

March, 1971

Army Aviation

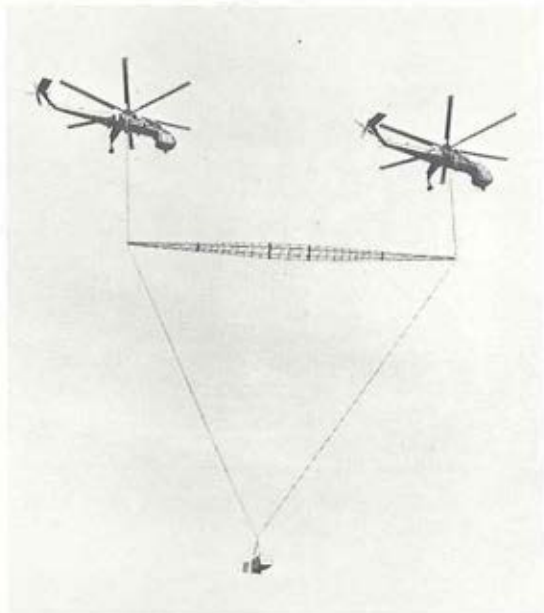
Big Shot

(see back cover . . .)



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**U
A.**

Army Aviation

MARCH 22, 1971

Endorsed by the Army Aviation Ass'n of America

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Command and Staff

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

Brigadier General James C. Smith, as Commanding General, 1st Armored Division, Fort Hood, Tex. 76544.

Colonel John Bergner, as Chief, Maintenance Division, Logistics Office, Hqs, Fourth U.S. Army, Ft. Sam Houston, Texas 78234.

Colonel Walter W. Jackson, Ret., to 1850 Hanover Drive — Apartment 13, Davis, Calif. 95616.

Colonel John A. Todd, as Deputy Brigade Commander, 1st Aviation Brigade, APO San Francisco 96384.

Colonel Warren R. Williams, Ret., to P.O. Box 254, Banner Elk, N.C. 28604.

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General Westmoreland's instructor pilot, CW4 Charles A. Astrike, Jr., alerts all CONUS operations officers that the Chief may shortly call in from downwind...

ON September 19, 1970, General William C. Westmoreland became the first Army Chief of Staff to receive wings and the official designation of Army Aviator. While most Army Aviators are aware of this historic event for Army Aviation, few know that General Westmoreland started his quest for wings as a young man over thirty-five years ago.

First lesson in 1939

General Westmoreland developed a yearning to fly in the mid-1930s while still a cadet at West Point, but his eyesight kept him from the Air Corps upon graduation. Undeterred, he began taking commercial flying lessons in Hawaii in 1939 and in early 1940 earned his private pilot's license. He again applied for flight training, but his eyes were still a problem. After taking exercises that corrected his vision, he submitted another request to fly, but was again refused — this time because he had not completed his two year tour in Hawaii.

World War II, the Korean War, and the demanding responsibilities of other assignments interrupted his flying for almost two



GEN Westmoreland

decades. In 1958, as Commanding General of the 101st Airborne Division he resumed his flying, this time in helicopters. His aide, LTC (then CPT) Weldon Honeycutt, an aviation school trained instructor pilot, gave him lessons as time permitted.

However, from the time he left the 101st Airborne Division in 1960 until about a year ago, he had little opportunity to continue his flight training. Late in 1969, General Westmoreland decided to start a formal training program. During the following year, I was privileged to guide him through the entire flight school curriculum, including stage field maneuvers, confined area and pinnacle operations, emergency procedures, and instrument procedures and techniques. Throughout this training General Westmoreland insisted that I keep the standards for his instruction higher than those for the average aviator going through flight school.

