

# Army Aviation

MARCH 31, 1978

## Hughes YAH-64

The world's most advanced, ahead-of-time  
helicopter technology for U.S. Army's AAH.



**Hughes Helicopters**

Culver City, California 90230

# Army Aviation

Volume 27 — Number 3  
March 31, 1978



**RESTING PLACE** — The last P-51 Mustang owned by the Army is now at the Army Aviation Museum. While this "D" model did not fly in combat, it presents the original silhouette of the Mustangs that served in WWII and the Korean conflict. (USA photo)



**MILESTONE**—The record of three million flight training hours and 30,000 student pilots instructed in the TH-55 helicopter is commemorated in a plaque presented by Hughes Helicopters' President Thomas R. Stuelpnagel (right) to USAAVNC's Commander, MG James C. Smith. The ceremony took place at Ft. Rucker March 1.

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**PROMOTION**—Edward M. Browne, right, is being congratulated by LTG Robert J. Baer, Deputy CG of DARCOM, on being promoted to the rank of Brigadier General. BG Browne is the Program Manager for the Advanced Attack Helicopter (AAH) and is stationed in St. Louis, Mo. A Master AA with three Master's degrees (Procurement and Contracts, Systems Management, and Public Administration), he was the "Distinguished Graduate" of his class while attending the Air War College.

## NEXT MONTH:

The April 30, 1978 issue will carry a two-page spread soliciting nominations for AAAA National Awards for the 1977 calendar year. The coverage will detail the eligibility requirements, award descriptions, and suspense date for each of the Army Aviation Association's six major national awards.



**EXPANSION**—Bell Helicopter Textron has been awarded a \$150 million expansion of its previously announced co-production program with the Government of Iran. The revised program calls for the development of a twin-engine Model 214ST transport helicopter and its co-production under a five-year phasing plan. Powered by the GE T700, the 214ST is designed to carry 17 troops and a crew of two.





## Professional-Social Programming for the 5-9 April 1978 **USAREUR Region—AAAA Convention** AFRC, Garmisch-Partenkirchen, Germany

### **SUNDAY, 2 APRIL—WED., 5 APRIL**

1200-1800 Registration and Ski-Week Activities.  
..... Billeting Office

### **WEDNESDAY, 5 APRIL 1978**

1000-2400 Registration for Convention Attendance.  
..... Billeting Office

1800-2000 "Early Bird" Cocktail Party (Informal).  
..... Gen. Abrams Hotel

### **THURSDAY, 6 APRIL 1978**

**1978 Professional Programming**  
(Alpine Theater)

0830-0845

Call to Order and Welcome to attendees by  
**Major General E.A. Partain**  
President, USAREUR Region—AAAA

Invocation by Chaplain (Major) Robert Vickey  
Welcome to Garmisch  
Colonel Richard W. Jensen, AFRC Commander

0845-0945 — Convention Keynote Address  
**General George S. Blanchard**

Commander-in-Chief, USAREUR & 7th Army  
(At the conclusion of his address, Gen. Blanchard will announce the winners of the USAREUR Region—AAAA Awards and present special USAREUR Aviation Safety Awards.)

0945-1015

Coffee Break. .... International Grill

1000-1200. .... Ladies Coffee  
Includes a presentation on the Armed Forces Recreation Center Facilities. Function to be held at Sheridan Plaza Hotel.

1978 Professional Programming (Continuation)  
(Alpine Theater)

1015-1100. .... British Army Aviation  
**Major General J.A. Ward Booth, OSB**  
Hq Directorate Army Air Corps

1115-1200. .... German Army Aviation  
**Brigadier General Hans E. Drebing**  
General der Heeresfliegertruppe

1200 — Open Time

1230-1315. .... Regional President's Luncheon  
(By invitation). .... Patton Hotel

1315-1445. Business Meeting. USAREUR Region Executive Board Members and Chapter Presidents.

### **FRIDAY, 7 APRIL 1978**

**1978 Professional Programming**  
(Alpine Theater)

0900-0905. .... Call to Order  
**Major General E.A. Partain**  
President, USAREUR Region—AAAA

0905-0945

Advanced Attack Helicopter (AAH) Program

## **Key Speakers at the 1978 USAREUR Region Convention**



**GEN George S. Blanchard**



**LTG Robert R. Williams, Ret.**



**MG Edward A. Partain**



**BG Benjamin E. Doty**



**BG Edward M. Browne**



**Brigadier General Edward M. Browne**  
AAH Project Manager, Hq, US Army Materiel  
Research & Development Command

0945-1030

AAAA Industry Member Presentations

0945-1015

Coffee Break.....International Grill

1100-1230

AAAA Industry Member Presentations

1230 — Open Time

**SATURDAY, 8 APRIL 1978**

**1978 Professional Programming (Cont.)**  
(Alpine Theater)

0900-0905.....Call to Order  
**Major General E.A. Partain**

President, USAREUR Region—AAAA

0905-0945

**"The Integrated Flight Control System"**

**Major David Yensan**

Human Engrg Lab, Aberdeen Proving Grounds

0945-1030

AAAA Industry Member Presentations

1030-1100

Coffee Break.....International Grill

1100-1230

**"The Personnel Spectrum"**

**Brigadier General Benjamin E. Doty**  
Director, Officer Personnel Directorate,  
MILPERCEN, Department of the Army

1230 — Open Time

1800-1900

**18th Annual USAREUR Region—AAAA**  
**Awards Banquet Reception**

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1900-2030

**18th Annual AAAA Awards Banquet**  
**of USAREUR Region—AAAA**

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2030-2115

**Presentation of AAAA Awards**  
**Lieutenant General Robert R. Williams, Ret.,**  
**National President, Guest of Honor**

\*\*\*

2115 on — Dancing

## **Third World Helicopter Championships Planned for July 28-August 6 in the USSR**

The **Third World Helicopter Championships** will be held in Vitebsk, Russia, during the period July 28-August 6. Six nations — England, Poland, Austria, Rumania, Belgium, and the USSR — have already indicated they'll compete in the world's rotary wing Olympics.

The **First World Helicopter Championships** were held in Germany in 1971 with the United Kingdom amassing the most team points. The USSR Team won first place at the **Second World Helicopter Championships** held in 1973 in England.

Entrants must have a minimum of 2,000

hours pilot time or 200 hours co-pilot time. The individual entry fee is \$200.00 in U.S. currency to cover the entrant's food, lodging, on-site transportation, and gas during the competition.

Entry fee checks should be made payable to the **"Third World Helicopter Championships"** (Account No. 700784), State Bank of Moscow, and submitted before the April 30 deadline.

Additional information on the **Championships** may be secured by contacting the National Aeronautic Association, 821 15th Street, N.W., Washington, D.C. 20005.





# SAVANNAH!

**Mark your calendar!  
Plan to be with us!**

★ ★ ★

**We'd like to have you  
and your wife attend the  
1978 First Region—AAAA  
Convention in Savannah!**

## JOIN US!

**The dates are May 25-27.  
Top Professional-social activities! \***

★ ★ ★

The new Desoto Hotel in picturesque downtown Savannah has been selected as the convention site. Savannah is a fun city and the convention schedule will allow you ample time to take in the sites at this city of Southern charm.

★ ★ ★

**Full details of the 1978 Program and an  
Advance Registration Form will be provided  
to you in the near future.**

★ ★ ★

**AAAA's had Atlanta, Williamsburg, and Nashville  
Conventions in '75-'77 and now Savannah!**

**TAX DEDUCTION OF EXPENSES:** An income tax deduction is allowed for expenses of education (including registration fees, meals, travel, lodging) undertaken to maintain and improve professional skills (see Treasury Regulation 1.162-5) (Coughlin vs. Commissioner, 203 F. 2d 307)







## JAWS and ACE: Two new games in town

Two major Tactics Development Evaluations take a hard look at both air-to-air combat and a joint Army-USAF weapons system

**D**uring the first few months of existence, the Tradoc Systems Manager for Attack Helicopters (TSM-A) has been involved in conducting two major Tactics Development Evaluations (TDE).

These TDE's are known as Joint Attack Weapons System (JAWS) and Air Combat Engagement (ACE).

### Phase 1 completed

Phase 1 of ACE was completed in December 1977 at Fort Rucker, AL. A select team of aviators (see photo) under COL "Bob" Bonifacio's Aviation Board completed a test of 140 events to determine requirements for air-to-air engagement techniques including:

- Detection avoidance
- Engagement Techniques
- Evasive Maneuvers
- Weapons Effectiveness

The key participants in this evaluation in-

cluded COL "Doc" Bahnsen and CPT Chuck Crowley from TSM-A and COL "Bob" Bonifacio, MAJ Jessie Glance, CPTS C. Baker and Mike McGaugh, CW4 G. Baker, CW3 Stu Park, and officers and men from the Aviation Board, Fort Rucker, AL.

Current plans for follow-on phases of ACE will include force-on-force exercises that will be joint Army/Air Force. At the conclusion of ACE the primary goal is to implement all lessons learned and publish a training manual for air combat engagements.

### "A joint Army/USAF effort

The JAWS TDE Phase II was completed at Fort Hunter Liggett, CA, in November 77. This was a joint Army/Air Force effort which resulted in the writing of a tactics manual, RM 17-50-3, Joint Air Attack Team. This manual provides the details and lore on how to integrate the Attack Helicopter and A-10 into a viable, potent fighting team on the next battlefield.

