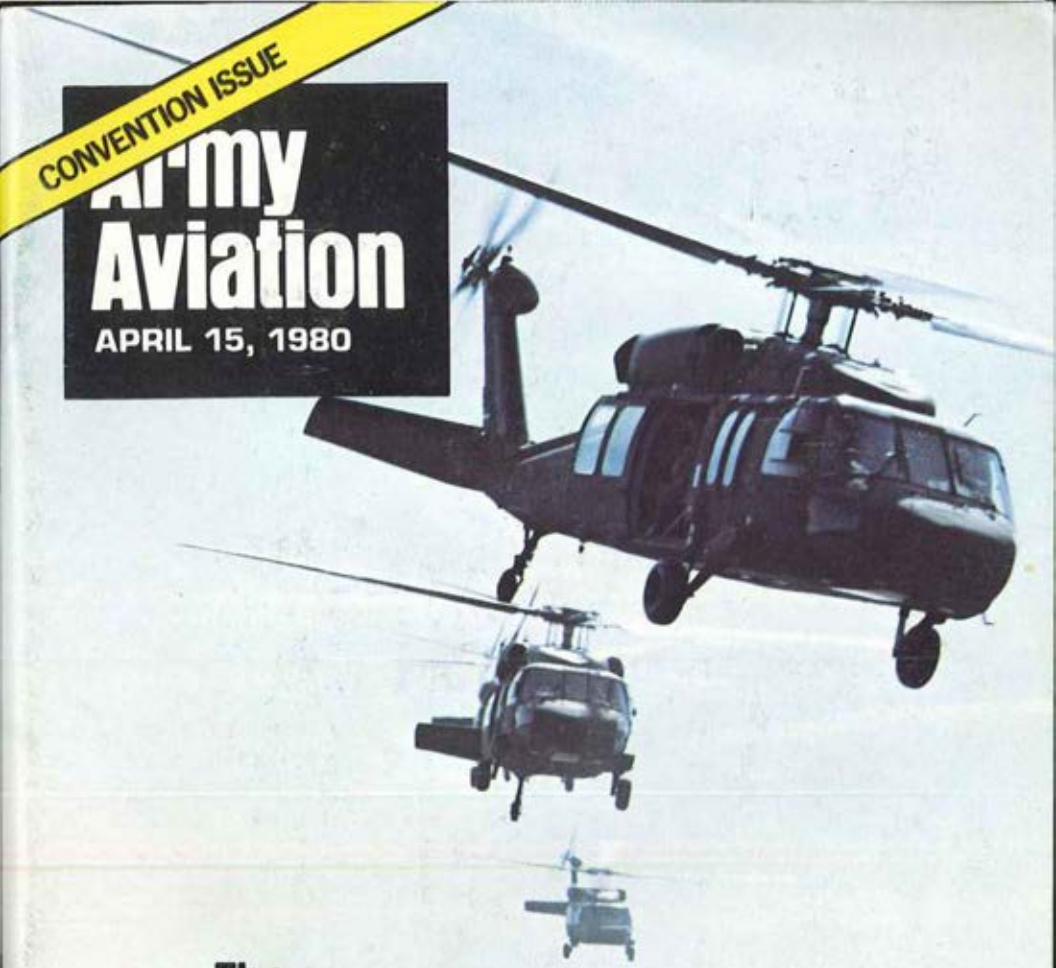
CONVENTION ISSUE

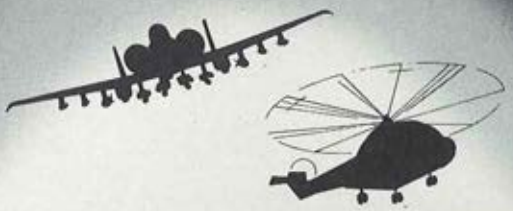
Army Aviation

APRIL 15, 1980



CLOSE ENCOUNTERS

OF THE TACTICAL KIND



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

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ARMY AVIATION

Volume 29 — April 10, 1980 — Number 4

FEATURES

1980 AAAA NATIONAL CONVENTION

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The AN/APR-39 (V) 1 Radar Warning Receiver . . . primary element of multi-mission ASE suit.

E-Systems Memcor Division offers a cost effective, airborne, multi-mission radar warning system in production quantities. The AN/APR-39 is currently deployed by the US Army in OH-58, AH1S, UH-1H, and AAH Helicopters and is slated for deployment in SEMA fixed-wing platforms. The system is qualified by the US and NATO.

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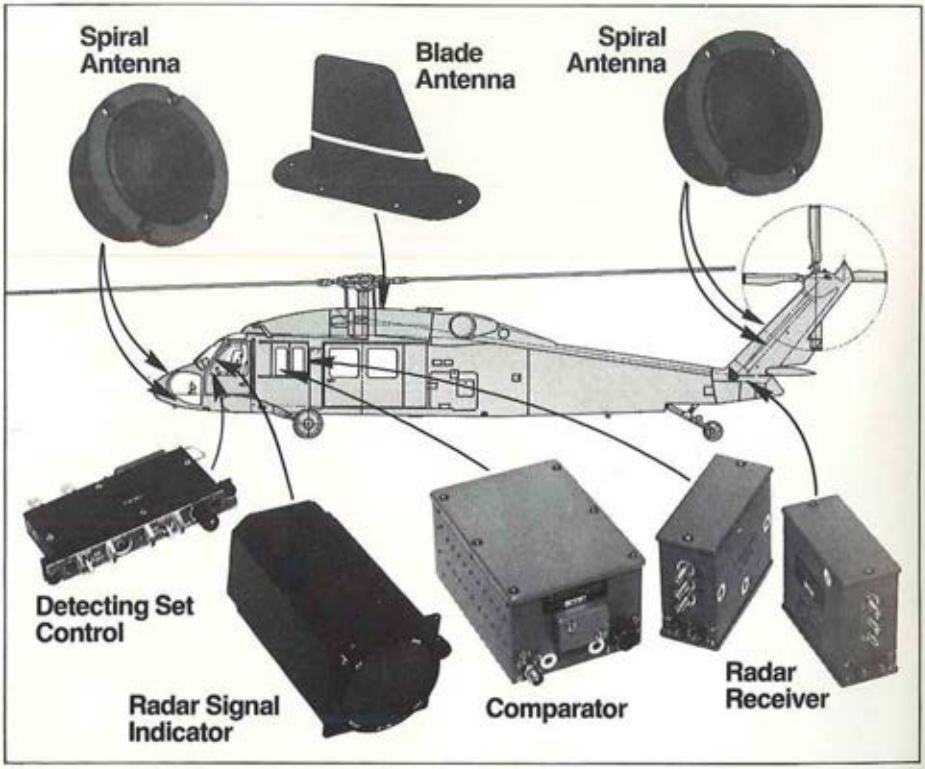

The Army's Chinook D: the performance reason.

Development tests have been successfully completed. Operational tests are on schedule. And the remanufactured Chinook D continues to demonstrate the wisdom of the Army's decision to upgrade a proven performer.

Here's an up-to-date status report on engineering development goals achieved:

- Aircraft Remanufacture
- Contractor Qualification Test
- Contractor Flight Test
- Contract Milestones
- Aircraft Weight Empty
- Performance Guarantees
- Ram Goals
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- Preliminary Airworthiness Evaluation
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12 March 1980

Honorable Harold Brown
Secretary of Defense
Room 3E880, The Pentagon
Washington, D.C. 20301

Dear Secretary Brown:

The matter of retention of our highly skilled aviation warrant officers (AWO's) has long been a concern of this Association. A number of factors are involved in the perception of the AWO's as to the desirability or undesirability of following a career in Army Aviation. A key factor, and a compelling one, in these days of high inflation, is the matter of flight pay equalization, i.e., equal flight pay for commissioned and warrant officers.

Since 1969, the Army Aviation Association of America has maintained that there should be no distinction in flight pay between commissioned and warrant officers. The current disparity in flight pay is a constant irritant to AWO's and is cited as a compelling reason by over half of those leaving the service upon completion of their mandatory service period. Among the AWO's trained in FY 76 and FY 77 -- those most recently eligible to leave the service -- less than half (only 46%) have remained.

This is extremely costly to the Army in terms of lost experience. It is also costly in terms of expense to train new aviators to replace those leaving, approximately $100,00 per warrant officer candidate. If the present trend continues, the replacement training costs alone could reach $10 million per year. We think this can be avoided.

The AAAA urges, as a matter of equity and as s matter of fiscal prudence, that Aviation Career Incentive Pay (ACIP) be made the same for commissioned and warrant officer aviators, and that such change be effected in the earliest possible legislation.

Sincerely,

George S. Beatty Jr

George S. Beatty, Jr.
Major General, USA (Ret.)
President, AAAA

Our Army of the '80's

OUR Army of the '80's will be greatly influenced by Army Aviation with the introduction of new attack, SEMA, and utility helicopters together with the improvement and development of reconnaissance, cargo, and scout helicopters.

These aviation elements will provide the Army with the essential ingredients to counter the forecast threat through additional capability and by maintaining a balanced aviation force worldwide. We can gain a better perspective of the '80's by looking at what transpired during the '70's.

The early '70's saw us significantly involved in Vietnam with the establishment of airmobility firmly in our doctrine; a doctrine which has been broadly adopted by other nations in the world, notably the Soviet Union.

In the mid-'70's, we found ourselves in an acquisition slowdown, grasping for ways to adapt the new aviation doctrine to the vastly complicated and sophisticated potential battlefield of Europe — the specter of a high intensity environment, alien to our training, thus requiring adjustments to equipment and tactical concepts.

In the late '70's, our development efforts began providing modernized hardware. This was true not only in aviation systems, but in all elements of combat in the Army. Concurrent improvements in training procedures made large contributions to changing our methods of operation. A highly visible shift to implement this broad-based modernization effort began in the '80's.

A look at the '80's

The '80's will be characterized by: significant force structure evolving from the

the Army **86 Study** and the interrelated **Aviation Requirements for the Combat Structure of the Army (ARCSA IV);** competition for resources for training, flying hours, and new programs; and a new focus on the role of the Army for worldwide commitment requiring continual relooks at tactics, doctrine, and modification of personnel management.

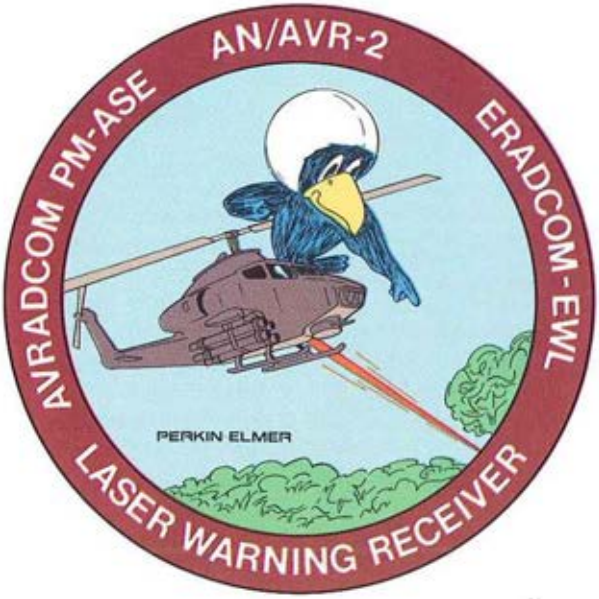
As we face the '80's, there are many challenges that confront us in personnel, readiness, force modernization, and training. **LTG Glenn K. Otis,** Deputy Chief of Staff for Operations and Plans for the Army, stated our situation very astutely at the annual **Army Aviation Policy Committee** meeting in December 1979.

U.S. Army Cobra attack helicopters will be more accurate on the first round of fire with a telescopic sight equipped with a mini-laser rangefinder. A gunner uses the sight unit for the Cobra's TOW antitank missile system to aim cannon and rocket fire and guide TOW missiles. The laser transmitter for the improved sight, called the Laser Augmented Airborne TOW (LAAT) sight, was designed to fit the small available space in the existing sight turret.

The rangefinder calculates the distance to a target based on the time it takes a laser burst to travel to the target and bounce back. The Cobra's fire control computer processes the range with other data like wind and ammunition ballistics to help direct fire with pinpoint accuracy. Hughes is building an initial quantity of 44 LAAT sights.

The TOW antitank missile, of which 250,000 have now been delivered to the U.S. Army, has escaped inflation's pinch in the last decade. Designers and production experts at Hughes have used highly automated manufacturing equipment to cut the cost of today's missile by 25 percent compared with that of the first missile produced in August 1969.

At the same time, the missile's range has been increased from 2000 meters to 3750 meters, or 2.3 miles. TOW (Tube-launched, Optically-tracked, Wire-guided) missiles have become the standard weapon for defense against tanks in more than 30 nations throughout the free world.



Newest member of the U.S. Army PM-ASE team

The contract for AN/AVR-2 laser warning receivers has been awarded to Perkin-Elmer by ERADCOM-EWL, Fort Monmouth. This integrated radar/laser warning system combines the Army's AN/APR-39 radar detector with a Perkin-Elmer laser sensor to meet the requirements of AVRADCOM-ASE.

There's a good chance our capabilities can support your mission survivability goals. We're ready to meet your needs for smart optical sensors, integrated warning systems, and low-cost, low-power, modular packaging.

Find out how Perkin-Elmer technology can add a new dimension to your survivability system. Contact the Electro-Optical Division, 100 Wooster Heights Road, Danbury, CT 06810. Or call (203) 438-0371, Ext. 2696.

PERKIN-ELMER

Responsive Technology

OUR ARMY
(Continued from Page 7)

have paraphrased his opening remarks as follows:

> *We are at that stage in Army Aviation where the tank was between War I and War II. We have done a lot with it, but there is an awful lot more to do. There are a great number of Army people who think Army Aviation is a part-time fighter. Part-time fighter means that you cannot fly as often as you should because of weather. You are hired and paid as a 24-hour-a-day soldier; your equipment is purchased at the expense of 24-hour-a-day fighters, but you do not fight 24 hours a day; so, you have to do something about that. You have a sacred duty that involves more than just new equipment, new devices, and aviator training. It involves the integration of all that in all aspects with the total combined arms team - that is really the challenge . .*

Today, Army Aviation has critical shortages in company grade officers and warrant officers. This has resulted essentially from two causes. First, we decreased training output over the past several years to compensate for aviator grade imbalance following the Vietnam conflict.

Secondly, our force has begun to age and thereby is undergoing attrition. This shortage may be further aggravated by the fact that current organizational documents reflect the requirement for one aviator for each cockpit seat; this appears to cause us to be incapable of sustaining a European high intensity level of combat.

As we approach achievement of the capability of aircraft to be flown 24 hours a day in all types of weather and under reduced visibility, the crews become the limiting factor in combat application.

BRIGADIER GENERAL RICHARD D. KENYON, ARMY AVIATION OFFICER, DA

Pilot/aircraft seat ratio

A TRADOC study which recommends increasing the ratio of pilots to aircraft seats in order to maximize our effectiveness is under review at HQDA. In order to correct these shortages, we have already increased the Initial Entry Pilot Training rate for commissioned officers. We are analyzing the degree and causes of the warrant officer shortage. We hope to remedy this personnel situation by the late '80's.

Aviator management aligned

The impact of the **Specialty Code 15** decision last year will be seen beginning this year and will be validated in the '80's. The changes from the traditional requirement to maintain proficiency in a basic branch **plus aviation** are intended to align aviator management with the increasing tactical integration of our aviation and ground forces.

SC 15 is now a combat arms specialty; the aviator in **SC 15** will be of infantry, armor, field artillery, or air defense branch together with a limited number of military intelligence and signal corps officers. These officers will likely be utilized in aviation assignments until their branch advanced course.

This will make aviation experts of these new aviators, all to the benefit of Army Aviation. The challenge here is to maintain effective integration with our nonrated counterparts and to optimize the expertise which can be developed and implemented under this concept.

A study group is underway at HQDA

to resolve several issues which were impending implementation of the career pattern. TRADOC is concurrently determining the optimum force structure for Army Aviation employment in the future in its **Army 86 Study.**

The enlisted arena

In the enlisted arena, a study is ongoing at HQDA to define recommendations correcting problems of sustainability in **Career Management Field (CMF) 67, Aviation Maintenance.** Our force is heavy in the middle grades rather than being pyramidal which would allow functional promotion progression.

Thus, there are bottlenecks in the higher grades and insufficient lower grades, i.e., E-3 and E-4, to feed mid-level requirements. The draft report of the study group is scheduled to be released for staffing late this spring.

Operational readiness

Readiness is a very broad term which encompasses many aspects of organizational and operational effectiveness. To be ready, a unit must be adequately manned, equipped, trained, and supplied; also, these elements of readiness must be maintained in a high state of preparedness in order to accomplish the unit's mission.

We must generate renewed vigor toward all these elements. The revised **AR 95-33 "Army Aircraft Inventory, Status, and Flying Time Reporting"** provides new procedures which base aircraft readiness reporting on a combination of factors that evaluate mission, operational equipment, and subsystem availability. These new Army-wide aircraft **operational readiness (OR)** rates have generally met the standards set by HQDA.

Renewed emphasis must be placed on proper maintenance procedures to improve our reliance on organic resources to maintain our equipment in time of war. Peacetime training of our aircraft crews (aviation maintenance personnel) must be comprehensive and realistic, if we are to be prepared to fight.

The '80's will see more flight simulators being fielded to provide training for pilot skills in critically needed gunnery proficiency; we have not done well previously due to constraints of fling hours and insufficient ammunition and ranges. Greater reliance will be placed on simulation which has advanced to an extremely high degree of sophistication and realism. The new AH-1S flight weapons simulator, for example, can be used to train a pilot in TOW missile firing without firing a shot.

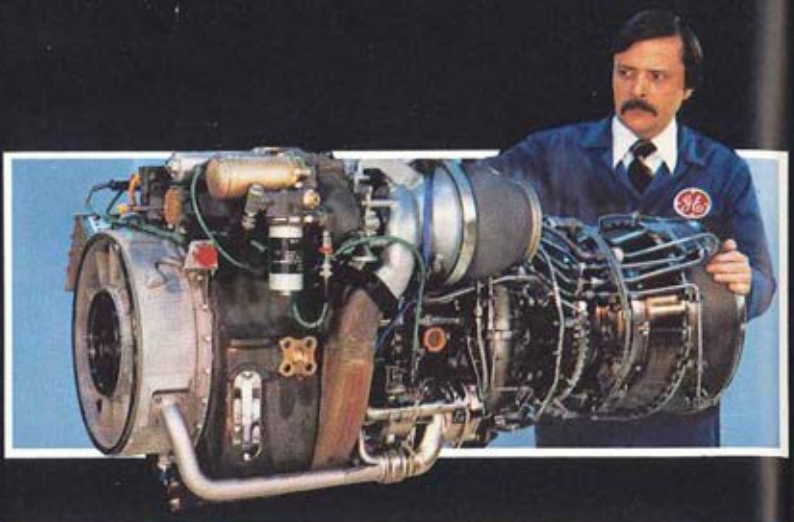
New dimensions

Force modernization consists of renewal of equipment, structure, and procedures. The development programs conducted in the '70's and the consequent production initiation for many new weapons systems have culminated in several major programs coming "due" at the same time: the XM1 tank, AH-64 (AAH), the UH-60A **BLACK HAWK,** the CH-47D Mod Program, the Infantry Fighting Vehicle, and the **Patriot** are but a few of the systems deemed vital to our modernization which will be fielded in the '80's.

The AH-64, UH-60A, and CH-47D systems will provide a new dimension to Army Aviation, and the potential of the improvements designed into these systems in the '70's will make the opportunities of the '80's unlimited. Without adequate funding, we face many difficult de-

(OUR ARMY/Cont. on Page 30)

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

Why belong?

By CARL H. McNAIR, JR., National Membership Chairman — AAAA

THOSE among our Army Aviation ranks who ask this question are those who ***don't*** belong!