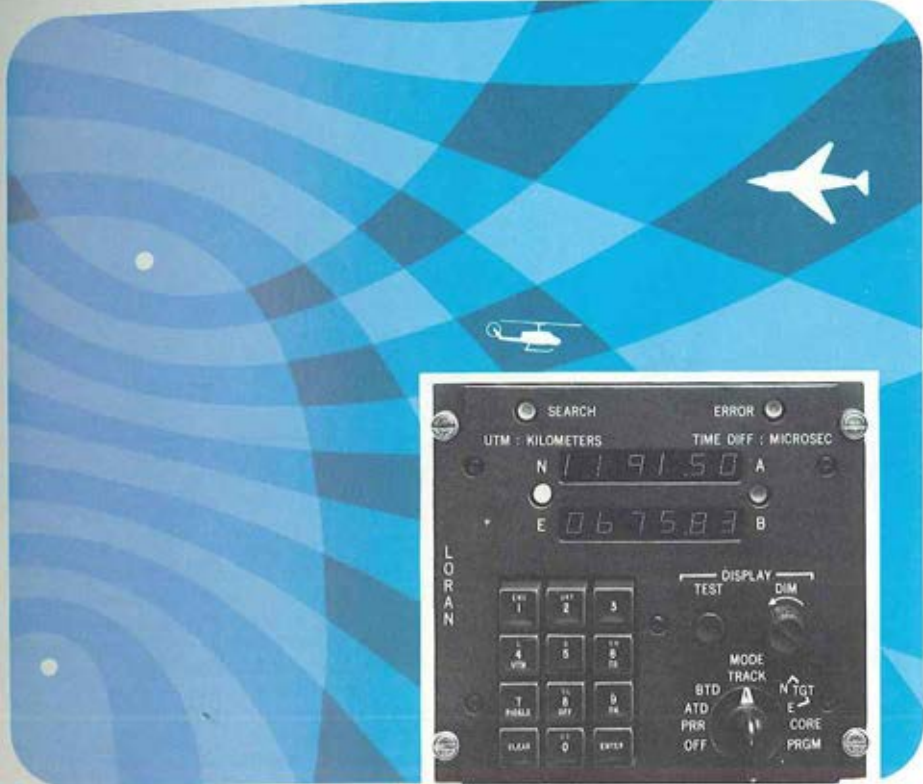
Weekend flying

Understandably, his training had to be fitted within a demanding schedule. Much of his training was done in conjunction with official trips. Saturdays and Sundays accounted for many training hours. On two flights, in order to save time, he was at the controls in Army Blues.

On two occasions we flew to Fort Rucker to use the school facilities. The purpose of his first trip was to attend a Ground Maintenance Course on the UH-1 helicopter, simi-

(Continued on Page 50)

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Collins adds flexibility to the precision and operational ease of automatic Loran receivers.

The same hardware building blocks may be used for tactical fighters, heavy cargo aircraft or helicopters. Each system can be tailored to a particular airborne or surface application by simple program changes in the system's computer. Also, performance characteristics of the receiver can be varied under digital control.

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COMMUNICATION / COMPUTATION / CONTROL

Letter to a young aviator.

24 February 1971

Dear Tom,

My thoughts have been with you and your coming graduation from the aviation school for quite some time now. I am constantly flashing back to that day sixteen years ago when those silver wings were pinned on my blouse and still today it remains as one of the most memorable days of my life.

The purpose of this letter is not to give a lecture or offer advice to a fledgling aviator, but rather to ask you to give pause for thought now when you are standing on the threshold of a proud tradition.

From this point on, your life and the lives of your family will revolve about those beautiful wings. You may find yourself high in the sky over Korea at the moment your wife is giving birth to your first son. Summer will pass when you are landing on field strips at Fort Bragg, with your wife at Fort Riley wondering why the Army does all their field training during vacation time. With increased maturity and age you will quickly solve Army problems and will not comprehend why

the brass cannot see such simple solutions to the problems. Promotions will decrease; time in grade will increase; and you will be convinced that you are going to retire a captain. There will also be times when devoted friendships will be suddenly terminated by death, unexplainable to you, and the reasons known only to God.

These wings will not only bring to you discomfort, challenge, and hardship but also some of the greatest rewards and associations of your life. The privilege of serving with a fellow aviator who still has a smile and sense of humor after fifteen hours in and over the rice paddies of the Delta. The crewchief with a bleeding arm who tells you he'll be back in a week, and to take care of his bird for awhile. The SP4 who secretly shakes your hand when he leaves the company and says, "Sir, it's been my privilege serving with you." And beyond all this the leadership traits you absorbed from men like Maddox, Desobry, Berry, Seneff, and Dempsey who will give you enough stimulation for a lifetime.

These intangible associations and experiences are the heart and soul of Army Aviation, the firm foundation stones of our tradition and responsibility. Finally, the sacred word which you must now begin to develop for yourself,

(Continued on Page 44)

By LTC RICHARD W. LEISTER
Professor, Military Science & Tactics
Valley Forge Military Academy



OV-10

NEW HAWK IN THE SKY

The OV-10 Mohawk is a completely integrated battlefield surveillance system that provides information on the strength, disposition, and activity of enemy forces. Rapid reconfiguration provisions enable a single OV-10 to perform the surveillance functions of any previous Mohawk. And the OV-10 can be "missionized" to meet changing intelligence requirements in less than 60 minutes. Features that significantly enhance the OV-10's surveillance capability include:

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- Improved infrared and radar performance and displays

- A vertical panoramic camera system that photographs terrain from horizon-to-horizon
- A radiological monitoring system
- An aural recorder for transcribing the crew's descriptions of visual observations
- ECM equipment to provide greater assurance of mission success

And, significant improvements have also been made in the aircraft's performance—in engine power, wing and landing-gear strength, equipment accessibility, communications and instrumentation.

Grumman OV-10 Mohawk is currently undergoing U.S. Army Engineering Test/Service Test (ETST) in CONUS, and the system will soon be employed with operational units.

