

DECEMBER, 1970

# Army Aviation



## Hopped-up Huey

(see back cover . . .)



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# Army Aviation

DECEMBER 15, 1970

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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 "Takeoffs" column.

General **Ralph E. Haines, Jr.**, as Commanding General, Continental Army Command, Fort Monroe, Virginia 23351.

Major General **William A. Becker**, to Route #1, Kaufman, Texas 75142.

Colonel **George W. Aldridge, Jr.**, as Commander, Rotary Wing Troop Comd, Ft. Stewart, Ga. 31313.

Colonel **Harry L. Jones**, as Director, Aviation Maintenance Training Department, U.S. Army Transportation School, Ft. Eustis, Va. 23604.

Colonel **William R. Knowles**, DOD Repr. for MAST Program, Natl Hwy Safety Bur 42-15, Dept. of Transportation, Washington, D.C. 20591.

Colonel **Kenneth D. Mertel**, to U.S. Element, SHAPE, APO New York 09055.

Colonel **Dan A. McCartney**, to 1180 Alvarado, S.E., Apt. 111, Albuquerque, N.M. 87108.

Colonel **James H. Nix**, as Chief, OP&T Division, Office, Reserve Components, DA, Washington, D.C. 20310.

Colonel **Harold T. Smith**, as Director, Plans, Training & Security, USAAVNC, Fort Rucker, Ala. 36360.

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The publication welcomes brief letters from all subscribers. Letters submitted for publication should bear the signature of the writer. However, the cor-

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# 1970 APBI



**M**ORE than 480 industry and military representatives attended the 1970 *Advance Planning Briefing for Industry* co-sponsored by the U.S. Army Aviation Systems Command and the Army Aviation Association of America.

Held in the State Department Auditorium in downtown Washington, D.C. on October 15, the 1970 *Briefing* dovetailed with the Twelfth Annual Meeting of the AAAA.

## Address by LTG Betts

Lieutenant General Austin W. Betts, Chief of Research & Development, gave the keynote address at the '70 *Briefing*, commenting on "The Austerity of the '70's." His address was followed by "The Family of Aircraft Desired for the '70's," a presentation by Virgil A. Henson, of the Combat Developments Command Combat Arms Group at Ft. Leavenworth, Kan.

Subsequent presentations included "Advanced Material Concepts," by Frank Milner, USA Advanced Materiel Concepts Agency; "Aviation Safety," by COL Eugene B. Conrad, USABAAR; and "Army Aircraft Reliability and Maintainability," by COL Delbert L. Bristol, Dep/RED, AVSCOM.

Following a presentation on the "Army Aviation R&D Center and Program" by Paul  
(Continued on Page 36)



LTG A. W. Betts  
Chief of R&D

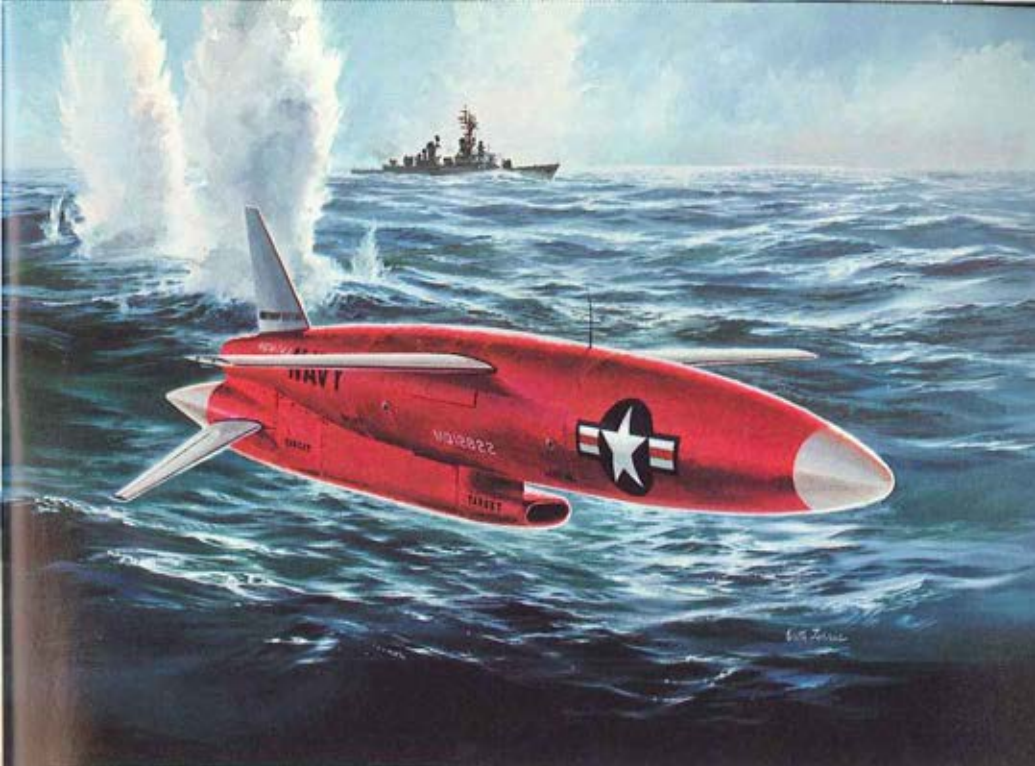


BG J. P. Traylor  
DCG, AVSCOM



Joseph Cribbins  
DAL, ODCSLOG





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# Improving the Image

BY

BRIGADIER GENERAL WILLIAM J. MADDOX, JR.  
Director of Army Aviation, OACSFOR  
Department of the Army



The recent AAAA Annual Meeting held here in Washington was professionally stimulating and further enhanced the fine image of Army Aviation at the national level. The entire aviation program owes a great debt to the high competence of outgoing *President Dick Long* (Sikorsky Aircraft), who presided over the convention. Also *Art Kesten*, the Association's Executive Vice President, deserves particular praise for his organizational ability and thoroughness.

The Chief of Staff, *General Westmoreland*, set the keynote for the meeting and for all of our activities in the coming months. He said: "*Army Aviation will figure heavily in our calculations as we seek an optimum mix of forces in the smaller highly mobile and versatile Army of the Seventies.*"

### **A unique "First"**

The meeting brought about one unique "first" — the Association, in addition to presenting the "Aviation Unit of the Year Award" also designated its first "Outstanding Reserve Component Aviation Unit." This award, which was presented by General Westmoreland, went to the 1105th Aviation Company of the Iowa National Guard.

The award points up the increased emphasis that is being placed on aviation in the Reserve Components. As the active Army shrinks in size in the next several years, Army National Guard and Army Reserve capabilities will become increasingly important. All of our current aircraft inventory cannot be retained in the active structure, and some of these

modern assets will be integrated into the Reserve Components. The many individuals who recently have contributed their service and departed the active Army will be given the opportunity to continue their contribution to their country as members of these combat ready aviation units.

### **Same yardsticks**

The Regular Army will address the buildup of Reserve Component aviation under the "one Army" concept formulated a decade ago by *General Bruce C. Clarke*. The Reserve Components will be measured against the same readiness yardsticks which are applied to the Regular Army. To meet this challenge, facilities and training programs as well as modern equipment will be required. Active unit sponsorship of Reserve and Guard aviation units is being implemented where feasible.

This concept will provide the newly equipped, or newly formed, units with a Regular Army counterpart unit to assist with their problems. Other imaginative means to correlate training and resources will be required. The aviation unit commanders in CONUS should give this important question their time and brainpower. As in recent years, 29 extra drill periods are being provided for the coming year.

In hardware terms the Guard will move in the next three years from less than 1% to approximately 70% of preferred aviation assets. In other words, first-line aircraft will replace most of the outdated equipment now utilized by the Guard and Reserve units. Six

## IMPROVING THE IMAGE

(Continued from Page 9)

OV-1s and about fifty UH-1s now are being signed over from Regular Army inventories. In the organizational buildup of new units in the Reserve Components, consideration will be given to the retention of unit designations of those aviation units with outstanding combat records.

In the active Army, the Flying Hour Program is of increasing concern to our major unit commanders. The problem stems mainly from differences in the way the budget is handled at various levels. The Department of the Army is responsible for the development, staffing, and defense of the Army Flying Hour Program from its formulation thru OSD to its final approval by the Congress.

Aircraft are addressed in a manner different from other vehicles such as trucks, tanks, or personnel carriers. The Flying Hour Program is developed and defended by the hour, by aircraft system, by specific major Army command, and by monthly inventory and past performance. Cost factors are applied to these flying hours by aircraft and major command. They are included in the total package which must be justified in detail.

Subsequent to approval, funds to support the program are included in the total obligation authority of major Army commands. Identification of the program may be found in DA Program and Budget Guidance, Vol. II, Annex V. Therefore, the Flying Hour Program should be readily identifiable within a major command and can be ascertained by subordinate commands by simple computation.

### Flying Hour Program

At subordinate levels the Flying Hour Program is lumped together with other funding such as that required for repair and utilities, operation of Post activities, and general running expenses. Complicating this picture are across-the-board cuts which are levied without reference to specific portions of the general budget. It is at this point that field commanders must make hard decisions based on their own priorities which may impinge on the Flying Hour Program.

Aviation officers of posts and major commands should work through their respective comptroller office to determine what funds are apportioned to the local Flying Hour Program. If these differ markedly from the program and budget guidance, this fact should be brought to the attention of the commander. Future programs are projected not only on statements of mission requirements but on past utilization. When flying hour funds are used for other programs, there will be proportionately less funds available to the commander for the future.

### Monthly gains and losses

Each month I would like to speak of our major accomplishments and of our setbacks so that aviators in the field can keep abreast of our activities. This past month we have seen some progress in the budget process on Capitol Hill. The Armed Services Committees of the two Houses resolved differences in their separate military authorization bills thru a Joint Conference Committee.

A principal concern was *Cheyenne* research and development funding, which had been deleted in the Senate version. The conferees agreed to restore the amount requested by DOD for FY 71, paving the way for possible decisions with respect to procurement sometime next year. Restraints which had been imposed on the TOW antitank missile for use on the *Cobra* also have been removed by the Conference Committee.

Lockheed Aircraft successfully demonstrated the *Cheyenne* helicopter to the Vice Chief of Staff, *General Palmer*, and other ranking Army officers at Yuma. During the flight demonstration, two target hits with TOW were achieved at a 2,000 meter range. Hughes Aircraft Company also demonstrated *PINE (Passive Infra-red Night Equipment)* at the same demonstration. Testing of new dynamic components in the *Cheyenne* rotor system is continuing. Latest flight tests have achieved true air speeds in excess of 200 knots.

### HLH underway

*Mr. Packard*, Deputy Secretary of Defense, approved the development of a *Heavy Lift Helicopter (HLH)* which will be a follow-on later in the decade for the Sikorsky CH-54.

The development, at least in its initial stages, will be a joint Army/Navy effort designed to field an aircraft with a 22.5 ton payload capacity.

## Another "First"

For the first time in its long history the Aviators' Post (Post 743) of the American Legion, presented its annual valor award to an Army Aviator. The New York based Post was formed after WWI and now largely is composed of Army Air Force and USAF graduates. In previous years, one award was presented to an Air Force member who demonstrated outstanding achievement in aerial flight.

I was pleased to represent *General Westmoreland* as *Major Patrick H. Brady* of the U.S. Army was presented a medal along with a U.S. Marine and an Air Force officer. *Major Brady* was awarded the Congressional Medal of Honor for action during medical evacuation flights in combat in Vietnam, and also is a former AAAA "Aviator of the Year" award winner.

## Ties to space program

For sometime the Army has been participating in National Aeronautics and Space Administration (NASA) activities with little publicity. *General Westmoreland* has decided that the Army should make a greater contribution to the U.S. space program.

*The Army is prepared to participate at three levels.* It proposes to increase and upgrade its membership in the *NASA staff organization.* A total of 132 positions throughout the Army have been identified which would benefit from the assignment of officers with space program experience.