The key Army participants in the TDE included LTC Don Smart and MAJ Carl King from the Armor Center; LTC Charlie Densford form TCATA; LTC Al Robb from the Field Artillery School; and MAJ Joe Beach, CPT Tom Hanlon, CPT Bill Mauck, and CPT Ron Cox from the Aviation Center; MAJ Bob Vaughan from TRADOC HQ; MAJ Hal Coleman and CPT Mike McCormick from the Air Defense Artillery Center. LTC (JAWS & ACE/Continued on Page 31)

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**DOGFIGHTERS** — The ACE-TDE Team at Ft. Rucker includes kneeling, l. to r., CW4 C. Baker and MAJ J. Glance, and standing, CPT C. Baker, CPT M. McGaugh, CW3 S. Park, and CPT C. Crowley. (USA photo)



## BACKBURNER

The '78 Fifth Region Convention scheduled for Ft. Hood has been scrubbed pending a reorganization of the Regional structure and a revitalization of AAAA activity at the Host Chapter site. Incoming Regional President **BG John Casey** hopes for an early turn-around in general AAAA interest at this key installation. "We feel that professional enhancement of the individual aviator is the key," said **Casey**.

## PACESETTER

Having met its membership enrollment goal in three of its last four months, the Mt. Rainier (Ft. Lewis) Chapter leads the Association's 10-month "Pacesetter Program." Fourteen Chapters are competing.

## MAJOR MOVE

AAAA's National Board voted to hold its 21st National Convention at a non-D.C. location in 1979 ending 20 successive years of October meetings in Washington. Past President **H.W.O. Kinnard** heads the "site selection" committee.

## FIRST ACE!

**CSM Wayne Cantwell**, Hq, 9th Aviation Bn, Ft. Lewis, WA, is "AAAA's first Ace," having enrolled five new members after the 15



**FT. EUSTIS (Delayed)** — **CW2 Carl Allen** accepts an "Outstanding CH-54 Maintenance and Support Award" from **Sergei Sikorsky** at an AAAA Professional Luncheon at which the latter was the guest speaker. **Mrs. Allen**; **MG Alton G. Post, r.**, **USATC Cdr**; and **COL Richard L. Stoessner**, left, **David E. Condon** Chapter President, look on. The 355th Trans Co (Hvy Hel) veteran served for six years as a CH-54 pilot and maintenance technician.

## AAAA DIGEST

### Major Actions and Activities

Feb. program kickoff. **BG Jack Walker**, new Sixth Regional President, presented Cantwell with his "Ace's Club" credentials at a late March ceremony. (Photo delayed).

## SPOOF ROSTER

More than 750 retired military members of AAAA were surveyed in early March for pertinent personal data. End result: The initial "Who's Doing What Where" roster of the "Society for the Preservation Of Old Friends." The compilation will appear as a centerfold insert in the April 30 issue. A later "Who's Who in Army Aviation" will cover the whereabouts, assignments, and ratings of AA's professionals, the active duty Aviation Warrant Officer members in AAAA.

## INDUSTRY ATTENDEES

Garmisch '78 - the annual gathering of AAAA professionals in the USAREUR Region - may be light on snow in being held during April 5-9, but the Region's first April meeting will not lack CONUS industry participation. Representatives from Boeing Vertol, Collins Avionics, Embry-Riddle Aeronautical University, GE, Hughes Helicopters, Martin Marietta, Northrop, Rockwell Int'l Missile Systems Division, and Sikorsky Aircraft will make company presentations during the "Industry" segment of the convention's professional programming. The keynote address will be given by 10-Year AAAA Member, **GEN George S. Blanchard**, CINCUSAREUR.

## HALL OF FAME

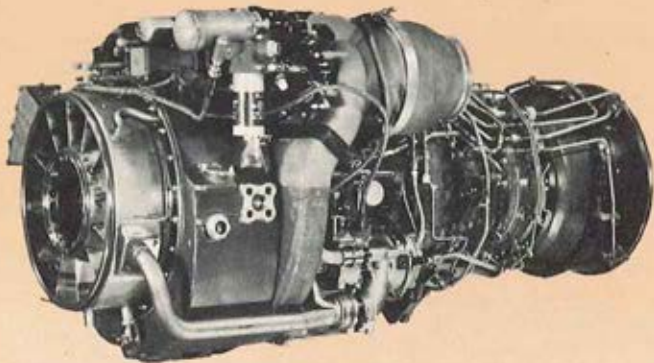
The Board of Governors of the Army Aviation Hall of Fame have elected to forego 1978 inductions. **GEN Hamilton H. Howze, Ret.**, Chairman of the six-member group, indicated that the Governors were reviewing the program in its entirety. Sponsored by the AAAA and conducted as an annual activity of the Army Aviation Center Chapter, the 21-Inductee Hall of Fame Program has utilizes facilities within the Army Aviation Museum.

.....

Mark your calendar!  
**1978 AAAA National Convention**  
**Arlington, Va. - 12-15 October 1978**



# 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**

**GENERAL  ELECTRIC**

BY MORRIS G. RAWLINGS  
Lieutenant Colonel, Ret.



# Training

## A rare attitude of mutual respect

**M**Y memory of most indoor military classes is pretty much the same — a boring interlude between more enjoyable activities.

You remember . . . the very uncomfortable chairs were so precisely lined up that all you could see was the back of someone's neck; the glare from the overhead lights made it very difficult, either to see the instructor's slides or to catnap; and, frustratingly, the ashtrays were always three rows away.

The subject matter was something other people felt you should know, and the instructors, crammed full of expertise, were determined to belabor the obvious and emphasize the already understood.

**" . . . notably different."**

Some instruction was notably different. This is the story of such a class.

The Delaware National Guard Army Aviation Support Facility has its classroom on the second floor of their new building just off the approach end of runway 27 at the Greater Wilmington Airport. At 1300 hours on November 11 (Didn't that used to be a holiday?), the overhead lights were dimmed; the slides were neither upside down nor backward; the chair rows were offset; and there were enough ashtrays to go around.

The class of 39 aviation technicians and the boss' secretary were intent on watching and listening to two instructors. There was a distinctly professional air to

the delivery and reception of information — sort of mutual agreement that the teachers could teach and the learners would learn.

This rare attitude of mutual respect sometimes occurs when a genius filled with years and medals addresses a staff trained in his specialty, but it is not to be expected when two firemen start talking about medical matters.

Firemen? Medical? To further flaunt tradition, the instructors had brought along their own class dummies!

### CPR training

The two dummies, called "Recording Annie's" because of their ability to document the indignities performed on their bodies, lay sprawled on the floor beside the podium. Arms and legs akimbo, they waited for someone to give them heartbeat and breath — to practice something called cardio-pulmonary resuscitation (CPR), a life-sustaining emergency technique.

Roger Bowman and James Bomorod, active firemen and practicing paramedics, who were certified by the State as CPR instructors and were acknowledged experts in the delivery of emergency medical services, continued to teach by the numbers:

"If you're working alone, the count is 15:2; if you're working as a team, the count is 5:1. Be sure to start two fingers' width up from the sternum, and depress about an inch and a half . . ."

LTC J.R. Sulpizi, commander of the facility and longtime State Aviation Of-



ficer, sat quietly in the front row. If he had doubts about being taught emergency medicine by non-medical personnel, he kept those doubts to himself. With his intimate knowledge of the audience, he knew they were anxious to get started on the practical part of the program. He knew, for example that . . .

. . . Every man in the room attends a Monthly Safety meeting and had completed a one-week Aviation Safety Course. The results were evident in their safety record.

. . . Each man had received 40 hours of instruction in Advanced First Aid and had been certificated by the State as Ambulance attendants.

. . . Open to those who wished to qualify, an additional 41 hours of emergency medical training could qualify them as Emergency Medical Technicians (EMT). A total of 480 hours of training, conducted in large part by physicians and nurses in emergency departments, could qualify them as an EMT-P (Paramedic).

. . . He had agreed to this training in CPR because he had seen its practice save a life. A combination of Air Guard nurses, an Army helicopter and its crew, a civilian hospital, and an emergency department physician had all been required, but without the nurses and their knowledge of CPR there would not have been any use for the doctor's skill.

## Two "volunteers" chosen

Unknown to the others, he had already chosen the first two "volunteers" to demonstrate their technique on the dummies. WO2 Major Travers and SGT Howard Harrington were the type who would try anything at least once, and even the "Recording Annie's" might be surprised by their efforts.

Colonel Layton E. Timmons (Master Army Aviator, Instrument Examiner, and assigned to full-time duty as a Flight Instructor/Safety Officer for the Aviation Support Facility) was accustomed to wearing multi-hats in his career assignments. As Safety Officer, he had found the program for 59

## MEMORIALIZATION

The 12th Aviation Group (Combat) is seeking names of deceased personnel who, as former members of the unit, had distinguished careers which warrant memorialization. Personnel nominated for this honor must have distinguished themselves by acts of supreme heroism or who held positions of high and extensive responsibility. Further, information is needed on subordinate units which have distinguished combat records associated with battles or geographical locations which have historical meaning. Responses should be directed to LTC Ruben M. Pate, 12th Aviation Group (Combat), Fort Bragg, NC 28307 (Autovon 236-0808).

aviation technicians to be both never-ending and without any defined boundaries.

This particular class, which he had arranged, could hardly be considered to be aviation-oriented or job-related. If he had doubts as to the value of the instruction, he, too, kept silent. He had not expressed any doubt when the men made their original request for training.

Their arguments, with which LTC Sulpizi had agreed, went something like this:

Most Safety meetings are properly devoted to the prevention of accidents involving aircraft and the supporting ground equipment. It seems that all the emphasis is placed on preventing damage to equipment through our carelessness or lack of foresight.

An emergency, by definition, is something which is not foreseen, and a medical emergency is one which we cannot foresee. So, it's not lack of foresight; it's lack of knowledge that is at fault. We need that knowledge!

We're not talking about being trained as doctors or even medics. We're asking only that we know what to do in cases of heart attacks or chokings or the major accident which can kill before professional help can arrive. We don't expect to cure anything —

arrive. We don't expect to cure anything — we simply want to be able to do what is necessary to keep the victim alive until we can get help.