GRUMMAN AEROSPACE CORPORATION

BETHPAGE, NEW YORK 11714



FROM AN ORIGINAL PAINTING FOR CHANDLER EVANS BY ALVIN PERRY

MAIN FUEL CONTROL by Chandler Evans



71002 Main Fuel Control

The MQM-74A, a new advanced target drone, is currently being produced in quantity for the U.S. Navy by the Ventura Division of Northrop Corporation. Capable of speeds to 460 m.p.h. and altitudes up to 38,000 feet, the MQM-74A is powered by a Williams Research Corporation WR24-6 turbojet equipped with a fuel control engineered and precision-produced by Chandler Evans.

This CECO product joins a distinguished line of pumps, main fuel controls, afterburner controls and other aerospace components in an array of important military aircraft as well as many of the latest missiles and commercial aircraft.

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GAS TURBINE CONTROLS/PUMPS • AIRCRAFT/MISSILE CONTROLS, VALVES AND ACTUATORS

Directorate

PRESIDENTIAL decisions have placed Army Aviators in the forefront of new operations in Indo China. Army aircraft participated in the Cambodian operation to clear Highway 4 from Sihanoukville to the Kirirom Plateau west of Phnom Penh.

The current operations in Laos between Khesanh and Tchepone include lift and fire support provided by Army helicopters frequently operating in weather conditions which preclude the use of tactical fighter aircraft. While helicopter losses have increased, they are not as dramatic as the press indicates when all factors are considered.

First of all, the helicopter is engaged in a penetration type operation from which substantial tactical benefits are being attained. Secondly, initial losses on any operation normally are greatest during the initial phases when the enemy's positions are being cracked. Once friendly forces pay for their foothold in enemy areas, the tide is reversed and enemy losses mount more steeply. Thirdly, what is the alternative? Such a daring operation could not have been carried to the enemy interior as effectively without helicopters.

Thus, though we are watching the situation carefully, there is not undue cause for concern at this time. Undoubtedly, post-operation analysis will provide valuable lessons for the future.

Cheyenne

During February Lockheed Aircraft Company and Colonel Henry Bolz, Project Manager, successfully demonstrated the

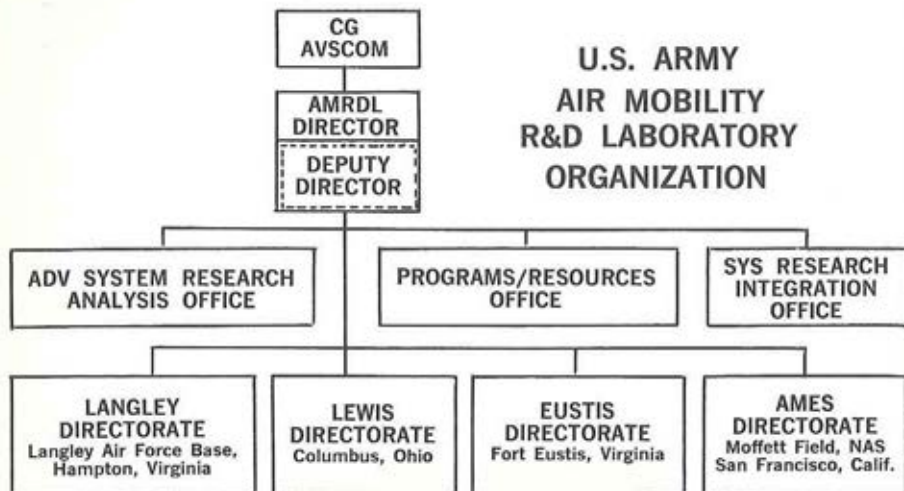
Cheyenne to a large government delegation, which included 17 Congressmen and two Senators. The members of Congress primarily were from the Armed Services Committees, which concern themselves with development and procurement of materiel. Representatives from NASA, the Vice President's Aeronautics and Space Council, the General Accounting Office, and the Office of the Secretary of Defense also attended. Astronaut Neil Armstrong, the first man to set foot on the moon, was present. The *Cheyenne* performed in an impressive manner as it demonstrated its TOW anti-tank missile, the 30mm antimech automatic gun, and its 40mm close-in protection capabilities.

Later, in a separate visit, Senator Barry Goldwater, a member of the Senate Armed Services Committee, flew the *Cheyenne*. Senator Goldwater, a retired Major General in the Air Force Reserve, has recently qualified as a helicopter pilot. He stated his satisfaction with the *Cheyenne* and its unique capabilities to fight the land battle.

Army test pilots who previously had flown the *Cheyenne* as pilot gunners now are flying in the rear seat as first pilots. Army preliminary evaluations are in progress and will proceed to R&D acceptance tests in the spring. Meantime, the Army is requesting advance production engineering funds in its FY72 budget submission. These funds will re-establish a procurement line item in the budget in preparation for an Army decision on 1 October, which will determine if the *Cheyenne* meets the advanced aerial fire support

WHAT'S THE ALTERNATIVE?

