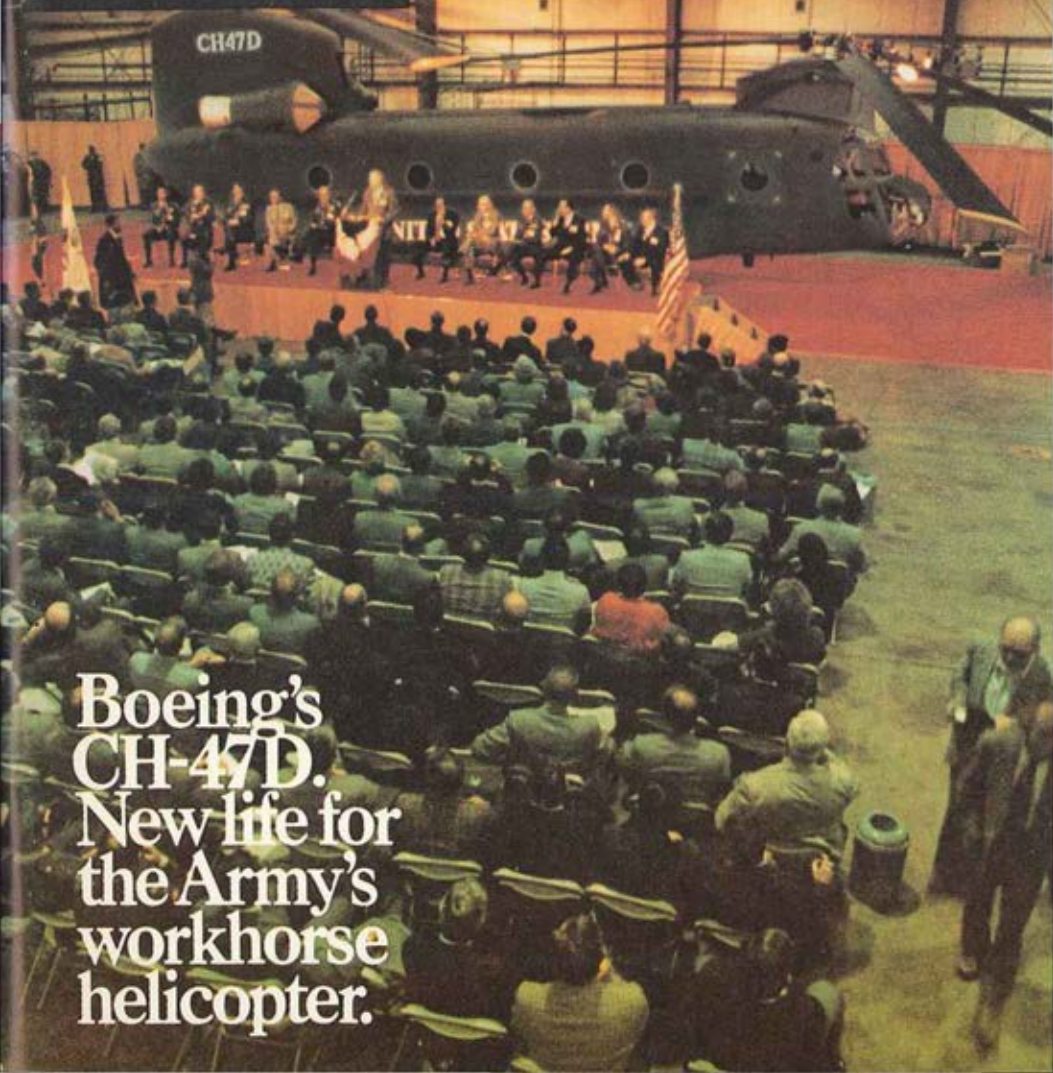


CONVENTION ISSUE

# Army Aviation

APRIL 15, 1979



Boeing's  
CH-47D.  
New life for  
the Army's  
workhorse  
helicopter.



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

## **the UV-18A Twin Otter.**

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

It's no wonder they chose the Twin Otter. With their de Havilland experience. Plus these Twin Otter features:  
It converts readily from wheels to wheel-skis, floats or high-flotation tires. (The U.S. is equipping each Twin Otter with all of these.)

It carries 19 troops in and out of rough, makeshift 300 m (1,000 ft) strips with room to spare.

In 15 minutes, two men can change

it to a cargo plane that will carry a payload of more than two tons.

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

It cruises at 182 knots at 10,000 feet. Or handles easily at 70 knots for pin-point parachuting of men or supplies.

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

*The de Havilland Aircraft of Canada Limited,  
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Twin Otter: the recognized standard of dependability and versatility around the world.

**de Havilland**

# ARMY AVIATION

Volume 28

April 19, 1979

Number 4

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## MAGAZINE DETAILS

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The Navy joins  
the Army.



When the United States Navy awarded Beech Aircraft a contract to produce C-12 military transports, it joined the ranks of some very distinguished company. Namely the United States Army. And the United States Air Force.

And now, for the first time ever, one company is supplying the same aircraft to all three branches of the Armed Services.

This interesting commonality of C-12 aircraft offers the Army important benefits.

First, since all three branches of the Armed Services will be operating C-12s, mass production economies can be realized, and unit costs will be held to a minimum.

Second, the Army will have access to an even greater number of C-12 service technicians and service facilities than ever before. This fact, plus the record of over 90% operational readiness these airplanes are maintaining, translates directly to less down time.

Presently, the Army is using its C-12s as military personnel and cargo transports. But the number of other applications for this versatile jetprop are almost limitless. They can be outfitted for many kinds of special missions to meet the Army's most demanding needs. A few of the many available special mission packages include: aerial surveillance, ECM, Side Looking Radar (SLAR), remote sensing, and tactical field support.

For further details on Beech Aircraft, please write to Beech Aircraft Corporation, Aerospace Programs, Wichita, Kansas 67201.



**S**INCE 1961 the acronym **TARS** (**Transportation Aircraft Repair Shops**) has been a synonym for quality in Army Aviation maintenance.

Organized as a requirement for mobilization, the **TARS** proved to be a valuable asset during the Vietnam War by augmenting the aviation depots of that era. The incongruity was that had the **TARS** personnel been mobilized they would have been unavailable to perform as they did.

The parent organization of each **TARS** is the **General Support (GS)** Aviation Maintenance Company with a mobilization mission that displaces it from its base facility. What that really means is that upon mobilization the **TARS** would dissolve and their expertise and capabilities would be lost to the Army Aviation effort. All this will soon be changed thanks to a DA-directed study completed last July.

### **DARCOM tasked on study**

In August 1977, the **USA Materiel Development and Readiness Command (DARCOM)** was tasked by **DA Deputy Chief of Staff for Logistics (DCS-LOG)** to study the feasibility of utilizing the demonstrated capability of the **ARNG TARS** to augment the **DARCOM** aviation depot maintenance mobilization mission.

The study, completed in July 1978, and forwarded to **ODCSLOG**, determined that the concept was feasible. **ODCSLOG** approved the Aviation Depot Maintenance

Roundout Study 13 October 1978. **DARCOM**, in conjunction with the **ARNG**, is presently preparing the plan to implement the approved concept. Its completion date is August 1979.

During peacetime the **ARNG TARS** perform backup direct support, general support, and limited approved depot maintenance. These aircraft maintenance shops support in excess of 2,500 **ARNG** aircraft on a geographical area basis. Located in Groton, CT; Gulfport, MS; Springfield, MO; and Fresno, CA, each **TARS** has a hard-core of highly qualified **ARNG** technicians performing maintenance on Army aircraft.

### **European scenario in mind**

The objectives of the study were to determine how the **TARS** could best be utilized in support of the **DARCOM** aviation depot function, and how to facilitate the turn-around of aviation-reparable items during wartime, specifically in support of a European Scenario.

The study consisted of examining current **ARNG TARS** organizations (numbers, skills of personnel, and equipment) who would be required to classify the theatre aviation-reparable items for either return to **CONUS** facilities, or for repair and turn-around in theatre to using **U.S. Army Europe (USAREUR)** units. These organizations would be located in theatre, under

(Continued on Page 10)

# **The Roundout Study**

**A report on the ability of the ARNG TARS to augment the Aviation Depot Maintenance Mobilization Mission by Col. John J. Stanko, Chief, Aviation Division, NGB**



# Ahead of TIME

The United States Army's Advanced Attack Helicopter (AAH) is the most advanced helicopter ever built. Ahead of time in technology, performance, survivability and mission capability.

As an indispensable member of the combined arms team, the AAH-64 is a total system for battle.

Designed by Hughes, built by the most professional industrial team ever assembled.

The Advanced Attack Helicopter— ahead of time. For further information, call or write Carl D. Perry, Vice-President, Marketing, Hughes Helicopters, Centinela & Teale Street, Culver City, California 90230.



**Hughes Helicopters**



# The ALQ-136 radar jammer is synonymous with helicopter survivability.

Flight tests demonstrate that attack helicopters equipped with the advanced ITT ALQ-136 radar jammer are assured significantly greater survivability on the modern battlefield.

The ALQ-136's unique design delivers effective ECM performance that will keep pace with ever-changing threats well into the 1990's. Its light weight and straightforward configuration make it compatible with every U.S. helicopter and with NATO rotary-wing aircraft as well. That makes it a protective system with the benefits of equipment commonality and force interoperability — important advantages for both U.S. Army



and NATO units. Judged by any standard, the ALQ-136 is a major advance in ECM technology. If the performance and survivability of helicopters are among your responsibilities, contact: Product Line Director, Electronic Defense Systems, ITT Avionics Div., 390 Washington Ave., Nutley, N.J. 07110, (201) 284-0123.

AVIONICS DIVISION

**ITT**

Member, ITT Telecommunications and Electronics Group — North America

DARCOM command, with direct communications to CONUS depots. The theatre would establish the requirements and set the priorities for the work load.

The conclusion of the study was that such organizations would greatly enhance aviation readiness by expediting the flow of critical components to repair facilities and return to operating units, thus preventing unnecessary return to CONUS of components requiring little or no depot level maintenance repair effort.

The study recommended that the Nat'l Guard reorganize the ARNG TARS and make the Groton, CT; Springfield, MO; and Fresno, CA TARS available to DARCOM for deployment, where needed, as **TDA Aviation Classification Repair Activity Depots (AVCRAD's)**. The AVCRAD's will interface with the **Theatre Materiel Management Center (TMMC)** and the **Aviation Intermediate Maintenance (AVIM)** units in the field. The fourth AVCRAD (Gulfport, MS) would be work-loaded in place in support of **Corpus Christi Army Depot (CCAD)**. Two of the AVCRAD's would deploy to pre-prepared sites in USAREUR, and one would be integrated

into the production effort at CCAD in support of deployed AVCRAD's.

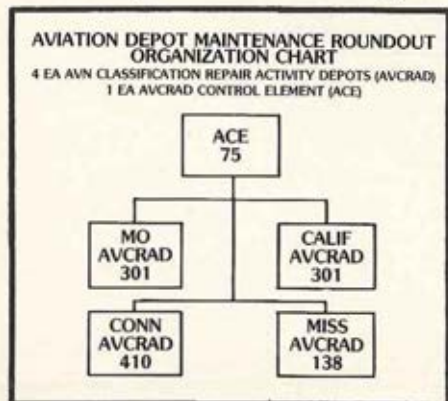
The command and control of the four AVCRAD's is to be vested in an ARNG TDA organization, which is to be organized, and will be known as the AVCRAD Control Element. Upon mobilization, this organization will be under the command of the **U.S. Army Depot Systems Command (DESCOM)**.

The TDA's of the AVCRAD's will be tailored to provide a heavy and light maintenance capability. The difference between the two is based upon the number of personnel and the sophistication of the equipment contained in each organization. Initially, a heavy and light AVCRAD will be deployed to the theatre along with the AVCRAD Control Element.

The total ARNG personnel involved in this venture is 1,225 (1,150 AVCRAD personnel and 75 AVCRAD Control Element personnel). In the AVCRAD units there are 706 direct labor personnel which equate to a 953,100 man-hour capability for a 180-day period. This man-hour capability will be utilized to accomplish classification and repair of airframes, engines, components, avionics, and armament equipment.

**Peacetime training** of the Aviation Depot Roundout personnel will be the overall responsibility of HQ DARCOM. The ARNG will actually plan and schedule the training, provide the personnel to be trained, and fund for their pay and allowances, per diem, and travel. In addition, the ARNG will coordinate with the **U.S. Army Troop Support and Aviation Materiel Readiness Command (TSARCOM)** for new equipment training

(Continued on Page 81)





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

**SIKORSKY  
AIRCRAFT**



Division of

**UNITED  
TECHNOLOGIES.**

# AAH Power



## The T700: Thoroughly proven power for the rugged AAH mission

When the Army/Hughes AH-64 Advanced Attack Helicopter arrives on the modern, tank-heavy battlefield, its T700 engines will be equal to the challenge. Backed by exceptionally rigorous testing, plus years of experience powering the Army's Black Hawk, the T700 will provide the extra reliability, survivability and simplified maintenance needed for the AAH's demanding operating environment.

GENERAL  ELECTRIC

**T**HE past month has been a rather dynamic period with much happening in the Army Aviation community.

It is budget hearing time on Capitol Hill, and the DARCOM Project Managers and TRADOC System Managers for our aviation systems have been called upon frequently to assist in presenting our FY 80 aviation needs to the Congress.

Among those here most recently were **BG Jack Woodmansee**, TRADOC; **BG Ed Browne**, AAH; **COL (P) Dick Kenyon**, Black Hawk; **COL Jay Pershing**, Cobra; **COL Bruce Crowell**, SEMA (Special Electronic Mission Aircraft); **COL Jack Keaton**, ASE (Aircraft Survivability Equipment); **COL Walt Rundgren**, ASH; **COL Gus Cianciolo**, SOTAS (Stand Off Target Acquisition System); and **COL Jim Hesson**, CH-47D.

And speaking of **Jim Hesson** and the **Chinook MOD Program**, the first CH-47D modernization aircraft was rolled out at the Boeing Vertol Philadelphia facility on 6 March, 33 months after initial contract award and four months ahead of schedule. A large crowd was on hand for the occasion, representing a wide spectrum of Army Aviation activities to include unit representation from the 101st Aviation Group, led by **COL Fred Watke**, their commander.

I had the pleasure of accompanying the senior Army representative for the occasion, **Dr. Percy A. Pierre**, Assis-

tant Secretary of the Army (RDA), to the ceremony and hearing his very complimentary remarks on the program and Army Aviation. The CH-47D **Chinook** is scheduled for first flight on 14 May 1979, and we will look forward to continued successes in this development.

In the force structure and aircraft distribution area, the **ARCSA III Annual Update** was held at Fort Rucker 26-28 February hosted by **COL Bernie Knight** and **LTC Ron Stebbins** of the Combat Developments Directorate. The emphasis was on enhancing our tactical structure while consolidating support resources whenever possible. As the FY 81-85 force continues to flesh out, aviation will play an even more important role with an aviation battalion in each division and an aviation group in the European corps.

These actions further embrace the fundamental precepts of Army Aviation by integrating organic aviation at the lowest level having a full time requirement for the resources while placing a minimum support burden on the ground units. These organizational principles will be further embodied in the upcoming **ARCSA IV** which will be built around the results of TRADOC's very comprehensive efforts on **Division 86**.

Concerning indirect support aircraft, we continue to have serious shortfalls in this area and will be forced to use

## **WE'RE IN A RATHER DYNAMIC PERIOD!**

**A comprehensive mid-April 1979 report by  
BG Carl H. McNair, Jr., the DA Aviation Officer**

substitute assets (U-8F, T-42, U-3's and the like) for some time. Unfortunately, our requirements (over 300 needed) simply don't match our assets (80 C-12s, 105 U-21s); therefore, many units and locations will continue to be issued substitute aircraft. We are acutely aware of these shortfalls and the physical limitations of the substitutes, however, be assured we are intensively managing the available aircraft to see that they are distributed according to mission and unit priority.

## U-8's to be released

Ongoing and planned Army consolidation actions should release additional aircraft to the Reserve Components this year thus retiring all U-8D and U-8G's by the end of FY 79. So there is some progress. The two most recent consolidations were the flight detachments of Fort McClellan with Anniston Army Depot and First Army with the Military District of Washington. Our objective has been to consolidate geographically wherever possible to effect aircraft and personnel savings without degradation in support. From all accounts, the objectives are being met and support continues to be at or above that received prior to consolidation.

There have been some background vibes concerning recent DA ODCSPER actions which disallowed some of the FY 79 operational flying position requests from the field. But I must assure you these requests were not taken lightly. Each and every position was scrutinized by a review board, comprised of DA staff members.

Unfortunately, many of the justifications simply did not meet the criteria for operational flying status or the record failed to reflect that the incumbent had actually flown a reasonable number of hours in the preceding year to justify the need.

Consequently, the board had little choice but to redesignate those positions not properly documented. Requests for reinstatement or initial documentation of these positions to ODCSPER can be made at any time pilot duties become a requirement of the position.

The long awaited Battalion Command List was published last month with 45 Army Aviators selected for a wide range of commands. Of these, 28 were selected for aviation troop commands, five for combat service support commands, 11 for combat arms and combat support arms commands, and one for an air traffic control command.

Those named for the 28 aviation troop commands are as follows:

Ronald H. Bryce. ....	Kenneth D. Loveless
Dante A. Camia. ....	Lloyd D. Mason
Peter H. Carr. ....	Marvin E. Mitchiner
Jacob B. Couch, Jr. ....	John Moscrip, Jr.
Victor L. Donnell. ....	George M. Mullen
William R. Fisher. ....	Haspard R. Murphy
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Robert D. Hurley. ....	Bary J. Sottak
Alan F. Jones. ....	Gordon W. Tingle
John M. Kilkinney. ....	Robert L. Wolf
Joseph W. Kuppich. ....	Robert S. Young

## A super job!

I attended two days of the meeting, and it was a valuable experience for me to hear the unit level concerns and gain a better appreciation of the "grass roots" level problems. The Reserve Components, especially in aviation, are doing a super job — and in these days of reduced manpower, just as in the active force, they, too, are doing it with less.

