

Army Aviation

NOVEMBER 30, 1969

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(See back cover . . .)



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ARMY AVIATION

NOVEMBER 30, 1969

Endorsed by the Army Aviation Ass'n of America

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AAAA CONVENTION PHOTOGRAPHS

All photographs taken during the 1969 AAAA Annual Meeting in Washington, D.C. were taken by Miss Rosemarie Vernell, 3017 Gates Road, N.W., Washington, D.C. Prints may be ordered directly by writing or phoning: Radio page (202) 966-2926.

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$3.50, 2 years \$6.00 to CONUS and APO addresses only; add \$7.00 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army. Publisher, Arthur H. Kesten; Managing Editor, Dorothy Kesten; Associate Editor, Jessie Borck; Subscription Fulfillment: Beryl Beaumont. Exclusive articles pertinent to any Army aviation subject, except industry, AAAA, unit, or major command articles, are reimbursable at the rate of three cents to five cents per word for the first 2,000 words published. Second class postage paid at Westport, Conn.

AA VETERAN JIM ERVIN KILLED IN ALASKA CRASH

Friends and relatives of Chief Warrant Officer (Ret.) James P. Ervin, Jr., have established a memorial fund in his name following the death of the widely-known Army Aviator in Alaska on September 2.

CW4 Ervin, who in December, 1968, set three world records in the huge CH-54 *Skycrane* was killed while flying a civilian version of the *Skycrane* during major oil explorations in Alaska. He was 37.

The crash occurred on the north slope near Prudhoe Bay, where Ervin had been working since May. He was employed by Era Helicopters of Anchorage, since his retirement.

A veteran of both the Korean and Vietnam conflicts, Ervin was a graduate of Class 55A at Fort Sill, Okla., graduating in December, 1954. One of several pioneers in the development of armed helicopters, Ervin flew armed CH-34 aircraft while with the 4th Transportation Company at Fort Benning, Ga., in 1957. Later, he was a member of the first transportation company equipped with CH-34 *Choctaws*.

Set climb speed records

On Dec. 30, 1968, he established three world's climb speed records at Stratford, Conn. piloting a CH-54 at climb speeds exceeding those of the fastest fighter aircraft of WW II. For those accomplishments, CW4 Ervin was awarded the DFC and two FAI (Federation Aeronautique Internationale) Diplomas of Record.

Survivors include his wife, Theresa Maria, and five daughters, Patricia, Marian, Frances, Barbara, and Katherine, all of Decatur, Ga.

At the request of friends and relatives, the AAAA Scholarship Foundation, Inc., has established the "*James P. Ervin, Jr. Memorial Fund*" to honor his many contributions to Army Aviation. Contributions should be made payable to the *AAAA Scholarship Foundation, Inc.*, marked to the memorial fund in his name, and mailed to the Founda-



CW4 James P. Ervin, Jr.
(U.S. Army, Retired)
1932-1969

tion at 1 Crestwood Road, Westport, Conn. 06880.

900 Enrolled in ROTC Aviation

Nearly 900 college students enrolled in the Army ROTC Program are undertaking aviation training. Offered at 182 of the 283 colleges conducting Army ROTC, the flight training is an extracurricular activity available to cadets, normally college seniors.

The Army pays for the flight training of selected cadets who have an aptitude for flying and who meet required qualifications. Instruction is given at nearby FAA-approved civilian flight schools.

USAAVNS statistics indicated that ROTC graduates had a low attrition rate of 0.22 percent, compared with a washout rate of 2.88 percent for other Army Aviation flight students.



AAAA FOUNDATION OFFERS \$3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$3,500 in 1970 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1970 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting applications data, must be returned to the Foundation on or before March 1, 1970 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements for the awards have been minimized. The applicant must be:

1.

The son or daughter of a member or deceased member of AAAA.

2.

A high school graduate or senior who has made application to an accredited college or university for Fall, 1970 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1970.

3.

Unmarried and a citizen of the United States.

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1970 period with the winners to be notified by April 6, 1970.

BACKGROUND

Incorporated in December, 1963, the AAAA Scholarship Foundation, Inc. is a separate non-profit education activity created

to administer scholarship assistance for the children of members.

The previous scholarship recipients have included Joel R. Graft (1963); Danny P. Barrett, Cheryl Ann Cretin, Roger A. Moseley, and Robert P. Spears (all in 1964); and Harmon B. Dow, Kathryn M. Eggers, Penny L. Francis, Jessica Ann Fried, Joseph W. Hely, Jr., Michael F. McMaken, and Leslie I. Schockner (all in 1965).

The seven 1966 scholarship winners include Laurie Jo Davis, Eugene F. Geppert, Joseph J. Lahnstein, Roxanne Rochl, Robert P. Thomson, Chauncey L. Veatch, Jr., and Betty R. Williams.

The 1967 \$500 Scholarship winners included Kathryn G. Black, Thomas E. Brazil, Donna M. Budjick, Philip K. Chamberlain, Marion L. Dellapa, Geri I. Paul, and Martin S. Tyson. \$100 Honorariums were awarded to Florence L. Barker, Deborah H. Francis, Sharon J. Raulston, and Lincoln P. Webb.

In 1968, the 14 winners were Samuel C. Pierce, Karen L. Kellar, Mary L. Graft, Cheryl M. Kapec, Mary K. Kisling, Steven R. Otto, Philip D. Walker, Mikel A. Oswalt, Sandra L. Harry, Leslie G. Callahan, III, Patrick B. Thomson, Jeffrey A. Rawlings, Leone E. Long, and William H. Wolff.

The six 1969 \$500 scholarship winners were Samuel K. Biser, William A. Contole, Mark A. Cullen, Patricia A. Hyman, Claudia H. Johnson, and Cynthia J. Ludwig. Bernard D. Thompson (\$250); Tommie Jean Loftin, David E. Trudeau, and Greg Winesette (all \$150); and Christine A. Damon and Mary C. Stevens (both \$125) were joined by \$100 award winners, Nancy J. Chamberlain, Cathy E. Dalpino, Gesna B. Davis, III, Thomas J. Knowles, and William E. Konersman.

With the award of the 16 scholarships in 1969, the Foundation has provided \$22,700 in direct aid to 60 students since the program's start in 1963.

"Charlie's put the word out to get the OH-6As.
He definitely hates that little Cayuse flying around."

Maintenance offices, aircraft recovery duty

"What do I think of the Cayuse? The best aircraft
made."

Pilot

"If I ever had to crash an aircraft, that's the one
I'd want to be in. Its survivability is fantastic."

Pilot

"This LOH is an amazing helicopter. With a ship
like that I'll take the chances necessary to
accomplish the mission."

Pilot

The Hughes OH-6A.
Tough machine
for a tough war.



Hughes Tool Company, Culver City, California

The Warrant Officer

When was the rank created?
Why was it created?
The "Triple Ace" Warrant
What happened to the 32,143
Air Corps Flight Officers?
Hollywood and the Warrant

PROBABLY the most unique rank in the military service is that of warrant officer. Standing between the highest enlisted grade and the lowest commissioned rank, the warrant is a technical expert in his field. He is a person who, with the exception of those warranted from civilian life, represents the best material of the enlisted force.

The dictionary defines the word "*warrant*" as that which gives a right; authority; a written order giving authority for something. "*Warrant officer*" is defined as an officer who has received a certificate of appointment, but not a commission.

The basic difference between warrant and commissioned officers lies in the responsibility of command. With few exceptions, a warrant officer cannot command; his responsibilities are of a technical specialized nature. A warrant officer receives his appointment from the Secretary of the service of which he is a member while the commissioned officer gets his appointment from the President.



By Captain
WILLIAM D. HOBBS, USAFR
Ent AFB, Colorado

The warrant officer has been a part of the United States Navy since its earliest history. By a Congressional Act approved March 27, 1794, to provide a naval armament, warrant officers were sailing masters, pursers, boatswains, gunners, sailmakers, carpenters, and midshipmen. On August 31, 1842, engineers were appointed to the Navy, the chief engineer being commissioned and the others warranted by the Secretary of the Navy.

Prior to the first World War the Army would not recognize the warrant officer of the Navy as an officer. Not yet having established the warrant rank, the Army classified them with noncommissioned officers. In inter-service operations this became a source of confusion, conflict of authority, and possible disaster.

The same difficulty occurred from time to time with the Marine Corps. Article 24 of a 1893 Navy Regulation stated that to regulate the rank of warrant officers by classifying them with noncommissioned officers of the Army would be to degrade them to persons of inferior rating. This problem continued to exist until 1918.

In 1915, the U.S. Coast Guard was formed with the merger of the U.S. Revenue Cutter Service and the U.S. Life-Saving Service. The former, originally called the Revenue Ma-

rine, was established in 1790. The first mention of a warrant officer is contained in the Rules and Regulations for the Government of the U.S. Revenue Marine issued on November 1, 1843, which stated: "Pilots, engineers, boatswains, gunners, and carpenters will hold their appointments under warrants issued by the head of the Treasury Department."

Standards for uniforms

These regulations also provided standards for uniforms of captains, first lieutenants, second lieutenants, third lieutenants, warrant officers, and seamen. Since the list didn't include the noncommissioned officer category it is thought by some Coast Guard officials that the warrant officer of 1843 was more like the petty officer of the present.

The Register of Officers and Vessels of the Revenue Cutter Service, dated July 1, 1899, lists warrant officers as follows: 13 boatswains, 6 gunners, 13 carpenters and 1 chief oiler, all with dates of appointment of August 2, 1898. With the exception of the chief oiler, footnotes indicate the men served previously in the *rate* of boatswain, gunner or carpenter. Therefore, based on this register, it is believed that the Coast Guard warrant officer, as he is known today, had his beginning on August 2, 1898.

The Marine Corps warrant officer came into being in 1916. The proviso authorizing the warrant grades of marine gunner and quartermaster clerk was part of a major piece of legislation passed just months before our entrance into World War I. Twenty of each were authorized.

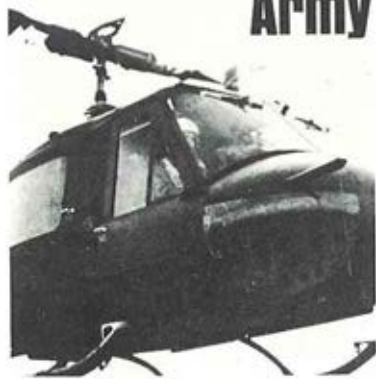
First Army WO's in 1918

The rank of Army warrant officer was originated in July, 1918, with the establishment of the Army Mine Planter Service in the Coast Artillery Corps. WO's were appointed to serve as masters, mates, chief engineers, and assistant engineers on the small ships used by the Army to plant water mines. The annual salary ranged from \$972 for a second mate to \$1,800 for a master. By June 30, 1919, there were 37 warrant officers in the Army Mine Planter Service.

An Act of Congress passed June 4, 1920,

Warrant Officer flight training

IN TODAY'S ACTION
Army



Army recruiting brochures encourage high caliber high school pilots who have a desire to fly to apply for warrant officer flight training.

An Act of Congress passed June 4, 1920, provided for 1,120 warrant officers in the Army, including band leaders. This was in addition to those already authorized for the Mine Planter Service.

Warrant Officers of the Mine Planter Service wore the uniform of officers without the insignia of rank. Also, they wore the insignia of the Coast Artillery Corps with a submarine mine added. In addition, they wore special braid on the sleeve. WO's of other services wore the uniform of commissioned officers without insignia of rank. Their uniform had no braid on the sleeve unless the individual had commissioned service during World War I. In the latter case he was permitted to wear braid of forest green.

"Mister" and the Eagle

In 1921, Army warrant officers were authorized to be addressed as "Mister." That same year the WO's in the Tank Corps received as an insigne an eagle standing on a bundle of arrows, all enclosed in a wreath. Five years later this insigne was authorized for all Army warrants and is still worn today.

In 1926, the civilian grades of Army Field Clerk and Field Clerk (Quartermaster De-

(Continued on Page 48)



This is the versatile Beechcraft 99, now in production as a part of the Beech planned program of product growth. Powered by two Pratt & Whitney PT6A-20 reverse

flow, free turbine engines, it will carry pilot and 16 passengers in comfort—will cruise over 200 knots. The spacious interior is readily adaptable in the field for high-density

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- Offers conference-room seating,



seating, cargo, air ambulance, or executive transport use. Has growth potential to match tri-service Utility, Indirect Support and Air Attache requirements of the future.

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- World-wide Beechcraft service

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for multi-mission versatility



...for transporting personnel



...for transporting cargo



...for ambulance service



...with exceptional short-field capability!

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Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.



FROM AN ORIGINAL DRAWING FOR CHANDLER EVANS

AIRFRAME and ENGINE COMPONENTS by Chandler Evans

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These CECO products on the 747 join a distinguished line of pumps, main fuel controls, afterburner controls and other aerospace components in an array of important military aircraft as well as many of the latest missiles and commercial aircraft.

Chandler Evans is pleased to be "known by the company its products keep" and by the records those products establish.

Colt Industries



Chandler Evans Control Systems Division

WEST HARTFORD, CONNECTICUT 06101

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SAFOC

SEMI-AUTOMATIC FLIGHT OPERATIONS CENTER

IT seems like last week although it was actually in the July issue — that I said, “Hello,” after having become the 13th Director of Army Aviation. Now I find that I am leaving — in fact, will have departed by the time you receive this issue — for assignment at AAVSCOM in St. Louis.