The duty positions are divided as follows: Six colonels, 56 lieutenant colonels, 46 majors, and 24 captains. Accordingly, a number of colonels and majors will be offered to NASA

## ARMY AVIATORS TO ATTEND ARMY WAR COLLEGE

(All are Lieutenant Colonels, unless noted)

Arnet, Robert A.	Eyman, Robert F.
Bahnsen, John C., Jr.	Junot, Arthur J.
Baughman, Larry J.	Schnibben, John H.
Broady, William	Shamburek, R. H., COL
Burnett, Clark A.	Snyder, Quay C.
Cole, William W.	Spence, Thomas H.
Covington, Edward B.	Stone, Howard F.
Culton, William H.	Wilson, Franklin L.
Dasch, William E., Sr.	Woodmansee, John W.

to fill authorized vacancies. Army candidates must have a master's degree in science or engineering to be picked for NASA assignment. They can expect follow-on duties in AMC, CDC, R&D, Corps of Engineers, etc.

The second area of activity is the *Scientist Astronaut Program.* Only one of thirteen current scientist astronauts is from the military services. While chances are remote that further military scientists will be picked for the program, the Army plans to have two candidates ready for future selection. Army qualification includes a doctorate in science or engineering.

The *Pilot Astronaut Program* is the third area of potential Army activity. Two Army Aviators have been identified who can be prepared within the near future for selection. While NASA's age limit is 35, our candidates are no more than 32. *General Westmoreland* has requested waiver by NASA of the 1,000-hour jet flight time requirement based on the extensive helicopter experience of the candidates, which is highly appropriate to operations in the vicinity of the moon.

## Program suspension

The only significant setback of the month is the loss of the *Senior Officer Flight Qualification Program.* The House Appropriations Committee has reported a bill to the House of Representatives which directs that the program be killed. The Committee isolated the training costs of the program and deleted them.

DA announced suspension of the program effective 29 October. Personnel presently in training will complete the program; however, no new orders will be issued. The loss of the senior officer program means that the infusing of key officers into the aviation program will

## ARMY AVIATORS TO ATTEND NATIONAL WAR COLLEGE

(All are Lieutenant Colonels, unless noted)

Allan, James R.	Robertson, Victor M.
Bunyard, Jerry M.	Stevens, Story C. (P)
Chritton, William R.	Wooley, Wilson C.
Mullen, Jack L.	

## IMPROVING THE IMAGE

(Continued from Page 11)

depend on our bright, young aviators as they gain promotion to the higher levels of the Army.

### Loiter?

Correcting the terminology department: Army aircraft do not loiter — they prow!

### Chapter visits

During the last month, I have been delighted to make two visits to Quad-A (Army Aviation Ass'n) Chapter meetings. Both the Bluegrass Chapter at Ft. Knox and the Connecticut Chapter at Bridgeport appear enthusiastic and active.

Major General Richard L. Irby, who commands Fort Knox, and Lieutenant Colonel Wilfred A. Jackson, the Chapter President, reported that the turnout of 275 aviators at the 4 November luncheon was the largest in Chapter history. In Connecticut, approximately 160 members and their ladies turned out for a 12 November dinner meeting. This included a high percentage of industrial participants, according to Mr. John A. McKenna, Chapter President.



FORT KNOX, KY. — Major General Richard L. Irby, Commanding General of the U.S. Army Armor Center and Fort Knox (right), receives a gavel as a symbol of his designation as "Honorary President" of the Bluegrass (Ft. Knox) Chapter of the Army Aviation Association. Making the award presentation at the Chapter's November 4 professional luncheon was Lt. Colonel Wilfred A. Jackson, Chapter President.

## ARMY AVIATORS TO ATTEND THE INDUSTRIAL COLLEGE FOR THE ARMED FORCES

(All are Lieutenant Colonels, unless noted)

Descoteau, Rudolph	Sargent, Wayne B. (P)
Islin, John A.	Teague, Jerry L. (P)
Morris, John J.	Toner, Francis J.
Rathbone, William A.	

### Taking care of our own!

In the last issue I listed six general tasks to which we must address ourselves as a matter of priority. I intend to write later on each but find a noteworthy item within the sub-tasks which should be mentioned at once. It falls under the heading of taking care of our own people.

SP5 Dennis L. Jantz served with distinction as the crew chief of a gunship in Vietnam. He extended his tour to a total of two years and returned to the U.S. for discharge. A perceptive and earnest individual, I met him at the first reception of the AAAA Convention because he had been chosen as "Aviation Soldier of the Year." He was with his parents and indicated that he would like to find a job as an aircraft mechanic.

Colonel J. Elmore Swenson, one of our longest term aviators and a senior commander, took time out from the reception to offer assistance to Specialist Jantz. By the time the Honors Luncheon convened two days later, Colonel Swenson was able to announce that he had convinced Specialist Jantz that he should attend college and that plans were afoot to facilitate his entry.

The important point here is that a senior Army officer was concerned enough about a good product of the Army's system to set him on a better future course than he had selected for himself. The Army can only benefit from such consideration even though the individual had elected not to reenlist.

### Come see us!

In closing, my invitation to you to visit the Directorate when you are in Washington still stands. Members of this Directorate hope to see you on their trips to the field but you can contribute to our understanding of things "in the field" by coming by and giving us your opinions. Safe flying.

## THE FUTURE OF ARMY AVIATION IS BRIGHT!



General William C. Westmoreland, Chief of Staff, expresses the belief that the decade of the '70's will rival, if not surpass the decade of the '60's in terms of progress in Army airmobility.

**I** welcome this opportunity to participate in your tribute to the best of Army Aviation, the winners of this year's individual and unit awards.

As a former "Screaming Eagle" myself, I take a special pride in presenting the "Outstanding Aviation Unit Award" to the famous 101st Airborne Division.

Your choice is a fitting tribute to an organization which has been the very essence of mobility during its entire existence, dating back to the days of World War II.

Honoring the newest airmobile division in the Army — again, the 101st — is a testimonial to the great strides we have made and the rapid expansion we have experienced in the area of airmobility.

During the 1960's the dynamic growth of Army Aviation resulted in a fourfold increase in aviators and over a 100 percent increase in aircraft. While this expansion has resulted in part from our Vietnam commitment, a substantial Army Aviation structure is now, and

will continue to be in the future, a vital part of our Army team.

The remarkable increase in tactical mobility that the helicopter has provided to us is well known to all of you here today. We've seen a dramatic breakthrough in land combat — the addition of a third dimension to ground warfare that has resulted in a flexibility of firepower, maneuver, and support heretofore unknown.

### The era of airmobility

The past decade truly ushered in the era of airmobility. This concept was proved in Vietnam. A splendid record and the many successes of our Army Aviation units there, as well as at home and around the world, have confirmed the highest expectations of those visionaries who pioneered airmobility. A great many of those pioneers are here in this room today. They are well known to you, and I would put at the top of the list *General "Ham" Howze*.

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## THE FUTURE IS BRIGHT

(Continued from Page 13)

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As we focus on the Army of the '70's we plan to refine and to project the lessons learned in Vietnam to other areas of the world, and into new concepts and organizations. In so doing we must capitalize on the flexibility and the many possibilities that airmobility offers us. This will require imagination, innovation, and open, flexible minds.

### A balanced perspective

We must be willing to experiment, to take fresh approaches, and to discard old practices and techniques when they no longer serve a useful purpose. At the same time, we must maintain a balanced perspective insuring that we are not unduly influenced by our Vietnam experience.

Ladies and gentlemen, the future of Army Aviation, in my opinion, is bright indeed. I am convinced that the decade of the '70's will rival, if not surpass, the decade of the '60's in terms of progress in airmobility. Army Avia-

tion will figure heavily in our calculations as we seek an optimum mix of forces in the smaller, highly mobile, and versatile Army of the '70's.

The division which you honor today, with its record of successes as an airmobile fighting force, illustrates well the rewards we reap from a new approach that reflects advances in technology, techniques, and tactics, and the "Screaming Eagles" can take great pride in that record, and in their successful transition to an airmobile structure with no interruption in combat operations. Their performance was truly a rendezvous with destiny.

In presenting the "Outstanding Aviation Unit Award" to the 101st Airborne Division (Airmobile) we once again confirm that dedicated, skilled people are responsible for the success of a unit. Your award is a fitting tribute to the officers and the men of the 101st during a critical period in its history and to the inspired leadership of the co-recipients who will accept the award on behalf of those officers and men of the 101st Airborne Division . . ."

---

■ *Remarks of Lieutenant General Melvin Zais, former Division Commander:* "The 101st Airborne Division (Airmobile) has again made its (rendezvous with destiny). The Division was designated airmobile on 1 July 1968, in the midst of heavy combat, under trying and adverse conditions.

The "Screaming Eagles" have historically demonstrated their ability to overcome odds in the face of great challenges. There is, in fact, a mystique, a rare charisma, which has traditionally enveloped this unit. Leaders come and go, but the unit carries on — sending forth each leader a better man than it found him.

My thanks, thus, are directed to the thousands and thousands of "Screaming Eagles" whose contribution made this recognition possible."

■ *Remarks of Command Sergeant Major Robert A. Young:* "It is indeed an honor for me to be invited to participate in the awarding of the "Outstanding Aviation Unit Award" for 1969-1970. I am doubly proud that the AAAA has selected my favorite Division, the

# 101st Airborne Division Selected as 1969-1970's "Outstanding Unit"

**T**HE 101st Airborne Division (Airmobile) was selected as the "Outstanding Army Aviation Unit Award" for 1969-1970 during ceremonies held at the Twelfth Annual Honors Luncheon of the Army Aviation Association of America.

General William C. Westmoreland, Army Chief of Staff, presented the handsome silver trophy to Lieutenant Generals Melvin Zais and John M. Wright, Jr., and Command Sergeants Major William T. Mixon and Robert A. Young, who jointly accepted the award for the 101st.



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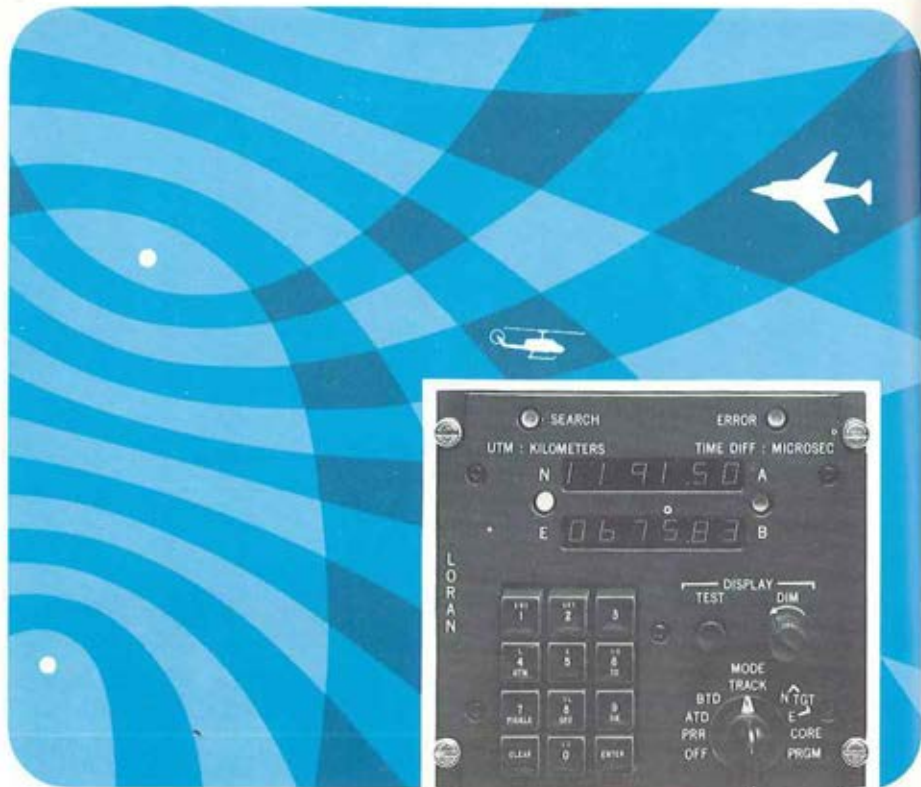
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101st Airborne Division (Airmobile), to receive this coveted award.

