4 Robert Osborne CW2 James L. Pearson SSG Catarino Perales SGI John Petrucelli CW2(P) William R. Presley CPL Rick Robling MAJ Clifford C. Schaul CW3 James Silman FRANCONIA-MARNE (18) W01 Jack Burris, Jr. CW3 Floyd A. Dockum

COASTAL EMPIRE (Cont.)

CW3 Richard Nokes CW2 Wayne A. Reed

CW3 John A. Williams

CW2 Frank Zahri

FRANCONIA-MARNE (Cont.) W01 Randall Erwin WO1 Dean Kaaiwela W01 Ronald I, Lafferty CW2 Gordon W. Lester CPT Raymond C. Phillips CPT Ronald L. Rice WO1 Edward N. Schille CPT Peter 5. Shockley SP4 Michael L. Speidel SGT David L. Tinley MAJ Richard Wood FORT SILL CHAPTER (1) CW3 Tandy R. Whitehead HANAU AREA (2) CPT James E. Clark SSG Lonnie Cox INDY CHAPTER (2) L.O. Davidson CW2 Dennis Irus LEAVENWORTH AREA (2) MAJ Leon L. Bennett Richard Prybyl LINDBERGH CHAPTER (3) W1 Eric Anderock MAJ David R. Forville Fred Garcia MISSISSIPPI VALLEY (2) R. Dennis Path John D. Songster MONTEREY BAY CHAP. (7) CW2 Randy F. Dyer CW3 William C. Hoyt MG Robert L. Kirwan CPI John Rosner CPT Russell J. Sanderson CPT Brian M. Schumm CW3 Kenneth P. Shriver MONMOUTH CHAPTER (1) CPT Lawrence L. Derks MORNING CALM CHAP. (2) MAI Kevin K. Mihata LTC John N. Tranester MT. RAINIER CHAP. (1) BG Jack A. Walker PERSIA CHAPTER (14) Walter L. Henderson Dennis Hogan Marian B. Hoover LTC Flavil L. Johnson, Ret. Ms. Sarah A. Long Wallace L. Nunn Leon Partman COL Kazem Parand Donald L. Reilly George D. Reish George C. Stewart LTC Richard P. Talley, Ret. LTC Bill R. Vinson CDR Thomas J. Whitlow PIKES PEAK CHAPTER (4) CW3 Kirk W. Brown ILI Nancy J. Burt

CW2 Luther L. Hirota

CPT Ronald W. Rankin

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APPLICANTS FOR 1978 SCHOLARSHIP AID SOUGHT BY AAAA

The AAAA Scholarship Foundation, a separate non-profit educational activity created to provide scholarship aid to the sons and daughters of AAAA members and deceased members, announces the availability of assistance funds for the 1978 college-entry year. Program participation is limited to the children of members with an effective date of membership on or before March 31, 1977.

APPLICATION PROCEDURE

Student-applicants are asked to request the appropriate application forms by writing to the AAAA Scholarship Foundation at 1 Crestwood Road, Westport, CT 06880. The applications, together with other supporting data, must be returned to the Foundation on or before March 1, 1978 to receive Awards Committee consideration. The student-prepared application should state the full name of the applicant's father-member.

ELIGIBILITY CRITERIA

The AAAA applicant must also be: (1) a high school senior who has applied to an accredited college or university for Fall, 1978 entry as a freshman; and (2) unmarried.

SELECTION & NOTIFICATION

Selection of winners will be made during the month of March 1978 with each applicant to receive a list of the winners not later than 1 April 1978.

BACKGROUND DATA

Incorporated in December 1963, the AAAA Scholarship Foundation provided 12 scholarships in 1977, and has furnished more than \$57,700 in direct aid.