Colonel Jack Hemingway will again take over as Director until late January when Major General Allen Burdett returns from Vietnam. Incidentally, this means that Jack becomes the only person to have served in this position twice.

“Best meeting attended . . .”

I was pleased to see many of you at the AAAA Annual Meeting and at the *Worldwide Aviation Conference* which was held here in the Pentagon. Since this issue contains a good rundown on the AAAA, I won't discuss that further than to say that it was one of the best annual gatherings I have attended and to add congratulations to all those who

were responsible for its planning and execution.

The *Worldwide Aviation Conference* has been held here the past three years and is designed to provide to aviation representatives of major commands an up-to-date view of the many key actions of the *Army Aviation Program* and what we see for the future. This conference also provides an excellent opportunity for the exchange of ideas and surfacing of problems, many of which are solved on the spot.

A new subject

In the last few newsletters I have included information on aviation subjects which don't receive much publicity but which are of interest to all aviators. Last month's subject was *Life Support Equipment*; this month it's *Air Traffic Control*, specifically, *SAFOC (Semi-automatic Flight Operations Center)* and its contribution to automated air traffic regulation.

During the past few years the density of Army aircraft operations has increased many fold, particularly in division tactical areas of operation. The preponderance of new aircraft is rotary wing.

As always, one must pay a price for attaining the high degree of mobility or freedom to move which rotary wing aircraft

**By Major General
JOHN L. KLINGENHAGEN,
Director of Army Aviation,
OACSFOR, DA**

SAFOC

(Continued from Page 13)

provide. The price which the Army commander must pay is a greatly increased air traffic control problem and the need to consider weather and visibility in his operational planning. Today's increase in air traffic poses no great problem under VFR conditions. Information and flight following assistance are provided by the present Army Air Traffic Regulation System consisting of Flight Operations Centers (FOC's), Flight Coordination Centers (FCC's) and Air Terminal Control Facilities (ATCF's).

Manually-operated system

A system of primary and secondary airways employing a number of LF/MF beacons throughout an area is presently used to control IFR traffic and to regulate or assist VFR traffic as required. This is a manually-operated system, and while it functions well during VFR conditions, the system can quickly become saturated during IFR periods, thereby limiting the versatility, responsiveness, and effectiveness of airmobile operations.

MRARAV'S



WASHINGTON (Delayed) — The Master Army Aviators in OACSFOR, DA, gather on the occasion of the award to MG John L. Klingenhagen. From left are LTCs Horace Beasley and Harold Baker; MG Robert R. Williams; LTC Paul Needles; MG Klingenhagen; LTC Don Mulligan; and COL Mose Lewis.

Densities as high as 300 aircraft can be expected in a division area under the control of one FOC during an airmobile operation. An air traffic controller in a manual FOC can control only 6-12 aircraft. These aircraft must have a high degree of freedom to fly without the necessity for time-consuming flight plan filing; they must be able to fly at very low altitudes; and they must be able to operate in spite of reduced visibility. Since many of these aircraft are relatively small, there are severe limitations on the weight and size of avionics equipment which can be carried.

Automation vital

Terminal area control problems are heightened by the convergence of landing and departing traffic. Here, the controller workload increases. It has become evident that a considerable amount of automatic assistance is required to permit air traffic controllers to cope with present and anticipated aircraft densities during periods of reduced visibility.

As a first step, the Army analyzed the entire air traffic control and regulation problem in an extensive study titled, "The Army Tactical Air Space Regulation System" (ATARS). This study identified the essential elements of such a system with special emphasis on the need to develop an automated flight operations center. To identify the air traffic regulatory functions that can be automated and the problems associated therewith, an R&D program titled SAFOC was initiated. It was decided that a semi-automatic flight operations center (SAFOC) could be fabricated to test the feasibility and military potential of such a concept by procuring a modified AN/TSQ-51 Fire Direction Center.

In the design concept the SAFOC was envisioned to ultimately replace the existing manual FOC's and FCC's. The military potential test was designed along those lines, but is now being expanded to demonstrate automation of terminal control facilities. One basic SAFOC (advanced development feasibility type) was delivered to the Army in September of this year and testing is now underway.

Although designed primarily for rotary

wing aircraft use, the *SAFOC* will be capable of controlling flights of higher performance fixed wing aircraft as well as a mix of different aircraft types.

The *SAFOC* will have the capability of performing en route traffic regulations for about 100 flights. A much greater (from 300-600) of aircraft can be handled where formation flying is employed, since a formation is treated as one flight.

SAFOC Design Approach

The approach taken in the design of the *SAFOC* was based upon the fact that the low performance aircraft which are to be controlled can operate efficiently at low altitude and, in fact, will often operate as low as possible to avoid enemy detection. At these low altitudes conventional radar and secondary radar methods for obtaining position information on aircraft are of little value.

However, real-time positioning information is required; therefore, the primary means for keeping track of aircraft will be by automatic position reports over an HF data link from each aircraft's navigation equipment and altimeter. The computer will ask for reports on a roll call basis with the reports occurring at the rate of two aircraft per second so that 100 aircraft can be polled in 50 seconds. The *SAFOC* will also employ conventional radar and secondary radar for keeping track of the higher performance aircraft which will generally be flying above the radar horizon.

The position data which is obtained by the means described above will be entered into a data processing subsystem where it can be operated upon automatically by the computer to determine the possibility of conflicts. In such cases, the data processor will determine the necessary maneuvers to be taken

to avoid the conflict and indicate to the air traffic controller by means of an electronic display the action he should take.

SAFOC Functions

A list of the twelve functions performed by *SAFOC* is as follows:

1. Process flight plans, either prior to or during flight. The Army Aviator, if unable to file a flight plan prior to takeoff, will file with the controller after takeoff. The controller will then enter the flight plan into the system. The computer will error check every flight plan.

2. Compute present position of each aircraft and direction of flight from the data which will come in by an air-to-ground data link.

3. Compute, based upon position and direction data, a safe volume of airspace surrounding each aircraft. This airspace will define the limits around each aircraft which, if crossed, will create a conflict with another aircraft.

4. Periodically (every 10-20 seconds) check for conflicts which may result in collisions.

5. When potential conflicts are detected, compute necessary flight path changes to avoid the conflict.

6. Automatically trigger a warning signal to the controller when a conflict is detected.

7. Compute route ETA's and hand-off times and automatically display and transmit this information to adjacent FOC's or terminals.

8. Determine traffic flow restrictions and alert the controller to unsafe traffic flow or traffic density situations.

9. Store and display upon demand a variety of input data such as meteorological information, maps, air corridors, and restricted air space information.

10. Provide an automated tracking capability by using either data link or radar inputs.

11. Store for display upon demand all aircraft tracks. Friendly aircraft track data and flight plan data will be automatically transmitted to air defense centers upon demand. Hostile flights will be automatically received from air defense centers and warning signals thus generated to alert the con-

NEW MEMBERS JOINING AAAA DURING OCTOBER, 1969

LTC	7	WO	8
MAJ	8	WOC	409
CPT	69	Enl	9
LT	76	Civ	48
CW3	7	Ret	3
CW2	14	Total	658

SAFOC

(Continued from Page 15)

troller so that friendly aircraft can be warned.

12. Determine when each aircraft should transmit its present position. The SAFOC concept as it is now being evolved consists of several elements which would not necessarily be separately identified in the ultimate system. However, to better illustrate the functioning of the concept, the associated subsystems are enumerated briefly here.

Airborne Subsystem

They include an *airborne subsystem* which consists of the on-board navigation equipment which determines aircraft position and displays it to the pilot; a data link which encodes the position in digital form; an airborne transceiver which is used to transmit the information to the SAFOC; and a standard IFF beacon transponder which will respond to a ground based interrogator in the normal fashion as used with other air defense or military air traffic regulation systems. (One of the unique features of the SAFOC is that it will be able to obtain information and identify aircraft by either the airborne data link subsystem or the beacon.)

Ground Communications

Also, a *Ground Communications Subsystem* with the following radio communications capabilities: three channels of UHF-AM or VHF-AM; three channels of VHF-FM and four of high frequency single sideband; a receiver for monitoring the air warning net; and two radio-teletype sets for exchange of traffic information in two nets.

There's a *Data Processing Subsystem* to provide a high degree of flexibility in the area of message processing which consists of the following components: a High Speed Digital Computer, Computer Peripheral Equipment and Data Link Buffers. The computer, a high-speed, general purpose digital computer, will communicate either directly or indirectly with all parts of the SAFOC system and have the necessary data processing speed and storage capacity for performing the system functions.

AAAA MEMBERSHIP TOTALS AS AT OCTOBER 31, 1969

GEN	56	WO	3,845
COL	256	Enl	214
LTC	1,702	DAC	1,193
MAJ	1,671	Sub Mil	12,537
CPT	1,254	Industry	574
LT	881	Misc	299
CWO	1,465	Total	13,410

Display Subsystem

Additionally, there's a *Display Subsystem* which acts as the complete interface between the computer and the controllers. Its operations are unique and I'd like to dwell on them for a moment.

For example, all operator decisions and data requests are processed through the Display Buffer and passed on to the computer. Area maps, which are stored in digital form in the computer memory, can also be displayed on the consoles, individually selected or displayed in combination.

With this subsystem, the air traffic controller monitors designed flight-following data displayed on a plan position indicator (PPI) scope, continuously monitoring those flights for which he is responsible and carrying out the pilot alerting function as necessary.

The controller can call up certain displays in the performance of the flight-following or monitoring function; for example, a computer-generated map display could be presented. Such a map could be superimposed on the normal air situation to provide the composite display of map data and aircraft symbols.

Although each flight plan is evaluated for conflict before final acceptance, there is always the possibility that changes or delays will occur that generate new conflicts. Therefore, it is planned that a new conflict evaluation be carried out for each aircraft every 10 to 20 seconds. This evaluation will be performed on flight plan and flight following data; and will include track data received from radar sources, such as air defense.

Terminal and traffic densities will be monitored by the SAFOC. If the density builds up to dangerous levels, the enroute



CLASS OF 1970

CARLISLE BARRACKS — Army Aviation is well represented in the Class of 1970 at the U.S. Army War College. Front, l-r, LTCs James E. Merryman, Robert C. Kerner, & Charles E. Canedy; COLs Neil I. Leva & Arthur J. Leary, Jr.; LTCs Eugene F. Crooks & Billy J. Thrasher; COL Walter F. Jones; LTC Frank W. Nadeau,

Jr.; COL James F. Hamlet; and LTC James E. Hertzog. Back: LTC Robert J. Standley; COLs Charles Morrow, Jr., & George P. Kelly; LTCs George C. Horton, Edward P. Davis, James J. Tow, Robert H. Nevins, Jr., Edward P. Lukert, Jr., Charles D. Franklin, & Richard W. Diller. Missing were COL Thomas E. Thompson, and LTCs Benjamin E. Doty and Jim I. Hunt. (USA photo)

aircraft will be diverted or delayed until terminal conditions improve. Flight plans will be inactivated when a flight is handed over to an adjacent FOC or a subordinate FCC. Handover of flights will be under positive control of the controller rather than completely automatic in order to avoid confusion about who is responsible at any given time.

Radar Integration Subsystem

This subsystem provides the appropriate interface for any of a large number of standard radars currently in use by the military services. It accepts the position information from the radar and uses it as any other input to the SAFOC.

Manual Back-up Subsystem

Manual back-up equipment is provided to help maintain a degree of operational effectiveness in the event of failure (or degraded operation) of the SAFOC. In the SAFOC under test this subsystem is comprised of air strip racks and plot boards.

Present Status

The SAFOC delivered to the Army in September, 1969 will undergo an extensive two-phase test at the *National Aviation Facilities Experimental Center (NAFEC)*. Initially, the test will consist of canned and controllable simulated targets generated by NAFEC facilities.

Varying traffic loads will be applied to the SAFOC to determine the level at which the center is saturated. The successful completion of phase 1 will lead into phase 2 where live traffic will be used. This phase will test the system's ability to manipulate traffic utilizing the following inputs: radar images, IFF response, altitude and position, and flight path indications. These inputs will be delivered to the SAFOC via the data link.

The results of this test will provide the basis for the development of an automated air traffic regulation system consisting of a family of enroute and terminal facilities that is needed not only by the military but is certain to have value to civil aviation as well.

AVSCOM In Transition

THE THIRD OF A SERIES



“No Place To Hide”

By Colonel
CLIFTON O. DUTY, Ret.,
Deputy Commander
for Acquisition

THE need for the Army aviation logistics system to be completely and immediately responsive to customer requirements is so compelling that there must be only a minimum left to chance. The system must be such that it even gently reminds its customers of action needed on their part to permit the continued flow of support.

The purpose of this short article is to pledge the complete support of the Acquisition Activity, U.S. Army Aviation Systems Command (AVSCOM), to the *total* logistics effort and to demonstrate the application of the concept, “No Place to Hide.”

The very nature and characteristics of Army aircraft illustrate this concept in the combat area. The helicopter and fixed wing aircraft provide not only firepower and mobility, but also air reconnaissance capability and personal visibility, which greatly enhance the field commander's ability to command and control. The enemy has few or no places to hide. As the importance of Army Aviation to combat success increases, so grows the importance of aviation logistics support.

World-wide support

Simply stated, the mission of AVSCOM is to support the aviation fleet on a world-wide priority basis. In this context, support is furnished to all customers, including the Army, Air Force, Navy, and Marines. Assistance and support are also provided to international logistics customers.