Thus it behooves us who are AAAA members to spread the word about the Army Aviation Association, its objectives, and its benefits, not simply for the individuals who are prospective members but for our Army and Army Aviation.

The AAAA is far more than a social organization — although there are many significant tangible social benefits which accrue from association with those who share your interests and profession, but far more rewarding is the professional growth involved in ***"belonging."***

A wide range

The meetings, both local and national, offer a wide range of professional programs, all focusing on Army Aviation, and where we have been, where we are, and where we are going.

I had occasion to visit the Washington, D.C. Chapter for their February meeting and heard a key member of the House Armed Services Committee speak on major DOD materiel and force structure national defense issues as the HASC sees them.

I only wish all Army Aviators and AAAA members could have heard his presentation — it was positive, forthright, and hopefully prophetic.

A worldwide forum

The AAAA, in conjunction with the ***American Helicopter Society,*** another equally professional organization, provided the meeting and the distinguished speaker for our Army Aviators in the Washington area to hear an important message, just as AAAA provides such a forum at Ft. Campbell, Ft. Rucker, Ft. Eustis, and at other key locations around the world.

There's little doubt that with the professional programs, the equally professional magazine, a periodic newsletter,

Navigation via Navstar GPS moves a step closer with Collins avionics.

The U.S. Air Force has selected the Collins Government Avionics Division as one of two prime contractors for full-scale development of Navstar Global Positioning System user equipment.

When operational, GPS will provide worldwide three-dimensional navigation information with accuracy to within 30 feet. The Collins Government Avionics Division, Rockwell International, is already well established in GPS technology. Under contract to the Air Force Avionics Lab, we began work on a Generalized Development Model (GDM) of GPS user equipment in 1975. The GDM consistently demonstrated precision navigation performance in an intense jamming environment during the Phase I concept validation flight tests.

Under contract to the Space Division (SD) of the U.S. Air Force, we're developing GPS user equipment for seven types of host vehicles — bombers, fighters, submarines, carriers, helicopters, tanks and manpacks. And we're demonstrating a cost-effective design approach. Multilevel commonality is achieved by using modular receiver signal processors and flexible modular interfaces. These interfaces make it possible to economically adapt the system to the unique requirements of virtually any military application.

Truly cost-effective GPS user equipment is no surprise coming from the Collins Divisions. Especially when you look at our record in navigation and in ground, sea and airborne communications systems. Contact: Collins Government Avionics Division, Rockwell International, Cedar Rapids, Iowa 52406. Phone 319/395-4412.

Rockwell International

...where science gets down to business

Why belong?
(Continued from Page 13)

and the Chapter meeting and socials, AAAA offers a ***unique*** opportunity for aviators, crewmembers, and those interested in Army Aviation to gather and to grow together.

But even then, accepting that, some will ask, ***"OK, but what's in it for me personally?"***

Well, we all should be concerned about professional growth and being current in our avowed profession, but if one does want to be totally materialistic about it, there are some distinct advantages — and ***"return on investment."***

A first-rate magazine

First, of course, is a splendid magazine totally dedicated to news — ***current*** news — on Army Aviation materiel, personnel, and policy. Advertising? Yes, it has about 28% advertising to help pay the freight, but even the company ads are highly informative and tuned to describing aerospace state-of-the-art.

Included therein is a continuing up-to-date change of address roster for all AAAA members . . and, on a recurring basis, a ***"Who's Who"*** total listing of various categories of members, , active, retired, civilian, AWO, industry, and so on. The magazine — and its newsworthy features and special issues on systems so near to us all — merits the month-to-month attention of the full Army Aviation community.

Then too, through our Association leadership and through the magazine we take up the cudgels for our membership in advancing specific areas of Army policy of interest to our members . . . the AAAA call for ***flight pay equalization*** at the DOD level is a current example. The Association first supported ***equalization*** and flight pay legislation in its letter to the Secretary of the Army in August 1973, a point in time at which the Army had ***not*** yet developed a position on ***equalization.***

A "one of a kind" coverage

Also, on the strictly personal side, but a tangible return to members, the combination flight pay/life insurance protection is a "one of a kind" of coverage that is only available to members. You have only to experience a fellow aviator's or crewmember's sudden loss of flight pay due to illness or accident to realize how important that ounce of prevention could have been.

In the area of awards and scholarships, the AAAA has long recognized those most deserving in many ways. Annually, the AAAA national and regional conventions are the forums that brings high international recognition to our individuals and units. It cites the outstanding accomplishments within our profession, and does so on a national, regional, and local basis.

The perpetuation of these accomplishments by AAAA can be seen when visiting the Army Aviation Museum where large attractive plaques record the names of the ***"Aviators, Aviation Soldiers, and DAC's of the Year"*** for posterity.

Annually, too, some 10 to 12 college scholarship awards are given away to the sons and daughters of our members repaying their parents many times over for their foresight and AAAA professional investment in the future.

And there is also the ***Army Aviation Hall of Fame,*** sponsored and administ-

ered by the AAAA — a notable investment of energy and effort to recognize our past with its true and meaningful dividends for our future.

I could go on and on — the programs of AAAA that support our profession are countless — but I hope the message is clear.

A direct and lasting value

There is a ***direct*** and ***lasting*** value to belonging to AAAA — personal, professional, social, and even economic. Why, then, do so many who are just as interested as we longtime members in the furtherance of Army Aviation and our common objectives not join?

Perhaps it is because we — the members — have not really told the AAAA story — what it really stands for and how it stands for those involved in Army Aviation — commissioned, warrant, enlisted, and civilian alike.

It's not just another association; it's ***the*** Army Aviation Association and it includes a special group of folks.

A wide range of incentives

So in the 1980 year, the association has launched its largest membership campaign ever — to swell our ranks back to the 10,000-member mark — from the current 7,800. That means a net gain of over 200 new members a month, an easily attainable figure if ***"every member gets a member."***

In the conduct of our 1980 campaign, there are a ***wide*** range of enrollment incentives, including bi-monthly ***Sweepstakes' Drawings,*** major year-end prizes, and a ***"Top Gun"*** award for the year with recognition at the 1981 National Convention in Washington.

BRIG. GEN. CARL H. McNAIR, JR., AAAA Nat'l Membership Chairman

Beyond this, however, we will also recognize the Chapter achieving the greatest total increase in membership and the Chapter having the greatest percentage increase. The dual awards will enable our many Chapters around the world, from Korea to Europe, to participate.

There is equal opportunity for all Chapters to excel and to show their strength, large and small.

Confidence in our profession

So, just as Army Aviation in our Army of the '80's will reflect significant growth, so should our Association, which is representative of the Army Aviation community, reflect a similar growth for the AAAA, in many respects, mirrors our ***esprit*** and our ***confidence*** in our own profession.

There are dozens of reasons why all who are involved in Army Aviation should belong to AAAA, but it remains for us, as members, to communicate those reasons to those who are not current members.

Sometime today you'll be face-to-face with a non-member whose only reason for not joining could be that he or she has never been asked to join. ***Ask!*** Extend a welcome to this new member to join us in this organization devoted to the professionals in Army Aviation.

Cost-effective IR suppression.

Bell's AH-1S Cobra gives Army pilots the last word in battlefield flexibility and firepower versatility.

And now, Garrett's new cost-effective Infrared Suppressor System gives them the last word in survivability against threats from IR heat-seeking missiles.

Developed with the U.S. Army's Aircraft Survivability Group, our IR Suppressor System's light-weight, self-cooled design reduces the temperature of both the exhaust system metal and plume to the point where they're virtually invisible to the infrared eye of an oncoming enemy missile.

Now in production, Garrett's IR Suppressor System works equally well in both flight and hover modes, without requiring a fan. A fact that makes it an ideal candidate for retrofitting to other turbine-powered helicopters.

For complete information, write: Sales Manager, Heat Transfer Systems, AiResearch Manufacturing Company of California, 2525 West 190th St., Torrance, CA. 90509. Or phone: (213) 323-9500.

GARRETT The Garrett Corporation
One of The Signal Companies

Garrett's AiResearch Heat Transfer Systems

AGARD. ADVISORS TO NATO.

BY DR. IRVING C. STATLER, DIRECTOR, AEROMECHANICS LABORATORY (AVRADCOM)

THE **Advisory Group for Aerospace Research and Development (AGARD)** represents a pioneering, successful experiment in scientific cooperation among the **North Atlantic Treaty Organization (NATO)** nations.

The founder and first Chairman of **AGARD, Dr. Theodore Von Karman,** had dedicated his life to the enhancement of understanding and cooperation among scientists of different nations.

1944 Scientific Board set pace

During World War II, **Dr. Von Karman,** helped the U.S. armed forces with their technical problems, and originated a new trend in providing special R&D indoctrination to young military officers. In September 1944, at the request of **General "Hap" Arnold, Dr. Von Karman** established the Army Air Corps Scientific Advisory Group, which later became the Air Force Scientific Advisory Board.

After the war, with NATO's establishment, **Dr. Von Karman** decided that this would be an ideal "pilot plant" to test out the feasibility of international scientific cooperation. He recommended that a Scientific Advisory Board be set up for NATO similar to the Scientific Advisory Board of the Air Force to insure NATO countries that they would always have the best technology at their command.

The **AGARD** would review advances in aeronautical science, exchange important information, and recommend how the scientific talents within NATO could best be employed in strengthening overall technical ability to solve mutual defense problems.

AGARD established in 1952

The establishment of **AGARD** was approved on January 24, 1952 with its Headquarters in Paris and the first general assembly of **AGARD** was convened in Paris, May 19-21, 1952 with delegates from 11 NATO nations. Four **Technical Panels** were established: Research on **Combustion** was chosen as representative of fundamental research; **Flight Testing Techniques** and **Aeromedicine** provided two examples in applied research; and **Wind Tunnels** and **Model Testing** were considered important as examples for coordinating methods of research.

Subsequently, these four Panels became known, respectively, as the **Propulsion and Energetics Panel,** the **Aerospace Medical Panel,** the **Flight Mechanics Panel,** and the **Fluid Dynamics Panel;** and over the years since, five additional Panels have been established: **Avionics, Electromagnetic Wave Propagation, Guidance and Control, Structures and Materials,** and **Technical Information.** These technical Panels rotate their meeting sites among the NATO countries to enable large

AGARD
(Continued from Page 19)

numbers of the host nation scientists to meet their counterparts from other countries.

AGARD is currently organized (See **Figure 1**) as a NATO agency under the authority of the Military Committee consisting of a Board of National Delegates composed of representatives of member nations; a number of panels and committees approved by the Military Committee and composed of experts appointed by the National Delegates; and a technical and administrative staff whose number and composition is approved by the Military Committee. **AGARD** operates under the guidance of the Military Committee.

The mission of **AGARD** is to bring together the leading personalities of the NATO nations in science and technology relating to aerospace for the following purposes:

- Recommending effective ways for the member nations to use their R&D capabilities for the common benefit of the NATO community;
- Providing scientific and technical advice and assistance to the Military Committee in aerospace R&D with particular regard to its military application;
- Continuously stimulating advances in the aerospace sciences relevant to strengthening the common defense posture;
- Improving the cooperation among the member nations in aerospace R&D;
- Exchanging scientific and technical information;
- Providing assistance to member nations for the purpose of increasing their scientific and technical potential;
- Rendering scientific and technical assistance, as requested, to other NATO bodies and to member nations in connection with R&D problems in the aerospace field.

Nine Technical Panels are heart

The major part of **AGARD's** program is represented by the activities of the nine **Technical Panels.** These **Panels** are composed of a total of nearly 400 members who are experts actively engaged in research, development or management in academic institutions, government establishments or industrial enterprises related to the aerospace field. Panel members are appointed by their respective National Delegates, normally for a term of three years.

Each **Panel** fulfills the **AGARD** mission within its own area of scientific and technical interest and competence. Each **Panel** defines a program of meetings and publications in its

FIGURE 1

This top-ranking military jetprop is volunteering for a few more special missions.

Beechcraft's rugged C-12 jetprop has earned its military stripes as a hard-working military transport. Its turboprop economy has been saving money for the Army and Air Force all over the world. In addition, the C-12 has gained an enviable reputation for reliability.

Now it's ready for a few more special assignments.

With available installations for aerial surveillance, tactical field support, ECM, photography, Infra-Red, Side Looking Radar (SLAR), remote sensing, and many others, this versatile aircraft offers a broad range of mission capabilities.

And because many of these special equipment packages can be quickly removed or converted, one C-12 airframe can be used to fill the roles of several special missions aircraft.

In addition, the comprehensive Beech logistics support program now assumes total responsibility for all on-site maintenance, crew training, parts inventory, and worldwide technical service. As a result, the C-12 continues to deliver operational readiness rates well in excess of 90%.

If your command could use a special mission support system with this kind of multi-role capability, get complete information by contacting Beech Aircraft Corporation, Aerospace Programs, Wichita, Kansas 67201.

Beechcraft

own specialty within the general constraints of AGARD policy as determined by the National Delegates Board.

Identifying areas of significance

The AGARD Steering Committee was created to insure that the activities of the AGARD Panels would be responsive to the needs of the NATO military community and to maintain continuing liaison with other NATO bodies concerned with aerospace R&D. This Committee, which identifies areas of R&D of particular significance to military applications, is appointed by the Chairman of AGARD and consists of members who have special knowledge and experience in military technology.

The product of its' deliberations is the generation of recommendations to the Chairman of AGARD. The National Delegates Board functions as the review and approval body for those projects recommended to it by the Chairman.

To identify topics of interest, the NATO Military Committee solicits suggestions from national defense authorities, through their national delegations to NATO, and from other NATO agencies. In considering the various topics, the Steering Committee distinguishes between two types of studies: those which fall within the fields of expertise of one or more AGARD Technical Panels, referred to as "Technology Studies"; and those of a more general systems nature, designated "Aerospace Applications Studies".

Wide range of study areas

Technology Studies, after approval as projects by the National Delegates, are referred to the appropriate specific Panel or group of Panels for preparation and are usually eventually published as AGARD Advisory Reports. The subjects of such advisory reports have included: fatigue in helicopter crew members; military utilization of frequency bands from 10 GHz to 100 GHz; potential benefits of laser technology; radar cross-section definition and measurement; advanced design radomes; helicopter escape measures; effects of buffeting and other transonic phenomena on maneuvering aircraft.

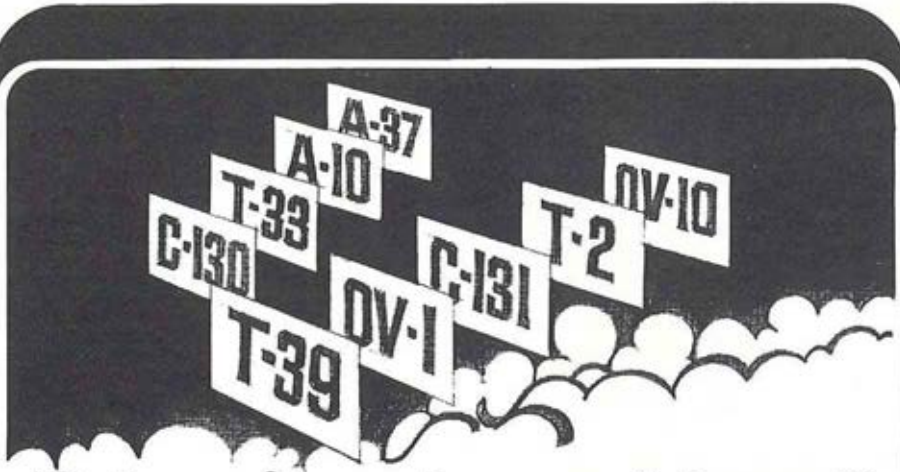
Aerospace Application Studies are prepared under the guidance of the Aerospace Application Studies Committee and are published as AGARD Advisory Reports. Subjects include: physical vulnerability of aircraft; small tactical missiles for 1980 and beyond; detection and location of sheltered and dispersed aircraft; applications of unmanned aircraft; and night vision devices for fact combat aircraft.

AGARD is one of the largest scientific and

TECHNICAL PANELS OF AGARD

FIGURE 2

PANEL	U.S. ARMY REPRESENTATIVE
AEROSPACE MEDICAL	COL CHARLES KNAPP, AMRL
AVIONICS	T.J. SUETA, AVRADCOM
ELECTROMAGNETIC WAVE PROPAGATION	H. SOICHER, CORADCOM
FLIGHT MECHANICS	R.B. LEWIS, II, AVRADCOM *I.C. STATLER, AVRADCOM
FLUID DYNAMICS	W.J. McCROSKEY, AVRADCOM
GUIDANCE AND CONTROL	C.T. ELLIOTT, AVRADCOM
PROPULSION & ENERGETICS	J. ACURIO, ACRADCOM
STRUCTURES & MATERIALS	R.M. CARLSON, AVRADCOM E. WRIGHT, AMMRC
TECHNICAL INFORMATION	*NAT'L PANEL COORDINATOR



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Say hello to J.E.T. solid state reliability.

Here's a maintenance-free, direct replacement for noisy, troublesome, high-upkeep 2500 or 3000VA 3-phase rotary inverters.

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AGARD
(Continued from Page 22)

technical publishers in the world, and publishes about 100 titles per year as monographs, advisory reports, conference proceedings, or lecture series. These publications are prepared for distribution only within NATO-member nations, and are included in **Scientific and Technical Aerospace Reports (STAR)** published by NASA; and **Government Reports Announcements (GRA)** published by the National Technical Information Services.

Materiel Acquistion — A Challenge

The U.S. Army and AVRADCOM have been active in **AGARD** since about 1970, with the Army currently having representation on all of the **AGARD Technical Panels** with the exception of the **Technical Information Panel.** Current U.S. Army representatives are identified in **Figure 2.**

The impact of the Army's involvement in **AGARD** has been dramatic. From 1952 to 1970, there were only two conferences on helicopters; since 1970, there have been ten. Prior to 1970, there were no lecture series on rotorcraft; since 1970, there have been two. From 1952 to 1970, there were only 17 publications on rotary-wing aircraft; since 1970, there have been 35 **AGARD** publications on rotorcraft.

There have also been some significant indirect benefits to Army Aviation as a result of **AGARD** participation. For example, a **Memorandum of Understanding (MOU)** for Cooperative Research in Helicopter Dynamics, established between the U.S. and France in 1972, is a highly successful program involving exchange of personnel and cooperative planning of research activities. Similarly, the more recent U.S./Federal Republic of Germany **MOU** for Cooperative Research in Helicopter Flight Controls was also the direct result of contacts made through **AGARD.**

A logical consequence

Our Army's participation in **AGARD** is in keeping with current policies for **Rationalization, Standardization, and Interoperability (RSI).** Standardization results from common requirements that evolve from cooperative R&D with these requirements implying joint design and production. The adoption for NATO-wide use of many of the products which flow from R&D programs is a logical consequence of efficient communication in R&D which is the purpose of **AGARD.**

For example, a NATO standardization agreement which had been directly based on the work of the **AGARD Aerospace Medical Panel** prescribes the minimum aeromedical training of flight personnel essential to obtain maximum safety and efficiency in the operation of military aircraft.

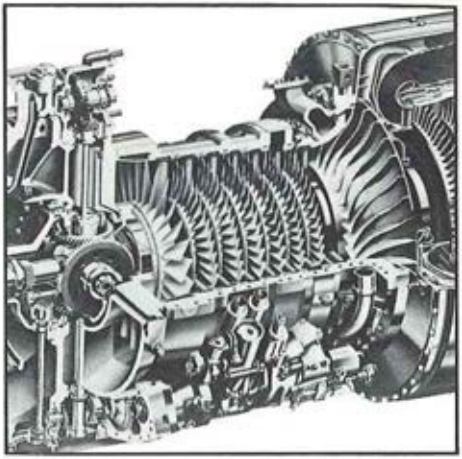
This agreement has been ratified by all NATO nations and now forms the guide for the training syllabus of all NATO flight personnel. Standardized wind tunnel testing techniques enabling a common base for comparisons among the NATO-member nations were the result of a study by the **Fluid Dynamics Panel** in conjunction with the **Von Karman Institute.**

The concept of RSI is to make maximum effective use of the resources of the NATO-member nations for mutual protection. It was the concept of **Dr. Von Karman** that the mobilization of scientific effort among the NATO-member nations for research useful for their common defense can be effective only if the countries work in close collaboration with one another.