In arranging for the training, COL Timmons was somewhat surprised to learn that the definitive textbook for emergency medical care had been written by Harvey Grant, a former Delaware fireman, and he was pleased to learn that the Delaware Fire School would furnish and pay the instructors for the conduct of free classes in CPR.

### Behind the scenes help

He learned this from Charles Nabb of the State Department of Health, who took the occasion to proselyte another recruit for his Statewide Disaster Planning Program. He did not need to learn about Dr. Ben Korbalis of the Wilmington Medical Center who, among other things, helps train EMT-P (Paramedic) for New Castle County, nor did he learn of Lou Donofrio, the Regional Emergency Medical Services (EMS) head, who allocates Federal funds throughout a multi-state region.

He really didn't need to learn of them, nor did he need to meet Dr. David Boyd, who oversees the nationwide EMS effort from the Department of Health, Education and Welfare.

There were some people he did have to meet; particularly those in the state who did not believe employees should devote any portion of their paid time to the study of a subject not included in their job description. In Delaware, these objections were overcome with the support of the Chief of Staff who, unfortunately, had personal knowledge



### A Swedish SUSV gets its first lift!

A Fort Greeley oversnow vehicle gets a free ride from an Army CH-47 Chinook during the tracked vehicles arctic testing at Ft. Greeley, Alaska. It was the first time the Swedish-produced vehicle had been sling-loaded beneath a helicopter. The 222nd Aviation Battalion Chinook was provided for the test, which was conducted at

the post's Allen Army Airfield.

Two types of Small Unit Support Vehicles (SUSV) are currently undergoing cold weather testing at the Cold Regions Test Center at Ft. Greeley; the Volvo-produced BV-202 (shown) and a similar BV-206 unit made by Hagg-lunds Und Sonar. The testing will continue through July.

### 1978 INDUCTIONS

The Army Aviation Hall of Fame will not conduct a 1978 Induction Program. The six-member Board of Trustees of the Ft. Rucker-based Hall of Fame deferred making any selections for calendar year 1978. □

of an improperly handled emergency and who took action.

The life-sustaining techniques taught to the aviation personnel of the Delaware Aviation Support Facility may never be called on for use. Any developed skill will certainly deteriorate with lack of use, and even working paramedics will not replace a physician. Unfortunately for the one in 10,000 who suffer an emergency each day, they seldom occur in the doctor's office.

### Enhanced survival

Until such emergencies can be conveniently scheduled, the men of the Aviation Support Facility and others with their conviction and training improve the probability of survival for accident victims. They know three things: retain the body's supply of blood, keep it circulating, and make certain it carries oxygen.

There is one major drawback to CPR training for anyone in the military. Even though rank is supposed to have its privileges, it remains difficult to fool a sergeant. Sgt. Harrington gladly deferred to WO Travers as they first approached the dummy and waved him on to the upper torso. It's bad enough to straddle an inanimate object, but it's worse to stare in its eyes!











# The Cobra on REFORGER

PHOTOS BY SGT R.T. EDWARDS



# The Quest for Flight - Part I Birdmen & Tower Tumblers

BY LIEUTENANT COLONEL E.J. EVERETT-HEATH  
British Army Liaison Office, U.S. Army Aviation Center

**E**VER since the dawn of history men (and a few women) have dreamed that they could fly.

The exploits of a somewhat misguided bunch of dreamers, who actually thought that the helicopter was the answer, were described in a previous article by this writer.

It is the purpose of this piece to give equal time to the Ancient Aviators, the Tower Tumblers, and other Men of Vision. The story of the forerunners of true fixed-wing flight — balloons, hang-gliders, and airships — will be recounted in a succeeding article.

## What to do?

The very earliest pioneers, although they did not realise it, were labouring under the very greatest of misfortunes: gravity had not been invented. As they watched a pterodactyl lazily execute an Immelmann turn they wished that they too had wings. But even the less intelligent cave dweller could appreciate that he had nothing with which to construct a pair of wings which could take him up into the heavens.

So what better place to put his gods

- somewhere that no mortal could ever hope to reach? The ability to fly denoted indisputable power of a supernatural kind, declared the priests, and anyone who dared to try and copy the gods would certainly stall. Some gods and the old king, blessed with healthier budgets, were able to afford flying dragons, winged horses, and eagle-borne chariots; the less affluent had to make do with flying carpets; and the very poor with winged sandals. This decree endured for many centuries until various groups of troublemakers begin to clamour for a relaxation of the rules so that some lesser immortals should be allowed to get airborne.

A committee was set up and angels were invented, Isaiah giving the seraphims six wings, two of which were for flying. (With the seraphims designed as biplanes it is little wonder that the Wright brothers decided to go the same way.)

Flying soon became the sport of gods and kings all over the world, and one blacksmith. The Chinese Emperor Shun, emulating Daedalus and Icarus, took to the air to escape from captivity in about 2250 B.C.,





give or take a few centuries; Wieland of Jutland, an inventive Scandinavian blacksmith, strapped on a flying coat to fly to freedom.

Both Alexander the Great and the Persian King Keykavus established Royal Flights which used harnessed gryphons and eagles to lift their thrones; both types of powerplant were encouraged to increase their thrust by the emplacement of gobbets of raw meat impaled on the corners of the throne. Inca and Aztec Chiefs were often to be seen using air taxis.

### Still another crash!

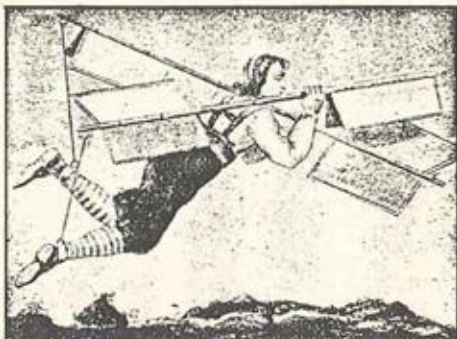
Almost nothing is known about King Bladud of Britain which is why so much has been written about him. According to an eminent scholar "he dressed himself in plumes" and attached a set of wings. Sensibly turning into the wind (it is amazing how these details come down to us over the centuries) and flapping vigorously, he is said to have taken off "with the grace of a thrush". Regrettably, after a few minutes of successful flight, he lost confidence, control and lift, and crashed.

“

A few women experimented with broomsticks and were quickly recognized in the courts as the first female flyers . . .

”

About 500 years ago it was finally agreed that even peasants should not be debarred from flying, but certain retribution would be exacted if they were to try. A few women experimented with broomsticks and were quickly recognised in the courts as the first female flyers. It is these aviators who can claim the distinction of having invented aviation law.



On hearing the prosecution's case in 1712 that the accused, Jane Wenham, could fly, the judge jokingly remarked that there was no law against flying. The assembled lawyers, aghast at this loophole, immediately set to work. The New York Port Authority carried on where they left off and we are the fortunate/happy (Choose one!) beneficiaries of all of their labours: we now know where we cannot fly, when we cannot fly, who may not fly, etc.

### The Bird Men

We come now to the Tower Tumblers or as they preferred to be known, the Bird Men. Their contribution to aviation was almost completely negative, merely serving to confuse the whole issue. But it cannot be denied that they were all courageous men; some were also insane. Again they came from all over the world: an Arab from Spain, Oliver of Malmesbury in England, a Saracen from Constantinople. Their home-made wings were usually made of cloth, light wood and sometimes feathers. Their flights were all noted for their conspicuous similarity: with a usual airspeed of  $32 \text{ ft/sec}^2$  they all made heavy landings.

These disasters were, in large part, due to excessively vivid imaginations and a failure to observe closely enough the birds they were trying to copy. The wing loading of most birds is a little less than 1 lb. per square foot. Thus, a 180 lb. man would need a wing of about 180 square feet or one 30 feet long and six feet wide. Taking into ac-

count the weight of the wing itself, it would in fact have to be larger still.

It is no wonder that John Damian, a physician at the court of James IV of Scotland, on setting out in 1507 for Paris from the battlements of Stirling Castle, only got as far as the moat.

### Enter Leonardo!

At about this time Leonardo da Vinci was drawing sketches of wing structures and flapping mechanisms as a result of his studies of birds. Presumably too busy to invent high-speed photography, Leonardo had no means of discerning the motions of a bird's wing which are much more complicated than he thought. Nor did he realise what another Italian, Giovanni Borelli, pointed out in 1680: that man's small muscle power was quite inadequate for flight. (He was, in fact, only partially correct: man-powered flights were achieved in the 1950s and on 23 August 1977 a young Californian was able to complete a figure eight course one mile long. The pilot-cyclist weighed 135 lbs. and his mount only 70 lbs. It had a wingspan of 96 feet, greater than that of a DC-9.)

Nevertheless, Leonardo pressed on with his designs for ornithopters - flapping wing machines - concluding that, if birds flew by flapping their wings, there was absolutely no reason why man should not do the same. The lack of built-in wings was certainly an irritating deficiency but doubtless one that could be made good with a little ingenuity.

But as a military engineer in the service of the notorious Cesare Borgia for a time, Leonardo found himself preoccupied with matters of a more sinister nature. No record of any Italian ornithopter ever leaving the ground exists.

DA VINCI'S  
CONCEPTION



About 100 years after the death of Leonardo in 1519 another Italian, from Copertino, south-east of Taranto, put the genius to shame. He flew. Furthermore, he flew without wings, engines, or any of the other usual accessories. For this feat he has rightly been designated the patron saint of space travellers.

“

St. Joseph . . . had to be forcibly restrained from going into a hover over the altar during Mass.

”

St. Joseph, as he later became, was born in 1603 and it was not long before he was taking to the air as a matter of course. He could fly in very confined areas, such as a church, equally as well as in the open. The clear blue skies over southern Italy are, of course, conducive to flying but Joseph's hobby soon began to irritate his earthbound superiors who often had to order him to land; on occasion he had to be forcibly restrained from going into a hover over the altar during Mass.