This total support is complex and varied. It can consist of the deployment of a new aircraft system, such as the OH-58A Helicopter. It can also consist of an airmail shipment of a small critical part for a specific aircraft which is down for lack of that part.

The fulfillment of the AVSCOM mission requires the close coordination of an impressive array of functions, such as research, engineering, technical data, training, life cycle costing, procurement, production, product assurance, requirements, distribution, maintenance, and budget, to name a few. It also

requires the establishment and maintenance of close coordination and cooperation with aviation project managers and other Army, Navy, and Air Force commands.

In line with these many growing responsibilities, AVSCOM was recently reorganized to provide for four major activities designed to facilitate mission performance. These consist of elements in the AVSCOM Headquarters at St. Louis and of subordinate commands in the field.

The major activities . . .

Major activities at St. Louis and their subordinate commands:

Research, Engineering and Data Activity, St. Louis, Mo.

USA Aviation Material Laboratories,
Fort Eustis, Va.

USA Aviation Systems Test Activity,
Edwards AFB, Calif.

Logistics Support Activity, St. Louis, Mo.

USA Aeronautical Depot Maintenance
Center, Corpus Christi, Texas.

Acquisition Activity, St. Louis, Mo.

USA Bell Plant Activity, Fort Worth,
Tex.

USA Hughes Plant Activity, Culver
City, Calif.

USA Lockheed Plant Activity, Van
Nuys, Calif.

USA Grumman Plant Activity, Stuart,
Fla.

*Administration and Resources Management
Activity, St. Louis, Mo.*

Mission interdependence

The titles of these activities connote their functions in sufficient depth for the purposes of this article. They are each dependent upon the others for the discharge of individual functions and missions. For example, quantitative requirements for AVSCOM-managed supply items and services are determined mainly by the Materiel Management Directorate in *Logistics Support Activity*.

In the case of materials and services to be procured from industry, these requirements are converted to procurement work directives (PWD's) issued to the *Acquisition Activity*. At this point, the concept of "No Place to Hide" begins to take shape.

The PWD's executed during a fiscal year amount to a face contract value of nearly \$1.5 billion. These contracts include those for PWD's issued by all AVSCOM elements for support of all DOD components. The process involves millions of documents and thousands of people. Lack of vigilance in management supervision and control and laxity of individual employees *could* create an administrative chaos impossible of resolution.

Therefore, there must be *no place to hide*. Systems, controls, and human attitudes *must* be geared to this concept.

The Acquisition Activity

Let's see how it works in the *Acquisition Activity*, which is composed of these major elements located at St. Louis:

Procurement, Production, Product Assurance, Industrial Management, Policy and Compliance, Program Control and Small Business.

(In the interest of brevity, only the play of the first three elements will be described here.)

The major tool of management is the master data record (MDR) maintained by business computers in AVSCOM. The common MDR information is available to every working element in the form of machine print-outs, and thus the "no place to hide" concept starts to become a reality. As PWD's are issued to *Procurement*, they are entered in the MDR. As PWD's are assigned to contracting officers and buyers, the codes for these individuals are entered in the MDR.

Names of contractors, contract numbers, description of items and services, delivery schedules and many other essential lists of information are then entered into the MDR. Also entered are the names of Government agencies which maintain surveillance over contractor performance. (The areas to hide begin to diminish rapidly.)

The stage is now set for delivery reporting and posting of delivery information against schedules already known to the computer. It should be noted here that *Procurement*, a relatively large organization, performs its contract execution function more directly than does *Production* and *Product Assurance*.

With respect to contracts, these latter two

NO PLACE TO HIDE!

(Continued from Page 19)

organizations are more supervisory and control by nature. The major "doers" in these two areas are:

- Defense Contract Administration Services Regions
- Army Plant Activities
- Air Force Plant Representative Offices
- Navy Plant Representative Offices

The actions of these organizations include inspection, acceptance, delivery, and shipment as well as many other contract administration functions. Once a contract is placed, these agencies keep management informed of performance. Again, the computers and the MDR play a major role.

For example, *Production* obtains a printout each month of items delinquent under contract delivery schedules, arrayed by the cognizant contract administration office, activity, and representative. These are used to prompt contractors through Government contract administrators. Two years of experience under this system of control indicates that delivery performance *improves* as delinquencies become visible and are brought to the attention of responsible managers.

Line of Balance technique

Contract administrators, materiel managers, contracting officers, production and quality assurance experts, and other specialists work closely with contractors to adjust delivery schedules periodically to meet ever-changing field requirements. The line of balance (LOB) technique is used to accelerate urgently needed items and adjust other items accordingly. Preparations for conducting a contractor LOB review reveal items in short supply and, perhaps of more importance, those that will become shortages *unless* production is expedited. The places to hide become even fewer.

Product Assurance, above all others, must have complete visibility of quality and reliability at all times. The objective is to prevent, not cure, problems. Tools used to isolate and define trouble areas are the *Equipment Improvement Report (EIR)*, *Unsatisfactory*

Materiel Report (UMR), *Production Progress Report*, and *Inspection, Acceptance and Delivery Report*.

Product Assurance and *Systems Engineering* work in close cooperation with contractors to continually improve reliability and maintain required quality levels. It is most obvious that unknowns (hiding places) can be fatal in this end of the business. Frequent on-the-spot visits by *Quality Assurance* and other technical experts help to solve current problems and aid in preventive action.

The final factor: Man

The organization of the *Acquisition Activity* and the control systems and mechanisms are too complex to treat here in detail. The foregoing illustrates the process only partially. In the final analysis, however, it is the players that execute the game plan; and even in today's sophisticated computer-oriented world of business, the motivated and dedicated person remains the key to success. Of course, he must act in concert with many others.

In years past, rifle marksmanship was the key training objective for the individual soldier. His skills were melded into a team effort by the concept of musketry, which was the application of rifle marksmanship by a number of soldiers to a commonly defined target. These old terms are mostly forgotten in today's modern Army, but the principles still live.

A team effort

At AVSCOM, performance and results are the measure of success and satisfaction. Good performance and results stem from the application of many skills to an integrated, systematic effort.

The one thousand members of the *Acquisition Activity* are dedicated to this team effort and have geared themselves to the working concept of "no place to hide," to the extent that possible self-embarrassment is always subordinated to the total interest. The long range result is improved performance as well as individual and organization satisfaction.

Author was privileged to direct first Procurement and Production at AVSCOM, then the Acquisition Activity upon reorganization (1967-1969).



a new lightweight HF ... ready for installation

The 718U-5 HF Transceiver is part of a new family of 100- and 400-watt ground and airborne systems ideal for helicopter and light aircraft applications.

It's lightweight—the solid-state 100-watt 718U-5 is a 39-pound system compared to 89 pounds for the ARC-102 and coupler. No separate antenna coupler is required for the 718U-5. It's built in with the PA unit.

It's compact—the 718U-5 consists of two 1/2 short ATR-type units and a remote control. Panel-mounted receiver/exciter configurations (718U-3) also are available.

Other advanced features of the 718U-5 include: lower power consumption; 100 watts PEP and average; recep-

tion and transmission on any one of 280,000 channels in the USB, LSB, AME, CW, and narrow band secure voice modes of operation. Mount and adapter tray options permit the unit to be installed in aircraft provisioned for ARC-102 using existing wiring.

The 718U-5 is another example of the engineering and manufacturing excellence achieved with Collins C-System technology.

For more information on this new family of ground and airborne transceivers, see your Collins representative or write Collins Radio Company, Cedar Rapids, Iowa 52406.



**Sooner or later
somebody will
build the HLH.**





If it's us, it'll be sooner.

And the U.S. Army HLH (Heavy Lift Helicopter) we build will be better. Because we have a decade of experience building powerful crane-type helicopters. And cargo-handling systems that make them effective.

We built the S-60 and the Army CH-54A—first and

only crane-type helicopter proven in combat. And we're building the Army CH-54B (the product-improved CH-54A), scheduled for first flight next year.

With all this experience the only thing we need to build the HLH is the go-ahead.

Sikorsky Aircraft
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ELEVENTH ANNUAL MEETING



Shown during the a.m. professional presentations are, left to right, COL Ted A. Crozier, USAFTC; COL A. T. Pumphrey, USAAVNS; and LTC Frank L. Treece, USAECOM.



Smiling group at the AAAA Ladies Brunch were, front, left to right, Mesdames Fortner, Long, and Bannock; rear, Mesdames Howze, Bonasso, Goodhand, Phillips, and Williams.



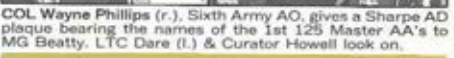
Given a respite, AAAA National President Howze goes to the lectern to answer a question from the floor during the Delegates Luncheon and is caught in a "fork in hand" snap



MAJ Patrick H. Brady (seated), Medal of Honor winner and 1969 "Aviator of the Year," receives a standing ovation from the 225 members at the AAAA Delegates Luncheon.



COL Wayne Phillips (r.), Sixth Army AO, gives a Sharpe AD plaque bearing the names of the 1st 125 Master AA's to MG Beatty. LTC Dare (l.) & Curator Howell look on.



MAJ Jay B. Bisbey (left) and LTC William L. Denend (right), members of the Aviation Center Presentation Team, listen as MG Beatty, subbing for MG Oden, answers query.



CWA Donald R. Joyce, National Member-at-Large (standing), briefs his fellow National Board members on the 15 September Junior Officer Warrant Officer Council meetings.



COL Jack W. Hemingway (left), Deputy Director of Army Aviation at the time, and Joseph P. Cribbins, ALMO, ODCS-LOG, provide some answers at the 15 Oct press briefing.



An M.P. chats with several Moratorium participants who stopped all lobby traffic during the course of the 15 October AUSA Marshall Dinner and AAAA's Early Birds' Reception.





D.C. Chapter President COL John Marr holds aloft the doctored AAAA lectern seal (winged foot with lifebuoy) awarded to the Chapter for its unforgettable Potomac cruise.



COL J. Elmore Swenson, AAVSCOM Chief of Staff, rises from the back of the room to ask a question during the Junior Officer/Warrant Officer Seminar conducted by OPO.



A part of the 93 members of the "Cub Club" who attended the 1969 AAAA Annual Meeting take a moment out to pose in the lobby beside a kingsize pair of Senior Aviator wings.



In receiving line at the President's Reception were, l-r, Mr. & Mrs. Arthur Kesten; GEN & Mrs. Hamilton H. Howze; COL & Mrs. Richard Long; MG & Mrs. John Klingenhagen.



Former Director of Army Aviation and commander of the 1st Aviation Brigade, MG G. P. Seneff, Jr., USSTRICOM, speaks to a Fri. A.M. on "Radicalism and Army Aviators."



Head table assembly area shows, r. to l., GEN Howze, COL R. P. Bonasso, Hon. Howard E. Haugerud, LTC K. J. Burton, GEN Palmer, CSM W. H. Bennett, and GEN Chesarek



A head table grouping included, r. to l. Secretary Resor, "Soldier of the Year" SFC Baum, Under Secretary of the Army Beal, "AA of Year" MAJ Brady, and GEN Woolnough.



'69 DSC winners were Honors Luncheon guests. Standing while citations were read are COL EM Lynch; LTC AA Rider; LT JW Thurman; CWOs GN Terry and WM Rickman.



Outgoing President Howze (right) hands large AAAA gavel to new President COL "Dick" Long in traditional transfer of gavel ceremonies held at the end of the Honors Luncheon.



Not-so-dead members at Diehards Reception included, l-r, LTG HWO Kinnard, MG G. P. Seneff, Jr., Medal of Honor winner SP5 (now Ret.) Gary Wetzel, & MG JL Klingenhagen.

Air Evac Major Selected as "Army Aviator of the Year"

MAJOR Patrick H. Brady of Phillip, South Dakota, was named "Army Aviator of the Year" for 1968-1969 during ceremonies held at the Eleventh Annual Honors Luncheon of the Army Aviation Association of America (AAAA) in Washington, D.C.

Under Secretary of the Army Thaddeus R. Beal presented the coveted silver medallion award in ceremonies at the Sheraton-Park Hotel.

Major Brady distinguished himself as pilot of a medical evacuation helicopter on January 6, 1969 when he flew to an evacuation site in enemy-held territory and in spite of conditions of low visibility and ceiling he successfully evacuated two seriously wounded Vietnamese soldiers. He was then called to another area blanketed by dense fog and in close range of enemy automatic weapons at which he made four trips to evacuate all of the wounded.



CITATION

One of the most publicized aspects of the Vietnam conflict has been the remarkable system of evacuation devised for battlefield casualties — a system which has significantly reduced mortality figures.

No such system, despite technical sophistication, can achieve maximum effectiveness without the human ingredients of dedication, courage, and determination. During two tours of duty in Vietnam as a medical evacuation pilot, Major Patrick H. Brady epitomized these qualities.

His spirit of compassion for his fellow man was demonstrated on innumerable occasions and for these efforts he has been decorated frequently, to include the nation's highest award, the Medal of Honor.

It would be redundant to attempt to recount here Major Brady's many acts of valor which have reinforced the confidence that members of the allied forces in Vietnam have traditionally placed on the men who answer the call sign, "Dustoff."

In Major Brady Army Aviation truly has a "magnificent man in his flying machine" and a most noteworthy "Army Aviator of the Year."