This is the objective of **AGARD.**

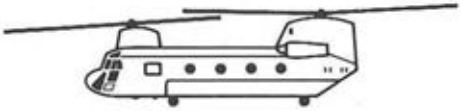
SHIPBOARD—A Ft. Eustis-based air cushion vehicle ferried a damaged Army aircraft from Langley AFB to the USATC, a first for the LACV-30 which recently became the first type-certificated hovercraft adapted by the military. The chopper was damaged during an emergency landing at Langley. The Army plans to purchase at least 12 of the LACV's for assignment at Fort Story.

Reliability Revisited.



Chinooks CH-47's earned their reputation. They put in more than ten years service as the largest capacity helicopters in the U.S. Army. They're the Old Reliables.

Now Old Reliables can do the job better than ever. With Avco Lycoming's new T55-L-712 turboshaft engine. Under the the RAM-D program, the latest T55 increases Reliability, Availability, Maintainability, and Durability. Designed to log up to 2400 hours between overhauls (while delivering up to 3750 shp, with an emergency rating of up to 4500 shp), the T55 makes Old Reliables easier to maintain, with less time on the ground. And more time in the air.



And the proven core engine just keeps on proving itself, day after day. Because at Avco Lycoming, we work to do a good job even better. Avco Lycoming, 550 South Main Street, Stratford, CT 06497.

AVCO LYCOMING DIVISION

Why belong?

Advanced Planning Briefings for Industry.
"Army Aviator of the Year" Awards at National and Regional Conventions.
Aviation Abroad Panels - Top Foreign AA's.
Army Aviation Hall of Fame Sponsorship.
"Aviation Soldier of the Year" Awards at National and Regional Conventions.
"Aviation Unit of the Year" Awards for Active Army & Reserve Component Units.
Award Certificates for "Outstanding Service" to Army Aviation at Unit Level.

• • •

Chapter "Aviator" and "Aviation Soldier" Award Recognition & Certificates.
Chapter Professional-Social Activities.
Charter Flights to Spain, Germany, Russia.
Congressional Appreciation Luncheon to honor Congressional Supporters.
Collier Trophy Selection Role.
Coordinated Industry Plant Tours.
Cub Club-WWII L-Pilot Reunions and Scholarship Award Program.

• • •

Delegate Underwriting and Participation at all National Conventions.
Discounts on Military & Aerospace Books.
Rapid Publication of Official Actions that pertain to the Affairs of Enlisted Specialists.
Film Library with Industry Film Updates.
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Industry Briefings, Films, Presentations.
Informative Industry Display Advertising in Association Journal.
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Junior Officer-Warrant Officer Councils.
Locator Service.
Life Insurance with No Aviation Penalty.

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

• • •

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

• • •

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

• • •

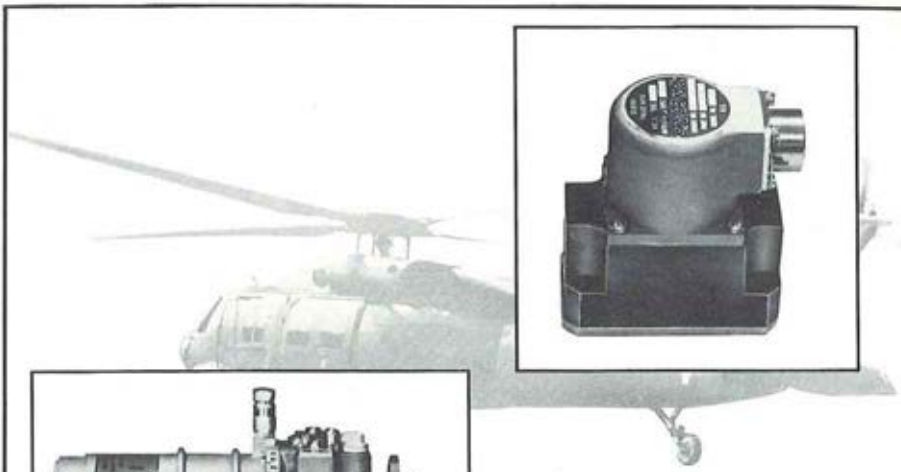
Speaker Assistance with Speakers from DA, Congress, Embassies, FAA, local gov't and the aerospace industry.
Symposiums on Aviation Product Support.
Support and Attendance of the Secretary of the Army & Chief of Staff at virtually all AAAA Nat'l Honors Luncheons.

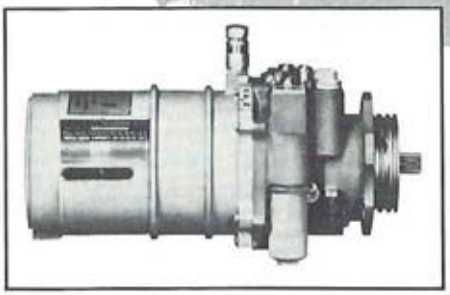
• • •

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

• • •

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





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Sikorsky selected Abex to supply hydraulic power modules and electro-hydraulic servovalves for the Army's new Black Hawk helicopter.

On the power end, each of three Abex power modules provides better than 10 (hydraulic) HP. The modules feature Abex variable-delivery, pressure-compensated pumps, as well as reservoir, relief and bleed valve, pressure and return filters, by-pass valve, depressurizer valve, pressure switch, and check valve.

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3151 West 5th St., Oxnard, Cal. 93030.

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The mobility of ground forces has escalated sharply.

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

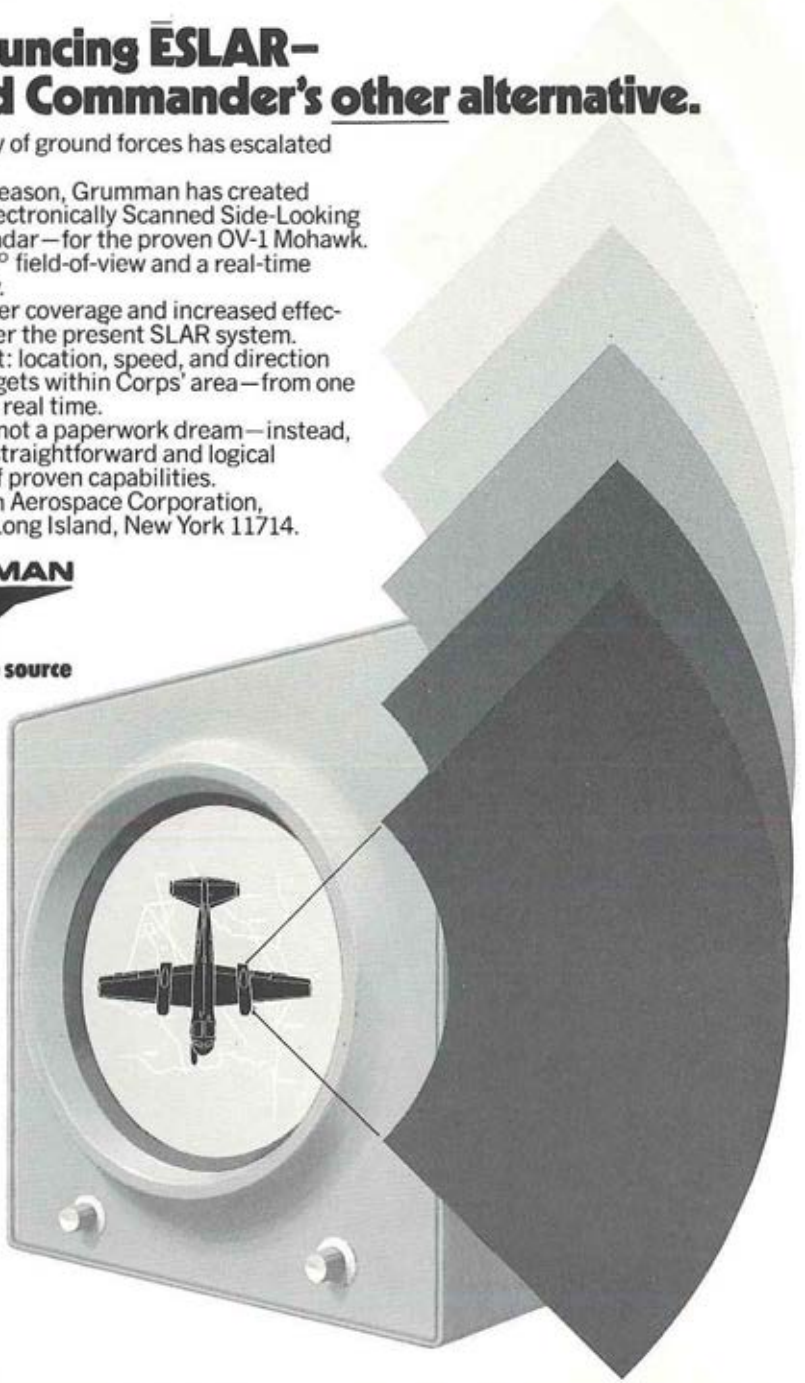
The result: location, speed, and direction of many targets within Corps' area—from one platform, in real time.

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

Grumman Aerospace Corporation, Bethpage, Long Island, New York 11714.

GRUMMAN

The reliable source



OUR ARMY
(Continued from Page 11)

cisions which will modify fielding rates of these items. For example, the initiation of the ASH development has been delayed for several years and there are daily "massages" of the program trying to find ways to maintain the program as now planned.

The new systems, or modifications to existing systems which have been developed, cannot all be funded at planned rates for we have more than 40 major systems coming into the force in the next four years. In the same time frame, there will be 70 more automated systems that have to talk to each other and provide timely and accurate information in both the division and corps. "Absorption" of these items will incur signficant management challenges.

Some may interpret this report as making the '80's appear gloomy. On the contrary, there is much promise awaiting us in the coming decade.

Some of it will happen because it is planned and programmed by HQDA and some of it will happen because soldiers and units make it happen.

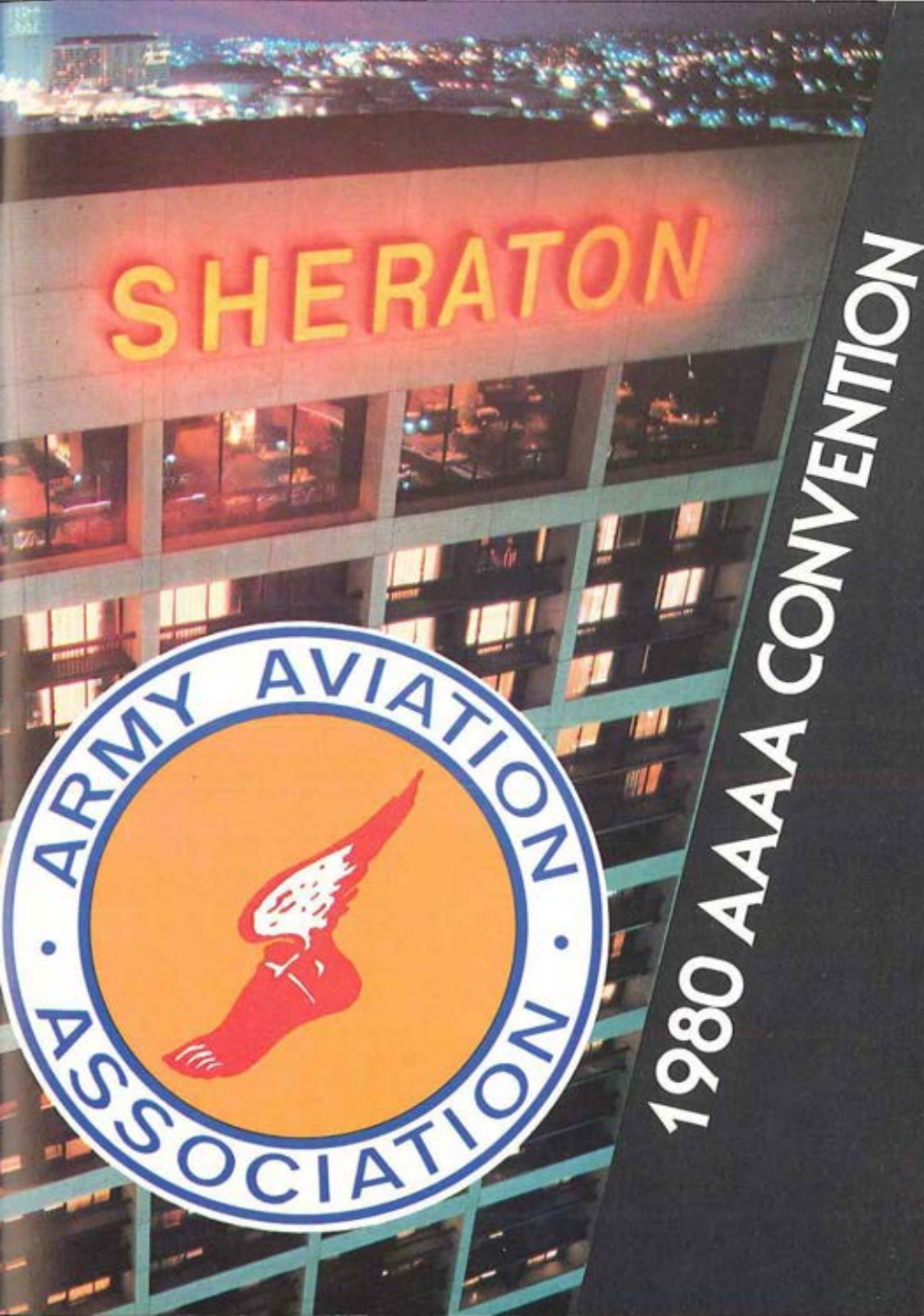
An expanded role

Aviation in both the active and Reserve Components will continue to play its current critical role, or accomplish even an expanded portion of the Army's mission, because we will find new ways to make our forces more useful to the commander of the combined arms team.

Those of us in Army Aviation will continue to face significant management and employment challenges through the decade of the '80's. The challenge is in our hands. I know that we will make it all happen.

◄ WO Irene "Dottie" Holmes is congratulated by MG Gordon J. Duquemin, ARR IV Commander, for earning the highest academic average of any of the 62 females who have completed the Rotary Wing Aviator Course at Ft. Rucker since the first female Army Aviator graduated in June of 1974.

► The rare award of an Air Medal for heroic actions in peacetime is made by LTG Julius W. Becton, Jr., VII Corps Commander, to MAJ John F. Sheehan and CW3 Jerry Akers for an emergency air evacuation of a flooded hospital. Looking on at left is COL John Toolson, 11th Avn Group (Cbt) Commander.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ARMY AVIATION ASSOCIATION
1980 AAAA CONVENTION

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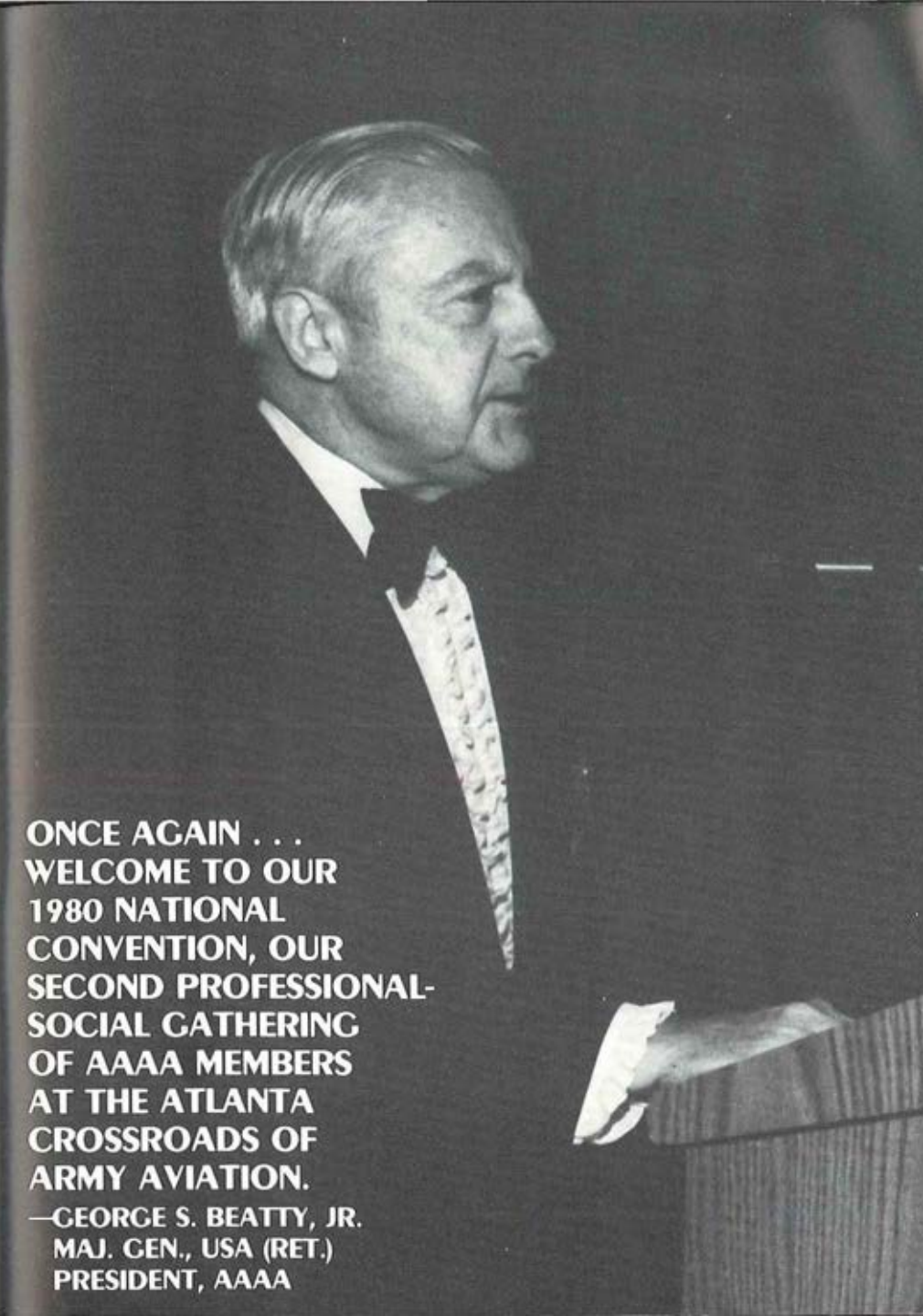
The Officers and Vice Presidents of AAAA are elected for three-year terms at the National Convention. The Executive Vice President serves as a five-year National Board appointee. The National Past Presidents serve in perpetuity. National Members-at-Large are appointed by the President for one-year terms. The Regional Presidents are elected within the Regions for two-year terms. Chapter Members-at-Large are those representing AAAA Chapters having 150 or more members as at each 30 June.

