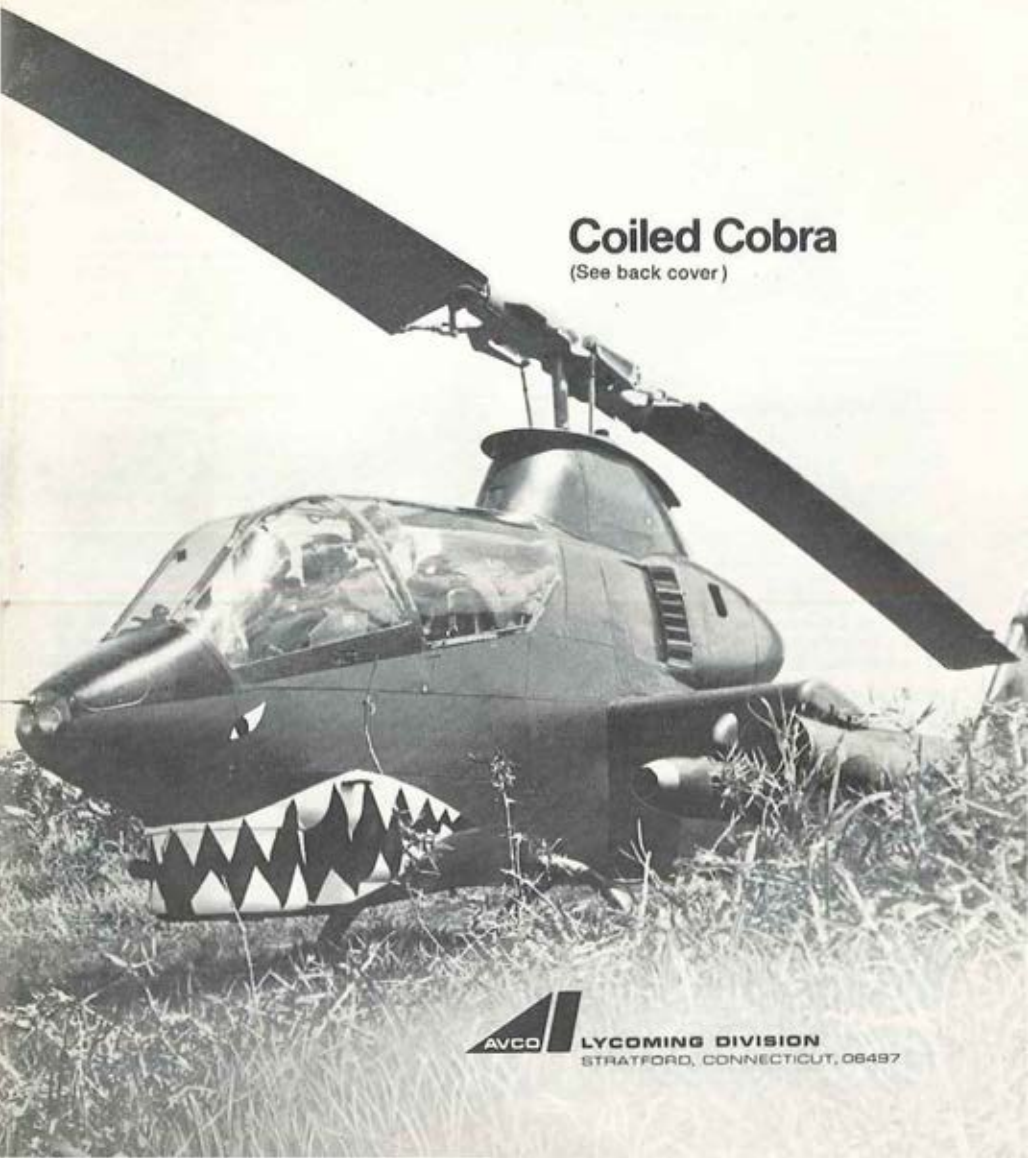


October, 1970

# Army Aviation

## Coiled Cobra

(See back cover)



**LYCOMING DIVISION**  
STRATFORD, CONNECTICUT, 06497

# Army Aviation

OCTOBER, 1970

Endorsed by the Army Aviation Ass'n of America

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## Command and Staff

"Command and Staff" is a new column listing the forthcoming assignments and positions of those active and retired personnel affiliated with Army Aviation who are in the rank of colonel or above. Residence information on those listed may also appear in the "PCS" columns.

**Major General Jack Norton**, to Assistant Chief of Staff for Force Development, Department of the Army.

**Major General Delk M. Oden**, to 200 Pine Tree Drive, Dothan, Alabama 36301 following his retirement on September 22.

**Major General Donald V. Rattan**, as Commanding General, 8th Infantry Division, APO N.Y. 09111.

**Colonel Patrick N. Delavan**, to 7th Transportation Branch, Fort Eustis, Virginia 23604.

**Colonel Albert J. Fern, Jr.**, to Headquarters, U.S. Army, Vietnam, APO San Francisco 96375.

**Colonel Billy J. Odneal**, to AAWVS Project Office, Hqs, U.S. Army Aviation Systems Command, St. Louis, Missouri 63166.

**Colonel Robert A. Roseberry**, to Hqs, U.S. Army Foreign Service & Technology Center, Federal Building, Charlottesville, Virginia 22901.

**Colonel Robert D. Stevenson**, to Hqs, 1st Brigade, 1st Cavalry Division, APO San Francisco 96490.

**Colonel Thorvald R. Torgersen**, to HHC, 1st Aviation Brigade, APO San Francisco 96384.

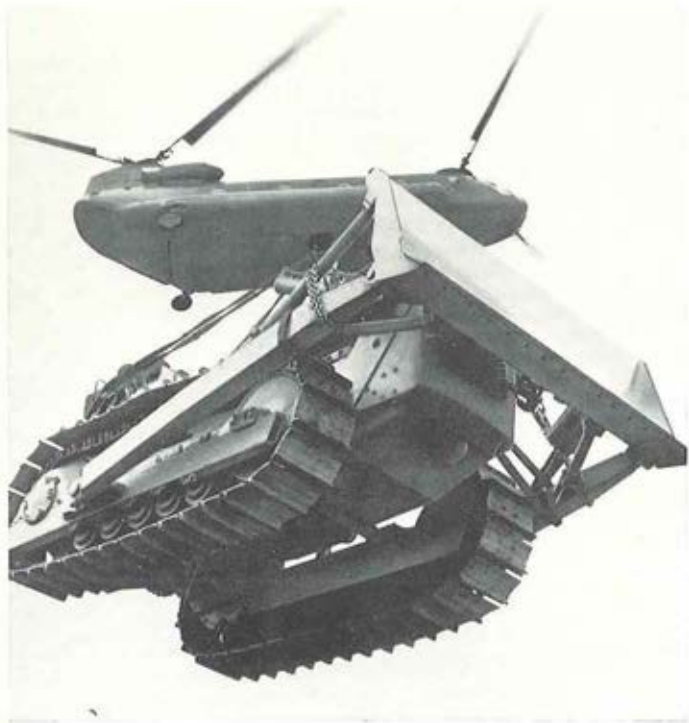
**Colonel Leo D. Turner**, to Office, Assistant Secretary of the Army (R&D), Department of the Army, Washington, D.C. 20310.

**Colonel William R. Watson, Jr.**, as Commanding Officer, Davison USAAF, Ft. Belvoir, Virginia 22060.

**Note:** Submit listing directly to ARMY AVIATION, 1 Crestwood Road, Westport, Conn. 06880.



**NEWLY-RATED** — BG Henry E. Emerson, right, receives a diploma from COL Bill G. Smith, Asst Comdt, USAAVNS, on completing the General Officer Rotary Wing Aviator Course at Ft. Rucker. Formerly the ADC of the 82d Airborne Division, General Emerson will return to Ft. Bragg as Asst Comdt, Institute for Military Assistance. (USA photo)



## Ever have to give a workhorse a lift?

Sometimes getting a workhorse to work is a problem. That's where Boeing's CH-47C Chinook comes in. It can lift earthmoving equipment, trucks or graders externally. And the men who operate them can ride inside the helicopter cabin.

The CH-47C can provide this combined lift capability up to a payload of 12 tons. A capability nowhere else available today in the free world.

The Chinook's size, power, maneuverability and reliability make it the most versatile helicopter now available for heavy-lift loads.

**BOEING HELICOPTERS-VSTOL**

# OVERKILL AND INATTENTION!

## THE HELICOPTER INDUSTRY IN AUTOROTATION!

**I**N the September issue, we published a staff-prepared editorial under the above title, and forwarded advance copies of the editorial to some 60 senior military officers and eight industry executives for comment. A preponderance of the senior officers were rated and had extensive aviation experience. The following represents a cross-section of the replies received.

The Editor

Dear Editor:

The September editorial was excellent, but I'm afraid you are preaching to the choir. If the editorial were published somewhere so that it reached the right people (and they are not in the Army, the AF, the Navy, or the aviation industry), the editorial might do some good. It should pick up a few "Brownie Points" for you with industry since they want their story told any place, anytime.

Several other comments . . . The statement that the HLH (FY71 program proposal) will have approximately half the lifting capacity of a presently operational Russian counterpart is not factual. Under identical conditions, the HLH will outlift the Russian machine. The latter made its lift after a long run to get airborne. How you play this depends on who you are having as an audience. I believe that the AA magazine should be more factual than emotional.

The reference to the Senate Armed Services Committee being "less favorable to the Cheyenne" (July 14 report) was unfortunate. Until this is finally settled there's little use in continuing to spread the word that the program might be killed. It's like irritating your own wound!

Staff Officer

### Difficult decisions . . .

Dear Editor:

Your September editorial lays out very clearly the problem facing the helicopter industry. The Army, the Defense Department, and actually, the country as a whole, are all facing growing pressures, and constraints, from many sources and interests which are having a powerful influence on how we are to apply our country's resources, both in the near and long range future.

At all levels we face a series of decisions which are growing more difficult to make as to where priority for application of resources shall best be put. The points you make with respect to the rotary

wing industry are an excellent example of the results of current restraints.

I believe that we tend to attempt to isolate, individually, to far too great a degree the various problems as they surface, with respect to items, classes of commodities, individual companies, or even a whole industry. I believe that we need a much better analysis, in depth, of the proper proportions of the GNP, which should be applied to various major segments of the country's efforts, with more specific refinement as to the application of individual cases accomplished within the overall framework.

I recognize that attacking this problem raises a number of questions, the principal one being what mechanism of Government or industry could tackle such a broad problem, or even whether there exists any capability to do so. I appreciate your forwarding me the editorial, and I'll be interested in seeing the type of comment it raises after publication.

Field Commander

Dear Editor:

I was pleased to read your article on the helicopter industry problem. It's an excellent article and should be very helpful.

Industry Executive

### Antiquated data

Dear Editor:

I read your article with interest, and agree that it tells the story quite well — and factually. However, Mr. Browne's quote, although factual from his belief, may not be in the best interest of the intent and purpose of the editorial.

Mr. Browne's data is about as antiquated as the general philosophy and anti-motivation of CAB towards the whole helicopter movement during the past two decades. There has always been a great deal of bureaucratic incest on fixed wing over rotary wing in CAB. But don't quote me for I'll deny it!

Accordingly, if it is used — I would suggest that someone, who has the time and available recent data on commercial/military helicopter operations, prepare a factual article on the application of helicopters to commercial endeavor.

We've made some outstanding advances in reducing operating costs, maintenance costs, and reliability/maintainability through technology, etc.

The Directorate of Aviation Logistics, ODCSLOG,

(Continued on Page 30)



# smaller, lighter HF

## Collins new 718U-5

Never before have so much "talk power" and flexibility been designed into a compact, lightweight HF communication system. At 34½ pounds, Collins 718U-5, which includes antenna coupler, weighs less than half its predecessor; its volume is about a third.

The new system not only shaves off pounds — it offers faster tuning, greater immunity to interference, and improved sensitivity and squelch.

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The complete 718U-5, consisting of receiver-exciter, power amplifier-coupler, and remote control, can be easily retrofitted into ARC-102 installations with significant weight and space savings. The present coupler is

not needed, and, in most cases, no wiring changes are required.