The ATM's and ARTEP's present unique problems to the Reserve Components, and we will attempt to focus on what can be done for possible relief on specific issues.

**LTC Bob Shain** of our office attended the 17-18 March Sixth Army Standardization and Training Conference in Reno and advises it too was very productive and well attended. **COL Tom Howell's** Fifth Army Standardization, Training, and Safety Conference is scheduled for 2-4 May in San Antonio. I hope to attend the San Antonio meeting in order to round out a full perspective of the CONUS Armies' aviation posture.

While attending a recent **Airpower Symposium** at the Air University, Maxwell AFB, I had the opportunity to talk with the Army aviators in residence at the Air Command and Staff College (ACSC) and Air War College (AWC). I was quite pleased to note that fully half of the total Army students there are aviators, 20 in the ACSC and three in the AWC. Army Aviation is equally well represented on the Army faculty, ably led by **COL Gene Crooks** and supported by **COL Carl Stephenson**.

You can be assured our aviators at Maxwell are working closely with their Air Force contemporaries to present a clear picture of our mission and capabilities. In turn, they are building a rapport and understanding which should facilitate the synergistic application of Army and Air Force tactical air resources on the battlefield for years to come — and that is where it counts.

### **A renewed awareness**

In that vein, I would invite your attention to a recent article in the March issue of "Army" magazine by **General Hamilton H. Howze** on "The Case for the Helicopter." The article reaches back a bit, then brings us up to date with a renewed awareness and sensitivity towards

### **PRODUCT SUPPORT**

The J.P. Cribbins 1979 Product Support Symposium sponsored by the Lindbergh Chapter-AAAA will be held at the Henry VIII Inn, St. Louis, Mo., on May 23-24. For information, phone Paul Hendrickson at (314) 268-2383, Don Luce at (314) 436-2070, or write AAAA.

the role of Army Aviation in a mid-intensity environment.

As **General Howze** points out, we all should be acutely aware that the aviation role should not be diminished — but should be ever further enhanced — because the helicopter gives the ground commander an essential additional dimension on the battlefield. That dimension and the mobility therein becomes the true combat multiplier that our Army must have to fight outnumbered — and win. Sage advice indeed from one who served as our first Director of Army Aviation and led Army Aviation into the rotary wing age.

### **Atlanta—'79!**

This issue serving as the "Convention Program" for AAAA's 21st National Convention, I'd like to extend my best wishes to the aviation professionals who are fortunate enough to take advantage of the Association's 19-22 April program in Atlanta.

From my vantage point, it promises to be one of our best ever. The professional and social programs are jam packed — leaving nothing to chance for a professionally rewarding, aviation-oriented weekend. I look forward to meeting many of you at this and later Quad-A gatherings!

# GPS DEMONSTRATES MILITARY VALUE.

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set to qualify without waivers under multi-service specifications. And the Man-pack, the smallest, lightest, most energy-efficient GPS receiver surpassed Phase I concept validation goals. Demonstrated performance that further establishes Magnavox leadership in both Satnav and spread spectrum technologies, common module design, and equipment that combines optimum performance with life-cycle cost.



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**THE 1979  
AAAA NATIONAL  
CONVENTION  
ISSUE AND  
PROGRAM**

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ATLANTA, GEORGIA**

**THURSDAY, APRIL 19  
THROUGH  
SUNDAY, APRIL 22**

# Announcing ESLAR— the Field Commander's other alternative.

The mobility of ground forces has escalated sharply.

For that reason, Grumman has created ESLAR—Electronically Scanned Side-Looking Airborne Radar—for the proven OV-1 Mohawk.

With a 90° field-of-view and a real-time CRT display.

All-weather coverage and increased effectiveness over the present SLAR system.

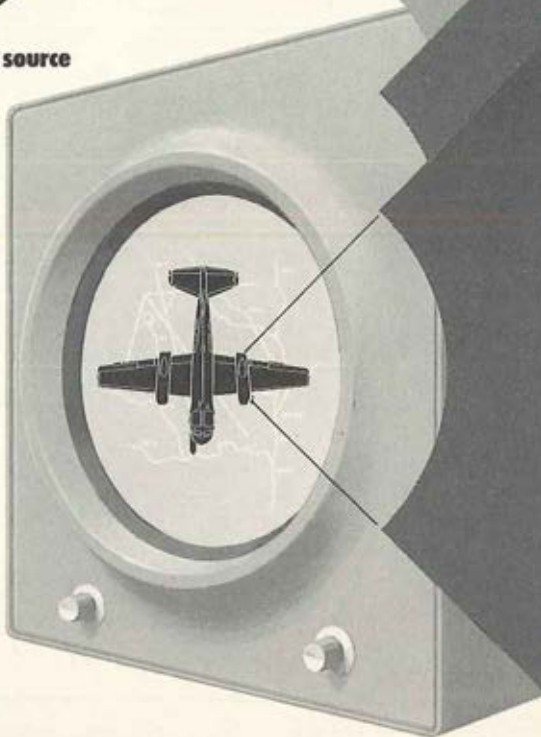
The result: location, speed, and direction of many targets within Corps' area—from one platform, in real time.

ESLAR—not a paperwork dream—instead, a low cost, straightforward and logical extension of proven capabilities.

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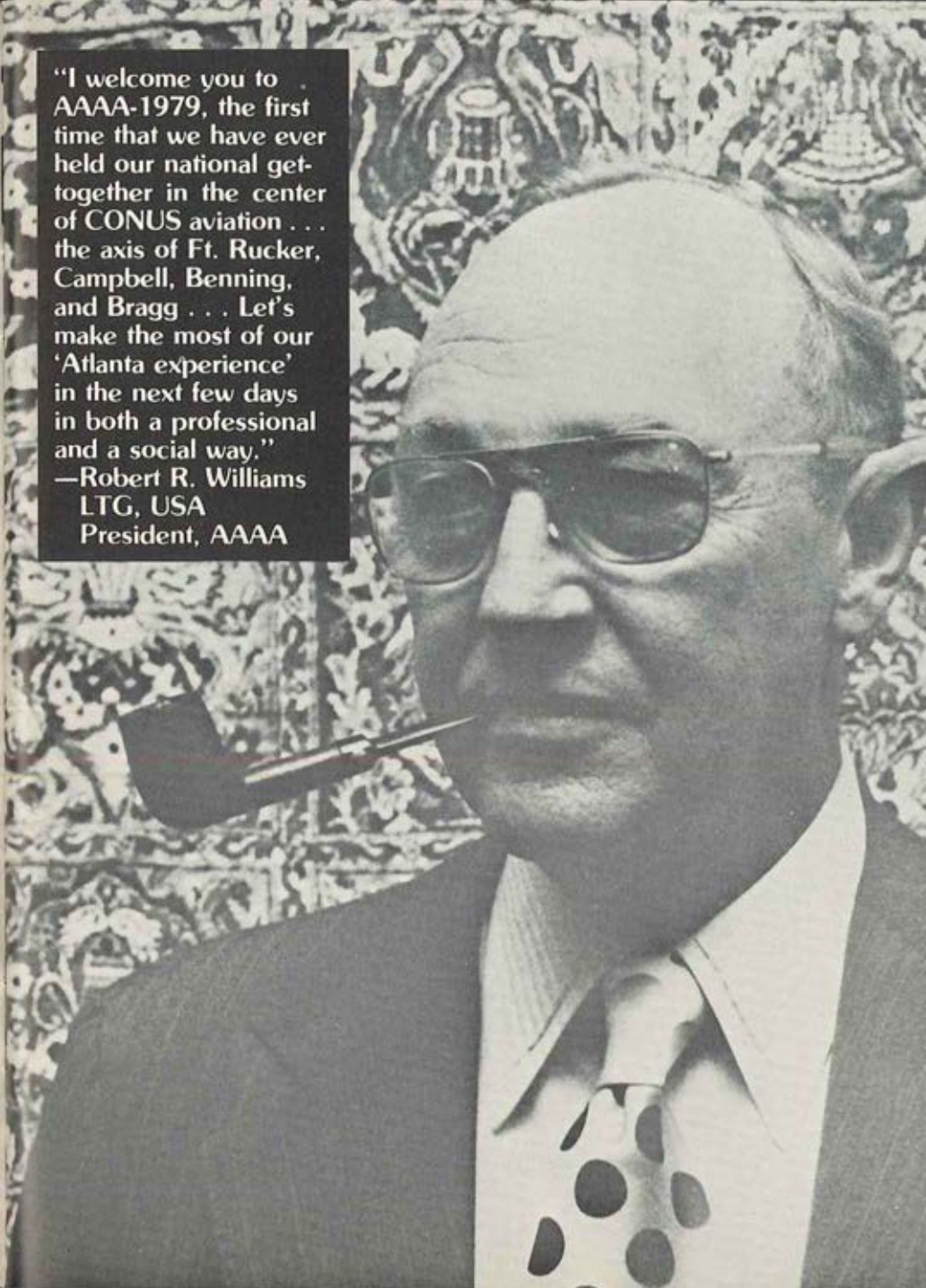
**GRUMMAN**

**The reliable source**



"I welcome you to AAAA-1979, the first time that we have ever held our national get-together in the center of CONUS aviation . . . the axis of Ft. Rucker, Campbell, Benning, and Bragg . . . Let's make the most of our 'Atlanta experience' in the next few days in both a professional and a social way."

—Robert R. Williams  
LTG, USA  
President, AAAA



# The cost underrun.

It's the development contract for the Army's CH-47D helicopter, a new Chinook generation for advanced performance and service. After nearly \$50 million worth of work extending over 31 months, this remanufactured aircraft reaches its rollout milestone almost half a million dollars under budget.

At the same time, it is rolling out fully four months ahead of schedule. Every one of the D Model's six previous production milestones has been reached well before target dates. It's Boeing know-how and can-do, hard at work to give the Army more value for its dollar.

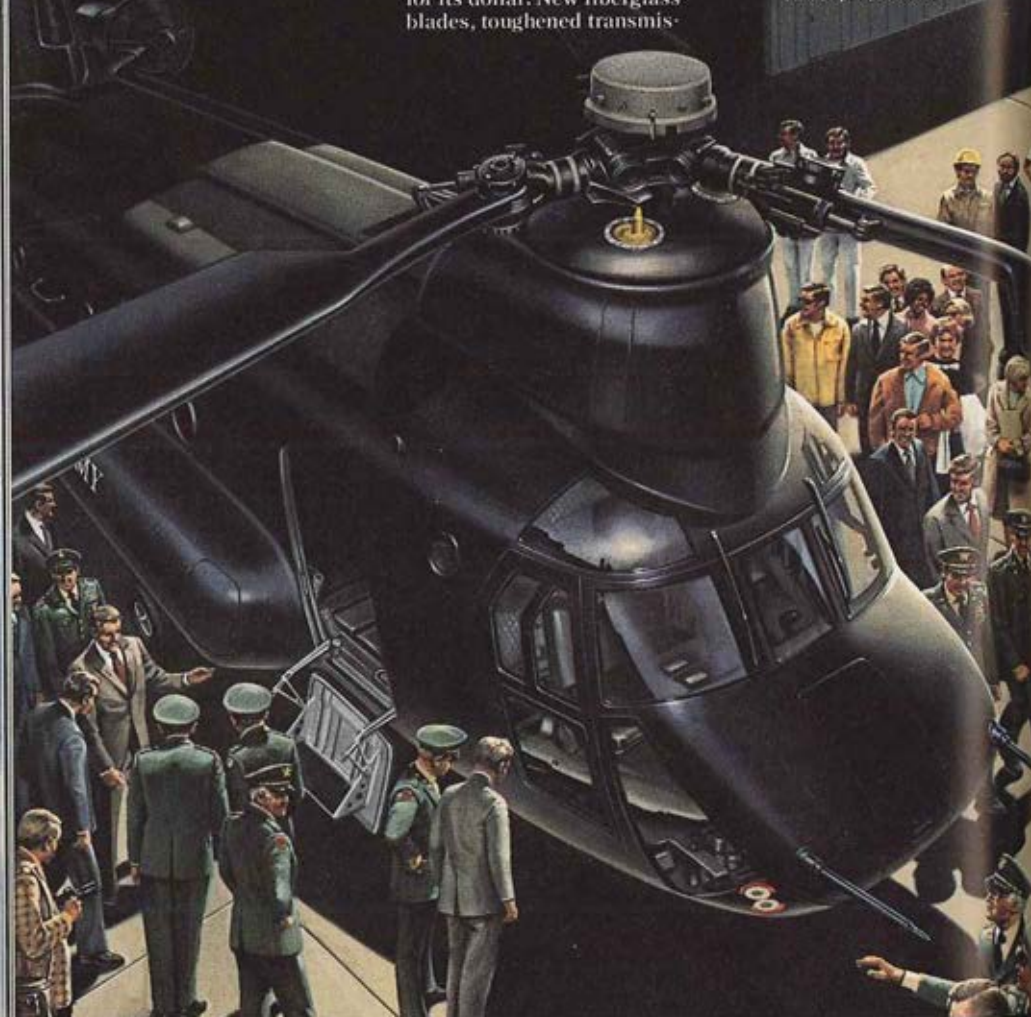
And the 47D will give the Army more performance for its dollar. New fiberglass blades, toughened transmis-

sions, advanced avionics, and other improvements will keep the Chinook up front as effective support for the ground commander.

Ahead of time, on cost, beating objectives. Because there's no budget on Boeing performance.

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\*Deceased



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Secretary: 1st Lt. David M. Lusker

95 Members — Status: Inactive

## **CHICAGO AREA CHAPTER**

President: 1LT Ray R. Norris

Secretary: To Be Elected

76 Members — Status: Inactive

## **COASTAL EMPIRE CHAP (Hunter)**

President: Major Bruce P. Mauldin

Secretary: To Be Elected

136 Members — Last Met: 23 Jan. 1979

## **CONNECTICUT CHAPTER (Stratford)**

President: LTC Vincent P. Bailey, Ret.

Secretary: LTC Leland F. Wilhelm, Ret.

216 Members — Last Met: 6 Feb 1979

## **CORPUS CHRISTI TEXAS CHAPTER**

President: Colonel Charles F. Drenz

Secretary: Ms. Peggy Rutter

350 Members — Last Met: 30 Jan. 1979

## **DAVID E. CONDON (Ft. Eustis)**

President: Colonel Richard L. Stoessner

Secretary: Captain Campbell M. Motley

188 Members — Last Met: 21 March 1979

## **DELAWARE VALLEY CHAPTER**

President: CW3 Ralph E. Domenic, Ret.

Secretary: To be elected.

133 Members — Status: Inactive

## **EMBRY-RIDDLE CHAP. (Daytona)**

President: To Be Elected

Secretary: To Be Elected

84 Members — Last Met: 23 Sept. 1978

# Activities

## ESFAHAN CHAPTER (Iran)

73 Members — Deactivated 16 Feb. 1979

## FORT BENNING CHAPTER

President: To Be Elected

Secretary: CW2 Richard M. Mazur

105 Members — Status: Inactive

## FORT BRAGG CHAPTER

President: Colonel Jessie E. Stewart

Secretary: Captain Gary S. Mulrooney

154 Members — Status: Inactive

## FORT HOOD CHAPTER

President: To Be Elected

Secretary: To Be Elected

185 Members — Last Met: 22 Feb. 1979

## FORT MONROE CHAPTER

President: LTC William W. Fraker

Secretary: LTC Raymond F. Holleran

58 Members — Last Met: 10 March 1979

## FORT RILEY CHAPTER

President: To be elected.

Secretary: To be elected.

50 Members — Status: Inactive

## FORT SILL CHAPTER

President: Lieut. Colonel Daniel T. Madish

Secretary: CW2 Lawrence A. Morgan

87 Members — Last Met: 27 Oct. 1978

## FRANCONIA-MARNE CHAPTER

President: LTC David W. Keating

Secretary: CW3 David C. Thill

161 Memb. — Last Met: 22 March 1979

## FULDA CHAPTER (Germany)

President: CW4 Norris M. Woodruff

Secretary: CW2 Robert Whatley

49 Members — Last Met 9 Feb. 1979

## GOLDEN GATE CHAPTER

President: LTC Christian J. Miller, III

56 Members — Status: Inactive

## GRAND CANYON CHAPTER

President: Colonel Samuel G. Conley, Jr.

Secretary: Captain James O. Erickson

95 Members — Last Met: 4 April 1979

## LEAVENWORTH AREA CHAPTER

President: LTC Charles A. Robinson, Jr.

Secretary: Major William R. Craig

103 Members — Last Met: 17 Jan. 1979



BG Kastner



COL Bonifacio



COL Stoessner



CW4 Luchner



COL Petersen



CD Perry



BG Kennedy



COL McConnell



COL Drenz



MAJ Manilla



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President: Colonel Walter A. Ratcliff

Secretary: Ms. Carol C. Murta

308 Members — Last Met: 22 Feb. 1979

**LONE STAR CHAPTER (Austin)**

President: Major James E. Stockton

Secretary: Major Robert E. Brown

46 Members — Last Met: 30 Jan. 1979

**MAINZ CHAPTER**

President: CW2 Lester R. Witmer

Secretary: 1st Lt. John L. Priest

202 Members — Last Met: 8 March 1979

**MISSISSIPPI VALLEY CHAP. (Iowa)**

President: CW4 Henry S. Luchner

Secretary: Lieutenant Roy H. Ballinger

173 Members — Last Met: 22 June 1978

**MONMOUTH CHAPTER**

President: Colonel Darwin A. Petersen

Secretary: Mr. Vincent C. O'Donnell

195 Memb. — Last Met: 22 March 1979

**MONTEREY BAY CHAP (Ft. Ord)**

President: CW3 Stephen E. Warren

Secretary: Captain Russell J. Sanderson  
106 Members — Last Met: 31 Jan. 1979**MORNING CALM CHAPTER (Seoul)**

President: Colonel George Newton

Secretary: Captain Daniel J. Petrosky

79 Members — Last Met: 5 May 1979

**PERSIA CHAPTER (Teheran)**

94 Members — Deactivated 16 Feb 1979

**PIKES PEAK CHAPTER (Ft. Carson)**

President: Major Robert C. Stack, Jr.