*Deceased



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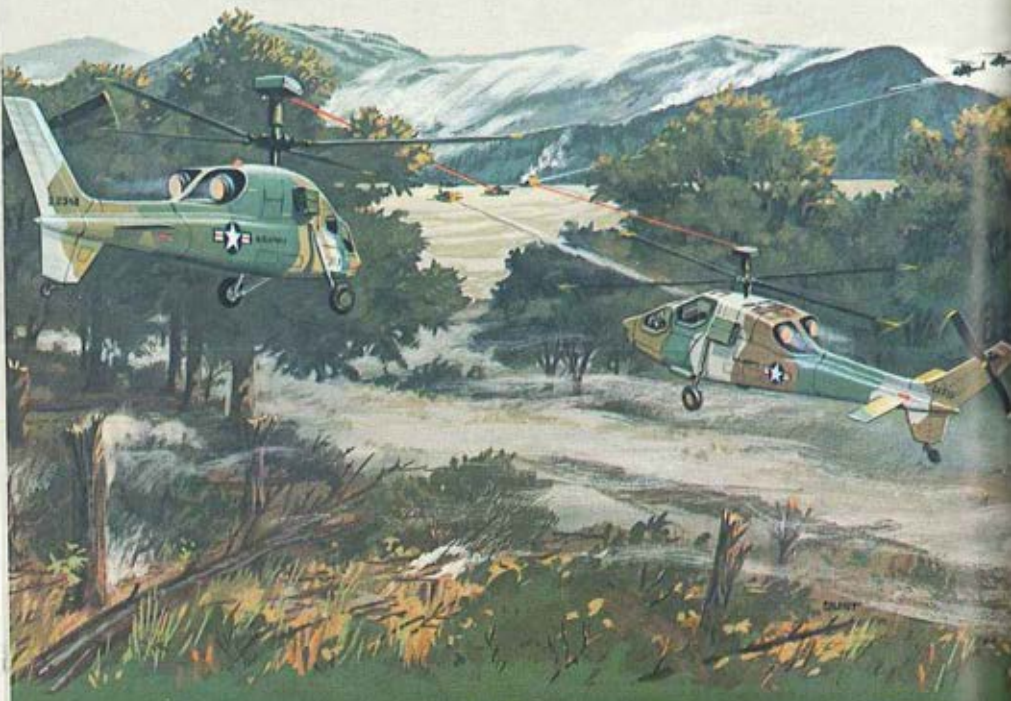
SECOND PROFESSIONAL-
SOCIAL GATHERING
OF AAAA MEMBERS
AT THE ATLANTA
CROSSROADS OF
ARMY AVIATION.**

**—GEORGE S. BEATTY, JR.
MAJ. GEN., USA (RET.)
PRESIDENT, AAAA**

AGUSTA A129

THE LIGHTWEIGHT MULTIMISSION COMBAT HELICOPTER FOR THE 80'S AND BEYOND



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AGUSTA

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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 with- out 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.

AAAA Chapter A

Air Assault Chapter
Pres: BG James E. Thompson
Sec: Major Paul W. Sines
714 Members — Last Met: 14 February 80

Air Cavalry Chapter (Ft. Knox)
Pres: Captain Gregory R. Jenkins
Sec: To be elected.
54 Members — Status: Inactive

Aloha of Hawaii Chapter
Pres: LTC Curtis J. Herrick, Jr.
Secr: Major Douglas Evans
107 Members — Last Met: 16 September 79

Army Aviation Center Chapter
Pres: Colonel Robert A. Bonifacio
Sec: LTC Thomas J. Sabiston, Ret.
442 Members — Last Met: 28 February 80

Birmingham Area Chapter
Pres: CW3 W. Richmond Stephens
Sec: To Be Elected
49 Members — Last Met: 8 December 79

Bonn Area Chapter
Pres: LTC Helmut A. Roeder
Sec: Colonel Robert Sherman, Ret.
33 Members — Last Met: 20 March 80

Cajun Chapter (Ft. Polk)
Pres: LTC William N. Hibbs
Sec: To be elected.
47 Members Status: Inactive

Chesapeake Bay Chapter (Md.)
Pres: Major Walter R. Mueller
Sec: 1LT Lt. David M. Lusker
86 Members — Status: Inactive

Chicago Area Chapter
Pres: 1LT Ray R. Norris
Sec: To be elected.
50 Members — Status: Inactive

Coastal Empire Chapter (Hunter)
Pres: LTC Philip W. Gaskins
Sec: Captain (P) Donald T. Rodgers
84 Members — Last Met: 6 March 80

Connecticut Chapter (Stratford)
Pres: Mr. Dallas Grimes
Sec: Mr. John Labansky
188 Members — Last Met: 18 March 80

Corpus Christi TX Chapter
Pres: Colonel Walter A. Ratcliff
Sec: Ms. Shirley Evans
200 Members — Last Met: 25 January 80

David E. Condon (Ft. Eustis)
Pres: Colonel Richard L. Stoessner
Sec: Captain Campbell M. Motley
174 Members — Last Met: 22 February 80

Jack H. Dibrell (Alamo) Chap
Pres: Major Jose A. Chapa
Sec: Colonel A.T. Pumphrey, Ret.
98 Members — Last Met: 19 December 79

Embry-Riddle Chap (Daytona)
Pres: SGT Michael H. Mathewson
Sec: Ms. Patricia B. Fields
79 Members — Last Met: 8 November 79

Fort Benning Chapter
Pres: To be elected.
Secr: CW2 Richard M. Mazur
53 Members — Status: Inactive

Fort Bragg Chapter
Pres: LTC Howard J. Stiles
Secr: Major Donald Fix
139 Members — Last Met: 12 October 79

Fort Hood Chapter
Pres: Colonel Robert F. Molinelli
Secr: Captain Siegfried Kirchner
176 Members — Last Met: 6 December 79

Fort Monroe Chapter
Pres: Major George C. Coburn
Secr: LTC Raymond F. Holleran
61 Members — Status: Inactive

Fort Sill Chapter
Pres: CW4 Joseph E. Cocklin
Secr: CW4 William C. Murphy
69 Members — Last Met: 16 November 79

Franconia-Marne (Germany)
Pres: LTC David W. Keating
Secr: CW3 Gordon W. Lester
78 Members — Last Met: 20 February 80

Fulda Chapter (Germany)
Pres: CW4 Norris M. Woodruff
Secr: CW2 Robert Whatley
77 Members — Last Met: 25 January 80

TIVITIES

Golden Gate Chapter
Pres: Major Christian J. Miller, III
54 Members — Status: Inactive

Hanau Chapter (Germany)
Pres: LTC Dewitt T. Irby, Jr.
Secr: Major Emitt Wallace
57 Members — Last Met: 7 December 79

Leavenworth Area Chapter
Actg Pres: LTC Duane L. Ginter
Secr: Major William R. Craig
84 Members — Status: Inactive

Lindbergh Chapter (St. Louis)
Pres: Colonel Charles A. Bullock
Secr: Mrs. Carol C. Murta Brown
290 Members — Last Met: 4 October 79

Lone Star Chapter (Austin)
Pres: Major James E. Stockton
Secr: To Be Elected
55 Members — Last Met: 24 June 79

Mainz Chapter (Germany)
Pres: CW3 Dennis A. Ryan
Secr: Captain John L. Priest
206 Members — Last Met: 27 April 79

Mississippi Valley Chap (Iowa)
Pres: Major Ronald Christensen
Secr: Lieutenant Roy H. Ballinger
40 Members — Status: Inactive

Monmouth Chapter
Pres: Colonel Darwin A. Petersen
Secr: Mr. Vincent C. O'Donnell
185 Members — Last Met: 13 March 80

Morning Calm Chap (Seoul)
Pres: LTC William C. Page
Secr: Major John L. Ross, Jr.
84 Members — Last Met: 14 December 79

Nurnberg Chapter (Germany)
Pres: LTC Jon C. Stillman
Secr: Captain Norman R. Erkie
69 Members — Last Met: 27 June 79

Old Ironside Chap (Germany)
Pres: Major Ace A. Cozzalio
Secr: Major James C. Brandon
39 Members — Last Met: 27 September 79

Rhine Valley Chap (Germany)
Pres: Colonel Nathan M. Pulliam
Secr: Major Ted Cordrey
155 Members — Last Met: 29 November 79

Schwaebisch Hall Chap (Germany)
Pres: Major James H. March
Secr: Captain George H. Smiley, III
80 Members — Last Met: 14 June 79


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Bullock


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Acting Pres: COL Lewis J. McConnell
Acting Secr: T. David Olney
199 Members — Status: Inactive

Stuttgart Chapter (Germany)
Pres: Major Roger D. Hill
Secr: Captain Stephen J. Ferrell
80 Members — Last Met: 14 June 79

Sun Bowl Chapter (Ft. Bliss)
Actg Pres: MSG Eric C. Walker, Jr.
Secr: LTC Thomas O. Finley, Ret.
51 Members — Status: Inactive

Sun Coast Chap (Central Fla.)
Pres: BG Aaron L. Lilley, Jr.
Secr: Major Thomas J. Shaver
66 Members — Last Met: 10 November 79

Tar Heel Chapter
Pres: Colonel Barrie S. Davis, Ret.
Secr: Major Warren M. Sandlin, Jr., Ret.
63 Members — Status: Inactive

Taunus Chapter (Germany)
Pres: Major Jack E. Easton
Secretary: CW3 John C. Horvath
100 Members — Last Met: 30 November 79

Tennessee Valley (Huntsville)
Pres: COL Neil S. Williamson, III
Secr: Mr. Robert O. Wyne
61 Members — Last Met: 19 April 79

Valley View Chapter (Germany)
Pres: CW4 Paul T. Nelson
Secr: CW3 Robert E. Alexander
71 Members — Last Met: 2 November 79

Washington, D.C. Chapter
Pres: Colonel William R. Lenderman
Secr: Mr. Leonard D. Kulik
512 Members — Last Met: 14 February 80

Note: "Inactive" status applies when the Chapter has not disseminated a meeting notice through the Nat'l Office in CY 79, or has not provided an updated officer roster as at 1 January 1980.

AAAA National Sweepstakes

January 1, 1980 Standings of AAAA Membership Areas
Two Prizes will be awarded at end of CY; one for the Greatest Percentage Increase; one for Greatest Membership Increase.

TOP TEN CHAPTERS IN AAAA MEMBERSHIP

1. **Air Assault Chapter,** Ft. Campbell, KY..... 706
2. **Washington, D.C. Chapter,** Washington, D.C..... 506
3. **Army Aviation Center Chapter,** Ft. Rucker, AL..... 433
4. **Lindbergh Chapter,** St. Louis, Missouri..... 289
5. **Southern California Chapter,** Los Angeles, CA..... 199
6. **Corpus Christi Texas Chapter**..... 192
7. **Connecticut Chapter,** Stratford, ConnecticutT..... 186
8. **Fort Hood Chapter,** Fort Hood, Texas..... 184
9. **Monmouth Chapter,** Ft. Monmouth, New Jersey.... 182
10. **Rhine Valley Chapter,** Heidelberg, Germany..... 158

29TH—46TH MEMBERSHIP AREAS

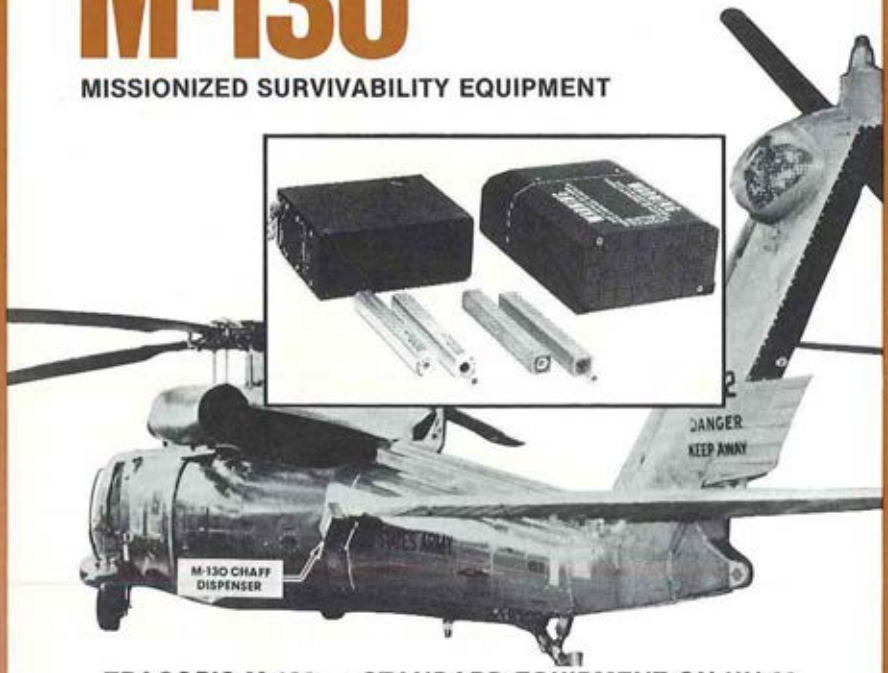
Tarheel Chapter, Raleigh, NC..... 63
Nurnberg Chapter, Germany..... 59
Hanau Chapter, Germany..... 58
Valley View Chapter, Germany..... 57
Tenn. Valley Chapter, Huntsville..... 56
Fort Knox Area..... 54
Fort Monroe Area..... 54
Golden Gate Area..... 54
Ft. Benning Chapter..... 53
Ft. Bliss Area..... 51
Chicago, Ill. Area..... 50
Birmingham Area Chapter..... 48
Ft. Carson Area..... 48
Cajun Chapter, Ft. Polk..... 47
Old Ironside Chapter, Germany..... 46
Lone Star Chapter, Austin, TX..... 44
Davenport, Iowa Area..... 40
Bonn Chapter, Bonn, Germany..... 30

11TH—28TH MEMBERSHIP AREAS

David E. Condon, Ft. Eustis, VA..... 155
Mainz Chapter, Germany..... 128
Ft. Bragg Chapter..... 113
Taunus Chapter, Germany..... 113
Aloha Chapter of Hawaii..... 99
Jack H. Dibrell Chap., San Antonio.... 97
Monterey Bay Chapter, Ft. Ord..... 90
Ft. Meade, Maryland Area..... 86
Coastal Empire Chap., Hunter AAF... 85
Leavenworth Area Chapter..... 84
Stuttgart Chapter, Germany..... 81
Schwaebisch Hall Chapter, Germany.. 80
Fulda Chapter, Germany..... 77
Embry-Riddle Chapter, Daytona..... 75
Morning Calm Chapter, Seoul..... 75
Franconia-Marne Chapter, Germany.. 74
Fort Sill Area..... 73
Sun Coast Chapter, Tampa, FL..... 64

Tracor M-130

MISSIONIZED SURVIVABILITY EQUIPMENT



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For information contact David Wallace, Countermeasures Marketing, Tracor, Inc. 6500 Tracor Lane, Austin, Texas 78721. Telephone 512/926-2800. TLX Number 776410, or TWX Number 910/874-1372.

Tracor Aerospace

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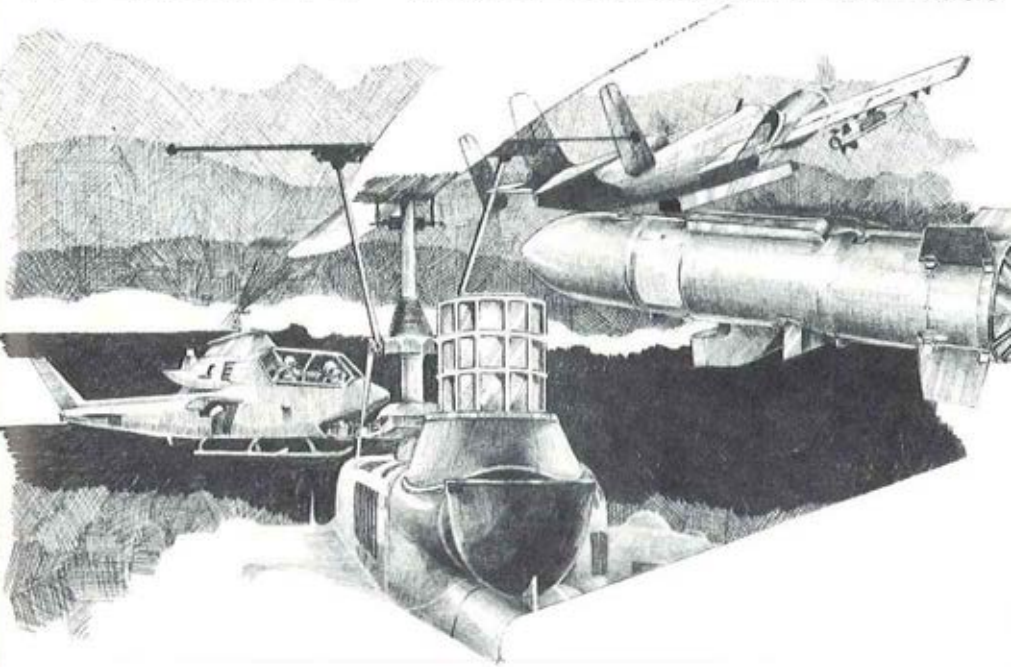

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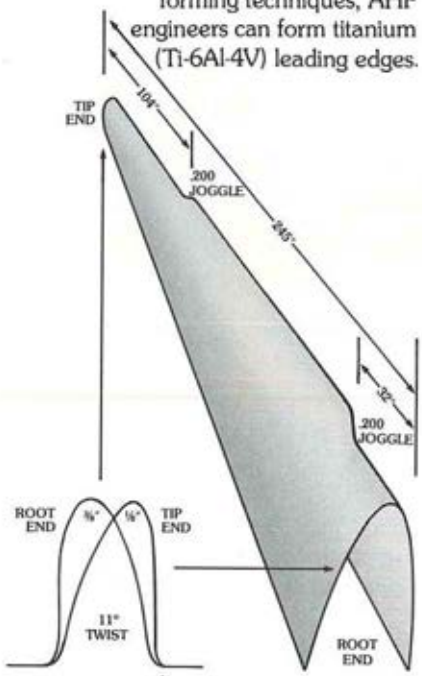

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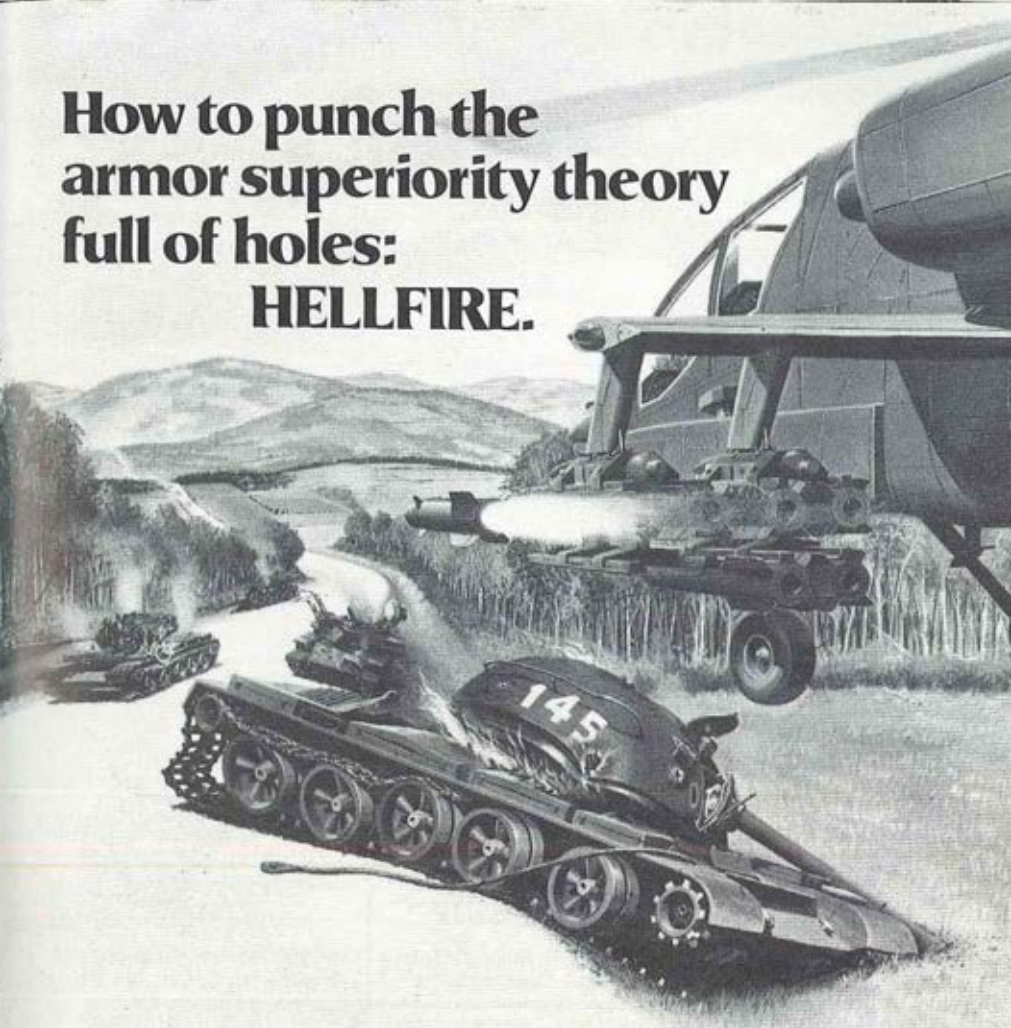

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AAHHHHH!