When his helicopter was badly damaged by enemy fire he secured another helicopter. He then landed in a mine field to evacuate additional men who had been wounded. Although a mine detonated wounding two of his crew and putting hundreds of holes in his helicopter he flew six severely wounded patients to a hospital. During the day Major Brady evacuated 51 seriously wounded men under the most hazardous conditions.

For this action he was awarded the Medal of Honor October 9 in ceremonies held at the White House.

Sponsored by the AAAA, the award is presented annually to the Army Aviator who has made an outstanding individual contribution to the Army Aviation mission in support of the Army.



MAJ Brady is shown flanked by Under Secretary of the Army Beal (right) and AAAA President GEN Howze at head table lineup.



"Aviator of the Year" receives his AAAA Silver Medallion from Under Secretary of the Army Beal at Honors Luncheon ceremonies.



A Medal of Honor winner the week before, Brady is shown at the lectern accepting the "Aviator of the Year Award" for 1968-1969.



The father of two sons and two daughters, the South Dakota born Medical Service Corps career aviator is shown with his wife, Nancy.

"A Very Large And Important Share..."

REMARKS BY
GENERAL BRUCE PALMER, JR.
VICE CHIEF OF STAFF, U.S. ARMY
11TH ANNUAL HONORS LUNCHEON
ARMY AVIATION ASSOCIATION
SHERATON-PARK HOTEL
WASHINGTON, D.C.
FRIDAY, OCTOBER 17, 1969

GENTLEMEN, once again I am privileged to join you in the annual "Quad A" honors luncheon. General Westmoreland is particularly disappointed about being unable to join you today because he had definitely planned on talking to you on this important occasion.

One thing which has been on his mind... and I am sure on all our minds... I would like to mention briefly at the outset. This is the uncomplimentary notoriety which the Army has received over the last several months. It is tragic how the weakness of a tiny handful of men can tarnish our bright name. But let me assure you that the overwhelming bulk of our people in the Army do possess integrity — the hallmark of the United States Army — the integrity without which a fighting force cannot long endure. All of us are going to have to work and try a little harder to remove this tarnish on our reputation.

But enough of this unpleasant subject. You all know that we lucky people serving in the Pentagon receive great quantities of correspondence including... complaints, Congressional inquiries, and an occasional crank letter... letters of advice... both good and bad... and quite often a letter that is truly heart-warming and encouraging.

A brighter moment...

And so in keeping with this luncheon, I want to share with you one of those brighter moments. Recently, General Westmoreland received a most rewarding letter, one which would warm the heart of any man or woman. It was from a very proud parent... the mother of a young Army Aviator... a Warrant Officer... a helicopter pilot in Vietnam.

The letter began by expressing this mother's thanks for the excellent training her son had received in flight school... training which in her words — and I quote — *"enabled her son to perform a job with hon-*

or, bravery, courage, intelligence and personal esteem."

She continued, "It is difficult to put into words our boundless pride in this young man . . . his fellow pilots and crewmen. Thru his Army training, his goal — perhaps one of many — has been achieved . . . the goal of a job well done."

Two thoughts stand out in this letter: first, appreciation of Army training that results in high standards of performance; and second, justified pride in a job well done.

The Army Aviation training program has been designed to prepare each aviator . . . each gunner, crewman, and mechanic . . . for tasks which require the ultimate in versatility, innovation, and imagination. With the advent of the helicopter has come a versatility and flexibility to a degree heretofore unknown in the history of armies. In keeping with this development, which has revolutionized the art of warfare, we of necessity have had to stress imagination and mobility of mind in order to exploit this new technology to the maximum.

World's finest!

The American soldier has always been noted as an independent type of fighting man who can think for himself. Today with more highly educated men, more complex equipment, and a three-dimensional battlefield, the need was never greater for thinking, reasoning men at all levels from private to general. Innovation and imagination must be their trademarks. And Army Aviation leads the way.

The Warrant Officer and Officer products of aviation training are truly "magnificent young men in their flying machines . . ." They are the world's finest close combat pilots and crewmen . . . men who are sustained in the air by the best mechanics and aviation equipment our society can produce.

The young Warrant Officer . . . referred to in the letter at the beginning of my talk . . . wears the Silver Star and two Purple Hearts. He possesses courage typical of the roughly 22,500 aviators in the Army today of whom about 11,700, a little more than one-half, are flying Warrants . . . the real work-horses of aviation.



AN IMPORTANT SHARE

(Continued from Page 29)

Since your last year's meeting, aviators have earned over 20 additional Distinguished Service Crosses. On 9 October, I was privileged to attend the White House ceremony for Aviation's third Medal of Honor winner — earned by Major Pat Brady, a Dustoff chopper pilot. The other two, as you know, were won by Sp4 Gary Wetzel, a door gunner . . . and CWO Fred Ferguson . . . now Captain Ferguson, a gun ship pilot.

Personnel shortage

We have had a shortage of commissioned officers as candidates for the Aviation Program. This has been alleviated in part by Warrant Officers applying for commissions as did both the young Warrant Officer whose mother was so proud and Captain Ferguson.

Because of the commissioned officer shortage in aviation, it has become necessary recently to flight qualify 25 nonrated Colonels and several General Officers to fill the senior officer and general officer requirements which had been created. Now let me emphasize that this in no way reduces promotion chances for those of you coming up . . . who have spent your career in flying. . . . Nor will the recently advertised cutbacks in aviator production at Hunter change aviator promotion rates with respect to the rest of the Army.

Promotion rates high

In fact, promotion rates for aviators have been running consistently higher than promotions for other Army officers during the last seven years. The latest promotion lists show that in promotions to Major, aviators run 86.7 percent of those eligible compared to 65.1 percent of those eligible in the non-rated category . . . promotions to Lieutenant Colonel, 83.5 percent for aviators, 68.6 percent for nonaviators . . . to Colonel, 35.6 versus 28.5. Today, 38 General Officers including three Lieutenant Generals, are avia-

Starting with this issue, two copies of "Army Aviation" will be airmailed each month to company dayrooms throughout Vietnam.

tors. Certainly the promotion picture has been good in the past, and I am confidently optimistic for the future.

As to career development, I want to make it clear that aviators have the same opportunity or better as nonrated officers for branch material ground assignments, civil and military schooling, and career specialty programs.

For attendance at the Command and General Staff College, the selection rate again is higher for aviators. The number of aviators at Fort Leavenworth has also increased from 201 in the Class of 1968 to 225 for this year's class. For senior service colleges the attendance rates have been lagging somewhat, and this was in part due to the lack of qualified senior officers, but this year Army-wide aviators are on par with their nonrated contemporaries.

Future is boundless!

I'd say the future of Army Aviation looks great . . . in fact, if I weren't terrified to fly with most General Officer pilots, I'd go into the program myself, present company excepted!

The future of aviation in the Army is boundless. We have scratched only the surface of the airmobile concept. We are on the threshold of even more successful airmobile type operations . . . operations which will have applicability in any environment, including Europe. Those of you who heard General Westmoreland at the AUSA luncheon realize the importance he gives to airmobility on the battlefield of the future.

Army Aviators have been voted into the most exclusive club in the world . . . the Combat Arms . . . to stand proudly with the charter members, the Combat Infantrymen. Long ago in Vietnam, they voted you in, not by fiat . . . or regulation . . . or law . . . but by proven performance in the heat of battle on the ground and in the air.

Gentlemen, I began my remarks by reading portions of a letter; I want to conclude with the lady's closing remarks, ". . . we do indeed have a share in our country's future. . . ."

I would only add — a very large and important share.

25th Aviation Battalion Chosen as the 1968-1969 "Outstanding Unit"

THE 25th Aviation Battalion was named winner of the "Outstanding Army Aviation Unit Award" for 1968-1969 during ceremonies held at the Eleventh Annual Honors Luncheon of the Army Aviation Association of America.

General Bruce Palmer, Jr., Army Vice Chief of Staff, presented the handsome silver trophy to Lieutenant Colonel Kenneth J. Burton of McCook, Nebraska, who commanded the battalion from October, 1968 to July, 1969, and to Command Sergeant Major William H. Bennett of Greenback, West Virginia.

In accepting the trophy for the officers and men of the battalion, the co-recipients were quite pleased to do so in the presence of Major General Ellis W. Williamson, a last minute guest at the Honors Luncheon. General Williamson was the commanding general of the Division throughout the awards period and had nominated the Battalion for the award.

During the period April, 1968-March, 1969 the battalion averaged 4,000 flying hours per month, a 70 percent increase over the previous year's monthly average, while at the



CITATION

The 25th Aviation Battalion, 25th Infantry Division, distinguished itself in support of military operations in the Republic of Vietnam during the period 1 April 1968 through 31 March 1969.

This Battalion compiled an exceptional record marked by outstanding performance and significant accomplishments in every aspect of their assigned mission, reflecting exemplary dedication to duty, esprit d'corps and a high level of professionalism. The most significant factor bearing on the performance of the Battalion was a 70% increase in hours flown in support of division combat operations, with a remarkable 28% reduction in the unit accident rate.

A high degree of initiative was shown by innovations designed by the 25th Battalion to ease the burden of the combat infantryman. Techniques developed for Motor Aerial Delivery System, Flamebath, Night Hawk, and Beaver Night Lightning continually harassed the enemy, denying to them freedom of movement around the clock.

For its superlative performance, the 25th Battalion has been named the "Outstanding Aviation Unit of the Year."

same time lowering the accident rate by 28 percent.

The 25th Aviation Battalion developed new techniques and equipment for ordnance delivery, battle field illumination, and communications which improved the combat capability of the 25th Infantry Division. During this period the 25th Aviation Battalion's professionalism was evident in all areas of activities and during the Division's Annual General Inspection in February, 1969 the Battalion was rated first in the Division.

The "Outstanding Aviation Unit" trophy is sponsored by the Hughes Tool Company - Aircraft Division of Culver City, California, and is presented each year through the Army Aviation Association.

The Marine TwinCobra:



two-engine reliability.

Flying leathernecks will soon be operating the first twin-turbine HueyCobra ordered into production.

Powered by two Pratt & Whitney T400 engines with a combined rating of 1800 hp., the Marines will have the advantage of improved high-altitude, hot-day performance, increased survivability and increased firepower capability. The T400 engine enters Marine service with thousands of hours of proven performance.

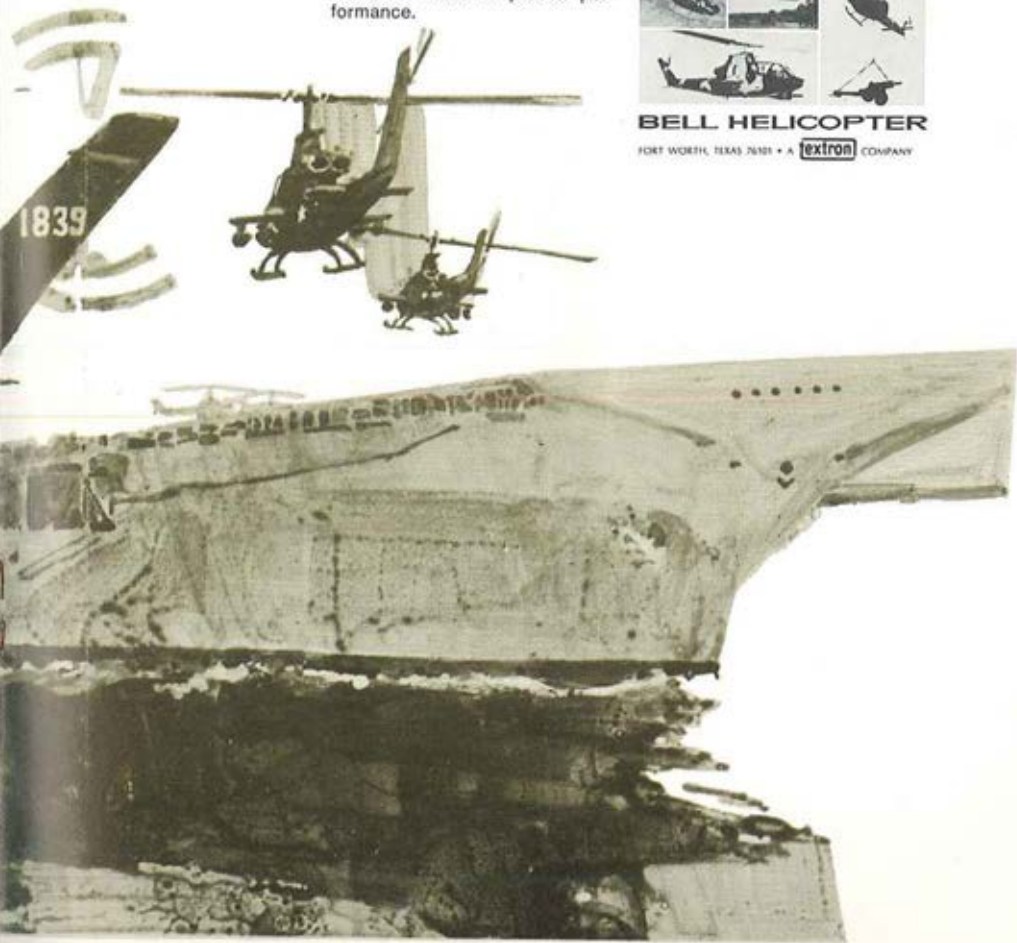
TwinCobra armament begins with a three-barrel, 20mm turret gun and is supplemented with additional wing stores. Already field-proven in three years of duty, the Cobra has achieved a reputation for ease of maintenance and combat worthiness.