The new system provides full mode capability — USB, LSB, AM equivalent, CW, narrow band secure voice and teletypewriter data — with 280,000 channels. It's completely solid-state with broad use of microelectronics.

The 718U-5 is another example of the engineering and manufacturing excellence achieved at Collins through use of the C-System, an integrated, computer-controlled system for design and production.

For complete information on how to get more communications per pound, ask your Collins representative or write Collins Radio Company, Department 500, Cedar Rapids, Iowa 52406.





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# Directorate



**I**T is a great personal honor to join the Army General Staff as Director of Army Aviation, and to be related so intimately with the entire aviation community and its supporting industrial enterprise.

I arrive fresh from the field where I "flew with the best" in Cambodia as well as in Vietnam. It is a distinct pleasure also to follow in the footsteps of General Allen Burdett, who has made such significant contributions to the aviation program. He now is installed with our best wishes as commander of the Aviation Center.

## **A brief review . . .**

A brief review of the history of this office shows that the Directorate was formed in 1955 by General Hamilton H. Howze. I have been preceded by fourteen directors, one of whom, General Jack Hemingway, served as director of two occasions. The average incumbency is slightly over one year. However, the last eight directors have averaged only 8½ months each. This reflects on the turbulence of the times and indicates that the real stability of the aviation program stems from the strong staff that I inherit. It calls for immediate concentration on the tasks at hand.

When I received my most recent promotion, General Polk wrote me that the promotion marked the time when I should work harder, play harder, and be in a position to do those things which I know should be done. On this basis I accept the challenge of the Directorate of Army Aviation.

Aviation, as we know it, is not an end in itself. It is not a separate and independent function within the Army. The aviation directorate was established solely to give special management but not separate entity to the aviation program.

## **An integrated effort**

And now for what aviation is: It is an exploitation of technology to do traditional land battle tasks with more efficiency and effectiveness; it is an integrated effort that is threaded throughout all five functions of land combat and throughout most Army organizations on or near the battlefield.

While there are certain pure aviation organizations, most aviation is integrated into the structure of what normally are considered ground organizations. If we look at aviation from this viewpoint, we see that we must strive for the good of the Army, not solely for the good of aviation.

On the same basis, we must address the question of a separate branch. Although I thought this issue was dead years ago, I find that I am being asked about my views on the subject. I opt for the view that aviation, like armor, is a state of mind. To stimulate aviation, we must take the mystery out of aeronautical flight and make others understand our capability to improve upon battlefield performance. We must be willing to bring more people into the program without disturbing the basic branch and service loyalties and qualifications.

# AVIATION: A State of Mind

By Brigadier General William J. Maddox, Jr.  
Director of Army Aviation, OACSFOR, DA

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## A STATE OF MIND

*(Continued from Page 9)*

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To establish a separate branch would tend to draw people into a tight interest group which, indeed, would make aviation an end in itself. I feel that aviators can afford the time to continue their branch and service qualifications as well as be accomplished aircraft operators. If the officer understands that he may have the opportunity to command a ground company or battalion, he subconsciously will retain a greater interest in remaining current in branch qualifications.

Now is a good time to examine the aviation program in the perspective of where we have come in order to determine where we must go. During the past several months we have reached a peak of over 25,000 aviators and over 12,000 aircraft.

As we emerge from a wartime situation there undoubtedly will be a reduction in these strengths. It is interesting to note that as we unwind the war in Vietnam, aviation units are being retained in the Vietnam force structure while non-aviation units have made up the bulk of the withdrawals to date. This attests to the contribution of aviation.

### **Doubters proven wrong**

Now for a note on where we came from. Throughout our early history, we bucked strong head winds. While our spirit was strong, we were relegated to a peripheral status, frozen into low horsepower, low production state-of-the-art.

When I left the Pentagon six years ago there were many doubters who stated with a great assurance that the Army aircraft could not survive in Vietnam. There were those who said that the air assault division would not be effective in any circumstances. They also said that the helicopter was too unstable to accommodate gun systems. These doubters have been proven wrong. Their current assertions that Army aircraft cannot exist in the higher intensities of warfare correspondingly are less valid.

We came from a background where aviators were considered to be "those guys out at the hangar." It's so comforting now to know that

we now are spoken of as "us" and are professionally accepted as full members of the team. The Vietnam experience has shown not only that we can lift and shoot for infantry troops, we also have a body of experience in which airmobile units have worked closely with or as part of armor or mechanized troops.

For example, the 1st Cavalry Division and 11th Armored Cavalry Regiment worked as an integrated team in Cambodia. Cambodia also provided a demonstration of the breakthrough mobility of aviation. By moving across the border in force we shattered the routine patterns of activity in Vietnam built up over the years. We shoved our logistics forward. We engaged in a limited spearhead operation. We penetrated new areas, established air heads, linked up — in much the same manner as we do in a true conventional war.

### **Other advances**

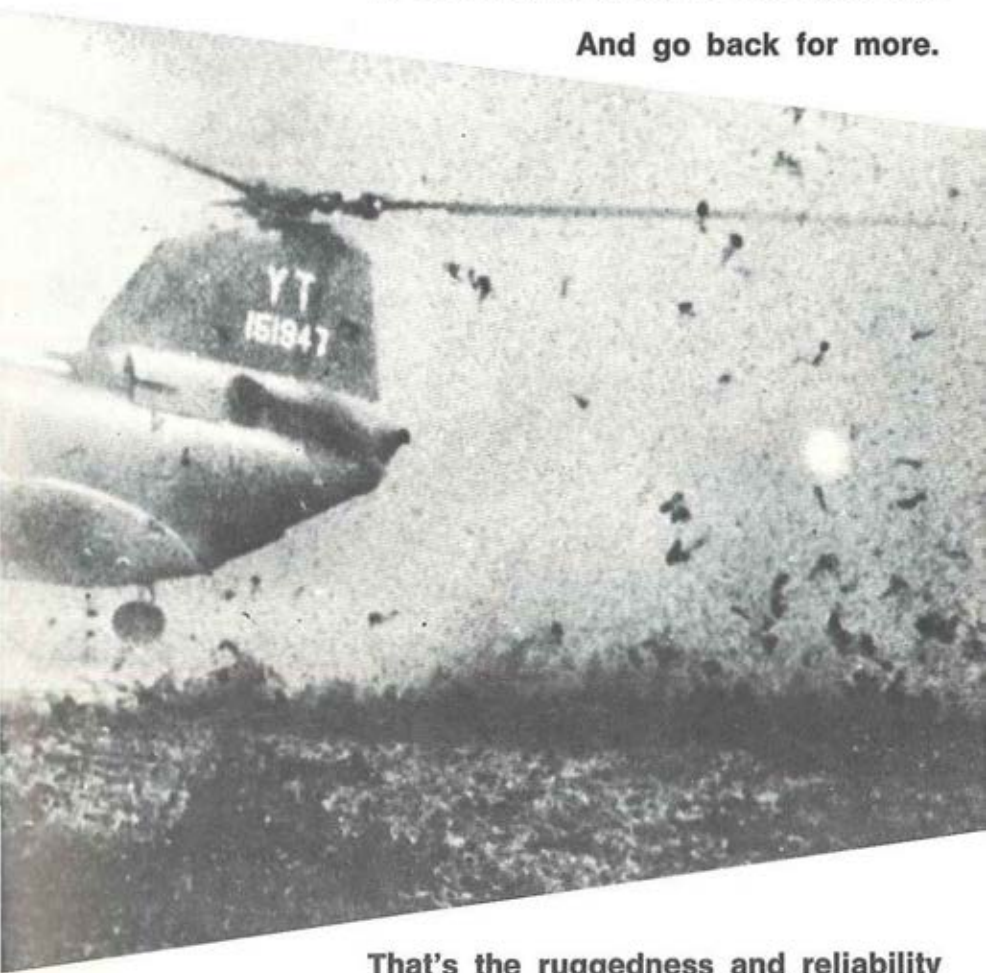
Other advances have occurred apace. At this stage in our aviation evolution, we find our first Chief of Staff in the history of the Army wearing wings. General Forsythe commands the Combat Developments Command in a rated status. We find such long-time aviators as General Bob Williams serving as ACSFOR; General Jack Norton inbound to become the ACSFOR; General Jack Tolson as commander of the XVIII Airborne Corps; and General George Putnam commanding the 1st Cavalry Division. We have a total of 58 General Officers and designees now wearing wings or in training, and many, many more thinking in airmobile terms. There probably are several dozen former division commanders who have employed aviation extensively in combat.

Perhaps the most satisfying sight in the Pentagon these days is to see the proliferation of General Staff action officers wearing wings and participating in Army decision-making across the board.

So much for where we have been and where we are. Obviously, we in aviation cannot rest on these laurels. Yesterday's medals don't insure tomorrow's progress. Our immediate mission is to reorganize our assets and our people as we unwind the war in Vietnam. We

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## A STATE OF MIND

(Continued from Page 10)

will be coming into a period where the pace is less frantic and where there will be less excuse for short cuts and loose ends.

As we reposition ourselves, our most overriding constraint will be reduced dollars. As our strength declines we will need to tighten up all phases of our operations. Each one of us will be concerned with living up to our responsibilities for fielding proven concepts and equipment.

### Roles and missions

One of the bright spots in this situation is that roles and missions obstructions are of declining concern. Our solid record of achievement has reduced the capriciously placed roles and missions roadblocks that used to stop us in our tracks. Now we forge ahead with the task at hand, confident that we provide for the good of the Army in a way that is unmatched by others.

We are thirteen years beyond the suffocating weight limitations which were placed on Army aircraft without consideration of the exclusive service rendered. Fortunately, the restraints to progress were removed. Now, we have gunships; we have logistics carriers; and we have surveillance aircraft to perform the troop functions of mobility and firepower. We have found that on the battlefield we have interface with the capabilities of the other services. We do not duplicate. Because our effort is integrated throughout the warp and the woof of the Army, the use of aerial vehicles comes under the assigned Army mission "to organize, train and equip Army forces for combat."

### The tasks ahead

As we plunge into the 1970's, the tasks ahead appear to lie in six main groupings. I will mention them here only briefly but will make extensive remarks in elaboration in coming issues. We in aviation must:

1. *Reappraise our recent lessons and consolidate gains.* This involves adjustment of tactics and techniques and unlearning those

Vietnam lessons which are not applicable to other forms of warfare. We must consider particularly how to apply our capabilities in Europe and in likely trouble spots such as the Middle East. Through testing and training such as is being done by the STANO (Surveillance, Target Acquisition and Night Observation Systems) Systems Manager and at Project MASSTER at Fort Hood, we will evolve more effective organizations and doctrine.

2. *Train to improve our skills.* Relearn nap-of-the-earth tactics, practice mapreading and low level gunnery, and break away from the use of fixed bases. Learn to set up and take down our field installations rapidly. Improve instrument and navaid capabilities.

3. *Be SAFE, PROFESSIONAL and DEDICATED.* Safety must begin at the ground level, not fail before reaching there. Teach the juniors, not the seniors, so that safety proliferates at troop level. We must relearn the theory of support and look for ways to help, rather than restrain our commanders on the use of assets. The negative aspects of crew rest, mandatory release time, and allocation of blade time must be abandoned and replaced by aggressive supervision and staff activity. We must remember the mission. Also, we must retain our objectivity while we exude enthusiasm for our program. Integrity, not overstatement, must be our hallmark.

4. *Insure progress through technology.* Despite falling budgets, we must not let frugality warp our perspective or we will isolate ourselves against progress. The task is to establish an orderly phase-in and phase-out of members of our equipment family. Research and development must be our hedge against the future, particularly when our procurement falls. This task depends upon a better mutual understanding with industry.