S. California Chapter
Friday, Saturday nights

BE AN EAGLE!

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Friday, Saturday nights

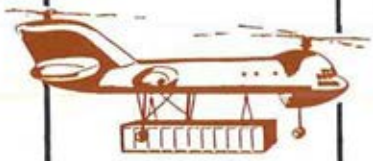
DAMN YANKEES!

Connecticut Chapter
Thurs., Friday nights

GO LINDBERGH!

Lindbergh Chapter
Friday night, 10-1 a.m.

PRIME MOVERS



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

PEANUTS +

Aviation Center Chapter
Thurs., Fri., Sat. nights

WE'RE #1!

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

HEAD SHEDDERS

Washington, D.C. Chapter
Friday, Saturday nights

GET WIRED!

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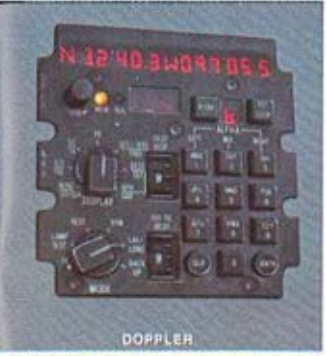
Thurs. night, 10-1 a.m.

The Fort Hood Chapter Hospitality Suite will be open Saturday night, 11 p.m.—1 a.m.



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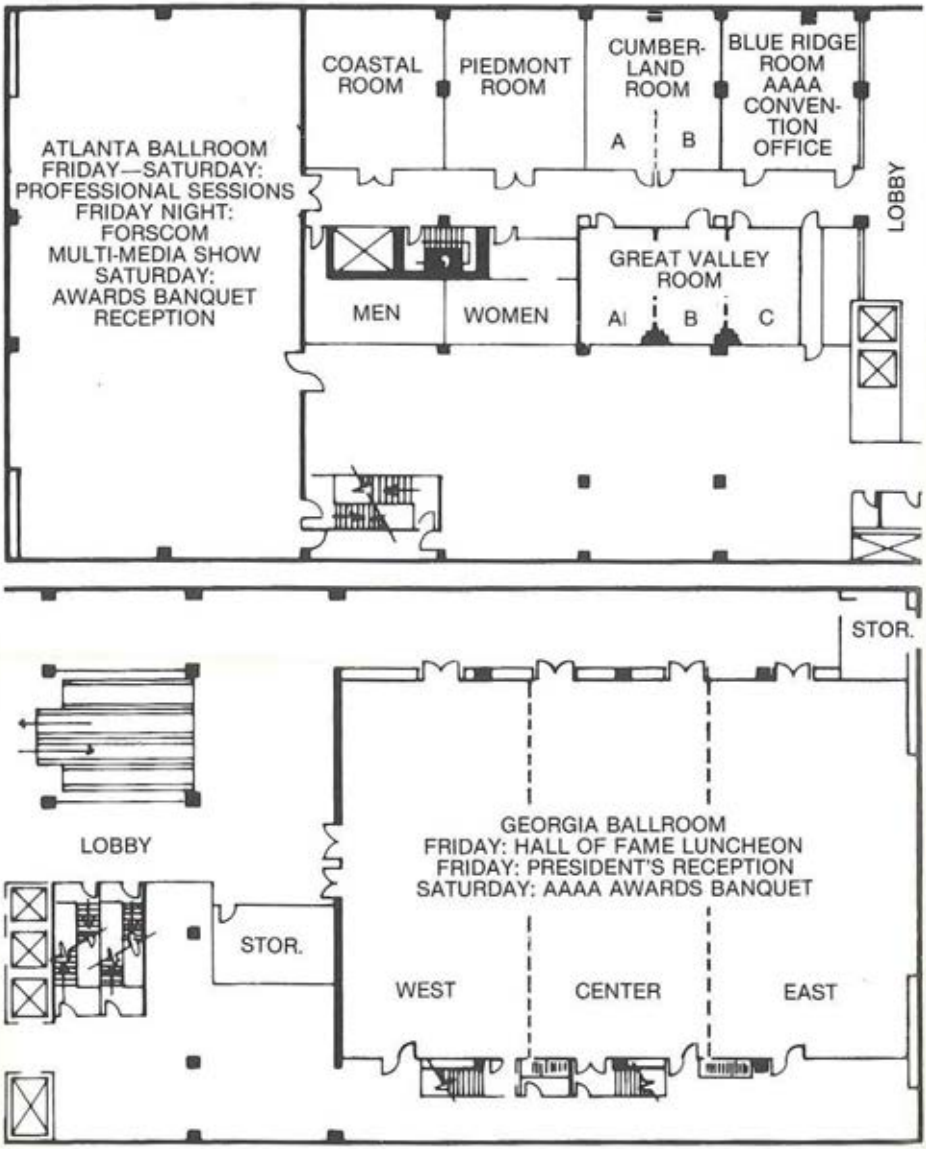
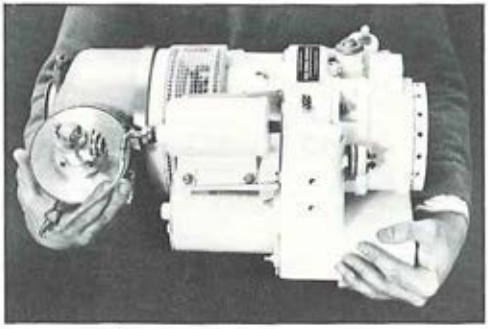
Bell's AH-IS Cobra: Everything's new but the name.

SHERATON-ATLANTA FLOOR PLAN



Isn't it about time small helicopters got the same break the Titan APU gives the bigger guys?



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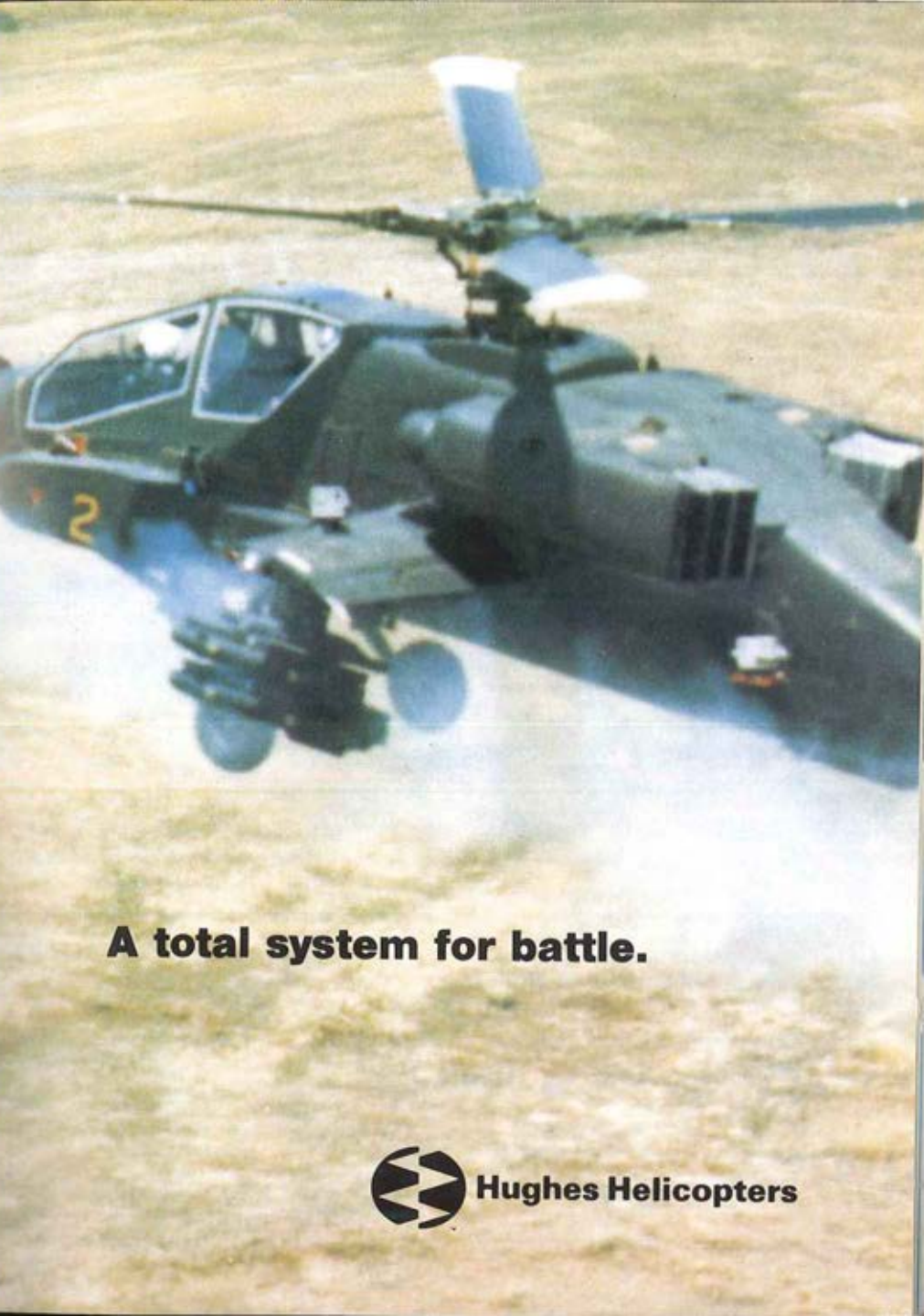
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Hughes Helicopters

1980 PR
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THURSDAY, 10 APRIL 1980

1200—2000
1980 Nat'l Convention
Registration—Ticket Sales
AAAA Convention Office
Blue Ridge Room

1300—1430
AAAA National Executive
Board Luncheon
Georgia West
(Wives are welcome.)

1430—1630
AAAA National Executive
Board Quarterly
Business Meeting
Georgia West

1630—1715
Scholarship Foundation
Board Annual
Business Meeting
Georgia West

1800—2100
Early Birds Reception
"First Drink is on the
House" for all Registrants.
AAAA Exhibit Hall

1800—2200
Dinner on the Town.
There is no planned
AAAA dinner function on
Thurs. evening, 10 April.

2200—0100
Cloud 9.
The Thursday, 10 April Chapter Hospitality Suites will be hosted by four major AAAA Chapter activities: The Army Aviation Center Chapter, the Connecticut Chapter, the David E. Condon Chapter, and the Monmouth Chapter. Check your tickets for suite no.'s.

FRIDAY, 11 APRIL 1980

0700-0800
Hubba-Hubba
Continental Breakfast
Served by Hotel in
590 West Penthouse

0730—1830
1980 Nat'l Convention
Registration—Ticket Sales
AAAA Convention Office
Blue Ridge Room

ofessional-
ROGRAM

0805-1200 Atlanta Ballroom
AAAA PROFESSIONAL PRESENTATIONS

"Army Aviation — A Report for the '80's"

0800-0805 Atlanta Ballroom
The AAAA President's Welcome to the Atlanta—1980 Convention.

Major General George S. Beatty, Jr., National President, AAAA

0805-0830 Atlanta Ballroom
Welcome to the 1980 Convention Attendees and the Keynote Address.

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

0830—0900 Atlanta Ballroom
Operational Parameters for the Army of the 1980's.

Lieutenant General Glenn K. Otis, Deputy Chief of Staff for Operations and Plans, DA

0900—0930 Atlanta Ballroom
Current and Projected Manning of the Army Aviation Structure through the 1980's.

Major General William L. Webb, Jr., Assistant Deputy Chief of Staff for Personnel, DA

0930—1000 Atlanta Ballroom
Logistical Implications for the Army of the 1980's.

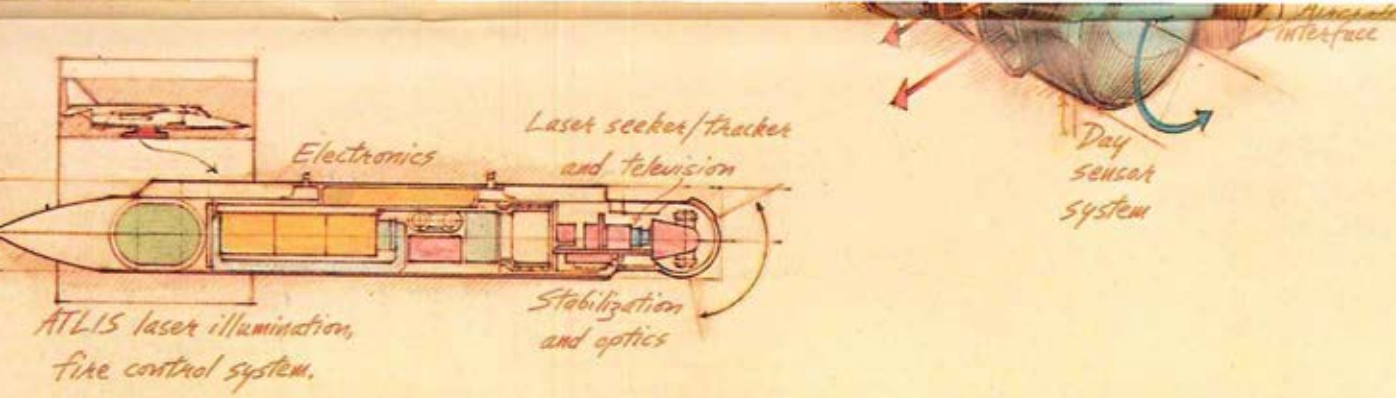
Lieutenant General Arthur J. Gregg, Deputy Chief of Staff for Logistics, Dept. of the Army

LADIES!!! PLAN AHEAD!!!
Six-Hour Saturday Atlanta Sightseeing Tour

Plantations!
Nieman-Marcus!
Stately homes!
100 boutiques!
Spend! Spend!

What is the advantage of our advanced electro-optics?

It puts you on target.



Martin Marietta has pioneered in the development of electro-optical fire-control systems. Utilizing lasers, forward-looking infrared, and television—these systems permit tactical aircraft to acquire, track and designate targets at extended ranges, and to fly low-level night missions.

With our target acquisition and designation systems, helicopters can track targets around-the-clock. An infrared night-vision system allows pilots to navigate and fly nap-of-the-earth in the dark.

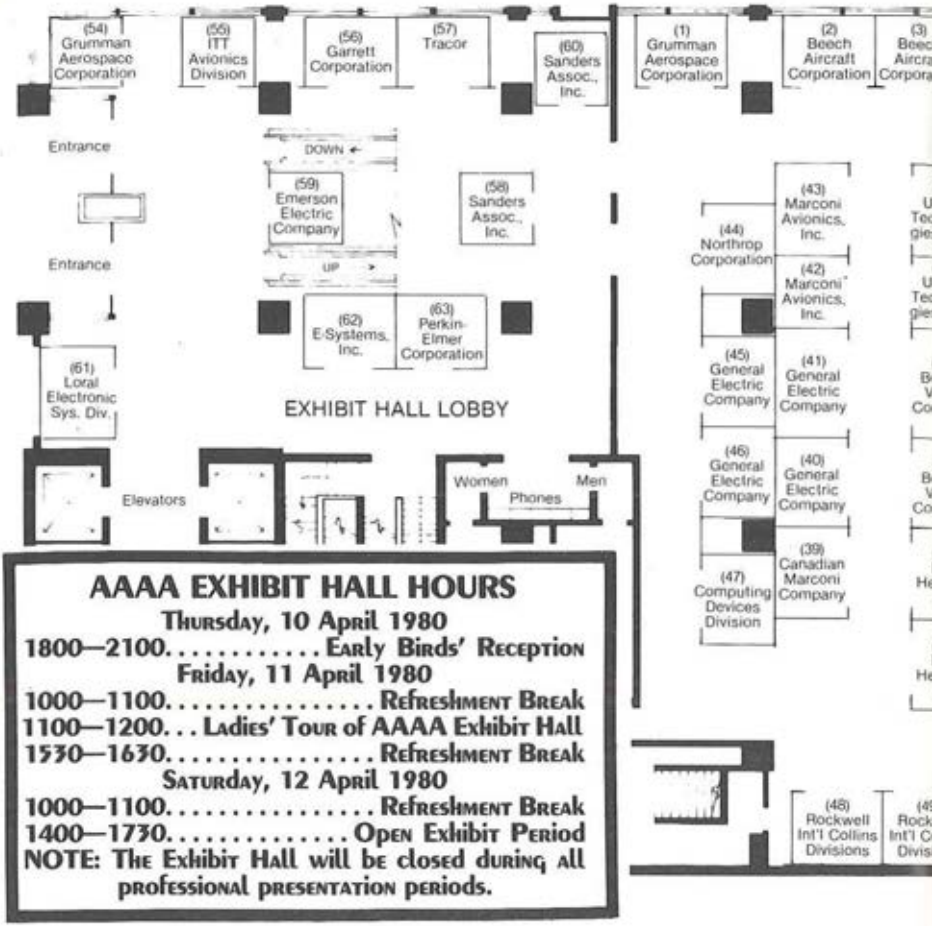
Another of our advanced electro-optical systems provides illumination for the accurate, unassisted delivery of laser-guided weapons by high-speed, single-seat aircraft. This same technology, applied to laser-guided artillery, gives ships and ground forces the capability for first-round accuracy against moving targets.

Our work in applying even newer electro-optical technologies to next generation systems keeps Martin Marietta in the forefront of tactical weapons systems development.

MARTIN MARIETTA

Martin Marietta Aerospace
6801 Rockledge Drive, Bethesda, Maryland 20034

AAAA Exhibit Hall



AAAA EXHIBIT HALL HOURS

Thursday, 10 April 1980

1800—2100..... Early Birds' Reception

Friday, 11 April 1980

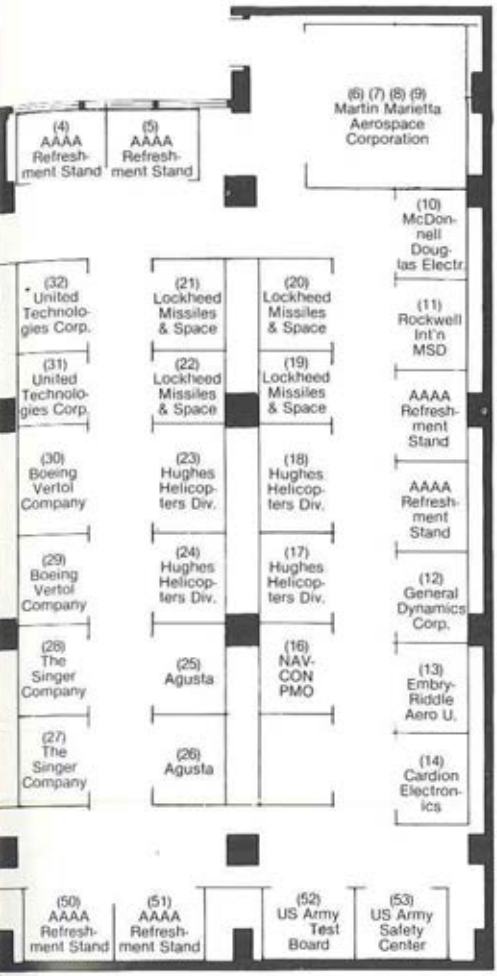
1000—1100..... Refreshment Break
1100—1200... Ladies' Tour of AAAA Exhibit Hall
1530—1630..... Refreshment Break

Saturday, 12 April 1980

1000—1100..... Refreshment Break
1400—1730..... Open Exhibit Period

NOTE: The Exhibit Hall will be closed during all professional presentation periods.