The TwinCobra is another example of Bell's continuing effort to supply the U. S. military with equipment matched to its requirements.



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GEN Bruce Palmer, Jr., Army Vice Chief of Staff, is flanked by CSM William H. Bennett (left) and unit CO, LTC Kenneth J. Burton.



Following his main address, the Vice Chief of Staff awarded the 1968-1969 "Outstanding Aviation Unit Award" to the unit CO and CSM.



Accepting the trophy for the officers and men of the 25th Aviation Battalion, LTC Kenneth J. Burton cites the professionalism of his men.

Winners all! LTC and Mrs. Burton; MG and Mrs. Ellis W. Williamson, 25th Infantry Division CG at the time; and CSM & Mrs. Bennett.

CO at USABAAR Receives "James McClellan Aviation Safety Award"

COLONEL Russell P. Bonasso, USA (Ret.), of Morgantown, West Virginia, Director of the U.S. Army Board for Aviation Accident Research during the period July, 1968-August, 1969, was named recipient of the "James H. McClellan Aviation Safety Award" for 1968-1969 during ceremonies held at the Eleventh Annual Honors Luncheon of the Army Aviation Association of America (AAAA).

The national award was presented by the Honorable Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department, and a classmate of James L. McClellan at Army Aviation primary training, who cited Colonel Bonasso's contributions to aviation safety.

As the Director of the U.S. Army Board for Aviation Accident Research, Colonel Bonasso recognized the urgent need for a modern management information system to exploit the vast amount of accumulated and newly generated aircraft accident data for an effective accident prevention program. He also determined that an intensified aviation



CITATION

Colonel Russell P. Bonasso, Director of the United States Board for Aviation Accident Research during the period July 1968 through August 1969, demonstrated rare dedication to duty and made an extraordinary long-term contribution to the Army Aviation Accident Prevention Program.

Through his dynamic leadership and ambitious goals for aviation safety, Colonel Bonasso with unusual foresight, directed the reorganization of USABAAR to coordinate with the rapid expansion of Army Aviation and to permit USABAAR to become the prime safety adviser to the research, development, and procurement managers of Army aircraft systems.

His forceful leadership, professional competence, keen depth of perception, aggressiveness, imagination, and executive managerial abilities reflect his unflinching devotion to duty and are in the highest traditions of the military service for which Colonel Bonasso richly deserves the acclaim of the United States Army, and the Army Aviation Association of America.

safety education program with a much broader scope and employing new educational techniques for an expended Army audience was essential if this data were to be of maximum benefit.

Colonel Bonasso also determined that certain accident data could contribute to the Research, Development, Testing and Evaluation Program of Army aircraft and support systems. These programs were initiated under Colonel Bonasso's leadership and represented a significant contribution to the Army aviation aircraft accident prevention program.

The McClellan award was established in 1959 by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, who was killed in a civilian aircraft accident in 1958. The award is presented annually to the individual who has made an outstanding contribution to Army aviation safety.



COL Bonasso is flanked by LTG W. E. Dupuy, Asst Vice Chief of Staff (left), and GEN J. K. Woolnough (right), USCONARC commander.



The Honorable Howard E. Haugerud, President of the James L. McClellan Foundation, is shown during his presentation remarks.



1968 - 1969 "McClellan Aviation Safety Award" winner COL Russell P. Bonasso (right), accepts the trophy from the Hon. H. E. Haugerud.

Acknowledging "their support and sacrifices through the years," Russ Bonasso is shown in a proud moment with his wife and family.

USAREUR NCO Designated as the "Army Aviation Soldier of Year"

SERGEANT First Class William R. Baum was named "*Aviation Soldier of the Year*" for 1968-1969 during award ceremonies held at the Eleventh Annual Honors Luncheon of the Army Aviation Association of America (AAAA) at the Sheraton-Park Hotel in Washington, D.C.

The Honorable Stanley R. Resor, Secre-



Secretary Resor

CITATION

SFC William R. Baum, now assigned to a unit in Korea, was selected as the "*Aviation Soldier of the Year*" for his outstanding performance as Platoon Sergeant, E Company, 122d Maintenance Battalion of the 3d Armored Division in Europe, in which he was a driving influence in the accomplishment of the unit's mission.

His knowledge and dedicated effort resulted in appreciably reducing the aircraft maintenance backlog in the Division, and in increasing the division aircraft availability rate. His achievements, in an environment of reduced resources, were most remarkable and resulted in USAREUR recognition of his success.

SFC Baum's unfailing loyalty, devotion to duty, and knowledge of his chosen career field have marked him as a truly outstanding citizen and soldier and one who well deserves the honor of joining the ranks of those who have been named "*Aviation Soldier of the Year*."

tary of the Army, made the award citing SFC Baum's achievements as Platoon Sergeant in Company E, 122d Maintenance Battalion, 3d Armored Division in Germany.

SFC Baum's loyalty, devotion to duty, and professional knowledge of aircraft maintenance have marked him as an outstanding soldier. His efforts were instrumental in the reduction of the Division's maintenance backlog and improvement of the Division's aircraft availability rate. His unit was selected once as AAAA's "*Outstanding Army Aviation Support Unit*" in USAREUR and twice as runner-up during a three year period. During 1968, SFC Baum was selected as the Honor Graduate of his class at the 3d Armored Division Non-Commissioned Officer's Academy, a tribute to his outstanding ability.

Sponsored by the Army Aviation Association, the award is presented annually to the aviation soldier who has made an outstanding individual achievement during the previous year.

FLIGHT PAY INSURANCE APPLICATION



AAAA-endorsed

I understand that in making application for flight pay insurance that the effective starting date for my coverage will be the first day of the month after the month in which I make application.

Complete the application form in its entirety. Make your check or money order payable to **LADD AGENCY, INC.** in the amount of the appropriate premium (See premium table on the reverse side). Mail your check and this application form to **LADD AGENCY, INC.**, 1 Crestwood Road, Westport, Conn. 06880 in the status of AAAA member or applicant. Allow 2-3 weeks for the delivery of your policy; provide a permanent address to which your policy may be sent **IF** you expect your address to change within 2-3 weeks after making application.

I have enclosed a check or a money order made payable to the **LADD AGENCY, INC.** for my (annual) (semi-annual) (quarterly) premium of

\$

PREMIUM

Rank or Grade			Name			ASN		
ADDRESS						(Post Office Box Number, Residence or Quarters Address is Desired)		
City		State		Zip				
Date of Birth								
Month		Day		Year				
Monthly Flight Pay								
Years of Service for Pay Purposes								

I certify that I am currently on flying status with a U.S. Army unit; that I am in good health at the time of making this application; that I am entitled to receive incentive pay; that no condition is known to me at this time that could result in my loss of flying status for physical reasons; and that no action is pending to re-

move me from flying status for failure to meet required physical standards. I authorize the Company, or Company-designated representatives, to examine all official medical records that may be pertinent to any claim that I may submit.

SIGNATURE _____ DATE _____

THIS COVERAGE IS ONLY MADE AVAILABLE TO AAAA MEMBERS.

This coverage is limited to AAAA Members.

I am an AAAA Member.

ANNUAL DUES — (1 Year) \$8.00 — (2 Years) \$15.00

INITIATION FEE (First Year Only) \$2.00

The initiation fee applies to the applicant's first year membership only, and covers the one-time provision of a membership decal and a personal lapel insignia. The application form and a check or money order made payable to AAAA should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06880. The individual membership shall become effective on the first day of the month after the month of application.

IMPORTANT: Your premium check should be made payable to **LADD AGENCY, INC.**

CATEGORY OF AAAA MEMBERSHIP

- Active U.S. Army establishment
 U.S. Army Reserve Component
 U.S. Army National Guard component
 Other. Describe below.

IF MONTHLY FLIGHT PAY IS	YOUR ANNUAL FLIGHT PAY IS	YOUR ANNUAL PREMIUM IS	YOUR SEMI-ANNUAL PREMIUM IS	YOUR TOUR-TAX PREMIUM IS
\$245	\$2,940	\$73.50	\$37.75	\$19.38
240	2,880	72.00	37.00	19.00
230	2,760	69.00	35.50	18.25
225	2,700	67.50	34.75	17.88
220	2,640	66.00	34.00	17.50
215	2,580	64.50	33.25	17.13
210	2,520	63.00	32.50	16.75
205	2,460	61.50	31.75	16.38
200	2,400	60.00	31.00	16.00
195	2,340	58.50	30.25	15.63
190	2,280	57.00	29.50	15.25
185	2,220	55.50	28.75	14.88
180	2,160	54.00	28.00	14.50
175	2,100	52.50	27.25	14.13
170	2,040	51.00	26.50	13.75
165	1,980	49.50	25.75	13.38
160	1,920	48.00	25.00	13.00
155	1,860	46.50	24.25	12.63
150	1,800	45.00	23.50	12.25
145	1,740	43.50	22.75	11.88
140	1,680	42.00	22.00	11.50
135	1,620	40.50	21.25	11.13
130	1,560	39.00	20.50	10.75
125	1,500	37.50	19.75	10.38
120	1,440	36.00	19.00	10.00
115	1,380	34.50	18.25	9.63
110	1,320	33.00	17.50	9.25
105	1,260	31.50	16.75	8.88
100	1,200	30.00	16.00	8.50
95	1,140	28.50	15.25	8.13
90	1,080	27.00	14.50	7.75
85	1,020	25.50	13.75	7.38
80	960	24.00	13.00	7.00
75	900	22.50	12.25	6.63
70	840	21.00	11.50	6.25
65	780	19.50	10.75	5.88
60	720	18.00	10.00	5.50
55	660	16.50	9.25	5.13
50	600	15.00	8.50	4.75

FLIGHT PAY PROTECTION PLAN - PREMIUM TABLE



"Aviation Soldier of the Year" SFC William Baum meets Secretary of the Army Stanley R. Resor just prior to the head table assembly.



Secretary of the Army Resor presents the AAAA Silver Medallion Cube to 1968-1969 Award Winner Baum as first '69 presentation.



Conscious of the role played by his fellow crewmembers, Sergeant Baum accepts the Association award with "thanks to a team."

The dual winner (he was selected as the top "Aviation Soldier in Europe" in '69) is shown during the Press Briefing with Mrs. Baum.

■ **GENERAL HAMILTON H. HOWZE, USA (Ret.)**, AAAA national president:

Will the meeting come to order, please? . . . This is the general membership business session of the 11th Annual Meeting of the Army Aviation Ass'n. I welcome you to it.

I would like to introduce the members of your Association's National Executive Board. (Members introduced in order; see following photo chart).

Proxies today include **Jack McKenna**, Executive Vice President of the Connecticut Chapter for **MG Bev Warren**, President; **Joseph Hughes**, proxy for **LTC Mel Monroe (Ret.)**, President of the Southern California Chapter; and **COL Luther G. Jones, Jr.**, proxy for **LTC William C. Hampton**, President of the Richard H. Bitter (Corpus Christi) Chapter.

QUARTERLY SCHEDULE

The Executive Board met four times during the last year; in January at Fort Rucker; in April at St. Louis in connection with the Advanced Planning Briefings for Industry conducted by AVSCOM, work for which was done by the Lindbergh Chapter there, as far as Quad-A is concerned; we met here in Washington in early August in anticipation of this meeting.

We also had sort of a partial meeting at Fort Rucker on the 16th of September wherein some members of the Executive Board met with a council of junior officers and warrant officers from Fort Rucker and Hunter-Stewart.

As I stated last year, I believe that this National Board is a very hard-working one, and I would like to call to the attention of the membership the fact that when we meet, we meet always with a comfortable quorum, and it is to the credit of the Board members that they are so faithful in their attendance.

The National Board recently approved an amendment providing for a National Vice President for Membership Activities. In this respect, the total

AAAA PRESIDENT'S

Annual Report

1968-1969

membership of the Association as of 1 October 1968 was 11,143. Our membership as of the 1st of this October was 13,044. That is a net gain of 1,901 from 1 October to 1 October, a 17 percent increase. I look upon this gain as a very great plus towards the affairs of the Association.

Renewal rates are these . . . 91.5 percent of the 4,219 members who had April, 1969 membership expirations renewed their membership, as contrasted to an 86 percent renewal rate for the same month in the previous year.

Some 56 percent of the 7,000-odd off-month memberships, i.e., all months other than April, renewed through 1 April 1969. This can be compared to the 51 percent renewal rate in the comparable previous year.

Our Industry (Corporate) Memberships now total 48, as compared to 49 in the previous year, a net loss of one . . . We gained the **American Electronics Laboratories** of Lansdale, Pa.; the **Gyrodyne Company of America** of St. James, L.I., N.Y.; and **Hayes International** of Birmingham, Ala.

We lost **Aerojet-General**, **Decca Systems**, **Fairchild Hiller**, and **Ryan Aeronautical**.

FISCAL REPORT

Now I come to the Fiscal Report . . . The National Treasurer is **MG (Delk M.) Oden**. He is not here today by reason of a broken foot. There are countless theories and speculations and par-

PRESIDENT'S REPORT

(Continued from Page 41)

tial reports, but no eyewitness accounts as to how this occurred . . . and there are some statements to the effect that he has taken the Fifth Amendment.