Secretary: To be elected.

78 Members — Last Met: 21 April 1978

**RHINE VALLEY CHAPTER**

President: Colonel Lewis J. McConnell

Secretary: Lieut. Colonel Jon C. Stillman

140 Members — Last Met: 29 Sept. 1978

**RIYADH CHAPTER (Saudi Arabia)**

President: LTC Charles W. Addicott

Secretary: Captain Harold Liner

21 Members—Last Roster: 15 Nov. 1978

**SCHWABEISCH HALL CHAPTER**

President: Major John F. Sheehan

Secretary: Captain George H. Smiley, III

64 Members — Status: Inactive

**SO. CALIFORNIA CHAPTER (L.A.)**

President: Mr. Carl D. Perry

Secretary: To Be Elected

210 Members — Last Met: 29 Jan 1979

**STUTT GART CHAPTER (Germany)**

President: Major Anthony C. Manilla

Secretary: Captain John T. Moore

124 Members — Last Met: 7 Dec. 1978

**SUN BOWL CHAPTER (Fort Bliss)**

President: CW4 Harold E. Weir

Secretary: LTC Thomas O. Finley, Ret.

63 Members — Last Met: 24 Jan. 1979

**SUN COAST CHAPTER (Central Fla.)**

President: BG Harold I. Small

Secretary: Major Thomas J. Shaver

58 Members — Last Met: 23 Sept. 1978

**TAR HEEL CHAPTER**

President: Colonel Barrie S. Davis, Ret.

Secretary: Major Warren M. Sandlin, Jr.

71 Members — Last Met: 17 March 1979

**TAUNUS CHAPTER (Germany)**

President: Major Jack E. Easton

Secretary: CW3 John C. Horvath

91 Members — Last Met: 23 March 1979

**TENNESSEE VALLEY (Huntsville)**

President: COL Clement A. Wyllie, Jr.

Secretary: Mr. Robert O. Wyne

65 Members — Last Met: 21 Sept. 1978

**VALLEY VIEW CHAPTER**

President: CW4 Paul T. Nelson

Secretary: CW3 Robert E. Alexander

48 Members — Last Met: 23 Feb. 1979

**WASHINGTON, D.C. CHAPTER**

President: Colonel Walter Urbach, Jr.

Secretary: Mr. Leonard D. Kulik

510 Memb. — Last Met: 31 March 1979

**NOTE:** "Inactive" status applies when the Chapter has not disseminated a meeting notice through the Nat'l Office in CY 78, or has not provided an updated officer roster as at 1 January 1979.

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An Operating Group of International Harvester



# Objectives and Purposes

## BACKGROUND

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

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

## GENERAL PURPOSES

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

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

## SPECIFIC OBJECTIVES

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

**EXCHANGING** ideas and disseminating information pertinent to Army Aviation through the media endorsed by the Association.

**STIMULATING** good fellowship nationally, regionally, and locally.

**INSPIRING** Army-wide and nationwide interest in Army Aviation careers.

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

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

**MAINTAINING** historical records.

**CONDUCTING** meetings, seminars, briefings, symposiums, exhibitions, air meets, etc.

**RECOGNIZING** outstanding contributions within Army Aviation.

**PROVIDING** special types of group programs of benefit to the individual membership.

## SPECIFIC PROGRAMS

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

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

A **LOCATOR SERVICE PROGRAM**, augmented by bi-monthly "segment rosters" of Retired, AWOs, DACs, Industry, ARNG-USAR, and Company Grade members, all of which serve to assist the member in his efforts to keep abreast of the location and professional qualifications of his contemporaries.

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

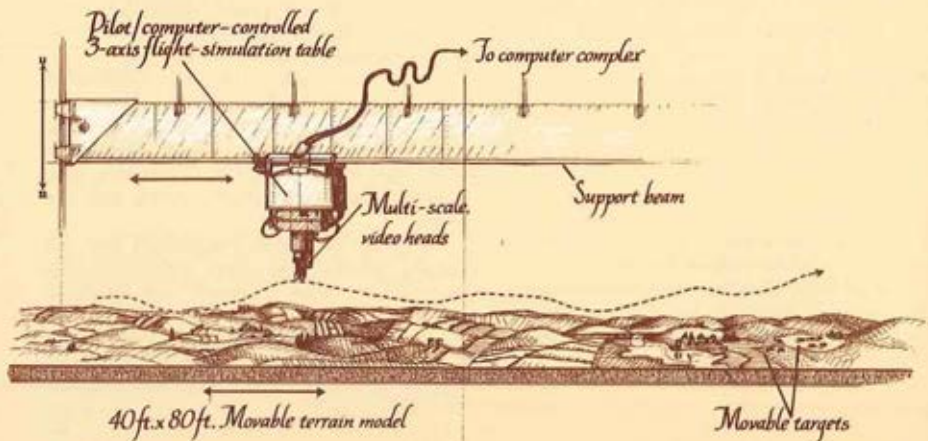
A **HALL OF FAME PROGRAM** that recognizes broad, long term individual contributions to Army Aviation and to those who serve within it.

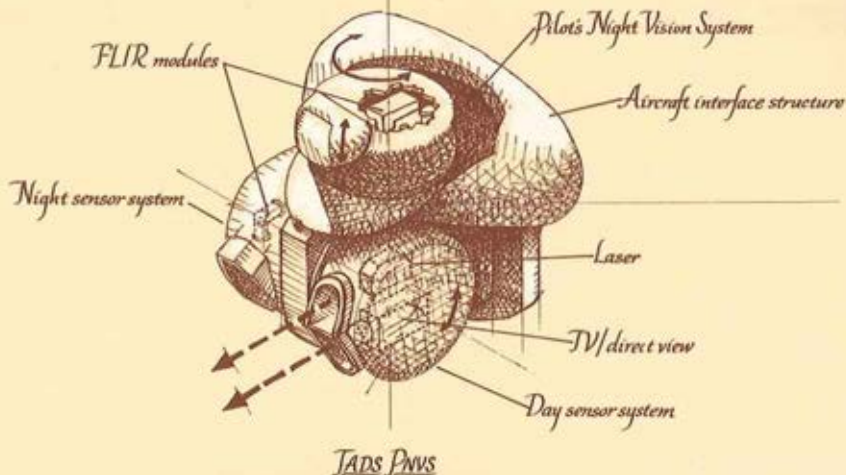
An **ANNUAL NATIONAL CONVENTION** at which distinguished panelists update attendees on current Army Aviation programs.

# How do you develop more effective defense systems?

## You start with vision.

### *Visions Simulator*





For three decades we have placed great emphasis on a continuous program of analysis and study to help us foresee the future course of world military strategy.

This vision for projecting military needs, and the development of technical resources to meet them, has significantly contributed to many of the country's first line defense systems.

In fact, a number of systems with vision of their own have grown out of this analytical approach. Paveway, an airborne laser designator, Pave Penny, an airborne laser tracker, and a Target Acquisition and Detection System known as TADS, for example, all required advanced electro-optics in order to search out, mark, and track targets day or night. Our Pilot's Night Vision System (PNVS) required new developments in forward-looking infrared technology.

When analyses also revealed a greater need for first-round accuracy, the military services called for weapons that could "see." Two such are Copperhead, a laser-guided artillery projectile, and Pershing II, a tactical missile that uses radar cor-

relation, terminal guidance to point of impact.

To test systems with advanced technologies we've invested in some of the most sophisticated facilities in the industry. A unique and spectacular one is our multi-million dollar Simulation and Test Laboratory. Its electro-optical simulator includes a mammoth terrain model over which such systems can be "flown" by a pilot or missile.

Through vision, innovation and testing we've helped keep our country abreast of its defense needs. Without question, we're eminently qualified to help analyze and develop our country's future defense systems.

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# THE LORAL SYSTEM.

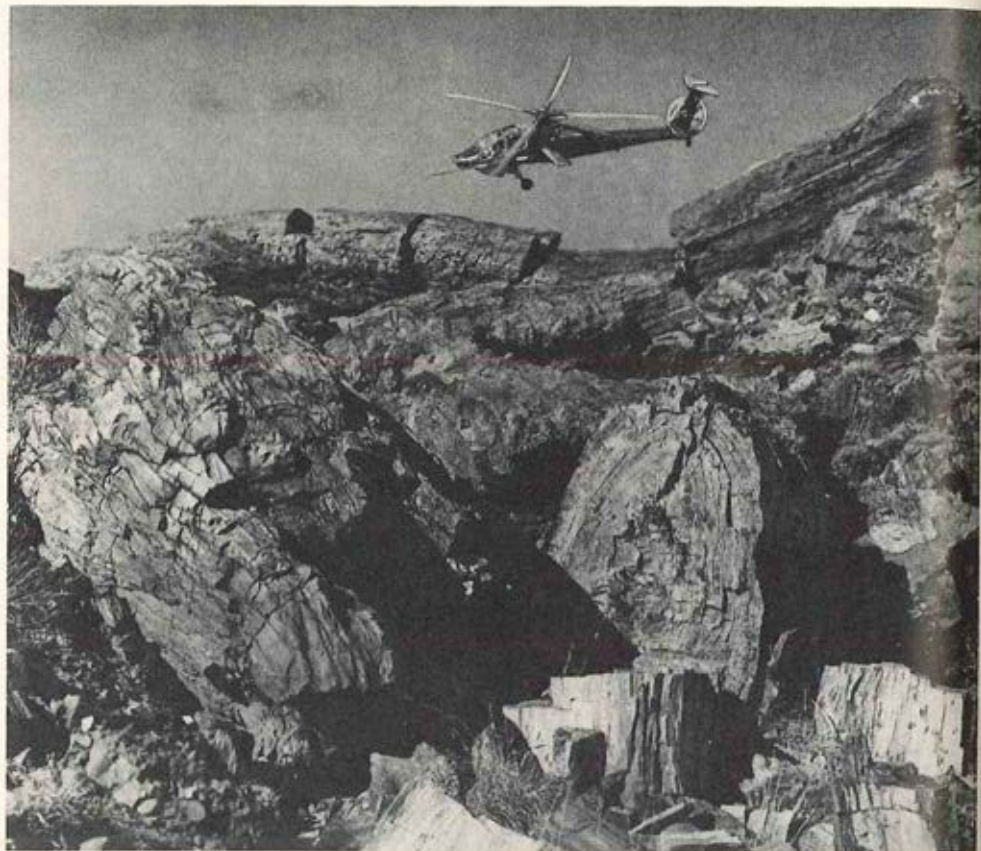
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# 1979 Chapter Delegates

Preliminary and incomplete list of AAAA members who have indicated they will attend the forthcoming 1979 AAAA Convention as Chapter Delegates.

## AIR ASSAULT

COL Edwin Aguanno  
COL Frederic W. Watke  
LTC James Brayboy  
LTC Terry L. Gordy  
LTC Lawrence Karjala  
LTC John McQuestion  
MAJ Larry Holcumb  
MAJ Robert M. Lee  
MAJ Floyd McLean  
MAJ Clint Miller  
MAJ Dennis O'Connor  
MAJ Alan Russo  
CPT James Beauchamp  
CPT Steve Berryman  
CPT Horace Murphy  
CW3 John Cattilini  
CW3 Jerry West

## ALOHA OF HAWAII

LTC John A.G. Klose

## BIRMINGHAM AREA

CPT James Capps  
CW3 W.R. Stephens  
CW2 Woody Strozler

## CHESAPEAKE BAY

MAJ David A. Yensan  
Jack Waugh

## CONNECTICUT

Vincent P. Bailey  
Eugene Buckley  
Joel Dimaggio  
Dallas Grimes  
Kenneth E. Horsey

John Kendrick  
Jack Mimnaugh  
John Soehnlein

## DAVID E. CONDON

COL John Adie\*  
COL Emmett Knight  
COL Richard Stoessner  
LTC Ken Eaton\*  
MAJ Thomas E. Bruns  
MAJ Richard Fields  
CPT Campbell Motley  
SFC Joe Harless  
Abe Lauer

## FORT BRAGG

MAJ John F. Jackson

## FORT HOOD

COL Robert F. Molinelli

## FULDA CHAPTER

CW3 Ted Randall  
WO1 Walter H. Phebus

## GOLDEN GATE

COL W.N. Phillips\*

## LEAVENWORTH AREA

LTC Robert S. Young

## LINDBERGH

MG Story Stevens  
MG Richard Thompson  
BG Edward Browne  
COL D.L. Bristol\*  
COL G.M. Daniels

COL James Hesson

COL Jack Keaton  
COL Richard Long\*  
COL Clarence Patnode  
LTC Floyd Eberhard  
CPT Dennis Williamson  
Robert Braun

## MONMOUTH CHAPTER

COL Roy White  
MAJ Lee Derks  
MAJ Robert Rodriguez  
Merton S. DuBois  
George Hogelin  
Charles Jones  
Vincent C. O'Donnell  
Harry Smith

## SUNCOAST CHAPTER

BG Harold I. Small  
COL Joseph Campbell  
LTC Richard Antros  
MAJ Thomas Shaver

## WASHINGTON, D.C.

COL Walt Urbach, Jr.  
COL Don P. Wray  
LTC Sy Berdus  
LTC Ernest Estes  
LTC Gerald Lethcoe  
LTC Harold Ramey  
CPT John Blake  
CW4 Mel Cook  
CW4 Chas. J. Williams  
SSG Harley Petree  
SFC Roy Taylor  
\*Retired



# AAAA Industry

\* Industry Member firms having 1979 Convention Displays

## **Applied Technology**

Robert W. Menzel, Sunnyvale, CA

## **Avco Lycoming Division\***

Richard B. LeMar, Stratford CT;

Arthur J. Burrows, Wash., DC

## **Beech Aircraft Corporation\***

Wm. G. Rutherford, Wash, DC;

J.K. MacKay, Wichita, KS

## **Bell Helicopter Textron\***

Phil C. Norwine, Ft. Worth TX;

Warren T. Rockwell, Wash., DC

## **The Boeing Company**

Dr. R.L. Brock, Seattle, WA;

John H. McMinn, Wash, D.C.

## **Boeing Vertol Company\***

William P. Jones, Phila., PA;

V.E. Pesqueira, Philadelphia, PA

## **Calspan Corporation**

Miles W. Hall, Buffalo, NY

## **Canadian Marconi Company\***

L. Leveille and E. Spinner, Montreal

## **Cessna Aircraft Company**

K.W. Whisler, Wichita, KS;

J.J. Pohlen, Washington, D.C.

## **Chandler Evans, Inc.**

F.F. Defronzo & J.M. Maljanian

West Hartford, CT

## **Consolidated Controls Corp.**

Jos. A. Fontana, El Segundo CA

## **Control Data Corporation**

Dean R. Paquette, Arlington, VA

## **de Havilland Aircraft of Canada**

Joseph L. Gude, Wash., D.C.

Russ Bannock, Toronto, Ont.

## **Detroit Diesel Allison Division**

R.A. Pejeau, Arlington, VA

## **Doss Aviation, Inc.**

Fred H. Farner, Ft. Rucker, AL

## **Dynaelectron Corporation**

Dan R. Bannister, McLean, VA;

Jack Vestal, Ft. Worth, TX

## **Embry-Riddle Aero Univ**

Wilbur A. Middleton, Daytona, FL

## **Emerson Electric Company\***

Merle Engle, St. Louis, MO

## **E-Systems, Inc.**

John W. Dixon, Dallas, TX;

Robert C. Smith, Arlington, VA

## **Ford Aerospace & Commun. Corp.**

Ronald K. Ressler & E.S. Iverson,

Newport Beach, CA

## **General Dynamics Corporation**

J.A. Robertson, San Diego, CA;

Karl S. Warren, Arlington, VA

## **General Electric Company\***

Wm.J. Crawford, III, Lynn, MA;

Ronald E. Krape, Wash, DC

## **Global Chemical Systems, Inc.**

E. Brad Atwood, Gardena, CA

## **Grumman Aerospace Corp.\***

John A. Kendrick & Joel Dimaggio,

Bethpage, NY

# Members

## **Howell Instrument, Inc.**

E.H. Arbuckle, Ft. Worth, TX

## **Hughes Aircraft Company**

Charles Z. Becker, Culver City;

Nicholas Rayne, Wash., DC

## **Hughes Helicopters Division\***

Carl D. Perry, Culver City, CA;

George D. Iverson, Wash., D.C.

## **Hydraulic Research Textron**

K.G. Stern, Valencia, CA

## **ITT Avionics Division**

B. Samitt, Nutley, NJ;

P. Jenkins, Washington, D.C.

## **Kaman Aerospace Group**

John D. Mimnaugh, Bloomfield, CT

## **Litton Systems, Inc.**

C.A. Christofferson,

Woodland Hills, California;

Earl Montgomery, Wash., D.C.

## **Loral Electronics Systems\***

Jules Frohmann, Yonkers, NY

## **Marconi Avionics, Inc.\***

John D. Bolton

Atlanta, GA

## **Martin Marietta Aerospace\***

John S. Bright, Orlando, FL;

Harold G. Swallow, Bethesda, MD

## **Northrop Corporation\***

W.H. Habblett, Los Angeles, CA;

H. Victor Bray, Arlington, VA

## **Northrop Worldwide Acft Svcs**

John D. Foy, Lawton, OK;

John W. Tranter, Ft. Rucker, AL

## **Perkin-Elmer Corporation**

James H. Beardsley, Norwalk, CT

## **Rockwell-Int'l Collins Avionics\***

W.C. Strathern, Cedar Rapids;

Robert L. Severns, Arlington, VA

## **Rockwell-Int'l Missile Sys Div.**

D.B. Rassier, Anaheim, CA;

P.G. Paraskos, Columbus, OH

## **Sanders Associates, Inc.\***

James J. Connolly, Nashua, NH

## **Singer Company\***

J. Gilbert Nettleton & John A. Todd,

Washington, D.C.

## **Solar Turbines International**

Frank Iannolo, San Diego, CA;

Donald L. Kearns, Wash., D.C.

