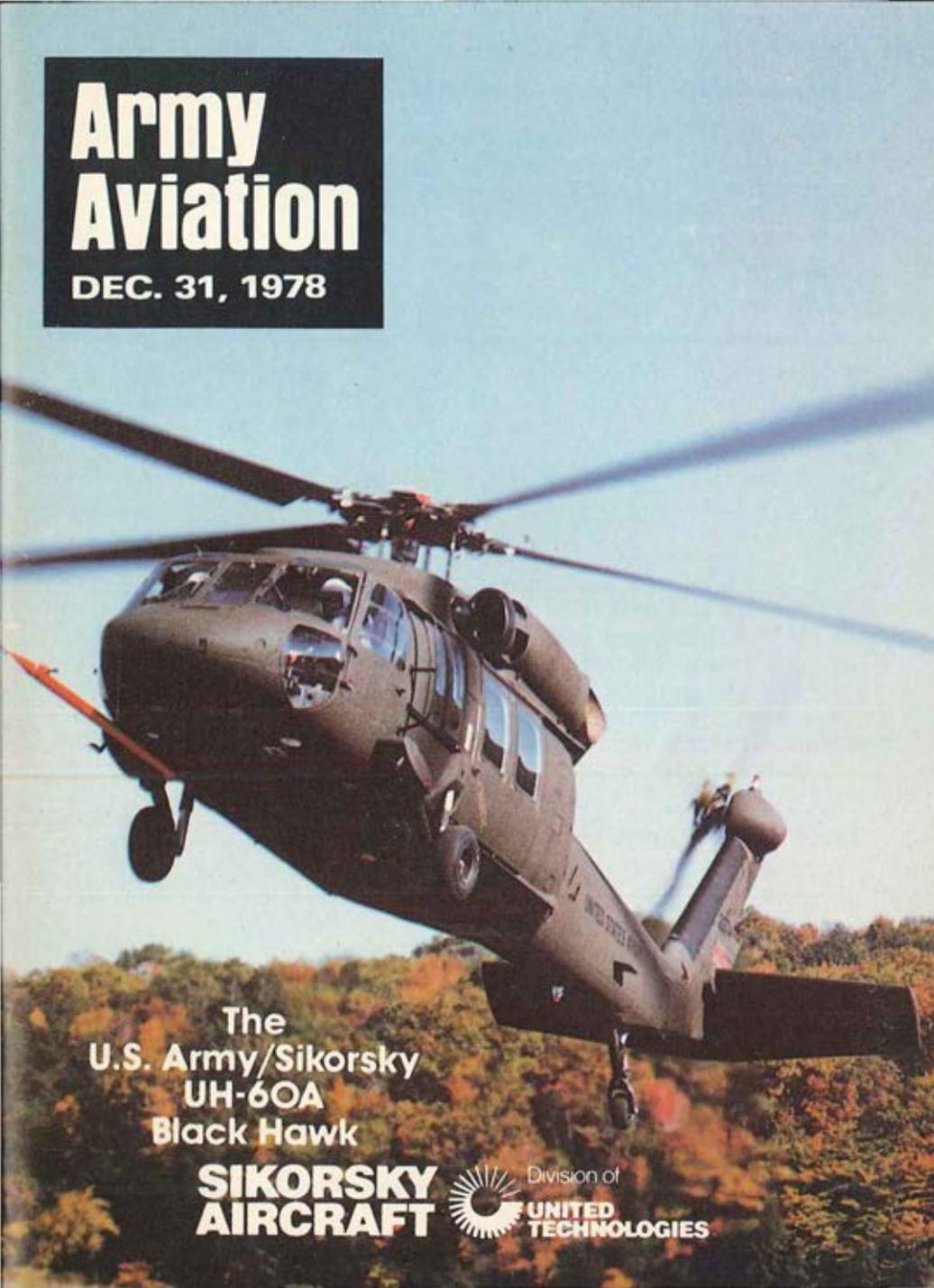


Army Aviation

DEC. 31, 1978



The
U.S. Army/Sikorsky
UH-60A
Black Hawk

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Division of

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TECHNOLOGIES**

Even with Congressional help and DOD support in increasing aviator training rates, the next few years will certainly see . . .



AN AVIATOR SHORTAGE

THERE is ample evidence that the Army is currently experiencing a significant shortfall in meeting company grade aviation requirements (SC 15). This stems from decreased aviator training rates since 1973, increasing aviator requirements, and primary specialty qualification training.

The question of ground duty for commissioned aviators is key. Even with DOD and Congressional cooperation in increasing aviator training rates, the shortage would continue for several years. Clearly, the Army must optimize its use of a very highly trained, high dollar value resource - aviators.

Is branch training needed?

Influencing this issue is the full integration of aviators as a credible partner in the combined arms team. It's a timely event and returns our attention to the basic question: **"Do commissioned aviators need the traditional education, basic branch/specialty experience, and training received in the past?"**

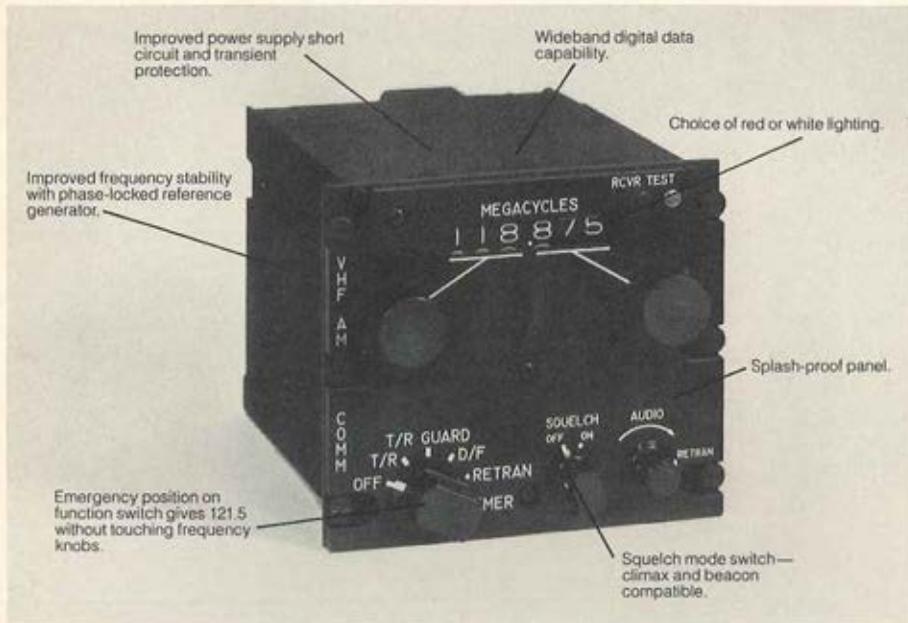
Several studies are being conducted which address aviators, ranging from determining crew ratios, reviewing the force structure, and the long term de-

velopment of commissioned aviators. These studies have a common thrust: meeting company grade requirements while developing commissioned aviators as leaders in support of the Army's basic missions.

Major changes listed

For the near term, some commissioned aviator (SC 15) personnel policies have been altered in order to maintain aviation units/activities at an acceptable level of readiness. These include:

- Limited grade substitution of Major against Captain requirements (SC 15). This action is being carefully managed to ensure the job matches the officer's experience and potential.
- Company grade aviators (SC 15) will be assigned only to "hard skill" aviation coded positions.
- Deferring ground duty for the present. MACOM or individual requests to shift from an aviation assignment to ground duty at the same installation will be handled on a case-by-case basis. Generally, approval will not result in an aviator replacement.
- Effective 1 October 1978, the new aviation obligation following flight (POLICIES/Continued on Page 6)



Who keeps making the best tactical radios even better?

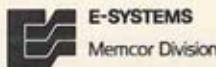
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ARMY AVIATION

Volume 27 — December 31, 1978 — Number 12
FEATURES

- An Aviator Shortage
DA has ongoing studies on current aviation personnel problems. 2
- We slipped behind!
by Brig. Gen. Carl H. McNair, Jr., Army Aviation Officer—DA. 7
CY 1978 safety statistics. 9 Increased Flying Hour Program. 10
Consolidation of AR 95-1. 10 Army Aviation Program Review. 12
- AAAA elects Oct. '78—Apr. '79 national officers
Carryover Nat'l Board slate elected at October meeting. 55

ARMY AVIATION ON THE NATO HORIZON

Professional Presentation Theme of the 1978 AAAA National Convention

Aviation is the key in the NATO environment

- By General George S. Blanchard, CINCUSAREUR. 15
- Moving forward. 15 Defining interoperability. 15
- The 1973 feeling of letdown. 16 Total integration of aviators. 16
- A turning point is reached. 17 Great things are in store. 18
- Specific support missions. 19 Oregon and Germany. 22
- Project Maximize/MCA projects. 22 Maximum use of resources. 23
- The NATO arena. 23 Needed: A missionary attitude. 23

With the 101st!

A photo presentation by SGT R.T. Edwards, 101st Abn Div (AASLT). 20

REFORGER 1978

- By Maj. Gen. John N. Brandenburg, Commander, 101st Abn Div. 25
- GEN Shoemaker's remarks. 25 Testing at CERTAIN SHIELD. 30
- Reactivation of the 229th. 26 A cross-FEBA operation. 31
- Use of the Hit-More System. 26 Use of an Air Cav Troop. 31
- The separate "planning cell". 27 Statistics/Kill-ratio. 32
- Airborne? No, by rail!. 27 Use of liaison officers. 32
- C-141 troop deployment. 30 Lessons learned. 32

An In-Depth Report on USAREUR Army Aviation

- By Colonel Lewis J. McConnell, Aviation Officer, Hq, USAREUR. 33
- GEN Blanchard's views. 33 "Project Partnership". 37
- Project Maximize explained. 33 Suppression of enemy AD. 37
- Aerial gunnery training. 34 The A-10's are coming. 38
- Problems in range usage. 34 ASE help: Outstanding!. 38
- Night Vision Goggle Program. 35 ARNG-USAR presence. 38
- Unit commander orientation. 36 Looking ahead to 1979. 40
- Repair parts/Requisitioning. 36 A word or two about AAAA. 40
- Multi-national training. 37 Aviator Orientation Course. 40

A Close Look at Close Air Support

- By General T.R. Milton, U.S. Air Force (Ret.). 41
- The discovery of the P-51. 41 Some discouraging statistics. 42
- Daylight bombing rescued. 42 Future aircraft inventories. 54
- Establishing first priorities. 42 Applying the theory today. 54

OTHER FEATURES

- 1979 National Convention Program Underway
AAAA plans ahead for its April 19-22 gathering in Atlanta, Ga. 28
- AAAA Offers \$3,200 in Scholarship Aid
Cash awards to be made to Freshman with Fall, 1979 entry dates. 35



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**BOEING VERTOL
HELICOPTERS
THE LEADING EDGE**

SHORTAGE/Cont. from P. 2

school will be four years and the **GOAL** will be to attain four years operational flying experience during this period.

- Advance course attendance **MAY** be deferred until the eighth year of FCS.

- Fully funded Advanced Civil Schooling (ACS) for company grades must support primary specialty OR SC 15 and be based on AERB requirements. This does not preclude adoption of SC 15 as a primary Specialty Code and receiving Advanced Civil Schooling toward a new alternate Specialty Code.

- **CERTAIN** company grade aviators no longer carrying SC 15 will be identified to temporarily relieve company grade shortages. Involuntary specialty redesignation will not occur, but the individual may request redesignation.

- The above carefully conceived, near term policy changes are necessary and vital steps to preserve the combat readiness of Army Aviation. It is not intended, nor will it result in career penalties for those commissioned aviators (SC 15) who do not follow the same career patterns as their predecessors. As in the past, an officer's manner of performance is the single, most important consideration. It is in line with the Army's conviction that all jobs are important and deserve being done well.

If necessary, HQDA boards will be provided **SPECIAL GUIDANCE** to ensure that this key point is not minimized as aviators are considered for schools and promotions.

In this regard, it is noteworthy that since the Vietnam era, aviators have consistently performed as well as or better than their non-rated contemporaries before all HQDA boards and there is no reason to believe it will change in the future.