AAAA MEMBER FIRM EXHIBITORS



FRIDAY, 11 APRIL (CONT.)

0930—1100 590 West 25th Floor
The Aviation Career — A Presentation for Army Wives in Attendance.

A MILPERCEN Briefing Team from Dept. of the Army will conduct the presentation.

Specific information on current career programs will be provided, and will be followed by a Q & A session. Coffee will be served.

1000—1100 AAAA Exhibit Hall
An opportunity for you to view the various exhibits in the 63-booth Industry Display area.

Enjoy a.m. refreshments while chatting with old friends!

1100—1200 AAAA Exhibit Hall
Wives' Tour of the Industry Exhibit Hall.

The Exhibit Hall will be closed during 1100-1200 to all but the wives of attendees.

1100—1200 Atlanta Ballroom
The Game Plan for the '80's - A presentation from the USATRADOC side of the house.

Major General James H. Merryman, CG, USA Aviation Center and Fort Rucker

FRIDAY, 11 APRIL (CONT.)

1200—1230 Foyer, Georgia Ballroom

Enjoy a cocktail at a Pre-Luncheon Reception.

1230—1415 Georgia Ballroom

The Army Aviation Hall of Fame Induction Luncheon with the installation ceremonies honoring the Inductees for 1980-1983.

General Hamilton H. Howze, Ret., Master of Ceremonies, HOF Luncheon

1415—1530 Atlanta Ballroom

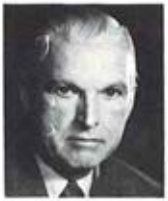
Presentations by AAAA Industry Members.

Back-to-back 15-min. presentations by key executives from five major industrial contributors to U.S. Army Aviation

1415—1430 Atlanta Ballroom

A presentation by Bell Helicopter Textron.

James F. Atkins, President



1430-1445 Atlanta Ballroom

Presentation by the Boeing Vertol Company.

William P. Jones, Director of Medium Lift Helicopter Programs

1445-1500 Atlanta Ballroom

A presentation by Hughes Helicopters.

Jack G. Real, President

1500—1515 Atlanta Ballroom

Presentation by Sikorsky Aircraft Division.

Gerald J. Tobias, President

1515—1530 Atlanta Ballroom

A presentation by the General Electric Co.

William J. Crawford, III General Manager of the Military Engine Division

1530—1630 AAAA Exhibit Hall
Refreshment Break and an opportunity to discuss the presentations with friends.

Visit more of AAAA's 63-odd Industry Displays

1630—1655 Atlanta Ballroom
Industry Panel..... Open Discussion
GEN Robert M. Shoemaker, Moderator

1700—1800 1980 Cub Club Reunion
For '80 meeting site, follow 'Ace" Phillips.

An informal gathering of World War II Army Liaison Pilot/Members of AAAA

1830—2000 Georgia Ballroom
AAAA's traditional informal reception. Business suits and cocktail dresses. Hors d'oeuvres. First two cocktails "on the house." Admission by ticket.

The Receiving Line will terminate at 1915

2000—2030 Atlanta Ballroom
Air-conditioned!—400 seats!—Come see the new 1980 FORSCOM Multi-Media Show entitled, "Soldier!"

2030—2200
Dinner on the Town. There is no planned AAAA dinner on Friday evening, 11 April.

2200—0100
Cloud 9.
The Friday, 11 April Chapter Hospitality Suites will be hosted by seven major AAAA Chapter activities: The Air Assault, Army Aviation Center, Connecticut, Corpus Christi Texas, Lindbergh (St. Louis), S. California, and Washington, D.C. Chapters.

SATURDAY, 12 APRIL 1980

0700-0800
Top O' Morning Continental Breakfast Served by Hotel in 590 West Penthouse

0700—0730 Georgia Center
Delegates' Continental Breakfast — Use the appropriate Convention ticket.

Informal Chapter Delegate Breakfast Meeting

0730—0800 Georgia Center
General Membership Business Meeting
Open meeting for Delegates and Members. Elections of 1980-1983 National Officers.

Annual Report by MG George S. Beatty, AAAA Nat'l President

0830—1230 Atlanta Ballroom
AAAA PROFESSIONAL PRESENTATIONS
"Army Aviation — A Report for the '80's"

0840—1000 Atlanta Ballroom
The State of the Art for the 1980's. A set of DARCOM presentations reporting on the status of the major aircraft systems in the Army for the '80's, and the systems' innovations and growth.

SATURDAY, 12 APRIL (CONT.)

0840—0900 Atlanta Ballroom
The Advanced Attack Helicopter (AAH) and the Attack Helicopter Hi/Lo Mix.

Brig. Gen. Edward M. Browne, AAH Program Manager

0900—0920 . . . The UH-60A BLACK HAWK, to include SOTAS and HELLFIRE systems

Colonel(P) Charles F. Drenz, Project Manager, BLACK HAWK

0930—1515 City of Atlanta
Wives' Programming. . . . . City of Atlanta
A fabulous, yet inexpensive sightseeing tour with visits to the Lovejoy Plantation and Ashley Oaks, and lunch on your own and shopping at Atlanta's #1 Lenox Square.

Visit Nieman-Marcus, Rich's, and 100 other top specialty stores and boutiques.

0920—0940 Atlanta Ballroom
Advanced Scout Helicopter (ASH) System

Colonel Ivar W. Rundgren, ASH Project Manager

0940—1000 Atlanta Ballroom
The USA CH-47D Modernization Program

Colonel Terry L. Gordy, PM, CH-47D Modernization Program

1000—1100 AAAA Exhibit Hall
An opportunity for you to view more of the exhibits in the 63-booth Industry Display area.

Enjoy a.m. refreshments while chatting with old friends!

1100—1230 Atlanta Ballroom
"Army Aviation in the Field." Detailed reports by commanders of significant aviation unit training activities, tests, and contingency operations.

Introduction by Maj. Gen. John W. McEnery, Dep Chief of Staff for Operations, FORSCOM

Army Aviation in the Field, III Corps

Major Kenneth R. McGinty, Commander, C/7-17 Cav, 6th ACCB, Ft. Hood, TX

Army Aviation in the Field, XVIII Corps

CPT Charles B. Cook, Cdr, D Company, 101st Aviation Bn, 101st Abn Division, Ft. Campbell, KY

Army Aviation in the Field, USAREUR

Colonel Nathan M. Pulliam, Avn Officer, Headquarters, USAREUR

Army Aviation in the Field, Panama

Lt. Colonel Marion J. Goodin, Jr., Cdr, 210th Avn Bn, Albrook AFS, Panama

Army Aviation in a Self-Deployment Mission

CPT(P) Stephen Gilbertson, Assistant DAO, 4th Infantry Div, (Mechanized), Fort Carson, CO

NOTE: MILPERCEN CAREER GUIDANCE
Friday, 11 April and Saturday, 12 April
0830—1700 Cumberland A

1255—1300 Atlanta Ballroom

"A REPORT FOR THE '80'S"

General Robert M. Shoemaker, the 1980 AAAA Presentations Committee Chairman, summarizes the professional programming.

General Robert M. Shoemaker, Commander. U.S. Army FORSCOM

1300—1400 Five Ninety West

Pre-Luncheon Cocktails — A Brief Refreshment Period in the 25th Floor Sky Room Informal Box Luncheon (By prior purchase); Your choice of catch-as-catch-can luncheon partners. Coffee and beer with Box Lunch.

Cocktails and Pre-Purchased Box Lunches served in the 25th Floor Sky Room

1400—1730 AAAA Exhibit Hall

A pleasant "surprise" awaits those who opt to unbend in the AAAA Exhibit Hall.

Have you viewed all 63 AAAA displays? Last chance!

1850—1950 Atlanta Ballroom

1980 AAAA Nat'l Awards Banquet Reception

Black Tie..... Admission by Ticket

SATURDAY, 12 APRIL (CONT.)

1950—2200 Georgia Ballroom
The 1980 AAAA National Awards Banquet
Presentations of 1980 Major AAAA Awards

"Army Aviator of the Year Award"
"Aviation Soldier of the Year Award"
"DAC of the Year Award"
"James H McClellan Aviation Safety Award"
"Outstanding Aviation Unit Award"
"Outstanding Reserve Component Aviation Unit Award"

2200—0100..... Cloud 9
The Saturday, 12 April Chapter Hospitality Suites will be hosted by six major AAAA Chapter activities: The Air Assault, Army Aviation Center, Connecticut, Fort Hood, Washington, D.C., and Southern California Chapter activities.

SUNDAY, 13 APRIL 1980

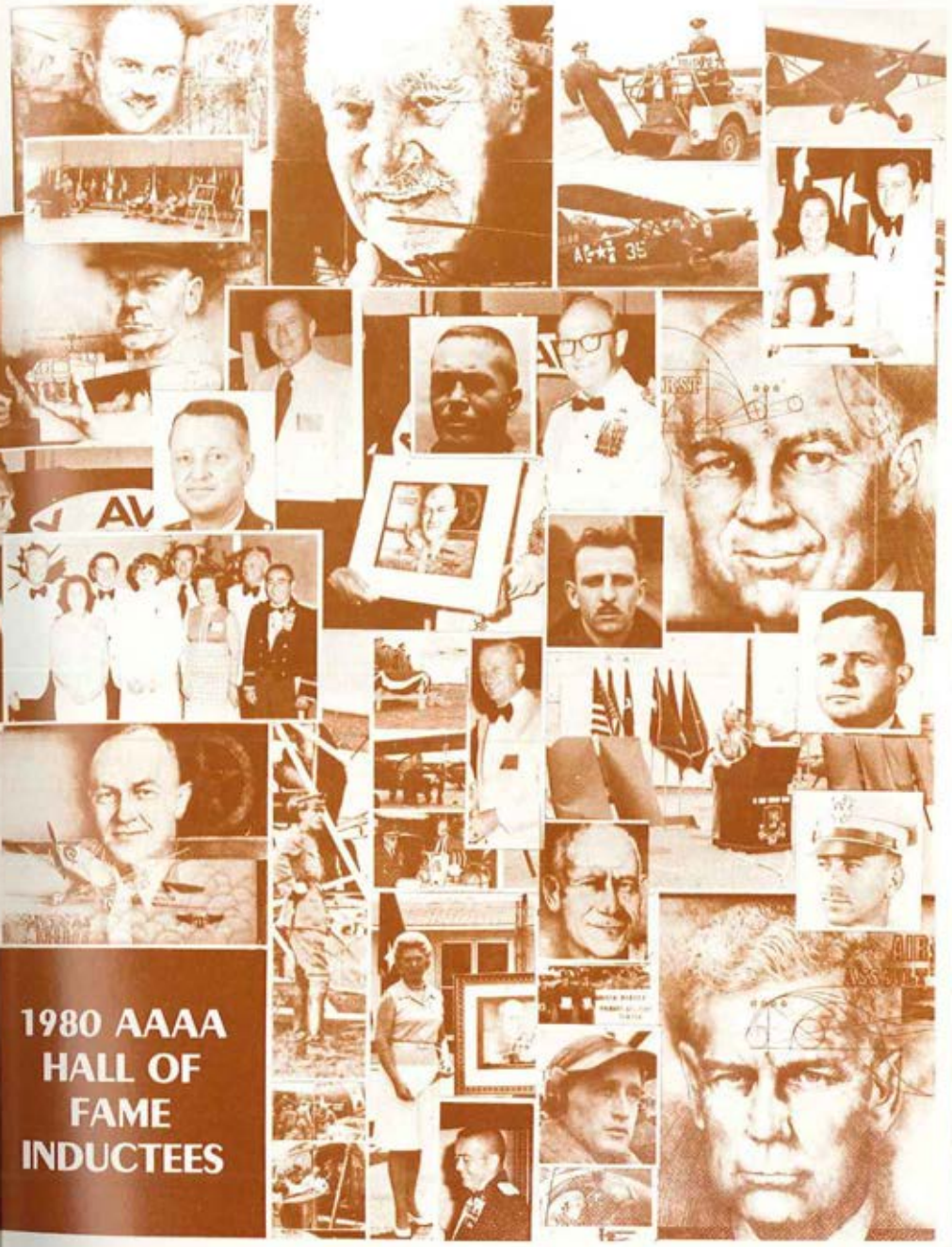
1000—1100 Working Suite
AAAA Nat'l Exec. Board Business Meeting
Open to Chapter Presidents in attendance.

1100—1330 Atlanta Ballroom
AAAA Diehards' Getaway Brunch.
Good food. Good companionship. Good bye.

HEAD TABLE GUESTS — 1980 AAAA NATIONAL AWARDS BANQUET

Major General George S. Beatty, Ret., President, Army Aviation Association
Chaplain (Colonel) Arthur J. Craig, Office of the Chaplain,Hq, USA FORSCOM
Joseph P. Cribbins, Special Asst to the Deputy Chief of Staff for Logistics, DA
Mrs. Vernon Ditton, daughter of Mrs. M. Margaret Brown, "DAC of the Year"
Honorable Howard E. Haugerud, President, McClellan Memorial Foundation
Sergeant First Class Leland E. Hinely, "Aviation Soldier of the Year"
Chief Warrant Officer (W3) Harold D. Hintze, "McClellan Aviation Safety Award Winner"
General Hamilton H. Howze, Ret., Chairman, Army Avn Hall of Fame Board of Trustees
1st Sergeant James Jones, Senior NCO, "Outstanding Aviation Unit of the Year"
Brigadier General Richard D. Kenyon, Army Aviation Officer, Hq, Department of the Army
Arthur H. Kesten, Executive Vice President, Army Aviation Association
Brigadier General Robert M. Leich, Ret., Chairman, AAAA National Awards Committee
Major Kenneth Loudermilk, Commander, "Outstanding Aviation Unit of the Year"
Major General John W. McEnery, Deputy Chief of Staff for Operations, FORSCOM
Major General James H. Merryman, Commander, U.S. Army Aviation Center & Ft. Rucker
General Edward C. Meyer, Chief of Staff, United States Army
Maj. Gen. Robert L. Moore, Chief of Staff, USA Materiel Devel & Readiness Command
Chief Warrant Officer (W3) Ernest W. Rickenbacker, "Army Aviator of the Year"
Honorable Carlos Romero-Barcelo, Governor of Puerto Rico
General Robert M. Shoemaker, Commander, U.S. Army Forces Command
Major General Story C. Stevens, Commander, USA Aviation R & D Command
Brigadier General Herbert H. Temple, Deputy Director, Army National Guard
Captain Anibal Torres, Commander, "Outstanding Reserve Component Aviation Unit"

List as at 21 March.



1980 AAAA HALL OF FAME INDUCTEES

When the enemy's and coming

Engage him at maximum effective range with AQUILA.

A breakthrough in Target Acquisition.

Thanks to state-of-the-art miniaturized solid state electronics, the Aquila mini-Remotely Piloted Vehicle (RPV) system can determine the target's location with precise accuracy and send back real-time TV pictures of the target area, thus supporting conventional artillery and the Multiple Launcher Rocket System (MLRS). Or the RPV can use its laser to illuminate the targets for pinpoint terminal guidance when laser-guided munitions are used. The RPV provides immediate battle damage assessment.

The Aquila Technology Demonstrator System has proven the operational concept with 218 data packed missions.

Survivability: Think Small.

The RPV's low radar cross-section presents a flyspeck of a target to enemy air defense. Small size and maneuverability enabled the Aquila Technology Demonstrator to survive

been detected fast....

many rounds from several types of weapons. After repeated attempts—no hits, even at representative combat ranges, IR is no different—not sufficient heat for homing.

When: Think Soon.

Developed by Lockheed and managed by AVRADCOM, this breakthrough in target acquisition will be operational in the early 1980s. Growth is available as technology expands! Other sensors and missions will come as tactical effectiveness is proven.

When the other side has more men, more guns, more tanks you need force multipliers. That's exactly what this RPV is... a force multiplier that will get more steel on target, faster, provide immediate battle damage assessment, and, at the same time, conserve the artilleryman's vital munitions.

Lockheed

1980-1983 Inductee

ARTHUR W. BARR

Lt. Col., Ret. — Security, Colorado

In July 1950, **Lieutenant Colonel Arthur W. Barr, (Ret.)** was assigned to Division Artillery, 1st Cavalry Division in Japan. On the displacement of the division to Korea for combat, **Barr** conducted the move by flying all of the Division's liaison planes to Korea, assembling the equipment there and preparing the aircraft for combat.

He subsequently was in charge of the operation of all 1st Cav Division planes in the Division Artillery Air Section for a protracted period in combat. This duty involved many personal flights and operations under hazardous conditions, limited supply support, and a most difficult maintenance environment. He flew numerous demanding missions, many within easy range of the enemy, and frequently was under fire. It was necessary for him to make many very difficult landings and takeoffs on unimproved roads, river beds, and makeshift landing areas.

In early 1951, due to the a sizable buildup in Army Aviation in Korea, including helicopters, **Colonel Barr,** based on his ability and experience, was moved to a higher level assignment to assist in the organization and maintenance of Army Aviation within Korea.

While assigned to the Transportation School after the Korean Conflict, he almost singlehandedly wrote two manuals: the **Army Aircraft Field Maintenance Shop** and **Supply Operations and Fundamentals of Army Aviation Maintenance,** and then arranged to have these manuals published.

A truly outstanding combat pilot, **Col. Barr** balanced his operational expertise with broad logistical knowledge, a desire to innovate, and constant leadership.

1980-1983 Inductee

ALLEN M. BURDETT, JR.

Lt. Gen., Ret. — San Antonio, TX

Lieutenant General Allen M. Burdett, Jr., served successively during two decades of dynamic Army Aviation growth and achievement in increasingly demanding aviation command and staff positions thus bringing great credit upon himself and greatly enhancing the role of Army Aviation on the modern battlefield.

From his initial rating as an Army Aviator in June 1960, to the time of his retirement as Commanding General, Fifth Army, **General Burdett** did it all and did it well, setting standards of excellence along the way for all who lead and follow the helicopter, flying to the "sound of the guns".

In 1960, under his leadership as Director of Aviation Combat Developments at Ft. Rucker, much of the original thought was born on equipment, organization, and doctrine leading to the tests of the Air Assault Division.

Later, while Principal Assistant for Air Mobility to the ASA (R&D) for three years, some of the most significant aviation development and acquisition decisions were made by DOD. With the close of his initial Vietnam tour as 11th Aviation Group commander, he returned to OSD as Military Assistant to the Director of Tactical Warfare Programs, again lending great insights and wisdom to key defense hardware decisions vital not only to the Army's efforts in Vietnam, but also to the Army for years to come.

In a subsequent Vietnam tour, he commanded the 1st Aviation Brigade during 1968-70, tough and demanding years in the Vietnam war, where as **"Hawk 6"** he was known throughout Vietnam for his astute planning and tactical acumen.

Moving onward and upward he became the Director of Army Aviation at DA and later the CG of the Aviation Center where in each of these positions, he played a key role in not only training and readying the force of the day, but preparing the force of tomorrow, through key studies and doctrinal developments for the Army of the '80's.

1980-1983 Inductee

E.M. "MEL" COOK

CW4, Ret. — Alexandria, Virginia

A 31-year Army veteran, **Chief Warrant Officer (W4) Elmer E. Cook** was cited by a former Director of Army Aviation as "the epitome of the finest traits and capabilities of our flying warrant officers."