The big occasion did not daunt Joseph and he flew before Pope Urban VIII in Rome, the first recorded flying display, in addition to flights over Naples, Assisi, and other cities. His lengthiest hover seems to have taken place at Fossombrone, just east of Urbino, where he remained airborne for over two hours "to the extraordinary marvel of the clergy who witnessed this".

Perhaps more remarkable still was the saint's ability to carry passengers. Most of them were, reportedly, somewhat nervous as befits their first flight. Joseph died at the age of 60, still in flying practice having gone for a short flight the day before he died.

The Englishman Robert Hooke, immortalized by his amazing discoveries (see March 30, 1977 issue of "Army Aviation"),



began experimenting with ornithopters in 1655. Lacking in self-confidence, he claimed that he had "invented thirty several ways of flying" - but not until his works were published posthumously.

In 1660 a French tight-rope walker named Allard, having heard of Joseph of Copertino, attempted to give a similar display in front of King Louis XIV at St. Germain. For some reason, never explained to Allard's complete satisfaction, he manoeuvred in a manner akin to that of a brick and seriously injured himself.

Then, at last in 1670 yet another Italian, a Jesuit priest, Francesco de Lana, came up with the answer - a flying boat. Or it would have been the answer if he could have converted his designs into hardware. He came to the admirable conclusion that no air must be lighter than some air; if he could remove the air from a sphere it would become lighter than the surrounding atmosphere and be able to float away. Quite reasonable!

“

de Lana abandoned his project, declaring that for man to fly was both presumptuous and irreverent . . .

”

He suggested that his craft should have four thin copper spheres, 20 feet in diameter, which would each suspend a rope to carry his boat as a slingload. A sail would provide the means of maintaining a course. Perhaps realising that his evacuated spheres would have collapsed under the external air pressure long before any lifting force could have been developed, and thus to save embarrassment, de Lana abandoned his project, declaring that for man to fly was both presumptuous and irreverent.

It would appear from some of the preceding paragraphs that the priestly profession, perhaps because of its connections

in high places, had some sort of monopoly on the theory of flight. In 1709, a Brazilian Jesuit, Lourenco de Gusmao, claimed that after considerable detective work he had discovered the secret of "swallow-like flight".

Clearly an amateur actor of unusual skill, he was able to convince the King of Portugal that his feather-covered machine would be able to fly by means of the "attractive powers of magnets, and possibly the levity of rarified air". The illustration of his Passarola has become one of the most famous in aeronautical history. It is to be hoped that the basic design was rather more airworthy than that drawn by contemporary artists.

### The "floaters" take over

In 1766, an English scientist, Henry Cavendish, discovered 'inflammable air'. It didn't do him any good and so it was re-named hydrogen. For some time the Italian aeronautical fraternity had been maintaining a low profile but this was too much for Tiberius Cavallo who hastened to England to find out what was going on. There was now a feeling of excitement in the air as though something of great portent was about to happen.

Cavallo inserted hydrogen into various animals' bladders but to no avail. He then tried paper and finally - this a stroke of genius - soap bubbles. Before his delighted eyes the soap bubble made its inaugural flight. Cavallo could claim to have become the first man to use a scientific principle with which to achieve flight. By so doing he had put the final nail into the coffin of the 'flappers' for the 'floaters' had come from behind to win.

But now, bored by spending so much time in the bath, the Italian decided that his life's work was complete. Floating hydrogen-filled soap bubbles were fun but of little practical use as far as he could see. Two Frenchmen, Joseph and Etienne Montgolfier, agreed. They thought that putting smoke from a fire into a paper bag was much more fun. There was no knowing what one might be able to achieve with floating paper bags - particularly very large ones.

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Division of

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## First GE T700 helicopter engine delivered to U.S. Army March 13

Represented by General John R. Guthrie, DARCOM Commander, the U.S. Army took delivery of the first production 1600 shaft-horsepower class T700 turboshaft engine selected to power its new Black Hawk helicopter. General Guthrie called the event "a significant milestone for General Electric, the Black Hawk and other Army and Navy helicopters, and for the Development and Readiness Command, Army Aviation, and the U.S. Army. General Electric," he continued, "proceeded with development plans to a remarkable extent, delivering the T700 two months ahead of schedule within cost and ahead in performance."

G.E. spokesman Louis V. Tomasetti, V.P. and General Manager Military Engine Division, added, "When the Army announced eleven years ago the need for a helicopter engine that would offer high performance, high reliability, and low maintenance requirements in hot, dusty environments and under the threat of small arms fire, no such engine existed. The T700 was designed-to-cost, as specified by DOD," he explained, "utilizing G.E. and U.S. Army helicopter experience, as well as recent innovations in engine design."

TOP LEFT: W.J. "Bill" Crawford (right), General Manager of the T700 Project, greets GEN Guthrie on his arrival at G.E.'s Lynn plant. At ceremony's end, he aids GEN Guthrie in cutting the first slice of the "Today's the day!" cake. LOWER LEFT: The Army-Industry Team is shown with the first T700.L. to r., Sikorsky President Gerald J. Tobias, GEN Guthrie, W.J. Crawford, and COL Richard D. Kenyon, Black Hawk Project Manager, USA AVRADCOM.

Left: F.O. Macfee, G.E. Vice President, welcomes guests.



U.S. ARMY/SIKORSKY  
UH-60 BLACK HAWK







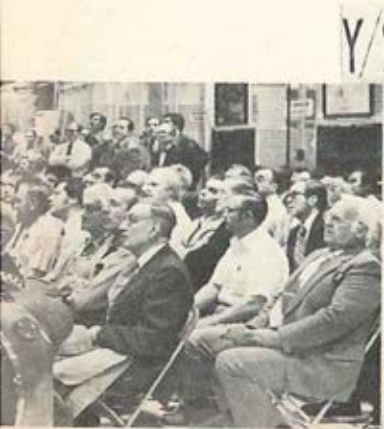
ABOVE LEFT: In a pre-ceremony plant tour, GEN. Guthrie is briefed by a G.E. official. RIGHT: Sikorsky President Gerald J. Tobias (left) is greeted by COL Kenyon, Black Hawk PM, and F.O. MacFee, G.E. Vice President and Acting Group Executive.

## A significant U.S. Army milestone!



ABOVE: W.J. Crawford, Gen'l Manager, T700/ T58/ T64 Projects Dept. LEFT: GEN J.R. Guthrie, DARCOM CG. BELOW: COL Richard D. Kenyon, PMO.

BELOW LEFT: General Electric employees watch as — right photo — GEN Guthrie (left) and Captain Philip Gibber, NAVPRO, accept the certificate of the first production T700 engine from Louis V. Tomasetti, Vice President and General Manager of General Electric's Military Engine Division at Lynn, Mass.









# Simulators? Let's have more — and better ones!

BY COLONEL BARRIE DAVIS (RET.)

President, Tar Heel Chapter-AAAA, Master AA, and WWII Ace

"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."

Those are words in the November 1977 **Army Aviation** written by CW3 James P. Fazekas and CW2 Ronald L. Radke, both accomplished thinkers, writers, and Army Aviators.

Their words are true. They could go further and state that the feeling of accomplishment afforded by that successful approach after a difficult mission through weather also cannot be duplicated in any other way.

## THE FIRST "ACES"

In enrolling five or more new AAAA members in the period since 1 March, five persons have qualified as Army Aviation "Aces" and have been sent AAAA's new hand-lettered "Aces Club Certificates." They are also the initial leaders in the seven-month "Top Ace" competition that ends on 1 October

SFC Donald J. Gorski, 205th Aviation Company.....	8
CPT Morton Meng, P.O. Box 6933, BHI (Esfahan).....	8
CW3 Francis Mays, 8th Aviation Battalion.....	6
SP5 Mikel Burroughs, 357th Aviation Detachment.....	5
CSM Wayne Cantwell, 9th Infantry Division.....	5

An Army Aviation goal is to train aviators to be able to enjoy that experience at the conclusion of any flight made through AI conditions when the mission dictates.

Given sufficient aircraft, time, instructors, and cooperative weather, almost any Army aviator could become a proficient instrument pilot. But restrictions imposed by budgets, ground duties, missions, and any number of other conflicting requirements make a compromise necessary.

From experience accumulated since my first solo in a Stearman biplane in 1943, I've learned that in weather flying as in nearly everything else; "Something is better than nothing." So it is with flight simulators. They have a definite place in aviator training.

In defense of the "blue canoe" Link trainer, there were many missions in World War II and subsequent conflicts during which weather claimed more victims than the enemy and all other factors combined. After some sorties, those who lived to fly again were exceptionally fine pilots or had endured much time in the Link (or both). Skill in managing the machine with needle, ball, and airspeed often was the factor which determined whether a flight would be a man's final trip into the blue. This skill was sharpened in the hated Links.

## The situation has not changed!

The Army's emphasis now is on helicopters rather than airplanes, but the capabilities of rotary wing aircraft enhance, rather than detract from Army Aviation's ability to accomplish its mission.

The too often weak link in the chain of events leading to successful completion of a mission is the aviator. His ability to get himself, his passengers and cargo, and his flying machine from point A to point B in bad weather hinges on his determination to increase his flying skills.

In peacetime, instrument training in aircraft is hampered by a lack of money (or by operations/maintenance technicians, obstinate commanders, etc.). In wartime, the requirement for aviators is so great that they must be funneled into combat with minimum training. Either circumstance dictates maximum use of assets available.