MAGAZINE DETAILS

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LIST OF ADVERTISERS

Boeing Vertol Company.....	5	Hughes Helicopters.....	7
E-Systems Memcor Division.....	3	ITT Aerospace/Optical Div.....	11
General Electric Company.....	8	Sikorsky Aircraft Division.....	1
General Electric Company.....	9	J.E.T. Electronics.....	57



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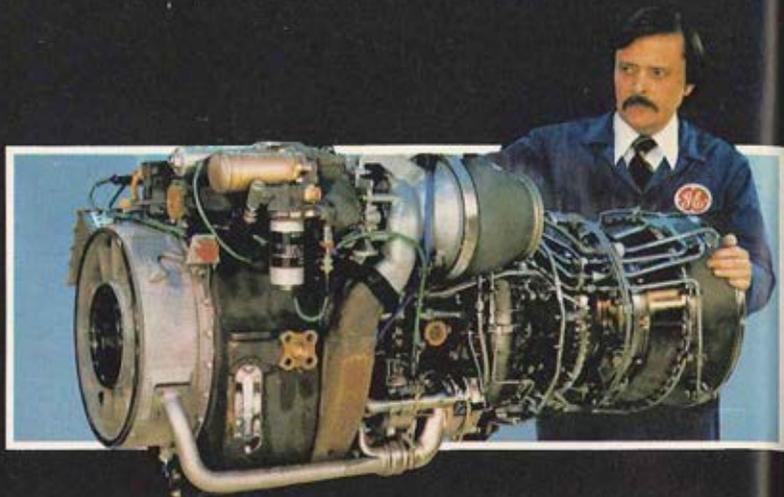
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GENERAL  ELECTRIC

Commenting on FY 1978 aviation safety statistics, Brigadier General Carl H. McNair, Jr., DA's Aviation Officer, indicates that . . .

We've slipped behind!

SINCE this issue of the **Army Aviation Magazine** is dedicated to the year 1978 in review, I will use this column to outline briefly some FY 78 year end summary items of mutual interest to the Army Aviation community.

First and foremost, in the area of **aviation safety**, we slipped behind this year on all fronts - total accidents, fatalities, cost, and rate. So that you can fully appreciate the details I have synthesized this year's data as compared to the previous three, and this compilation appears in the separate box immediately below.

Of great significance is the fact that fatalities were up 128% in FY 78. The

number of accidents increased by about 10% with much of the increase attributed to the fixed wing fleet which accounts for less than 10% of our total aircraft and a very small portion of our flying hour program.

This gives cause for reflection since we may be directing our safety efforts disproportionately to our rotary wing fleet and neglecting the fixed wing. I would hope we will not lose sight of the need for a balanced safety program in ALL aviation units, fixed and rotary, TO&E and TDA.

Accidents can happen on U-21 point-to-point support missions just as easy or easier than on an OH-58 tactical NOE mission. One tends to relax

COMBINED SAFETY DATA (ACTIVE ARMY, ARNG, USAR)

Year of Record	Total No. of Accidents	Number of Fatalities	Accident Rate per 100,000 Hours	No. of Flying Hours	Aircraft Damage Cost
FY 75	106	41	7.17	1.47 mill.	\$16.7 million
FY 76	94	40	6.34	1.48 mill.	\$21.1 million
FY 77	81	25	5.40	1.49 mill.	\$21.8 million
FY 78	90	57	6.21	1.44 mill.	\$24.0 million



We've slipped behind! (Continued from Page 9)

on the less strenuous or less demanding flights and accidents are prone to occur under such relaxation.

In this vein, I need not remind you unit commanders, aviation officers, and safety officer that each accident directly affects Army readiness. The FY 78 accident costs of \$24 million in damage to equipment and property would have bought us 25 XM-1 tanks or 60 infantry fighting vehicles. In aviation terms the same amount would buy five or six CH-47C **Chinook** or 16 **Cobras**.

Take a closer look at the causes of these accidents and exert every influence to reduce accident risks. In turn, accidents will be reduced. We must not be content with a rate of 5.5 to 6.0 accidents per 100,000 hours, but must seek a breakthrough to a

much lower rate. Each aviator has a moral obligation to himself, his profession, and the Army to do his part.

With respect to **aviation standardization** and **policy**, FY 78 saw 20 of the 29 DA Board recommendations implemented with six others pending implementation. The most far reaching of these was the complete rewrite, simplification, and consolidation of AR 95-1, "**Army Aviation, General Provisions and Flight Regulations**," which was published 30 September 1978.

The FY 79 Board meeting was just held here during 7-9 November in Washington and saw the aviation officers and standardization officers from all commands gather and discuss 45 separate aviation standardization and policy issues. We expect to publish a report to the field in January on the 1979 actions underway in response to the items surfaced from the field at this meeting.

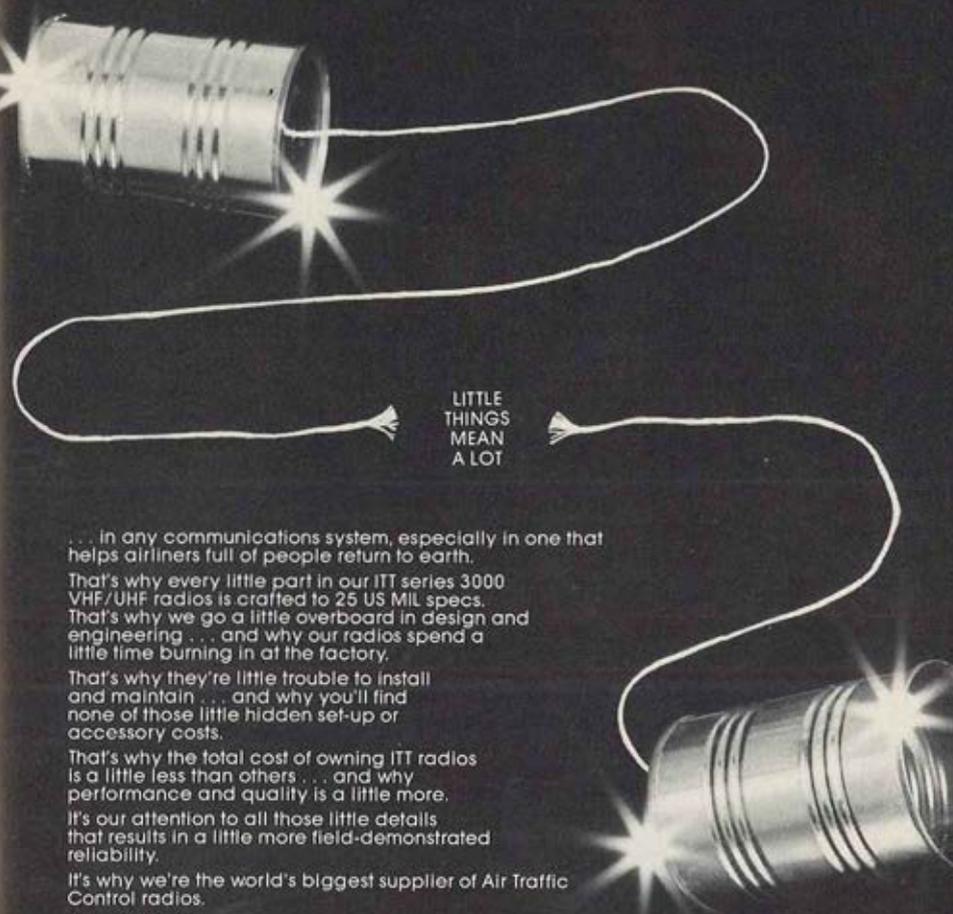
Increased flying hours

FY 78 saw us fall slightly short of our originally projected **flying hour program**, but due to funding constraints, and increased costs, we actually ended up flying slightly more than the funded program. On balance, it was a good year and we were able to get maximum return from the flying dollars available.

The FY 79 funded **flying hour program** represents a 10% increase over FY 78. However, much more must be done with these hours since we will have wider implementation of the **aircrew training manuals (ATM's)**, increased aviation intelligence support and night training, and will seek further



OPENERS!—BG Carl H. McNair, Jr., the Aviation Officer-DA, opens the 1978 Professional Presentations at the AAAA's October National Convention in his role as Presentations Committee Chairman.



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We've slipped behind!

(Continued from Page 10)

advances in combined arms training, gunnery training, and aviation unit ARTEPS. Subject to these advances and expansion of our training base output, we would hope to see a proportionate increase in the FY 80 flying hours program as well — all pointing towards increased aviation unit readiness.

FY 79 should be a good year indeed with continued aviation progress on a broad front. On 4-5 December, the Aviation Center was host to over 50 general officers and senior DA civilians for the **Army Aviation Program Review - 1978**, the first such review since 1974. The agenda focused on the enemy threat and the entire gamut of Army Aviation systems, present and future; the aviation force structure; and

the total systems implications of training, personnel, testing, and logistics; concluding with an assessment of proposed priorities, funding, and recommended future aviation actions.

AAPR will have wide impact

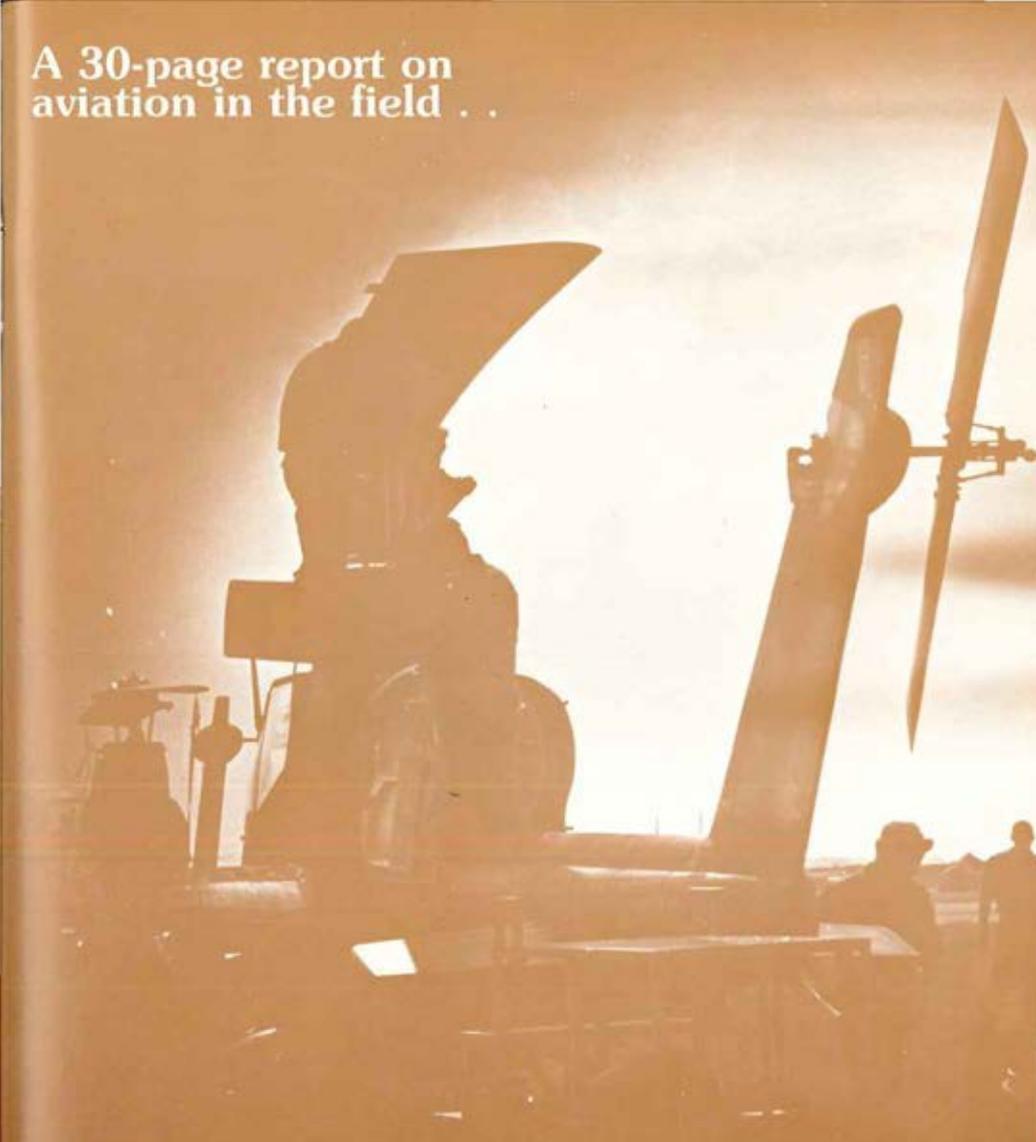
General Kroesen, Vice Chief of Staff, presided over the review which included participants and senior representatives from every major command and user/developer in the Army. The discussions and impact of decisions therefrom will serve as a guide for aviation actions over the next few years.