Rated in 1960, the Master Army Aviator is just that — a Master Pilot. **"Mel"** was aircraft commander for the CG of the 1st Aviation Brigade - a singular honor indeed. Still later during '74-'80, he was IP and aircraft commander for the Secretary of the Army in the Priority Transport Division, Davison U.S. Army Airfield, Military District of Washington.

During the period, he compiled a truly impressive record of 5,100 accident-free hours while transporting countless senior officials of the Executive Branch, the Department of Defense, and the Department of the Army.

Intelligent, dependable, and always the true professional, **CW4 Cook** distinguished himself as the Administrative Officer, 3rd Trans Company (LH) at Davison AAF and then during 1965-1968 as a Personnel Management Officer in the AWO Branch, OPO, DA.

Charged with the most onerous responsibility of all AWO assignments to Vietnam, impartiality, fairness, and complete dedication characterized all of his actions in working with this 7,000 AWO program. Involved in the planning and implementation of a complete readjustment in worldwide aviator assets at war's end, he also was a key participant in the development of the Army's eventual **Aviation Warrant Officer Career Program.**

Bound by exceedingly high professional principles and attitudes, **"Mel" Cook** has always commanded the respect of his superiors, peers, and subordinates, and is truly a worthy member of Army Aviation's **Hall of Fame.**

1980-1983 Inductee

JOSEPH P. CRIBBINS

DAC — Alexandria, Virginia

There is no individual who has had as much influence and long term impact on Army Aviation logistics as **Joseph P. Cribbins.**

For over a decade, he has served on the Army staff as the focal point on all matters pertaining to aviation logistics policy, plans, and procedures with the other Services, DOD, Congress, and the civilian aviation industry.

Mr. Cribbins was instrumental in establishing the DA's **Aviation Logistics Office,** and for the introduction of a staff that was oriented towards weapons systems, one having full review over all aspects of aviation logistics, including acquisition, R & D, production, distribution, maintenance, and supply activities.

His depth of understanding and innovative approach, and his application of intensive management procedures improved overall logistical efficiency, increased aircraft operational readiness, decreased maintenance manhours and spare parts consumption, and provided aviation unit commanders with a greater response and flexibility.

Under **Mr. Cribbins,** Army Aviation logistics became a leader in innovative and unique logistics procedures and systems that are being more frequently emulated by the rest of the Army logistical community. His unexcelled dedication and many contributions to Army Aviation have earned him the title of **Mr. Army Aviation Logistics.**

1980-1983 Inductee

JOHN W. MARR

Col., Ret. — Arlington, Virginia

A recognized combat leader and personnel management expert, **Colonel John W. Marr** contributed significantly to the Army Aviation Program over several decades of service.

Selected as the Deputy for Army Aviation, OPD, OPO, DA, he assumed responsibility for the development of plans and policies in the areas of procurement, training, distribution, assignment, career development, and strength management for the Army's entire corps of aviators — 26,000 officer and warrant officer pilots.

The management of this highly trained and specialized contingent provided the most significant personnel management challenge of the Vietnam conflict. **Colonel Marr's** ability to assimilate the myriad of details to which he was exposed and then blend his personnel expertise with the intricacies of both tried and innovative management techniques, provided the impetus to initiate programs that helped to meet all high priority requirements and still maintain combat tour equity and essential career development demands.

With the end of the Vietnam War, he again faced many complicated problems of personnel management. Vietnam resulted in large numbers of AWOs who could not be properly utilized postwar due to the limited number of aviation positions.

When the decision was made to hold AWO strength at certain levels and to increase commissioned officer aviator strength, **Colonel Marr** recommended a program for the direct appointment of certain qualified AWOs as commissioned officers. This program, which satisfied the aspirations of many outstanding young AWOs, was economically sound and immediately fulfilled the needs of the Army.

1980-1983 Inductee

GEORGE W. PUTNAM, JR.

Maj. Gen. — Falls Church, Virginia

Major General George W. Putnam, Jr. has served US Army Aviation as a planner, a manager, and a commander. His expertise in aviation personnel and material management was recognized by his appointment to the legendary **Howze Board** in 1962. This board defined and charted the course of the Army's air-mobile concept.

General Putnam's contributions to personnel acquisition, the individual training of both pilots and mechanics, and the development of warrant officer aviators continue today as guidelines for aviation personnel management.

Throughout his long career, **General Putnam** applied his leadership and understanding of Army Aviation in combat. Between April 1967 and July 1968, he served as Division Artillery Commander and Chief of Staff of the 1st Cavalry Division.

During this period, the division fully developed the airmobile concept in the battles of Hue and Khe Sahn and an assault into the stronghold of the Ashau Valley. He returned on a subsequent tour in Vietnam to command the 1st Cavalry Division.

General Putnam's farsighted management led to the acceleration of aviation modernization. His success with the UH-1 program was a landmark achievement which brought Army Aviation to lower operational costs, led to its increased effectiveness, and brought about unprecedented aviation achievements in the Vietnam conflict.

1980-1983 Inductee

ROBERT L. RUNKLE

Lieutenant Colonel, Deceased

Lieutenant Colonel Robert L. Runkle distinguished himself as an Army Aviator through his efforts to bring Army Aviation closer to the soldier engaged in combat on the battlefield.

During his initial assignment in Vietnam in 1961, while assigned to the first Utility Helicopter Company sent there, **Colonel Runkle** recognized the necessity for aircraft and troop protection from enemy ground fire. He pioneered in the combat use of machine guns and rockets mounted on helicopters as a solution to the hazard. The lives of many soldiers were saved by virtue of having close-in fire support available to them from these "gunships".

Colonel Runkle returned from his first tour in Vietnam to apply his experience to the development of more advanced fire support systems and the tactical employment of both observation and gunship helicopters.

In April of 1968, while commander of the 1st Battalion, 5th Cav in Vietnam, **Colonel Runkle** led his battalion in a very difficult air assault as part of **Operation Pegasus** to relieve the Khe Sanh combat base.

On 4 April while flying his helicopter in continued support of the operation, he encountered heavy enemy ground fire and was shot down and killed in action. While **Colonel Runkle** gave his life, his advancements in the ground support role of helicopters in combat saved the lives of countless soldiers.

1974 INDUCTEES — HALL OF FAME

BRIG. GEN WILLIAM B. BUNKER
(Deceased)
GENERAL HAMILTON H. HOWZE
Fort Worth, Texas
LT. GEN. HARRY W.O. KINNARD
Arlington, Virginia
FRANK N. PIASECKI
Philadelphia, Pennsylvania
COLONEL GEORGE P. SENEFF
Honolulu, Hawaii
IGOR I. SIKORSKY
(Deceased)
COLONEL ROBERT R. WILLIAMS
Fort Worth, Texas

Bunker

Seneff

Howze

Kinnard

Piasecki

Sikorsky

Williams

1975 INDUCTEES — HALL OF FAME

COLONEL WILLIAM W. FORD
West Redding, Connecticut
MAJOR O. GLENN GOODHAND
McLean, Virginia
MAJOR CHARLES L. KELLY
(Deceased)
CW3 MICHAEL J. NOVOSEL
Enterprise, Alabama
ARTHUR AND DOROTHY KESTEN
Westport, Connecticut
MAJOR J. ELMORE SWENSON
(Deceased)
COLONEL JOHN J. TOLSON, III
Raleigh, North Carolina

Ford

Tolson

Goodhand

Kelly

Novosel

A/D Kesten

Swenson

1976 INDUCTEES — HALL OF FAME

MAJOR DELBERT L. BRISTOL
Florissant, Missouri
COLONEL WILLIAM J. MADDOX, JR.
Lafayette, Louisiana
COLONEL JACK L. MARINELLI
Wichita, Kansas
LT. COLONEL SPURGEON NEEL
San Antonio, Texas
MAJOR JOHN W. OSWALT
Fort Worth, Texas
WILLIAM T. PIPER, SR.
(Deceased)
MAJOR GENERAL JAMES C. SMITH
Washington, D.C.


Bristol


Smith


Maddox


Marinelli


Neel


Oswalt


Piper

1977 INDUCTEES — HALL OF FAME

CSM LAWRENCE E. KENNEDY
Amory, Mississippi
BRIG. GENERAL ROBERT M. LEICH
Evansville, Indiana
COLONEL ROBERT H. NEVINS, JR.
Killeen, Texas
LT. GENERAL JOHN NORTON
Basye, Virginia
CW4 JOHNNIE R. SANDIDGE
Duncanville, Texas
COLONEL CLAUDE L. SHEPARD
Northfield, Massachusetts
COLONEL JAY D. VANDERPOOL
Sarasota, Florida


Kennedy


Vanderpool


Leich


Nevins


Norton


Sandidge


Shepard

80

1980 AAAA AWARDS BANQUET

ARMY AVIATION ASSOCIATION

1980 National Award Winners

The Outstanding Reserve Component Aviation Unit Award
(Calendar Year 1979)
Sponsored by the Army Aviation Association of America
and presented in 1980
to the
Brigade Aviation Section, HHC, 92 Separate Infantry Brigade, Puerto Rico-ARNG,
and accepted for the unit by
Captain Anibal Torres,
the Unit Commander, and
the Unit's Senior NCO

COL George F. Newton, Cdr, 17th Avn Gp, is shown accepting the AAAA Unit Trophy from GEN Bernard W. Rogers as President Bob Williams looks on at the 1979 banquet.

The Department of the Army Civilian of the Year Award
(Calendar Year 1979)
Sponsored by the Army Aviation Association of America
and presented in 1980 to
Ms. M. Margaret Brown
U.S. Army Troop Support and Aviation Materiel Readiness Command,
St. Louis, Missouri

* * *

The Army Aviator of the Year Award
Sponsored by the Army Aviation Association of America
and presented in 1980 to
Chief Warrant Officer (W3) Ernest W. Rickenbacker,
60th Company, 6th Battalion,
1st Aviation Brigade,
Fort Rucker, Alabama

* * *

The James H. McClellan Aviation Safety Award
Sponsored by the McClellan Memorial Foundation
and presented in 1980 to
Chief Warrant Officer (W3) Harold D. Hintze
146th ASA Aviation Company (FWD),

Box 216, APO San Francisco 96271
for his efforts
while serving as a student
at the Warrant Officer College,
Fort Rucker, Alabama

* * *

The Aviation Soldier of the Year Award
Sponsored by the Army Aviation Association of America
and presented in 1980 to
Sergeant First Class Leland E. Hinely
Company A,
501st Aviation Battalion (Combat),
APO New York 09326

* * *

The Outstanding Aviation Unit of the Year Award
Established by the Army Aviation Association of America,
sponsored by Hughes Helicopters,
and presented to the
146th ASA Company (Avn) (FWD)
U.S. Army Intelligence and Security Command,
and accepted for the unit by
Major Kenneth Loudermilk,
the Unit Commander, and
1st Sergeant James Jones,
the Unit's Senior NCO

* * *

Brown

Rickenbacker

Hintze

Hinely

Loudermilk

MLMS

LIGHTWEIGHT MISSILES FOR
SELF-PROTECTION OF ATTACK HELICOPTERS

In the Multipurpose Lightweight Missile System, General Dynamics is adapting Stinger's high-velocity, fire-and-forget system to provide a lethal self-protect capability for the attack helicopter team. Stinger is in production for multi-service use and is readily adaptable to the air-to-air and air-to-ground requirements of the self-protect mission.

GENERAL DYNAMICS
Pomona Division

Now available from the originators of Digital Radar Warning

The NEW STAR in helicopter EW

Digital MINI-RW by Dalmo Victor!

NEW FROM DALMO VICTOR—

A digital Radar Warning System designed to improve the survivability of today's helicopters in the multi-threat environment of the 1980s.

FEATURES

- ★ *Automatic, computer-controlled, threat-adaptive.*
- ★ *Unambiguous alphanumeric display*
- ★ *Unique synthetic audio*
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1980 Awards Ba

Welcome by
John A. Todd,
Chairman of the 1980
AAAA Awards Banquet

* * *

Introduction of
Head Table Guests
Major General
George S. Beatty, Jr.,
President,
Army Aviation Association

* * *

Presentation of Colors
and
Invocation

* * *

Award Presentations
The
"Outstanding Reserve Component Aviation Unit Award"
presented by
Major General
John W. McEnery
Chief of Staff,
United States Army
Forces Command

* * *

The
"Department of the Army Civilian of the Year Award"
presented by
Major General
Robert L. Moore,
Chief of Staff, USA
Development and Materiel
Readiness Command

* * *

The
"Army Aviator of the Year Award"
presented by
General Hamilton H. Howze,
Former Commander of
UNC-USFK-EUSA and an
AAAA Past President

QUET PROGRAM

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

* * *

The
"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 Edward C. Meyer
Chief of Staff,
United States Army

* * *

Benediction and
Retirement of Colors

* * *

Brief Intermission followed by Dancing


Todd


Beatty


McEnery


Cribbins


Howze


Merryman


Haugerud


Shoemaker


Meyer

ARMY AVIATION ASSOCIATION

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, Washington, D.C.

Cribbins

Hines

1977
John B. Greenwell,
Deputy Director of Materiel Management,
USA Troop Support & Aviation Materiel
Readiness Command,
St. Louis, Missouri

1978
Sherman C. Hines,
Equipment Specialist,
U.S. Army MIRCOM Field Maintenance,
2d Armored Cavalry Regiment,
APO New York

1979
M. Margaret Brown,
Aircraft Equipment Manager,
Aviation Office, USA Troop Support
and Aviation Materiel Readiness Command
St. Louis, Missouri

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

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Specific Field of Interest _____

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Outstanding RC Unit

1969
1105th Aviation Company (Aslt Helicopter) Iowa-ARNG,
MAJ Robert C. Cummings, Commander
1SG Arnold J. Newsum, Senior NCO

1970
24th Medical Company (Air Ambulance) Nebraska-ARNG,
MAJ Roger W. Fosbender, Commander
1SG Andrew M. Alexander, Senior NCO

1971
997th Aviation Company (Assault Helicopter) Arizona-ARNG,
MAJ James H. Cowan, Commander
1SG Dale S. Swensen, Senior NCO

1972
307th Aviation Company (Heavy Helicopter) Alabama-ARNG
MAJ Arthur E. Fleet, Commander
1SG John F. Hoskins, Senior NCO

1973
445th Aviation Company (Assault Helicopter) Oklahoma-ARNG
MAJ Karl M. Frank, Commander
1SG Kenneth Inman, Senior NCO

1974
536th Aviation Company (Assault Support Helicopter), Texas-ARNG
MAJ Joe E. Harry, Commander
SGT Joseph R. Kimball, Senior NCO

1975
1042nd Military Intelligence Company (Aerial Surveillance), Oregon-ARNG,
MAJ Loren W. Franke, Commander
1SG Donald MacPherson, Senior NCO

1976
300th Aviation Company (Assault Helicopter) Texas-USAR
MAJ Jerry Stokely, Commander
1SG Jack Powell, Senior NCO

1977
Troop E, 19th Cavalry, 29th Brigade, Hawaii-ARNG
MAJ Bernard M. Watson, Commander
MSG Richard Y. Tabe, Senior NCO

1978
49th Transportation Company (Medium Helicopter), Calif-ARNG
MAJ Lawrence Faller, Commander
1SG Sidney G. Richards, Senior NCO

1979
Brigade Aviation Section, HHC, 92d Separate Infantry Division Puerto Rico Army National Guard
CPT Anibal Torres, Commander
1SG Hector Doran, Senior NCO■■

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.

1979 CEREMONY
LTG Eugene Forrester, then CG of Sixth U.S. Army, r., hands AAAA's 1978 "Outstanding RC Aviation Unit Award" to SSG Michael L. Wilburn, 49th Trans Co, CA-ARNG, as MAJ Lawrence Faller, center, looks on.

ZS-WHO?

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ELECTRONICS AND SPACE DIVISION
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Kearfott's AN/ASN-128 Lightweight Doppler Navigation System is the U.S. Army's standard airborne doppler navigator.

The Receiver/Transmitter Antenna (RTA) and Signal Data Converter (SDC) constitute the Doppler Radar Velocity Sensor (DRVS), which continuously measures the velocity of the aircraft. The Control Display Unit (CDU) provides control and display functions for the operator, and contains the navigation computer.

With inputs from external heading and vertical references, the ASN-128 system provides accurate aircraft velocity, present position, and steering information. It is completely self-contained and requires no ground based aids.

The DRVS accepts heading, roll, and pitch as synchro inputs and converts them into digital format for transmission to the computer. The DRVS can also be used separately from the ASN-128 to provide velocity inputs to other aircraft equipment.

The CDU accepts beam velocities, heading, roll, pitch and true air speed (in some installations) from the Doppler Radar Velocity Sensor and performs the navigation computations. The front panel includes provisions for entering operator inputs and for displaying system data such as present position, steering information to 10 destinations, and status of the system. The CDU also puts out velocity and navigation data in ARINC digital format.

The CDU performs three functions for the ASN-128:

- Provides mode controls, display controls, and keyboard entry of destinations and other data.
- Performs all computations for LDNS including Doppler processing, velocity coordinate transformations, navigation in both UTM and latitude/longitude, steering signals to 10 destinations, and BITE functions.
- Displays navigation data on its front panel.
- BITE function identifies and displays failed LRU.
- Provides BCD and binary outputs for external equipment.

Operational Advantages:

- Weight 28 lb (12.7 kg)
- FM-CW transmission, with Doppler tracking of the J1 sideband providing accurate velocity measurement from ground level, to over 10,000 feet (3,048m).
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- Single transmit-receive antenna, utilizing the full aperture for both transmission and reception, minimizing beam width and reducing fluctuation noise.
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Outstanding Aviation Unit of the Year

1959
First Recon Squadron (Sky Cavalry), 2nd US Army Missile Command (Med)
LTC Robert F. Tugman, Commander

1960
937th Engineer Company (Aviation) (Inter-American Geodetic Survey)
LTC Jack W. Ruby, Commander

1961
45th Transportation Battalion (Hel)
LTC Howard B. Richardson, Commander

1962
USA Utility Tactical Transport Co
MAJ Ivan L. Slavich, Commander

1963
11th Air Assault Division and its attached 10th Air Transport Brigade

GEN Rogers and COL George Newton struggle with the Unit Trophy at the '79 banquet.

MG Harry W.O. Kinnard and COL Delbert L. Bristol, Commanders

1964
13th Aviation Battalion
LTC Jack V. Mackmull and LTC J.Y. Hammack, Co-Commanders

1965
1st Cavalry Division (Airmobile)
MG Harry W.O. Kinnard, Commander
SGM Kenneth W. Cooper, Senior NCO

1966
1st Aviation Brigade
MG G.P. Seneff, Jr., Commander
Brigade SGM Douglas W. Sims, Sr NCO

1967
52nd Combat Aviation Battalion
LTCs Raymond G. Lehman, Jr., Edward P. Lukert, Jr., and Paul C. Smithey, Co-Commanders
SGM Ernest J. Winters, Senior NCO

1968
25th Aviation Battalion (Inf Div)
LTC Kenneth J. Burton, Commander
CSM William H. Bennett, Senior NCO

1969
101st Airborne Division (Airmobile),
LTGs Melvin Zais & John M. Wright, Jr., Co-Commanders
CSMs Robert A. Young & William T. Mixon, Co-Senior NCO's

1970
1st Squadron, 9th Cavalry, 1st Cavalry Division (Airmobile)
COL Robert H. Nevins, Commander

CSM John F. Adams, Jr., Senior NCO

1971
F Battery, 79th FA, 3rd Brigade,
MAJ Lawrence F. McKay, Jr., Unit Cde
SFC Lionel S. McDonald, Senior NCO

1972
227th Aviation Bn, 1st Cav Division
LTC Frank L. Henry, Commander
CSM James W. Reed, Senior NCO

1973
155th Aviation Company (Atk Hel)
MAJ Kermit E. Larson, Jr., Commander
SFC Ray M. Teer, Senior NCO

1974
210th Aviation Battalion (USARCARIB)
LTC Joseph R. Koehler, Commander
CSM Stephen M. Cole, Senior NCO

1975
334th Aviation Company (Atk Hel)
MAJ Gary F. Ramage, Commander
1SG Charles Lewis, Senior NCO

1976
7th Squadron (Atk Hel), 17th Cavalry,
6th Cavalry Brigade (Air Combat)
LTC Gary F. Dolin, Commander
1SG Leon S. Wozniak, Senior NCO

1977
242nd Aviation Company (ASH)
MAJ Gary D. Johnson, Commander
1SG James E. Fuller, Senior NCO.