So, on behalf of all the "Screaming Eagle" troopers, particularly the little guy with the sweaty brow and the greasy hands, who, through his long and ardent hours of labor kept the "birds" in the air, and the Division truly airmobile.

I thank you one and all for recognizing the 101st Airborne Division as the "Outstanding Aviation Unit" for 1969-1970. Airborne — All the Way!"

■ *Remarks of Lieutenant General John M. Wright, Jr., former Division Commander:* "I appreciate deeply this opportunity to represent the 46,000 "Screaming Eagles" who served in the 101st Airborne Division (Airmobile) while I commanded the division. I hope my words would be their words.

Following its conversion to an airmobile division, the 101st set as its objective to lead the way in the employment of Army Aviation. Aviation operations, aviation safety, and operationally ready rates became the concern of every man in the division.

The invincible spirit of the paratrooper continues to be the unique characteristic of the 101st, and now airmobility has added new dimensions to the speed and violence with which today's troopers apply combat power on the battlefield. The troopers of the 101st are proud of the honor they have been accorded by the Army Aviation Association of America and they pledge continued efforts to lead the way for Army Aviation. *Airborne — All the way!"*

■ *Remarks of Command Sergeant Major William T. Mixon:* "It is indeed a pleasure to stand before you today and to jointly accept this award. I do so in the sense that I am accepting for the members of the Infantry team who are fighting on the ground today.

I know very well that if it were not for

#### CO-RECIPIENTS

General William C. Westmoreland, center, presents the "Outstanding Aviation Unit" trophy to, left to right, Lieutenant General Melvin Zais, Command Sergeant Major Robert A. Young, Command Sergeant Major William T. Mixon, and Lieutenant General John M. Wright, Jr., representing the officers and men of the 101st Airborne Division (Airmobile).

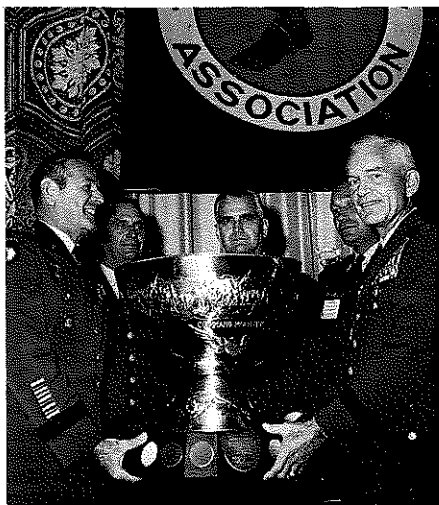
#### CITATION

The 101st Airborne Division (Airmobile) is presented the "Outstanding Aviation Unit Award" of the year.

This gallant fighting Division made the complex transition from an airborne division to an airmobile division while participating in and supporting varied combat missions. The evolution of the 101st Airborne Division (Airmobile) occurred during 1 April 1969 to 31 March 1970 in Northern I Corps Tactical Zone in the Republic of Vietnam at a time when the division was heavily engaged in combat with a determined and evasive enemy. Concurrently with the transition to airmobility and continued combat operations, the division pursued a vigorous program of Vietnamization. Combined operations with ARVN forces were included to maximize the effectiveness of all available combat power and to increase the mobility of available forces utilizing the aviation resources of the division.

The diverse missions, the transition to an airmobile unit under combat conditions, and the support of Vietnamization have been accomplished in a singularly outstanding manner. The keystone was the totally reliant employment of Army Aviation guided by imagination, determination, courage, dedication, and professionalism of the stalwart soldiers of the 101st Airborne Division (Airmobile).

those people and the blood that they shed it would not be possible for this great Division to accept this award. Thank you."



# SMASH is night eyes for chopper gunners



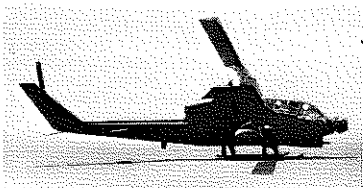
A prowling hunter/killer chopper that sees in the dark to destroy the enemy — SMASH\* combines a forward looking infrared sensor with an MTI radar to become the Army's integrated multi-sensor gunship. Bell Aerospace is SMASH systems integrator under the direction of the U. S. Army's Weapons Command.

\* Southeast Asia Multi-sensor Armament System for the Huey Cobra.

- System Integration
- Aircraft Modification
- Structural Analysis
- Fire Control Systems
- Sensor Integration

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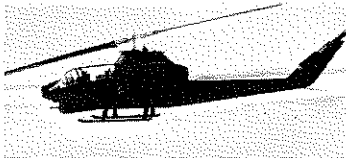


# S.O.S. is stabilized optical sight.

The SOS (Stabilized Optical Sight) is the vital visual sensor of the integrated Multi-Weapons Fire Control System for the UH-1B and AH-1G helicopters. It was developed by Bell Aerospace for the U. S. Army's Frankford Arsenal. SOS is adaptable to missile fire control.



- Stabilized Sights
- Missile Control



## BELL AEROSPACE

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# 1105th Aviation Company Chosen "Outstanding Unit" in ARNG-USAR

**T**HE 1105th Aviation Company (Assault Helicopter) of the Iowa Army National Guard was named winner of the "Outstanding Reserve Component Aviation Unit Award" for 1969-1970 during ceremonies held at the Twelfth Annual Honors Luncheon of the Army Aviation Association of America at the Shoreham Hotel in Washington, D.C.

General William C. Westmoreland, Army Chief of Staff, presented the new AAAA award to Major Robert C. Cummings, who commanded the ARNG unit during the awards period, and to 1st Sergeant Arnold J. Newsum, senior NCO of the winning award to Major Robert C. Cummings, CO, and 1st Sergeant Arnold J. Newsum, senior NCO of the winning unit.

■ *Remarks of General William C. Westmoreland:* "I also take great pleasure in presenting the first 'Outstanding Reserve Component Aviation Unit Award.' The officers and men of the 1105th Aviation Company can indeed take pride in this achievement.

The establishment of this annual award is especially appropriate at this time, in my opinion, for our reserve forces have never been more important in the total scheme of national defense.

As you know, the strength of the Army is a function of the combined capabilities of both Active and Reserve Components — our "One Army" concept. Our reserve forces provide the immediate backup to our active forces in emergencies. Thus, National Guard and Reserve preparedness is of foremost concern

Sponsored by the AAAA, the "Outstanding Reserve Component Aviation Unit Award" was first proposed by LTG William R. Peers, Chief of Reserve Components, Department of the Army.

as we plan for a balanced active and reserve structure that will best support our national strategy.

I foresee these units being evaluated against the same readiness criteria as active units of the Army. This means, of course, that our Reserve Components must have first class materiel, facilities, and training programs. We are actively pursuing this goal within the framework of a recently initiated ten point improvement program.

For example, in 1971, we will have quadrupled equipment issues over a two-year period. Of special interest to this audience, we have completed the transfer of six OV-1's and are transferring 50 Huey helicopters to the National Guard and the Reserve . . . and this is only the first increment of a major effort to increase both the quantity and the quality of our Reserve Component aircraft inventory.

## Inventory to double

Indeed, in the next three years, we will more than double that inventory and will increase its modern assets from under 10 per cent to over 70 per cent of authorized allowances. This reflects the substantial Reserve Component aviation structure that we envision as our active forces decrease in size.

Today, we honor the many achievements of the 1105th Aviation Company. This unit has shown that we can count on our National Guard and Reserve units to assume a greater and more vital role in our total national defense effort. And in the 1105th Aviation Company, "One Army" is more than a concept . . . it is indeed a reality.

I'm sure that all of you join me in congratulating the officers and men of this unit for the outstanding accomplishment reflected by this award . . ."

■ *Remarks of Major Robert C. Cummings, Commanding Officer:* "On behalf of the officers and the men of the 1105th Aviation Company, I wish to thank the Army Association for this award.

The spirit of teamwork and individual effort displayed by every man in the unit has made this award possible today.

As a National Guard unit operating CH-37

Mojave aircraft, we have been able — through this dedication and team effort — to complete and exceed any mission given to us.

We hope that these accomplishments and the accomplishments of the other National Guard and Reserve units are recognized and supported with TO&E aircraft. These units are filled with many excellent, well-trained people who, if given the opportunity with modern equipment, can perform the mission of supporting the active Army.

Some concern has been expressed about these people being able to operate today's sophisticated aircraft. Gentlemen, all we ask for is the chance to do it!"

■ *Remarks of First Sergeant Arnold J. Newsum, senior NCO:* "On behalf of the enlisted personnel of the 1105th Aviation Company, I would like to express our appreciation to the AAAA for this award.

I would like to stress the professionalism of the enlisted personnel within the National Guard structure. The record indicates that the motivation of Guardsmen training in the active Army environment is exceptional. This motivation and training is then returned to the unit where it can be utilized for the following 5½ years. I feel that the efforts and dedication of these men are being rewarded here today.

Gentlemen, I would like to extend to each one of you an invitation to visit any National Guard Army Aviation unit or facility at any time. I assure you that you will be pleasantly impressed."



MAJ Robert C. Cummings addresses AAAA audience.



1SG Arnold J. Newsum at Honors Luncheon lectern.

#### CITATION

The 1105th Aviation Company (Assault Helicopter) of the Iowa Army National Guard distinguished itself in all phases of its activities during the period 1 April 1969 through 31 March 1970.

The mission of the 1105th Aviation Company is to transition, standardize, and maintain the proficiency of flight crews; maintain a high availability of aircraft; and develop a unit with a high readiness posture. In addition to accomplishing this mission in an outstanding manner the unit supported ground elements of the Iowa-ARNG doing levee repair and flood control work during the 1969 Mississippi River floods, provided aviation support for local civil defense authorities, and supported Corps of Engineer projects along the Mississippi River.

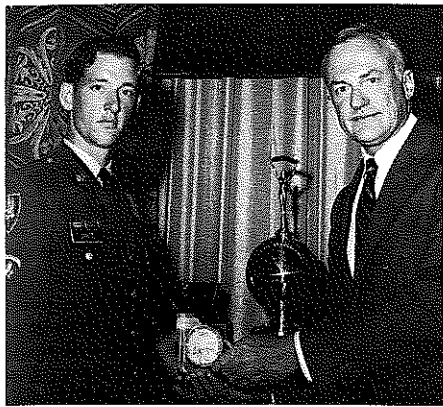
During Annual Field Training the 1105th supported airmobile training operations for four Battalions of the 47th Division, airlifting 1,200 troops, and rescuing a downed aviator and evacuating his helicopter. The pinnacle of the year's activities was the participation in Operation WESTACS, a 35-day Air National Guard exercise at Wendover, Utah some 1,500 miles from its home station.

The 1105th, which has eight CH-37B helicopters assigned, completed their year without an aircraft accident. Average annual flying time for all assigned unit aviators was 200 hours. These remarkable accomplishments attest to the dedication, esprit d'corps, and high level of professionalism of this group of citizen soldiers.

For its superlative performance the 1105th Aviation Company, Iowa-ARNG has been named the "Outstanding Reserve Component Aviation Unit" for 1969-1970.



Some 16 members of the 1105th Aviation Company, Iowa-ARNG, are shown in post-Luncheon photograph.



SP5 Dennis L. Jantz receives the "Aviation Soldier of the Year" award trophy from Secretary Resor.

# Vietnam Specialist Fifth Grade Wins "Aviation Soldier of Year" Award

**S**PECIALIST Fifth Grade Dennis L. Jantz was named "Army Aviation Soldier of the Year" for 1969-1970 during award ceremonies held at the Twelfth Annual Meeting of the Army Aviation Association of America (AAAA) at the Shoreham Hotel in Washington, D.C.