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



system requirement. The developmental problems which cropped up in 1969 appear to have been resolved.

New developments

The Army is moving forward with plans to capitalize on technological progress through development of new members for the land battle family. Requests for proposal on the recently approved *Heavy Lift Helicopter (HLH)* requirement have been received from five companies: Sikorsky, Boeing Vertol, Hughes, Kaman, and Gyrodyne. The proposals are subject to analysis and evaluation to determine which proposals will be continued to prototype development. More than one proposal may be selected.

The Chief of Staff approved the development of a *Utility Tactical Transport Aircraft System (UTTAS)* which would become an Army lift ship beginning late in this decade. The *UTTAS* would be a true squad carrier under "hot day conditions" and will capitalize on an advanced technology engine which should provide substantially more power with less fuel consumption and upkeep than present engines. Requests for proposal on the engine development will be solicited from industry this quarter and by midsummer proposals will be requested on the aircraft itself.

Aviation Laboratories

In a related action, U.S. Army Materiel Command has reorganized the airmobility R&D laboratory system. The reorganization aligns the U.S. Army Aviation Laboratories (AVLABS) with the NASA R&D system. Both the Army and NASA should benefit from this cross-fertilization.

The Army will receive access to extensive facilities including wind tunnels, flight simulators, whirl towers, test stands, and instrumentation and calibration facilities now in being. NASA will gain new insights into the low speed aeronautical areas.

The new organization will be called the U.S. Army Airmobility Research and Development Laboratory (AMRDL) and will be headed by Mr. Paul Yaggy as Director. The AMRDL functions under the command of Commanding General, AVSCOM. Headquarters will be at the Ames Research Center, Moffett Naval Air Station near San Francisco. An Advance System Research Analysis Office and a Program Resources Office also will be located at Ames, while the Systems Research Integration Office will be co-located with AVSCOM in St. Louis. It has four new Directorates: Ames; the Lewis Directorate at Columbus, Ohio; the Langley Directorate at Langley Field, Virginia; and the Eustis Di-

rectorate at Fort Eustis, which is built around the former AVLABS.

Safety

While we are concerned with the combat losses as indicated above, there is good news on the Aviation Safety front. Commendations are due all personnel involved with Army Aviation on achieving what may be a milestone in aircraft accident prevention. The highly favorable down trend in the accident rate established in the first half of FY 71 resulted in an accident rate of 14.8 as compared to 17.1 for FY 70. A projected Army-wide rate of 9.5 for the month of January 1971 further reflects the continued progress in maintaining this downward momentum.

The trend in the reduction of fatalities due to accidents is particularly encouraging. For a fourteen day period, 15-29 January, Army Aviation had no reported fatalities. This string of zero fatality days is the longest since April 1968 and could only have been accomplished by the dedicated performance of all personnel.

On the economic side of the house, the reduced accident rate coupled with a reduction in flying hours has resulted in a reversal of the spiraling accident costs for the first time since the Vietnam buildup. Army aircraft accidents cost \$177 million in FY 70. If the downward trend in costs continues through the second half of FY 71, accident costs will be reduced by \$50 million.

The conservation of our aviation assets is one of the greatest challenges facing field commands today. Continued command attention and emphasis on aircraft accident prevention will provide the momentum necessary to turn the remarkable record achieved in the first half of FY 71 into a success in Army Aviation accident prevention.

Looking back over the past three years, there has been a 10% reduction in FY 70 accident rate over FY 69, and a 17% reduction from FY 68. There was a corresponding decrease in the aircraft accident fatality rate of almost 14 percent.

The following actions were completed or begun in FY 71:

- The UH-1 fleet is being retrofitted with

USAF AT FT. RUCKER

The U.S. Army Aviation School (USAAVNS) received its first U.S. Air Force (USAF) class of initial entry students for rotary wing training on March 2. The first USAF group of conversion course aviators, or those in the rotary wing qualification course, arrived March 11. The two classes number 11 and 10 students respectively, with 170 in all to take training in FY71.

the *Crash Resistant Fuel Cell*. Monies have been allocated for the development of the *Crash Resistant Fuel System* in other Army helicopters.

- *Proximity Warning Devices* have been installed in the TH-13T fleet at Fort Rucker to lessen the probability of mid-air collisions.
- The fire retardant flight clothing system has been adopted and is available for issue.
- A flight helmet with improved noise attenuation and retention system has been adopted.
- Action has been started to procure and install self-retaining bolts in helicopter flight control systems.

System Safety Engineering

Since the factor of materiel failure accounts for more than 30 percent of all aircraft accidents, either as the established cause or as a contributing factor, a program of system safety engineering has been implemented. It is only a modest beginning and the impact will not be seen in the field for several more years because system safety engineering deals with each phase of the life cycle in management of an aircraft system.