In the absence of **General Oden**, the Fiscal Report will be given to you by **Colonel Pumphrey**.

■ **COLONEL A. T. PUMPHREY**, President of the Army Aviation Center Chapter and proxy for **MG Delk M. Oden**:

Mr. President and the general membership assembled. First, I would like to report on the status of our funds as of 31 March 1969 in which we showed at that time a deficit of \$3,873 for the year. However, in the last quarter, i.e., between 1 April and 30 June, we had mostly receipts and very little in the way of indebtedness to contend with, and our receipts exceeded our disbursements for that period by \$3,875.

So, I guess that you can say that we have a net gain at the end of the 31 March fiscal year, and the subsequent quarter ending at 30 June, of \$2, Mr. President.

Actually, as was pointed out at our National Executive Board meeting yesterday, the last quarter of each Ass'n

fiscal year (January-March) is one in which we expect more receipts than disbursements, so (1968-1969) is really not a true picture.

Also, I'd like to mention in regard to our financial status that there is something in the order of \$700, which is accrued interest on our Association savings account in the Fort Rucker National Bank, which is not reflected in the financial statement for the fiscal year (ending 31 March).

So, through the period ending 30 June, we have improved our posture a little over \$700 over the past year. This concludes my report on the financial status of the Association.

■ **GENERAL HOWZE**: A major change has just taken place in connection with the Flight Pay Protection Plan (FPPP) endorsed by the Ass'n. I ask **Colonel Dibrell** to make his report to you.

■ **LIEUTENANT COLONEL JACK DIBRELL**, Chairman, National Insurance Committee:

After a very turbulent flight pay insurance year, the National Executive Board is happy to announce that significant progress has been made in developing a flight pay protection plan which should appeal to the majority of the membership.

After the 1968 AAAA Annual Meeting, the Kestens, who I think most of you know comprise the Ladd Agency, Inc., continued to press our underwriters for full combat coverage. However, on 10 February, the underwriter — the Federal Life and Casualty Company — notified their agency that combat coverage was not acceptable to them, and that they were also terminating our current policies as of 1 July.

Following subsequent negotiations with the company, we were able to gain a reprieve, an agreement to continue the coverage for another year but at an increased rate. This new rate structure, as most of you realize, was based upon the age of the insureds.



The underwriter's justification for the increased (graduated) premium scale was that the older insured group was generating a higher claims total, and therefore, should pay the higher premiums. The National Board, because of the lack of interest in flight pay insurance within the insurance industry and the overriding need to avoid a lapse in coverage for our membership, felt that we were forced to continue with the Federal Life proposal.

I might add that the higher rate that our members are paying is less than the rates charged under the Air Force Ass'n plan.

Fortunately, the agency was able to find a new underwriter, the Seaboard Life Insurance Company of Miami, Fla. This company — which has had some experience in flight pay insurance in underwriting coverage for the Navy and Marines — has agreed to provide an all-risk policy with full war protection as of 1 November of this year.

SIMILAR COVERAGE

The policy would be the same policy as our members now have, plus the combat coverage which we, on the Board, have been asking for during the past few years.

The premiums are a flat 2½% of annual flight pay for all ages. This company feels that the 2½% is sufficient to cover the higher claims from the older insureds who are primarily grounded for physical reasons and protect against the higher combat and accident risk for the younger aviators who do most of the flying. This program should appeal to the entire membership, we feel, because it does not represent a change in premium for the older group, and a modest 75c to \$1.35 a month increase for the younger aviator.

I think we all realize that if we were to receive combat coverage it would have cost more money.

With this new contract, we're hopeful that our flight pay insurance problems have been solved for awhile. In

this regard, I think that we are fortunate that Dotty Kesten will continue to administer the program. Because of her detailed knowledge of Army Regulations and medical procedures, and her interest in the membership, I feel that she has done an outstanding job for the individual claimants as the claims became due.

Thank you, Mr. President.

■ **GENERAL HOWZE:** One of the most worthwhile activities of this Ass'n is that of the AAAA Scholarship Foundation which provides scholarships to very carefully selected sons and daughters of members and deceased members. To give you the status of that Foundation and its activities I call on **Mr. Bryce Wilson.**

■ **BRYCE WILSON,** President, AAAA Scholarship Foundation, Inc.:

General Howze, I'd like to report that all Foundation business is proceeding "according to Hoyle," as the term might be used, and as of the present moment, we have all of our scholars in school with all scholarships paid out, and that our next selection will be made next Spring (April 6).

Also, I wish to report that as of this date we have some \$3,368 in the bank. I don't want to give the impression that this amount of money is adequate, or sufficient for our purposes. The returns that all of you members have made while renewing your annual memberships, i.e., sending along some additional money along with your annual renewal dues, is very effective and helpful. We hope that you will continue to do this, and I feel that the money is used in a very, very effective way. (**General**) **Bob Leich** and his ten-member Awards Committee (are) people who spend literally hours and hours on a very fair system of selection, and we feel they do an excellent job.

We have a **General William B. Bunker Memorial Scholarship** about to be initiated; we have a **James P. Ervin Me-**

PRESIDENT'S REPORT

(Continued from Page 43)

morial Fund already in existence. You'll be hearing more about these and other memorial scholarships in the near future, and I commend these to your attention and hope that you will respond in the manner in which you have responded in the past.

Are there any questions that any of you would like to ask . . . I'll be most happy to answer them.

■ **GENERAL HOWZE:** We've had a net gain of three Chapters over the last year. New ones since October, 1968, are the Southern California Chapter activated on 27 January of this year; the Valley View Chapter, a Chapter which was activated on 1 March; and the Connecticut Chapter which was activated on 21 May.

Also, a Fort Leavenworth Area Chapter was started in August, and a Delaware Valley Chapter had a May activation. Finally, there is a Chicago Area Chapter which came into being in June.

We've lost three Chapters . . . the Illesheim (Germany) Chapter, the Atlanta Chapter, and the Northern Italy Chapter.

Now, each year it is a function at this membership meeting for members to elect three persons to the National Executive Board. There are three candidates who have been nominated thus far and **Mr. Joe McDonald** will discuss this further.

NATIONAL ELECTION

■ **JOSEPH E. McDONALD, JR.,** Chairman, National Nominating Committee:

Under the provisions of the By-Laws of the Ass'n, the three-year terms of the ten elected members of the National Executive Board are staggered to provide maximum continuity to Ass'n affairs.

This year, the general membership is asked to elect three members to serve during the period 1969-1972 to fill va-

NATIONAL NOMINEES

LTG Harry W. O. Kinnard, USA (Ret.): A 1939 graduate of the U.S. Military Academy, General Kinnard has held a wide variety of command and staff assignments during a brilliant 30-year Army career. Prior to his recent retirement, he served as Commanding General of the U.S. Army Combat Developments Command. He commanded the 11th Air Assault Division in 1963, taking this unit into combat in Vietnam in July, 1965 as the 1st Cavalry Division (Airmobile). Now a consultant and soon-to-be author, the General resides in Prescott, Arizona. A longtime supporter of AAAA who has addressed the members at many meetings and symposia, he headed the Programming Subcommittee at the 1968 AAAA Annual Meeting.

MG George P. Seneff, Jr.: The commander of the 11th Air Assault Group and the DAO of the 11th Air Assault Division from the time of that unit's activation in February, 1963, until February, 1965. Following a tour as Director of Army Aviation, the West Point graduate (Class of 1941) was designated Commanding General of the 1st Aviation Brigade and USARV Aviation Officer. In September, 1967, the dual rated officer assumed command of the 3d Infantry Division in Germany, rotating to his present assignment as J3, USSTRICOM. A charter member of AAAA, General Seneff has made numerous presentations before national, regional, and chapters audiences in CONUS and overseas.

COL Richard L. Long, USA (Ret.): Now the Senior Project Engineer, Advanced Projects, at the Sikorsky Aircraft Division, Colonel Long retired in 1965 on completing more than 23 years of service, a majority of them in key assignments. The Fairfield, Conn. resident is a former Master Army Aviator, his last tour being with the 7th Aviation Group in Europe where he served as Deputy Aviation Commander. Returning to Washington, he became the Director of Aeronautical Affairs in the Office of the Deputy Director of Research & Engineering, DOD. A graduate of Purdue University, he has an MS in Aeronautical Engineering (Princeton, 1952) and an MA in International Affairs (George Washington, 1964). Long interested in AAAA, he's served as National Treasurer and VP, Industry Affairs.

cancies occurring because of the completion of terms by **General Howze**, **Major General Allen M. Burdett, Jr.**, and **Colonel Richard L. Long**.

In considering the many Association members for elective Board office, your Nominations Committee takes into consideration the following factors: the individuals have demonstrated a keen interest in Chapter or Regional development of Quad-A goals and objectives

NATIONAL EXECUTIVE BOARD, 1969-1970



President
COL RICHARD L. LONG, Ret.
Stratford, Conn.



Executive Vice President
ARTHUR H. KESTEN, Ret.
Westport, Conn.



Senior Vice President
LTJG RICHARD D. MEYER, Ret.
Akron, Ohio



Secretary-Treasurer
COL CLARENCE H. ELLIS, JR.
MacDill AFB, Fla.



Vice President, Army Affairs
MG G. P. SENEFF, JR.
MacDill AFB, Fla.



VP, ARNG & Reserve Affairs
COL ROBERT H. COREY, Ret.
Tomball, Conn.



Vice President, Membership Activities
MG DELK M. GOEN
Fort Rucker, Ala.



VP, Organization and Planning
LTJG HARRY W.D. KINHAUD, Ret.
Prescott, Ariz.



Vice President, Industrial Affairs
ANTHONY L. RODAS
Lynn, Mass.



Vice President, Public Affairs
COL E. PEARCE FLEMING, Ret.
Atlanta, Ga.



Vice President, National Functions
ERIC H. PETERSEN
St. Louis, Mo.



Past President
COL ROBERT M. LEICK, Ret.
Evanville, Ind.



Past President
BRYCE WILSON
Glenbrook, Nev.



Past President
LTC JOS. E. McDONALD, Jr., Ret.
Washington, D.C.



Past President
DARWIN P. GERARD
Washington, D.C.



Past President
BG G. GLENN GOODHARD, Ret.
Washington, D.C.

NATIONAL EXECUTIVE BOARD, 1969-1970



Past President
GEN HAMILTON H. HOWZE, Ret.
Fort Worth, Tex.



Regional Member-at-Large
COL KENNETH D. MERTE
USAREUR Region



Chapter Member-at-Large
LTC FRANK L. TRESSE
Monmouth Chapter (585)



Chapter Member-at-Large
COL TED A. CROZIER
Army Ft. Tug. Center Chapter (351)



Chapter Member-at-Large
HARRY S. PACK
Delaware Valley Chapter (228)



Chapter Member-at-Large
COL JOHN W. MARR
Washington, D.C. Chapter (803)



Chapter Member-at-Large
COL WILLIAM A. BEARDEN
Fort Wolters Chapter (782)



Chapter Member-at-Large
COL A. T. PUMPHREY
Army Avn. Center Chapter (1,488)



Chapter Member-at-Large
COL WILLIAM M. ZIMMERMANN
Fort Benning Chapter (264)



Chapter Member-at-Large
COL GARRISON L. BOYLE, III
David E. Condon Chapter (325)



Chapter Member-at-Large
LTC MELVIN C. MONROE, Ret.
S. California Chapter (388)



Chapter Member-at-Large
MG BEVERLY H. WARREN, Ret.
Connecticut Chapter (246)

OTHER

MEMBERS-AT-LARGE:
Chapter Member-at-Large
CW4 HARRY L. CONYERS
Fort Bragg Chapter (210)

Chapter Member-at-Large
MAJ DONALD A. JONES
Fort Sill Chapter (182)

Chapter Member-at-Large
COL WILLIAM BYSINGER
Fort Leavenworth Area Chapter (172)

Chapter Member-at-Large
COL CURTIS I. HAWKINS
Alamo Chapter (167)

Chapter Member-at-Large
LTC BILLY R. HUNNELLE
Trinity River Chapter (357)



Chapter Member-at-Large
LTC AFTON GABE, Ret.
Sharpe Army Depot Chapter (248)



Chapter Member-at-Large
LTC WILLIAM C. HAMPTON
Richard C. Witter Chapter (275)



Chapter Member-at-Large
WAYNE R. SMITH
Lindbergh (St. Louis) Chapter (403)

and the individuals' ability to participate in National Board responsibilities, consistent with their duty assignments and their geographical location.

In addition, the Nominations Committee considers the desirability of having a balance of active duty, National Guard, Reserve, Retired, civil service, and industrial experience, and also, of primary importance, there is the individual's willingness to serve.

Our By-Laws also prescribe that nominations for National Board office may be submitted to this Committee through the National Office up to 30 days prior to each year's Annual Meeting. This year, there were no nominations submitted through the National Headquarters.

The names of the individual members who'll be placed in nomination today by the National Nominations Committee and a brief background sketch on each have been furnished to you (on the handout sheets made available as you entered).

Each is well known to the vast majority of the members of the Ass'n (Profiles appear in adjacent box). Each has indicated his willingness to serve on your National Board.

And so, with the unanimous recommendation of the Nominations Committee, it is my pleasure, Mr. President, to place into nomination the names of **Lieutenant General Harry W. O. Kinnard**, **Major General George P. Seneff, Jr.**, and **Colonel Richard L. Long**, each to serve on the National Executive Board of AAAA for the term 1969-1972.