## **Tracor Sciences & Systems**

Floyd McCreight, Austin, TX

## **United Technologies Corp.\***

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Gary Rast, Stratford, CT



WJ Crawford



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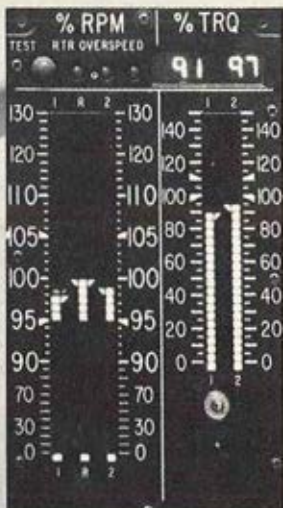
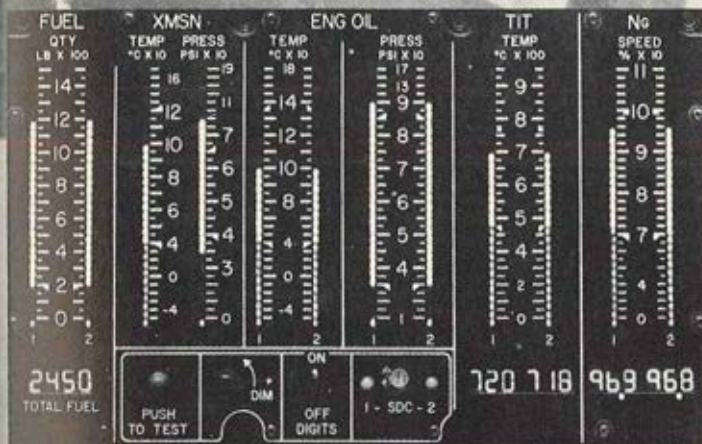
The CMA-730 series is available as discrete instruments as well as integrated display panels. Full information on request.



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The Sikorsky YUH-60A Black Hawk is an advanced technology helicopter developed for the U.S. Army as a combat assault squad carrier for the 1980s and beyond.

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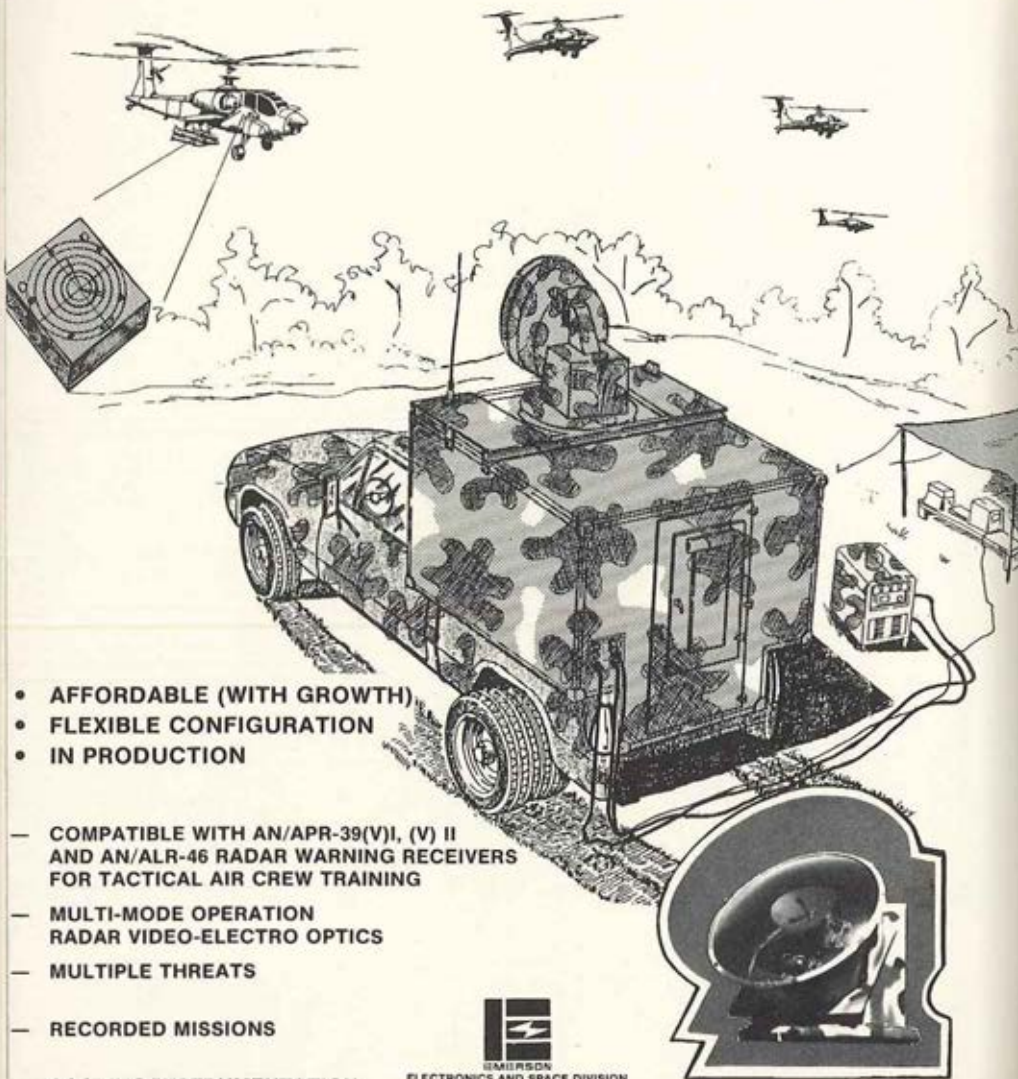
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O. Glenn Goodhand  
Fred'r'k C. Goodwin

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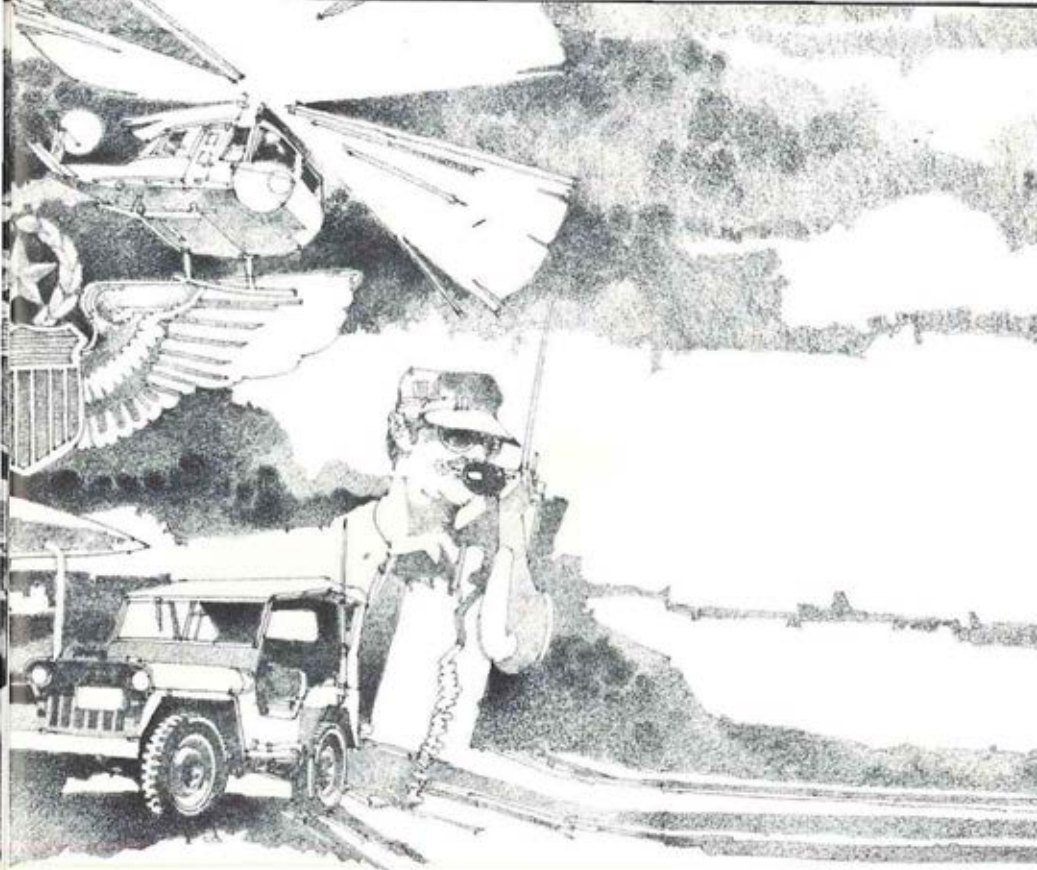
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James H. Proctor  
A.T. Pumphrey  
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Leland F. Wilhelm  
Robert R. Williams  
Warren R. Williams  
Bryce Wilson  
Deanel B. Wilson  
Harry E. Ziegler  
☆☆☆  
For the record, the members are those who rec'd primary flight training in '42-45, were Army L-Pilots, and are current in AAAA.



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



**The Rockwell-Collins AN/ARC-186(V)  
tactical VHF. Big news because  
life cycle costs are so small.**



Low acquisition and life cycle costs. Those are just two reasons why the U.S. Air Force recently selected the new Rockwell-Collins AN/ARC-186(V) VHF AM/FM tactical radio for their entire fleet.

ARC-186 will increase the MTBF nearly six times over the MTBF of VHF transceivers now in the Air Force's inventory. And life cycle cost savings projections are more than double original Air Force planned savings.

What's more, the ARC-186 will replace both their VHF AM transceivers and VHF FM transceivers since ARC-186 is the first production airborne military VHF AM/FM transceiver. Imagine the flexibility allowed by utilizing one radio to communicate either on the military FM frequencies for tactical use or on all VHF AM frequencies, either in plain text or secure speech with 25 kHz channel spacing.

Its weight is big news, too. A mere 6.5 lbs. It's capable of replacing VHF systems weighing up to seven times as much.

The ARC-186 is going to be a powerful voice with other domestic and international services as well. It can easily retrofit the ARC-131 (FM-622), ARC-134 (807), VHF-101, ARC-114 and it's directly replaceable for the ARC-115 — all that's needed is a screwdriver.

Available in either panel or remote mounted configurations.

For details, contact Collins Government Avionics Division, Rockwell International, Cedar Rapids, Iowa 52406. 319/395-4412.



**Rockwell  
International**

# BLACK HAWK

## SYNTHETIC FLIGHT TRAINING SYSTEM

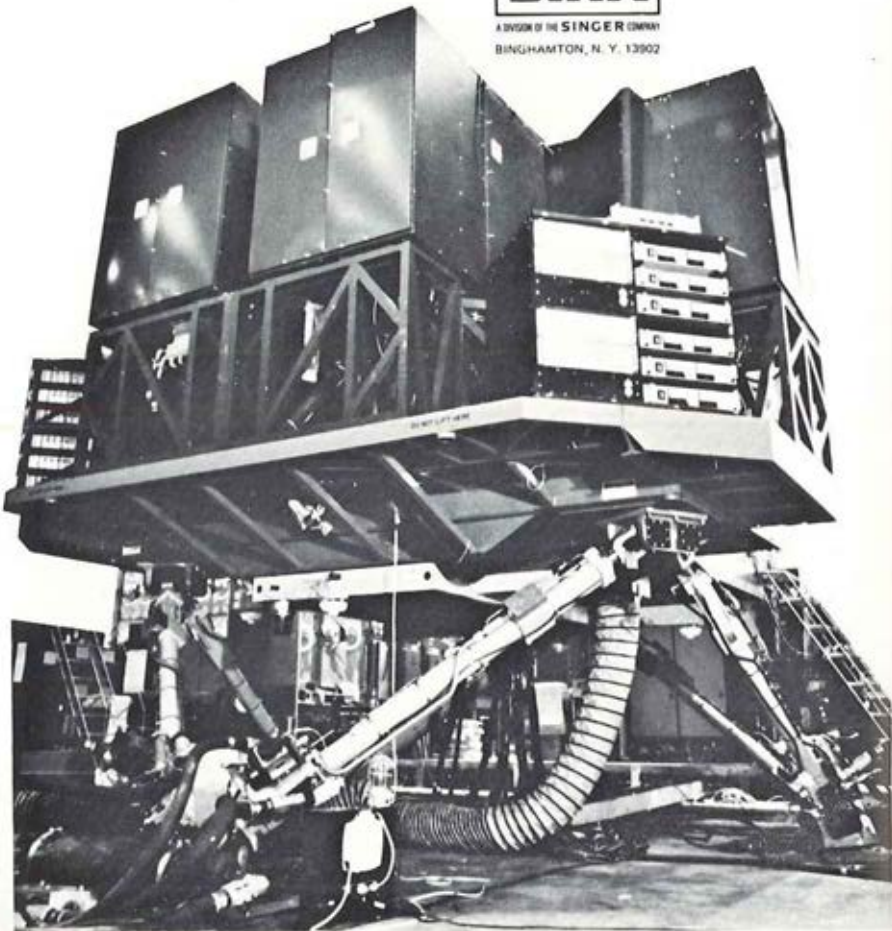
When the Army's most advanced utility helicopter, the Black Hawk, goes into service in the 1980's its extended survivability in hostile environment will also depend on the

best trained crew. Today Link simulation technology through the Army's synthetic flight training system (SFTS) is preparing to make that prerequisite a reality.

"50 Years of Simulation"

# Link

A DIVISION OF THE SINGER COMPANY  
BINGHAMTON, N. Y. 13902





# AAAA Hospitality Suites

**AAHHHHH!**



**S. California Chapter**  
Friday, Saturday nights

**BE AN EAGLE!**



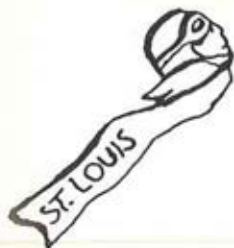
**Air Assault Chapter**  
Sat. night, 11-1 a.m.

**DAMN YANKEES!**



**Connecticut Chapter**  
Friday night, 10-1 a.m.

**GO LINDBERGH!**



**Lindbergh Chapter**  
Thurs. night, 10-1 a.m.

**PRIME MOVERS**



**David E. Condon**  
Thurs. night, 10-1 a.m.

**PEANUTS +**



**Avn Center Chapter**  
Thurs., Fri., Sat. nights

**WE'RE #1!**



**Corpus Christi Texas**  
Friday night, 10-1 a.m.

**HEAD SHEDDERS**



**Washington, D.C.**  
Friday, Saturday nights

**GET WIRED!**



**Monmouth Chapter**  
Thurs. night, 10-1 a.m.

# CLOSE ENCOUNTERS

OF THE TACTICAL KIND



MADE FASTER, EASIER, SAFER WITH OUR PMD

## PROJECTED MAP DISPLAY



Close tactical encounters, close support demand a lot from the pilot. Flying NOE missions requires fast and accurate navigation, especially at night.

With our Projected Map Display, the pilot can remain terrain-oriented—regardless of weather, visibility, altitude, or speed. To establish position at any time during flight requires only a glance at the display.

Target hand-off is simple and straightforward—the PMD can display target coordinates in lat/long and UTM grid.

Comprehensive trials in five tactical aircraft have proven the PMD. Seven years of operational use have demonstrated pilot confidence and a reduction in cockpit workload.

### *Features of the PMD include:*

- instant orientation—north or track up
- fast in-flight destination revision
- easy recce point storage
- full sunlight viewability
- demonstrated compatibility with night vision goggles

Let us tell you more. Contact us at Computing Devices Company, P.O. Box 8508, Ottawa, Canada K1G 3M9. You can also reach us by phone at 613/596-4841 or Telex 053-4139.

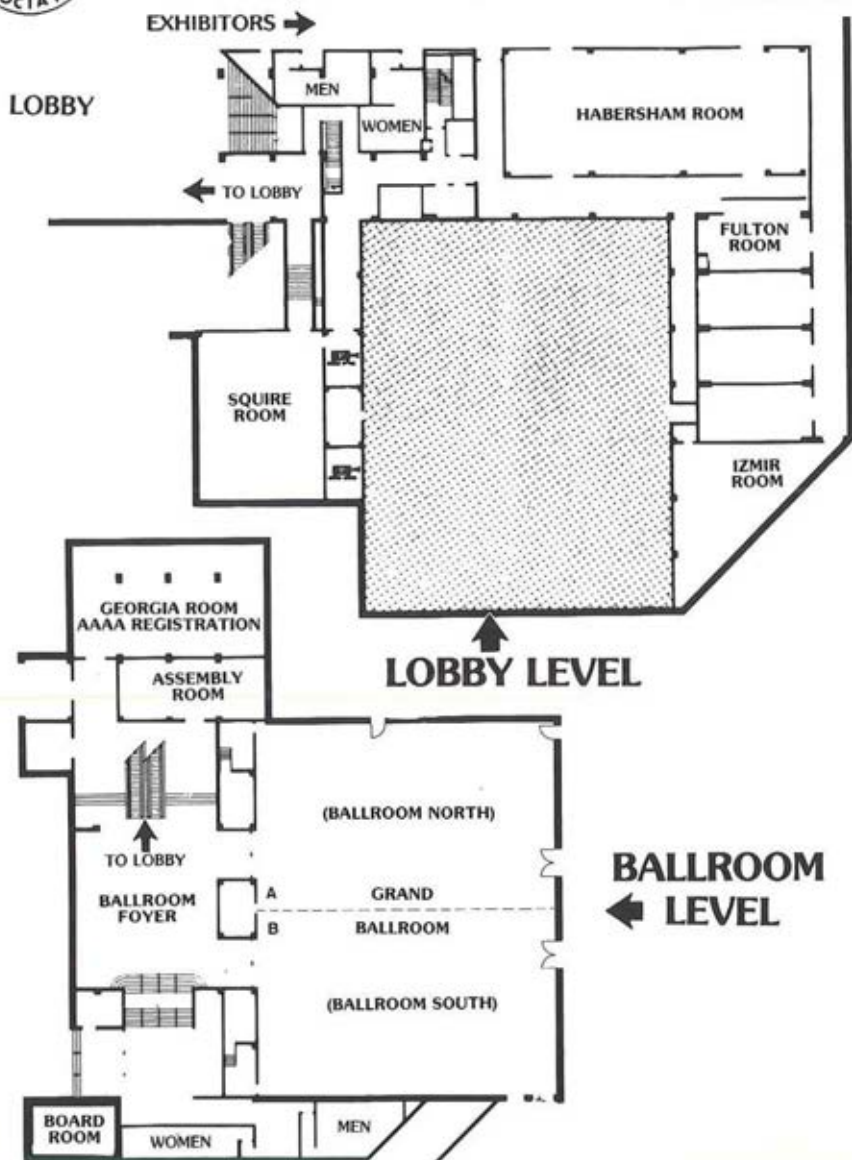
COMPUTING DEVICES COMPANY

a division of Control Data Canada Ltd.