Basically, it requires a system analysis approach and was first tested in the Army as the AH-56A *Choyenne*. Systems engineering will be included in the *UTTAS* and *HLH* systems. Since there is inherent risk in the operation of all military equipment, safety (or risk management) is an important consideration in designing, testing, accepting, procuring, user testing and operational employment of all aircraft systems.

On 1 March 1965, during *Choyenne* project definition phase, the Army formally implemented system safety engineering, becoming the first military department to procure

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Take a Bell HueyCobra, fast and tough from the ground up . . . configure it for European duty with the most advanced fire control and weapons and you have an anti-tank system that deploys 120 miles in 40 minutes—engages the enemy for 30 minutes—and returns to base—all in a day's work, many times a day.

Build in a nose-mounted periscope sight; then the HueyCobra gunner delivers his ordnance with deadly accuracy on targets over a mile away.

Give it the sting of highly accurate



missiles to defeat any known armor.

Mount a 30mm gun turret system effectively neutralizing thin-skinned targets, add complete mobility, and use the tough-to-get-to, hard-to-detect attack positions other anti-tank systems can't reach.

Taking advantage of terrain and weather, the Cobra team maneuvers under radar and over obstacles deterring detection until the attack.

The HueyCobra moves fast, avoids detection and speeds in up to 190 knots for its kill.



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HueyCobra... from the combat know-how generation of Bells.



ALTERNATIVE

(Continued from Page 11)

an aircraft under the system safety concept. Lessons learned from past aircraft accident experience will be applied to new aircraft design. In addition, the expense of modification and retrofit under the old "fly-fix-fly" concept will be reduced under an effective system safety program in the new developments.

New subject, also related to safety: The development of a comprehensive worldwide aviation standardization program has been a long standing Army requirement. Aircraft standardization based on professional knowledge and experience, provides the basis for development of sound operational procedures and is an extremely valuable aid in promoting efficiency and conserving manpower and costly equipment. As noted above, accident rates appear to have decreased to a level where any significant additional reduction will only be realized through programs such as an Army aviation standardization program.

Accordingly, CONARC has been tasked

NEW EMPHASIS

Addressing graduating students at the U.S. Army Aviation School recently, Lieutenant General William R. Peers, Chief of Reserve Components, DA, stressed the need for an increase in the Reserve Components following the reduction of the nation's active Army to 13 divisions by 1972.

Indicating that the Reserve Components will be deployed in the forefront with the active units in the future, LTG Peers also noted that within the same time frame about one-third of the total air mobility capability of the Army will be in the Reserve Components.

He pointed out that plans for growth indicate there will be two CH-54 Crane companies, six companies of CH-47s, and 16 air assault companies, complemented by a wide variety of other detachments, by the end of 1972.

"So the Reserve Components will need about 4,500 pilots," he said, "and it now has around 3,000. Therefore, we are placing great emphasis on recruiting qualified pilots, especially those who are rotary wing qualified."

The general concluded by inviting the graduates who elect to return to civilian life after expiration of their present service to look into the possibility of joining an aviation unit in the National Guard or U.S. Army Reserve.

with developing a comprehensive standardization program which should flow from the Commandant of the Aviation School through each major command world-wide, down to individual Aviation Companies. In other words, we want standardization to the point that we check the checkers.

Flight suits and helmets

Because we receive many questions on our survivability clothing and equipment, the following information on flight suits and helmets should be of interest.

Since procurement of the SPH-4 flight helmet was approved in February 1969, there have been 42,000 SPH-4 helmets bought by the Army on an expedited basis. However, even that figure does not nearly represent the total Army-wide requirement for SPH-4 flight helmets.

To deal with the shortage, a priority system of issue was established. The first priority of issue is SEA where the most urgent requirement exists. The second priority is student aviators and the third priority is all those individuals deploying to SEA or those recommended by a flight surgeon for medical reasons.

Headquarters, U.S. Army Materiel Command is currently working in close coordination with the Defense Supply Agency in an attempt to procure sufficient SPH-4 helmets. Meanwhile, current priorities and procedures will be continued until such time as new production helmets are being received in sufficient quantity to satisfy all Army requirements.

In 1968, the NOMEX fire retardant flight uniform was fielded with the priority of issue to SEA and students attending CONUS flight training schools. As wholesale stocks increased the Common Table of Allowances (CTA) were changed to authorize the normal basis of issues (three sets) to all authorized flight crewmembers worldwide, except SEA flight crewmembers who are authorized four sets. A subsequent change in the authorization of NOMEX clothing authorizes those individuals whose primary duty is *not* flying, i.e., fly for proficiency only, one set of the NOMEX flight suit.

The current depot status of the NOMEX



People who drive to work in serious situations

The OH-6A Light Observation Helicopter is the result of close teamwork between the Army and Hughes.

And the teamwork has paid off. The Cayuse is the most advanced light turbine helicopter in the world.

The fastest (holds 23 world records). The toughest.

No one envies the Cayuse's prime assignments: close-in aerial scout work, eyeball-to-eyeball observation, reconnaissance by fire.