1978
17th Aviation Group (Combat)
COL George F. Newton, Commander
CSM Albert P. Liwanag, Sr NCO

1979
146th ASA Company (Aviation) (Forward)
MAJ Kenneth Loudermilk, Commander
1SG James Jones, Senior NCO


Dolin


Seneff


Kinnard


Wright


Koehler


McKay


Mackmull


Burton


Johnson


Larson

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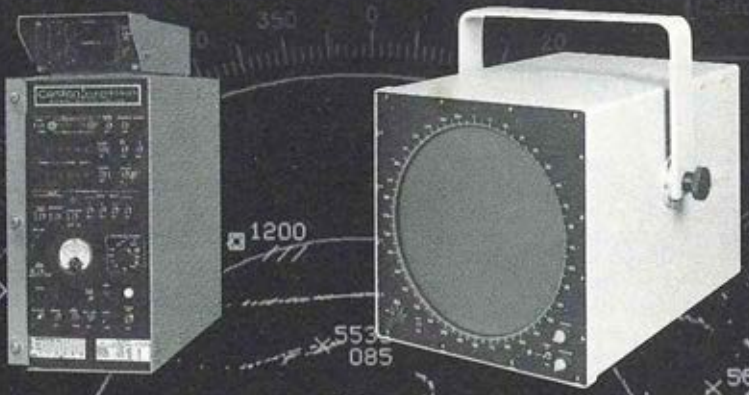

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Radar Warning Trainer

MCDONNELL DOUGLAS

Aviation Soldier of the Year

1960
Master Sergeant Robert R. Young
Airfield Operations Command,
Ft. Rucker, Alabama

1961
Sergeant First ClassJames C. Dykes
225th Signal Detachment
U.S. Army, Vietnam

1962
Sergeant First Class James K. Brock
First Aviation Company (Caribou)
U.S. Army, Vietnam

1963
Sergeant First Class Robert M. George
Utility Tactical Transport Company,
U.S. Army, Vietnam

General Robert M. Shoemaker presents the AAAA's Silver Medallion to 1978 "Aviation Soldier of the Year" SFC James L. Fielder.

1964
Master Sergeant Cyril G. Manning
13th Aviation Battalion
U.S. Army, Vietnam

1965
Sergeant First Class Donald MacNevin
114th Aviation Company
U.S. Army, Vietnam

1966
Specialist Fifth Grade Dennis L. Falo
1st Cav Division (Airmobile)
U.S. Army, Vietnam

1967
SFC Jesse J. Dodson, Jr.
405th U.S. Army Transportation
Maintenance Detachment
U.S. Army, Vietnam

1968
Sergeant First Class William R. Baum
122nd Maintenance Battalion,
3d Armored Division
U.S. Army, Europe

1969
Specialist First Class Dennis L. Jantz
240th Aviation Company (AH)
U.S. Army, Vietnam

1970
Specialist Fifth Grade Dennis M. Fujii
237th Medical Detachment
(Air Ambulance)
U.S. Army, Vietnam

1971
Specialist Fifth Grade Richard G. Hatch
3rd Brigade, 1st Cavalry Division
(Airmobile)
Fort Hood, Texas

1972
Sergeant First Class Robert H. Vaughan

4th Bn (AFA), 77th Field Artillery
101st Airborne Division (Airmobile)
Fort Campbell, Kentucky

1973
SFC Robert J. Coleman
C Company, 159th Avn Co (ASH),
101st Airborne Division (Airmobile)
Fort Campbell, Kentucky

1974
SP5 Gregory J. Maurakis
B Company, 101st Aviation Bn,
101st Airborne Division (Airmobile)
Fort Campbell, Kentucky

1975
Master Sergeant John R. Montgomery
U.S.Army Aviation Precision
Demonstration Team
Fort Rucker, Alabama

1976
Specialist Fifth Grade Charles W. Ball
146th Medical Detachment
(Helicopter Ambulance)
West Virginia-ARNG

1977
Sergeant Chris B. Archer
236th Medical Detachment
(Helicopter Ambulance)
APO New York

1978
Sergeant First Class James L. Fielder
129th Aviation Co (Assault Helicopter)
Ft. Bragg, North Carolina

1979
Sergeant First Class Leland E. Hinely
Company A, 501st Aviation Battalion (Cbt)
APO New York

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.

The Secretary of the Army normally presents this Association Award at the National Convention.


MacNevin


Falo


Dodson


Baum


Jantz


Young


Dykes


Brock


Ball


Fielder

McClellan Aviation Safety Award

1958
Major Arne H. Eliasson
Aviation Safety Division,
Hqs, Seventh Army, APO New York

1959 (Co-Award)
Colonel John L. Inskeep, Co-Winner,
USA Primary Helicopter School,
Fort Wolters, Texas, and

1959 (Co-Award)
Raymond L. Thomas, Co-Winner,
Southern Airways Company
(Contract Operations)

1960
The **James H. McClellan Aviation SafetyAward** was not presented in 1961.

MG James H. Merryman, USAAVNC CG, and CW3 Frankie C. Wilson hold the former's '78 "McClellan Aviation Safety Award."

1961
Colonel Spurgeon H. Neel, Jr.,
U.S. Army Hospital,
Ft. Rucker, Alabama

1962
Colonel James F. Wells,
U.S. Army Board for Aviation Accident Research, Fort Rucker, Alabama

1963
Colonel Conrad L. Stansberry,
Hqs, U.S. Army, Europe,
APO New York 09403

1964
Ralph B. Greenway,
Army Aviation Directorate, OACSFOR,
Department of the Army

1965
Gerard M. Bruggink,
U.S. Army Board for Aviation Accident Research, Ft. Rucker, Alabama

1966
Captain Gary R. Ramage,
228th Assault Helicopter Battalion,
U.S. Army, Vietnam

1967
Francis P. McCourt,
U.S. Army Aviation Laboratories,
Ft. Eustis, Virginia

1968
Colonel Russell P. Bonasso,
U.S. Army Board for Aviation Accident Research, Ft. Rucker, Alabama

1969
Colonel Robert W. Bailey,
U.S. Army Aeromedical Research Lab,
Fort Rucker, Alabama

1970
Colonel Eugene B. Conrad,
U.S. Army Board for Aviation Accident Research, Fort Rucker, Alabama

1971
Brig. Gen. William W. Spruance,
Air National Guard,
Wilmington, Delaware

1972
Chief Warrant Officer Ralph S. Park,
155th Aviation Company (Atk Hel),
Fort Ord, California

1973
Captain Charles F. Nowlin,
U.S. Army Agency for Aviation Safety (USAAAVS)
Fort Rucker, Alabama

1974
Chief Warrant Officer George L. Allen
Simmons Army Airfield
Fort Bragg, North Carolina

1975
CWO Alfred J. Cargen, Ret.,
Headquarters, Fifth U.S. Army,
Fort Sam Houston, Texas

1976
Major Arthur M. Mountcastle,
101st Aviation Group, 101st Airborne Division (Air Assault),
Fort Campbell, Kentucky

1977
CWO Fate (Jim) Hutchins,
129th Aviation Company (AH),
Fort Bragg, North Carolina

1978
CWO Frankie C. Wilson,
207th Aviation Company
APO New York 09403

1979
CWO Harold D. Hintze
Student, USA Warrant Officer College
Fort Rucker, Alabama


Eliasson


Mountcastle


Ramage


Bailey


Cargen


Hutchins


Wilson


Conrad


Allen


Nowlin

Army Aviator of the Year

1958
Captain James T. Kerr,
USA Transportation Test and Support Activity,
Fort Rucker, Alabama

1959
CWO Clifford V. Turvey,
U.S. Army Aviation Test Board,
Fort Rucker, Alabama

1960
CWO Michael J. Madden,
U.S. Army Transportation Board,
Fort Eustis, Virginia

1961
Captain Leyburn W. Brockwell, Jr.,
Hqs, XVIII Airborne Corps,
Fort Bragg, North Carolina

1962
Captain Emmett F. Knight,
57th Aviation Company,
U.S. Army Vietnam

LTG John M. Wright, Jr., awards 1978 "AA of the Year" wedge to CW3 Michael D. Farmer.

1963
Major Marquis D. Hilbert,
The John F. Kennedy Center for Special Warfare,
Fort Bragg, North Carolina

1964
Major Paul A. Bloomquist,
57th Medical Detachment (Helicopter Ambulance)
U.S. Army, Vietnam

1965
Captain James A. Scott, III,
219th Aviation Company,
U.S. Army, Vietnam

1966
CWO Jerome R. Daly,
121st Aviation Company,
U.S. Army, Vietnam

1967
Captain Robin K. Miller,
114th Assault Helicopter Company
U.S. Army, Vietnam

1968
Major Patrick H. Brady,
54th Medical Detachment (Helicopter Ambulance)
U.S. Army, Vietnam

1969
CWO John I. O'Sullivan,
174th Aviation Company,
U.S. Army, Vietnam

1970
Lt. Colonel Robert B. Molinelli,
2d Squadron, 17th Cavalry,
101st Airborne Division (Airmobile),
U.S. Army, Vietnam

1971
Captain Ronald A. Radcliffe,
F Troop, 4th Cavalry,
1st Aviation Brigade,
U.S. Army, Vietnam

1972
Major Theodore J. Dolloff,
Company D, 227th Aviation Battalion,
1st Cavalry Division,
Fort Hood, Texas

1973
CWO Norman E. York,
71st Aviation Company
(Assault Helicopter)
APO New York

1974
Major Eugene L. Richardson,
Hq & Hq Detachment,
Military Bureau,
Maine Army National Guard

1975
CWO Robert R. Hawkins,
7th Squadron (Assault Helicopter),
17th Cavalry,
Fort Hood, Texas

1976
CWO Randy F. Dyer,
155th Aviation Company
(Attack Helicopter)
Fort Ord, California

1977
Major William S. Reeder, Jr.,
334th Aviation Company
(Attack Helicopter)
APO New York

1978
CW3 Michael B. Farmer
Air Troop, 2d Armored
Cavalry Regiment
APO New York

1979
CW3 Ernest F. Rickenbacker,
60th Company, 6th Battalion,
1st Aviation Brigade,
Fort Rucker, Alabama


CWO Turvey


CWO Madden


MAJ Brady


CPT Knight


LTC Molinelli


CWO Farmer


MAJ Reeder


CPT Scott


CWO Daly


CWO Hawkins

The ALQ-136 Radar Jammer allows attack helicopters to attack, attack, attack.

When attack helicopters engage enemy armor, they can expect to draw devastatingly heavy fire. The microprocessor-controlled ALQ-136 radar jammer will frustrate that enemy fire. It will automatically counter the threat while the pilot continues the attack. That means more targets serviced. And fewer aircraft lost.

AVIONICS DIVISION ITT

The ALQ-136. From ITT for the combat pilot. There's no other ECM like it.

MAKING THINGS HAPPEN

Forward, sideward, rearward, or hovering—wherever in the flight envelope he operates, the pilot of the modernized AH-1S has an accurate instant display of airspeed and flight direction. It is the only production helicopter providing that critical information.

The unique Marconi Avionics Air Data System uses a sensor located in the rotor downwash to output three-axis air velocity data to both the pilot and the fire control system, insuring safe flight and accurate weapons delivery.

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Atlanta, Georgia 30338
(404) 394-7800

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In England: Marconi Avionics Limited
Rochester, Basildon, Borehamwood.

6427

OUTGOING NAT'L BOARD OFFICERS AND NOMINEES FOR THE 1980-1983 TERM

OUTGOING EXECUTIVE BOARD OFFICERS

Becker

■ MG WILLIAM A. BECKER, RET., a 15-year+ member, has served as AAAA's Senior Vice President for two terms. A former Chief of Legislative Liaison, he's provided the Board with invaluable guidance in many policy areas.

★ ★ ★ ★ ★

Crouch

■ COL WILLIAM E. CROUCH, JR., had served as President of AAAA's Washington, D.C. Chapter prior to being elected as a Nat'l Vice President in Oct., 1976. He'd also served with distinction on the Nat'l Awards Committee.

★ ★ ★ ★ ★

Descoteau

■ COL RUDOLPH D. DESCOTEAU has contributed to the Ass'n in many roles — as a member of its Awards, Fiscal, and Hall of Fame Committees, as Chairman of many Nat'l Convention functions, and as a Board Member-at-Large.

Hendrickson

INCOMING EXECUTIVE BOARD OFFICERS

Klingenhagen

■ PAUL L. HENDRICKSON, a past President of the Lindbergh Chapter, a Fifth Region VP, and the Co-Chairman of the highly successful "Product Support Symposia," is being renominated in April 1980 as a National Vice President.

★ ★ ★ ★ ★

■ Having served as a National Board Vice President and Secretary during 1966-1968, MG JOHN L. KLINGENHAGEN, RET. returns to the Board for a second term. A Life Member, he's also chaired AAAA's Convention Chairman.

★ ★ ★ ★ ★

Maddox

McNair

■ A past president of AAAA's First Region and Programming Chairman at numerous Nat'l Conventions, Charter AAAA Member MG WILLIAM J. MADDOX, JR., RET. has been nominated for re-election as a Nat'l Vice President.

★ ★ ★ ★ ★

■ The current National Membership Chairman, BG CARL H. McNAIR, JR., has served on the AAAA's Awards, Hall of Fame, and Convention Committees, and is one of the very few active Army "Life Members" of the Association.

★ ★ ★ ★ ★

Novosel

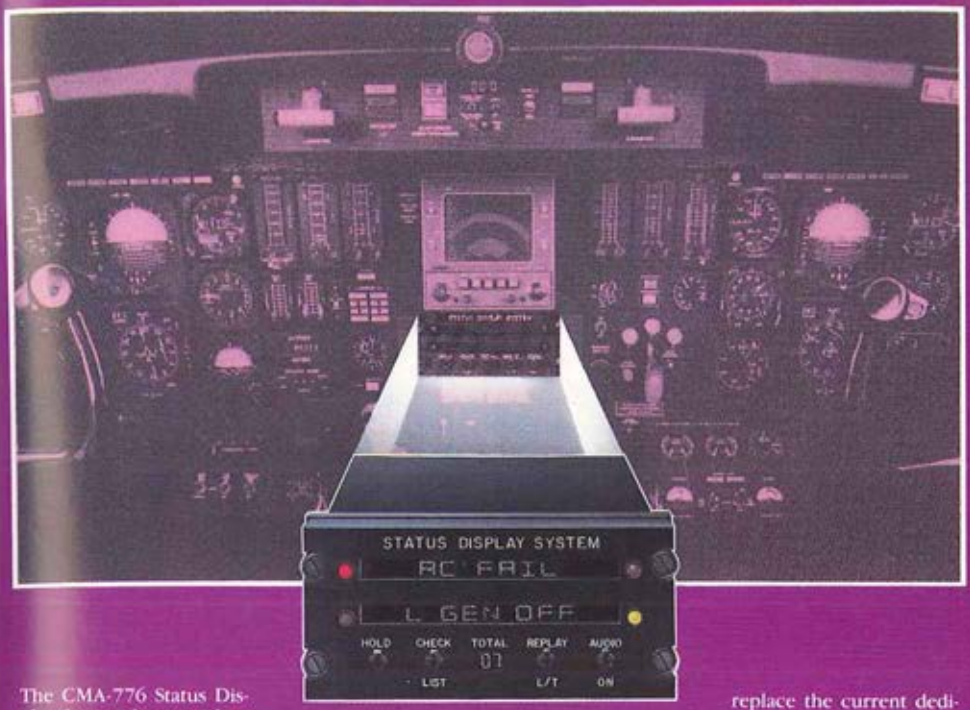
Smith

■ A pilot's pilot, CW4 MICHAEL J. NOVOSEL is a Life Member who has served as President of Korea's Morning Calm Chapter. A member of the Army Aviation Hall of Fame, he'll chair the AAAA's AWO Affairs Committee.

★ ★ ★ ★ ★

■ MG JAMES C. SMITH has served AAAA in a variety of Chapter, Regional, and National offices in addition to serving on its Awards, Hall of Fame, and Convention Committees. A Charter Member, he's also a Hall of Famer.

Look at this



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The B. Howard Dean Memorial Scholarship of $375.00

(Sponsored by the Monmouth Chapter) **Sharon K. Lewis,** Verona H.S. Daughter of **CW3 J.L. Lewis** (deceased). Probable major: Psychology. Career goal: Undecided.

1980 AAAA Scholarship of $300 for Academic Excellence

Joseph L. Kulmayer, Jr., Chamberlain H.S. Son of **LTC(P) Joseph L. Kulmayer,** Tampa, FL. Probable major: Chemical Engineering. Career goal: Petroleum Research.

1980 AAAA Scholarship of $300 for Academic Excellence

Teresa R. Duckworth, Robinson Secondary. Daughter of **MAJ Walter L. Duckworth,** Fairfax, VA. Probable major: Computer Science/ Mathematics. Career goal: Undecided.

1980 AAAA Scholarship of $300 for Academic Excellence

Cathleen M Cummins, Leavenworth H.S. Daughter of **LTC Clark H. Cummins, Ret.,** Leavenworth, KS. Probable major: Special Education/Elementary Education. Career goal: Special Educator.

The LTC Randolph Kahl-Winter Memorial Scholarship of $250

(Sponsored by the Monmouth Chapter) **Scott L. Barnes,** Denbigh H.S. Son of **MAJ Sidney L. Barnes, Ret.,** Newport News, VA. Probable major: Aeronautical Engineering. Career goal: Undecided.

The LTC Randolph Kahl-Winter Memorial Scholarship of $250

(Sponsored by the Monmouth Chapter) **John M. Christensen,** Parkway West Senior H.S. Son of **COL George F. Christensen,** Ballwin, MO. Probable major: Engineering. Career goal: Undecided.

The LTC Randolph Kahl-Winter Memorial Scholarship of $250

(Sponsored by the Monmouth Chapter) **Mark D. Robinson,** Rogers H.S. Son of **LTC John D. Robinson,** Newport, RI. Probable major: Biology/Physics. Career goal: Bio-Physicist.

Jack H. Dibrell Memorial Scholarship of $200

Rachel I. Ellis, Chipley H.S. Daughter of **LTC Orous L. Ellis, Jr., USAR,** Cottondale, FL. Probable major: Secondary Education. Career goal: Secondary School Teacher.

Jane Phillips Memorial Scholarship of $200

Diana R. Greenwood, Fort Hunt H.S. Daughter of **LTC Everett O. Greenwood,** Alexandria, VA. Probable major: Pre-Veterinary Medicine. Career goal: Veterinary.

1980 $100 Honorarium for General Academic Excellence

Robert A. Brom, Carroll H.S. Son of **CW3 John A. Brom,** Fort Rucker, AL. Probable major: Pre-Med. Career goal: Optometrist.

1980 $100 Honorarium for General Academic Excellence

Brian C. Johnson, Gen. H.H. Arnold H.S. Son of **1SG Montie J. Johnson,** APO NY 09185. Probable major: Psychology. Career goal: Psychologist.

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Robert E. Filer, son of **COL Robert F. Filer,** Burke, VA.

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