# Colony Square Floor Plan



# 1979 PROGRAM

THURSDAY, 19 APRIL 1979

1300-1430

National Executive Board Luncheon  
Squire Room. (Wives are welcome.)

1430-1700

National Executive Board Meeting  
Squire Room.

AAAA Scholarship Foundation Board  
Business Meeting

Squire Room

1800-2100

Early Birds Reception  
Habersham Room (Lobby Level)

1800-2200

Dinner on the Town

There is no planned AAAA dinner  
function on Thursday, 19 April

2200-0100

Cloud 9.

The Thursday night Chapter Hospitality  
Suites will be hosted by the members of the  
Aviation Center, David E. Condon (Fort  
Eustis), Lindbergh (St. Louis), and Mon-  
mouth Chapters. 25th and 26th floors.

FRIDAY, 20 APRIL 1979

0800-0900

Chapter Delegates' Breakfast  
Grand Ballroom North

0900-0945

AAAA General Membership  
Business Meeting

Open Meeting for Delegates and Mem-  
bers. 1978 Annual Report. Elections of  
National Officers. Grand Ballroom North.

0945-1045

Program Break.

Enjoy coffee while viewing the AAAA Indus-  
try Exhibits in the Habersham Room.  
(Lobby Level)

1030-1200

Ladies' Brunch.

Izmir Room (Lobby Level)

1045-1130

AAAA General Membership  
Business Meeting

Second and final session for Delegates and  
Members. Open discussion on all activities.  
Grand Ballroom North.

1130-1300

Open Luncheon on the Mall or in the  
Colony Square Hotel.

1200-1430

Ladies' Tour of the Atlanta Memorial  
Art Center.

Guided Tour (No charge). Gather in the  
Galleria of the Art Center located across the  
street from the Colony Square Hotel.

1300-1305

Welcome to AAAA Attendees and  
Introduction to Professional Program



Lieutenant General  
Robert R. Williams  
AAAA National  
President

1305-1330

Keynote Address — "Army Aviation's  
Contribution to Total Force Readiness"

General Robert M.  
Shoemaker,  
CG, U.S. Army  
Forces Command



1330-1430

**Threat Briefing and the Results of the  
Army Aviation Program Review - 1978**

Major General  
James H. Merryman,  
CG, USA Aviation  
Center & Ft. Rucker



1430-1530

**Program Break — Refreshments**

Coffee will be served in the Industry Exhibit Area in the Habersham Room on the Lobby Level.

1530-1610

**The Requirements to Meet Wartime  
Scenarios, Personnel and Logistical.**



Brigadier General  
Carl H. McNair, Jr.,  
Dept. of the Army  
Aviation Officer

Joseph P. Cribbins,  
Special Assistant for  
Aviation Logistics,  
ODCSLOG, DA



Lieutenant Colonel  
George A. Morgan,  
Prof Devel Division,  
MILPERCEN, DA



1610-1630

**U.S. Army Reserve Readiness**

Major General  
Henry Mohr,  
Chief of the  
Army Reserve



1630-1650

**Army National Guard Readiness.**



Major General  
Emmett H. Walker, Jr.,  
Director, Army  
National Guard

1650-1730

**Panel Discussion.**

Major General  
James C. Smith,  
Director of Training,  
ODCSOPS, DA,  
Moderator



1730-1830

**1979 Cub Club Reunion**

Squire Room

1915-2045

**The President's Reception**

Grand Ballroom South (Informal)

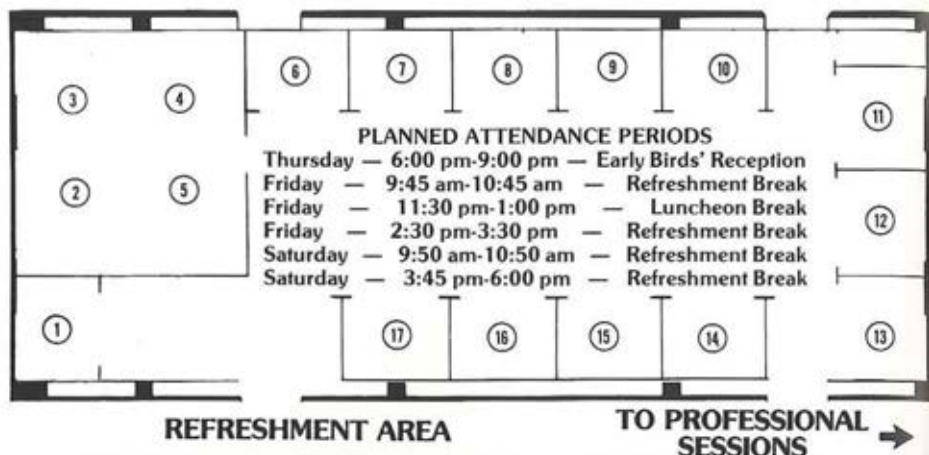
2045-2100

**The FORSCOM Pageant**

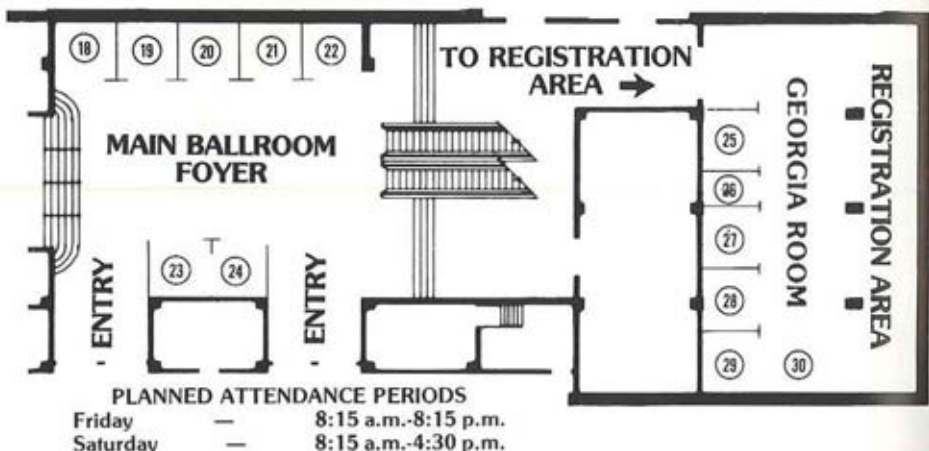
Grand Ballroom North. Limited Seating.

(Continued on Page 47)

# INDUSTRY DISPLAY AREA — HABERSHAM ROOM



# INDUSTRY DISPLAY AREA MAIN BALLROOM



## AAAA MEMBER FIRM EXHIBITORS

Avco Lycoming Division.....	Booth 11	Josten's.....	Booth 30
Beech Aircraft Corporation.....	Booths 12, 13	Loral Electronics Systems.....	Booth 20
Bell Helicopter Textron.....	Booth 10	Marconi Avionics, Inc.....	Booth 27
Boeing Vertol Company.....	Booths 7, 8	Martin Marietta Aerospace.....	Booths 23, 24
Canadian Marconi Company.....	Booth 25	Northrop Corporation.....	Booth 6
Emerson Electric Company.....	Booth 28	Rockwell International Collins....	Booths 9, 29
General Electric Company.....	Booths 21, 22	Sanders Associates.....	Booth 1
Grumman Aerospace Corporation....	Booth 17	Singer Company.....	Booths 18, 19
Hughes Helicopters Division... ..	Booths 2, 3, 4, 5	United Technologies.....	Booths 14, 15, 16

2100-2300

**Dinner on the Town.**

There is no scheduled AAAA dinner function on Friday evening, 20 April.

2200-0100

**Cloud 9.**

The Friday night Chapter Hospitality Suites will be hosted by the members of the Aviation Center, Connecticut, Corpus Christi, Southern California, and Washington, D.C. Chapters. 25th and 26th floors.

**SATURDAY, 21 APRIL 1979**

0830-1150

**AAAA Professional Presentations  
"Aviation Industry at the Ready"  
Grand Ballroom North**

0830-0850 - Bell Helicopter Textron



◀James F. Atkins  
President

Leonard M. Horner▶  
Senior Vice President  
Marketing & Programs



0850-0910 - Boeing Vertol Company



Howard N.  
Stuverude,  
President

0910-0930 - Hughes Helicopters Div.

Thomas R.  
Stuelpnagel,  
Vice President and  
General Manager



0930-0950 - Sikorsky Aircraft Division



Gerald J. Tobias,  
President

0950-1050

**Program Break - Refreshments.**

Coffee will be served in the AAAA Industry Display Area in the Habersham Room on the Lobby Level.

1050-1110, General Electric Company

James N. Krebs▶  
General Manager  
Military Engine Division



◀William J. Crawford, III  
General Manager  
T700 Project Dept.

1110-1150

**Panel Discussion**

General Robert M. Shoemaker,  
CG, USA FORCSOM, Moderator

# Supporting the AVRADCOM ASE Program Through Analysis and Methodology Development:

SYSTEMS EVALUATION  
OPERATIONS RESEARCH  
MISSION EFFECTIVENESS  
CM/CCM ANALYSIS  
TRADEOFF ANALYSIS

Vulnerability  
Reduction

Infrared

Optics

Radar



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CORPORATION

AN ARVIN COMPANY

**ADVANCED TECHNOLOGY CENTER**

P.O. BOX 400 BUFFALO, NEW YORK 14225 TELEPHONE (716) 632-7500

**Refreshments**, Grand Ballroom Foyer, to be followed by the **AAAA General Membership Luncheon** in the Grand Ballroom South.

## "A Birds' Eye View of Atlanta"

Bus Tour of Residential and Downtown Atlanta by prior ticket purchase. The Tour Group assembles in the front lobby of the Colony Square Hotel at 1350 hours.

**AVRADCOM Presentation — Aircraft Survivability in the Mid- and High-Intensity Combat Environment.**



Col. Jack L. Keaton,  
Proj Manager, Aircraft  
Survivability Equip,  
USA AVRADCOM

### Questions and Answers.

## FORSCOM Overview.



Major General  
John W. McEney,  
Deputy Chief of Staff,  
USA FORSCOM

## Questions and Answers

**Summary: Professional Programming**  
General Robert M. Shoemaker, Chairman,  
Presentations Committee, 1979 AAAA  
National Convention.

Soft drinks will be served in the AAAA Display Area in the Habersham Room

AAAA National Awards Banquet  
Reception (Black Tie)

Plaza Level Terrace in good weather and in the Grand Ballroom Foyer in the event of inclement weather.

**AAAA National Awards Banquet**  
Seven National Award Presentations will be made at the Banquet. The award recipients and the distinguished presenters are listed on pages 54-59 of this issue.

Dancing, Grand Ballroom.

## Cloud 9.

The Saturday night Chapter Hospitality Suites will be hosted by the members of the Air Assault, Aviation Center, Southern California, and Washington, D.C. Chapters.

SUNDAY, 22 APRIL 1979

**National Executive Board Business Meeting. (State Room)**

**AAAA Diehards' Getaway Brunch**  
Squire Room

**DRIVE SAFELY!**

# Army Aviation Hall

INDUCTED  
IN  
1974



BG William B.  
Bunker



GEN Hamilton  
H. Howze



LTG Harry W.O.  
Kinnard



Frank N.  
Piasecki

INDUCTED  
IN  
1975



COL William W.  
Ford



MAJ O. Glenn  
Goodhand



MAJ Charles L.  
Kelly



CW3 Michael J.  
Novosel

INDUCTED  
IN  
1976



MAJ Delbert L.  
Bristol



COL William J.  
Maddox, Jr.



COL Jack L.  
Marinelli



LTC Spurgeon  
Neel

INDUCTED  
IN  
1977



CSM Lawrence  
E. Kennedy



BG Robert M.  
Leich



COL Robert H.  
Nevins, Jr.



LTG John  
Norton

# of Fame

Initiated in 1974, the AAAA-sponsored "Army Aviation Hall of Fame" in Ft. Rucker's Aviation Museum was initiated in 1974. Elected by vote of the Assn's 10,000+ members, the Inductees' portraits and citations are displayed in a separate "Hall" in the Museum. Candidates were elected on the basis of accomplishments during specific periods of time.



COL George P. Seneff



Igor I. Sikorsky



COL Robert R. Williams



The portraits of the 1974 inductees await unveiling in front of the Museum



Arthur and Dorothy Kesten (Paired)



MAJ J. Elmore Swenson



COL John J. Tolson, III



LTG Wright, the M.C. in 1975



MAJ John W. Oswald



William T. Piper, Sr.



BG James C. Smith



The 1976 group of seven inductees poses following formal ceremonies



CW4 Johnnie R. Sandidge



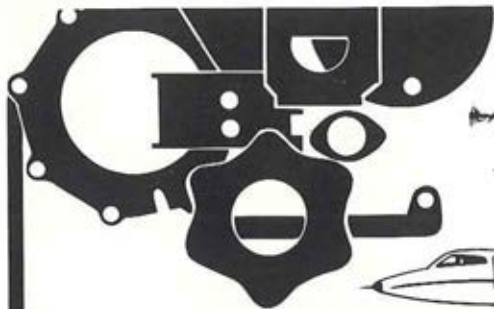
COL Claude L. Shepard



COL Jay D. Vanderpool



Shown with their wives, the 1977 inductees enjoy the Hall of Fame Ball.



## We have the solution for your metal stamping needs.

Arvey's extensive metal stamping facilities have been used by major aircraft manufacturers for over 35 years. Our steel rule die stampings are absolutely flat and dimensionally consistent.

Our technique eliminates the need for secondary operations — that means reduced production costs, also, your original tooling cost is your first and **ONLY** charge because we guarantee our tools for the life of your contract.

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we have the solution  
for you.*



**ARVEY CORPORATION**

METAL FABRICATING DIVISION

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## Leadership and Control

The leadership and control of the AAAA rests with the Executive Boards of its 52 Chapters and four Regions, and its National Executive Board. Establishing broad policy and implementing Association-wide programs, the 46-member National Executive Board (personnel listed on Page 21) meets 3-4 times a year. Its membership includes military, DAC, industry, and civilian representatives, and covers all categories, ranks, and grades of AAAA membership.

Chaired by National Board members, the 13 major AAAA standing committees bring additional members

into the governing process. Composed of 4-9 members, the committees include the Awards, By-Laws, Convention, DAC, Enlisted, Executive, Fiscal, Hall of Fame, Industry, Membership, Nominations, Reserve Components, and Scholarship Foundation Committees.

More than 200 local Chapter meetings are held annually under a quarterly meeting requirement. In addition to the annual National Convention, the USAREUR Region — a 13-Chapter organization — conducts a three-day annual convention in Garmisch, Germany.



70

1979 AAAA  
Awards  
Banquet



# 1979 National Awards

## THE OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD (Calendar Year 1978)

Sponsored by the Army Aviation  
Association of America  
and presented in 1979  
to the  
49TH TRANSPORTATION CO.  
(MEDIUM HELICOPTER),  
California-ARNG,  
and accepted for the unit by  
Major Lawrence Faller,  
the Unit Commander, and  
Staff Sergeant Michael L. Wilburn,  
the Unit's Senior NCO

\* \* \*

## THE DEPARTMENT OF THE ARMY CIVILIAN OF THE YEAR AWARD

(Calendar Year 1978)  
Sponsored by the Army Aviation  
Association of America  
and presented in 1979 to  
SHERMAN C. HINES  
U.S. Army Missile Command  
Field Maintenance,  
2d Armored Cavalry Regiment,  
APO New York 09093



## A SPECIAL AWARD FOR UNIQUE CONTRIBUTIONS TO ARMY AVIATION

Sponsored by the Army Aviation  
Association of America  
and presented in 1979 to the  
CORPUS CHRISTI ARMY DEPOT,  
Depot Systems Command,  
and accepted for the unit by  
Colonel Charles F. Drenz,  
the Unit Commander

\* \* \*

## THE 1979 ARMY AVIATOR OF THE YEAR AWARD

(Calendar Year 1978)  
Sponsored by the Army Aviation  
Association of America  
and presented in 1979 to  
CHIEF WARRANT OFFICER (W3)  
MICHAEL B. FARMER  
Air Troop,  
2d Armored Cavalry Regiment.  
APO New York 09093

\* \* \*

## THE 1979 JAMES H. McCLELLAN AVIATION SAFETY AWARD

Sponsored by the  
McClellan Memorial Foundation  
and presented in 1979 to  
CHIEF WARRANT OFFICER (W2)  
FRANKIE C. WILSON  
207th Aviation Company,  
APO New York 09403

# rd Winners

## THE 1979 AVIATION SOLDIER OF THE YEAR AWARD

(Calendar Year 1978)

Sponsored by the Army Aviation  
Association of America  
and presented in 1979 to  
**SERGEANT FIRST CLASS  
JAMES L. FIELDER**  
129th Aviation Company  
(Assault Helicopter),  
269th Aviation Battalion (Combat),  
Fort Bragg, North Carolina

## THE OUTSTANDING AVIATION UNIT OF THE YEAR AWARD

Established by the Army Aviation  
Association of America  
and presented in 1979 to the  
**17TH AVIATION GROUP (COMBAT)**  
of Eighth U.S. Army, Korea,  
and accepted for the unit by  
Colonel George F. Newton,  
the Unit Commander, and  
Command Sergeant Major  
Albert P. Liwanag,  
the Unit's Senior NCO



Generals Hennessey and Abrams, left, beam as the Commander and Senior Non-Com of the 307th Aviation Co (HH) AL-ARNG, accept the 1973 "Outstanding Reserve Component Aviation Unit Award"