The Honorable Stanley R. Resor, Secretary of the Army, made the award citing SP5 Jantz's achievements as an aviation crewman assigned to the 240th Aviation Company (Assault Helicopter), USARV.

## CITATION

Specialist Fifth Grade Dennis L. Jantz has served as an aviation crewman with the 240th Aviation Company (Assault Helicopter) for over 16 months. During this assignment, he has devoted himself completely to the mission at hand, executing his responsibilities as a crew chief tirelessly and efficiently. His assistance to less knowledgeable and inexperienced crewmen was of immeasurable value to the entire unit's maintenance effort. Specialist Jantz was acutely aware, at all times, of his aircraft's condition and he never ceased to check and recheck all components to assure aircraft readiness at all times.

As a mainstay in both slick and gun platoons he set high standards for others to emulate, flying over 1,200 combat hours on 1,000 combat missions. On five separate occasions he has been cited for heroic action while participating in aerial combat.

Specialist Jantz's versatility and decisive actions have on numerous occasions elicited praise from his superiors, peers, and subordinates alike. As a result of his displayed courage he has been awarded two Distinguished Flying Crosses, two Air Medals with "V" device, and an Army Commendation Medal with "V" device. In addition, he has been awarded two Army Commendation Medals for meritorious service.

Specialist Jantz has demonstrated his adeptness in combat tactics and gunnery techniques. His fearless devotion to duty despite the adversities of combat conditions is a true mark of his worth and marks him as a person highly deserving of special recognition. For these reasons, Specialist Five Dennis L. Jantz is designated the "Aviation Soldier of the Year."

■ *Remarks of the Honorable Stanley R. Resor:* "Ladies and gentlemen, it is a real pleasure to return again to this luncheon. Earlier this week, in talking to the AUSA, I had occasion to comment on the difficult transition period through which the Army is going, and the fact that I am fully confident that we will come out of it a newer, tougher high quality although smaller Army, one that will continue to meet the difficult assignments that our country has always given to it.

I would like to say to this audience that I am equally confident that Army Aviation will continue to play a significant and a dramatic role in the new Army to which we are transitioning.

## The appeal of aviation

One of the most severe challenges we face today in the Army is to appeal to young men in the United States at a time when they are rethinking many of the standards and beliefs that we accepted on faith, and when that rethinking involves a tendency to presume that one who is associated with the establishment itself is wrong.

I think in facing this challenge which this

new Army must face — and will in the end face successfully — Army Aviation is fortunately situated, because I think it is crystal clear that Army Aviation has an unusual appeal to young men. I think a good example is the soldier to whom we are making the award now. He served in the Army 31 months and spent 22 of those months in Vietnam. He extended twice, and I've had occasion during the luncheon to talk just briefly with him about his experiences.

The enthusiasm and the pride with which he speaks of his service in Army Aviation is contagious and compelling. I wish he were staying in the Army, but he has gotten out to enter college, and I am sure that he will make the kind of alumnus which we in the Army want to have and which will mean so much to us over the years ahead . . .”

■ *Remarks of SP5 Dennis L. Jantz:* “Today is a great day in my life for it is a great privilege to be here. The award I accept today will always carry with it memories of the long hours, the hardships, and the people with whom I worked. It makes me feel that all of the efforts I put in during my military service were really worthwhile.

I know that I am not the only one who worked this hard. There are many men working just as hard over there because they want to come home, too. I'd like to thank Secretary Resor for presenting this award to me, and the Army Aviation Association who selected me as “*Aviation Soldier of the Year.*” Thank you very, very much.”



SP5 Jantz  
with  
Senator  
McClellan

Specialist  
Jantz  
and proud  
parents



## Army Research Lab C.O. Wins “McClellan Aviation Safety Award”

**C**OLONEL Robert W. Bailey, Commanding Officer of the U.S. Army Aeromedical Research Laboratory at Fort Rucker, Alabama was named recipient of the “*James H. McClellan Aviation Safety Award*” for 1969-1970 during ceremonies held at the Twelfth Annual Meeting of the Army Aviation Association of America (AAAA).

The national award was presented to Colonel Bailey by the Honorable John L. McClellan (D-Ark.) and Howard E. Haugerud, a classmate of James H. McClellan at Army Aviation primary training and President of the foundation established in memory of the latter.

■ *Remarks of Howard E. Haugerud, President of the James H. McClellan Foundation:* “For those of you who know me well, I know you'll find it very difficult to believe that I honestly tried to get out of this role today. I wanted to be down there on the floor with you . . .

My task today is largely non-essential in that I am introducing a Senator who is renowned and known to all of you . . . but then you must realize that after having spent seven years in the Department of State, I am highly trained in this function . . .

But seriously, Senator McClellan, I am delighted that you could join us today on an occasion that means a great deal to me personally. It's not often that a person can honor a friend and see some good done in his name.

I think this award has grown in stature and in prestige over the years, and I am truly thankful to all of you who support this award. Senator McClellan is going to call upon the recipient today, and as I said in the beginning,



# What is the Blackhawk™?

The low-cost advanced helicopter gunship weapons system.

It has all the qualifications for that mission and many others. Speed, for instance: already 222 mph in level flight, after only 13 hours of flight test. Agility: it can out-maneuver aircraft half its size while carrying weapons fully equal to Army mission requirements.

It has design innovations. An airplane-type vertical fin and movable horizontal stabilizer. Wing-mounted speed brakes for added control and agility. Swept-back rotor tips for smoother, faster, quieter flight. And more.

Yet with all that, the Blackhawk costs significantly less than competitive systems. Why? Simplicity of design. And that means easier, cheaper maintenance.

Another advantage: proven technology. The Blackhawk has a fully qualified power train and rotor system, taken directly from the versatile S-61 series. With 1½ million flight hours, S-61s have been used by military and civilian operators, astronauts and presidents.





# Why is the Blackhawk?

We built it, with company funds, to prove a few points. One, that an aircraft combining proven technology and components with imaginative innovations could perform the mission at a cost fully in line with today's tight military budgets. Two, that even an advanced system such as this could be built on a "fly before you buy" policy.

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A<sup>®</sup>



Colonel Bailey accepts award from Senator McClellan (left) as Howard Haugerud, Foundation head, looks on.

#### CITATION

For his outstanding contribution to Army Aviation flight safety while serving as Commanding Officer of the U.S. Army Aeromedical Research Laboratory, Colonel Robert W. Bailey has been selected to receive the "James H. McClellan Aviation Safety Award" for 1969-1970.

He has devoted many years of his military career to research, and most recently in the field of Army Aviation. Within the past year the results of his accomplishments are manifest. Colonel Bailey's most noteworthy achievement to date has been in his leadership of the joint Army-Navy-Industry effort in the development of the Sound Protective Helmet, SPH-4, a requirement which has existed since the inception of aviation. Through his efforts, the U.S. Army aircrewman has available today the best helmet that the state-of-the-art has been able to produce.

Colonel Bailey has been the driving force behind a myriad of safety-oriented accomplishments. Among these are: improving the conspicuity characteristics of US Army training aircraft by designing various high visibility painting schemes and encouraging the acceptance of a high intensity xenon flash tube for anti-collision lighting systems; and improving visibility in Army aircraft by studying techniques to reduce interior glare.

He has been appointed to the Armed Forces National Research Council, Committee of Vision, which is charged with the responsibility to develop new methods and/or devices which would prevent mid-air collisions. He has established a Bioengineering and Evaluation Division within the U.S. Army Aeromedical Research Laboratory to provide a medical laboratory to research and develop life support equipment and escape systems for Army Aviation.

The results of research by Colonel Bailey have defined more precisely the requirements for the development of improved protective clothing for aircrewmembers, and has stimulated further research into aircraft fire prevention in both military and civilian aircraft.

## McCLELLAN AWARD

(Continued from Page 23)

it is really quite non-essential to introduce him. You know the great work that he has done for this country — he serves on three major committees, the Government Operations Committee, the Judiciary Committee, and the Appropriations Committee . . . Senator McClellan . . .

■ *Remarks of the Honorable John L. McClellan:* Thank you, Howard . . . I am very proud to be here. This is the fourth time I've had the honor of presenting this award which you so graciously have named for my departed son. I regret that I couldn't be here on other occasions of your meeting, and I had to completely rearrange my schedule in order to be here today.

I get a thrill out of being in the presence of people who have dedicated their lives to the defense of our country. I'm going to take a shortcut to your friendship and be brief . . .

But I cannot help but reflect upon conditions that prevail in our country today, our system being assaulted and attempts to destroy it being made from within while many men, like you, fight on foreign soil for what we believe is the defense of liberty.

### A strong supporter

I am not one of those who propose to downgrade the people who defend our country, or to contribute anything to the erosion of the posture of national defense. This is no time for that . . .

I asked Secretary Resor a few moments ago how he felt he was getting along with appropriations for the Army. He said, "*We are getting along very well.*" I am glad to know that because I don't recall — and I hope I haven't — anytime since I have been a member of the Congress of the United States — some 32 years — I don't recall ever having voted to materially reduce any appropriation that our military leaders and our Commander-in-Chief said we actually needed for the defense of our country.

Now you quite often hear today, "*It's time to reevaluate our priorities*" — to reassess them and to reorient them. I am perfectly

willing to do this so long as we agree that the priority of national defense and the safety of our country are going to remain number one!

**“Outstanding work . . .”**

I congratulate and commend *Colonel Robert Bailey* for having achieved the recognition that this award conveys. I shall not take the time to enumerate the accomplishments that have earned him this recognition, but he has done outstanding work in his particular field of research, and I can say to you that I truly believe that with men who manifest the patriotism and the skills and the dedication as have been demonstrated by Colonel Bailey . . . as long as we have men like him . . . as leaders or participating in the important activities of the military services of this country, and as long as your Congress will support them and give them the funding they need to acquire the tools and to develop the instrumentalities that are essential to the defense of our Nation, and we have the American people supporting them, America will remain safe.

There isn't any ingenuity anywhere else in the world or any dedication anywhere that is greater than that of the American people when it comes to the defense of our country. We have some (without dedication) but every country has them, but I truly believe that when America is really challenged and the chips are down, we'll stand firm in battle until victory! Thank you . . .”

■ *Remarks of Colonel Robert W. Bailey:* “It is a great personal thrill and honor to receive this award. However, I could not accept it without giving credit to the assistance and effort of a great many people in the Army Aero-medical Research Laboratory and the Army Aviation Center Team, with whom our Laboratory is privileged to be a participating member.

It is gratifying to receive this national honor that recognizes the effort of aviation medicine research to support those that fly “Above the Best.” My thanks to those members of the Army Aviation Ass'n. who selected me and to the hard working staff at home that has enabled me to shine by their reflected light. Thank you very much.”



Hon. John L. McClellan



Howard E. Haugerud



Head table grouping: COL Bailey, Mr. Haugerud, LTG C. G. Dodge, Ret.; LTG Joseph M. Heiser, Jr.



'69-'70 McClellan Award winner COL Robert W. Bailey poses with his wife following the luncheon.



LTG Melvin Zais



LTG John M. Wright, Jr.



“AA of the Year” 2LT John I. O'Sullivan receives trophy from GEN Bruce Palmer, Jr. (See p. 28).

# Gunship Pilot Selected as "Army Aviator of the Year"

**S** ECOND Lieutenant John I. O'Sullivan, Brooklyn, New York, was named "Army Aviator of the Year" for 1969-1970 during ceremonies held at the Twelfth Annual Meeting of the Army Aviation Association (AAAA) in Washington, D.C.

General Bruce Palmer, Jr., Army Vice Chief of Staff, presented the coveted silver medallion award to O'Sullivan in award ceremonies at the Shoreham Hotel.

■ *Remarks of General Bruce Palmer, Jr.:* "Ladies and gentlemen, I am doing this a little differently this time because the recipient of the 1969-1970 "Army Aviator of the Year Award" standing right beside me and in front of you is none other than Lieutenant John Ignatius O'Sullivan, County of Kerry, Ireland!