■ **GENERAL HOWZE:** Joe McDonald mentioned that these sheets had been furnished to you. They are on the table in the back of the room in the event any of you wish to get one . . . The three members whose names have been placed in nomination as you've just heard are . . . and will you gentlemen stand, please, as I call your name . . . **General Harry Kinnard** . . . **Colonel Dick Long**, who is already a Board member, and is being

nominated to succeed himself . . . and **General Seneff** . . . (Applause).

(Motion made that the nominations be closed; motion seconded and carried. **General Howze** then asked for a show of hands in the balloting for each of the three candidates, and each was elected in turn.)

Now these three gentlemen will take their places as members of the Executive Board and with the incumbent officers elect the slate of Association national officers at a business meeting following the luncheon today. Among these new officers will be the new President to succeed me (with the formal gavel transfer to take place at the Honors Luncheon tomorrow).

CONCLUDING REMARKS

I am about to conclude this annual business meeting and I feel that it is improper for me to do so without special mention to you of the services of Mr. and Mrs. Art Kesten. I think that it is really very fitting that this membership understand the tremendous load that is carried by this team of man and wife on behalf of the Association. I am amazed and impressed each year with the complexity of the arrangements which have to be made for the Annual Meeting and indeed for the conduct of the routine administrative affairs of this Association throughout the year. I ask you to join me, not in a handclap which I do not think would be particularly appropriate, but nevertheless in an appreciation for the work that these two do. This concludes my formal annual report . . .

At this point, I open the business meeting to a discussion of floor items or suggestions by any member of the Ass'n of business that should be taken up now. I'm sorry that I neglected to do this in the past. I do not, by my neglect, discourage anyone from raising any question that he may wish as to the business of the Ass'n . . . There being no questions from the floor, I adjourn this business meeting. Thank you for coming.

THE WARRANT OFFICER

(Continued from Page 9)

partment), which had been in existence in one form or another since 1903, were abolished. Although these personnel were considered civilians it was determined by the Army Judge Advocate General that they held military status. The personnel in these positions when they were abolished could elect to be appointed warrant officers. An interesting fact is that two female Army Field Clerks were among those warranted, but they retired shortly afterwards.

In the mid 1920's Congress established the Marine Corps warrant grades of chief marine gunner, chief quartermaster clerk, and chief pay clerk. For promotion to chief an examination was required plus six years in grade. Similar warrant grades were also instituted in the Navy.

1939-1940 Staff Survey

The War Department General Staff surveyed the entire Army WO situation in 1939 and '40 to determine their place in the "new" Army. Their study showed a vital need for expert administrators and technicians, who'd be assigned on a permanent, full-time basis to specific positions. Public Law 230 of the 77th Congress was enacted, authorizing the appointment of warrant officers up to one per cent of the Regular Army's enlisted strength.

On August 21, 1941, the Army grade of



One of the most famous warrant officers was Air Force CWO William R. Dunn, America's first World War II ace who had 15½ kills.

chief warrant officer came into being. The lower grade was then known as warrant officer (junior grade). This change also included WO's of the rapidly expanding Army Air Corps.

Until 1942 the shoulder loops of Army warrant officers were bare of any symbol of rank. In that year a bar with rounded ends and brown enamel top, with a latitudinal gold strip was authorized for the WO (j.g.). The CWO wore a similar bar with a longitudinal center strip of gold. Naval WO's wore a half-stripe or "pin stripe" on the lower sleeve of their winter uniform and on the epaulet of the summer uniform. The chief warrant officer was identified by a broad gold broken stripe. Navy and Coast Guard warrants are still identified by similar insignia.

The Flight Officer

Shortly after the United States entered World War II, the Air Corps was confronted with the problem of how to deal with those flying school graduates who were good officer material and those who, because of the lower standards necessitated by the war, did not measure up to the desired qualifications for commissioned officers. The solution to the problem was thought to be the creation of a new grade — the flight officer.

The flight officer corresponded to the warrant officer (j.g.). The insignie was the same design, except it was blue instead of brown. The FO also wore the warrant service cap device. By June, 1945, the number of flight officers had swelled to 32,413, but by 1947 all FO's had been commissioned, reduced to sergeant, or discharged, or had been killed in action or accident. The grade of flight officer had passed into history.

Today, there are a few Air Force NCO's who were flight officers and who, for some reason, were never commissioned. After a total of 30 years active and retired service these individuals are eligible to advance to warrant officer (W-1) on the retired list, draw the retirement pay of that grade, and have the privileges of a retired officer.

The warrant officer program was carried over into the Air Force when it became a separate branch of the service. The Air Force soon dropped the Army WO service cap in-

signe — an eagle with arrows and wreath — and permitted its warrant officers to wear the insignia of commissioned officers.

In 1949, the pay grades of W-1, W-2, W-3, and W-4, were established. Presently, in all services, the W-1 is known as warrant officer and the other three grades are chief warrant officer.

Misconception on pay

A popular misconception about the chief warrant officer (W-4) is that he makes the same salary as a major. To compare the pay of one rank with another one must look at the two ranks in the same longevity scale. Take, for instance, the major who draws the maximum salary, approximately \$13,558, including allowances, at 18 years service. For a fair comparison one must look at the W-4 with 18 years. His total salary is approximately \$11,355 — a difference of \$2,204 a year. Even the W-4 with 26 years longevity, drawing the maximum annual salary of \$12,712 is still \$846 short of the major who reached his maximum at the 18-year mark.

Much to the disappointment of many enlisted men, no Air Force warrant appointments have been made since April, 1959. Lt. Gen. Horace W. Wade, former Deputy Chief of Staff, Personnel, put it this way: "In a choice between a college graduate with a capability to adjust to the changing technology of our weapons systems, and a technical specialist with potential limited to a specialty, we have concluded that the college graduate can give us a better return in terms of efficiency and dollar costs. Limited Duty and Warrant Officer programs are not, therefore, consistent with our commissioned officer qualitative goals."

Interservice Transfers

Although the Air Force no longer has a warrant officer program the Army welcomes applications for warrant appointments from high caliber enlisted men of other services. In recent years several hundred Air Force sergeants have switched to the Army to become WO's.

The Army is the only service that actively recruits warrant officer candidates from civilian life.



Medal of Honor winner CWO (now Captain) Frederick E. Ferguson (2d from left) and artist WO Chester Jerzerski hold painting depicting former's combat action in Vietnam, as MG George W. Beatty, Jr., far left, representing USAAVNC, and William Howell, far right, Aviation Museum recipient, look on. Award was made at AAAA's 12th Annual Meeting in Washington.

The Army also offers warrant appointments to registered nurses who are graduates of a two year nursing school. Presently there are about sixty R.N.'s who have been warranted.

Hollywood and the WO

Hollywood has generally ignored the warrant officer in movies, preferring instead, scripts about the "Old Sarge" as exemplified by James Whitmore in "Battle Cry," or the young second lieutenant portrayed by Robert Wagner in "The Hunters." The iron-fisted Colonel in the form of Rock Hudson getting B-52's off the ground in "A Gathering of Eagles" is always good box office.

In the film "They Were Expendable," character actor James Gleason was seen as a seasoned Navy chief petty officer. He confided to a young seaman that the reason he hadn't applied for a warrant was because he was afraid the physical examination would disclose his worsening heart condition and he would be forced to retire.

THE WARRANT OFFICER

(Continued from Page 49)

Walter Brennen once played a secondary role as a Coast Guard warrant officer in a salt-water epic of the early 1950's. But only recently has there been a movie with a WO as the principal character.

In 1968, United Artists released a motion picture with a Navy aviation chief warrant officer as the main character. The film was "*Yours, Mine, and Ours*" with Henry Fonda as the chief warrant. In a supporting role, as Henry's bachelor buddy, was Van Johnson, also a CWO.

More recently, a real Air Force chief warrant officer played the part of a mission controller in the science fiction movie "*2001: A Space Odyssey*." The film director chose CWO Franklin W. Miller for the small part, after screening several real life air traffic controllers, because he had "the right voice."

Same celebrated WO's

Several warrant officers have figured prominently in the events that have shaped history. Take, for example, CWO Edwin J. Hill, USN. He was awarded the Medal of Honor for "*extraordinary courage and disregard of his own safety during the attack on the Fleet in Pearl Harbor on December 7, 1941.*"

A second warrant officer, CWO (now Captain) Frederick E. Ferguson, became the first Army Warrant Officer to ever receive the Medal of Honor. An Army Aviator and helicopter pilot in Vietnam, he voluntarily rescued five of his comrades in an extremely confined area on May 17, 1969, while under heavy mortar and small arms fire.

The person who is supposed to be never more than a few seconds away from the President of the United States is an Army warrant officer. He is known as the "Bag Man" because of the attache case he always carries. In the case is the electronic apparatus with which the President could call, in code, for a nuclear attack. When President Kennedy was assassinated in Dallas, the Bag Man was WO Ira Gearhart.

Among the USS Pueblo's six officers cap-

tured by the North Koreans in January, 1968, was a chief warrant officer, CWO Gene Lacy, who served as the intelligence ship's chief engineer.

Two warrant officers have been members of the Presidential Aircrew since the first specifically designated Presidential aircraft was placed in service in 1944. They were CWOs John J. Higgins, who retired two years ago, and John R. McLane. Mr. McLane was the aircraft performance officer for Air Force One. He retired in February, 1969.

The most famous warrant officer on active duty is CWO William R. Dunn, America's first World War II ace. As a Spitfire pilot, he score 5½ victories while assigned to the famed Eagle Squadron of the Royal Air Force before the United States entered the war. Mr. Dunn transferred to the U.S. Army Air Corps in 1943 where he brought his total number of enemy aircraft shot down to 15½.

They've made their mark!

Through the Navy's warrant officer program, the outstanding enlisted man can advance to WO status . . . and that need not be the end. Moving up through the warrant pay grades he may eventually qualify for promotion to ensign or lieutenant (j.g.) and continue on up the promotion ladder.

It can be concluded that the warrant officer was created to identify an expert in a technical field. He was given this "in between" rank to allow for the latitude of authority and freedom movement enjoyed by commissioned officers.

At the same time, he was not encumbered by the problems of command or the limitations of authority and responsibility of the enlisted man. The NCO had a distinct responsibility to the men themselves - to train and lead. Removed from the many traditional aspects of military life, the warrant officer was the military's first attempt at producing a true technician.

In the annals of the unusual facets of the military the rank of warrant officer is etched. Born of 18th century naval heritage the warrants, though few in number, have made their mark in history. Today, in the skies of Vietnam, the Army's younger breed of warrant officer is adding to that proud reputation.

OBITUARIES

The following Army Aviators died as a result of hostile action:

Alexander, Barry K., CW2, Americal Division, 22 September 1969.
Borr, Jeffrey, WO, 17th Combat Aviation Group, 9 September 1969.
Bozinski, John M., WO, Americal Division, 15 August 1969.
Brennan, John P., CPT, 12th Combat Aviation Group, 9 October 1969.
Caton, Gerald L., WO, 101st Airborne Division (Airmobile), 17 August 1969.
Clime, Ralph J., WO, 1st Cavalry Division (Airmobile), 19 June 1969.
Cramblet, Howard E., WO, 9th Infantry Division, 12 May 1969.
Crow, David R., IV, WO, 17th Combat Aviation Group, 9 April 1969.
Dance, Robert L., 1LT, 17th Combat Aviation Group, 8 August 1969.
Denney, Terry L., WO, 17th Combat Aviation Group, 9 September 1969.
Elson, Jeffrey C., 1LT, 25th Infantry Division, 14 August 1969.
Funderburk, Rupert A., Jr., WO, 1st Cavalry Division (Airmobile), 21 August 1969.
Gardiner, Robert P., WO, 1st Cavalry Division (Airmobile), 4 July 1969.
Gibson, Bruce S., CPT, 1st Infantry Division, 11 September 1969.
Grant, Melvin L., WO, 25th Infantry Division, 14 August 1969.
Hanna, David R., WO, 1st Cavalry Division (Airmobile), 3 September 1969.
Hansen, John C., 1LT, 1st Cavalry Division (Airmobile), 15 July 1969.
Haukeness, Glenn S., Jr., CWO, 12th Combat Aviation Group, 19 June 1969.
Hays, Thomas E., WO, 25th Infantry Division, 30 May 1969.
Hill, Thomas A., 1st Cavalry Division (Airmobile), 9 June 1969.
Hohman, John M., CWO, 25th Infantry Division, 31 May 1969.
Holman, Richard J., WO, 269th Aviation Battalion, 5 June 1969.
Huber, Leo J., CPT, 18 May 1969.
Hurston, Horatio W., 1LT, 25th Infantry Division, 14 August 1969.
Jackson, David R., WO, 16th Combat Aviation Group, 25 September 1969.
Jackson, Fred O., Jr., CPT, 11th ACR, 5 September 1969.
Jageler, Charles D., CPT, 12th Combat Aviation Group, 9 October 1969.
Kilpatrick, Donald R., CPT, 12th Combat Aviation Group, 2 September 1969.
Lange, Dean R., CW3, 1st Cavalry Division (Airmobile), 3 September 1969.