The Program Review participation of the many senior commanders and staff officers was a significant indication of the visibility, priority, and support which Army Aviation enjoys in today's Army — and a very solid note upon which Army Aviation ends the '78 year.



WELCOME!—Soldiers from the 1st Aviation Brigade come to attention as MG James H. Merryman, right rear of Jeep, new USAAVNC Commander, makes an inspection as part of a welcoming review in early December. COL Patrick N. Delavan, Deputy Installation Commander, shown left rear in Jeep, and COL John C. Bahnsen, Brigade Commander, accompany the new CG who assumed command of USAAVNC on December 11. ◀

A 30-page report on
aviation in the field . . .



Army Aviation on the NATO Horizon

THE AAAA PANELISTS LOOK AT USAREUR ARMY AVIATION
IN DEPTH AT THE OCTOBER 1978 NATIONAL CONVENTION



“ . . . I’m frankly excited about the future of Army Aviation in Europe and in the Army . . . ”

I'M delighted to be here with you at your National Convention. You couldn't have gotten me **not** to come, and I'm only annoyed that there are a few people who weren't able to make it whom I would have liked to have seen, but maybe we can get the message of what went on here to them.

I'm billed as talking to you about where Army Aviation is in Europe and I'm delighted to do that because I feel that - after a long pause - to a certain extent we're moving in the direction that (**Generals**) "**Ham**" **Howze** and **Harry Kinnard** and a lot of other guys were moving toward as we moved into a recognition of what Army Aviation could do for the Army in a Vietnam situation. I think we are moving onto that same forward approach to Army Aviation in Europe today.

I think some of you know that I've had a wonderful opportunity to be in Europe for awhile. In fact, I'm trying to set the record, the "**Army Times**", to the contrary. In an issue that came out yesterday, they said I'm retiring in the summer of '79. Ain't so! I'm going to stay there just as long as they'll let me.

Let me try to say where I think we are . . . I understand that what you heard yesterday gave you sort of a good sounding as to what we're talking about in the **interoperability field** of Army Aviation, and I should be careful to distinguish a little bit between

those terrible words, **RSI (Rationalization, Standardization, and Interoperability)** and what they really mean.

How do we fit it together?

They mean, in **Dr. LaBerge's** terminology, not only the **standardization** of materiel, but when that can't be gained, **interoperability** - making these things work compatibly even though they may be different. But there is another meaning of **interoperability**. In reality, what we've got to do is to take what we've got and make it interoperable, and that becomes largely a software problem, rather than a hardware problem . . . as an example, how do you put together the capabilities, the tactics, the techniques, and the procedures of the various armies and air forces that are involved to make this fit well into the kind of environment that will take maximum advantage of the capabilities and minimize the limitations of the equipment and the people?

So my big direction has been to say, "OK, I've got this equipment; the Germans have this equipment; the British have this equipment; the other NATO members have this equipment. We've got bright aviators at all levels throughout these various organizations. How do we fit this all together in a very combat-capable organization?"

That's what I've devoted my attention to in the 5 $\frac{1}{2}$ years that I have been

Aviation is the key

by **GENERAL GEORGE S. BLANCHARD,**
Commander-in-Chief, U.S. Army, Europe



Aviation is the key (Continued from Page 15)

privileged to serve in Europe, first as a Corps Commander and for the past 3½ years as CINCUSAREUR and COMCENTAG.

The objective that I'm trying to achieve today will be a dual effort: I'll make a general assessment and my Aviation Officer, COL (Lewis) McConnell, will fill you in this afternoon with many more of the specifics in **Project Maximize** and some other activities, and I think it will be very interesting to you in the sense of knowing where we are going in Europe, specifically in the Aviation Program. (Ed. Note: COL McConnell's address appears on a following page.)

It was kind of sad when I arrived in



IT'S MAYOR CROZIER NOW!

■ Receiving 49.6 percent of the 10,655 votes cast, Colonel Ted A. Crozier, Ret., a former member of AAAA's Nat'l Executive Board during 1976-1978, was elected mayor of Clarksville, TN, in November balloting. The 52-year-old career officer had served as Chief of Staff for the 101st prior to his retirement.

1973 in terms of the feeling of Army Aviators in Europe. There was a feeling of letdown, but not just by the commissioned aviators, but also by the war-rants and even by our enlisted aviation maintenance people who felt, "Well, Hell's bells. They don't need us anymore. Vietnam was a tremendous thing and we contributed greatly to the Army's capability, but Europe doesn't really need us."

I set about - at least within VII Corps anyway - to try and change that. There were also problems with meeting the gates and all the administrative difficulties that Army Aviators face in trying to adjust within the Army itself. You remember all that argument and discussion about the direction those in Military Personnel Management moved the Army, the direction we're going now.

Total integration!

We weren't getting any new equipment for aircraft in Europe and we didn't even have an Aviation Section in our (USAREUR) Headquarters. Certain members in Europe had decided that Army Aviation was so totally integrated within the Army that the marvelous result was that we had plenty of aviators on my staff and, therefore, we didn't need an Army Aviation Section.

I'm pleased to say that a great deal of that has changed over the years, thanks to the forward-looking aviation personnel as well as the non-rated people who were in the command and staff positions throughout the Army.

In particular, I got a great deal of help from my subordinates: the Corps,



Division, and separate unit Commanders in trying to move this thing forward. I'm delighted to say that we were supported tremendously by the Aviation Center, by DA, and by DOD, and we are now a lot better off than we were.

A turning point is reached

Finally, there was a critical kind of turning point when everybody started to realize again that Army Aviation had a vital role to play in Europe . . . and that critical point comes and always has, I think, when the Brigade Commander or the Battalion Commander understands what this great capability can do for him not in the sense of being able to transport people in an air assault configuration - although that's an important part of it - but with the weapons system of killing tanks, which became then a sort of building block from which we had to move and which became the all-

■ One of the four "bikes" used by the 229th Aviation Battalion for scouting and recon. The rack can be seen outside the right skid.

encompassing objective because of the increase in the capabilities of our potential adversary.

The Battalion and Brigade Commanders came to recognize that Army Aviation is a force multiplier of very major proportions, and in the process of the build-up we're at the point of having some 1,100 aircraft in all of the battalions of the command. Some 230 of these are **Cobras**, and our tank-killing capability, both from the standpoint of actual capability of the aircraft and the weapons system and the people who fly, has increased tremendously.

All of our Divisions have Combat Aviation Battalions, including 42 TOW



Aviation is the key (Continued from Page 17)

Cobras each. Our ACR's have two Aviation Troops, including 21 **TOW Cobras** each. This provides 12 more attack aircraft in those organizations in the 4th.

We did have to give up our Air Cav Troop in the process, and we can discuss this at a later time because I am sure there is great interest in what we're going to do for the future. We're going to reinstate Air Cav, perhaps in a different configuration somewhat as time goes by, and we hope to get it moving by the 1985 time frame as a minimum, or hopefully before then.

We can discuss a bit some of the plans those at the Armor Center have in how to get that capability back and continue with the tank-killing capability that our aircraft give us.

Great things in store

These changes didn't come about any too early because we've witnessed and you have been told, I know, of the threat about which we don't necessarily feel that we understand the rationale, but as military people we can understand what it amounts to.

The Army has great things in store for us if there ever should be a war. We've a force of over 30 divisions, able to be committed in a comparatively short period of time, not to mention their own airborne and airmobile capabilities as well.

Another fact that is very important to people who haven't been involved in this thing for awhile is that there was a

feeling for a long time that having the U.S. Army, together with the contributions from NATO, we could sort of go it alone. It was the capability of the U.S. and NATO that made it work.

Well, it won't sell anymore, and we can't (go it alone). We have to take **absolutely maximum** advantage of every capability that exists within the NATO countries even though - in terms of GNP's, population, and so forth - the contrast is in our favor. The fact that the Soviet Union has put forth 40% more in the way of dollars, or equivalent, into their (defense) programs for total Army, Navy, and Air Force equipment, hardware, and so on than we have over a period of time, makes it an extremely dangerous and difficult situation.

Consequently, our focus has had to be multi-national and has to be for the future — multi-national training and multi-national interoperability.

A multi-national focus

Let me give you some examples of what kind of things we're talking about. In April we completed our second major bi-national airmobility exercise, **ALBATROSS II**. This was German-U.S. and what it says is we need to be able to move a foot-mobile unit - for example, a German airborne brigade - from Point A to Point B in a hurry.

The best way we can do it is to use a combination of German and U.S. aircraft, and we have done that, and we have practiced that, and the SOPs are written. The capability to do it in an electronic warfare environment has been developed. We have an almost

radio-silence kind of capability. We practice this, and we'll continue to practice this as time goes by. It's an indication of the kind of thing we're doing.

On each of these exercises our own attack helicopter people are used to support our Allies, and during the most recent **REFORGER**, for example, we supported the German, Belgian, Dutch, and British formations, practicing the requirements necessary for rapid use of our tank-killer capability in conjunction with our Allied Forces.

We've been working in the **JAWS** area, which talks in terms of the combination and the synergistic effects of using Army Aviation - in this case, **TOW Cobras** - in conjunction with the A-10, F-4, and other USAF aircraft to give us an added capability to handle the very dangerous air defense envelope in which the Soviet forces practice and plan to use their forces.

Specific support missions

There are a number of other tactical SOPs that have been developed as well as SOPs for the stateside Divisions which will have the mission of support for Europe. As you know, there are a number of our Divisions that have specific missions in reinforcement and we, in conjunction with them and in conjunction with **Gen. Shoemaker's** people and **TRADOC**, are developing SOPs which say to that commander, "You are going to be supporting a German Corps. Here are the things you need to know, Mr. Division Commander, in the fields of aviation, transport, engineer support, etc. in order to take maximum advantage of



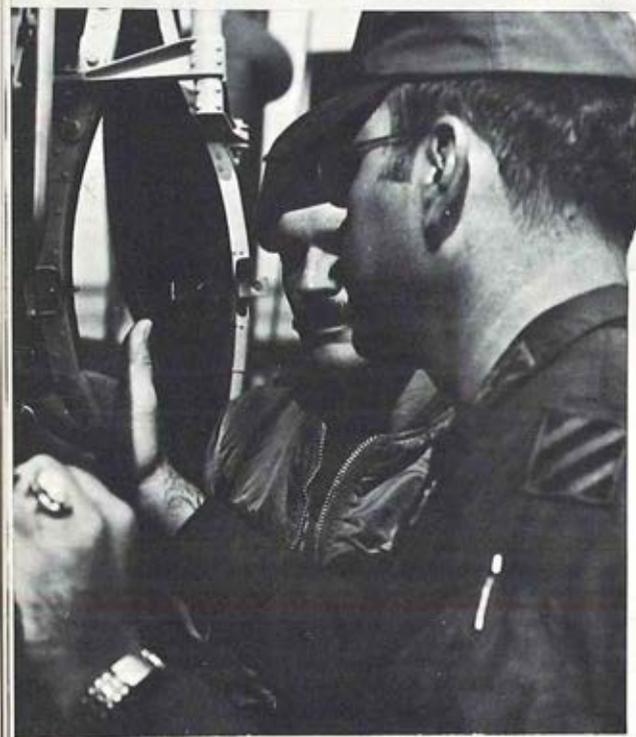
TOPS!—Engraved plaques from AAAA were awarded to CWOs John L. Smothermon, left, and Ruffin C. Moore, as Distinguished Graduates of the six-month WO Senior and AWO Advanced Courses at Ft. Rucker. ◀

the capabilities of both forces." **Aviation** is an integral part, of course, of those SOP's.

On balance today in USAREUR we have the greatest assortment of combat aviation that any peacetime-deployed Army has ever had. I'm including, of course, the **Mohawks**, and the whole intelligence environment in which **Mohawks**, **Hueys**, U-21's, C-12's, and other kinds of aircraft are utilized.