This young man is so modest that I figured the only way we could learn something about him was to have me talk about him, and I have his permission . . .

He came to this country at the age of 16. Shortly thereafter, he found himself in the United States Army, and he went to Vietnam, and joined his truly beloved unit, the 174th Aviation Company, Americal Division. In this unit the "slicks" are called the *Dolphins* and the gunships are called the *Sharks*, and one of the real *Sharks* was none other than John Ignatius O'Sullivan.

I asked John, "Do you have a nickname?" He sort of blushed and said, "Yes, it's *Iggy*." Now, in case you are not Irish, Ignatius, of course, is one of the patron Saints of Ireland.

This man served two straight years in Vietnam; he extended twice to stay with his beloved gunships. He was wounded five times—he has five Purple Hearts. He is soon to receive the Distinguished Service Cross, the second highest award this country gives for

heroism, second only to the Medal of Honor.

The fight in which he earned that DSC went on for eight hours, and he told me a little about it. For example, the first time he was shot down, he actually had to make an emergency landing to get rid of his rockets which were burning. The automatic jettison mechanism wouldn't work and he had to take them off manually, and all of this under fire.

He made numerous trips back with his second gunship and while that was also shot up pretty badly, he managed to make it back to his base.

I think you know that men, not machines, are the final arbiters of combat. This young man typifies the Army Aviator that we find throughout the United States Army."

■ *Remarks of Second Lieutenant John I. O'Sullivan:* Secretary Resor, distinguished guests, ladies and gentlemen. I am very proud to have been given the recognition to receive this award. I personally feel that without the team efforts of my colleagues — the officers, warrant officers, and enlisted men of the 174th Assault Helicopter Company of the Americal Division — this could not have been achieved. On their behalf, I thank you."

## CITATION

The "Army Aviator of the Year Award" is presented to Second Lieutenant John I. O'Sullivan, Infantry, for his outstanding performance of duty.

A truly professional soldier, Lieutenant O'Sullivan has served honorably and courageously through the enlisted and warrant officer ranks to a battlefield commission. He has demonstrated great bravery and heroic distinction in the Republic of Vietnam on numerous occasions while serving as Fire Team Leader of an Armed Helicopter Gunship Team of the 174th Aviation Company, Americal Division.

One of the most highly decorated aviators, he holds the Silver Star, the Distinguished Flying Cross with three Oak Leaf Clusters, 19 Air Medals, the Bronze Star, and the Purple Heart with three Oak Leaf Clusters. He has been nominated for the Distinguished Service Cross, a second Silver Star, and his fifth Purple Heart.

Lieutenant O'Sullivan's courageous service in the Republic of Vietnam with two tour extensions proves his intense devotion to duty and great desire for excellence, and marks him an outstanding officer and Army Aviator.

■ *Remarks of Colonel Richard L. Long, USA, Ret., President, AAAA:* "Gentlemen, will the meeting come to order? . . . This is the General Membership Meeting of the Twelfth Annual Meeting of the Army Aviation Ass'n of America, I welcome you one and all . . .

The AAAA is governed by a 50-member National Executive Board of which 29 are member-elected, 14 are Board-appointed, and seven are Past Presidents. A majority of the members of the National Executive Board are here today, and I'd like to introduce them to you now . . . (See NEB photo chart).

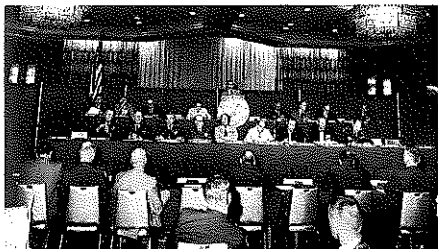
### Three '70 meetings

It's been my pleasure to work with this large group during the past year. Primarily because of austerity, the Board met as a body three times during the past year, rather than four times as in all previous years.

The Board first met on 5-7 February in Corpus Christi, Tex., at the invitation of *COL Luther G. Jones, Jr.*, ARADMAC commander, and *LTC William Hampton*, Richard H. Bitter Chapter President, and combined business sessions on three separate days with a fine tour of ARADMAC itself, participation in the dedication of a Chapter-sponsored civic memorial, and for several adventurers, a quick look at Mexico after the meetings concluded. The memorial was destroyed in the recent hurricane that hit Corpus Christi, but as I understand it, the Chapter is hard at work to restore the memorial completely.

The Minutes reflect that 26 of the Board's 44 members at the time attended the Corpus Christi business meetings.

During 4-7 June of this year, the Board



Flanked by two tiers of National Executive Board members, President "Dick" Long presents the '69-'70 AAAA Annual Report at the October 14 General Membership Meeting.

# AAAA President's Annual Report

responded to the invitation of National Member-at-Large *MG George S. Beatty, Jr.*, to visit the Hunter-Stewart complex. Some 30 Board members participated in that meeting's two business sessions, with a majority taking part in the aerial and ground tours of the Hunter-Stewart facilities arranged by *COL Ted A. Crozier*, Chapter President.

All benefitted from the excellent briefings given during the visit! It is rare indeed that the Board is privileged to visit a Chapter at the time of Army Aviation's anniversary date, and this was such an occasion. The Flight Training Center's "Birthday Ball" was most memorable for the Board members and the eleven wives who accompanied them.

The third and final National Executive Board business meeting of the current year was held yesterday afternoon, and again Board interest and attendance was high.

Those of you who have attended National Board meetings as members or observers know that the typical business agenda is long and



National Board Chapter Members-at-Large Kessinger, Reynolds, Rawlings (representing H. S. Pack), and Goodwin during the open membership meeting.

# AAAA ANNUAL REPORT

(Continued from Page 29)

full. It is not unusual for six, eight, or ten members to comment on a particular proposal. We give each member a chance to express his opinion on a particular item of business, and still manage to get our business done. The six solid pages of Minutes of the 4-6 June meeting speak for themselves . . .

## Membership

Where do we stand in overall membership as compared to 1968-1969?

I'm sorry to report that total AAAA membership dropped approximately five percent last year. On 1 October 1969 we had 13,044 members. On 1 October 1970 we had 12,415 members, representing a loss of 629 members for the year. All but 100 lapsed their membership in the October-December, 1969 period; since January of this year the net monthly loss has averaged less than ten a month.

In Industry (Corporate) memberships — those which involve 12 or more individuals from one firm, the Association experienced a net loss of one in the previous October, 1969-October, 1970 reporting period.

We have 47 current Industry (Corporate) Member firms. Aircraft Radio Corporation, Planning Research Corporation, and Piasecki Aircraft Corporation lapsed their memberships during the past year. Emerson Electric and the Chandler Evans Control Systems Division joined us as new Corporate Members.

I would now like Col C. H. "Lance" Ellis, our Secretary-Treasurer, to present the finan-

cial report for the Association's Fiscal Year ending 31 March 1970."

## Fiscal Report

■ *Report of Colonel C. H. Ellis, Jr.:* The Fiscal Committee reviewed and accepted the report of audit prepared and submitted by the Ass'n accountants covering the fiscal period ending 31 March 1970. (This report of audit indicated that AAAA total receipts for FY 70 were \$102,617, as compared to \$86,988 in FY69. Disbursements for FY70 totaled \$104,161, as compared to \$90,861 for FY 69.

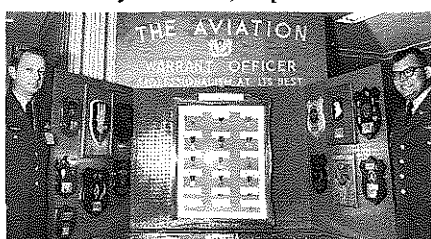
The Ass'n operated for the full year, met all of its obligations, and lost \$1,543 in FY70, approximately 1 percent on total receipts.

The General Fund was reduced by this amount, and totaled \$9,387 on 31 March 1970. All but \$600 of this sum is represented by the \$4,488 inventory in lapel pins, banners, medallions, and decals, and \$4,248 in office equipment, after depreciation.

During the year our Fiscal Committee met on two occasions, once at MacDill AFB in March and later in September at the National Office in Westport, Conn. A comprehensive review of all fiscal areas was undertaken at the two-day meeting in Westport.

The Fiscal Committee reviewed the recommendations made by the four-member Ad Hoc Executive Committee which met at Westport on 30 June. The latter committee was appointed by President Long on 6 June at the Savannah Board meeting, and charged with the mission of proposing immediate administrative-fiscal actions to alleviate specific '70-'71 short-range fiscal problems.

Our committee concurred in an Ad Hoc



An OPO display — "The Aviation Warrant Officer, Professionalism at its Best" — is flanked by two beaming — you guessed it! — OPO warrant officers.



AAAA's First Lady, Mrs. Richard L. Long, seated fourth from the left, hosted a table of "Happy Faces" at the Thursday, October 15, AAAA Ladies Brunch.

Executive Committee action eliminating AAAA administrative and financial support of the annual International Science Fair, but continuing the program of Chapter support of local, state, and regional Science Fairs at the option of and by direct coordination with the Chapters themselves.

The Fiscal Committee endorsed the Ad Hoc Executive Committee action ending the practice of automatically providing a gratis AAAA car decal on each member's annual renewal, and recommended that the National Office provide such decals and other AAAA items to requesting members at a cost that will return a modest profit to the Ass'n.

Our Fiscal Committee endorsed the Ad Hoc Executive Committee proposal calling for the reduction of AAAA fiscal support of the AAAA Scholarship Foundation, Inc. and having the Foundation meet its correspondence, stationery, and minor administrative costs from its interest income.

The Fiscal Committee, in asking the Chapters to bear a fair share of the austerity program now underway, recommended that the earned Chapter Refund — based upon one meeting per membership quarter — be reduced from \$0.25 per member per quarterly meeting to \$0.20 per member, rather than adopt a plan wherein the Chapters would defray certain promotional/publicity costs from their Chapter Refund.

In regard to the USAREUR Region Annual Meeting at Garmisch each March, the Ad Hoc Executive Committee and our Fiscal Committee were in agreement that the Regional Convention should be conducted on a self-sustaining basis by the establishing of

#### CONVENTION ATTENDANCE

Annual Meeting registrations totaled 677, up 17 from the '69 convention. Honors Luncheon attendance dropped from 905 to 867, primarily due to a 47-person reduction in the guest list. Attendance at the AAAA-Industry Member Co-Sponsored President's Reception totaled 763, down 92 from the previous year. Overall industry registrations were up 144; military registrations were down 127.

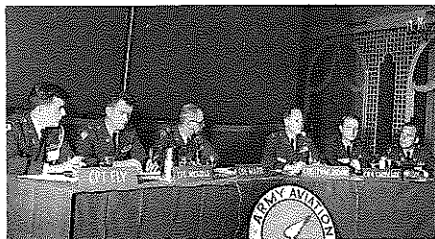
appropriate registration/function fees, and that national support of the convention should be provided similar to the way Chapter activities receive promotional mailings, etc. from the national organization.

#### Airmail magazines

The Committee endorsed the forwarding of expedited copies of the magazine to aviation units in Vietnam and Korea for the balance of the FY on the basis of two copies to each aviation company, and one copy to each aviation detachment, battalion, or group.

The Fiscal Committee concurred with the Ad Hoc Executive Committee in its proposal to limit per diem (\$12 a day) to those NEB members who request such reimbursements on an AAAA-provided form.

In reviewing the publisher's request that the advertising base provided by the Ass'n be computed on a full FY basis, rather than on a month-to-month basis, the Committee approved AAAA underwriting of up to 22 pages of advertisements of an 88-page advertising base during an 11-issue fiscal year. In a concurrent action, the Committee recommended the immediate establishment of an Advertising Committee having as its goal the



**OPO Career Panelists** — CPT Ely; LTC Nickolls; COLs Marr (Moderator) and Tumlinson; and CW4s Causseaux and Hamilton — listen attentively as COL Tumlinson covers a point during Oct. 15 session.