Within the limitations of a given budget, more training can be accomplished in less time with flight simulators than is possible in an aircraft. Most aviators are more proficient in certain areas of instrument flying than in others. Those areas where weaknesses are evident may receive concentrated attention. A mission can be interrupted, a performance critique made, and then training can resume, such a procedure in an aircraft would consume an

**UNIT RETIREMENT**

The 4th Battalion (Attack Helicopter), 77th Field Artillery (Provisional), was retired on 21 January 1978, and the 229th Aviation Battalion (Attack Helicopter) was activated and has assumed the assets of the 4/77th FA. A formal redesignation ceremony in conjunction with a change of command took place on March 17 in Dreyer Field House, Fort Campbell, KY. Anyone with 4/77th FA historical items who may wish to contribute them may do so by mailing them to: Commander, 229th Avn Bn (Atk Hel), ATTN: CPT Magill, 101st Abn Division (AASLT), Ft. Campbell, KY 42223.

unacceptable amount of high-priced flying time even were it practical from other standpoints.

The benefits of flight simulators are many. The disadvantage -- a lack of realism because the pilot knows a mistake can't cost his life -- does not negate the good which is accomplished.

### A cost-effective action

Use of flight simulators should be increased. Dollar for dollar and hour for hour, training in simulators can be more effective than time spent in an aircraft. What determines the effectiveness is the attitude of the pilot, the skill of instructors operating the equipment, and the sophistication of the simulator.

Nevertheless, use of simulators should not decrease actual IFR time flown. Weather flying should be increased to the maximum practical, for **Mr. Fazekas** and **Mr. Radke** are absolutely correct in their final statement: "Actual performance should be evaluated in the aircraft; after all, that is what instrument flying is all about."

\*\*\*\*\*

The 335th Aviation Company's SSG Gene D. Gray recently received a supplemental award of \$770 at Ft. Riley, Kan., following the adoption Army-wide of his suggestion to use a packing ring at the base of the anti-collision lenses on OH-58A helicopters.



**THANKS!**—Joseph P. Cribbins, AAAA's "DAC of the Year for '77", receives a Certificate of Appreciation from the Tennessee Valley AAAA and SOLE (Soc of Logistics Engrs) Chapters following his "Managing Aviation Logistics" presentation at a 17 Feb joint meeting. COL Jim Tow, left, for AAAA, and Ms. Joanne Bloom for SOLE, make the presentations.



# months takeoffs

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SCANLAN, WILLIAM H, LTC  
393 Lockhead Ave, Apt 6  
Marietta, GA 30060  
SHENGLE, GERALD R, CW2  
P.O. Box 14-B  
Gulley, CO 80820  
WALLACE, JOHN M, LTC  
15 S. Lancaster Rd.  
Savannah, GA 31410

TRACOR (Continued)  
Donald Todd, Dir, Teletypewri-  
ters & Digital Systems  
Vic Dube, Program Manager,  
Countermeasures  
Floyd McCright  
John Stevens  
Dave Wallace  
\*No titles given

NOTE:  
Application for Industry (Cor-  
porate) or Associate (Industry)  
Membership may be made by writ-  
ing to AAAA, 1 Crestwood Road,  
Westport, CT 06880.



# RETIRING/SEPARATING FROM THE MILITARY?

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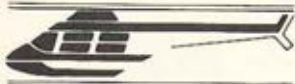
# IRAN

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BG Joseph H. Kastner, left, Air Assault Chapter President, presents AAAA Sustaining Member Certificates to Wanda Hogue, Eugene Jackson, and John Binkley, representing three area firms supporting AAAA.



Judith E. Hurt accepts a cubed AAAA medallion for a Christmas Card she designed for AAAA's Lindbergh Chapter. Making the presentation is Donald F. Luce, Chapter President of the St. Louis activity.



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BELOW LEFT: Colonel Jack L. Keaton, cen., ASE Project Manager, is shown with Connecticut Chapter—AAAA officers after a recent dinner meeting at which he was the guest speaker. Shown, l-r, are Michael Saboe, Past President; Martin J. Leff, outgoing Chapter President; COL Keaton; Eugene Buckley, Chapter VP - Programming; and Vincent P. Bailey, newly-elected Chapter President of the 203-member AAAA activity.

**NATIONAL AWARDS**  
Nominations for AAAA National Awards for calendar year 1977 are solicited from all sources. The awards include those to the "Aviator," "Soldier," "Outstanding Unit" (both Army and Reserve Component), "McClellan Aviation Safety," and "DAC of the Year."



●●I. CALL TO ORDER (Roll Call for Quorum)

a. Present: LTG RR Williams, AH Kesten, MG WA Becker, COL JW Marr, MG JN Brandenburg, COL TA Crozier, CW4 E.M. Cook, COL RD Descoteau, BG RM Leich, BG OG Goodhand, COL RL Long, LTG HWO Kinnard, LTG JM Wright, Jr., MG AG Post, BG CE Canedy, COL JJ Stanko, LTC WW Priest, CW4 LN Washer, Mrs. TV Bonds, EJ Tallia, COL RL Stoessner, DF Luce, COL BV Elliott, Jr.

●●II. Introduction of New Appointees & Assignment of Proxies

a. New Appointees/Electees: The President ANNOUNCED that BG JP Casey, Jr., President, Fifth Region—AAAA; LTC RA Jones, President, Army Aviation Center Chapter; and COL BV Elliott, Jr., President of the Washington, D.C. Chapter, had joined the Nat'l Executive Board as new members.

b. Present by Proxy: COL EW Bush (by LTC WW Priest), COL WE Crouch, Jr. (by BG OG Goodhand), PL Hendrickson (by DF Luce), GEN HH Howze (by LTG HWO Kinnard), BG JH Kastner (by MG JN Brandenburg), COL EL Nielsen (by LTG JM Wright, Jr.), COL DA Petersen (by COL RL Stoessner), MG SC Stevens (by COL RL Long), BG JA Walker (by AH Kesten, and asgd to BG CE Canedy), MG JC Smith (by AH Kesten, and asgd to COL JW Marr), B Wilson (by BG RM Leich). Observers: MG JL Klingenhagen & COL AJ Rankin.

●●III. Administrative Announcements.

●●IV. ACTION ITEMS (New Business)

a. 1978 AAAA Scholarship Awards Program.

1. BG RM Leich REPORTED that the Nat'l Awards Committee would select the 1978 Scholarship Award Winners at an 18 March meeting in Arlington, VA; that some 50 applicants had requested applications, some 30 less applicants than in previous years; that the same solicitation procedures had been used; and that he had no explanation for the drop in the number of 1978 applicants.

2. The Chairman also INDICATED that the Foundation Board of Governors had authorized \$4,000 in scholarship awards in 1978, and that some \$3,200 was available through 1 Feb. He EXPRESSED the opinion that the balance might be obtained through donations received between 1 February and 15 July, the normal date on which winning applicants are sent their cash award checks.

3. The Board REVIEWED the subject of fewer (but larger) scholarships; BG Leich INDICATED that for greater awardee prestige and member participation in the program (as interviewers/awards), a larger number of lower value awards had been given each year at Awards Committee behest.

4. AH Kesten POLLED the Board on the subject of the site and time of presentation of the "Outstanding DAC of the Year Award"; the Board VOTED to have the 1978 "DAC Award" presented at the National Convention's Honors Dinner, and DIRECTED the National Office to make the necessary adjustments in the solicitation and presentation areas. The President RECOMMENDED that the remarks of each presenter be shortened accordingly.



# MINUTES OF THE 18 FEBRUARY MEETING OF THE AAAA NATIONAL BOARD IN ARLINGTON, VA.

# Nat'l Board Minutes

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### b. By-Laws & Legal Committee

1. Regarding the renewal of the existing contract with the contractor, **BG OG Goodhand DEFERRED** to his Vice Chairman, **COL JW Marr**. (See d.)

### c. Convention Committee

1. **AH Kesten**, General Chairman of the 1977 Nat'l Convention, **REPORTED** that all post-Convention comments were favorable, that the attendees seemed to like the weekend gathering prior to the AUSA Convention, and that the excellent professional program had contributed substantially to the fine attendance.

2. Regarding the 1978 Nat'l Convention to be held 13-15 Oct at Stouffer's (Arlington, VA), the Board **APPROVED** the request of **BG CE Canedy**, Presentations Committee Chairman, for additional programming time, **AUTHORIZED** the conduct of professional programming starting about 1000-1100 on Friday, 13 Oct and ending about 1500 on Saturday, 14 Oct, and **REQUESTED** the General Chairman and Presentations Committee Chairman to work out a suitable timetable permitting both professional programming and basic AAAA meeting time. **BG Canedy REPORTED** that many Foreign Directors, to include that of the USSR, would be invited to participate in the professional sessions.

3. Citing the necessity for long-range National Convention planning in light of the ever-increasing difficulty of securing adequate hotel space, the President **SUGGESTED** that the Ass'n might well consider - and plan for - a convention out of the Washington, D.C. area. His rationale was that AAAA no longer had to meet concurrently with AUSA, and that we should avoid the stereotyped convention in both site and program. **LTG HWO Kinnard ADDED** that the long-

standing argument that the D.C. area assured a "high-powered head table" (for the Awards Luncheon or Dinner) was no longer valid in view of AAAA's experience in the last few years, that most highly-placed people welcome an opportunity to address an audience OUTSIDE of Washington, and that all have to make a certain number of trips to the field.

In add'l comments, **LTG Williams SAID** there was more validity now for a non-D.C. meeting as more and more members attend for the professional sessions, rather than the Awards function. **COL RL Long SUGGESTED** that the Nat'l Convention, in going to a non-D.C. site, might do well by substituting the National Convention for a Regional Convention. **BG CE Canedy COMMENTED** that such an action would give the Ass'n an opportunity to reach a new audience, and not just the perennials "who make it to Washington each year."