5. *Accomplish the tasks bypassed during the wartime buildup.* This involves improving our facilities to accommodate the increased tempo of aviation activities outside Vietnam. We must review our maintenance doctrine, particularly as it relates to resource over

## An Army "First"



Army Chief of Staff General William C. Westmoreland was officially rated an Army Aviator while attending a Sept. 21 dinner honoring four graduating classes of 209 Commissioned and Warrant Officers from USAAVNS. MG Delk M. Oden (right) pinned on General Westmoreland's wings with Mrs. Oden, as one of his last official acts as Commandant of the School. The first Chief of Staff of the Army to earn Army Aviator wings, General Westmoreland began his flight training at Ft. Campbell some years ago. Last year, he initiated an intensive rotary wing flight training program under CWO Charles Astrike, an IP. Since January, he's continued his training at both Ft. Rucker and Washington, D.C.

particularly as it relates to resource over management and underavailability. We need new job checklists and assistance to help the inexperienced do their jobs. We must rediscover the art of supervision so that the chain of command works and responsibilities are clearly defined and enforced. In joint and governmental areas, we must gain membership on committees or improve our representation where it befits our new stature. We must bring the helicopter into its own and not lock it in with inappropriate fixed wing restraints.

*6. Take care of our people.* Cross qualification of aviators in branch arts must be assured. Widespread ground command tours for aviators must be reinstated. Warrant officer career planning must come into its own. To insure better understanding, there must be better contact at all levels, particularly by commanders and their junior officers and enlisted men. We must make it easy for subordinates to see their bosses at any level

so that problems can be solved in house. Particularly, we must see how aviation can contribute more to the welfare of local communities in such things as emergencies and accidents.

Fortunately, there are enough tasks to keep us all busy indefinitely. I am glad to be a part of this aviation effort at the Department of Army level. But to do the job most effectively, we need ideas from military and industrial members and from interested civilians. The door is open — Please visit us! Meantime, we here in Washington will face our tasks as if the point of takeoff is just approaching.

# Logistics



This is the eleventh article of a thirteen article series entitled "AVSCOM in Transition."

**I**N "Supporting the Army's Aircraft Fleet," a previous article in the AVSCOM IN TRANSITION series, Colonel Benjamin S. Silver, then Deputy Commander for Logistics Support, stated the mission of the International Logistics Directorate as "the Command coordinator with higher headquarters, the State Department, foreign governments, other military departments, overseas commands, and other commodity commands on all matters pertaining to supply and support of International Logistics Programs."

With a commissioned field grade officer as Director, the International Logistics Directorate is structured into three functional areas in order to assure prompt response to specific International Logistics requirements levied on AVSCOM. These areas are a *Grant Aid Division*, a *Foreign Military Sales Division*, and an *Operations Division*.

## The Grant Aid Division

The *Grant Aid Division* is the AVSCOM arm of the U.S. Military Assistance Program (MAP). In order for a foreign country to receive a "grant" of U.S. Army aircraft, a program must be established for that country at the Presidential level. Congress then has the responsibility to appropriate the funds to finance the purchase of aircraft for foreign grants.

Once a properly funded program has been established, the foreign government may begin to requisition those aircraft, spare parts, services, training, etc., which they require. The requisitions flow through the Department of

the Army (DA) and Army Materiel Command (AMC) to AVSCOM.

The *Grant Aid Division* then monitors the program within AVSCOM. Though the complex and efficient AVSCOM system is utilized to procure, deliver, and bill the supplies for foreign governments, there often exists a peculiar, non-standard configuration on an aircraft destined for a foreign government. In such cases, careful monitoring is exercised by the personnel of the *Grant Aid Division* to assure timely and accurate responses to the requirements of the foreign government.

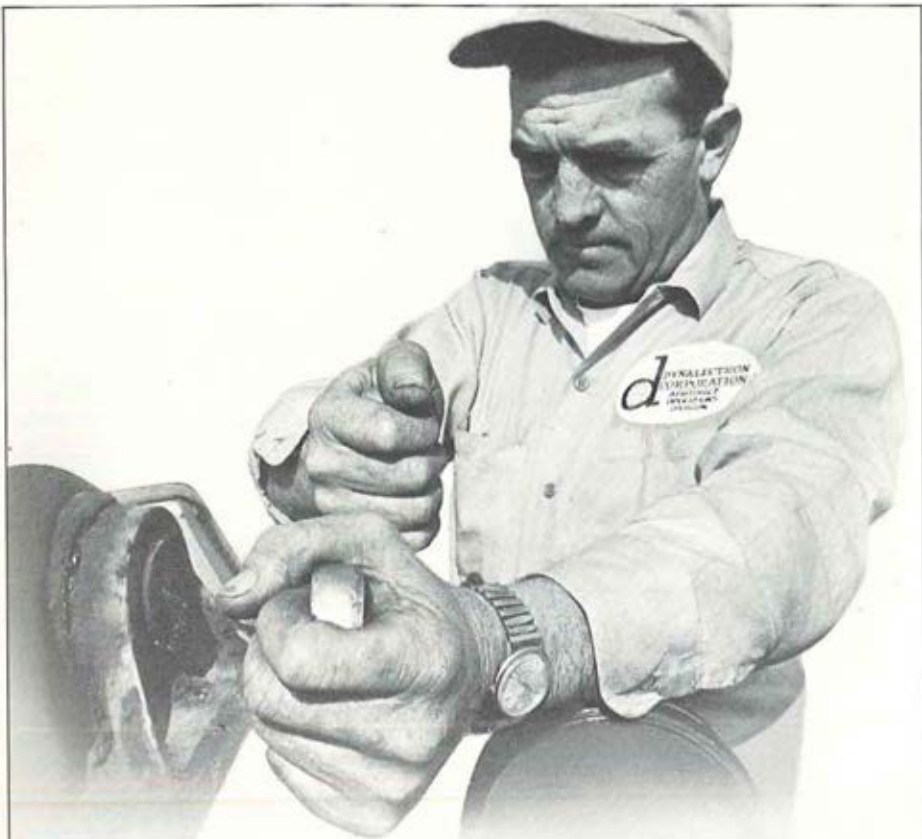
In all cases, the International Logistics Directorate coordinates with the Weapons Command (WECOM) and the Electronics Command (ECOM) to equip a "fly-away" aircraft with the armament and avionics requested by the foreign country.

The *Foreign Military Sales Division (FMS)* monitors the sales of U.S. Army inventory stock to foreign governments, and publishes a Sales Data Book which is a catalog of supplies and services that can be purchased through AVSCOM.

A foreign government desiring to purchase U.S. Army aircraft must first go to the Department of the Army. Financing arrangements are handled in two general ways. First, a country deposits the funds with the U.S. Government; or, second, it initiates a credit

# International Logistics: AVSCOM Global Support!

By LIEUTENANT JEROME C. THOMPSON  
International Logistics Directorate, AVSCOM



## A SPECIAL KIND OF MAN.

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agreement. As with the *Grant Aid* requirements, the country, on having an approved and properly funded program, then asks AVSCOM, through AMC, for the price and availability of the desired helicopters or fixed wing aircraft.

The *Foreign Military Sales Division*, utilizing the AVSCOM system which supports the U.S. Army world-wide, collects the requested data and prepares a *Letter of Offer (DD Form 1513)* which is forwarded to the foreign country. The *Letter of Offer* contains the cost of any aircraft, spare parts, services, packaging, delivery, and administration involved in the purchase. When the signed *Letter of Offer* is returned it becomes a legal contract of sale between the U.S. and the foreign government. The *Foreign Military Sales Division* then monitors the program as it passes through the AVSCOM system for procurement, delivery, and billing.

As in the *Grant Aid* area, there exist peculiar requirements in Foreign Military Sales cases. The *Foreign Military Sales Division* acts as intercommodity command coordinator to assure that the configuration, armament, paint, avionics, and markings are the same as the foreign country has indicated they are buying. The on-time supply performance for foreign countries is commensurate with the AVSCOM on-time supply performance for U.S. forces world-wide, despite the unique requirements of the foreign customers.

Supply Support Arrangements (SSA) are established by the same process as the foreign sales cases, and allow a country to buy "follow-on" support supplies for the equipment they have purchased. The primary difference between a Foreign Sales Case and a Supply Support Arrangement is that SSA cases are

open in nature enabling a country to buy what is needed to support their aircraft as they are needed, while an FMS case is governed by a contract which lists and prices each item purchased.

## Operations Division

The third functional area of the International Logistics Directorate is the *Operations Division*, the International Logistics point of contact for not only AVSCOM, but also higher headquarters in the areas of reporting, International Logistics budget programs, foreign visits, and International Logistics administration. This division coordinates and prepares the *International Logistics Quarterly Review* which is presented to the Department of the Army once per quarter. The review becomes part of a joint Army Materiel Command briefing which represents the supply status of all commodity commands and allows the personnel at DA an opportunity to monitor the entire support programs of our foreign allies.

*Operations Division* maintenance specialists work in both *Grant Aid* and *Foreign Military Sales* areas. Tasks include responding to foreign maintenance queries, updating technical manuals (TM's), informing countries of maintenance Work Orders (MWO's), and insuring that foreign countries are made aware of current safety of flight information.

When an on-site review of a *Grant-Aid* requirement or a *Foreign Military Sales* case is requested, the *Operations Division* coordinates the visit of the foreign nationals. This division makes an agenda and contacts the other elements of AVSCOM for technical support in the trouble area in question. The *Operations Division* could be called the "Protocol Shop" for foreign visits.

In an era characterized by U.S. withdrawal from armed conflicts throughout the world, greater emphasis has been placed on U.S. support of her foreign allies. The goal of the U.S. is to build her allies to an economic, political, and military posture from which they will be able to not only provide for their own national security, but also contribute to world-wide security. The International Logistics programs are growing at AVSCOM, and International Logistics is a field in transition.

### ABOUT THE AUTHOR

Lt. Thompson was commissioned a 2LT upon completion of ROTC and graduation from Texas Christian University in Ft. Worth, Texas. He entered active duty on 24 July 1969 at Ft. Eustis, Va., where he was an Honor Graduate of Transportation Officers Basic Course 2-70.

Upon completion of TOBC, he was assigned to the International Logistics Directorate of AVSCOM in St. Louis, Missouri.



# Welcome to AAAA!



During the next few days, members of the AAAA and military, industry, and government leaders will gather at the Shoreham Hotel in Washington, D.C. on the occasion of the Twelfth Annual Meeting of the Army Aviation Association.

I wish to extend a warm welcome to all who attend and I hope that the activities and presentations of this meeting prove to be interesting and informative.

This year for the first time we have included an Advance Planning Briefing for Industry as part of our Annual Meeting program. This event is jointly sponsored by AVSCOM and AAAA and offers the advantages of combining the APBI with our AAAA and AUSA meetings, and it provides an opportunity for the industry attendees to observe a broader sample of our AAAA activities.

Our Honors Luncheon promises to be another outstanding event. The distinguished head table will include the Secretary of the Army, the Chief of Staff, the Vice Chief of Staff, and many other key Army personnel who will honor us with their presence. In addition to our normal national awards, there is a new award this year for the "Outstanding Reserve Component Aviation Unit." The overall program is outstanding and I look forward to another fine AAAA Annual Meeting.

**RICHARD L. LONG**  
Colonel, USA (Ret.)  
President  
Army Aviation Association



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With 7,500,000 fighting hours behind its proven airframe design this new Huey follows the Bell tradition in ease of maintenance and its twin pac insures higher mission completion reliability.

Power? The "N" utilizes the Pratt and Whitney T400CP400 Turbo "Twin Pac" Engines in this series power over 1100 corporate and commuter turbo-prop twins.

The package of two turboshaft power sections coupled to a single output combining gearbox delivers 1,800 SHP flat-rated to 1,250 SHP for takeoff and 1,100 SHP for continuous operation.

One engine can deliver 900 SHP for 30 minutes or 765 SHP continuously—plenty to cruise, even at max gross weight.

In passenger configuration—13 plus 2 pilots. As a cargo ship—220 cu. ft. interior or external load of 4,000 lbs.

Missions? Special operation forces—local base rescue—VIP transport—med/evac—utility transport—command and control—and with versatility enough for many others.

The Huey's big brother—this Huey Twin—is the proud start of a new generation; destined by the services to do its job in the Bell tradition.