CW3 Farmer



SFC Fielder



COL Drenz



Mr. Hines



CW2 Wilson

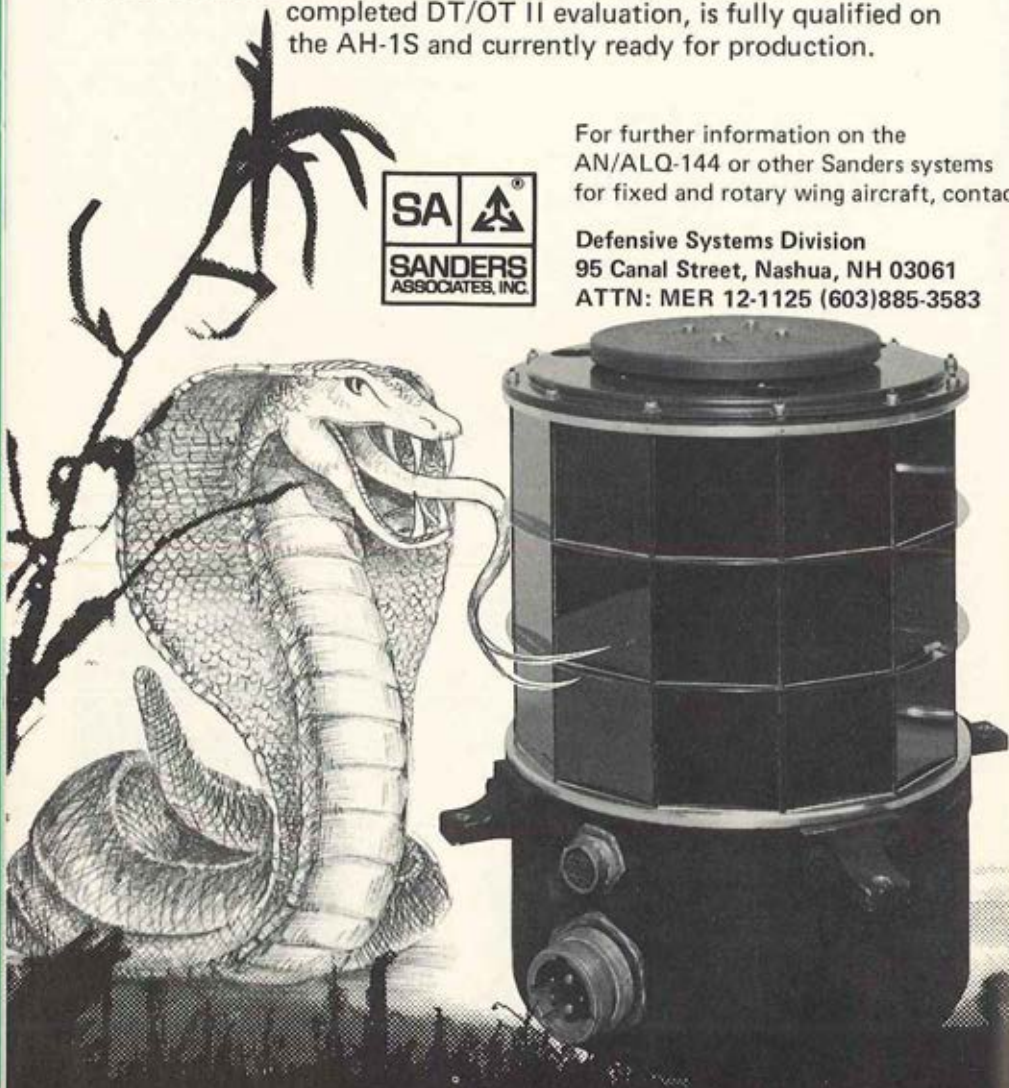
# Snake Protection

Even a deadly killer like the AH-1S Cobra needs protection! Designed with the Cobra in mind, Sanders AN/ALQ-144 Countermeasures Set provides the protection needed against IR heat seeking missile threats. The AN/ALQ-144 features proven high reliability, simple maintenance and is suitable for worldwide deployment. The system successfully completed DT/OT II evaluation, is fully qualified on the AH-1S and currently ready for production.



For further information on the AN/ALQ-144 or other Sanders systems for fixed and rotary wing aircraft, contact

Defensive Systems Division  
95 Canal Street, Nashua, NH 03061  
ATTN: MER 12-1125 (603)885-3583





# Banquet Head Table Guests

- Joseph P. Cribbins, Special Assistant to the Deputy Chief of Staff for Logistics,  
Department of the Army
- Lt. Gen. Eugene J. D'Ambrosio, Deputy CG for Materiel Readiness,  
U.S. Army Materiel Development & Readiness Command
- Colonel Charles F. Drenz, Commander of the Corpus Christi Army Depot,  
Winner of the "Army Aviation Association Special Award"
- Major Lawrence Faller, Commander, "Outstanding Reserve Component  
Aviation Unit of the Year"
- Chief Warrant Officer (W3) Michael B. Farmer, "Army Aviator of the Year"
- Sergeant First Class James L. Fielder, "Aviation Soldier of the Year"
- Lt. General John F. Forrest, Deputy CG, U.S. Army Forces Command
- Lieutenant General Eugene Forrester, CG, Sixth U.S. Army
- Honorable Howard E. Haugerud, President, McClellan Memorial Foundation
- Sherman E. Hines, "Outstanding DAC of the Year"
- Lt. General Eivind H. Johansen, Deputy Chief of Staff for Logistics,  
Department of the Army
- Arthur H. Kesten, Executive Vice President, Army Aviation Association
- Brig. General Robert M. Leich, Chairman, AAAA National Awards Committee
- Command Sergeant Major Albert P. Liwanag, Senior NCO, "Outstanding  
Aviation Unit of the Year"
- Brig. Gen. Carl H. McNair, Jr., Deputy Director of Requirements  
and Army Aviation Officer, Department of the Army
- Major General James H. Merryman, CG, U.S. Army Aviation Center and  
Fort Rucker
- Colonel George F. Newton, Commander, "Outstanding Aviation Unit  
of the Year"
- First Sergeant Sidney G. Richards, Senior NCO, "Outstanding Reserve  
Component Aviation Unit of the Year"
- General Bernard W. Rogers, Chief of Staff, U.S. Army
- General Robert M. Shoemaker, CG, U.S. Army Forces Command
- Maj. General Story C. Stevens, CG, U.S. Army Aviation Research and  
Development Command
- Maj. Gen. Richard H. Thompson, CG, U.S. Army Troop Support and  
Aviation Materiel Readiness Command
- General John W. Vessey, Jr., CG, United Nations Command and  
Eighth U.S. Army
- Major General Emmett H. Walker, Jr., Director, Army National Guard
- Lt. General Robert R. Williams, President, Army Aviation Association
- Chief Warrant Officer (W3) Frankie C. Wilson, Winner of the 1978 "James H.  
McClellan Award for Aviation Safety"

\*Note: Head Table List correct as at 12 March.

# Awards Banquet

Welcome by  
A.W. POLLARD,  
Chairman of the 1979  
AAAA Awards Banquet

\* \* \*

Introduction of  
Head Table Guests  
LIEUTENANT GENERAL  
ROBERT R. WILLIAMS  
President,  
Army Aviation Association

\* \* \*

Presentation of Colors  
and  
Invocation

\* \* \*

Award Presentations  
"OUTSTANDING RESERVE  
COMPONENT AVIATION  
UNIT AWARD"  
presented by  
LIEUTENANT GENERAL  
EUGENE FORRESTER  
Commanding General,  
Sixth U.S. Army



THE 1979  
"DEPARTMENT OF THE  
ARMY CIVILIAN  
OF THE YEAR  
AWARD"

presented by  
LIEUTENANT GENERAL  
EIVIND H. JOHANSEN  
Deputy Chief of Staff  
for Logistics,  
Department of the Army

\* \* \*

"SPECIAL AWARD FOR  
UNIQUE CONTRIBUTIONS  
TO ARMY AVIATION"

presented by  
LIEUTENANT GENERAL  
EUGENE J. D'AMBROSIO  
Deputy Commanding General  
for Materiel Readiness,  
USA Materiel Development  
and Readiness Command

\* \* \*

THE 1979  
"ARMY AVIATOR  
OF THE YEAR  
AWARD"

presented by  
LIEUTENANT GENERAL  
JOHN M. WRIGHT, JR.,  
Former Comptroller of the  
U.S. Army and an AAAA  
National Past President

\* \* \*

# rogram



**"JAMES H. McCLELLAN  
AVIATION SAFETY AWARD"**  
presented by the  
**HONORABLE  
HOWARD E. HAUGERUD**  
President,  
The McClellan  
Memorial Foundation

\* \* \*

**THE 1979  
"AVIATION SOLDIER  
OF THE YEAR  
AWARD"**

presented by  
**GENERAL  
ROBERT M. SHOEMAKER**  
Commanding General,  
United States Army  
Forces Command

\* \* \*  
**"THE OUTSTANDING  
AVIATION UNIT AWARD"**  
presented by  
**GENERAL  
BERNARD W. ROGERS**  
Chief of Staff,  
United States Army

\* \* \*

Transfer of Gavel to  
**MAJOR GENERAL  
GEORGE S. BEATTY, JR.**

\* \* \*

Benediction and  
Retirement of Colors

\* \* \*

Brief Intermission followed  
by Dancing



A.W. Pollard



LTG Williams



LTG Forrester



LTG Johansen



LTG D'Ambrosio



LTG Wright



Hon. Haugerud



GEN Shoemaker



GEN Rogers



MG Beatty

# Army Aviator of the

**1959**

**Captain James T. Kerr,**  
USA Transportation Test and  
Support Activity,  
Fort Rucker, Alabama

**1960**

**CWO Clifford V. Turvey,**  
U.S. Army Aviation Test Board,  
Fort Rucker, Alabama

**1961**

**CWO Michael J. Madden,**  
U.S. Army Transportation Board,  
Fort Eustis, Virginia

**1962**

**Captain Leyburn W. Brockwell, Jr.,**  
Hqs, XVIII Airborne Corps,  
Fort Bragg, North Carolina

**1963**

**Captain Emmett F. Knight,**  
57th Aviation Company,  
U.S. Army Vietnam

**1964**

**Major Marquis D. Hilbert,**  
The John F. Kennedy Center for  
Special Warfare,  
Fort Bragg, North Carolina

**1965**

**Major Paul A. Bloomquist,**  
57th Medical Detachment  
(Helicopter Ambulance)  
U.S. Army, Vietnam

**1966**

**Captain James A. Scott, III,**  
219th Aviation Company,  
U.S. Army, Vietnam

**1967**

**CWO Jerome R. Daly,**  
121st Aviation Company,  
U.S. Army, Vietnam

**1968**

**Captain Robin K. Miller,**  
14th Assault Helicopter Company  
U.S. Army, Vietnam

**1969**

**Major Patrick H. Brady,**  
54th Medical Detachment  
(Helicopter Ambulance)  
U.S. Army, Vietnam

**1970**

**CWO John I. O'Sullivan,**  
174th Aviation Company,  
U.S. Army, Vietnam

**1971**

**Lt. Colonel Robert B. Molinelli,**  
2d Squadron, 17th Cav, 101st Airborne  
Division (Airmobile),  
U.S. Army, Vietnam



# e Year

**BACKGROUND:** Sponsored by the Army Aviation Association, this award is made annually at the national convention to the active duty or Reserve Component aviator who has made an outstanding individual contribution to Army Aviation during the previous calendar year.

**1972**

**Captain Ronald A. Radcliffe,**  
F Troop, 4th Cav, 1st Aviation Brigade,  
U.S. Army, Vietnam

**1973**

**Major Theodore J. Dolloff,**  
Company D, 227th Aviation Battalion,  
1st Cav Division,  
Fort Hood, Texas

**1974**

**CWO Norman E. York,**  
71st Aviation Company (Aslt Hel),  
APO New York

**1975**

**Major Eugene L. Richardson,**  
Hq & Hq Detachment, Military Bureau,  
Maine Army National Guard

**1976**

**CWO Robert R. Hawkins,**  
7th Squadron (Assault Helicopter),  
17th Cavalry,  
Fort Hood, Texas

**1977**

**CWO Randy F. Dyer,**  
155th Aviation Company (Atk Hel),  
Fort Ord, California

**1978**

**Major William S. Reeder, Jr.,**  
334th Aviation Company (Atk Hel)  
APO New York

**1979**

**CWO Frankie C. Wilson**  
207th Aviation Company,  
APO New York



**CWO Turvey**



**CWO Madden**



**MAJ Brady**



**CPT Knight**



**LTC Molinelli**



**CPT Radcliffe**



**MAJ Hilbert**



**CPT Scott**



**CWO Daly**



**CPT Miller**

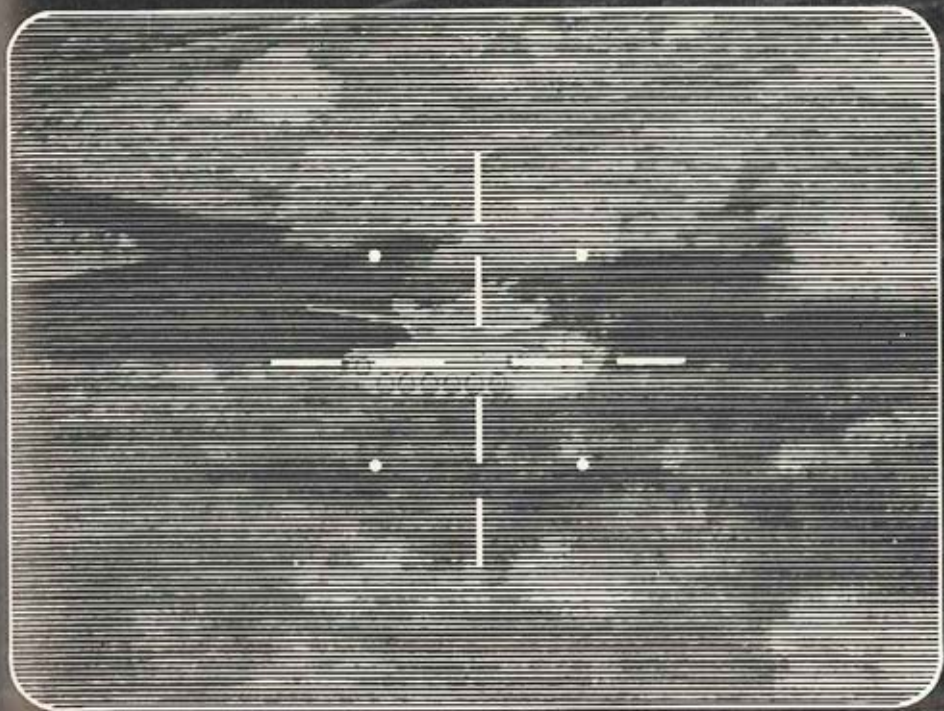


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Northrop's long-range visionics enable U.S. Army Advanced Attack Helicopter (AAH) to attack and survive. Northrop's Target Acquisition Designation System (TADS) and Pilot Night Vision System (PNVS) permit AAH to operate at extended standoff ranges, day or night, under adverse weather conditions.

TADS/PNVS permits nap-of-the-earth flight, target acquisition beyond visual range, laser tracking and precision laser designation for Hellfire missiles and other guided weapons, fire control for rockets and gun. (Cockpit display information simulated for

\*TISEO—Target Identification System Electro Optical. SPAL—Stabilized Platform Airborne Laser. ISTAR—Improved Scout Target Acquisition Recognition. LOHTADS—Light Observation Helicopter Target Acquisition Designation System. LATAR—Laser Airborne Target Acquisition Recognition. LTDS—Laser Target Designator Set.



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security purposes in photo above.)

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**PERKIN-ELMER**



## DAC of the Year Award

**1976**

**Joseph P. Cribbins**

Special Assistant for Aviation  
Logistics,  
Office, Deputy Chief of Staff  
for Logistics,  
Department of the Army

**1977**

**John B. Greenwell**

The Deputy Director of Materiel  
Management,  
U.S. Army Troop Support and Aviation  
Materiel Readiness Command,  
St. Louis, Missouri

**1978**

**Sherman C. Hines**

Maintenance Specialist,  
U.S. Army Missile Command  
Field Maintenance  
2d Armored Cavalry Regiment,  
APO New York 09093



**J.P. Cribbins**



**J.B. Greenwell**



## AAAA Special Awards

**1973**

**34th General Support Group  
(Aircraft Maintenance and Supply)**

for its unique contributions  
for the period November 1965  
through September 1972.

Presented for AAAA in October 1973  
by General Henry A. Miley, Jr.,  
Commander, USA Materiel Command,  
to Major General Alton G. Post and  
Colonel Donald H. Jersey, Ret.,  
former unit commanders, and  
Command Sergeant Major Samuel Ring,  
former senior NCO.

**1976**

**101st Airborne Division  
(Air Assault)**

for its unique performance in  
REFORGER 1976.

Presented for AAAA in October 1977  
by LTG Robert A. Williams,  
National President, AAAA,  
to Maj. Gen. John A. Wickham, Jr.,  
Commander, for the officers and men  
of the 101st Airborne Division

**1979**

**Corpus Christi Army Depot**

for its unique contributions  
during the 1961-1978 period.  
Presented for AAAA in October 1979  
by Lt. Gen. Eugene J. D'Ambrosio,  
Deputy Commander, US Army Materiel  
and Development Command,  
to COL Charles F. Drenz, Commander

# **Top-of-the-tree air data technology for nap-of-the-earth anti-armor capability**

The Marconi Avionics Air Data Subsystem was chosen for the Bell Helicopter Textron AH-1S Cobra after evaluations by more Test Activities, in more helicopters and in greater depth, than any competing system. In the business of advanced air data systems, it's top of the tree.