But perhaps the biggest thing that I see happening is the recognition by the key leadership, as I mentioned before, of what aviation can contribute. When the Battalion or Brigade Commander recognizes what he's got in the way of capability, when that Division G2 recognizes what he's got in the way of intelligence, when he's got a **SOTAS** kind of thing with the potential it has for intelligence and for other kinds of things, I sense the recognition of the importance of Army Aviation and the recognition of how important it is to train the people and not just move the colonels and

(AVIATION/Continued on Page 22)







Aviation is the key (Continued from Page 19)

the generals from Point A to Point B.

Once a Commander realizes this, he fights for the assets and he fights for the training. He fights for good aviation people and, most importantly, then again Army Aviators become members of the team.

Goodness knows, it's hard enough to train in Europe without having to argue with the ground commanders.

Germany - when you think of it - is about the size of the State of Oregon and has over 65 million people living in that small space. In addition, when you look at just U.S. Army, Europe - not to count the Canadians, French, British, Dutch, and Belgians - just U.S. Army, Europe, we're talking about 200,000 people in uniform and some 200,000 other people who are involved as dependents or civilians in support of the effort.

I often think about how Oregon would react if we put 1,100 birds - not to mention the 400,000 Americans, plus the Air Force and all of our Allies, flapping around the country.

The Germans are very responsive, despite the fact that noise and all kinds of weather and environmental considerations come to the fore. I had a fair amount of publicity about that and catch a fair amount of hell.

The nice things that's happened is that many German firms now have helicopters — Daimler-Benz and others; the German Army, of course, has many, too, as do the German Police. So now when I get a call from some

very prominent German civilian who tells me about just being buzzed by one of my helicopters and it did this and it did that, I say, "What were the tail numbers?"

Despite the problem that we have, the Germans are very understanding as are the other NATO nations as to what is important.

Some of you may have heard of **Project Maximize** which is our effort to look at the entire aviation capability picture with a view toward maximizing our assets, doing a better job of training, and being ready to respond. Needless to say, we have uncovered an awful lot of areas that need help and need working on and we can't do this job alone. That's totally understood and we ask for help, and a lot of you in the audience today can help us in that response.

Funds for aviation-related MCA projects are of concern. We have to project MCA, you know, three years in advance and sell it, not only to the DA staff but to DOD, to OMB, and to the Congress — those who are important and those who are difficult to convince.

We may have a major impact on our ARCSA III implementation in Europe which will give us, upon that implementation, a well fleshed-out and very important capability. We face a shortage of Army Aviators and aircraft to implement the increase in our air picture.

Insufficient funding to support flying hours — the same old story that all of you are aware of — and how easy it is to cut back flying hours and what the effect is in the field. We can't meet the

flying hours required by the new aircrew training manual and meet the mission requirements during the next fiscal year in terms of what we'd like to be able to do.

What I am saying now is that we have to continue to push at every opportunity. We know that we have a good product and it's an important product, one that can assist and is assisting in the combat capability of Europe.

But within the aviation community we must make maximum use of our resources and better use of these resources. We have to do a better job of supporting each other. We have to demonstrate a flexibility and an innovative posture in Army Aviation matters, stressing the education and the idea of a totally integrated Army team in support of the ground commander.

An enhanced posture

In the NATO arena I am convinced that Army Aviation holds the key to an enhanced readiness posture which is of particular importance, of course, to me. There'll be more hard work to make it a reality. We've got a good foundation and a strong structure in Europe and I'm frankly excited about the future of Army Aviation in Europe and in the Army, as long as we keep our focus on the mission that faces aviators, crew members, maintenance personnel, and others today in Europe.

We think we're setting a pace that makes sense. We feel that we have the right people involved — from the field commander to the cockpit aviator and the crewchief.



"In the NATO arena I am convinced that Army Aviation holds the key . . ."

You, too have a role to play — all of you here — for, without a doubt, it is a job that concerns the total involvement of everyone throughout the Army.

I think, in closing, that in going back to my original comment about where we are today in contrast to where we were before in Vietnam that every Army Aviator, every member of this Association, and every enthusiast of the aviation community has to almost adopt the kind of missionary attitude we all tried to adopt in the time frame of the early '50's when Army Aviation was just a growing thing and it wasn't totally understood and the recognition then of the tremendous resources and requirements were a shock to the Army, and where it took a great deal of salesmanship to the proper people to recognize the capability, and the importance now of moving ahead in a rapid way to accomplish a capability that can be far better than it is.

Thanks for the opportunity to be with you at Quad-A and to speak to you. I'll be able to stay here with you during most of the day and this evening with the idea of how can I get from you, and with all of us working together, a better way of improving the combat capability in Europe with the use of Army Aviation. ◀



REFORC

ONE aspect of Army Aviation's participation in REFORGER 78 was discussed at length at the 1978 AAAA National Convention. **General Robert M. Shoemaker**, Commander, USA FORSCOM, and **Major General John N. Brandenburg**, were participants in a joint presentation on 14 October.

■ **GEN Shoemaker:** I only have 120 seconds this afternoon . . . Now, there are many good things about **Army Aviation**, and most of them were said this morning but not all!

One of the things that is very clear about this administration is its emphasis on the ability of our armed forces to reinforce NATO, or specifically from the Army viewpoint for those of us in Forces Command to reinforce **General Blanchard** with his Army in Europe and the Seventh Army and his Central Army Group/NATO (CENTAG) forces, and to know what **RSI (Rationalization, Standardization, and Interoperability)** means, and to understand it.

One of the vehicles for this is that each year we have an annual major exercise in which elements from Forces Command actually move and work with **General Blanchard's** forces in a series of CPX's and FTX's.

This year, one of our elements to go was an attack helicopter battalion, a

unique one, and I'm going to ask **Major General John N. Brandenburg**, Commander of the 101st Airborne Division (Air Assault) to tell us about it.

I'M glad to be here to tell you a little bit about our participation in **REFORGER 78**. **General Shoemaker** volunteered me for this presentation, and at first I didn't know how it was going to go.

We were in **REFORGER** up to our ears, and it had already progressed a long way, and I've had to rely upon photos that were taken in order to present some sort of a slide show here this afternoon. But we picked up on it, and I think we did well enough to make it interesting for you.

I'm going to give you a presentation from my perspective (as the Division Commander). I sent the attack helicopter battalion over there; **General Shoemaker** wouldn't let me go, so I'm going to tell you what I saw at **REFORGER**, and that concerns most of the preparations for it.

In the mission, we were part of the 5th Mech under **General Bill Steele**, and he not only had his Division to worry about getting over there, but the additional concern of moving us from a different installation.

When we got the mission to send the Attack Helicopter Battalion on **RE-**

GER 1978



REFORGER 1978 (Continued from Page 25)

FORGER, we didn't even have an attack helicopter at the time. On 17 March there was change of command and with it the unit designation was changed from the 4/77th Aerial Field Artillery Battalion to the 229th Attack Helicopter Battalion with **Colonel Jack McQuestion** assuming command.

We were fortunate to have **General Kinnard** there with us at the redesignation for he was the CG of the 11th when the 229th was originally formed, and I was fortunate - or unfortunate enough - to be the guy that closed the unit out in Vietnam in 1972.

Now this change of command, redesignation of a battalion, and

building program commenced immediately and was no small undertaking. The aircraft increased from some 39 to 100, and we almost doubled the number of personnel from 430-odd to 801. That was the building process that had to take place in forming this battalion and getting ready to go.

The heart of the organization are the three Attack Helicopter Companies. Each Company has 20 **Cobras**, nine **Scouts**, and three **Hueys**. We began to get new equipment, and most notable was the S-model **Cobra**. We had to start a transition program to get everybody trained in the "S" and we transitioned about 70 aviators with 55 at Ft. Campbell taking some 500 hours total time, I think, to get that job done.

Hit-More System used

Most of our people were unfamiliar with the **TOWs**, and so we had to start a **Cobra TOW Training Program**. We were very constrained in the number of missiles we could fire, so we were able to use the so-called **Hit-More System** which mounts a camera in the gunsight and gives the pilot in the back seat a closed circuit TV view of how the gunner is tracking on a given target.

We used this system, and I think it was of great help to us for our **IPs** were able to do a great deal of training the gunners up front without ever firing any ammunition. There are some improvements we need to make on the **Hit-More System** and we intend to get some recommendations in on it.

At Fort Campbell, we're an installa-



tion — and I'd guess so many are now — that is fortunate to have the **SFTS System** on post. We obtained European maps and ran all of our aviators who were going to Europe on these maps, and trained them on instruments in Europe with this system. Every aviator got at least four hours on the SFTS — some more. We actually had to put in over 400 hours per battalion just in preparation to go to Europe in that peculiar situation over there.

We couldn't just send the Attack Helicopter Battalion alone. Obviously, if it was the only division unit going there, it had to be self-sustaining. While the 229th was the basic organization, we put a Cav Troop with it for extra reconnaissance and additional scouting ability. We built a large outfit out of the DISCOM, and we had almost every element of the division represented in this task force — all self-sustaining.

A separate "planning cell"

I'd like to add just one thing here if any of you have to do it sometime in the future — we put together the planning cell on port operations organization from assets outside the battalion and this cell then let **Colonel Jack McQuestion** and his staff work on the training and preparation for the move, and these people were the planning cell for the port operations going out and coming back. I don't believe he could have made it without some additional organization like that working for him.

I wanted to touch on a list of train-

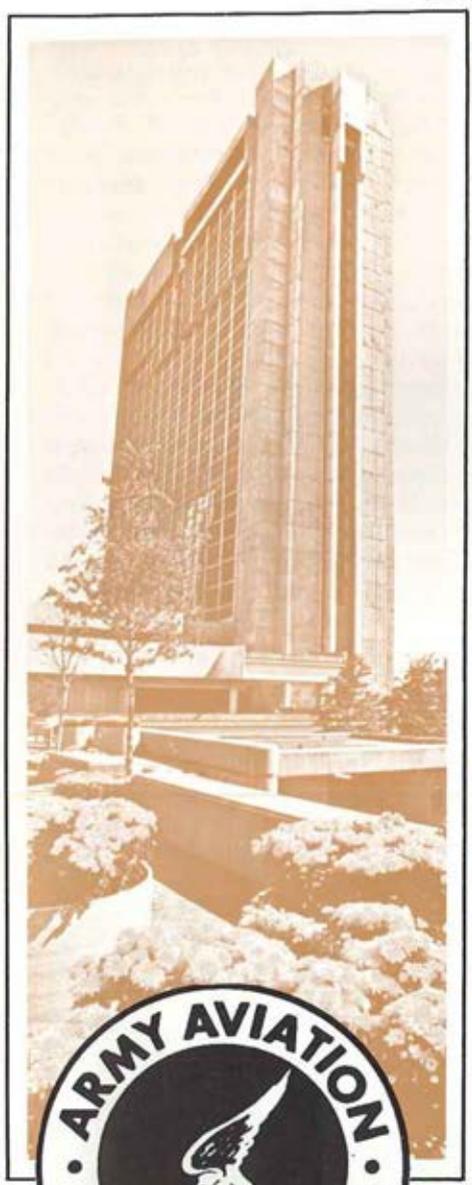
ing subjects that we felt were essential for us to go over there and operate properly on this exercise — some were dictated; some we had. Of course, we've run **Safety** up at the top, but it probably should have been **Number One**. The weather in Europe, as you know, is peculiar; it's different than that to which we're accustomed, and we worked hard on that . . . On (training at Ft. Campbell for) the convoy procedures, we put European signs on all the posts so that they could recognize them, and we even got permission to put some out on the roads around, and we did convoy work around there in preparation for them.

Dependents briefing . . . As an Installation Commander, I'm left with all of the dependents. That's always a real problem, and we had extensive briefings for the dependents to let them know who to turn to to be sure that the proper arrangements were made to take care of the families when they were gone and keep everybody happy.

Obviously, while all of this was going on, **Colonel McQuestion** had his battalion in the field undergoing one major FTX, another CPX there, and CPX participation with **General Steele** at Ft. Polk in getting ready to go to Europe.

Airborne? No, by rail!