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A tough machine for a tough war.

We're proud of the Army/Hughes record in producing the remarkable Cayuse, OH-6. In Southeast Asia, it handles the tough jobs. Now we're getting it ready for the tough jobs in Europe as well.

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Hughes Helicopters

prefer it.



flight suit reflects limited shortages primarily in shirt sizes. In addition to supply shortages, funding constraints have not permitted all commands to requisition their total authorized allowances. Consequently, all flight crewmembers have not been issued the NOMEX flight suit. However, an estimated get well date for all requisitions is March 1971. To take full advantage of the available fire protection in the NOMEX material, steps have been taken to insure that the complete authorized allowances of the NOMEX flight suit are issued to all air crewmembers by 30 June 1972.

AAAA Annual Meeting

Lastly, as Programming Chairman for the 1971 AAAA Annual Meeting which will be held in the Sheraton-Park Hotel in Washington, D.C., 13 October through 15 October 1971, I am arranging a stimulating presentation which should be of interest not only to professional aviators but to industrial members and those of the general public who admire what Army Aviation is accomplishing.

Our theme will be "Aviation and the Modern Volunteer Army: The Thrust is Prog-

FT. RUCKER — USAAVNC personnel got a first hand view of the YO-3A reconnaissance aircraft now being used in Vietnam, during a recent demonstration at Cairns AAF. Manufactured by Lockheed, the YO-3A achieves near soundless flight through body design and a highly effective engine muffling system. Capable of 120 mph airspeeds, the YO-3A is used in USARV for silent night observation.

ress." I feel that the Army aircraft are part of the signature of the new Army. The new soldier coming into the service expects to be trained in the use of the helicopter. He wants to be "airmobile" onto the battlefield, and, of course, he wants to be supported by helicopter gunships. This sets the modern soldier apart from his predecessors of WWII and Korea.

During the Annual Meeting, we expect to conduct another *Advance Planning Briefing (APBI)*; for *Industry*; we hope to emphasize our new *UTTAS* and *HLH* developments and to spotlight our extensive weaponization program, which will assist in fighting the mid-intensity battle. The Programming Committee solicits any comments or suggestions you may have to exploit this theme.

Best wishes and safe flight.

1970-71 AAAA NATIONAL, REGIONAL, AND CHAPTER OFFICERS AND ACTIVITIES



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Bell Helicopter Company, Fort Worth, Texas

1969 COL Richard L. Long, USA (Ret.)
Sikorsky Aircraft Division, Stratford, Connecticut

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COL J. Elmore Swenson Appointed in 1970
Hqs, Army Materiel Command, Washington, D.C.
CW3 Ralph G. Battle Appointed in 1970
Hq, USSTRICOM, MacDill AFB, Florida 33608
Eric H. Petersen Appointed in 1970
Asst for Mat Readiness, Hq, AVSCOM, St. Louis, Mo.

REGIONAL MEMBER-AT-LARGE (Elected by USAREUR Chapter Presidents)

USAREUR Region COL O.B. Butler
Hq, USA Aviation Maintenance Center, APO NY 09028

CHAPTER MEMBERS-AT-LARGE (Presidents of those CONUS Chapters having 150 or more members as at 1 July of each membership year)

Alamo Chapter COL A.T. Pumphrey
Army Avn Center Chapter COL William H. Harper
Army Flt Tng Center Chapter COL Ted A. Crozier
Connecticut Chapter John A. McKenna
David E. Condon Chapter COL Harry L. Jones
Delaware Valley Chapter Harry S. Paak
Ft. Benning Chapter LTC Frank S. Henry
Ft. Bragg Chapter CW4 Harry L. Conyers 17

CHAPTER MEMBERS-AT-LARGE

(Presidents of those CONUS Chapters having 150 or more members as at 1 July of each membership year)

Ft. Leavenworth Area COL William C. Dysinger
Ft. Sill Chapter COL Frederick C. Goodwin
Ft. Wolters Chapter LTC Howard Kessinger
Lindbergh Chapter Carl D. Stephenson
Monmouth Chapter LTC Everett D. Richards
Richard H. Bitter Chapter John F. Hopkins
Sharpe Army Depot LTC Herschel E Reynolds, Ret.
S. California Chapter COL James W. Sandridge, Jr.
Washington, D.C. Chapter COL John W. Marr

AAAA STANDING COMMITTEES (In Alphabetical Order)

AAAA ANNUAL MEETING COMMITTEE (Meets on the call of the Chairman). 1971 General Chairman, Arthur H. Kesten, Westport, Conn. Programming Subcommittee Chairman, BG William J. Maddox, Jr., Washington, D.C. 1971 APBI Liaison, Wayne R. Smith, St. Louis, Mo.

AWARDS COMMITTEE (Meets each March and August in Washington, D.C. at the call of the Chairman). Chairman, BG Robert M. Leich, IGR, Evansville, Ind. Ten additional members appointed by the Chairman and to remain anonymous at his request.