**Boning up on details** of a Fiscal Committee report prior to the general membership meeting are AAAA past presidents and National Members-at-Large.

## AAAA ANNUAL REPORT

(Continued from Page 31)

development of new ways in which to increase overall magazine advertising, and to define those areas and specific firms that constitute potential advertising leads.

Lastly, the Fiscal Committee will hold a joint meeting with members of the By-Laws & Legal Committee on 11 December to review a draft of a new contract with Army Aviation Publications, Inc., and to discuss and develop long-range and disaster plans bearing on the contractor's ability to provide continuous administrative, editorial, fiscal, and insurance services to the Ass'n.

At this point, I would like to ask if there are any suggestions or recommendations from the assembled Delegates regarding any of the foregoing? If there are none, we will assume that you are in support of the Fiscal Committee recommendations. (No comments from the floor) . . . That's all, Mr. President."

### FPPP Report

■ *Colonel Long, AAAA President:* "Thank you, Lance. At last year's Annual Meeting, a major change in the Association-endorsed Flight Pay Protection Plan was made, that of providing combat coverage under all conditions.

Colonel Jack Dibrell, National Member-at-Large, serves as Chairman of the AAAA's National Insurance Committee and has a report that he would like to make."

■ *Remarks of Colonel Jack Dibrell:* "During the past year, the Ass'n-endorsed *Flight Pay Protection Plan* lost some 350 Insureds. New Insureds averaged 50 per month; some 80



Eighteen "pairs of pickets" carry pro-Mini Skirt organizational signs during the AAAA-Industry member co-sponsored "President's Reception." The "gag" signs represented authentic Anti-Midi organizations.

per month lapsed through separation, discharge, retirement, etc. Monthly claim payments totaled \$4,956 for 32 claims with an additional 26 claim "alerts" being received. Two Insureds are currently recovering flight pay during groundings caused by combat injuries. The program is fast approaching the \$1 million mark in claims paid.

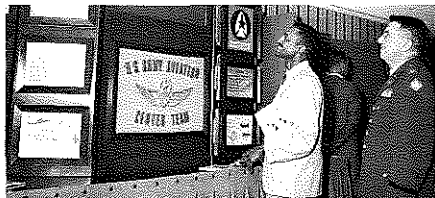
The members of the National Executive Board have reviewed a competitive life insurance plan proposed by the Seaboard Life Insurance Company, underwriters of the flight pay insurance, one recommended by the National Insurance Committee at the 4-6 June Board meeting, and have approved Association endorsement of the coverage. Details of the plan will be announced in either the November or December issue of the magazine."

### Foundation Report

■ *Colonel Long:* "One of the major Association undertakings is that of supporting the *AAAA Scholarship Foundation*, a separate non-profit corporation. It does this through direct mail and magazine solicitation for scholarship contributions, by encouraging our Chapters to participate directly in scholarship fund-raising activities, and by having the AAAA Awards Committee serve as the judging agency for the annual selection of scholarship recipients.

Bryce Wilson, the President of the Foundation and a Past President of this organization, will make a brief report in this area."

■ *Bryce Wilson, Foundation president:* "As at 1 October, the *AAAA Scholarship Foundation, Inc.* had \$10,818.85 on deposit, of which \$4,773.47 are committed to multi-year memorial scholarships. There are eight of the



New display from the U.S. Army Aviation Center brightened the general AAAA Registration Area and provided viewers with facts on the Center Team.



latter, the largest being the *William B. Bunker Memorial Scholarship* with \$2,517 already on deposit.

In 1970, the Foundation granted \$4,750 in scholarship assistance, to include six \$500 cash scholarships, five memorial scholarships totaling \$850, and nine \$100 Foundation Honorariums.

As you know, funds are obtained in two ways: through personal donations made at the time of a member's renewal, or through local area lottery or fund-raising conducted in conjunction with a Chapter "social" activity.

I'd like to report one slight administrative change: beginning with the '71 scholarships, an AAAA applicant must be the son or daughter of a deceased member or member with an effective date of membership on or before the month of March preceding the date of application."

■ *Colonel Long*: "Thank you, Bryce . . . Let's look at our Chapter activity structure for a moment . . . During the past year, the *Korean Chapter* and the *Rhine Valley Chapter* were deactivated.

On the plus side, three new Chapters were organized in the year just ended on 1 October. A *High Plains Chapter* was activated at Amarillo, Tex. . . . A *Greater Atlanta Chapter* began operations under BG Samuel Reid, its new President. Finally, a *Suncoast Chapter* embraced all members in the Greater St. Petersburg-Tampa-Central Florida Area.

## National elections

Under the AAAA's staggered election system, three or four of the ten national AAAA

elective offices are vacated each year, with the six or seven incumbents, plus the Past Presidents and the carryover Members-at-Large, providing year-to-year continuity to AAAA affairs.

This year, the terms of LTG Richard D. Meyer, Ret.; MG Delk M. Oden, Ret.; "Tony" Rodes, and Eric H. Petersen expire, and the members at this meeting are asked to elect four new members to replace them. The selection of candidates has always been the subject of careful consideration by our Nominations Committee, and I would ask Joe McDonald, the Chairman of that Committee to step forward and make his report.

I would add, as a matter of general information, that the Association's national Nominations Committee is composed of the Past Presidents of the Ass'n, of which there are seven; the incumbent President; and the Executive Vice President."

■ *Remarks of Joseph E. McDonald, Jr.*: Mr. President, the National Nominations Committee met at Savannah, Ga., on 5 June of this year, and considered all of the qualified candidates for national elective office who had been proposed by Board members, and the names of any candidates whose names had been submitted in the past by Regional or Chapter officers.

The names of the four nominees selected by the Committee, and a brief profile on each, appear in the convention issue of the magazine provided to you in Registration Kits yesterday.

I won't take the time to read the profile on each here, but would like to place into nomi-



Chapter Presidents and proxies gather for an early morning group photo following the conclusion of the 0830 "Chapter Delegates Breakfast" business meeting on the October 16 get-away day.



Providing pertinent answers on questions relating to Career Guidance, an OPO representative chats with AAAA members at one of several OPO booths.

# AAAA ANNUAL REPORT

(Continued from Page 33)

nation the names of the following four members as candidates for national elective office for the 1970-1973 term: MG Delk M. Oden, Ret.; BG Edwin L. Powell, Jr.; CW4 Robert L. Hamilton; and Wayne R. Smith. Thank you, Mr. President."

■ *Colonel Long*: "These four gentlemen are here with us today, and I would ask each to stand as I call his name . . . MG Delk M. Oden, Ret., who is now a member of the National Board, and is being nominated to succeed himself . . . BG Edwin L. Powell . . . CW4 "Bob" Hamilton, who serves on the Board now as a one-year appointee . . . Wayne Smith." (Applause).

■ *Floor actions*: "I move that the nominations be closed." — "I second the motion."

■ *Colonel Long*: "A motion has been made and seconded that the nominations be closed. All in favor, signify by saying, 'Aye.' The motion is carried. . . . Do I hear a motion that the slate of four nominees be elected as constituted? (Floor motion made) . . . Second? . . . ('Second' from floor) . . . All in favor, signify by saying, 'Aye.' . . . Opposed? . . . The 'Ayes' have it . . . Congratulations, gentlemen.

I'd like to point out that the four new Board members just elected will assume national office upon the conclusion of tomorrow's Honors Luncheon, and will attend the



Forty-seven members of the "Cub Club" gather on the West Veranda of Washington, D.C.'s Shoreham Hotel during the '70 AAAA Annual Meeting. Four of the seven new Clubbers are at the lower left.

Board meeting that follows immediately after the Honors Luncheon.

At some point prior to tonight's President's Reception, the incumbents on the Board will meet and, from among their own number, elect the Association members who will fill the various elective offices for the 1970-1971 term. The President-Elect will join the receiving line at tonight's reception, and a list of the new officers of your Association will be posted at or near the main entry to the reception.

## Industry welcome

Prior to departing for the *APBI*, and turning this gavel over to COL Ellis who, as senior ranking Board member, will continue with this membership meeting, I would like to give a special word of welcome to the many new representatives of industry who are attending their first Annual Meeting.

We've arranged what we think is the finest programming we've ever had, one with a special appeal to industry. This afternoon's *Advanced Planning Briefing for Industry* has been arranged with you in mind, as has the presentation of Mr. Leonard Alne on "*Foreign Sales*" scheduled for tomorrow morning.

We'd like you to consider Industry (Corporate) Membership in AAAA, and have placed in the hands of our National Board members an information kit on Industry (Corporate) Membership to assist you. These Board members may be identified here and at the *APBI* by the white ribbon hanging from their nametags. Our Vice President for Industry Affairs is "Tony" Rodes of G.E.



AAAA First Lady, Mrs. Richard L. Long, greets a "President's Reception" guest as incoming President, LTG Kinnard, and BG William J. Maddox, AA Director, await in receiving line.

who is known to many of you, and who stands ready to assist you in any way that he can.

Lastly, I'd like to thank the Board members themselves, the many hard-working committees — not the least of which is this year's Annual Meeting Committee which has put together a fine convention, and the many panelists, all of whom have expended great effort to make the AAAA the fine organization that it is . . . My hat is off to them! (Applause).

I'll now turn over the gavel to Colonel Ellis. I apologize for running out, but I am expected to open the *APBI* at the State Department downtown in about 25 minutes, and it may be a long cab ride."

## Open meeting

■ *Colonel C. H. Ellis, Jr., Secretary-Treasurer:* "Thank you, Dick . . . I would like to open this meeting to floor proposals, and would welcome such proposals now from the Delegates in attendance."

■ *Floor comment:* "In reviewing the elements of the *Advance Planning Briefing for Industry (APBI)* that appear in the vest pocket Annual Meeting Program, I find that I have a high interest in many of these areas, and know that my views are shared by many of the military members (and Delegates) in the audience.

Would it not be possible to arrange next year's programming so that the *APBI* is held on Wednesday afternoon, the day before the unclassified AAAA programming begins, so that many military members, as well as industry members, could attend these briefings?"



Outgoing AAAA National President Long (left) congratulates his successor, LTG Harry W. O. Kinnard, as the latter takes office at the Honors Luncheon.



Shown prior to the Honors Luncheon are, l-r BG W. J. Maddox, Jr.; MG W. P. Wilson; GEN Palmer; LTG R. R. Williams; LTG R. T. Knowles; MG F. S. Greenleaf; and LTG Melvin Zals.

■ *Colonel Ellis:* "The scheduling of the *Advance Planning Briefing* is a function of the Army Aviation Systems Command (AVS-COM) which coordinates with AAAA's Annual Meeting Committee on site and date. I'll be most happy to convey your proposal to the appropriate parties at the February business meeting of AAAA's National Executive Board . . .

Are there any other proposals or recommendations from the floor? . . . There being none, I'll first call your attention to the Reserve Components' presentations to be made in the adjoining room at 1400 hours by MG's Williamson, Greenleaf, and Sutton, and then ask for a motion to adjourn." (Motion made, seconded, and carried).

*AAAA Members were given the opportunity to air additional subjects of interest at the "Chapter Delegates' Business Breakfast," held the next morning.*



Newly-elected AAAA National President, LTG Harry W. O. Kinnard, Ret. (back to camera at left), convenes the National Executive Board on the Ballroom stairs at the close of the 1970 Convention.

## 1970 APBI

(Continued from Page 4)

F. Yaggy, Director, attendees were briefed on "The Aviation Base and Logistics," by Joseph P. Cribbins, Director of Aviation Logistics, ODCSLOG.

Colonel Richard L. Long, USA (Ret.), AAAA National President, opened the '70 Briefing, welcoming the 390-odd industry attendees and introducing the co-host, Brigadier General John P. Traylor, Deputy Commanding General, USA Aviation Systems Command. The latter subbed for Major General John L. Klingenhagen, CG at AVSCOM, who was attending a Commander's Conference at Hqs, Army Materiel Command.