We practice and practice at Ft. Campbell on strategic mobility and air movement, and we keep Force Alert around the clock, and Brigade on alert. We have the requirement to be able to be airborne within 18 hours with our lead company, and we'd get the Air Force in there day and night, month af-



ATLANTA

PLAN TO ATTEND!

Join the professionals at the 21st National Convention of AAAA, the first to be held outside of Washington!

★ ★ ★ ★ ★

Outstanding professional programming is being arranged by General Robert M. Shoemaker, one of our most senior aviators and the Commander, U.S. Army Forces Command.

★ ★ ★ ★ ★

As a military member of AAAA, bring your wife with you to the Colony Square Hotel, one of Atlanta's newest and most elegant hotels, and do so at low Convention rates! A full program of social activities will augment the professional sessions of the 2½-day meeting.

★ ★ ★ ★ ★

The Quad-A has planned its '79 meeting as a weekend convention to make it easier for you (and your wife!) to attend.

★ ★ ★ ★ ★

Full details will appear in the January 31 issue of ARMY AVIATION that will follow. Why not circle the 19-22 April convention dates now?





REFORGER 1978 (Continued from Page 27)

ter month, and practice loading, but when we really go, we put it on rail-cars!

Yes, we rail-moved the rolling stock (to the Port of Beaumont) and we self-deployed our 117 aircraft down there. We had to give consideration, of course, to refueling enroute and pathfinder support.

We RON'd at Barksdale AFB and refueled at Navy Memphis. We were accommodated and supported by the I Corps Support Command at Ft. Bragg, and they did an outstanding job for us. They hauled the equipment down, and loaded it on the **William M. Callahan** at Port of Beaumont.

We also had good support from the the people down there at the Port and I understand that in 1976 the long-shoremen caused lots of problems. But we had good support; everything went quite well on the loading.

C-141 troop deployment

The troops, then, with the exception of the caretaker crew on the **Callahan**, did, in fact, deploy by air, and it took 12 C-141 sorties to get our people overseas. The ship docked and was off-loaded in Belgium, and we had, with the exception of a cracked chin bubble and a crack in one greenhouse, no damage to any aircraft.

I think this is attributable to good supervision at the loading end, good monitoring enroute, and a smooth cruise over. We then convoyed some 200 miles.

CERTAIN SHIELD was the name of the Exercise in which the 229th and the 5th Mech participated. Once there, we were attached to the 11th Aviation Group and operated under them in that manner. For the most part during the Exercise either all or elements of the Attack Helicopter Battalion were OP-CON to the forward brigades. There is give and take in that the unit was very responsive up there. It's up where you need it, but your ability to pull the Battalion back together to meet some unexpected threat or to be deployed in some other direction takes a little longer — but I think, on the whole, it worked pretty well throughout this particular Exercise.

We test new techniques

CERTAIN SHIELD gave us a good opportunity to test the training that we've been doing in NOE work, and to test the techniques that we thought would work in facing the armor threat. The Exercise started off with the 11th ACR and the 4/4th up in the covering force, and the entire 229th was OP-CON to the 4/4th out on the covering force as the operation commenced.

They felt that the Attack Helicopter was quite effective in picking up the tanks and tank movement, and then engaging. The weather, however, was not too favorable and we, for the most part, were not able to detect and engage the tanks **out at the maximum range** at which we'd like to engage and most of it was in closer at about 1,500 meters.

Most of the engagements took place about like that because of the restricted



FLYING DOCS—Congratulate them if you have one of these seventeen doctors on your post, and show him his graduation photo in your magazine. His group completed a seven-week Army Aviation Medicine Basic Course at Ft. Rucker, Dec. 6. They are, front row from left, MAJ Leigh F. Wheeler; LT Asep Ema Prawiradilaga (Indonesia); CPTs James L. Cheshier, Dan S. Sharp, and Jeffrey B. Kessler; MAJs Lawrence R. Whitehurst and John P. Carr; CPT Raul P. Olazabal; and COL Clyde H. Dabbs. BACK: CPT Cornelius E. Freeman, Jr.; LTC John W. Swift; CPTs Joseph M. Yasso, Steven J. Raible, Thomas H. Mader, Warren P. Bagley, and Theodore L. Allen; MAJ James P.G. Flynn; and CPT George K. Ching (Chief of the Education & Training Department, USA Aeromedical Center). ■

visibility, and you know that that gives away a lot of the edge we have in the attack helicopter.

After the covering force withdrew and there were a couple of days of defensive operations, they kicked off the offense sending the 11th ACR around on the right and involving the 229th in crossing the **Forward Edge of the Battle Area (FEBA)**. It was a daylight movement, and it cost us the most Cobras.

We paid a heavy toll

As a matter of fact, evaluators had us lose about 50 Cobras with about 25 of them being lost in this one 2½-hour cross-FEBA operation, so some thought should be given to that sort of thing.

Our training was not up to that state that made us feel comfortable — like trying to do a night attack on that sort of Exercise, so we're continuing to work on that. At any rate, we paid a heavy

toll in that particular operation.

Obviously, if we are going to avoid the enemy's anti-air, we've got to be on the deck NOE, and when you get down on the deck over there, you'll find wires all over Europe.

We had three wires crossed (by aircraft). Fortunately, only incidental damage was done because the pilot was in a true NOE operation and was moving slow and in each case was able to either disengage or the wire broke and he didn't crash in settling down. So, we had some chin bubble damage but, fortunately, no accidents took place.

Finally, the good guys got on the attack and moved on in and in this particular phase of the operation the 229th was generally in a screening mode off on the right and available for targets.

We'd mentioned earlier that we took a Cav Troop with us, having enough S-Model Cobras to equip one Troop and used them, I think, in a classic (REFORGER/Continued on the Next Page)

mode. We took four motorcycles over there for scouting and recon, and I'm told these people got involved in directing traffic and one of the Brigade Commanders came up and asked the Cav Trooper what he was doing, and he said he was directing traffic.

The commander asked him, "In which direction are you directing it?" and he replied, "It depends upon which patch you are wearing," so I think they were probably pretty effective for our side in that operation.

We had evaluators and controllers with all of the elements — in **Cobras**. Here are some statistics . . . This amounts - give or take a few - to nine battalions worth of Warsaw Pact tanks and three+ battalions of APC's in the motorized regiment. We lost some 50 **Cobras** and we played replacements, but practically speaking, I don't know where all the **Cobras** are going to come from. In this 10-day operation, then, while we killed lots of folks, we essentially lost the Attack Helicopter Battalion.

3,700 accident-free hours

Our kill ratio is much better in defense than in the attack but this was skewed off a bit by that one cross-FEBA operation. The actual hours flown were a little over 3,700 and, again, we're very fortunate that we did not have an accident or a serious incident in the air or on the ground while we were over there.

Lessons learned? . . . I mentioned the "**Cross-FEBA operation.**" That's hairy! I think we're going to have to pay the price if we want to do that. You can

reduce your losses if you're able to operate in periods of very reduced visibility or at night, although we hadn't quite reached that state-of-the-art with this battalion at the time.

We don't have them on the TO&E but we put dedicated **liaison officers** from the battalion to each of the supported units, and that facilitated good operations up there. It let the supported units know what we could do, and it helped prevent them sending us off on a mission we shouldn't be on. All in all, it worked quite well.

Little time lost

We tried to keep the attack elements located well forward so that they would be responsive. Little time was lost when targets of opportunity presented themselves or some threat developed in a hurry. We made it all right, but this is a consideration that you just can't let slide.

We estimated that we fired something just short of 1,000 **TOWs** and that's a lot of **TOWs** to kill those tanks. We burned 235,000 gallons of JP4 during that Exercise.

I mention again the **wire hazards**. They're something we're going to have to reckon with over there all of the time. They're all over the place; they're not well marked; and those of us in Army Aviation have to be alert to **wire hazards** because we've got to operate down in the NOE environment if we're going to survive.

That's exactly 18 minutes, and with **General Shoemaker's** two-minute lead-in, we're right on target. Thank you very much, gentlemen. ◀

An In-Depth Report on Army Aviation in USAREUR in CY 1978

“PROJECT MAXIMIZE” AT WORK

BY COLONEL LEWIS J. McCONNELL
AVIATION OFFICER, HEADQUARTERS, U.S. ARMY, EUROPE

WHILE I learned early in my Army career that, first, it is never good to follow a slate of general officers who are extremely articulate and, secondly, it's never good to be last on the program, I welcome the opportunity to talk more about aviation in the U.S. Army, Europe.

This morning, **General Blanchard** gave you a report on aviation in Europe. For the next few minutes I want to report on some of the initiatives in Europe aimed at maximizing our aviation capability. **Project Maximize** was born on the first day that I arrived for duty as the U.S. Army, Europe Aviation Officer.

General Blanchard's instructions were to look at the overall Aviation Program with particular emphasis on the **Cobra TOW**. In a few short minutes I had enough work to keep me busy through my whole tour in

Germany and that was the start of our **Project Maximize**.

Under **Project Maximize** we have no intentions of developing 10 lbs. of paper to fill up anyone's shelf. The idea was that it would be a working project and we would identify problems and start out to find the solutions to those problems.

To do this we pulled in highly-qualified commissioned and warrant officers from field units. We then sent them back out to the field to talk to the people down at the working level, and define the problems that they had to truly maximize our aviation capabilities. These people were motivated; they were very knowledgeable, and they did a super job.

We've developed a system to follow up on those issues that we developed during **Maximize**, and we found 73 problem areas in Army Aviation in

USAREUR Report (Continued from Page 33)

Europe. Obviously, I am not going to talk about all of these today. We've been able to solve a lot of them; some were solved rather quickly, but there are still about 30 issues that are tough ones and ones that we will be following up on in the future.

Three areas of interest

I would like to cover three areas today which I think are of interest to this audience, for they certainly were some of the tough problems we had to solve. The first area is **training**, and when you talk about training in Europe, as **General Blanchard** mentioned, it's a small country. They don't have any Ft. Hoods with large range areas, and frankly we've had our problem in solving the gunnery problem. I won't say it's completely solved now but we've gone a long way.

At the present time at Grafenwohr we can fire our **TOW** system out to 3,600 meters at moving targets; we can fire the 2.75 rocket system in excess of 5,000 meters indirect; and, of course, we can fire the 7.62 and the 40mm. At Hohenfels and a third area, we can also do aviation training but we don't have the same range that we do with the **TOW** at Grafenwohr.

Now, to solve some of our problems, we assigned a major to the Seventh Army Training Command. He came out of the 2nd ACR and he was the best qualified man around. His job is to work in the Seventh Army Training Command and facilitate our **Avia-**

tion Gunnery Program. Certainly that is a big job, and one that I think he is fully qualified to do.

So that's the first item: **Better Range Scheduling**; we need a guy out there who can get our aviation units scheduled into the ranges when the opportunity presents itself. We held an **Aerial Gunnery Conference** because, frankly, we hadn't truly defined what we need to do to fully qualify our people to meet the AGM requirements, and we think we've accomplished that.

Range use problem

The next item: there is a **shortage of range time** in USAREUR, so we've been to England, and we've coordinated the use of a range there (firing for the first time on 20-24 November.) Next year, we've been given indications that we'll be able to move other units over to England to fire. There are other possibilities for range use throughout Europe; we've sent messages and letters to various embassies, and we're beginning to get some response on that.

One of the areas of interest is a range area near the French Aviation School which is down on the **Riviera** and we've had a tremendous amount of interest from them. (Said with tongue in cheek.)

We think we can work the **Gunnery Program** in Europe by finding those places to schedule ranges, where we can work units in, and we're certainly going to be pursuing that. I think that's a very important part of the Aviation Program.

Now, another area, of course, is

Night Training, and we're truly attempting to develop a night capability in Europe. It's difficult; we've heard comments about that earlier today. The **Night Vision Goggle Program**: we started that May '77 by sending some IP's to Ft. Rucker for training. They came back and set up the **NVG Program** with the 2d ACR; there were 44 IP's and SIP's. That was completed in January.

Some training problems

In the meantime, we were attempting to get approval for use of other NVG training areas throughout Europe, and we need to coincide with the locations of major units. We ran into some problems there, so in the meantime we approved the use of control zones which we already controlled from the ground up for them to do some work with the **Night Vision Goggles** (A photo of the new AN/PVS-5 Night Vision Goggles appears on page 37).