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# Outstanding RC Unit of the Year

**1970**

**1105th Aviation Company (Assault Helicopter), Iowa-ARNG,**

MAJ Robert C. Cummings, Commander, and First Sergeant Arnold J. Newsum, Senior Non-Commissioned Officer

**1971**

**24th Medical Company (Air Ambulance), Nebraska-ARNG,**

MAJ Roger W. Fosbender, Commander, and First Sergeant Andrew M. Alexander, Senior Non-Commissioned Officer

**1972**

**997th Aviation Company (Assault Helicopter), Arizona-ARNG,**

MAJ James H. Cowan, Commander, and First Sergeant Dale S. Swensen, Senior Non-Commissioned Officer

**1973**

**307th Aviation Company (Heavy Helicopter), Alabama-ARNG**

MAJ Arthur E. Fleet, Commander, and First Sergeant John F. Hoskins, Senior Non-Commissioned Officer

**1974**

**445th Aviation Company (Assault Helicopter), Oklahoma-ARNG**

MAJ Karl M. Frank, Commander, and First Sergeant Kenneth Inman, Senior Non-Commissioned Officer

**1975**

**536th Aviation Company (Assault Support Helicopter), Texas-ARNG**

MAJ Joe E. Harry, Commander, and First Sergeant Joseph R. Kimball, Senior Non-Commissioned Officer

**1976**

**1042nd Military Intelligence Co (Aerial Surveillance), Oregon-ARNG,**

MAJ Loren W. Franke, Commander, and

First Sergeant Donald MacPherson, Senior Non-Commissioned Officer

**1977**

**300th Aviation Company (Assault Helicopter), Texas-USAR**

MAJ Jerry Stokely, Commander, and First Sergeant Jack Powell, Senior Non-Commissioned Officer

**1978**

**Troop E, 19th Cavalry, 29th Brigade, Hawaii-ARNG**

MAJ Bernard M. Watson, Commander, and Master Sergeant Richard Y. Tabe, Senior Non-Commissioned Officer

**1979**

**49th Transportation Company (Medium Helicopter), Calif-ARNG**

MAJ Lawrence Faller, Commander, and First Sergeant Sidney G. Richards, Senior Non-Commissioned Officer

**Background**

Sponsored by the AAAA, the award is presented each year to the Reserve Component aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation during the preceding year.



1975—Generals Ott and Weyand, left, present the award trophy to the 536th CO and NCO.

# Aviation Soldier o

**1961**

**Master Sergeant Robert R. Young**  
Airfield Operations Command,  
Ft. Rucker, Alabama

**1962**

**Sergeant First Class James C. Dykes**  
225th Signal Detachment  
U.S. Army, Vietnam

**1963**

**Sergeant First Class James K. Brock**  
First Aviation Company (Caribou)  
U.S. Army, Vietnam

**1964**

**Sergeant First Class Robert M. George**  
Utility Tactical Transport Company,  
U.S. Army, Vietnam

**1965**

**Master Sergeant Cyril G. Manning**  
13th Aviation Battalion  
U.S. Army, Vietnam

**1966**

**Sergeant First Class Donald MacNevin**  
114th Aviation Company  
U.S. Army, Vietnam



**1967**

**Specialist Fifth Grade Dennis L. Falo**  
1st Cav Division (Airmobile)  
U.S. Army, Vietnam

**1968**

**SFC Jesse J. Dodson, Jr.**  
405th U.S. Army Transportation  
Maintenance Detachment  
U.S. Army, Vietnam

**1969**

**Sergeant First Class William R. Baum**  
122nd Maintenance Battalion,  
3d Armored Division  
U.S. Army, Europe

**1970**

**Specialist First Class Dennis L. Jantz**  
240th Aviation Company (AH)  
U.S. Army, Vietnam

**1971**

**Specialist Fifth Grade Dennis M. Fujii**  
237th Medical Detachment (Air Amb)  
U.S. Army, Vietnam

**1972**

**SP5 Richard G. Hatch**  
3rd Brigade, 1st Cav Div (AMBL)  
Fort Hood, Texas

**1973**

**SFC Robert H. Vaughan**  
4th Bn (AFA), 77th Field Artillery  
101st Airborne Division (AMBL)  
Fort Campbell, Kentucky

# the Year



**1974**

**SFC Robert J. Coleman**  
C Company, 159th Avn Co (ASH),  
101st Airborne Division (AMBL)  
Fort Campbell, Kentucky

**1975**

**SP5 Gregory J. Maurakis**  
B Company, 101st Avn Bn,  
101st Airborne Division (AMBL)  
Fort Campbell, Kentucky

**1976**

**Master Sergeant John R. Montgomery**  
U.S. Army Aviation Precision  
Fort Rucker, Alabama

**1977**

**Specialist Fifth Grade Charles W. Ball**  
146th Medical Detachment (Hel Amb)  
West Virginia-ARNG

**1978**

**Sergeant Chris B. Archer**  
236th Medical Detachment  
(Helicopter Ambulance)  
APO New York

**1979**

**Sergeant First Class James L. Fielder**  
129th Aviation Company  
(Assault Helicopter)  
Ft. Bragg, North Carolina

★★★

## BACKGROUND

Sponsored by the AAAA, the Award is made annually to the enlisted man serving in an Army Aviation assignment who has made an outstanding individual contribution to Army Aviation during the previous calendar year.



**SFC MacNevin**



**SP5 Falo**



**SFC Dodson**



**SFC Baum**



**SP5 Jantz**



**MSG Young**



**SFC Dykes**



**SFC Brock**



**SFC George**



**MSG Manning**

# McClellan Aviation

**1959**

**Major Arne H. Eliasson**  
Aviation Safety Division,  
Hqs, Seventh Army, APO New York

**1960 (Co-Award)**

**Colonel John L. Inskip, Co-Winner,**  
USA Primary Helicopter School,  
Fort Wolters, Texas, and

**1960 (Co-Award)**

**Raymond L. Thomas, Co-Winner,**  
Southern Airways Company  
(Contract Operations)

**1961**

**The James H. McClellan  
Aviation Safety Award**  
was not presented in 1961.

**1962**

**Colonel Spurgeon H. Neel, Jr.,**  
U.S. Army Hospital,  
Ft. Rucker, Alabama

**1963**

**Colonel James F. Wells,**  
U.S. Army Board for Aviation Accident  
Research, Fort Rucker, Alabama

## BACKGROUND

Sponsored by the McClellan Memorial Foundation, the award is presented "to an individual who has made an outstanding contribution to Army aviation safety during the previous calendar year."

**1964**

**Colonel Conrad L. Stansberry,**  
Hqs, U.S. Army, Europe,  
APO New York 09403

**1965**

**Ralph B. Greenway**  
Army Aviation Directorate,  
OACSFOR,  
Department of the Army

**1966**

**Gerard M. Bruggink,**  
U.S. Army Board for Aviation Accident  
Research, Ft. Rucker, Alabama

**1967**

**Captain Gary R. Ramage,**  
228th Assault Helicopter Battalion,  
U.S. Army, Vietnam

**1968**

**Francis P. McCourt,**  
U.S. Army Aviation Laboratories,  
Ft. Eustis, Virginia

**1969**

**Colonel Russell P. Bonasso,**  
U.S. Army Board for Aviation Accident  
Research, Ft. Rucker, Alabama

**1970**

**Colonel Robert W. Bailey,**  
U.S. Army Aeromedical Research Lab,  
Fort Rucker, Alabama

**1971**

**Colonel Eugene B. Conrad,**  
U.S. Army Board for Aviation Accident  
Research, Fort Rucker, Alabama

# Safety Award



1972

**Brig. Gen. William W. Spruance,**  
Air National Guard,  
Wilmington, Delaware

1973

**Chief Warrant Officer Ralph S. Park,**  
155th Aviation Company  
(Attack Helicopter)  
Fort Ord, California

1974

**Captain Charles F. Nowlin,**  
U.S. Army Agency for  
Aviation Safety  
(USAAAVS)  
Fort Rucker, Alabama

1975

**Chief Warrant Officer George L. Allen,**  
Simmons Army Airfield,  
Fort Bragg, North Carolina

1976

**CWO Alfred J. Cargen, Ret.,**  
Headquarters, Fifth U.S. Army,  
Fort Sam Houston, Texas

1977

**Major Arthur M. Mountcastle,**  
101st Aviation Group,  
101st Airborne Division  
(Air Assault),  
Fort Campbell, Kentucky

1978

**CWO Fate (Jim) Hutchins,**  
129th Aviation Company  
(Assault Helicopter)  
Fort Bragg, North Carolina

1979

**CWO Frankie C. Wilson,**  
207th Aviation Company  
APO New York 09403



**MAJ Eliasson**



**COL Inskeep**



**CPT Ramage**



**COL Bonasso**



**COL Neel**



**COL Stansberry**



**COL Bailey**



**COL Conrad**



**BG Spruance**



**R.B. Greenway**

# Outstanding Aviat

**1960**

**First Recon Squadron (Sky Cavalry),  
2nd US Army Missile Command (Med)**  
LTC Robert F. Tugman, Commander

**1961**

**937th Engineer Company (Aviation)  
(Inter-American Geodetic Survey)**  
LTC Jack W. Ruby, Commander

**1962**

**45th Transportation Battalion (Hel)**  
LTC Howard B. Richardson, Commander

**1963**

**USA Utility Tactical Transport Co**  
MAJ Ivan L. Slavich, Commander

**1964**

**11th Air Assault Division and its at-  
tached 10th Air Transport Brigade**  
MG Harry W.O. Kinnard & COL Delbert  
L. Bristol, Commanders

**1965**

**13th Aviation Battalion**  
LTC Jack V. Mackmull & LTC J.Y. Ham-  
mack, Co-Commanders



**1966**

**1st Cavalry Division (Airmobile)**  
MG Harry W.O. Kinnard, Commander, &  
SGM Kenneth W. Cooper, Sr NCO

**1967**

**1st Aviation Brigade**  
MG G.P. Seneff, Jr., Commander, and  
Brigade Sergeant Major Douglas W. Sims,  
Senior Non-Commissioned Officer

**1968**

**52nd Combat Aviation Battalion**  
LTCs Raymond G. Lehman, Jr., Edward  
P. Lukert, Jr., and Paul C. Smithey, Co-  
Commanders, and SGM Ernest J. Win-  
ters, Senior Non-Commissioned Officer

**1969**

**25th Aviation Battalion (Inf Div)**  
LTC Kenneth J. Burton, Commander,  
and CSM William H. Bennett, Sr NCO.

**1970**

**101st Airborne Division (Airmobile),**  
LTGs Melvin Zais & John M. Wright, Jr.,  
Co-Commanders, and CSMs Robert A.  
Young and William T. Mixon, Co-Senior  
Non-Commissioned Officers

**1971**

**1st Squadron, 9th Cavalry, 1st  
Cavalry Division (Airmobile)**  
COL Robert H. Nevins, Commander,  
and CSM John F. Adams, Jr., Senior Non-  
Commissioned Officer

# on Unit

**BACKGROUND:** Sponsored by Hughes Helicopters, the "Outstanding Aviation Unit Award" is given annually by the AAAA "to the aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over an above the normal mission assigned to the unit during the previous calendar year."

**1972**

**F Battery, 79th FA, 3rd Brigade,**  
MAJ Lawrence F. McKay, Jr., Unit Commander, and SFC Lionel S. McDonald, Senior Non-Commissioned Officer

**1973**

**227th Aviation Bn, 1st Cav Division**  
LTC Frank L. Henry, Commander, and CSM James W. Reed, Senior NCO

**1974**

**155th Aviation Company (Atk Hel)**  
MAJ Kermit E. Larson, Jr., Commander, and SFC Ray M. Teer, Senior NCO

**1975**

**210th Aviation Bn (USARCARIB)**  
LTC Joseph R. Koehler, Commander, and CSM Stephen M. Cole, Senior NCO

**1976**

**334th Aviation Company (Atk Hel)**  
MAJ Gary F. Ramage, Commander, and 1SG Charles Lewis, Senior NCO

**1977**

**7th Squadron (Atk Hel), 17th Cavalry, 6th Cavalry Brigade (Air Combat)**  
LTC Gary F. Dolin, Commander, and 1SG Leon S. Wozniak, Senior NCO

**1978**

**242nd Aviation Company (ASH)**  
MAJ Gary D. Johnson, Commander, and 1SG James E. Fuller, Senior NCO.

**1979**

**17th Aviation Group (Combat)**  
COL George F. Newton, Commander, and CSM Albert P. Liwanag, Sr NCO.



LTC Lukert



MG Seneff



MG Kinnard



LTG Wright



LTC Henry



MAJ McKay



LTC Mackmull



LTC Burton



COL Nevins



MAJ Larson

# 11 win National A

## **1979 LTC WILLIAM B. BUNKER MEMORIAL SCHOLARSHIP AWARD OF \$1,000.00**

### **FOR AN 1979 APPLICANT TO ENGINEERING SCHOOL**

**JAY T. DENNEY**, Izmir American H.S.,  
Izmir, Turkey. Son of **LTC and Mrs. J.  
Thomas H. Denney**, APO New York.  
Probable major: Mechanical or Aeronau-  
tical Engineering. Probable career:  
Professional officer or pilot.

### **THE 1979**

## **\$500 CUB CLUB SCHOLARSHIP IN MEMORY OF JANE PHILLIPS**

**DOUGLAS D. GARDNER**, Pembroke  
H.S., Hampton, Va. Son of **LTC (Ret.)  
and Mrs. William H. Gardner**, Hamp-  
ton, Va. Probable major: Engineering.  
Career goal: Engineering.

## **THE LTC RANDOLPH KAHL- WINTER MEMORIAL SCHOLAR- SHIP OF \$250**

**DENNYSE L. FINE**, C.E. Ellison H.S.,  
Killeen, Tex. Daughter of **LTC and Mrs.  
Donald E. Fine**, Killeen, Texas. Probable  
major: Aerospace Engineering. Probable  
career: Work in space program or related  
area.

## **THE LTC RANDOLPH KAHL- WINTER MEMORIAL SCHOLAR- SHIP OF \$250**

**CHRISTINE A. PACELLI**, Thomas Dale  
H.S., Chester, Va. Daughter of **LTC and  
Mrs. Vincent A. Pacelli**, Chester, Va.  
Probable major: Pre-Law. Career goal:  
Lawyer.

74

## **THE LTC RANDOLPH KAHL- WINTER MEMORIAL SCHOLAR- SHIP OF \$250**

**DIANE K. WITHERS**, Southwest Dekalb  
H.S., Decatur, Ga. Daughter of **LTC  
(Ret.) and Mrs. Peter C. Withers**,  
Decatur, Ga. Probable major: Gov't/Soc.  
Science. Career goal: Undecided.

## **THE WILLIAM HORTON/MICHAEL HAWLEY MEMORIAL SCHOLAR- SHIP OF \$200**

**ELLEM M. BURDEN**, James W. Robin-  
son, Jr. H.S., Fairfax, Va. Daughter of  
**LTC and Mrs. John R. Burden**, Fairfax,  
Va. Probable major: Business Administra-  
tion. Probable career: CPA.

## **THE WILLIAM HORTON/MICHAEL HAWLEY MEMORIAL SCHOLAR- SHIP OF \$200**

**PAMELA A. HAY**, Mt. Vernon H.S.,  
Alexandria, Va. Daughter of **COL and  
Mrs. John R. Hay**, Alexandria, Va. Pro-  
bable major: Biological Science or  
Engineering. Prob. career: Environmental  
Scientist.

**THE 1979 JACK H. DIBRELL  
MEMORIAL SCHOLARSHIP OF \$200**  
**BRIDGET L. BALMOS**, Sky View H.S.,  
Smithfield, Utah. Daughter of **Mr. and  
Mrs. Edward J. Balmos**, Smithfield,  
Utah. Probable major: Aeronautical  
Engineering. Probable career: Aeronautical  
Engineer.

**THE BARRY W. GODFREY MEM-  
ORIAL SCHOLARSHIP OF \$200**  
**ALMA E. KEGELMEYER**, Westover

# AAA Scholarships

Senior H.S., Fayetteville, N.C. Daughter of MAJ (Ret.) and Mrs. William P. Kegelmeyer, Fayetteville, N.C. Probable major: Chemical Engineering. Probable career: Development of Energy Resources.

**ERIC AND KAY PETERSEN MEMORIAL SCHOLARSHIP OF \$200**  
**PATRICIA A. KIEFFER**, Cumberland Valley H.S., Mechanicsburg, Pa. Daughter of LTC and Mrs. George W. Kieffer, St. Louis, Mo. Probable major: Business Admin. Probable career: Unknown.

**1979 AAAA SCHOLARSHIP MERIT AWARD PLAQUES**  
**VINCENT P. BAILEY, JR.**, son of LTC and Mrs. Vincent P. Bailey, Fairfield, Conn.

**CHRISTOPHER A. EBBERS**, son of CW4 and Mrs. Allen F. Ebbers, Libertyville, Illinois.

**CHARLES E. HOSKINSON, JR.**, son of MAJ and Mrs. Charles E. Hoskinson, Wilmington, DE.

**MICHAEL D. HUMPHRYS**, son of COL (Ret.) and Mrs. James G. Humphrys, Merritt Island, Florida.

**LYNNE E. ILTIS**, daughter of SFC and Mrs. Leonard F. Iltis, Austin, TX.

**JASON T. JONES**, son of LTC (Ret.) and Mrs. Clynne T. Jones, Richardson, Texas.

**LISA A. PULLIAM**, daughter of COL and Mrs. Nathan M. Pulliam, Carlisle Barracks, Pa.

**ANALYSIS OF 1979 PROGRAM**  
The 1979 AAAA Scholarship Awards Program involved 70 applicants, 65% of whom were in the top 17% of their senior class. The program's scholarships are awarded on the basis of merit and/or need.



Jay T. Denney



Douglas Gardner



Clair F. Doser



Dennyse L. Fine



Christine Pacelli



Ellen M. Burden



Pamela A. Hay



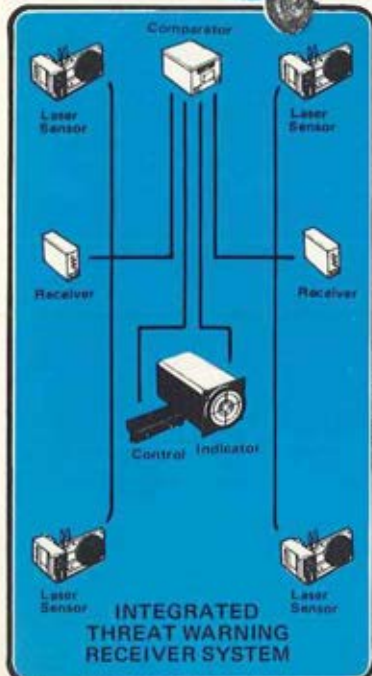
Bridget Balmos



Alma Kegelmeyer



Patricia A. Kieffer



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Arthur H. Kesten  
General Chairman



Dorothy Kesten  
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Presentations Committee



A.W. "Bill" Pollard  
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Membership Luncheon



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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.