BY-LAWS & LEGAL COMMITTEE (Meets on call of the Chairman). Chairman, BG O. Glenn Goodhand, USA (Ret.), and members, COL John W. Marr, LTC Richard T. McCrady, Ret., and LTC Cloyd V. Taylor, Ret., all of Washington, D.C.

FISCAL COMMITTEE (Meets on call of the Chairman). Chairman, COL Clarence H. Ellis, Jr., and LTC Richard H. Blanks, LTC William J. Tedesco, Ret., and CW3 Ralph G. Battle, all of Greater Tampa, Fla. area; COL Edward L. Nielsen, USA (Ret.), and Abner J. Bobo of Philadelphia, Pa.; and COL James O. Townsend, USA (Ret.), Ft. Rucker, Ala.

INDUSTRY MEMBERSHIP ACTIVITIES COMMITTEE (Meets on the call of the Chairman). Chairman, COL Richard L. Long, USA (Ret.), Stratford, Conn.

INSURANCE COMMITTEE (Meets on the call of the Chairman). Chairman, COL J. Elmore Swenson, Washington, D.C. and COL Jack Dibrell, member.

JUNIOR OFFICER/WARRANT OFFICER ACTIVITIES COMMITTEE (Meets on the call of the Chairman). Chairman, CW4 Robert L. Hamilton, Ft. Rucker, Ala. CW4 Harry L. Conyers, Ft. Bragg, N.C., and CW3 Ralph G. Battle, MacDill AFB, Fla., members.

MEMBERSHIP ACTIVITIES COMMITTEE (Meets on the call of the Chairman). Chairman, BG Edwin L. Powell, Jr., Aberdeen Proving Ground, Md.; COL John W. Marr, Washington, D.C. and CW4 Donald R. Joyce, Fort Eustis, Va., members.

NOMINATIONS COMMITTEE (Meets at the time of the summer meeting of the National Executive Board)

AAAA Annual Dues are \$8, or \$15 for two years. First year members pay dues of \$10 (or \$17 under a two-year option), this sum including a \$2.00 first-year Initiation Fee.

Chairman, Joseph E. McDonald, Jr., Past President. The Past Presidents, the incumbent President, and the Executive Vice President serve as members.

PUBLICATIONS COMMITTEE (Meets on the call of the Chairman). Chairman, Eric H. Petersen, St. Louis, Mo.; Harry S. Paok, Philadelphia, Pa., Anthony L. Rodes, Swampscott, Mass., and Arthur H. Kesten, Westport, Conn., members.

RESERVE COMPONENTS COMMITTEE (Meets on the call of the Chairman). Chairman, COL Robert R. Corey, USA (Ret.), Stratford, Conn. LTC John C. Carlisle, LTG Teddy G. Holloway, and LTC Joseph R. Koehler, all of Washington, D.C., members. Ex officio members, MG Francis S. Greenleaf and MG William J. Sutton, both of Washington, D.C.

AAAA SCHOLARSHIP FOUNDATION, INC. (A separate non-profit corporation to administer the provision of scholarship aid to the sons and daughters of members and deceased members of AAAA). President, Bryce Wilson, Glenbrook, Nev. Vice Presidents: MG George S. Beatty, Jr., Brazil; MG John L. Klingenhagen, St. Louis, Mo.; MG G.P. Seneff, Jr., Ft. Hood, Tex.; and COL Delbert L. Bristol, St. Louis, Mo. Secretary-Treasurer, Arthur H. Kesten, Westport, Conn. Corresponding address: 1 Crestwood Road, Westport, Connecticut 06880.

USAREUR REGION APO New York 09696

President COL Olva B. Butler
Executive Vice President COL Robert F. Little, Jr.
Secretary LTC James E. Rogers
Treasurer CPT Gerald L. Durnell
VP, Membership Activities To be elected
VP, Army Affairs LTC Leland W. Keister, Jr.
VP, Allied Affairs Mr. Michel Bouvier
VP, Industry Affairs LTC Herman M. Orrell, III
VP, Public Affairs LTC John F. Patterson

Chapter Presidents serving as Members-At-Large
Bonn Area Chapter LTC Leland F. Kiester, Jr.
Hanau Chapter MAJ Wilson E. Hall
Mainz Chapter MG Donald V. Rattan
Nurnberg Chapter MAJ Richard C. McKenney
Rhine Valley Chapter COL Robert Farley (pro tem)
Schwaebisch Hall Chapter LTC Jones R. Graham
Valley View Chapter MAJ Terry L. Schuetz

Membership: The Executive Board of the USAREUR Region is composed of the President, Executive Vice President, Secretary, and sufficient Members-At-Large to provide a representative from each active Chapter within the Region. It meets quarterly to review the Regional structure, Chapter programming, and membership enrollment within the Region, and to plan for the Annual Regional Convention at Garmisch. The Board exercises broad supervision over convention programming, the detailed administration of the function being handled by the unit winning the previous year's "Outstanding Company Size Aviation Unit Award." The Region also honors USAREUR's "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Detachment Size Unit," and "Outstanding Aviation Support Unit" with its presentation of AAAA awards. Professional programming, to include presentations by military and industry representatives from CONUS and USAREUR, is blended with a full program of social and recreational activities during the normal four-day "Members only" gathering.