However, we've just gotten word that the Germans are improving our **Night Vision Goggle Training Areas**. It looks like we can get moving with that so we're in the process now of getting our IP's current again.

Along with that, we have some Night Vision Goggle filters, the daylight filters. We have two sets now that we're working with and we expect to get some 40 more. We think perhaps that we can do some of the training during the daylight hours, and that gets us away from the problem of noise and some of the other difficulties at night. Obviously, you can do only a small



APPLICANTS FOR 1979 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 1979 college-entry year. Program participation is limited to the children of members with an effective date of membership on or before March 31, 1978.

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, 1979 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, 1979 entry as a freshman; and (2) unmarried.

Selection & Notification

Selection of winners will be made during the month of March 1979 with each applicant to receive a list of the winners not later than 1 April 1979.

Background Data

Incorporated in December 1963, the AAAA Scholarship Foundation provided 22 scholarships in 1978, and has furnished more than \$60,900 in direct aid.

USAREUR Report

(Continued from Page 35)

amount of it with the filters, but we will certainly be doing as much of it as we can.

Another thing that was mentioned today and mentioned a number of times is **Ground Commanders** and how they fit into our Aviation Program. A great many Brigade and Battalion Commanders who come to Germany had their last contact with aviation when they were in Vietnam and, obviously, things have changed tremendously since that time.

A task of reorienting

So we are in the business of attempting to reorient them to the new aviation in Europe. To do this, back in April we started a one hour block in Heidelberg as part of the **Brigade and Battalion Commanders Orientation Course**, and during that time we attempt to give them an overview of our organization and structure, the equipment we have, the survivability. We talk a little bit about employment, and then we have a good discussion period, and it's really hard to cut it off in one hour because they are interested.

As a follow-on to that, we've been developing a course that will take place in the second week of the **Commander's Course**. This will be a three hour block, and in the last segment under the practical exercise, we hope to get them on the other side of the plexiglass, actually out in the aircraft - in the OH-58's and the **Cobras** - and see how the system works from the pilot's side.

So we look forward to this portion of it, and we think it is going to be very beneficial.

Now that's not the only thing going on in the way of training of ground people. All of our units have a **training and orientation program for the ground elements** so we're working hard in that area because it is very important to us.

The next area under **Project Maximize** that I'll mention is in the logistics area, and it's certainly a tough one, and that one is **repair parts**.

I think that it was mentioned earlier today that it would take 30 days to get **Cobra** engines. Someone said that isn't right; It isn't right! It takes 57 days!

Most of our repair parts, i.e., major components for aircraft, are what we call Army **intensive management items**, and at the present time there are about 23 or 24 of those that have been at the zero balance in Europe. We've been working with DA, DARCOM, and TSARCOM, and as a result, we think there is progress coming.

Close to a solution

In fact, **Mr. (Joe) Cribbins** just mentioned this morning that we're getting close to putting some of those items on the ground over in Europe. We think we're getting tremendous support in that area and we're very grateful for the support we're getting at all of the echelons.

That's not the only problem in repair parts supply. We have a bit of a problem with our procedure in Europe: it takes a few days to get a **requisition up through the channels**. I heard some-

one describe it the other day as being very much like trying to push a rope up the street, so we're certainly going to have to work on that one and make everyone very much aware of it in our echelon.

Another thing that we worked on in **Project Maximize** was another part of **General Blanchard's** direction — I was writing them down as fast as I could as he talked — he said that he wanted a capability for our **Cobras** to be able to **support the Allied Forces**. Fortunately, the 1st Armored Division works closely with the 12th Panzer Division, and they have, in fact, developed a national attack SOP; it's in draft and we'll be refining that in the next few months.

Multi-national training

Next, I want to talk about some other initiatives in Germany, many of which we're very proud. The first is **multi-national training**. We're doing a



UNDER TEST—The Night Vision Goggles (NVG) now being used in USAREUR. ◀

lot in that area; **General Blanchard** mentioned the **ALBATROSS Exercises** where we moved reinforced battalions. We've done it twice, and we expect to do it annually in each Corps area so we can keep up the expertise. We ran these last year with CH-53's, CH-47's and UH-1's, and from an aviation standpoint they've run quite smoothly.

We've got a few problems . . . but if you call us out to make a move, I can guarantee you the aviation will get there before the ground elements are ready to move. A lot of this comes from the fact that the units that do it are "partnership units" and a lot can be said for that.

German-U.S. partnerships

That brings us into **Project Partnership** on which we do a lot of work throughout the year, and not just the major exercises. These aviation units — **partnership units** — actually go out on their own, make lifts, and get involved in operations. Along with our partnership activities there's always that social aspect from which our people get a great deal of enjoyment.

There is always interest in our equipment and we try to make it available to the Germans who are our partners, and then there are the parties. Quite frequently, a little beer drinking goes on with our partnership activities, and we hear a little bit about Air Force/Army interplay.

We've developed a "suppression of enemy air defense package" in Europe using the best of our Army and Air Force assets we ran it for the first

USAREUR Report

(Continued from Page 37)

time in REFORGER this year, and we hope to revise it some more and work with it on another occasion.

Additionally, we've been putting the Air Force FAC in our OH-58's and he, in turn, directs traffic out there. We ran exercises on the 3rd, the 10th, and the 22nd of August up at Hohenfels this year with the FAC in our aircraft directing the F-4's. We want to get back on that as soon as we can, and I must say that the Air Force was very, very enthusiastic about working with us in all these programs. We're certainly happy with that, and very pleased to work with them.

I will add that the A-10's are coming to Europe, the first ones will be there in January and will be operational by late summer. They'll be assigned to the 81st Tactical Fighter Wing in England. We have been over there; we've visited the unit, and will be maintaining a close liaison with them in the months just ahead. So we look forward to the A-10's, but even with them on station, there will still be F-4's and G-91's that are available for close air support if we know how to use them.

ASE help: "Outstanding."

An area in which we are also very pleased with their progress is the **Aircraft Survivability Equipment (ASE)** area. The Project Manager for ASE and his people have been great; they're exceptionally very responsive. I might add that all the PM's have been very helpful, too. But this particular area,

ASE, is undergoing great progress. We've installed some 400 **radar warning receivers (RWR)** in our aircraft, and that covers the **Cobras** and a lot of the Scout aircraft.

We've wired another 226 aircraft, and we'll be getting boxes for those in the next year or so. Along with this we've got a **training package** that's "in country" to train our people to use RWR.

IR suppressors: We're making a lot of progress in that area. I think we've got all of our aircraft modified to accept the suppressors. I think most of you have seen the scoops and the shield that go on first. The **Cobra** fleet is all taken care of; the **Huey** is pretty well along; the same with the 58s.

We're also pressing hard on our **IR Paint Program**. Several months ago, **General Blanchard** wasn't satisfied with the speed it was moving and we put on some overtime and we're about 90% complete on that now. They're not a very sexy paint jobs, but they're certainly very appropriate.

ARNG-USAR on scene

Another area in which we have a great deal of activity this year is the **National Guard-U.S. Army Reserve Affiliation Program**, and for the first time we had those aviation units come over to Europe and participate with us in REFORGER. We had the 111th Aviation Gp from Austin, Tex. work with our 11th Aviation Group. We had the 49th, a **Chinook** Company out of Stockton, California, working for the 180th. We had the 92nd U.S. Army Reserve unit out of Everett, Wash-

ington, working for the 295th. Then, we had six Huey crews from various units throughout the country — three USAR, three ARNG units. flying with various units in REFORGER.

Apparently, the people at the 49th had a little pull with the airlines and got American Airlines to fly up to Stockton, their home base, to pick them up, which was no easy chore. Shortly after arriving in Germany they were given a briefing on operations in Germany and how we fly and, fortunately, (Maj.) General "Jim" Smith was over there at the time, and he stopped in "to talk to their people for a few minutes." Three hours later, he left! Apparently, he enjoyed himself in their company and vice versa.

We're proud of this ARNG-USAR affiliation — they really work in well. This was really the first we had the National Guard, in this case, in the German partnership unit and our unit with all of us working together. During that time, I think some of the Guard folks had a chance to go out and fly with some of their German friends in the CH-53.

We're very pleased with the kind of professionalism we found in these units. They've got a lot of experience in flying and in maintenance and in all the areas that we need, and during the time that they worked out on the flight lines they helped on the major repairs of the aircraft. They worked on the POL; we needed help there. They also worked in the kitchen. We had some people working in the motor pool.

One of the sergeants made the comment, "You know, this is the first time



■ MAJ Robert Stewart, left, the first Army astronaut, talks to AAAAA members at Ft. Rucker following an Aviation Center Chapter meeting, December 8, at which he was the principal speaker.

in my military career that I'll go back into garrison with my vehicles in better condition than when I came out." That's really a tribute to the National Guard people because they knew what they were doing.

There was a young lady from the State of Washington; she was with the 92nd Reserve Unit and she controlled air traffic up at Geesen (sic) but she was right at home because she's a civilian controller back in Washington. You find a lot of that in the Guard and Reserve.

I want to talk about the individual Ready Reserve just briefly. We have a lot of USAR people throughout Europe; we've had indications they are interested in training with us for their Summer Field Training (SFT) and perhaps become involved with a Mobilization Assignment with our units. We've gone out with letters to these people and we're beginning to get some response in from them and we find there is interest in that area. So we'll be pursuing that in the coming

USAREUR Report

(Continued from Page 39)

months. Again, they're people with Vietnam experience who'll be very valuable to us.

With regard to our current safety status in Europe, let me cite that back in FY 71 USAREUR had an **accident rate** of 10.8 accidents per 100,000 flying hours. All I can say is that I'm glad I wasn't Aviation Officer then. Our (safety) chart has been on a constant descent all the way to 1978 when we had 2.3 accidents per 100,000 flying hours, and actually for part of the year we were down to one per 100,000. We're certainly very proud of that and a lot of hard work has gone into achieving that.

Looking to next year, we're going to be doing a lot of **night training**; we've got a **REFORGER** coming up in January and that'll be tough flying in Europe then. It's going to be an even tougher task to maintain that kind of a (safety) record. And how does that compare with the DA average? . . . I think the DA average is about 6.5 per 100,000 hours. There are a lot of wires over there; there's a lot of bad weather; but it can be done.

Lastly, I just thought I'd mention a little bit about **Quad-A in Europe**. We have as our Regional President, **Major General Patton**, who is the Deputy Commander of VII Corps. He's very active and he's really giving us a lot of leadership with our **Quad-A**. Each year, the Region has a super conference down in Garmisch; in '79 it takes place the last week in March. We're able to combine that with "Ski

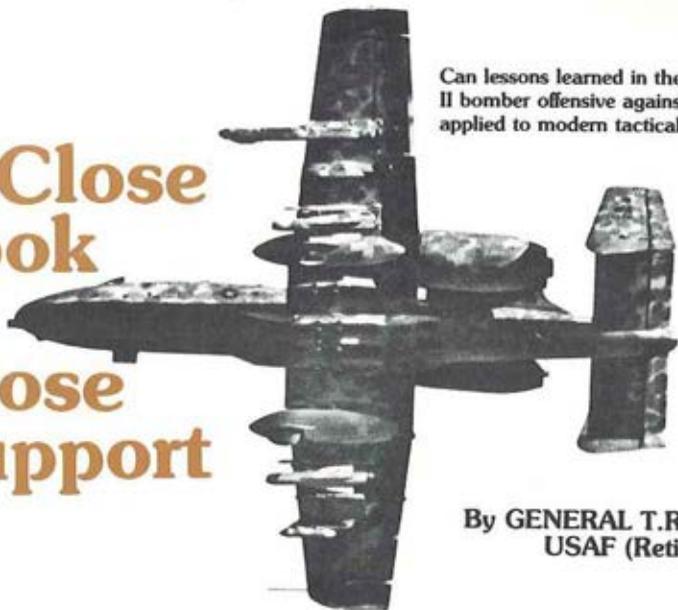
Week" and a lot of very professional presentations — we all have a very enjoyable time. We were very fortunate last year to have **General Blanchard** down as our keynote speaker.