The President **APPOINTED LTG Kinnard** and **LTG Wright** to chair separate subcommittees to debate the subject of a "Non-D.C. 1979 Nat'l Convention", at the conclusion of the agenda, and to be prepared to debate prior to the break for lunch. (Ground rules: **LTG Kinnard** to speak for "Non-D.C. Convention"; **LTG Wright** to represent the "D.C. Convention" viewpoint; the debaters were not to address the subject of site selection or a specific non-D.C. site; each would be allowed five minutes to present his subcommittee's viewpoint; the Board members, exercising all written proxies, would then vote on the subject, and the vote would be binding and not subject to debate or review at any other meeting prior to the conduct of the 1979 Nat'l Convention.

### d. Fiscal Committee

1. Chairman **JW Marr**, using flip charts, **PRESENTED** a projection covering 30 Nov 1977 to 31 March 1978, and a budget for the AAAA fiscal year ending 31 March 1979.

2. The Chairman, in response to the question of **LTG Kinnard** regarding the relationship of the CPI to the annual dues, **INDICATED** that the annual dues have been tied to the value of the General Fund. Replying to a question on the underwriting of Hall of Fame expenses, the Chairman **INDICATED** that Hall of Fame donations would still be sought from the membership,

### INTERIM FISCAL REPORT

The November 30, 1977 (eight-month) balance sheet of the AAAA indicated that the General Fund stood at \$17,284, as compared to the \$12,487 standing of the General Fund on March 31, 1977.



despite the previous week's successful ASE Symposium hosted by the Army Aviation Center Chapter which will use residue funds after Symposium expenses to underwrite HOF expenses and Museum expenses connected therewith.

3. COL JW Marr then explained the contractor fee covering administrative, clerical, fiscal and publication services, and its tie to the CPI - up 6.8% in CY 1978. With the present fee at \$6.76, the contract would authorize \$7.22, effective 1 April 1978, to reflect this increase in the CPI. He INDICATED that if the Board approved the budget, the new fee would be reflected in the revised contract to be signed by the President and the Contractor prior to 1 April 1978.

4. Regarding the computed fee paid by the AAAA Scholarship Foundation to the AAAA for the Life Memberships held by the Foundation, the Board APPROVED the proposal of BG OG Goodhand that the Foundation should pay the AAAA the proper fee for each membership and, if necessary, erode the Scholarship General-Fund, rather than have the Ass'n assume any cost differential in these memberships.

5. The Chairman of the Committee VOLUNTEERED to make an analysis of the CPI over the years in reference to the AAAA annual dues.

#### e. Hall of Fame Board of Trustees

##### 1. Selection Meeting Site and Date

(a) AH Kesten, reporting for GEN HH Howze, Chairman of the Board of Trustees, INDICATED that all nominations had been received, photo-copied, and placed in workbooks for Trustee use; and that four of the six Trustees planned to meet and review the workbooks at a "Selection Meeting" to be held in the same room just after lunch on 18 February.

##### 2. 1978 Induction Program

1. This item was tabled pending the completion of the Trustee meeting.

##### 3. Underwriting the 1978 Inductions

1. AH Kesten REPORTED that the Army Aviation Center Chapter had hosted a one-day "ASH Survivability Symposium" at Ft. Rucker, and that MG JC Smith, a member of the HOF Board of Trustees, had authorized the use of residue Symposium funds for the '78 HOF Inductions and/or Army Aviation Museum costs



#### DISTINGUISHED VISITOR

Her Imperial Highness, Empress Farah, greets Bob Williams, AAAA's National President, at Crown Prince Reza Pahlavi Base, the Imperial Iranian Army Aviation Training Center. Major General M. Khosroodad, Commander, Imperial Iranian Army Aviation and a member of the AAAA (left), is making the introduction.

connected therewith. Additionally, the Symposium was well-attended and administered; some 30-40 non-members (connected with ASH Survivability) would henceforth become AAAA members with the initial \$12 of their Registration Fee going towards their individual AAAA membership; and that a substantial residue would accrue to the HOF Program, according to LTC RA Jones, Army Aviation Center President. Lastly, the USAAVNC Commander was quite pleased with the Symposium programming and interchange and had suggested a later repeat/update.

f. Industry Affairs Committee. Negative report.

#### g. Membership Enrollment

1. The Exec. Vice President REFERRED the Board members to the 13 Feb 78 "Membership Totals" standing at 8,276, and COMMENTED that the membership had stabilized and appeared to be on the upturn.

2. He then BRIEFED the Executive Board members on the Pacesetter Program, now being pursued by 13 Chapters.

3. The "Aces Club" program was OUTLINED by AH Kesten, who circulated an actual "Aces Club Certificate" and indicated that the Jan-Feb, 1978 issue of the magazine publicized

## Nat'l Board Minutes

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the program.

4. COL TA Crozier REVIEWED the "Sustaining Membership Program", urging that Chapter activities promote the program to assist both local and national membership goals.

5. The Exec. Vice President POINTED out the unique constituency of the AAAA National Executive Board, and SUGGESTED that the time may never come again when the Board will be blessed with so many commanders. At the same time, he URGED the same commanders to look to their very staffs for potential high-level applicants for AAAA membership.

#### h. National Programs

1. 1978 Planning Calendar. The Board REVIEWED the projected 1978 AAAA activities of national scope, and TOOK NOTE of the tentative nature of the June Hall of Fame gathering and the June Fifth Region—AAAA Convention.

2. First Region—AAAA Convention. MG AG Post, Regional President, REPORTED that everything was on track for the 25-28 May convention, and INDICATED that the City of Savannah was "very enthusiastic" about the AAAA Convention, and that its Mayor planned to declare 22-28 May as "Army Aviation Week," and that the City would underwrite some social functions. COL RL Stoessner, Regional Senior VP, ADDED that some problems in programming were still to be worked out, but that all looked well.

COL Stoessner also COMMENTED that several Regions might have recurring financial problems (due to the limited revenue potential), and that First Region—AAAA went into the red at Nashville in '77. He SUGGESTED that if Regions could charge a moderate fee for exhibit space, the exhibit revenues — modest though they might be — could be the difference between a profit or loss convention.

AH Kesten OFFERED an alternative approach to Regional financing, that of charging attending industry members normal 1-, 2-, or 3-day Symposium Registration Fees that are pursued by AFA, ADPA, AIAA, etc. and are accepted within the industry.

LTG RR Williams SPOKE on the AAAA's policy in this area for more than 20 years, citing that the Ass'n didn't want its industry members to feel that they were being blackmailed. To review the Ass'n's position and to determine if a change in policy is desirable, the President REQUESTED EJ Tallia to survey the industry members to determine if they would object to modest exhibit fees at Regional conventions.

3. USAREUR Region-AAAA. The Executive Vice Pres. REPORTED that plans for the 5-9 April USAREUR Region—AAAA Convention were well underway, and that General George S. Blanchard, CinC USAREUR & SA, would be the keynote speaker on opening day. He ADDED that LTG Williams would represent the NEB at Garmisch in '78, and that a detailed program would be sent to the NEB (and all CONUS Chapter Presidents & Designated Industry Member Representatives) within a week to 10 days.

4. Fifth Region—AAAA. While the 5-9 April date — as announced — was not firm, the President INDICATED that BG John P. Casey, Jr., would be the incoming Regional President and that he'd contact BG Casey at the earliest opportunity. He SPECULATED that the 1978 Regional Convention — if held — would be held in June at Ft. Hood.

5. Sixth Region—AAAA. The Exec. Vice President INDICATED that he'd been in phone contact with several Regional officers, that the Regional Board was attempting to generate large Fort Lewis Area AAAA membership to establish a firm Regional base, and that the Regional Board would petition for By-Law changes permitting all Sixth Region states east of the Montana-Idaho-Utah-Arizona line to be affiliated with Fifth Region. The President REQUESTED the Nat'l Office to poll all affected Chapters in the Fifth and Sixth Regions as to their views on this proposal, and to report back to him prior to the May Executive Board meeting.

6. 1978 Product Support Symposium. DF Luce CITED the Lindbergh Chapter's plans to conduct the 1978 Symposium at the Red Carpet Inn in St. Louis, MO during 10-11 May.

••V. Committee Reports (If applicable)



a. DAC Affairs Committee. Negative report.

b. Enlisted Affairs Committee. Negative report.

c. Reserve Component Affairs Committee. Negative report.

d. Warrant Officer Affairs Committee. Negative report.

••VI. Project FLYBOY (Confidential)

a. Contact attendees. (Corps — Incentive Act — 100 spaces — Task Force — Disaster — Person-to-Person — White Paper — Three Problem Areas — DOD Trouble Point — Testimony — Magazine article by the President — Need for a unity of purpose).

••VII. Site and Date for Next Nat'l Board Meeting

a. The Board AGREED that it would next meet at Savannah, GA during the course of the 25-28 May First Region—AAAA's 1978 Convention, but left the actual site and time decision to the President with Board notification to follow ASAP

••VIII Adjournment (11:10 hours).

••IX. 1979 National Convention Site Selection

a. Following the adjournment of the regular meeting, those Board members interested in the "Convention Site Issue" divided into two groups — voluntarily, worked with LTGs Kinnard and Wright, the two respective subcommittee chairmen, and then reconvened at the call of the President as a full Board.

b. LTG Kinnard — "Move the 1979 Nat'l Convention out of Washington"

1. "Old Guard" — Same perennials attend all of our National Conventions: moving out means new audience.

2. "POGO" — Let's show the Chapters and Regions that we are a part of them, and that we are ONE organization by going to them.

3. "Peoria" — Will it play in Peoria? Yes, it will be BIG news in Peoria; note that the Mayor of Savannah has declared First Region's Convention Week there as "Army Aviation Week." We never get any publicity in Washington, D.C.

4. "Just the facts." — So far, it's been all



THANKS, AGAIN! — Don Luce, 1., Chapter President, and Paul Hendrickson, right, a former Lindbergh Chapter President, flank Matilda Rowlan at a ceremony honoring her long-term services as Chapter Secretary. Ms. Rowlan has since accepted a position in the Surgeon General's office in Washington, D.C.

emotion and conjecture. Let's try (a move out of Washington) once and we'll know. The decision would be for 1979 only and not forever. The Regional meetings are successful; we should assume that a non-D.C. National Meeting would be more so.