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

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<b>RANK</b>	<b>FIRST NAME</b>	<b>LAST NAME</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>STREET ADDRESS</b>		
<input type="text"/>	<input type="text"/>	<input type="text"/>
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### List your AAAA Professional Qualification

- | Government                                 | Non-Government*                          |
|--|--|
| <input type="checkbox"/> USA Active Duty   | <input type="checkbox"/> Manufacturing*  |
| <input type="checkbox"/> DA Civilian*      | <input type="checkbox"/> Small Business* |
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| <input type="checkbox"/> Army Reserve*     | <input type="checkbox"/> Consultant*     |
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| <input type="checkbox"/> Other Services    | <input type="checkbox"/> Other*          |

### AAAA ANNUAL DUES

New & Renewal Dues for other than below:  
☐ 1 Yr, \$12- ☐ 2 Yr, \$23- ☐ 3 Yr, \$33.50  
 New & Renewal Dues for Enlisted; GS-6 & below; and Wage Board 12 DACs & below:  
☐ 1 Yr, \$8 - ☐ 2 Yr, \$15 - ☐ 3 Yr, \$22

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

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



# AAAA Sustaining Members

The AAAA's Chapter Sustaining Membership Program enrolls the membership participation of those local area (non-defense) business firms and agencies that desire to express their support of Army Aviation through the AAAA and its local Chapter activities.

Through attendance at Chapter meetings and receipt of various AAAA print media, the memberships foster a greater understanding of the role played by Army Aviation.

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# months takeoffs

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## Roundout/Cont. from Pg. 2)

and factory schools. HQ DESCOM will provide depot facilities and personnel for CONUS training and a warm base operation for OCONUS training.

ARNG personnel will participate in CONUS training during FY 79 and FY 80 prior to the OCONUS warm base operations being implemented during FY 81. At that time, personnel will participate in OCONUS training on a year-round basis during their annual training. During the months of February through November (two weeks each for 10 mo.) contingents of ARNG personnel will de-

ploy to OCONUS sites for this training.

Personnel not scheduled to participate in OCONUS training will complete their annual training in the same manner as during FY 79 and 80. In addition, all personnel will participate in Inactive Duty Training at their own facilities throughout the year.

It is envisioned that the implementation of the Aviation Depot Maintenance Roundout concept will provide DARCOM experienced, well-trained units capable of performing the mission assigned to them as well as overcoming a portion of the shortfall present in DARCOM's Aviation Depot's capabilities. ◀

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**T**O improve reactionary ability of large rapid refueling functions, the **426th Supply and Service Battalion, 101st Airborne Division (Air Assault)**, Fort Campbell, Kentucky has designed an effective method by which fueling service not only meets, but beats the call of a modernizing challenge.

One of the purposes of the air assault division is, through the use of its helicopter assets, to provide fresh and battle-ready soldiers to the forward edge of the battle area - sometimes beyond that. In order for it to accomplish this mission, when relying heavily on helicopters, the division needed a rapid refueling system functionable in a mid-intensity battle environment that would deliver the much needed jet fuel product, JP-4, to its thirsty fleet of 437 helicopters.

Until now the **Rapid Refueling Point (RRP)** concept was a burden to the development and deployment of the air assault division. Helicopters could not sustain engagement or mission requirements beyond a three hour range of the stationary jet fuel nozzles. Nor would the



**RRP** be moved swiftly enough to either meet new requirements in refueling or counter in an effective withdrawal.

Some 2,759 parts require assembly. This, in itself, took from six to eight hours. Taking a further time toll was the implementation of camouflage coverage and the testing of the fuel. This meant that the average set up time for a heavy **RRP** with two 10,000 gallon collapsible bags was 12 to 20 hours. Under a mid-intensity environment it is conceivable that before this old type of **RRP** could be built, it would be destroyed.

So **PSG Robert Hawthorne**, of **HHC, 426th S&S Battalion**, took to the challenge of a unique air assault problem. "This division's heart may be the helicopter, but the blood is the JP-4 jet fuel. I had to figure a way to keep that blood flowing during the battle, no matter where, no matter what the situation."

That was exactly what **PSG Hawthorne** did in developing a modular unit which allowed certain key parts of the 350 gallon-per-minute system to be mounted on a 6,000-pound load-bearing

## Meeting the Challenge of Rapid Refueling

By **PSG Robert Hawthorne**  
and **SGT R.T. Edwards**  
of the  
**101st Airborne Division**  
(Air Assault)



platform. The parts are the nucleus of any RRP system. This package introduced total flexibility.

The parts on the load-bearing platform are the 350 gallon-per-minute pump, a 350 gallon-per-minute filter separator, a 350 gallon-per-minute spider manifold, all of the essential hoses, fueling nozzles, grounding gear, and fire extinguishers, and a total pumping package.

On the ground, one vehicle can move the package. It takes a two-and-a-half ton dropside truck and an accompanying trailer. In the air, the division's CH-47 **Chinook** helicopter can easily carry the package internally or externally.

The beauty of the system lies in its ability to plug in and plug out. Since the package contains the nucleus of all variable configurations conceivable, the modular unit is adaptable for hook-up to an assortment of fuel potentials. It also creates an ability to use interim or temporary refueling containers such as 500 gallon drums.

Fuel sources include everything from rail cars to internal fuel bladders contained

in a C-130 cargo airplane. Large or small, these potential fuel sources add to the diversity of tactical utilization of JP-4 jet fuel products. Under a mid-intensity environment, a commander can utilize the spontaneous reaction ability of his pumping package to the fullest extent. The package can go to the fuel source or be flown with the fuel source.

## A ferry configuration

This flying RRP package is limited only by the gross weight allowances of either the cargo helicopter or the cargo airplane.

When used in conjunction with a C-130 bladder-bird, a CH-47 **Chinook** would follow the airplane to a highway where the CH-47 would drop off the pumping package. This giant flying **ferry configuration** could be used behind friendly positions along the FEBA or as an RRP inserted behind enemy lines.

The system decreases the construction and disassembly time considerably. During a recent quick reaction test, a four point package with four five-hundred gallon collapsible JP-4 drums was assembled and fully operational in less than



A truck-borne Rapid Refueling Point (RRP) package is shown in a field site in the "ready-to-pump" position. ■

30 minutes and this included installation of camouflage and fuel sampling tests. Less than six hours later a 60,000 gallon ten-point RRP could be installed.

The utility of the system is in its flexibility. A mobile rail car system of this configuration could be pulled inside a rail tunnel for protection and be pulled out when a helicopter arrived for refueling. The system would not need to be torn down, but simply moved or hidden until the threat was over.

There are many more methods of employment -some yet to be considered. All have one common element with the packaged plug in, plug out configuration and that's **time**. For an RRP, **time** could mean the difference between stopping an enemy or having that enemy destroy the RRP. For this new design, the tactical as-

sembly time has been reduced to one-third the time needed to install the old system.

For the **101st Airborne Division (Air Assault)** the timely delivery of fuel adds a third dimension to the kill or be killed theory. The 100 tank-killer **TOW Cobras** need fuel to be able to engage enemy tanks. When the helicopter runs out of fuel, it becomes a multi-million dollar sitting mini-gun bipod. Therefore, it is essential that JP-4 be delivered where and when the "guns" need it.

For all tank killer units, this can be better accomplished when an RRP system, such as the one devised by the 426th S&S Battalion, is implemented.

Without question, this system is a healthy "plus" to the air assault division's ability to move about the battle area.

---

## Army Aviation Museum Foundation Launches A \$2 Million Campaign for A New Building

More than \$10,000 in pledges and contributions have been received through early April by the **Army Aviation Museum Foundation** at Ft. Rucker, Ala.

The final goal of the foundation is to raise \$2 million to construct a new building to house the **Army Aviation Museum** at the post.

The fund-raising campaign's first stage was launched in March by **Lieutenant General John J. Tolson, III, Ret.**, president of the foundation, and has received substantial corporate pledges from Bell Helicopter Textron, Northrop Worldwide Aircraft Services, and the Sikorsky Aircraft Division, as well as individual contributions.

The eventual Museum will not only provide housing for most of the 90 air-

craft now at the Museum, but will also include a theater, an art gallery, two display rooms, a library, research rooms, and a new and larger **Army Aviation Hall of Fame**.

The Museum is presently housed in three WW II motor maintenance buildings with the value of its aircraft displays placed at more than \$42 million. Many of the aircraft and all of the Museum's 1,800 artifacts and exhibits could be lost in the event of fire since the buildings do not have a sprinkler system.

Individuals or companies desiring to help in this worthy cause may make a contribution by mailing a check made payable to the **Army Aviation Museum Foundation, Box H, Fort Rucker, AL 36362**.



# LETTERS TO THE EDITOR—LETTERS TO THE EDITOR—LETTERS TO THE EDITOR

Dear Editor:

You omitted an important name from the list of **"US Army General Officers Who Are Army Aviators."** While he now may be major general — and being retired and on the fringes, I really wouldn't know — I **do** know he's at least a BG because I was honored to attend his promotion ceremony and party at Ft. Eustis. He and I were lieutenants and members of the Army Aviation Demonstration Team at Ft. Sill back in the early '50's. His name is **BG Art Junot.**

—LTC Bob Koepp, Ret.  
Newport News, Va.

Dear Editor:

Please pass the following on to our fellow AAAA members: The 1979 Reunion of the **1st Cavalry Division Ass'n** will be held at the Hilton Inn, El Paso, TX, August 2-5. Contact the Ass'n at 302 N. Main Street, Copperas Cove, TX 76522 or Duane Baldwin, P.O. Box 24313, El Paso, TX 79914.

—Bob Little

Dear Editor:

Having completed my **"Who's Who"** form sometime ago and seeing the end product as published, I wanted to pass on my thanks to you for this service. It's a great idea.

As you probably know, when most people are asked to join AAAA, their first question usually is, **"What's in it for me?"** These separate rosters, which serve to keep Aviation Warrant Officer, DAC, and retired families together, are a big help in

this regard for everyone likes to keep up with his old friends.

—CW4 Clint Downing  
Schofield Barracks, HI

## AVIATION RECORDS



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National Aeronautic Association  
821 15th Street NW  
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**\$2**

# 144 AWOs Picked for Senior Courses

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 Bell, Terry A.  
 Bishop, Gaylord M.  
 Brisbuis, Frederick  
 Browning, James L.  
 Burnes, Clifford H.  
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 Carter, George E.  
 Clark, Nathaniel J.  
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 Cookson, Maurice  
 Cooper, Robert N.  
 Curtis, Robert H.  
 Cushman, Robt. C.  
 Dailey, James D.  
 Davanay, David H.  
 Davidian, Lawrence  
 Dennis, Edward J.  
 Dietz, Walter E.  
 Ellis, Charles V.  
 Everhart, Carl D.  
 Farmer, Michael B.  
 Francis, Harry H.  
 Franklin, Curtis L.  
 Halpin, Thomas P.  
 High, Denly D.  
 Hill, David W.  
 Johnson, Kenneth  
 Johnson, Rich. M.  
 Johnson, Robert A.  
 Keele, Jackie H.  
 Kernahan, Harold  
 Kirkland, Gerald A.  
 Knapfel, Delbert B.  
 Kopp, Bradford F.

Lewis, Lawrence  
 Little, John L.  
 Lovelace, Wm. A.  
 McLeod, Harry J.  
 Mitchell, Monroe J.  
 Morrical, James S.  
 Morris, Leon P.  
 Murphy, Robert B.  
 O'Leary, Gary F.  
 Olson, Richard C.  
 Park, Sun B.  
 Phillips, George K.  
 Pruyn, Gary A.  
 Rector, Robert V.  
 Rexroad, Clyde G.  
 Sanders, Robert E.  
 Scott, Edison C.  
 Shaw, Thomas C.  
 Sheppard, Ronald  
 Sliger, Glen D.  
 Stewart, Charles W.  
 Stokes, George H.  
 Store, Bruce R.  
 Swartz, Rexford W.  
 Tragesser, Gary V.  
 Vankeufen, Nathan  
 Vanostfand, Chas.  
 Waggoner, Charles  
 Watkins, Robert B.  
 West, Jerry L.  
 Wilson, Paul R.  
 Vollard, James C.

CL 80-2/June 24  
 Albrecht, Lewis J.  
 Alexander, Robt. E.  
 Arbogast, Clinton

Armentrut, Gary N.  
 Aron, William T.  
 Bentley, Homer L.  
 Braham, Ronald L.  
 Brown, Clifford L.  
 Burton, William F.  
 Campbell, Roger  
 Carroll, Charles M.  
 Cloud, Thomas M.  
 Connell, Thos. E.  
 Cowie, Johnnie C.  
 Curtis, Donald L.  
 Dalby, Ronald N.  
 Davis, Gary E.  
 Davis, Robert E.  
 Donahue, Jos. R.  
 Donovan, Edw. W.  
 Farmer, John H.  
 Ferguson, Joel D.  
 Foe, Daniel N.  
 Forringer, Robt. R.  
 Gilbreath, Stanley  
 Glenn, James A.  
 Hafeman, Richard  
 Hall, James T.  
 Harris, Jerry M.  
 Henderson, Robt.  
 Henry, Earl E.  
 Hines, Garland M.  
 Hines, Joseph A.  
 Holmes, Robert L.  
 Hopkins, Irving L.  
 Hopkins, Rich. A.  
 Jamieson, David  
 Jones, Larry K.  
 Keating, Michael J.  
 Kelley, Steven P.

Kelly, Charles E.  
 Kirksey, Robert L.  
 Krear, John R.  
 Lamm, Russell W.  
 Lefebvre, Pierre R.  
 Licina, Joseph R.  
 Lynn, Jerry E.  
 Mankin, Jack R.  
 Manning, Michael  
 McAdams, David  
 McCord, Evins V.  
 McNeil, Peter  
 Monk, Robert C.  
 Owens, James L.  
 Palinski, Paul J.  
 Paterson, Norman  
 Porter, Michael F.  
 Pruyn, Gary A.  
 Roach, Brian W.  
 Roberts, Jerry L.  
 Sharer, John W.  
 Simpson, Jerry L.  
 Smith, Carl E.  
 South, Grant L.  
 Spencer, Larry P.  
 Starbuck, Lawrence  
 Stephenson, Kyle  
 Sweezey, Harry W.  
 Thompson, Perry  
 Tolbert, Ralph V.  
 Travis, Stephen M.  
 Trevino, Benito A.  
 Vaughan, Carroll  
 Waldrop, Wm. A.  
 Wilkinson, Byron  
 Wrinn, Mark O.  
 ★ ★ ★

## Board Nominates 44 AWOs for RA Integration

Ackroyd, Chas. T.  
 Allen, Dwight C.  
 Alley, Jeff D.  
 Allmer, Johnnie L.  
 Arnold, Howard C.  
 Blanton, Thos. P.  
 Carr, Tyrus R.  
 Chalupsky, Jan D.  
 Clark, Jimmy L.  
 Conrad, Ralph R.  
 Crouch, Stephen

Cure, Edwin J.  
 Davis, Gary L.  
 Dobbs, Robert V.  
 Dosh, Robert E.  
 Eason, Robert E.  
 Elde, Thorwald E.  
 Gilmore, Ronald D.  
 Helquist, Edward L.  
 Johnson, Rich. M.  
 Kaighin, Thos. P.  
 Kirby, Lavelle J.

Kraft, Bryce A.  
 Leon, Stephen M.  
 Lundwall, Robt. T.  
 Mixon, Merrill J.  
 Myers, Steven C.  
 Nichols, Scott  
 Nixon, James R.  
 Oates, Foster, Jr.  
 Pierce, Donald D.  
 Rice, Clifford J.  
 Rosales, Albert E.

Shaver, Dan E.  
 Slaughter, Thos. E.  
 Smith, Kenneth J.  
 Snow, James F.  
 South, Grant L.  
 Strawbridge, Robt.  
 Usher, Michael K.  
 Weeks, Donald R.  
 Weiss, Leroy W.  
 Wernli, Paul W.  
 White, Ronald L.



# Early bird

... That's RCA ... for YAH-64 Support

## **Early Influence on Design for Testability and ATE Compatibility**

Hughes Helicopters initiated a Test Requirement Analysis of avionic and weapon systems equipments at the beginning of the YAH-64 program. RCA, the team's Automatic Test Equipment supplier, was then able to provide timely technical guidance to other team members for enhancing equipment testability and ATE compatibility.

For more information contact:  
Director of Marketing, RCA Automated  
Systems, Burlington, MA 01803

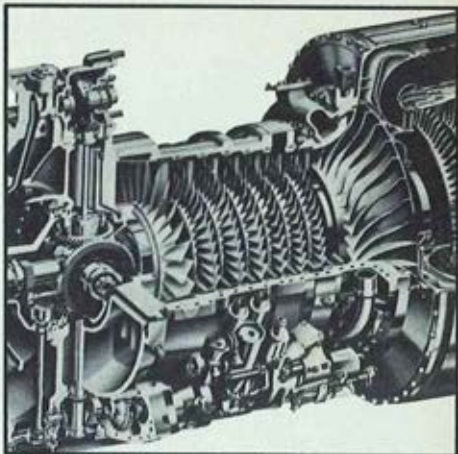
## **Early Support Hardware for Operational Testing**



**The YAH-64 ATE** is a modified version of the RCA-developed AN/USM-410 (EQUATE). In addition to its use for intermediate and depot level support, a system will support YAH-64 during operational test (OT-II). RCA's EQUATE can be configured to meet your specific ATE requirements.

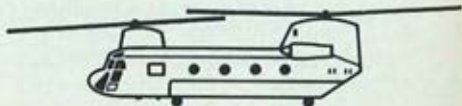
**RCA** Government  
Systems Division

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