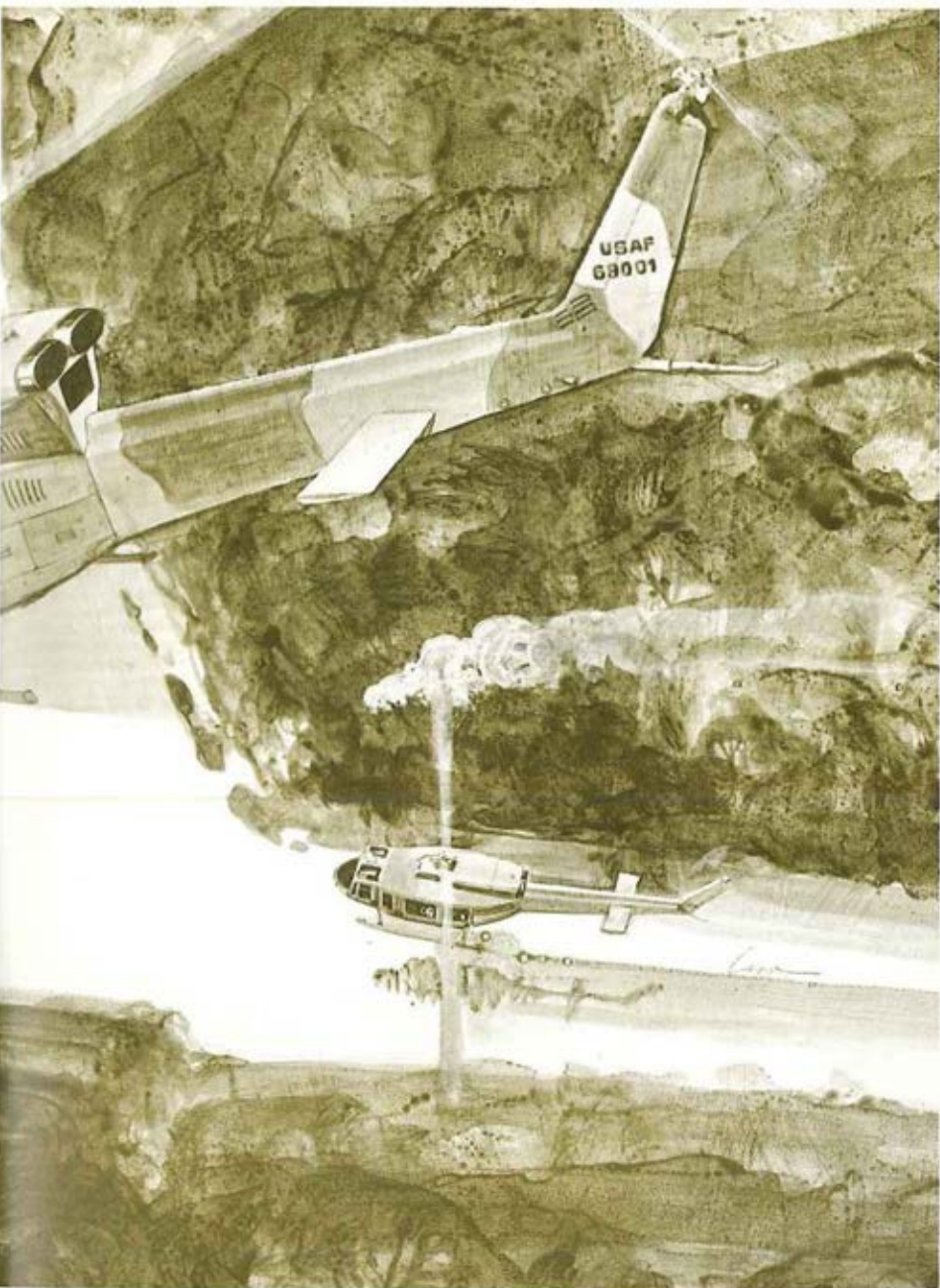
*The UH-1N—from the combat know-how generation of Bells.*



**BELL HELICOPTER**

Fort Worth, Texas • A **Textron** Company





# AAAA PROFESSIONAL PRESENTATIONS



**BG WILLIAM J. MADDOX, JR.**  
USAFY Presentation: "The World I See"  
Ambassador Room — 0900 hours, 15 Oct.



**BG ROBERT N. MACKINNON**  
"Vietnamization at the USAFPC/S"  
Ambassador Room — 0930 hours, 15 Oct.



**LTC ALBERT L. LAMPRON**  
"Vietnamization at the USAFPC/S"  
Ambassador Room — 0930 hours, 15 Oct.



**MAJ JAMES W. JOHNSTON**  
"Vietnamization at the USAFPC/S"  
Ambassador Room — 0930 hours, 15 Oct.



**BG JAMES C. SMITH**  
"Vietnamization of the USAFTCAPS"  
Ambassador Room — 1010 hours, 15 Oct.



**MG HOWARD F. SCHILTZ**  
"Vietnamization of the USAFCAFE"  
Ambassador Room — 1035 hours, 15 Oct.



**COL SELMER A. SUNDBY**  
"Vietnamization at the USAFCAFE"  
Ambassador Room — 1035 hours, 15 Oct.



**MAJ VERNON W. WOODWARD**  
"Vietnamization of the USAFCAFE"  
Ambassador Room — 1035 hours, 15 Oct.



**MG ELLIS W. WILLIAMSON**  
"Aviation in the Reserve Components"  
Forum Room — 1400 hours, 15 Oct.



**MG FRANCIS S. GREENLEAF**  
"Aviation in the Army National Guard"  
Forum Room — 1410 hours, 15 Oct.



**MG WILLIAM J. SUTTON**  
"Aviation in the Army Reserve"  
Forum Room — 1430 hours, 15 Oct.



**COL ROBERT B. COREY, RET.**  
Moderator, Reserve Components Panel  
Forum Room — 1400 hours, 15 Oct.



**COL JOHN W. MARR**  
OPD Aviation Personnel Seminar  
Forum Room — 1500 hours, 15 Oct.



**COL JACK W. TOMLINSON**  
OPD Aviation Personnel Seminar  
Forum Room — 1500 hours, 15 Oct.



**CW4 ALLEN B. CAUSSEAU**  
OPD Aviation Personnel Seminar  
Forum Room — 1500 hours, 15 Oct.



**CPT WILLIAM J. ELY, JR.**  
Aviation Personnel Seminar Panelist  
Forum Room — 1700 hours, 15 Oct.

# AAAA PROFESSIONAL PRESENTATIONS



**CW4 ROBERT L. HAMILTON**  
Aviation Personnel Seminar Panelist  
Forum Room — 1700 hours, 15 Oct.



**LTC EDWARD M. BROWNE**  
LON Presentation  
Diplomat Room — 0920 hours, 16 Oct.



**LTC EMMETT F. KNIGHT**  
LON Presentation  
Diplomat Room — 0920 hours, 16 Oct.



**MR. LEONARD A. ALNE**  
"Outlook for Foreign Military Sales"  
Diplomat Room — 1005 hours, 16 Oct.



**MG JOHN I. KLINGENHAGEN**  
CG, USAVSCOM  
"Welcome to the 1970 APB"



1970

## AVSCOM-AAAA Co-Sponsored Advance Planning Briefing For Industry

State Department Auditorium, Washington, D.C.

2 p.m., Thursday, October 15, 1970



**LTC AUSTIN W. BETTS**  
Chief, Research & Development  
"Activity of the '70's"



**LTC VIRGIL A. HENSON, RET.**  
COCAC, Ft. Leavenworth, Kan.  
"Family of Aircraft for the '70's"



**COL GEORGE A. NARROS**  
Advanced Materiel Concepts Agency  
"Advanced Materiel Concepts"



**COL EUGENE R. CONRAD**  
Director, USABAR  
"Aviation Safety"



**COL DELBERT L. BRISTOL**  
Dep./RED, USAVSCOM  
"Aircraft Reliability & Maintainability"



**MR. PAUL F. YAGGY**  
Director, AA R&D Center  
"The Army Aviation R&D Center"



**MR. JOSEPH P. CRIBBINS**  
Dir of Avn Logistics, DDCSLOG  
"The Aviation Base and Logistics"



**MR. FRANK MILNER**  
Advanced Materiel Concepts Agency  
"Advanced Materiel Concepts"



**MR. ERIC H. PETERSEN**  
VP, National Functions, AAAA  
Announcements, AAAA Program

# PROFESSIONAL-SOCIAL PROGRAM FOR THE 1970 AAAA ANNUAL MEETING

(Subject to minor change. All functions are held at the Shoreham Hotel, unless otherwise indicated)

## WEDNESDAY, 14 OCTOBER 1970

- 0900-2000 Registration. Club Rooms A&B. (MI)  
1300-1600 National Executive Board Quarterly Business Meeting. Executive Room.  
1500-1800 The Very Early Birds' Reception. Marquee Lounge. (MI)  
1800-2200 The Not-So Early Birds' Reception. Forum Room. (MI)

## THURSDAY, 15 OCTOBER 1970

- 0800-2000 Registration. Club Rooms A&B. (MI)  
0800-1700 OPO Career Guidance. Club Room Foyer.  
0900-0905 Welcome by COL Richard L. Long, USA (Ret.), National President. Ambassador Room. (MI)  
0905-0915 Introduction of "The World I See," a presentation of the 1st Aviation Brigade, USARV, by BG William J. Maddox, Jr., Director of Army Aviation.  
0915-0930 "The World I See." Presentation by CW2 Michael S. Lopez of the Golden Hawks.

### 0930-1100

"Vietnamization and Army Aviation," a three-part presentation. (MI)

### 0930-0955

Vietnamization Role of the U.S. Army Primary Helicopter Center and School with introduction by BG Robert N. Mackinnon, CG, USAFHC/S, and presentation by LTC Albert L. Lamkin and MAJ James W. Johnston.

### 0955-1010 Coffee Break. Ambassador Room. (MI)

### 1010-1035

Vietnamization Role of the U.S. Army Flight Training Center & Fort Stewart with introduction by BG James C. Smith, CG, USAFTC&FS, and presentation to be made by a two-member team.

### 1035-1100

Vietnamization Role of the U.S. Army Transportation Center and School with introduction by MG Howard F. Schiltz, CG, USATC&FE, and presentation by COL Selmer A. Sundby and MAJ Vernon W. Woodward.

1030-1200 Ladies Continental Breakfast. The Heritage Room and East Veranda.

1100-1130 Refreshments and social break. Pay-as-you-go bar. Regency Ballroom. (MI)

1130-1215 Membership Brunch\*. Admission by ticket. Regency Ballroom. (MI)

### 1215-1230 Membership Break. (Brunch tables cleared)

1230-1330 AAAA Membership Business Meeting. The President's Annual Report. Election of National Officers for '70-73. Chapter Awards. Discussion of Floor Items proposed by Delegates and Members. Members only. Regency Ballroom.

1400-1445 "Reserve Components — 1970." Presentations covering Army Aviation in the Army National Guard and U.S. Army Reserve. Forum Room. (MI)

### 1445-1500 Membership Break. Forum Room. (MI)

1500-1645 Aviation Personnel Seminar. OPO Panel Presentation on Personnel Subjects. COL John W. Marr, OPD, OPO; COL Jack M. Tomlinson, Chief, Aviation Warrant Officer Branch, OPO; CPT William J. Ely, Jr., USAFTC; and CW4 Robert L. Hamilton, AWOAC, USAAVNS, panelists. Forum Room. (MI)

### 1645-1700 Membership Break. Forum Room. (MI)

1700-1800 Open Question and Answer Period on Current Personnel Policies and Programs. COL John W. Marr, Moderator.

1230-1315 Industry members' busses depart from the Shoreham Hotel for classified Advance Planning Briefing for Industry (APBI) to be held in the West Auditorium of the State Department (Virginia and 22d Street, N.W.) Industry attendees and those military members making presentations.

1400-1800 Advance Planning Briefing for Industry (APBI) co-sponsored by the U.S. Army Aviation Systems Command and the AAAA. West Auditorium, State Dept. Building, Virginia & 22d Streets, N.W.

### 1400-1415

Call to Order, Welcome, and Administrative Announcements by MG John L. Klingshagen, CG, U.S. Army Aviation Systems Command.