### Project Managers on hand

General Klingenhagen joined the Briefing in late afternoon and moderated a Panel Discussion. Summarizing the messages of the 1970 APBI — the austere budget — the high priority of airmobility — and the outlook for Army Aviation in the '70's, General Klingenhagen opened the APBI to questions from the floor prior to adjourning. All Project Managers at AVSCOM, as well as the Briefing Panelists, were on hand (Page 4 photo) to provide official responses to floor queries.

Scheduled immediately after the conclusion of the 1970 Annual Meeting of the AUSA and held concurrently with the professional programming of the Twelfth Annual Meeting of the Army Aviation Ass'n, the co-sponsored 1970 APBI served to reduce both industry and military travel and time commitments. Eric H. Petersen, Assistant for Materiel Readiness, Hqs, AVSCOM, and Vice President for National Functions, AAAA, was responsible for the overall direction of the 1970 Briefing.

### 1971 Plans

The 1971 AVSCOM-AAAA co-sponsored Advance Planning Briefing for Industry has tentatively been scheduled for October 14, 1971 with conferees to gather at the State Department Auditorium in Washington, D.C., on that date. A preliminary announcement of 1971 plans will be sent to AAAA Industry (Corporate) Member firms in early March, 1971.



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**HEAD TABLE** guests at the Oct. 14 Membership Brunch include, l-r front, J. R. Ahern, Brunch Chairman; BG W. J. Maddox, Jr.; President Long; and Joseph Cribbins, APBI panelist. Back: E. H. Petersen, APBI Vice Chairman; BGs J. P. Traylor and J. C. Smith; and COLs D. L. Bristol and E. B. Conrad.

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# AAAA Activities

## AAAA Regional & Chapter Meetings Held During March, 1970

**AAAA By-Laws & Legal Committee** business meeting. Washington, D.C., Wednesday, Dec. 3.

**Grand Canyon Chapter.** Professional and social meeting. **Wilbur A. Middleton**, Embry-Riddle Aeronautical University, as guest speaker. Ft. Huachuca Officers' Open Mess. Friday, Dec. 4.

**Army Aviation Center Chapter.** Professional luncheon meeting. Guest speaker from Sikorsky Aircraft. Ft. Rucker Officers' Open Mess. Monday, Dec. 7.

**Fort Sill Chapter.** Business and social meeting. Report on National Convention. Ft. Sill Golf Club. Monday, Dec. 7.

**Aloha Chapter of Hawaii.** Professional-social dinner meeting with **MG John L. Klingenhagen**, CG of AVSCOM, as guest speaker. Tiki Room, Ft. Shafter Officers' Club. Thursday, Dec. 10.

**AAAA Fiscal Committee Meeting.** MacDill AFB Officers' Club. MacDill AFB. Fla. Friday, Dec. 11.

**Activation Meeting** of AAAA Chapter in the Greater San Francisco Area. Presidio Officers' Open Mess. Friday, Dec. 11.

**Army Flight Training Center Chapter.** Dual professional luncheons with **Jack R. Hunt**, President, Embry-Riddle Aeronautical University, as guest speaker. HAAF Officers' Club, Dec. 10; Fort Stewart Officers Club, Dec. 11.

**David E. Condon Chapter.** Business and social meeting. Late afternoon. Ft. Eustis NCO Club. Friday, Dec. 11.

**Greater Atlanta Chapter.** Professional Dinner Meeting with **MG Allen M. Burdett, Jr.**, CG, U.S. Army Aviation Center and School, as guest speaker. Ft. McPherson Officers' Open Mess. Wednesday, Dec. 11.

**Fort Benning Chapter.** Professional and social after-dinner meeting. Presentation on S-67 Blackhawk and Aerial Armored Recon Vehicle (AARV) by **Sikorsky representative**. Wednesday, Dec. 16.

**Monmouth Chapter.** Annual Christmas Dinner and Dance for members and guests. Gibbs Hall. Thursday, Dec. 17.

**High Plains Chapter.** "Christmas Party" for members and guests. VFW Hall. Saturday, Dec. 19.

**Hanau Chapter.** Professional dinner meeting. **Sergei Sikorsky**, United Aircraft Corporation, guest speaker, "The Blackhawk, AARV, and the ABC Concept," Fliergerhorst Officers' Club Annex, Fliergerhorst Kaserne. Dec. 15.

**Washington, D.C. Chapter.** Annual Winter Formal Dinner-Dance. Fort Myer Officers' Club. February 6.

**AAAA National Executive Board** Business Meetings. USA Transportation Center, Ft. Eustis, Va. Feb. 11-13.

**David E. Condon Chapter.** Second Annual William B. Bunker Scholarship Fund Dinner-Dance. FEOOM. February 12.

**USAREUR Region.** 12th Annual Regional Convention/Ski Week. Garmisch, Germany, March 3-7. Military registrations through MAJ H. E. Preusz, 295th Aviation Company, APO N.Y. 09185 prior to Feb. 15. Industry registrations to COL M. W. Parks, Jr., Hq, USAREUR, APO N.Y. 09403.



**AAAA WINGS** — 1LT Stephen A. Nemeth, Jr., Distinguished Graduate of OFWAC 70-34, receives a set of engraved silver wings from MG Allen M. Burdett, Jr. (right) at the school's November 17 graduation. Such wings are presented by the Army Aviation Ass'n (AAAA) to the Distinguished Graduate of each of the four flight classes that graduate every two weeks at Ft. Rucker.

(USA photo)

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## On Guard!

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**T**HE big news last month was the issuance of the ARNG's first UH-1Ds to the Texas ARNG. Since that time additional UH-1Ds have been delivered to ARNG units in the states of California, Oklahoma, Washington, Florida, Louisiana, Nebraska, Oregon, North Carolina, Wisconsin, Minnesota, Idaho, Montana, and Colorado.

These *Hueys* are part of the three-year forecast that will have all standard "A" and "B" aircraft in the ARNG inventory by the end of FY 73. It is anticipated that all states will have some modern aircraft by 30 June 1971.

### Alabama receives Cranes

Two CH-54 *Flying Cranes* were issued to the Alabama ARNG in October. These aircraft were then placed on loan to the Army Aviation School to conduct transition training for ARNG aviators. The first class of Guardsmen commenced training in the CH-54 on 4 November and are scheduled to graduate on 18 December.

### Aviation staff visits

In a letter to all Adjutants General in October, the Director, Army National Guard, Major General Francis S. Greenleaf, outlined a program of visits to all Guard aviation units and facilities. The visits by MG Greenleaf and his aviation staff commenced in the New England states and will continue, time permitting, until all states have been visited. To date we've had a most useful exchange of ideas and this tour has allowed the Bureau staff to give a detailed review of the future of the aviation program.

### Force structure reviewed

The aviation study group headed by MG Daniel K. Edwards, Commanding General, 30th Mechanized Division, completed their review of the FY 73 aviation force structure

and presented the NGB plan in the form of briefing to the Department of the Army staff on 12 November.

The briefing included not only the recommended changes to meet the force structure requirements but a detailed aircraft allocation and distribution plan by fiscal quarter thru FY 73. The study group included some of our most talented Guard aviators.

In addition to MG Edwards, the group consisted of BG Van Hixon, Assistant AG, Utah; LTC Harley Davis, Minnesota ARNG; LTC Robert Orr, Ohio ARNG; LTC Russell Johnson, Rhode Island ARNG, and CPT Jack Heidman, Minnesota ARNG. The overall plan will be presented to all States when it becomes finalized and hopefully approved by January, 1971.

### USCONARC briefing

In an effort to assist the Guard in transitioning from individual pilot proficiency training to a program of aviation unit training, the Bureau staff conducted a detailed review of the present aviation program at Hqs, USCONARC. The briefing was conducted for LTG F. T. Mildren, Deputy Commanding General, USCONARC, the primary Deputy Chiefs concerned with ARNG aviation, and the USCONARC aviation staff.

At the conclusion of the briefing GEN Greenleaf asked USCONARC not only to provide specific training directives and guidance but also requested live missions for our *Mohawk*, *Sky Crane*, Air Ambulance, and assault units.

# NATIONAL GUARD HUEY'S NOW IN FOURTEEN STATES

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

This column desires to publish pertinent photos of ARNG aviation activities as they occur. Submit your photos directly to ARMY AVIATION, 1 Crestwood Road, Westport, Connecticut 06880.



# AAAA FOUNDATION OFFERS \$4,100 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,100 in 1971 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1970.

Students applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1971 to receive Awards Committee consideration.

## ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: (1) the son or daughter of a member or a deceased member with an effective date of membership on or before March 1, 1970; (2) a high school graduate or senior who has made application to an accredited college or university for Fall, 1971 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall of 1971; and (3) unmarried and a citizen of the U.S.

## FINAL SELECTION

Selection of scholarship award winners 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 by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1971, with the winners to be notified by April 1, 1971.

## BACKGROUND

A separate non-profit educational activity created to administer scholarship assistance for the children of members, the AAAA Scholarship Foundation, Inc., was incorporated in December, 1963. With the provision of 20 scholarships in 1970, the Foundation has provided \$26,450 in direct aid to 80 children of members and deceased members since the program's start in 1963.



# Takeoffs

PCS — GENERALS	PCS — LTCS	PCS — LTCS	PCS — MAJORS
BENNETT, John C., MG Quarters 2302 Ft Carson CO 80913	COOPER, Frederick E. JUSMAG, MAAG, Spain APO New York 09285	RICE, Peter F. 28 Ruby Lane Carson City NV 89701	CROWL, Ronald C. Hq. USARPAC APO San Francisco 96558
<b>COLONELS</b>			
BALL, George L. 15 Camelot & Ft. Rucker Enterprise AL 36330	DILLER, Richard W. 4202 Sanhurst Court Annandale VA 22003	RIVIERE, George L. 19 Buckner Ft Leavenworth KS 66027	FERNALD, John P. 1155-B Lee Ft Sill OK 73503
BALMER, Jesmond D., Jr. Director, DAHT Hunter AAF GA 31409	GARNEAU, Lucien R. 118 3d Infantry Road Ft Leavenworth KS 66027	SALTEE, Lawrence T. Route 2, Box 11 Enterprise AL 36330	FLEMING, Thomas E. 513 South 18th Street Leavenworth KS 66048
CAMPBELL, Hubert S., Jr. 43 Red Cloud Road Ft Rucker AL 36360	GIBBONS, Bruce H. 203 Candy Drive Enterprise AL 36330	SANDERS, Drexel E. Quarters T-476 Ft Belvoir VA 22060	FLOYD, Ralph H., Jr. 309 Parkwood Place Lawton OK 73501
JERSEY, Donald H. 6861 Farrington Hwy. Wailua HI 96791	GILES, George R. 6806 Sydenstricker Road Springfield VA 22152	SANTULLI, John F. 4 Cobb Place Ft Stewart GA 31313	FULTON, Charles F. 5864-1 Wainwright Drive Ft Hood TX 76544
KNOWLES, William R. 8802 Westwood Drive Vienna VA 22180	HALEY, Robert H. 4048 Edwards Ft Knox KY 40121	SCHWARZ, Henry E. USA Elm. AFCENT, Bx 87 APO New York 09011	FYFFE, Carroll M. 2039 Ottawa St., Apt 303 Leavenworth KS 66048
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# "Firsts!"

Have you personally — or your crew, unit, agency, or firm — ever participated in establishing a "first" in Army Aviation? . . . If so, get it on the record! . . . Submit it for publication to **ARMY AVIATION MAGAZINE**, 1 Crestwood Road, Westport, Conn. 06880. We'll publish your "Firsts!" in the order in which they are submitted.