Another thing that we're doing with **Quad-A** and this just started recently. We have an **Aviator Orientation Course** in Heidelberg the first week of every month. We get all the new people in and give them a 2½-day orientation on flying in Europe. The second night of that course we have what we call our **AAAA Social Hour** and we invite them all in. I introduce my staff so that if they've got anybody to ping they know who to go to, and we tell them about **Quad-A**; we have some video tapes to show, and, I guess, the most popular one is the **JAWS** tape, but it is a good time — aviators getting together and talking aviation. Of course, we do give them the opportunity to put in their change of address card and if they want to sign up, fine and good.

We think it's good and we're introducing **Quad-A** to a lot of people and I hope that we'll be able to pick up membership in all of our Chapters.

I just have a final comment . . . it's very appropriate. You know, Army Aviation has come a very long way and, obviously, we still have a tremendous amount to do but there's really one man above all others who has moved aviation along in Europe and, of course, that's our chief, **General Blanchard**. Army Aviation in Europe is very indebted to **General Blanchard** for his efforts on our behalf and we thank him very much. ◀

A Close Look at Close Support



Can lessons learned in the World War II bomber offensive against Germany be applied to modern tactical air warfare?

By GENERAL T.R. MILTON
USAF (Retired)

EVERY now and then the Air Force Academy hosts a Military History Symposium. The eighth such affair was held a few weeks ago, and the theme this time was airpower and warfare. In addition to several hundred historians, academics of other persuasions, cadets, and just plain interested citizens, the symposium also drew a few makers of military history, among them **Gens. Curtis LeMay, Ira Eaker, and O.P. Weyland.** In those three names alone there is enough history to keep any gathering occupied, but they were there to participate, not as monuments.

The business of fighting in the air has attracted its share of theorists, from **Giulio Douhet** to the modern Pentagon theologians who carry on the daily doctrinal struggle, but a look back over the history of air warfare shows that theories often have been

altered or abandoned when the fighting began. The invincibility of the daylight manned bomber was a concept painfully unlearned. Our discovery of the P-51 in 1943 as the bombers' savior, and the best fighter in World War II, was almost a happy accident.

The P-51 had been around since 1940 when **Dutch Kindelberger**, president of North American Aviation, offered to design a new airplane for the beleaguered RAF. Four months later, North American, unhindered in those uncomplicated times by systems-analysis and other modern bureaucratic achievements, came up with the P-51, or **Mustang**, as the British promptly named it. We were still pursuing the thesis of bombers fighting their way in, and so long-range fighters got little attention.

The P-47 also was available and eminently capable of escort duty given



Close Air Support (Continued from Page 41)

long-range drop tanks. The problem was that the drop tanks were well down the priority list. We even tried out a sort of battleship version of the B-17, the YB-40, as an escort device. The YB-40's, bristling with turrets and overloaded with ammunition, had a short and disastrous war.

Thus, almost by default, the concept of long-range fighter escort for bombers came into vogue, and the daylight bombing theory was rescued for the rest of the war in Europe.

Airpower concepts, however, tend to be short-lived things. Each war sees some significant change in weaponry or the nature of the enemy, changes that invalidate previous concepts, however dearly held.

Listening to the historians recount how it was in days gone by, how the Japanese Air Force rose and fell, the failings of Luftwaffe leadership, the limited conceptual approach of the Soviets toward airpower in World War II, it is easy to start musing on the days ahead. What will we learn next time out, assuming our enemy is a well-armed modern power?

GARMISCH—1979

The 1979 Annual Convention of the USAREUR Region—AAAA will be held at the Garmisch Recreation Center during 28-31 March. The "Ski Week" option for attending members begins on Monday, 26 March.

In these times of small aircraft inventories and battlefield anti-aircraft missiles there would seem to be, as a starter, some reason to worry about the subject of **close air support, especially in the European theater**. It is a subject that in the past has brought Army and Air Force doctrinaires, and leaders for that matter, into conflict.

More recently, the disputes seem, if not entirely resolved, at least papered over. The Air Force is buying A-10s with the close-support mission in mind, and the policy of positioning our fighter wings right up there behind the troops is further assurance the Air Force is in direct support of the Army. Still, as we absorb the lessons of past airpower history, we are entitled to wonder a bit.

The first priorities

The Luftwaffe was absent at Normandy, a fact that contributed immensely to the success of that campaign. It was absent because our side had won both the air battle and the interdiction campaign. These would once again seem to be first priorities, if history means anything.

Thus, the question: **Is close air support in a modern—which is to say lethal—environment a priority mission for an air force which will have to contest control of the air, for the first time since Bataan and North Africa, from a numerically inferior standpoint?**

Maybe it is, but there are some discouraging statistics left over from the Yom Kippur War of 1973 that suggest that an air force, even one as good as

(CLOSE AIR/Continued on Page 54)

Snapshots from
the 1978 AAAA
National Convention
held in October in
Arlington, Va.



MAJ WILLIAM S. REEDER
503rd Aviation Bn (Cbt)
USAREUR



**ARMY AVIATOR
OF THE YEAR**

The "Army Aviator of the Year Award" for 1977 is presented to Major William S. Reeder for his personal contribution to the advancement of Army Aviation while assigned as Executive Officer, 334th Attack Helicopter Company, the Army's "Aviation Unit of the Year in 1975", and as Battalion S-3, 503rd Aviation Battalion (Combat), USAREUR.

Major Reeder's innovative actions and previous attack helicopter experience enabled him, as Executive Officer, to develop a comprehensive program to upgrade the unit's General Defense Plan, ammunition upload plan, unit supply, and logistics activities. These were completed, in conjunction with V Corps directives and exercised during FTX CERTAIN FIGHTER.

In addition, Major Reeder developed the entire movement plan for the unit, organized the company area, and developed a Forward Area Refuel and Rearm Point plan which enabled the unit to operate three simultaneous FARP's. He coordinated all CH-47 support for the displacement of units within the company in an expeditious manner. This enabled the company to keep abreast of the rapidly moving tactical situation while smoothly continuing to function without interruption.

Major Reeder was assigned as Battalion S-3 in May and was directly responsible for the smooth coordination during the reorganization of the 11th Aviation Battalion into the

503rd Aviation Battalion. During the reorganization, simultaneous support to both V Corps and the 3d Armored Division was provided during a most critical period. During this time, Major Reeder was directly responsible for all battalion gunnery and combined arms live fire at the Grafenwoehr Major Training Area.

Major Reeder directed and managed battalion participation in the 3d Armored Division ARTEP support requirements at the Hohenfels Major Training Area. He coordinated and supervised a training program for over 100 new aviators with outstanding results. He coordinated the battalion's participation in REFORGER (CARBON EDGE), STAND-HAFTE CHATTEN, and BLUE FOX and developed the problem play for the battalion's participation Command Post Exercise LANCE THRUST, THUNDERBOLT, and the 11th Armored Cavalry Regiment's Map Exercise.

He was personally responsible for the establishment and success of unit training programs, both for officers and enlisted personnel, for the OH-58, AH-1, and night vision goggle training conducted at Hanau Army Airfield.

Of particular note was Major Reeder's extensive planning and coordination efforts with local Mayors to ensure resolution of noise abatement problems at Hanau Army Airfield. Throughout the year, Major Reeder consistently performed in a manner superior to that expected of an officer of his grade. His display of initiative, dedication, leadership, and performance have set an example worthy of emulation by all Army Aviators.

AVIATION SOLDIER OF THE YEAR

The "Aviation Soldier of the Year Award" for 1977 is presented to Sergeant Chris B. Archer, 236th Medical Detachment (Helicopter Ambulance), U.S. Army Medical Command, Europe, for his outstanding individual contribution to Army Aviation during the 1977 time frame.

Sergeant Archer's arrival in the 236th Medical Detachment marked the beginning of a series of improvements in the safety and readiness of the unit, all of which could be directly attributed to his personal efforts. He began by entirely revamping and updating the unit's aircraft historical records, as well as its weight and balance records. In his role as the unit technical inspector, he evaluated the entire maintenance management system and established positive quality control over all the work accomplished by his section.

He personally assumed responsibility for the technical publications library in the aircraft maintenance section, his efforts resulting in the unit having one of the most complete and current technical publications libraries in

USAREUR. Sergeant Archer's outstanding work contributed greatly toward the outstanding rating received by his unit on their USAREUR Aviation Organizational Readiness and Safety Evaluation (AORSE). To correct omissions in maintenance publications, he submitted over 100 recommended changes of which 50% have been incorporated as permanent changes in those publications.

Sergeant Archer has been very active in the unit safety program by striving to create a safe environment. His suggestion of a junior enlisted safety council was adopted and he has been active in following through on the suggestions and recommendations of this council. In conjunction with the unit safety officer, he conducts a monthly survey for items that could cause aircraft Foreign Object Damage (FOD).

He has helped improve unit safety by submitting Operational Hazards Reports (OHR) when he deemed situations were unsafe, aggressively "following up" on the OHR to ensure that the unsafe condition was corrected. Unquestionably, Sergeant Archer's positive and innovative approach to his responsibilities, both assigned and implied, has qualified him for the distinction of "Army Aviation Soldier of the Year".



SGT CHRIS B. ARCHER, left, "Aviation Soldier of the Year," is shown with his wife, and GEN George S. Blanchard, CINC-USAREUR, at the time he was honored as the "USAREUR Aviation Soldier of the Year" at Garmisch-'1978.

OUTSTANDING AVIATION UNIT (ARMY)



The 242d Aviation Company (Assault Support Helicopter), 172d Infantry Brigade, Fort Wainwright, Alaska, has been selected as the "Outstanding Army Aviation Unit of the Year" for 1977 for its outstanding contributions and innovative employment of Army Aviation.

While fully committed in support of its assigned mission, the 242d Aviation Company (ASH) has carried out aggressive programs in the areas of safety, standardization, training, and operations in an extreme climatic environment. The effectiveness of these programs is evidenced by the accumulation of 50,000 accident-free flying hours over a period of seven years.

Recognized throughout the state of Alaska for its frequent high altitude search and rescues on the mountains and glaciers of Alaska, the unit accomplished its life-saving

JAMES H. McCLELLAN AVIATION SAFETY AWARD

As Unit Safety Officer of the 129th Aviation Company, 269th Aviation Battalion (Combat), Chief Warrant Officer (W2) Fate Hutchins demonstrated that he was the epitome of what an Aviation Safety Officer should be.

Recognizing a specific need for an Aviation Life Support Equipment Program at the unit level that was manageable and still fulfilled the needs of the TO&E units, he researched and then implemented such a program, putting the equipment in the hands of the aviators, providing for equipment storage, and appreciably

reducing the manhours required to inspect and maintain the equipment.

These efforts have been lauded by a FORSCOM Aviation Management Survey Team as a model program worthy of adoption by all aviation units. A USAAAVS Evaluation Inspection of the 129th Aviation Company rated the unit as the "Most Outstanding Assault Helicopter Company they had seen worldwide."

CW2 Fate Hutchins pursues a clear, concise, and logical approach to all Aviation Safety Programs. This ability, coupled with a capacity to develop and supervise policies and procedures, has materially improved the safety, readiness, and overall effectiveness of his own unit as well as the countless other units he has aided.

In being selected as the 1977 winner of the "McClellan Aviation Safety Award," CW2 Hutchins is very deserving of being recognized by the Army Aviation Association for his deep devotion to saving the lives of his fellow aviators and crewmen who fly, and for his professional approach to the safety problems facing Army Aviation.



rescues through the truly unique and innovative efforts of assigned personnel. Additionally, the unit also distinguished itself with the Bureau of Land Management for its monumental contributions to the control of forest fires over an area encompassing roughly 200,000 square miles from Fairbanks to Anchorage.

The 242d Aviation Company was charged with the added responsibility of developing a high altitude rescue capability for search and rescue attempts above the 7,000 feet level, establishing a High Altitude Rescue and Recovery School for selected crew members. The highest landing to date was made at an elevation of 19,500 feet. The unique and hazardous nature of such flying requires tremendous skill, a knowledge of an aircraft's performance characteristics, mountain flying expertise, imagination, and innovativeness in developing safe operating techniques. Aircraft preparations included direct coordination with the Aviation Research and Development Command to develop procedures. Designated air-

craft were modified to accomplish flight at these extremely high operating altitudes.

To accomplish life support measures, the unit adopted and modified a chlorate oxygen system originally developed for use on Army fixed wing aircraft, modifying the system for use in the designated CH-47 High Altitude Rescue aircraft in June 1977.