### 1415-1445

"Austerity of the Seventies." Keynote address by LTG Austin W. Betts, Chief of Research and Development, Department of the Army.

### 1445-1530

"The Family of Aircraft Desired for the 70's." LTC Virgil A. Henson (Ret.), Operations Research Analyst with the Combat Developments Command Combat Arms Group, Ft. Leavenworth, Kan., will present a picture of the lessons learned in Southeast Asia and the aviation materiel requirements to meet the threat of high, medium, and low intensity combat.

### 1530-1545 Coffee Break

### 1545-1600

"Advanced Materiel Concepts." COL George A. Nabors, Deputy Director, Advanced Materiel Concepts Agency (AMCA) will discuss the role of AMCA in air mobility planning with emphasis on the development of future materiel concepts to fulfill operational capability objectives of the Army.

### 1600-1615

"Aviation Safety." COL Eugene B. Conrad, Director of the U.S. Army Board for Aviation Accident Research (USABAAR). An assessment of the major problems of deployed equipment and their deficiencies in regard to decreased accidents and improved safety will be presented to outline the various approaches needed for the development of safer equipment in the 70's.

### 1615-1635

"Army Aircraft Reliability and Maintainability." COL Delbert L. Bristol, Deputy Commander for Research, Engineering & Data, AVSCOM, will discuss the increased emphasis on more reliable and lower maintenance requirements for Army aircraft. In addition, the AVSCOM RAMMIT program for detecting deficiencies in current equipment and connoting not only "quick" fixes but assuring through development that new equipment will not have the same deficiency.

### 1635-1650

"Army Aviation Research & Development Center and Program." Mr. Paul F. Yaggy, Director, will explain the Army plan to increase technical competence and utilize existing facilities for the R&D associated with new equipment. A quick coverage of the major barriers to meeting new requirements and the R&D program planned with industry will be presented.

(Continued on the Reverse Side)

# PROGRAM FOR THE 1970 AAAA ANNUAL MEETING

## 1650-1730

"The Aviation Base and Logistics." Mr. Joseph P. Cribbins, Director of Aviation Logistics, ODCSLOG, DA, will discuss the Army's worldwide fleet status and the plan for supporting the field requirements for the next five years. In addition, his presentation will cover the Army's planning for production bases.

## 1730-1800

Panel Discussion with MG John L. Klingenhagen serving as Moderator. Due to the short period of time to cover the wide spectrum of topics, questions will be reserved to this portion of the program. General Klingenhagen will summarize the messages of the 1970 seminar — the austere budget — the high priority of air mobility — and where the 70's will lead the Army and Army Aviation. Adjourment at 1800 with busses to return to the Shoreham Hotel.

1930-2100 **President's Reception.** Ticket required. Regency Ballroom, (MI) (Business suits, cocktail dresses).

## FRIDAY, 16 OCTOBER 1970

0800-1230 **Registration.** Club Rooms A&B. (MI)

0800-0920 **Breakfast Business Meeting.** "AAAA Chapter Operations." For Chapter Presidents and Secretaries, President-Elect, Executive Vice President, and Secretary-Treasurer. 0830 Call to Order. The Palladian Room.

0920-0955 "The LOH," a two-part presentation by LTC Edward M. Browne LOH Project Manager at AVSCOM; LTC Emmett F. Knight, OH-58A Project Officer, AVSCOM. A look at the LOH as a whole — mission, aircraft, major subsystems, experience data. Diplomat Room. (Suggested for military members.)

1005-1045 "OSD Policy and the Future Outlook for Foreign Military Sales." Presentation by Mr. Leonard A. Aine, Deputy Director, International Sales Negotiations, Military Assistance and Sales, Office, Assistant Secretary of Defense (International Security Affairs). Diplomat Room. (Suggested for industry members.)

1045-1100 **Question and Answer Period.** (I)

## 1100-1150

1970 AAAA Honors Luncheon Reception. Ambassador Room. (MI)

## 1150-1400

1970 AAAA Annual Honors Luncheon. Presentation of AAAA National Awards by the Secretary of the Army, the Chief of Staff, the Vice Chief of Staff, and a representative of the James H. McClellan Foundation. Regency Ballroom. (MI)

1415-1630 **1970 Reunion of Cub Club.** Heritage Room and East Veranda.

1415-1445 **National Executive Board Business Meeting.** President's Suite.

1800-2000 **Diehards' Reception.** Palladian Room. (MI)

(M) For military members; (I) For industry members; (MI) For military and industry members. \*Membership Brunch tickets are included in the fee paid by the APBI attendees, and are provided to each Chapter Delegate.

Note: Security clearance and \$30 registration fee for Advance Planning Briefing for Industry (APBI) must be received by AAAA, 1 Crestwood Road, Westport, Conn. on or before 15 September 1970, if attendance is desired.

## AAAA NATIONAL EXECUTIVE BOARD 1969-1970

### OFFICERS

President ..... COL Richard L. Long, Ret. ('72)  
Executive Vice President ..... Arthur H. Kesten ('72)  
Senior Vice President ..... LTG Richard D. Meyer, Ret. ('70)  
Secretary-Treasurer ..... COL Clarence H. Ellis, Jr. ('71)

### VICE PRESIDENTS

Army Affairs ..... MG George P. Seneff, Jr. ('72)  
Reserve Affairs ..... COL Robert R. Corey, Ret. ('71)  
Membership Activities ..... MG Delk M. Oden, Ret. ('70)  
Orgn & Planning ..... LTG Harry W.O. Kinnard, Ret. ('72)  
Industrial Affairs ..... Anthony L. Rodes ('70)  
Public Affairs ..... COL E. Pearce Fleming, Jr., Ret. ('71)  
National Functions ..... Eric H. Petersen ('70)

### PAST PRESIDENTS

BG Robert M. Leich, USAR ..... Bryce Wilson  
Joseph E. McDonald, Jr. .... James N. Davis  
Darwin P. Gerard ..... BG O. Glenn Goodhand, Ret.  
GEN Hamilton H. Howze, Ret.

### NATIONAL MEMBERS-AT-LARGE

MG George S. Beatty, Jr. .... MG Francis S. Greenleaf  
MG William J. Sutton ..... BG Jack W. Hemingway  
COL James L. Burke, Ret. .... COL Robert O. Lambert  
COL Thomas L. Lyons ..... COL Jack Dibrell  
MAJ Patrick H. Brady ..... CPT Jerome R. Daly  
CW4 Donald R. Joyce ..... CW4 Robert L. Hamilton  
SFC William R. Baum

### REGIONAL MEMBERS-AT-LARGE

USAREUR Region ..... COL O.B. Butler

### CHAPTER MEMBERS-AT-LARGE

Alamo Chapter (141) ..... COL Jay B. Williams  
Army Aviation Center (1,004) ..... COL William H. Harper  
Army Flight Tng Center (409) ..... COL Ted A. Crozier  
Connecticut Chapter (158) ..... John A. McKenna  
David E. Condon (368) ..... COL Garrison J. Boyle, III  
Delaware Valley Chapter (203) ..... Harry S. Pack  
Ft. Benning Chapter (238) ..... LTC Frank L. Henry  
Ft. Bragg Chapter (181) ..... CW4 Harry L. Conyers  
Ft. Leavenworth Area (195) ..... COL William C. Dysinger  
Ft. Sill Chapter (186) ..... COL Frederick C. Goodwin  
Ft. Wolters Chapter (288) ..... LTC Howard Kessinger  
Lindbergh Chapter (356) ..... Carl D. Stephenson  
Monmouth Chapter (275) ..... LTC Everett D. Richards  
Richard H. Bitter Chapter (419) ..... John F. Hopkins  
Sharpe Army Depot (267) ..... LTC Herschel E. Reynolds, Ret.  
Southern California (366) ..... COL James W. Sandridge, Jr.  
Trinity River Chapter (159) ..... LTC Billy C. Nunnelee  
Washington, D.C. Chapter (847) ..... COL John W. Marr

## 1970 ANNUAL MEETING COMMITTEE

General Chairman ..... Arthur H. Kesten

### Programming Subcommittee

Chairman ..... BG William J. Maddox, Jr.  
Vice Chairman ..... LTC Robert L. Roby  
Advance Planning Briefing for Industry (APBI)

Chairman ..... MG John L. Klingenhagen  
Vice Chairman ..... Eric H. Petersen

### Protocol & Escorting Subcommittee

Chairman ..... Warren T. Rockwell  
Vice Chairman ..... COL Leo D. Turner

### Function Chairmen

Membership Brunch ..... John R. Ahern  
Ladies' Breakfast ..... Mrs. O. Glenn Goodhand  
President's Reception ..... Donald L. Miller  
Honors Luncheon Reception ..... George W. Fey  
AAAA Honors Luncheon ..... LTC Leland F. Wilhelm, Ret.  
Cub Club/Diehard's Reception ..... Morgan Fox

### Administrative Subcommittee

Awards Coordination ..... COL Robert O. Lambert  
Press & Publicity ..... MAJ Wade W. Ladue  
Registration & Tickets ..... Dotty Kesten

Under the Association's staggered election system, three or four of the 10 AAAA elective three-year offices are vacated each year, the 6 to 7 incumbents providing year-to-year continuity to AAAA national affairs. The four candidates who'll be nominated by the AAAA National Nominating Committee at the 15 October general membership meeting at the 1970 Annual meeting are pictured here. National Executive Board incumbents include COL's Clarence H. Ellis, Jr., E. Pearce Fleming, Jr., and Robert R. Corey, with terms of office expiring in '71; and LTG Harry

W.O. Kinnard, MG G.P. Seneff, Jr., and COL Richard L. Long, with terms of office expiring '72.

The Association past presidents; the Executive Vice President, who serves as a five-year Board appointee; 8-10 National Members-at-Large appointed by the President for one-year terms; a Regional Member-at-Large elected by the USAR. EUR Chapter Presidents for a one-year term; and some 17-20 Chapter Members-at-Large serving two-year terms and representing those CONUS Chapters with 150 or more members on each June 1, constitute the full Executive Board.



## the AAAA national executive board nominees for 1967-1970



ODEN



POWELL



HAMILTON



SMITH

### MG Delk M. Oden, Ret.

An enthusiast in all aviation matters, General Oden has lent support to Ass'n activities at many levels since joining AAAA in 1959. The President of the Army Aviation Center Chapter in 1960, he commanded the Aviation Center until his retirement this September. He's also served the Association as the General Chairman of the 1962 National Convention, as National Treasurer during 1967-1969, and as the Association's first Vice President for Membership Activities (1969-1970).

### CW4 Robert L. Hamilton

Following service as Treasurer of Washington, D.C.'s chapter and as a member of AAAA's National Awards Committee, "Bob" Hamilton was appointed as a National Member-at-Large on AAAA's National Executive Board by GEN Hamilton H. Howze, and was reappointed the subsequent year by COL Richard L. Long. Instrumental in proposing the creation of Junior Officer/Warrant Officer Member Councils at Chapter activities, he was an AAAA panelist at the Aviation Personnel Seminar held at the 1969 National Convention.

### BG Edwin L. Powell, Jr.

The present Deputy CG at the U.S. Army Test and Development Command at Aberdeen Proving Ground, "Spec" Powell has served the Ass'n in a variety of assignments. A Charter Member, he served on the Association's initial By-Laws & Legal Committee during 1963-1965. He was subsequently appointed to the National Executive Board as a National Member-at-Large and served during 1965-1967. At the Chapter level, he assisted in the activation of the "France Chapter" (now inactive), being elected as that Chapter's first President.

### Wayne R. Smith

The Director of Technical Data, Cataloging and Standardization at the U.S. Army Aviation Systems Command, Wayne Smith was instrumental in organizing "AAAA's Most Active Chapter," the Lindbergh (St. Louis) Chapter. A perennial Chapter Delegate at National Conventions, the personable Department of the Army Civilian was elected President of the 400-member Chapter in April, 1968, serving on AAAA's National Executive Board as a National Member-at-Large during 1968-1970. In the same two-year time frame, he directed the Chapter's 18 separate membership meetings.