5. "The Great Escape" — High level people like to get out of D.C., and they have a need to go out to the field. We'd also have attending Mayors, Governors, and Senators at a non-D.C. Nat'l Convention. Lastly, we could get the area industry/subcontractors who never make it to Washington.

6. "Cut the cord" — End our lock-step tie to the AUSA Annual Meeting; a move out of D.C. would give us complete latitude of choice as to place and season as long as the center of gravity is Army Aviation.

7. The extra point — National would run the Convention, and the Region and Chapter activities would be free to support the Convention with attendance alone. It would also give the selected Region a breather in that it could skip a Convention responsibility for one year.

c. LTG Wright — "Keep the Nat'l Convention in Washington"

1. Opening statement: "Those who will

## Nat'l Board Minutes

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not learn from history are doomed to repeat it." He then CITED the 1971 Minutes indicating that the Board had REJECTED a well-developed plan to move the 1972 National Convention to St. Louis.

2. "Old Guard" — A "National" out of D.C. will not attract many young soldiers — they're attracted first by Chapter meetings, then by Regional gatherings, and last by National events.

3. "POGO" — Support our Chapters and Regions and help them to succeed, of course, but don't usurp their activities.

4. "Peoria" — The question is, "Why be great in Peoria?" It is purely conjecture and emotion that we would attract new members to a Peoria-like site. **Statement:** Don't change your form in a winning game; there's no reason to change if you're winning. Make the change when you're failing. Why gamble on the outcome now? Also, a meeting outside of Washington will weaken the Regional concept we've pursued.

5. "Just the facts." — There is NO relationship to stereotyped meetings and location.

(a) The Hall of Fame Induction is a national non-D.C. meeting, and it hasn't helped the Army Aviation Center Chapter's membership a bit.

(b) The WOA has held two meetings outside of Washington, and neither of these Warrant Officer Ass'n meetings was as successful as the ones in D.C.

(c) Selecting the site will probably alienate MORE people than the number you'd get to support a non-D.C. convention.

(d) There is more benefit accruing to the young member if he comes to D.C. (can check records, etc.)

(e) Those orgns that have moved their national conventions around do not have regional structures.

6. "Cut the cord with AUSA" — Why? The back-to-back conventions save transportation costs, etc.

7. The extra point — We feel that we will not get the key people to attend.

## 1978 SCHOLARSHIP SELECTIONS

The AAAA's National Awards Committee — a 13-member committee representing all segments of the organization's membership — planned to meet on Saturday March 18 at Stouffer's National Center Hotel in Arlington, Va. to select the winners of the 1978 AAAA National Scholarships. All applicants will be notified of the results of the 1978 competition by March 31.

### ● ● X. Question and Answer Period.

a. **MG Post:** Having the Nat'l Convention in a Region will enhance the Regional concept, not weaken it, for it will give the Region added status.

**LTG Wright:** We can do that by having the Nat'l Executive Board meeting at a Regional Convention.

b. **MG Brandenburg:** Don't use the Hall of Fame as an example of a Nat'l Meeting designed to attract young members. There is no groundswell for the Hall of Fame among young members.

c. **COL Elliott:** How do we improve? **LTG Kinnard:** By the extent of our attendance. **LTG Wright:** We already have successful national conventions in Washington.

### ● ● XI. Balloting

a. **President Williams** INSTRUCTED the Board members to avoid compromise. He ADDED that the Ass'n could not afford a repeat of the Board turn-about that happened in 1972, and that the Board decision made today will be final.

b. The Board DISAPPROVED a motion by **LTG Wright** to delay the Board decision until the May, 1978 meeting.

3c. The Board APPROVED a motion to conduct the 1979 National Convention at a site other than the Washington, D.C. area. (Yes: 21; No: 5).

d. The President APPOINTED **LTG Kinnard** as Chairman of a subcommittee to select the site and time of the 1979 AAAA National Convention, DIRECTED the Chairman to select his own subcommittee, and REQUESTED that the Chairman submit his subcommittee recommendations at the May 1978 NEB meeting.

### ● ● XII. Adjournment



# New Members Joining AAAA



## AIR ASSAULT CHAPTER (12)

CW2 Jimmy R. Cummings  
W01 Terry Davis  
W01 Rick J. Gay  
W01 William Hart  
CPT Tom J. Iles  
W01 Bruce Miner  
W01 Winston E. Morris  
LTC Jack L. Turecek  
W01 Ronald T. Tweed  
1LT Albert Valani, III  
W01 James W. Watson  
CW2 Michael J. Wheeler  
AIR CAVALRY (5)  
SMG Robert J. Anderson  
CW2 Alvin R. Harris  
CPT Boyd L. Mitchell  
CPT Ruben Moreno  
LTC Danny A. Young  
ALAMO CHAPTER (2)

MAJ Jose A. Chapa  
CPT Reed Hayes

## ARMY AVN CENTER (12)

CW2 Carlson Allen  
CPT Bruce S. Bealls  
CPT James W. Carmack  
LTC James E. Crouch  
Mr. Earl D. Griffin  
CPT Carlton E. Hendon  
COL Stanley C. Knapp  
Mr. Hanes Lewis  
CPT James R. Luckey  
CPT Richard J. Prosser  
CPT Charles E. Pyatt  
CW2 James E. Winston  
BENELUX CHAPTER (12)

S61 Richard E. Aldridge  
SSG Stephen Brooks  
SP5 Mikel Burroughs  
SFC James Dew  
S61 Robert Mack  
SSG David C. Miller  
SSG E. Neveith-Porter  
SSG Eddie Mann  
SP4 Pablo Perez  
CW2 Jeff Pelt  
CW3 Lloyd Pierszal  
SSG Allen D. Sperry  
BIRMINGHAM AREA (1)

MAJ Hank P. Fowler  
BONN AREA CHAPTER (3)  
Mr. John Courcha  
Mr. Andrew Georgia  
Mr. Harry R. Zieko  
CAJON CHAPTER (2)  
CPT Robert A. Dripps  
CPT Gene A. Sweet  
CHESAPEAKE BAY (1)

1LT David M. Lucker  
CHICAGO AREA (1)  
CPT Joseph A. Gwyer, Jr.  
\*Ret.  
\*USAF

## COASTAL EMPIRE (20)

MAJ Dean R. Anderson  
CPT George W. Anderson  
W01 William Becker  
CPT Charles E. Blakley  
CPT Kenneth J. Copley  
CW2 Turner J. Couch  
CPT James H. Dunsley  
CW3 John R. Field  
1LT Dennis Fitzsimmons  
CW3 Gregory Mengels  
CW2 Richard Johnson  
CW2 William F. Kodadek  
CW2 James Krumline  
1LT Wby J. Longshore  
CW2 Daniel T. Lorimer  
CW2 John Leisak  
CPT Charles G. Mershel  
W01 Larry J. Murphy  
CPT Brian L. Olson  
CW2 William Wiccombe  
CONNECTICUT (9)

Mr. Walter L. Freeman  
Mr. John Frohmann  
Mr. Martin Goldman  
Mr. John R. Graham  
Mr. James Heaney  
Mr. Irwin Hoffman  
Mr. Frank Lenza  
Mr. Stephen Percy  
Mr. John Vergechik  
CORPUS CHRISTI (12)

Ms. Laurel R. Carlson  
Ms. Honora L. Garcia  
Ms. Florence Goddard  
Mr. William C. Hatfield  
Mr. Harold O. Kuebler  
Mr. Gaila Kunic  
Mr. Chester Lang  
Mr. Delmon McClellan  
Mr. Ernest C. McLean  
Mr. John Palchay, Jr.  
Mr. Vidal L. Ramirez  
Mr. Coburn C. Walton  
DAVID E. CONDON (7)

LTC David L. Carson  
Mrs. Patricia Dunham  
CPT Peter Gillies  
CPT William Townsend  
CPT Arnold E. Weand  
MAJ Samuel J. Wozell  
DELAWARE VALLEY (2)

COL Thomas N. Chavis  
Mr. E. F. Hall  
EMERY-RIDDLE CHAPTER (1)  
CPT William Gibbons  
Mr. Charles Robbins  
CW2 Michael Stanton  
\*Ret.