To fully appreciate the magnitude of the unit's contributions, one must be familiar with Fort Wainwright, Alaska, where temperatures drop to -70 degrees Fahrenheit and daylight lasts for only two hours per day in the winter. During critical periods, its four fully-trained aircraft and crews are dispatched to Fort Greely and Talkeetna to standby on 30 minutes notice. The aviators and crews of the 242d Aviation Company carry on one of the most dangerous and important day-to-day missions in the Army. The professionalism and dedication displayed by the unit are truly noteworthy and fully qualify it for the distinction of "Army Aviation Unit of the Year".



CW2 FATE (JIM) HUTCHINS
269th Aviation Bn (Cbt)
Fort Bragg, N.C.



Johnson

242ND AVIATION COMPANY
(Assault Support Helicopter)
Fort Wainwright, Alaska
Major Gary D. Johnson, Cdr
1SG James E. Fuller, Sr NCO



**TROOP E, 19TH CAVALRY,
29TH BDE, HAWAII-ARNG**
MAJ Bernard M. Watson,
Unit Commander, and
1SG Richard Y. Tabe,
Senior NCO



Watson



Tabé

AVIATION UNIT OF THE YEAR (RESERVE COMPONENT)

Troop E (Air), 19th Cavalry, Hawaii Army National Guard, through singularly outstanding service has so distinguished itself during the period 1 April 1977 to 31 December 1978, it is named the "Outstanding Reserve Component Aviation Unit of the Year."

Troop E's aggressive training program has produced the most combat-ready round-out air cavalry troop in the National Guard. The program has exceeded the individual training levels prescribed by Forces Command, and presently the unit is preparing to undergo a Level Two Army Training Evaluation Program. During the 1977 annual training, three members of the Troop were awarded Army Commendation Medals for outstanding and meritorious achievements.

The troop was called out in September and October 1977 for a unique and trying mission. Sudden volcanic activity on the island of Hawaii, 200 miles to the southeast of the Troop's home base, required immediate aviation support for evacuation, search and rescue, and scientific monitoring.

With lava flowing down Kilauea Crater toward the town of Kalapane, Troop E flew in the Civil Defense authorities and scientists from Geodetic Survey, in order to determine the hazard to inhabitants. As a result of these emergency flights, over 100 families were evacuated from their homes in front of the advancing lava.

The accomplishments of Troop E are many and impressive. The true spirit of the Armed Forces is embodied in the performance and deeds of this Troop. Their service to this country unquestionably merits the distinction of being named "Outstanding Reserve Component Aviation Unit of the Year".

JOHN B. GREENWELL
Hq, AVRADCOM
St. Louis, MO



**DEPT. OF THE ARMY
CIVILIAN
OF THE YEAR**

John B. Greenwell's accomplishments as the Deputy Director of Materiel Management of the U.S. Army Troop Support and Aviation Materiel Readiness Command have had an extraordinary and lasting impact upon the materiel readiness posture of Army Aviation, readily qualifying him for the "Department of the Army Civilian of the Year Award" presented by the Army Aviation Association.

Through his innovative management techniques and extensive logistical background, he has effected a manifold increase in the quality of logistical support of U.S. Army Aviation

world-wide. The keynote of Mr. Greenwell's service has been his deep personal involvement in the solution of difficult problems.

His leadership resulted in the attainment of operational readiness rates exceeding accepted standards; in fact, at no time during the past year did overall supply availability drop below 85%. His keen foresight and organizational ability were significant factors in the outstanding support provided in the latest REFORGER exercises. Additionally, he personally guaranteed the unfailing support of Army Aviation units involved in recent relief operations in earthquake-ravaged Guatemala.

Mr. Greenwell's selflessness and devotion to duty is felt by Army Aviation the world over. Wherever an Army Aviation unit stands ready to meet any challenge, it is all the more ready because of John Greenwell.



TRIO—Lieutenant General Eivind H. Johansen, left, DCSLOG, DA, and Major General Story C. Stevens, AVRADCOM Commander, right, congratulate John Greenwell following the ceremonies.

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

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This is the only application form accepted by the AAAA. It may be reproduced locally.

Calendar



DECEMBER

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30						

PREVIOUSLY UNPOSTED OCT.-DEC. ACTIVITIES

★ ★ NOV. 29. Mainz Chapter. Business-Social Meeting. NafI Convention Report, Regional Report. Finthen Army Airfield Community Club.

★ ★ DEC. 7. Stuttgart Chapter. Professional meeting. Eugene Buckley, Vice President-Black Hawk Production, Sikorsky Aircraft Division, as guest speaker. Nellingen Officers' Club.

★ ★ DEC. 7. Connecticut Chapter. Joint Professional Dinner Meeting with AHS. Sergei Sikorsky as guest speaker. Milford Yacht Club.

★ ★ DEC. 8. Mainz Chapter. Awards Banquet and Dinner-Dance. Major General George S. Patton as guest speaker. American Arms Hotel, Wiesbaden.

★ ★ DEC. 8. Monmouth Chapter. Christmas Dinner-Dance. Mike Doolan's Green Room, Spring Lake Heights, New Jersey.

★ ★ DEC. 8. Aviation Center Chapter. Professional Luncheon Meeting. Major Robert L. Stewart, the Army's first astronaut, as guest speaker. Fort Rucker Officers' Club.

★ ★ DEC. 8. Franconia-Marne Chapter. A bus trip to Dornier Aircraft, GMBH, Oberpfaffenhofen, FRG. A welcoming presentation with refreshments will be given prior to a guided tour of the Dornier Aircraft Plant.

★ ★ DEC. 12. Lindbergh Chapter. Professional Luncheon Meeting. Mr. John Greenwell, Deputy Director of Materiel Management Directorate, TSARCOM, as guest speaker. Engineers' Club.

★ ★ DEC. 12. Leavenworth Area Chapter. Short

general business meeting to discuss detailed planning for the Annual Vintage Aviator Ball. Bell Hall in Classroom 23.

★ ★ DEC. 15. Benelux Chapter. General Membership Social Meeting. "Santa will be present". Chievres Airbase—Building 27. NATO aviator friends invited.

★ ★ DEC. 16. Air Assault Chapter Aviation Ball. The Blatmore Ally Band with Linda Lee, Vocalist. LTG Harry W.O. Kinnard as guest speaker. Fort Campbell Officers' Club.

★ ★ DEC. 21. Corpus Christi Chapter. Christmas Social. Members only (no charge). BOQ Ward Room.

AVIS

WORLDWIDE DISCOUNTS FOR AAAA MEMBERS

Army Aviation Ass'n members now qualify for special Avis discounts on presentation of their discount cards.

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STUDENTS—Army Aviators of the "Class of 1979" at the Industrial College of the Armed Forces (ICAF) at Ft. McNair, Washington, D.C. are, l-r, COLS Richard A. Smith, Burnett R. Sanders, and Robert A. Lawson; LTC Everett O. Greenwood; and COL Arthur T. Conroy. Missing at the time of the photograph: LTC Warren H. Mercer. COL Lawson penned: "Although we are small in numbers, we're doing our best to see that the goals of Army Aviation are espoused to all of the members of our sister services."



Close Air Support (Continued from Page 42)

the Israeli Air Force, can expect a terrible pounding from modern battlefield air defenses.

There is no dodging the fact that we will never even approach having the kind of airplane inventories we had in World War II. Airplanes that cost twenty or more times as much as a World War II airplane must somehow do, if not twenty times more, at least considerably more nowadays. And if the first few days of any war are not to see the end of our tactical air through attrition, the losses must somehow be held down.

In the bleak autumn of 1943, the bombers longed for close support. We wanted to see our little (fighter escort) friends close at hand, the closer the better. As time went on, it became apparent to the Eighth Air Force planners, if not to the bomber crews, that the best

bomber support was not visible close support. And, so, while the bombers saw fewer friendlies as our fighters ranged on a wide search for the Luftwaffe, they saw fewer hostiles as well.

Admittedly, applying that theory to the problem of Army support might prove a pretty hard sell. Close support has come to mean something the troops can see, and the Army and Air Force have come a long way toward resolving their doctrinal differences.

Still, limited numbers of airplanes are one of the facts of life, now and forevermore. Close support in the environment of a modern battlefield does not seem to be a likely way to conserve that inventory. ◀

★★★★

[Prior to his retirement in 1974, General Milton was the United States representative to the North Atlantic Treaty Organization Military Committee. His article is reprinted by permission of AIR FORCE Magazine, published by the Air Force Ass'n, Washington, D.C.]

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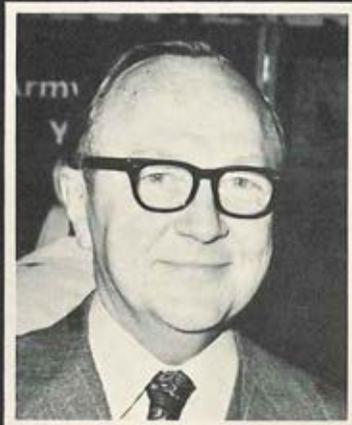
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General Williams Re-elected as AAAA President



INSTALLED at a National Board meeting held upon the conclusion of the 20th AAAA National Convention in Arlington, Va., a new 48-member National Executive Board slate looks ahead to renewed '79 activity at a general business meeting to be held February 10, 1979, in Washington, D.C.

Lieutenant General Robert R. Williams, the Chief Executive Officer of Bell Helicopter International, Bedford, Tex., was re-elected as the AAAA National President for the Oct. 15, 1978-April 21, 1979 term. Major General George S. Beatty, Jr., of Savannah, Ga., was elected as Senior Vice President.

The new governing board also reinstalled Colonel John W. Marr of Arlington, Va., as Secretary-Treasurer.

Incumbent Board members who'll serve as National Vice Presidents include Major Generals William A. Becker of Kaufman, Tex., and William J. Maddox, Jr., of Lafayette, La.; Colonels William E. Crouch, Jr., of Ft. Rucker, and Rudolph D. Descoteau of Alexandria, Va.; and Paul L. Hendrickson of St. Louis, Mo.

Newly-elected Vice Presidents are Brigadier General Joseph H. Kastner of Ft. Camp-

bell, Ky., and Eugene J. Tallia of Potomac, Md.

Completing the full Board are Arthur H. Kesten, Executive Vice President, of Westport, Conn., an appointee; Past Presidents General Hamilton H. Howze, Ft. Worth, Tex.; Lt. Generals Harry W.O. Kinnard, Arlington, Va., and John M. Wright, Jr., Trenton, N.J.; Maj. General Delk M. Oden, Alexandria, Va.; Brig. Generals Robert M. Leich, Evansville, Ind., and O. Glenn Goodhand, McLean, Va.; Colonels Richard L. Long, St. Louis, Mo., and Edward L. Nielsen, N. Palm Beach, Fla.; and Bryce Wilson, Glenbrook, Nev., James N. Davis, Falls Church, Va., and Darwin P. Gerard, Alexandria, Va.

Four Regional Presidents — Maj. General James C. Smith, First Region, Washington, D.C.; Brig. General John P. Casey, Jr., Fifth Region, Ft. Hood, Tex.; Brig. General Jack A. Walker, Sixth Region, Ft. Lewis, Wash.; and Maj. General George S. Patton, USAREUR Region; nine National Members-at-Large to be appointed by the President; and 12 current CONUS Chapter Presidents round out the 1979 Executive Board.

ARMY AVIATION MAGAZINE
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'78 Award Nominations to close on 1 February

Be a participant in the selection of the "Aviator of the Year" and the "Aviation Soldier of the Year." Write to AAAA for the one-sided, simple nomination form that will put your candidate into the hopper for national recognition at the April '79 AAAA Nat'l Convention in Atlanta.

Many deserving people are never recognized because they are never nominated.

AAAA's "Outstanding Aviation Unit Award" and its "Outstanding Reserve Component Aviation Unit Award" recognize the finest unit performances during the 1978 calendar year. DOES YOUR UNIT MEASURE UP?

The "James H. McClellan Aviation Safety Award" and the "Outstanding DAC Award" single out other unique people. Tell us about them!

The '79 nominations will close on Thursday, Feb. 1. Your nominations and supporting data should be submitted to: AAAA, Attn: National Awards Chairman, 1 Crestwood Road, Westport, Conn. 06880.