## **AAAA NATIONAL AWARDS 1969-1970**

### **THE OUTSTANDING AVIATION UNIT AWARD**

Established by the Army Aviation Ass'n of America  
and sponsored by the Hughes Tool Company — Aircraft Division  
*Presented to the*

**101st AIRBORNE DIVISION (AIRMOBILE)**  
*and accepted for the division and attached units by*  
**LIEUTENANT GENERAL MELVIN ZAIS**  
**LIEUTENANT GENERAL JOHN M. WRIGHT, JR.**  
**COMMAND SERGEANT MAJOR WILLIAM T. MIXON**

### **THE OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD**

Sponsored by the Army Aviation Ass'n of America  
*Presented to the*

**1105TH AVIATION COMPANY (ASH), IOWA-ARNG**  
*and accepted for the unit by*  
**MAJOR ROBERT C. CUMMINGS, IOWA-ARNG**  
**FIRST SERGEANT ARNOLD J. NEWSUM, IOWA-ARNG**

**THE JAMES H. McCLELLAN AVIATION SAFETY AWARD**  
Established to honor the memory of James H. McClellan, an Army  
Aviator who was killed in a civil aviation accident on July 22, 1958

*Presented to*  
**COLONEL ROBERT W. BAILEY**

### **THE ARMY AVIATOR OF THE YEAR AWARD**

Sponsored by the Army Aviation Ass'n of America  
*Presented to*

**SECOND LIEUTENANT JOHN I. O'SULLIVAN**

### **THE AVIATION SOLDIER OF THE YEAR AWARD**

Sponsored by the Army Aviation Ass'n of America  
*Presented to*

**SPECIALIST FIFTH GRADE DENNIS L. JANTZ**

## AAAA Activities

- **Fort Sill Chapter.\*** Professional luncheon meeting. James Welsh, FAA, guest speaker. Ft. Sill Officers' Club. Aug. 13.
- **Bluegrass (Ft. Knox) Chapter.** Professional-social meeting and dinner-dance. MG Richard L. Irby, CG, USAARMC, guest speaker. Ft. Knox Officers' Brick Mess. Aug. 21.
- **Schwaebisch Hall Chapter.** General membership meeting. NCO Club. Dolan Barracks. Aug. 24.
- **Valley View Chapter.** Business-social meeting. Peden Barracks Officers Club. Wertheim. Sept. 1.
- **Army Aviation Center Chapter\*.** Annual Shrimp & Beer Bust. Selection of convention delegates. Officers' Lake Lodge. Sept. 9.
- **Chicago Area Chapter.** Social meeting and dance. O'Hare Officers' Club. Sept. 12.
- **Schwaebisch Hall Chapter.** Professional meeting. MAJ Stanley C. Knapp, MC, FS, guest speaker. "Where does the Army stand in the development and procurement of aviation life support and personal equipment?" Sept. 14.
- **Monmouth Chapter.** Professional-social meeting. LTC William Scanlan, DIA, DOD, guest speaker. "The First 50 Years of Soviet Aviation." Gibbs Hall, Ft. Monmouth. Sept. 15.
- **Fort Monroe Chapter.** Mail Balloting to complete Executive Board slate. Ballots closed Sept. 15.
- **Fort Sill Chapter.** Business meeting to select convention delegates. Ft. Sill Golf Club. Sept. 18.
- **Washington, D.C. Chapter.** "Hail and Welcome Reception" for BG and Mrs. William J. Maddox, Jr. Ft. McNair Officers' Mess. Sept. 19.
- **David E. Condon Chapter.** Family Cookout. All the chicken you can eat. Warwick Pier Area, adjacent to Officers' Club. Sept. 20.
- **Richard H. Bitter Chapter.** Professional luncheon. "Tony" Piper of the Piper Club family, guest speaker. CPO Club. Sept. 21.
- **Midnight Sun (Ft. Richardson) Chapter.** Professional-social meeting. General Comstock, Ret., guest speaker. Officers' Club. Sept. 22.
- **Grand Canyon Chapter.** Professional luncheon with guest speaker from the Tuscon FAA Office. Ft. Huachuca Officers' Club. Sept. 23.
- **Greater Atlanta Chapter.** Professional dinner meeting. James G. Rogers, Director, FAA Southern Region, guest speaker. Ft. McPherson Officers' Open Mess. Sept. 23.
- **Fort Benning Chapter.** Professional-social meeting. BG Robert N. Mackinnon, CG, USAPHC, guest speaker. Ft. Benning Officers' Open Mess. Sept. 24.
- **Lindbergh Chapter.** Professional dinner meeting. The Honorable Thaddeus R. Beal, Under Secretary of the Army, guest speaker. Missouri Athletic Club. Sept. 24.
- **Alamo Chapter.** Business-social meeting. Selection of convention delegates. Ft. Sam Houston Officers' Open Mess. Sept. 25.
- **Ft. Bragg Chapter.** Business-social meeting. Selection of convention delegates. 82d Officers' Open Mess. Sept. 28.



FT. KNOX — MG Richard L. Irby (2d from left), talks with LTC W.A. Jackson, Bluegrass Chapter President, Fred Lieb, Sr., VP, Public Affairs, and LTC John H. Rhein, Chapter Executive VP. The former ADC of the 1st Cavalry Division and present CG of the Armor Center addressed some 200 members and guests at a fall professional-social gathering.

- **Latin American Chapter.** Professional dinner meeting. Robert J. Owen, Asst Chief, Panama FAA, guest speaker. Ft. Clayton Officers' Club. Sept. 29.
- **Army Flight Training Center Chapter.** "Welcome Aboard Party" for BG James C. Smith, new CG. Lotts Island Recreational Area. Oct. 10.
- **Nurnberg Chapter.** Business meeting. Planning for '71 Garmisch Convention. Katterbach Officers' Club. Oct. 14.
- **AAAA National Convention.** Shoreham Hotel, Washington, D.C. Oct. 14-16.
- **Fort Wolters Chapter.** Professional meeting. Wilbur A. Middleton, Embry-Riddle Aeronautical University, guest speaker. Ft. Wolters Officers' Club. Oct. 21.
- **Lindbergh Chapter.** Professional dinner meeting. MAJ Joe B. Green, USAF, guest speaker. Ruggeri's Restaurant. Oct. 23.
- **Sharpe Army Depot Chapter.** "Octoberfest!" Social meet with surprise guest speaker. SHAD Officers' Open Mess. Oct. 23.
- **Suncoast Chapter.** Business-social meeting. Chapter business, 1970 convention report by attending delegates. MacDill Officers' Open Mess. Oct. 23.
- **Connecticut Chapter.** AAAA Family Day at West Point; Tailgate Picnic and attendance at Army-Syracuse football game. Nov. 7.
- **Joint meeting.** By-Laws & Legal and Fiscal Committees, AAAA. MacDill AFB, Fla. Dec. 10-12.

## CLASSIFIED

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## On Guard!

**T**HE Army National Guard began this fiscal year with an all time high of 2,087 Army Aviators on flying status which is an increase of almost 500 from the previous fiscal year. Of this increase, 224 were National Guard graduates from initial flight school; the remainder were prior service Army Aviators gained through recruiting. During July and August an additional 211 former aviators rejoined the ranks of Army Aviation by signing up with the Guard.

### Growth factors . . .

This sudden surge of aviator strength is due to three significant factors:

1. An intensive DA sponsored "eyeball to eyeball" recruiting drive conducted last spring to acquaint aviators within six months of ETS with the prospects of continued association with Army Aviation in either the ARNG or USAR,

2. Recruiting conducted at the State level by National Guardsmen, and

3. The recent appearance of some modern aircraft in the ARNG inventory. With additional modernization scheduled in the near future, these aircraft have served as an additional incentive for former active duty aviators to join the National Guard.

### Review Board

Each year the National Guard Bureau conducts a Flight Status Review Board to review not only individual flight records for all aviators but related performance factors as well. This year's board convened on 14 September and will accomplish a 100% review of ARNG flight records in addition to reviewing Flying Evaluation Board actions.

The Review Board serves as an effective means for the Chief of the Bureau to keep abreast of how the individual aviator is performing his flying duties, and also it provides him with a management tool to judge the overall performance of the ARNG aviation program.

The figures just released on the major aircraft accident rate for ARNG show a rate of 7.8 accidents per 100,000 flying hours. This

is the lowest yearly recorded accident rate that the Army National Guard has ever experienced. Needless to say, the Chief, National Guard Bureau will only be satisfied when the rate is zero. The largest single cause factor for ARNG accidents is not connected with our "vintage" equipment but to human error, unfortunately.

The complete revision of the 95 series of National Guard Regulations that commenced in June 1969 will be finished shortly as the last document, *NGB Pamphlet 95-1-1, (Flight Management, Standardization and Safety)*, is now scheduled to go to print. Advance copies should be made available to the Adjutants General of the several states within 45 days.

### Aviation Logistics

Receipt of "first line" aircraft in the Army National Guard has necessitated the undating of *Technician Manning Criteria (NGB Pamphlet 51-1)* for both aircraft mechanics and avionics/airborne sensor repairmen. The development of these new criteria is nearing completion at this time and will be published in the next change to *NGB Pam 51-1*.

A study is presently in progress to determine the feasibility of the Army National Guard performing its own General Support maintenance mission. ARNG proposes to utilize four Transportation Aircraft Repair Shops to perform this mission on an area support basis.

A study group recently met at NGB to develop and analyze this concept, and the concept has been approved by the Director of ARNG. It is presently being staffed at the Department of the Army level.

# ARNG EXPERIENCES AVIATOR UPSURGE

By Lieutenant Colonel  
DONALD G. ANDREWS  
Army Aviation Branch  
National Guard Bureau

## "Firsts!"

Have you personally — or your crew, unit, agency, or firm — ever participated in establishing a "first" in Army Aviation? . . . In '45? . . . In '57? . . . Last year? Get it on the record! Submit it for publication to ARMY AVIATION MAGAZINE, 1 Crestwood Road, Westport, Conn. 06880. We'll publish them in the order they are received.

**First holder of Helicopter Standard Instrument Certificate:** LTC (then 1LT) William A. Smith, Jr., Ret., who received the first of four certificates issued on April 30, 1956. Issuing authority: BG C. I. Hut-ton, Commandant, Army Aviation School.

**First Distinguished Graduate of a VNAF Class undertaking Advanced Helicopter Training at a U.S. Army facility:** WO Nguyen Van Hung-Sun, Class 70-1, who held the highest academic and flight records of his class throughout both primary training at Fort Wolters, Tex., and advanced training at Hunter AAF, Ga.

**First (and probably only) Army Aviator to fly a President-elect in actual combat:** COL J. Elmore Swenson, Hqs, AMC, who flew President-elect Dwight D. Eisenhower in the Iron Triangle in Korea during Dec. 8-10, 1952.

**First Army Warrant Officer to solo:** WO Marvin V. Wingrove, in 1951. His instructor was COL (then CPT) Lester C. Robertson. (119)

**First Army use of a cargo helicopter:** Plant pickup of an Army H-19 helicopter at the Sikorsky plant, Bridgeport, Conn., in 1952. Ferry pilot was WOJG Randolph Hearst. (Submitted by Marion V. Wingrove). (119)

**First helicopter company-size unit to operate as a unit in a combat zone:** 6th Transportation Company (Lt Hel), commanded by COL (then CPT) J. Y. Hammack, in Korea in 1953. (119)

**First Quartermaster Corps officer to become an**

### COULD BE!

It might be of interest and it also might be an Army Aviation "First!", but in the summer of '51 we used the old OH-13 helicopter at Fort Sill for bug control spraying, with a tank mounted on each side which overloaded the ship considerably. The instructors were scheduled to fly an early morning and a late afternoon flight over the housing quarters, clubs, and golf course area using DDT. The ship was overloaded on takeoff, and the mission couldn't be performed with more than a 10 mph wind or flown at less than 10 mph at tree top heights. This continued through the summers of '51 and '52 and may or may not be a "First!" for Army pest control!