## FORT BENNING (2)

CPT Glenn W. Flint  
SP4 Stanley Michalak  
FORT BRAGG CHAPTER (7)  
CSM Knock C. Copeland  
SSG Thomas A. Garvin  
CPT John F. Jackson, Jr.  
PFC Nelson McCullough  
CPT Gary S. Mahoney  
CW2 Thomas Valentine  
CPT Lamine E. Wick  
FORT HOOB CHAPTER (1)

FORT MICHAEL A. Anastasio  
FORT MONROE CHAPTER (1)

Mr. Otis L. Waldo, Jr.  
FORT SILL CHAPTER (2)

W01 Steven W. Knight  
BG Dwight L. Wilson  
FRANCONIA-MARNE (23)

CW2 John T. Bailey  
CPT Harvey Bien  
2LT Peter Brandt  
SGT Mark Carver  
CW2 William L. Clark  
SFC Vee Jay Cox  
CPT Charles F. Duszki  
PFC Brian Douglas  
SSG Malcolm Ellison  
SSG James P. Engstrom  
CW3 Thomas L. Harris  
W01 Leslie W. Holt  
CW2 Michael Marshall  
CPT Daniel W. Martin  
CPT James McCord  
CW2 Michael P. McGrath  
W01 Walter E. Riley  
W01 Lawrence G. Rothaupt  
CPT Kim E. Shepherd  
W01 Thomas Stanfield  
CW3 John G. Stapleton  
ES Allen K. Wilson  
SP4 David C. Wise, Jr.  
GRAND CANYON (3)

Mr. Robert R. Crispin  
Mr. Mark L. Hamilton  
CPT Gary Snyder  
HANAU CHAPTER (8)  
CW2 Paul N. Abbott  
CW3 Robert E. Davis  
CW2 Hal C. Lyle  
CPT Robert W. Mustain  
W01 Martin A. Potter  
CW2 George L. Tonal  
CW2 James M. Walters  
CPT Raymond F. Whitby, III  
LEAVENWORTH AREA (7)

LTC Max A. Davison  
CPT Enck Doppel  
CPT Larry Doppel  
MAJ Hewitt Lovelace  
MAJ Clifford McKelthan  
MAJ Fred Minick  
MAJ Alan M. Russo

## LINDBERGH CHAPTER (5)

LTC John Anderson  
Mr. Mary Pat Arink  
LTC William J. Arink  
Mr. Jerry F. Deltmer  
Mr. David H. Kaplan  
LONG STAR (7)  
MAJ Robert E. Brown  
Mr. Donald Budd  
Mr. Vic Dube  
Mr. Benny Jay  
Mr. Floyd McCright  
Mr. John Stevens  
Mr. Dave Wallace  
MAINZ CHAPTER (17)

MAJ Allen Bartlett, Jr.  
E6 Larry Barstow  
W01 Richard K. Baugert  
CW2 Frank Clark, Jr.  
PFC Kenneth Collins  
CPT Lee Garrison  
2LT Federico Gomez  
E6 Richard Harris  
ES Clifford Keeler  
SFC George McCartney  
CW2 William C. Oldroyd  
E6 Randal K. Reymar  
CW3 Mike Reelsoe  
CW3 Donald L. Scott  
CW3 Kenneth W. Seager  
PVT Henry Strube  
CPT James P. Welch  
MONMOUTH (18)

Mr. H. Bernbaum  
Mr. B. Chmiel  
Mr. T. Cullen  
Mr. Thomas E. Daniels  
Mr. Lawrence Davis  
CPT Roger Fox  
Mr. R. Gollies  
Mr. J. Graziano  
Mr. D. Kolbas  
Mr. G. Kubick  
Mr. Irving Levine  
Mr. W. Monesse  
Dr. John Niemela  
Mr. B. Samitt  
Mr. J. Snee  
Mr. Donald Spicer  
1LT Charles K. Torrence  
Mr. J. White  
MONTEREY BAY (11)

W01 James F. Bowling  
LTC James E. Cody  
CW2 Ray F. Cox  
LTC Carl S. Gerhard  
CW2 Samuel R. Golden  
SSG Marvin Green  
CPT Fred Harris  
Mr. Clifford McPhilly  
CPT Kent Hallard  
CW3 Steven K. Stewart  
Mr. Robert U. Workman

MORNING CALM (5)  
MAJ Dan H. Brooks  
CPT Charles Hietre  
MAJ James L. Huey  
CPT Sherrod N. Prewitt  
CW2 Richard Sheppard  
PERSIA CHAPTER (5)

Mr. John C. Duncan  
Mr. Neil H. Hockins  
Mr. Samuel E. Mills  
MSG Rudolph E. Wesman  
PIKES PEAK (18)  
CPT Aubrey L. Baker  
W01 Nancy K. Carler  
CW3 John R. Edmonson  
W01 Richard S. Goodell  
CPT Mike G. Halby, Jr.  
CPT Michael E. Jones  
CPT Michael Mayne  
CPT John D. Miller  
CPT Dennis M. Ryan  
CW3 Wayne Todd  
MOUNT RAINIER (29)

SFC Lawrence Anson  
CW3 Billy J. Allen  
CSM Wayne Castwell  
CPT John H. Clark  
CPT Ronald H. Cox  
CPT Floyd L. Deaver  
SFC Carroll DeWitt  
CW3 Jeff L. Drobhagen  
CW2 Ronald D. Fleming  
W01 Patrick Fogarty  
CPT Rudolph E. Garity  
CPT Frank C. Garvin  
LTC John D. Gillespie  
MAJ Robert E. Hess  
CPT Charles R. Jones  
CPT Robert W. McAlpine  
E6 William F. Nelson  
1ST Robert E. Newham  
CW3 Curtis Poree, Jr.  
SFC Jack W. Power  
SFC John D. Riesenberg  
1LT Loretta K. Ryan  
CPT Richard R. Rybolt  
1SG Robert Smith  
CW3 George H. Stacks  
BG Howe Stone  
MAJ Frank T. Stookley  
SFC George Trullender  
CW3 Norman E. Tylak  
NURNBURG CHAPTER (1)

CW2 John L. Adolphson  
RHINE VALLEY (2)  
MAJ William F. Dismukes  
Mr. Ira Dodd, Jr.  
LTC Frank E. Zipperer  
SCHWABISCH HALL (1)  
CPT Kent Hallard  
CW3 Steven K. Stewart  
Mr. Robert U. Workman

## MORNING CALM (5)

MAJ Dan H. Brooks  
CPT Charles Hietre  
MAJ James L. Huey  
CPT Sherrod N. Prewitt  
CW2 Richard Sheppard  
PERSIA CHAPTER (5)

Mr. John C. Duncan  
Mr. Neil H. Hockins  
Mr. Samuel E. Mills  
MSG Rudolph E. Wesman  
PIKES PEAK (18)  
CPT Aubrey L. Baker  
W01 Nancy K. Carler  
CW3 John R. Edmonson  
W01 Richard S. Goodell  
CPT Mike G. Halby, Jr.  
CPT Michael E. Jones  
CPT Michael Mayne  
CPT John D. Miller  
CPT Dennis M. Ryan  
CW3 Wayne Todd  
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CSM Wayne Castwell  
CPT John H. Clark  
CPT Ronald H. Cox  
CPT Floyd L. Deaver  
SFC Carroll DeWitt  
CW3 Jeff L. Drobhagen  
CW2 Ronald D. Fleming  
W01 Patrick Fogarty  
CPT Rudolph E. Garity  
CPT Frank C. Garvin  
LTC John D. Gillespie  
MAJ Robert E. Hess  
CPT Charles R. Jones  
CPT Robert W. McAlpine  
E6 William F. Nelson  
1ST Robert E. Newham  
CW3 Curtis Poree, Jr.  
SFC Jack W. Power  
SFC John D. Riesenberg  
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LTC Frank E. Zipperer  
SCHWABISCH HALL (1)  
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CPT Ronnie F. Clark  
MAJ Leighton Elliott  
1LT Wallace M. Pate  
CW3 James E. Piper  
LTC Francis E. Roper  
MSG Don Scott  
SP4 Barry C. Sellers  
SSG James Stephens  
PSSG Robert E. Suber  
SFC George Sullivan  
CW3 Ron Teachey  
CPT John A. Wilkinson  
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CPT James Anderson  
BG John Ballentine, III  
CPT James H. Bennett  
CPT John Fox  
MAJ Jerry W. Ginn  
1LT Gary L. Gregoire  
1LT Maper J. Gregoire  
SGM John Hill  
CPT Jerry A. Martin  
CW2 Ronald McCall  
CW3 John J. Murray  
CW3 Gary W. Norton  
W01 Mark Peters  
CW2 Ted N. Poulakides  
W01 John Redfield  
CW2 Delores Ross  
1LT David O. Sanders  
CW2 Russell B. Turner  
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MG Robert L. Bergquist  
CPT Chris L. Bolles  
Mr. Heinz Burtel  
CW2 Jose F. Campos  
CW2 Lon C. Cooper  
CPT Michael F. Herbin  
CPT Edward Klein  
CPT William McFallin  
CW2 Ron C. Poulakides  
CW2 Ronald R. Schwall  
CW2 Robert L. Seisher  
LTC Tommy C. Simer  
Mr. Max E. Walker

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OFFICER and WO graduates of Army Aviation Safety Officer (ASO) Class 78-1 at USAAAVS, Ft. Rucker, AL, are first row, l-r, CW2s B.R. Medley & L.C. Cooper; CPT J.W. Junsch; CW2 R.D. Kelly; MAJ H.B. Banks; A.S. Davis; CW3 J.L. West; CW2 J.D. Coleman; CPT D.H. Perrymore. 2nd row: CPT J.D. Lawson; CW2 R.P. Caron; MAJ A.R. Stuart; CW2 W.M. Shaler; CW3 J.P. Zarltman; CW2 D.K. Farlow; CPTs A. Palumbo & W.H. Clark; CW2 S.F. Borden. 3rd row: CPT C.M. Foster; CW2 M.R. Schneider; MAJs R.E. Greene, Jr., & K.D. Rhoades; CW2s G.D. Busch & J.G. Michalkiewicz; LT L.S. Waldrop; CW2s M.J. Novosel, Jr. & R.M. Turner. 4th row: CW2s R.L. Densley & R.L. Bartlett; CPT W.D. Weissinger; CW2 J.G. Russell, Jr.; LT (USN) T.L. Stagg; CW3 T.J. Metcalf; & CW2 S.L. St. John. (USA Photo)



PICTURED are 19 Army Aviators currently assigned to the Armed Forces Staff College in Norfolk, Va., 15 of whom are students attending the school's 63rd Class and four members of the staff and faculty. From left to right, front row: MAJs Matthew Ellis, Ralph J. Paduano, and David B. Arnold; LTC Jeffrey D. Brock; COLs Reginald H. Corliss and Athol M. Smith; LTC Norbert I. Palla; MAJs Billy M. White, James A. Williamson, and Samuel R. Schwartz. Second row: MAJs Stephen M. Hill, James C. Hoodenpyle, Jack L. Edwards, Ernest L. Spivey, Jr., William J. Wight, John O. Benson, Jerry D. Jackson, William S. Reeder, and John A. Otis. (AFSC Photo)