Ledden, Terrance E., WO, 11th ACR, 5 September 1969.
Lundberg, Peter T., WO, 17 Combat Aviation Group, 10 September 1969.
McDowall, Francis, Jr., WO, 1st Cavalry Division (Airmobile), 12 August 1969.
Mahowald, Michael A., WO, 52nd Combat Aviation Battalion, 16 June 1969.
Martin, William T., WO, 16th Combat Aviation Group, 13 July 1969.
Masuen, Michael N., WO, 1st Cavalry Division (Airmobile), 21 August 1969.
Mathis, Samuel J., CW2, 17th Combat Aviation Group, 8 August 1969.
Michael, Timothy S., WO, 101st Airborne Division (Airmobile), 4 July 1969.
Miner, George L., CPT, 101st Airborne Division (Airmobile), 17 August 1969.
Olinsky, Walter S., Jr., WO, 4th Infantry Division, 16 September 1969.
Owen, James H., Jr., CWO, 4th Infantry Division, 4 August 1969.
Pepe, George W., WO, 17th Combat Aviation Group, 10 September 1969.
Plummer, John D., WO, Americal Division, 19 August 1969.
Roe, John P., CPT, 164th Combat Aviation Group, 24 July 1969.
Seddig, Walter S., WO, 1st Cavalry Division (Airmobile), 3 June 1969.
Shafer, Thomas J., CPT, 17th Combat Aviation Group, 9 January 1969.
Shields, Robert H., Jr., WO, Americal Division, 15 August 1969.
Sholar, Edwin F., WO, 101st Airborne Division (Airmobile), 4 June 1969.
Silverstein, Gerald L., WO, Americal Division, 19 August 1969.
Tittle, William E., WO, 1st Cavalry Division (Airmobile), 3 September 1969.
Vars, Jonathan R., WO, 1st Cavalry Division (Airmobile), 17 July 1969.
Williams, Robert A., CWO, 12th Combat Aviation Group, 19 June 1969.
Young, Stephen A., WO, 1st Cavalry Division (Airmobile), 9 August 1969.

The following Army Aviators died as a result of an aircraft accident:

Alivento, Francis D., WO, IFFV, 8 April 1969.
Armstead, Rocky D., WO, 101st Airborne Division (Airmobile), 5 October 1969.
Auten, Norman D., CWO, 1st Infantry Division, 18 August 1969.
Baldwin, Orval A., WO, 101st Airborne Division (Airmobile), 5 October 1969.
Brown, Barrett C., WO, 12th Combat Aviation Group, 22 August 1969.
Brown, Thomas F., Jr., WO, 1st Cavalry Division (Airmobile), 10 October 1969.
Burns, Ernest D., CWO, 1st Cavalry Division (Airmobile), 14 July 1969.
Butterfield, Marvin J., CW2, 12th Combat Aviation Group, 30 August 1969.

- Ceres, Thomas A., 1LT, 11th Armored Cavalry Regiment, 10 July 1969.
- Chaffin, William T., III, 1LT, 1st Cavalry Division (Airmobile), 29 August 1969.
- Challberg, Curtis P., 1LT, 12th Combat Aviation Group, 22 August 1969.
- Christenson, William B., CWO, 101st Airborne Division (Airmobile), 10 July 1969.
- Coers, Barry B., WO, 12th Combat Aviation Group, 25 August 1969.
- Daley, Robert F., CW2, 72nd Aviation Group, 16 September 1969.
- Davis, Gary J., WO, 12th Combat Aviation Group, 17 September 1969.
- DeSantis, Stephen A., CW2, 17th Combat Aviation Group, 12 September 1969.
- Eveland, Mark W., CWO, 1st Cavalry Division (Airmobile), 16 August 1969.
- Faircloth, Arthur C., CW2, 17th Combat Aviation Group, 16 September 1969.
- Fedder, Fred A., WO, 1st Cavalry Division (Airmobile), 9 August 1969.
- Frye, John R., 1LT, 101st Airborne Division (Airmobile), 10 July 1969.
- Garrison, Noel K., WO, 12th Combat Aviation Group, 17 July 1969.
- Goodlett, John F., 1LT, 12th Combat Aviation Group, 16 September 1969.
- Gray, Robert V., CW2, 12th Combat Aviation Group, 30 August 1969.
- Hodgskin, James G., Jr., CW2, 1st Aviation Battalion, 18 August 1969.
- Holditch, Robert W., WO, 101st Airborne Division (Airmobile), 2 July 1969.
- Howard, Robert B., CWO, 165th Aviation Group, 6 August 1969.
- Hughes, Carl P., WO, 101st Airborne Division (Airmobile), 3 September 1969.
- Kinghorn, Stephen J., WO, 17th ACR, 13 June 1969.
- Klingen, John E., 1LT, 12th Combat Aviation Group, 4 September 1969.
- Lake, John R., Jr., 1LT, 4th Infantry Division, 2 October 1969.
- Lamb, Gary G., WO, 164th Combat Aviation Group, 22 September 1969.
- Luscinski, James T., CPT, 101st Airborne Division (Airmobile), 8 October 1969.
- McCrary, Clifford P., WO, 1st Cavalry Division (Airmobile), 16 August 1969.
- Marsh, Larry G., WO, 17th Combat Aviation Group, 14 September 1969.
- Mason, Gary R., WO, 17th Combat Aviation Group, 14 September 1969.
- Mayer, Robert P., WO, 9th Infantry Division, 17 September 1969.
- Mefford, Harrell S., WO, 1st Cavalry Division (Airmobile), 29 June 1969.
- Parker, William R., MAJ, 364th Engineer Group (Const), 15 July 1969.
- Poundstone, Thomas R., CW2, 17th Combat Aviation Group, 16 September 1969.
- Reitz, Michael R., CPT, 12th Combat Aviation Group, 4 September 1969.
- Richardson, Willard D., Jr., 1LT, 101st Airborne Division (Airmobile), 21 August 1969.
- Roediger, Chris L., CPT, 101st Airborne Division (Airmobile), 8 October 1969.
- Sawran, Richard A., WO, 17th Combat Aviation Group, 12 September 1969.
- Schimmel, Steven G., 1LT, 223rd Aviation Battalion, 3 June 1969.
- Shanahan, Edward, CW2, USAAVNS Elm, Hunter AAF, Ga, Date not given.
- Skiles, Theodore V., WO, 12th Combat Aviation Group, 17 September 1969.
- Snowdon, Richard A., 1LT, 9th Infantry Division, 17 September 1969.
- Staggs, Robert D., WO, 25th Infantry Division, 21 July 1969.
- Starr, Allen E., WO, 164th Combat Aviation Group, 22 July 1969.
- Sutton, Ben F., CW2, 101st Airborne Division (Airmobile), 3 September 1969.
- Taber, Martin L., CW2, 9th Infantry Division, 20 August 1969.
- Waldowski, James R., WO, 9th Infantry Division, 20 August 1969.
- Wetzler, Robin K., 1LT, 11th Armored Cavalry Regiment, 10 July 1969.
- Wheeler, John M., CPT, 164th Combat Aviation Group, 13 October 1969.
- White, Jerry D., CPT, 164th Combat Aviation Group, 10 September 1969.
- Wilhoite, Henry O., 1LT, 1st Cavalry Division (Airmobile), 18 July 1969.

12 TONS!



STRATFORD, CONN. — A U.S. Army CH-54B helicopter, built by Sikorsky Aircraft, takes off in a recent test flight at a gross weight of 47,000 pounds. The CH-54B, able to lift 12 tons compared with 10 tons for the earlier CH-54A, made its first flight on June 30. Sikorsky has built more than 65 heavy-lift CH-54A and CH-54B helicopters for the Army. (Sph, Oct 6)

months takeoffs

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"A" ALL THE WAY

HUNTER ARMY AIRFIELD — Members of Warrant Officer Candidate Company A at Hunter Army Airfield, with Warrant Officer Rotary Wing Aviator Classes 69-43 and 69-45, along with their officer cadre, have attained 100 percent membership in the Army Aviation Association (AAAA). Shown here forming an "A," the company is commanded by Captain Geoffrey R. Webster (front). The "Membership Incentive Plan," which returns a sizeable refund to primary classes joining AAAA 100 percent, will terminate as an AAAA program on 31 December.



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SYMBOLIC

CORPUS CHRISTI — The insignia appearing on the side of the fuselage of this Soc Trang "Dust Off" medical evacuation helicopter aptly illustrates an important function of U.S. Army Huey helicopters in Vietnam . . . that of protection and the speedy evacuation of the wounded in combat. This chopper, having served its time in Vietnam, is now at the U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), Corpus Christi, Texas, where it is awaiting overhaul and repair at the facilities of the center.

(USA photo/Ray Ayala)



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TOP GRADUATE

FORT EUSTIS — Captain Glen C. Watts (right) is shown receiving an Army Aviation Association (AAAA) "Certificate of Achievement" and his diploma on being selected as the Distinguished Honor Graduate of the Aviation Maintenance Officers Course (AMOC 70) at recent 12 November ceremonies held at the U.S. Army Transportation School. The award was presented by the graduation guest speaker, Colonel J.Y. Hammack, chief of staff of the U.S. Army Aviation Center, Fort Rucker, Alabama.



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MASTER AA

CORPUS CHRISTI — Shown receiving his Master Army Aviator wings is Lieutenant Colonel William C. Hampton, Director of Supply at the U.S. Army Aeronautical Depot Maintenance Center (ARADMAC). The current President of the AAAA's Richard H. Bitter Chapter at Corpus Christi, Hampton qualified for the award by flying Army aircraft for a minimum of 3,000 hours; by serving as an Army Aviator for a minimum of fifteen years; and by exceptional proficiency in instrument flying. Colonel Luther G. Jones, Jr., ARADMAC commander, and Mrs. Hampton participated in the wing-pinning ceremony.



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AAAA CALENDAR

- **Ft. Sill Chapter.** Professional Membership Luncheon. Guest speaker: **Ralph P. Alex**, R&D Sales Applications, Sikorsky Aircraft Division, on "Assault Helicopter Development." FSOOM, 3 December.
- **Ft. Bragg Chapter.** Professional-Social Dinner Meeting. Guest speaker: **MG Robert R. Williams**, Dep Asst Chief of Staff for Force Devel, DA. FBOC. 4 December.
- **David E. Condon (Ft. Eustis) Chapter.** Professional Membership Luncheon. Guest speaker: **COL Wayne N. Phillips**, AO, Sixth U.S. Army. FEOM, 5 December.
- **Army Flight Training Center Chapter.** Professional Membership Luncheon. Guest speaker: **COL Richard L. Long, USA (Ret.)**, AAAA National President. HOOM, 5 December.
- **Grand Canyon Chapter.** "Across the Border Informal Dinner-Dance." Royal Club in Agua Prieta, Mexico just across the border from Douglas, Ariz. 5 December.
- **Nurnberg Chapter.** Professional-Social Membership Meeting. Guest speaker: **BG W. W. Cobb**, ADC, 4th Armd Div. & OH-58 film. Ansbach Officers Club. 6 December.
- **Sharpe Army Depot Chapter.** Chapter Christmas Party. Buffet Dinner & Dance. SHAD Officers Club. 6 December.
- **Chicago Area Chapter.** After Dinner Business-Social Meeting. Chapter elections. Ft. Sheridan Officers Open Mess. 6 December.
- **Connecticut Chapter.** Joint Professional Dinner Meeting with AHS. Guest speaker: **LTC William H. Scanlan**, DIA, DOD; Film: "50 Years of Soviet Aviation" and "Soviet Aviation Day—1967." Fredericks' Restaurant, Fairfield, Conn. 11 December.
- **Latin American Chapter.** Professional-Social Meeting. Guest speaker: **COL Lloyd G. Huggins**, CofS, US-ARSD. Ft. Clayton Officers' Open Mess. 1615 hrs, 12 December.

■ **Fort Benning Chapter.** Social gathering. Members and ladies. Dinner followed by entertainment with free cocktails. Ft. Benning Skeet Lodge. 1900 hrs, 16 December.

USAREUR Region to Meet at Garmisch on March 4-7

With professional emphasis on European helicopter developments and "Project Partnership," the 11th Annual U.S. Army, Europe, AAAA Regional Convention will be held at the U.S. Army Recreation Center at Garmisch, Germany, on March 4-7, 1970.

Augmenting presentations by U.S. military and industry representatives, the 4-day meeting will feature speakers representing England, France, Germany, and Italy.

Host Unit for the 1970 Convention is the 122d Aviation Company (Aerial Surveillance), selected as "USAREUR's Outstanding Company Size Unit" at the 1968 Regional Convention.

BUSINESS-SOCIAL MIX

Programming opens with an Early Bird Reception on Wednesday, March 4, with a.m. professional meetings, military and aviation films in early afternoon, and/or full afternoon winter recreational activities — skiing, skating, etc. A President's Reception for all attendees on March 5 and an AAAA Ball and Ice Show on March 6 are among the social activities planned.

Registration is limited to AAAA members and their families and may be accomplished through local chapter activities. Full convention registration fees are \$7 for officer, warrant officer, and DAC members accompanied by their wives; \$5, unaccompanied; \$3 for enlisted AAAA members, with or without wives. Non-military members are to contact LTC Herman M. Orrell, III, Hqs, USAA-MAC, APO N.Y. 09028 for information.

AAAA CONVENTION PHOTOGRAPHS

All photographs taken during the 1969 AAAA Annual Meeting in Washington, D.C. were taken by Miss Rosemarie Vernell, 3017 Gates Road, N.W., Washington, D.C. Prints may be ordered directly by writing or phoning: Radio page (202) 966-2926.

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