Jack E. Werner  
Major, Retired

**Army Aviator:** COL Selmer A. Sundby, who graduated OFWAC on March 30, 1950. (122)

**First Warrant Officer to be qualified in the CH-54B helicopter:** CW2 Thomas H. Pride, Jr., who was signed off and qualified during 3.6 hours of dual instruction by Lawrence E. Pravecek, IP, at the Sikorsky Aircraft Division plant at Stratford, Conn. on June 29, 1970. (124)

**First rotary wing pilot class conducted by Bell Aircraft Company, Buffalo, N.Y., to train Army Ground Force pilots with previous R/W experience:** Four-member class conducted between Sept. 23- Oct. 3, 1946 and composed of CPT Edward Rankin, CPT Doaks, LT J.Y. Hammack, LT Robert Yeats.

**First rotary wing pilot class conducted by the Bell Aircraft Company, Buffalo, N.Y., to train Army Ground Force pilots without previous R/W experience:** Four-member class conducted between March 3-March 28, 1947 and composed of MAJ Jack Blohm, CPT Jack L. Marinelli, CPT H.D. Gaddid, and CPT Darwin P. Gerard.

**First divisional aircraft maintenance battalion to support combat operations simultaneously in three Corps Tactical Zones (I, II, III CTZ) in USARV:** 15th Transportation Battalion, 1st Cav Division, commanded by LTC Albert W. Schlim, during Oct.-Nov., 1968. (123)

**First divisional aircraft maintenance battalion to complete an intra-theater relocation under combat conditions as the sole occupant of a U.S. Navy aircraft carrier:** 15th Transportation Battalion, 1st Cav Div, commanded by LTC Albert W. Schlim, when aboard the USS Princeton during Operation LIBERTY CANYON in October, 1968. (123)

**First unit to use CH-47's from three different divisions to load an aircraft carrier under combat conditions:** 15th Transportation Battalion, 1st Cav Div, commanded by LTC Albert W. Schlim, using CH-47s from the Americal, 101st Airborne, and 1st Cav Divisions to load personnel, cargo, and aircraft aboard the USS Princeton in October, 1968. (123)

**First WOC to serve as a C.O. of a WOC Company:** CW4 (Ret.) John F. Williams at Ft. Rucker, Ala., in October, 1954. (121)

**First Ordnance Officer to become an Army Aviator:** CPT Norman L. Wootan, Jr., who graduated with OFWAC 69-24 on January 27, 1970 as Honor Graduate. (120)

**First use of aerial artillery:** Sling loading of a pack howitzer under an H-19 helicopter flown by the 6th Transportation Company (Lt Hel) at Ft. Bragg, N. C., 1952.

**First aircraft maintenance battalion to establish and operate twelve distinct major maintenance installations in a 45-day period:** 15th Transportation Battalion, 1st Cav Div, commanded by LTC Albert W. Schlim, with 12 installations during 15 October through 30 November, 1968. (123)

**First authorization for current Army Aviator wings:** AR 600-70, Change 7, dated April 18, 1957. (Ed. Note: On the same day the Army Aviation Ass'n — AAAA — Quad-A — was incorporated under the laws of the State of Connecticut.)



## Leaving the Service?

We are happy to announce that Ladd Agency, Inc., representing over 4,600 flight pay and life insurance policyholders within U.S. Army Aviation, has been appointed as an authorized agency to convert the Servicemen's Group Life Insurance (SGLI) of any veteran to any type of permanent life insurance policy with cash and loan values.

This conversion service may be accomplished without a medical examination if the Serviceman acts within 120 days after separation or discharge from military service.

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Ladd Agency has provided over 13 years of personalized policy and claims service in administering AAAA-endorsed flight pay and life insurance programs. During this same period Ladd Agency has returned over \$1 million in claims to some 638 policyholders and beneficiaries.

Tell us the type of permanent coverage you seek (Whole Life, Life Paid Up at Age 65, etc.) and your date of birth in writing to us for rates and a conversion form . . . That's all there is to it! Plan ahead . . . Complete your insurance conversion details well in advance of your separation or discharge!

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## OVERKILL AND INATTENTION

(Continued from Page 4)

has some very impressive figures on this with respect to military helicopters. Also, we've made some great strides in reducing the noise level. An ongoing ARPA project is the "Quiet Helicopter."

What I'm trying to say is that the prohibitive costs of helicopter operation of ten years ago have been overcome in large measure. However, one must use constant dollars to offset inflation. Despite CAB, I'm personally convinced that helicopters will take over the "Short Haul" airport to downtown mission.

I like the idea of editorials in the magazine — perhaps industry can contribute — without naming their product.

Staff Officer

Dear Editor:

I've read the September editorial, "Overkill," and wish to applaud your well-stated remarks. As members of the affected industry we encourage such expressions of concern for the continued growth and development of vertical lift aircraft. We must continue to state our case at every opportunity if the current trend is to be reversed. Editorials such as yours are welcomed as an effective means of telling our story. Please send us 50 reprints for distribution to key decision makers.

Industry Executive

Dear Editor:

I have read carefully the editorial prepared for the September issue of "Army Aviation."

I believe the article "does portray a trend unfavorable to the helicopter industry." Unfortunately, the financial outlook for the years ahead — and particularly with regard to defense expenditures — is not a bright one, to say the least.

In times like these, I hope we can avoid putting the blame for the problem on the military. I am quite sure, for example, that we do not have as an objective "to ensure the building of today's helicopters tomorrow."

Staff Officer

Dear Editor:

I appreciate the advance copy of your September editorial and welcome the opportunity to express my views on this timely subject.

First, I feel we must maintain a minimum of two airmobile divisions and a healthy airmobile posture

### DID YOU KNOW?

... that after averaging Army Aviation's aircraft — fixed and rotary wing — at 100 mph, the Army flies more miles per year than the COMBINED totals of the world's three major airlines ... The Army's mileage is 89,864,000 nautical miles!

throughout the "peace time" force structure of the Army. The divisions could provide the necessary doctrinal training base for operations, maintenance and logistics peculiar to helicopter employment. Additionally, they would serve as the nucleus for full-scale testing of advanced helicopter and aircraft concepts.

Secondly, I feel we will be required to maintain a much more viable and responsive reserve force than has been maintained in the past. Increased emphasis on equipment modernization will be essential, if we are to expect these forces to buttress our regular forces in time of conflict.

The necessity for supporting the helicopter industry at a higher level than the warm base sustaining rate is obvious. The rapid development of modern warfare may not allow time for lengthy mobilization as it was known in the pre-Korea era. At the same time, the industry must develop and fully exploit its own self-sustaining means. Industry efforts, combined with a strong active and reserve component fleet, should provide an adequate base for immediate expansion, if required. Further, we could materially strengthen this production base by the establishment of specific airframe retirement schedules.

Other broad areas you might address in future editorials include: "Efforts Directed towards Helicopter Standardization within the Department of Defense and the Industry" and "The Formulation of a Data Bank of Lessons Learned in Helicopter Development." The latter subject should be devoted to an effort to compile retrievable data that would preclude design error in future helicopter developments that have already been made and documented.

CONUS Commander

Dear Editor:

I enjoyed your recent article on the helicopter industry and am inclined to agree with the major points you have addressed. With reference to other suggested editorial areas, I believe that a good article on the Category B aviator and what he must go through to maintain proficiency would be a timely subject. This one needs a look-see.

Field Commander

Dear Editor:

Thank you for the advance copy of the September editorial dealing with the helicopter industry. In my view the plight of the industry is essentially as you describe it, and I share your concern for keeping it viable.

The "throttle," however, remains as always — in the hands of Congress. The Congress appropriates the funds and it remains our responsibility in the Services to balance the forces and to equip these forces as best we can. Given the mood and tenor of the American public, coupled with competing domestic programs, it is my candid opinion that we are in for a great deal more belt-tightening.

Along with others, I would hope for a breakthrough in the commercial use of helicopters to aid in keeping the industry healthy. If a breakthrough is to come, somehow we must come up with a way

to lower the enormous cost of these machines before they are priced out of the business. In this regard, the industrialist has a chance to serve the country where we apparently cannot.

Again, many thanks for your interesting, timely, and provocative editorial, and for including me in your distribution.

CONUS Commander

Dear Editor:

Thank you for the copy of the September editorial. We are only too painfully aware of the potentially disastrous condition that exists in the helicopter industry. I wish that I could assure you and the industry that we have the firm requirements and the resources that would permit us to do something to prevent the loss of this important capability.

Unfortunately, as best as I can assess the picture at this time, all we can hope to do with the resources we see available in the near future is to mitigate the disaster to some extent.

Staff Officer

Dear Editor:

I would say that you have hit the nail rather squarely on the head with the September editorial. I venture that your airframe advertisers will loudly indorse your action. I would also commend the author for his research and straightforward presentation.

Field Commander

Dear Editor:

I've read the editorial on the need for a warm base for helicopter technology and production. The Army is pursuing this matter in considerable detail, hopefully to arrive at some practicable alternatives and/or solutions to the problem. I can assure you that there are no easy ones in sight and we may very well have to accept less than what we would like.

Logistician

Dear Editor:

We find your comments about the helicopter industry to express the concern of most of us involved in helicopter programs. We appreciate your offer of reprints and would like you to send about 25 copies to our Washington Zone Office.

Industry Executive

#### DID YOU KNOW?

... with over 1,000 aircraft at Fort Rucker located at 5 base fields, each training day sees 650-700 aircraft launched in the morning, recovered at noon, launched again after lunch, and recovered in late afternoon. On four nights a week, two-thirds of the number are night flown.

This activity generates traffic which totals more than twice the number of takeoffs AND landings of the 2,947,201 COMBINED total of Chicago O'Hare (676,473), Los Angeles International (436,298), Atlanta (432,110), Dallas (423,247), and Denver (365,135).

Dear Editor:

In April 1970, the Department of the Army initiated an in-depth study to determine what actions can be taken by the Army and the DOD to prevent a serious deterioration of the U.S. helicopter industrial base. This study is to be completed at the end of September, and will be very comprehensive in that it will evaluate all aspects of the helicopter industrial technology and production as it relates to future DOD requirements.

The Army is concerned about the situation as described in your editorial. We consider that a viable helicopter industry is essential to support the Army's current and future airmobile forces in the event they may be required for mobilization and other contingencies.

Staff Officer

## The In Box

Dear Editor:

I received your recruiting leaflet today and noted with extreme chagrin the photographs on the right side of the center page which illustrate grossly unsafe acts in that aviators were wearing short-sleeved garments (Fatigues with sleeves cut off) in and about the aircraft. If "professionalism" is to be fostered by our Ass'n, the cause is not helped if the editors of our publications do not spot obvious safety violations.

Kelley S. Gregory  
LTC, MC, SFS  
Hunter AAF, Ga.

Dear Editor:

As a professional member of our professional organization, I find it hard to believe that your editorial staff made a very unprofessional slip in the latest issue (August 70) . . . and in all places — in an article labeled, "Why Join AAAA — For Its Professionalism." No one is professional enough to tempt the gods into believing we are godlike and not subject to the frailties of man exposed under accident conditions. I hope your staff will show more discretion in the future than the pilot shown in the picture has shown in the past.

CPT T. J. Jones  
Tampa, Fla.

(Ed Note: Both readers are referring to the same photograph, a grievous slip on our part. We regret the error, and commend our hawk-eyed pair for pointing out an unsafe, unprofessional portrayal.)

Dear Editor:

We appreciate your prompt action in reporting ARADMAC's quick recovery from "Celia" (September 70). Thanks for holding the page open for us at the very last moment. We here at ARADMAC feel that we got our "Back in action!" story to the Army aviation world in the quickest way.