**First use of an advanced computer system in the Army flight test program:** August 17, 1970, with the installation of an Advanced Instrumentation and Data Analysis System (AIDAS) at the Army Aviation Systems Test Activity, Edwards AFB, Calif. (134)

**First acceptance of UH-1D Aircraft within the ARNG Aviation Program:** October 14, 1970 at Davison AAF, Ft. Belvoir, Va. with the turnover of five UH-1D aircraft by the U.S. Army to ferry personnel of the 71st Abn Bde and 72d Mech Bde of the Texas-ARNG. (137)

**First company-sized aerial surveillance unit in the Army:** 73rd Aviation Company (ASL). (137)

**First acceptance of an overhauled UH-1 Iroquois at the Naval Air Rework Facility, Pensacola, Fla.:** August 12, 1970, with the acceptance of the first of 285 overhauled UH-1's by COL Vaughn C. Emerson, AVSCOM's director of maintenance. (135)

**First Army Aviation unit to receive a unit award:** 73rd Aviation Company (ASL) which received the Meritorious Unit Commendation for the period May, 1963 through December, 1963, by GO #21, dated 29 June 1964. (Submitted by William E. McGee). (138)

**First Aviation Battalion in Vietnam:** 52d Combat Aviation Battalion, with arrival date of 9 March 1963. (Submitted by Wm. F. Hamman). (139)

**First Ordnance Officer to become an Army Aviator:** 1LT Richard E. Walter, by S.O. 109, dated 3 July 1963, issued at Fort Rucker. (Submitted by Edward B. Goldberg). (140)

**First kill of an enemy fighter by Army aircraft:** Destruction of an ME 109 in Dec. '44 by LT Robert Dwelly, 385th Arty Bn, near Wrexen, Germany, when it attempted to follow his evasive action.

# Blow your horn!

A monthly column in which Army Aviation personnel claim individual or unit operational and logistical records . . . Payloads, speed, altitude, endurance, length of service, flight time . . . World or service records, in or out of combat . . . Submit them to **ARMY AVIATION**, 1 Crestwood Road, Westport, Conn. 06880.

**Largest Aviation Battalion in the Army:** 52nd Combat Aviation Battalion, October, 1970, with 192 aircraft; 1,996 officers and men; seven aviation companies; 2 organic support companies; as commanded by LTC Ronald H. Merritt. (117)

**Only Aviation Battalion with organic infantry capability:** 52nd Combat Aviation Battalion commanded by LTC Ronald H. Merritt with 170-man 52nd Security Detachment, an organic infantry support element for defense of the area around Camp Holloway, home of the 52nd. (118)

**World's helicopter endurance record:** 72:02 hours established at Ellyson Field, Pensacola, Fla., by six alternating USN pilots flying a Bell OH-13 in June, 1961, eclipsing the former 57:50 hour endurance record held by an Army crew.



**FT. KNOX — Brigadier General William J. Maddox, Jr., Director of Army Aviation, addresses 275 aviators gathered at the November 4 quarterly meeting of AAAA's Bluegrass Chapter.**

**Youngest Warrant Officer to make CW3:** CW3 Gilbert F. Mendoza. Born January 28, 1946. Date of rank to CW3: April 27, 1970 at age 24 years, 2 months, and 29 days. (119)

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GEORGE, John T.  
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Cherokee IA 51012

HARRIS, Arthur R.  
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VAUGHN, William R.  
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Corpus Christi TX 78412

O'LAUGHLIN, Francis M.  
P.O. Box 815  
Orange Park FL 32073

## Obituaries

The obituary notices of the following AAAA members were received at the National Office during October, 1970:

**ALLEN**, David M., WO1; USAR, AVN; Trp. A, 2d Sqdn (Avn), 17th Cav, 101st Abn Div (Amlb); died in Vietnam on October 10, 1970, as a result of an aviation accident. His widow, Mrs. Pamela D. Allen, resides at 1853 Gainesboro Drive, Chamblee, Ga. 30341.

**BAUER**, Robert E., WO1; USAR, AVN; Co C, 229th Avn Bn, 11th Avn Gp; died in Vietnam on September 26, 1970, as a result of an aviation accident. His parents, Mr. and Mrs. Ernest Bauer, reside at 61 Fillmore Street, Pearl River, N.Y. 10965.

**BENICEK**, James M., WO1; USAR, AVN; Trp E, 1st Sqdn, 9th Cav; killed in action in Vietnam on September 29, 1970. His parents, Mr. and Mrs. Jerome F. Benicek, reside at 1428 Grange Avenue, Racine, Wisconsin 53405.

**BRADLEY**, Michael L., WO1; USAR, AVN; 237th Med Gp, USAMEDCMD, Vietnam; died in Vietnam on September 27, 1970, as a result of an aviation accident. His widow, Mrs. Sharon D. Bradley, resides at 1420 N. Tustin, Space #109, Orange, Calif. 92667.

**CAHILL**, William J., WO1; USAR, AVN; Trp C, 1st Sqdn, 9th Cav; killed in action in Vietnam on October 18, 1970. His parents, Mr. and Mrs. Harold L. Cahill, reside at 69 Crosby Street, Haverhill, Mass. 01830.

**CONLEE**, Jimmy W., CPT, AUS, Ret.; died of cancer on October 11, 1970, in Memphis, Tenn., after an extended illness. He is survived by his widow who resides at 1295 Quail Ridge Lane, Memphis, Tenn. 38116.

**CURTISS**, Edwin H., WO1; USAR, AVN; Co D, 299th Avn Bn, 1st Cav Div (Amlb); died in Vietnam on

### GEORGE T. MCKENZIE

One of the first warrant officers to serve on AAAA's National Executive Board, Chief Warrant Officer (W4) George T. McKenzie was killed in an aircraft accident at Prichit, Thailand, on October 25, 1970. McKenzie was assigned to the 631st Special Activities Squadron, Dun Muang AB, Thailand, at the time of his death.

A Master Army Aviator, McKenzie was selected by General Hamilton H. Howze, national president, to serve on AAAA's National Board during 1967-1968. He is survived by his widow, Mrs. Nancy R. McKenzie, of 5940 Encina Road, Goleta, Calif. 93017.

### LEWIS E. CASNER

Lewis E. Casner, 49, a former member of the National Executive Board of the AAAA and a past president of the Washington, D.C. Chapter, died November 2 of a cerebral hemorrhage at his residence, 12000 Old Georgetown Road, Rockville, Md.

A native of Canton, Ohio, he had lived in the Washington, D.C. area for 20 years, being president of Lewis E. Casner Associates, a consulting firm. A former major and Senior Army Aviator, his last active duty assignment was with the National Guard Bureau.

Active in AAAA from its inception in 1957, he coordinated the early activities of Reserve Component members and was instrumental in initiating a national Science Fair Awards Program within the AAAA.

He is survived by his wife, Jeanne, of Boca Raton, Fla.; a son, Lance E., of Atlanta; two daughters, Sandra Fulghum, of Atlanta, and Cynthia Lenz, of Columbia, S.C.; a brother, J. W. Casner, of North Canton, Ohio; and two grandchildren.

October 14, 1970, as a result of an aviation accident. He is survived by his mother, Mrs. Mary Curtis, Box 230, Stockdale, Pa. 15483.

**LAURENCE**, William H., Jr., WO1, USAR, AVN; 162d Avn Co, 13th Avn Bn, 164th Avn Gp; killed in action in Vietnam on August 26, 1970. His widow, Mrs. Rebecca L. Laurence, resides at 8009 Chervil Street (c/o Barrett), Austin, Tex. 78759.

The publication has also received notification of the following deaths:

**BREGLER**, John R., CW2; October 17, 1970.

**BURTT**, Paul R., CW2; October 29, 1970.

**COSSEY**, Clarence L., 1LT; September 3, 1970.

**EBERT**, Steven R., CPT; October 9, 1970.

**ENGLEHARDT**, Gary W., CW2; October 17, 1970.

**GOODNIGHT**, Peter R., CW2; October 11, 1970.

**HANDLEY**, Terence A., CW2; October 20, 1970.

**KUTKOWSKI**, Gregory M., WO1; October 18, 1970.

**McBRIDE**, Raymond E., CPT; September 3, 1970.

**MITCHELL**, Tom W., CPT; September 23, 1970.

**SCHLIE**, Kenneth M., 1LT; October 20, 1970.

**WANKA**, Carl J., CW2; October 14, 1970.

**WILSON**, Robert T., CPT; October 6, 1970.

### AAAA MEMORIAL SCHOLARSHIPS

Memorial scholarships have been established by the families and friends of eight former members of AAAA. Administered by a separate non-profit foundation, the 1971 memorial scholarships total \$5,042 and will be furnished over subsequent years in the names of LTG William B. Bunker, LT Joel R. Graft, CWO James P. Ervin, LTC Frank C. Newman, CPT John R. Quam, M. Jake Fortner, WO1 Barry W. Godfrey, and LTC Charles R. Rawlings.

CARBORUNDUM



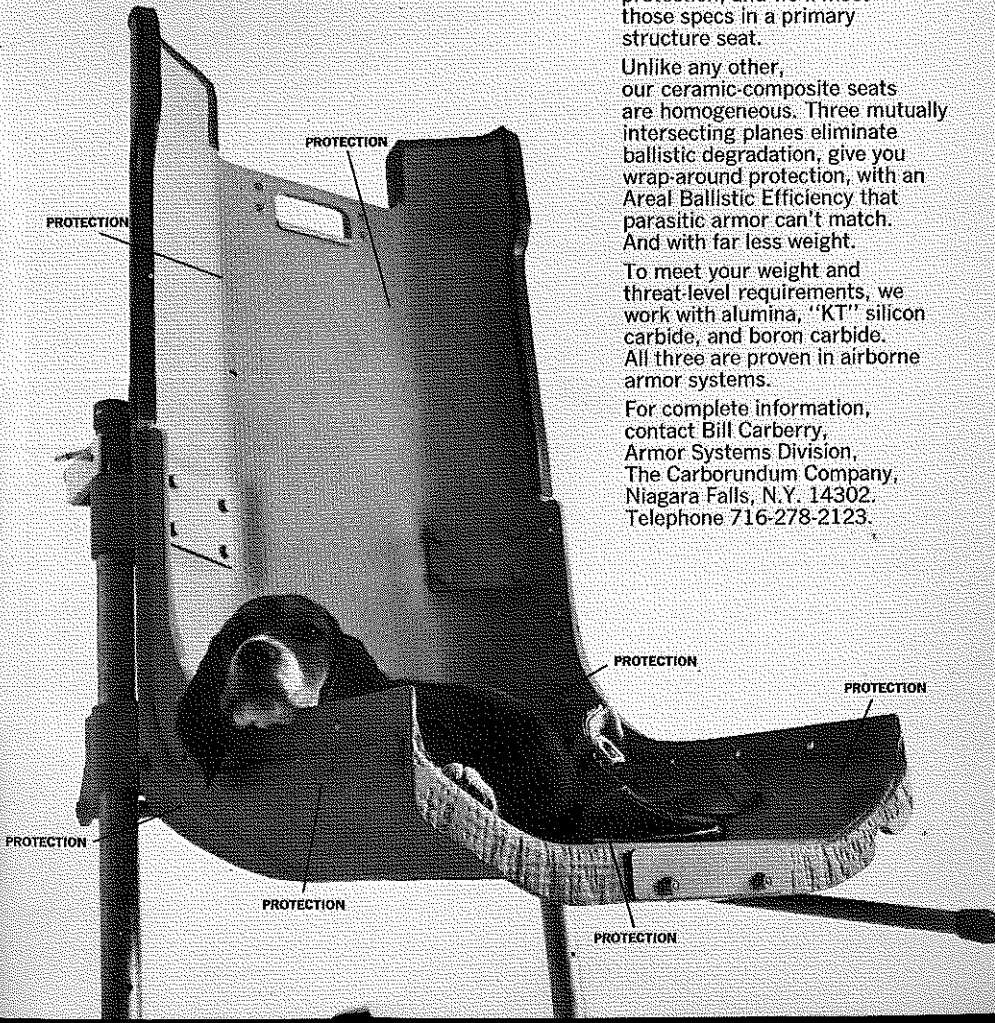
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