John F. Hopkins  
Hq, ARADMAC  
Corpus Christi, Texas

## Obituaries

- ANTEAU, Karl T.**, Warrant Officer, Company A, 227th Aviation Battalion; due to an aircraft accident in Vietnam on July 29, 1970.
- CANNON, Shawn G.**, Warrant Officer, 92d Aviation Company, 10th Aviation Battalion; due to an aircraft accident in Vietnam on August 9, 1970.
- CAPLAN, David L.**, Warrant Officer, Battery A, 2d Battalion, 20th Artillery; due to an aircraft accident in Vietnam on August 1, 1970.
- COLATRUGLIO, Robert F.**, Warrant Officer, 162nd Aviation Company, 13th Aviation Battalion; due to hostile action in Vietnam on June 20, 1970.
- DICKUS, Michael J.**, Warrant Officer, USAF, Camp Zama, Japan; died July 18, 1970 in Japan from injuries received in a hostile action in Vietnam.
- DUNNAVANT, James M., Jr.**, Warrant Officer, 176th Assault Helicopter Company; due to an aircraft accident in Vietnam on July 18, 1970.
- FRYE, Kevin M.**, Warrant Officer, 1st Squadron, 9th Cavalry, 1st Cavalry Division; due to an aircraft accident in Vietnam on July 28, 1970.
- GILLASPY, Thomas D.**, First Lieutenant, Battery A, 4th Battalion, 77th Artillery; due to hostile action in Vietnam on July 7, 1970.
- HALLOWS, Daniel J.**, Warrant Officer, 162d Aviation Company, 13th Aviation Battalion; due to an aircraft accident in Vietnam on June 23, 1970.
- JERNIGAN, Mark T.**, Warrant Officer, Troop C, 3d Squadron, 17th Aviation Group; due to hostile action in Vietnam on July 4, 1970.
- JOHNSTON, Edward C.**, Warrant Officer, Troop A, 2d Battalion, 17th Cavalry; due to hostile action in Vietnam on August 13, 1970.

### AAAA SCHOLARSHIP AID

The AAAA Scholarship Foundation, Inc. announces the availability of \$4,100 in 1971 scholarship assistance funds for the sons and daughters of those members or deceased members with an effective date of membership on or before March 31, 1970. Student applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. Eligible are high school seniors or graduates who have made application to an accredited college or university for Fall 1971 entry as a freshman. Applicants are asked to furnish the Foundation with their father's name and address in their initial letter request. Selection of the 1971 scholarship winners will be made in March, 1971 with March 1, 1971 as a suspense date for the submission of data.

- KRUMREI, Donald A.**, Warrant Officer, 335th Aviation Company, 214th Aviation Battalion; due to an aircraft accident in Vietnam on July 16, 1970.
- MATTINGLY, Larry F.**, First Lieutenant, Company A, 101st Aviation Battalion; due to an aircraft accident on May 4, 1970.
- MICHEL, William F.**, First Lieutenant, 11th Aviation Company (GS); due to an aircraft accident in Vietnam on July 7, 1970.
- MILLER, Eugene S.**, Captain, Company B, 158th Aviation Battalion; due to hostile action in Vietnam on May 23, 1970.
- NABOURS, Jimmie F.**, Warrant Officer, Battery C, 2d Battalion, 20th Artillery; due to hostile action in Cambodia on June 20, 1970.
- PETERS, Lee R.**, Warrant Officer, 220th Aviation Company, 212th Aviation Battalion; due to an aircraft accident in Vietnam on July 30, 1970.
- PRIDDY, Richard T.**, Captain, HHC, I Field Force, Vietnam, died in Okinawa on May 23, 1970 as a result of an aircraft accident in Vietnam.
- RICHARDSON, Charles A.**, Warrant Officer, Troop B, 2d Squadron, 17th Cavalry; due to hostile action in Vietnam on June 5, 1970.
- ROBERTS, Richard K.**, Captain, 4th Armored Division Artillery; due to an aircraft accident in Germany on May 8, 1970.
- ROGERS, Thomas S.**, Warrant Officer, 48th Aviation Company, 10th Aviation Battalion; due to hostile action in Vietnam on July 14, 1970.
- SALLENGER, William J.**, Chief Warrant Officer (W2), 15th Medical Battalion; died in Springfield, Illinois, as a result of injuries received in a motorcycle accident on July 19, 1970.
- SAUNDERS, Nicholas G.**, Warrant Officer, Company C, 158th Aviation Battalion; due to hostile action in Vietnam on May 18, 1970.
- SHEPPARD, Robert P.**, Warrant Officer, 61st Aviation Company, 268th Aviation Battalion; due to hostile action in Vietnam on May 7, 1970.
- SMITH, Jack R.**, Warrant Officer, 116th Aviation Company, 269th Aviation Battalion; due to hostile action in Cambodia on May 14, 1970.
- STEARNS, Frank E.**, Warrant Officer, Troop C, 3d Squadron, 17th Air Cavalry; due to hostile action in Vietnam on July 4, 1970.
- VAN DE WARKER, Richard L.**, Warrant Officer, Company B, 159th Aviation Battalion; due to hostile action in Vietnam on May 5, 1970.
- VERGAMINI, Douglas S.**, Chief Warrant Officer (W2), Battery D, 2d Battalion, 20th Artillery; due to hostile action in Vietnam on June 26, 1970.
- WALLACE, William T., Jr.**, Troop A, 3d Squadron, 17th Cavalry; due to hostile action in Vietnam on June 4, 1970.
- WHITE, Donald R.**, Warrant Officer, Company A, 123d Aviation Battalion; due to hostile action in Vietnam on May 13, 1970.
- WILSON, John S.**, Warrant Officer, Company C, 158th Aviation Battalion; due to hostile action in Vietnam on June 12, 1970.



# Takeoffs

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## MANAGEMENT AWARD

The Hon. J. Ronald Fox, Asst Secretary of the Army (I&L), presents AFMA's first LTG William B. Bunker Merit Award to LTC Edward M. Browne, LOH Project Manager, at Hq, USAAVSCOM. (USA)

## 30,000TH BEECHCRAFT

Plaque designating delivery of the 30,000th Beechcraft was presented to John H. Batten, Twin Disc, Inc. president (right) by Beech Chairman Mrs. O.A. Beech and Frank E. Hedrick, President. (Beech)



## HONOR GRADUATE

LTC William M. Maling (left) presents diploma and AAAA Certificate of Achievement to WO1 Michael H. Andle, Honor Graduate of AMOC 23-70 at a 2 September U.S. Army Transportation School graduation. (USA)

## STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

■ STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1962; SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on October 1, 1970, on "ARMY AVIATION MAGAZINE" published monthly at 1 Crestwood Road, Westport, Conn. 06880.

6. The names and addresses of the Publisher, Editor, and Managing Editor are: Arthur H. Kesten, Publisher and Editor, and Dorothy Kesten, Managing Editor, both of 1 Crestwood Road, Westport, Conn. 06880.

7. The owner is: Army Aviation Publications, Inc., 1 Crestwood Road, Westport, Conn. The stockholders owning or holding 1 percent or more of the total amount of stock are: Arthur H. Kesten and Dorothy Kesten, both of 1 Crestwood Road, Westport, Conn. 06880.

8. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities are: None.

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10. The average number of copies for each issue during the preceding 12 months, and the number of copies for the single issue nearest the filing date (latter appears in brackets) were:

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I certify that the statements made by me above are correct and complete.

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# Sikorsky unveils new

**S**OME 350 government, military, industry and press representatives viewed a new high-speed twin-turbine attack helicopter as it performed in an aerial gunship role at the Stratford, Conn. plant of the Sikorsky Aircraft Division on September 22.

Designated the Sikorsky S-67, the "Blackhawk" is a conventional helicopter using off-the-shelf components installed on a low profile gunship fuselage.

## Company-financed project

Construction of the helicopter, financed wholly by Sikorsky, took just nine months from management approval to first roll-out. The S-67 is an extension of Sikorsky's H-3 (S-61) military series, which includes the U.S. Army and USMC VH-3A helicopters used by the President and other government officials.

The S-67 is in the same general weight class as the S-61 series, with a maximum gross weight of 22,000 pounds. Its basic range is

Front view shows 28-foot wing



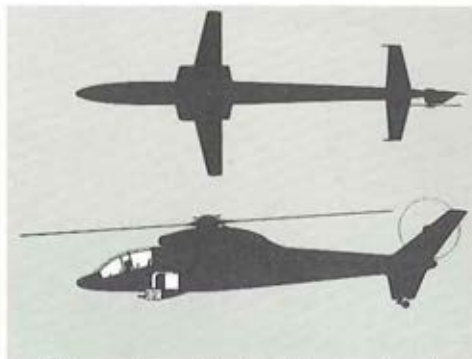
250 miles. Powered by two General Electric T-58-5 engines, its performance can be significantly improved with more powerful engines such as the GE T-58-16, Lycoming PLT-27, or Army advanced technology engines. Rotors, gearboxes, drive shafts and controls are the same as those used in the S-61 series.

As an attack aircraft, for which it was originally designed, the S-67 can carry arms and ammunition weighing up to 8,000 pounds. It can use existing weapons, such as turret-mounted 7.62 guns; 20- and 30-millimeter cannon; 40-millimeter grenade launcher, and wing mounted rocket or TOW missile pods. The gun turret is installed directly below the pilot's seat. Both pilot and gunner-co-pilot are seated in tandem beneath a single canopy in the nose of the aircraft. Cyclic control for the gunner-co-pilot is installed at the side of the cockpit to avoid a central control stick which might interfere with aiming and firing the guns. The cockpit is air conditioned.

Sikorsky engineers predict that the new helicopter will cruise at over 200 miles an hour and will be capable of dive speeds of 230

# gunship

Flight performance and design features of S-67 Blackhawk impress observers at demonstration



ing flight and permits the pilot to trim the fuselage independently of the rotor and to better align the fuselage with the target.

Used for the first time on a helicopter are wing-mounted speed brakes which can be extended quickly from both the upper and lower wing surfaces to provide added control and agility in combat maneuvers. The speed brakes increase the time on target by 30 per cent, decrease the turning radius of the aircraft, give improved firing accuracy, and provide a 38 per cent steeper dive angle. The result is an easier-to-fly helicopter, with no need for the pilot to make trim changes during gunnery runs. The wing, speed brakes, fin and stabilizer all combine to enable the S-67 to take a twisting or nap-of-the-earth course while approaching or leaving a target area.

Contributing to the S-67's high speed is a streamlined fairing which covers the rotor head to reduce drag. Bifilar absorbers mounted on the rotor head reduce vibration, enhancing the aircraft's stability as a gun platform.

The tips of the rotor blades are swept back to delay blade tip stall at high speeds, improve the blades' lift/drag ratio and reduce vibratory stresses — all combining to give faster, smoother flight. Specially designed engine inlets also help provide improved high-speed performance.

**CLOSE LOOK** — John A. McKenna, Sikorsky VP, Air Transportation Systems (3rd from left) discusses S-67 design innovations with, l-r, BG William J. Maddox, Jr., Director of Army Aviation; LTG Austin W. Betts, Chief, R&D; Frederick W. Myers, Jr., OSD (I&L); Kenneth E. Horsey, S-67 Program Manager; and Dr. Robert B. Dillaway, Deputy for Laboratories, AMC. (Sikorsky photo)

miles an hour. High speed maneuvers will be aided by a 28-foot-span wing which will take over some of the lift from the main rotor system.

Many S-67 design features originally were formulated for the S-66, Sikorsky's entry in the Army's 1965 competition for an advanced aerial fire support system, (AAFSS). Design and flight experience with the Sikorsky S-61F, a compound helicopter with wings and auxiliary propulsion, also contributed to the S-67 design.

An airplane type vertical fin and a controllable horizontal stabilizer are mounted at the end of a long, tapered fuselage. The stabilizer, tilted in the vertical plane for hovering flight, reduces vertical drag. Placed in normal flight position, it reduces rotor stresses in maneuver-

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## Coiled Cobra

Even on the ground, the very presence of the Huey Cobra helps deter the enemy from attack . . . because he knows that no matter where he makes his move, a Cobra is probably poised just minutes away, armed and fueled, ready to strike.

The power that brings the Huey Cobras and their Gatling-gun and rocket fire to bear is turned out by an Avco Lycoming T53 gas turbine. That engine, which unleashes the coiled striking power of the Cobra also makes it hard to kill — in mission after mission, Cobras have returned safely with gas turbine damage that by ordinary yardsticks should have brought them down.

Toughness in action, reliability on the job, and superlative performance under field maintenance conditions — these are just some of the reasons why the majority of helicopters flying in Indo-China are powered by Avco Lycoming gas turbines.



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