1970-1971 AAAA CHAPTER EXECUTIVE BOARDS AND ACTIVITIES

ALAMO CHAPTER Fort Sam Houston, Texas 78234

President COL A.T. Pumphrey*
Executive Vice President COL Jay B. Williams*
Secretary LTC Edward A. Haswell*
Treasurer LTC Virgil E. Mielke
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs LTC Donald J. Austin
VP, Industry Affairs LTC Jesse L. Wilkinson, Ret.
VP, National Guard Affairs LTC Robert M. Jackson
VP, Reserve Affairs LTC Howard E. Malone, Jr.
*Effective 11 March 1971

Membership: Oct 68 (163); Oct 69 (167); May 70 (165);
Feb 71 (129).

Programming: On 24 Jun 70 the Chapter held a late afternoon "stag" business meeting (141) and membership drive featuring boiled shrimp and keg beer. A Friday afternoon business meeting (141) was held by the Chapter on 25 Sep to select Delegates to the AAAA Annual Convention. This was followed by a Friday evening, 20 Nov 70 cocktail party and dinner-dance (129) for members, guests, and ladies. The Chapter closed out its '70 programming with a 16 Dec professional-business luncheon (131) at which members received a Project MAST briefing and a report on the '70 AAAA Annual Convention. Clifford J. Kalista, Director of U.S. Government Marketing, Bell Helicopter Company, was the guest speaker at the 20 Mar 71 professional-social meeting and dinner-dance of the Chapter at which its '71-'73 officers were installed.

ALASKA CHAPTER Fort Richardson, Alaska 99505

The Chapter last met on 25 November 1969, at which time it conducted a professional-business meeting with a guest speaker (72), and in not having met in the subsequent four membership quarters of 1970, was deactivated by the National Office on 1 Jan 71.

ALOHA CHAPTER OF HAWAII Fort Shafter, Hawaii — APO San Francisco 96557

President COL Nelson A. Mahone, Jr.
Executive Vice President CW2 Robert J. Cunningham
Secretary CPT James E. Price, Jr.
Treasurer CW3 Robert G. Donnenswirth
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs CPT Jerry F. Anderson
VP, Industry Affairs LTC Robert A. Donahue
VP, National Guard Affairs LTC Paul G. Phillips
Membership: Nov 70 (81).

Programming: The Aloha Chapter of Hawaii was activated on 6 Nov 70 at which time the members conducted a Friday evening business meeting (81). On

10 December 70, members and their ladies attended a professional and social meeting (83) at which MG John L. Klingenhagen, Commanding General, U.S. Army Aviation Systems Command, St. Louis, Mo., was the Chapter's guest speaker. The Chapter then held a late afternoon, mid-week business-social meeting (93) on 24 Feb 71 at which wives, guests, and prospective members were welcome.

ARMY AVIATION CENTER CHAPTER Fort Rucker, Alabama 36360

President COL William H. Harper
Executive Vice President COL Colin D. Ciley, Jr.
Secretary LTC Thomas J. Sabiston, Ret.
Treasurer LTC William A. Howell, Ret.
VP, Membership Activities LTC James T. Bridges
VP, Programming To be elected
VP, Awards LTC Loren C. Strange
VP, Public Affairs CW4 Linwood N. Packard
Membership: Oct 68 (877); Oct 69 (1,489); May 70 (1,082); Feb 71 (956).

Programming: The Army Aviation Center Chapter members heard LTC William H. Scanlan, DIA, DOD, on "60 Years of Soviet Aviation" at an 11 May 70 membership luncheon (1,082). On 6 June the Chapter held a "28th Birthday of Army Aviation" Picnic (1,064) at which \$500 of the picnic proceeds were turned over to the AAAA Scholarship Foundation. A 9 Sep 70 "Members Only" Shrimp & Beer Bust (1,004) was SRO with members selecting Chapter Delegates to the '70 AAAA Annual Convention as their sole business. COL Robert R. Corey, Ret., addressed the members at a professional luncheon meeting (1,031) on 7 Dec 70, covering the S-67 Blackhawk, the Aerial Armored Recon Vehicle (AARV), and the ABC Rotor System. The Chapter will open its '71 programming with a 15 Mar 71 professional luncheon (956) at which newly-elected Chapter officers will be installed prior to the presentation by the guest speaker.

ARMY FLIGHT TRAINING CENTER CHAPTER Hunter AAF, Georgia 31409

President COL Ted A. Crozier
Executive Vice President COL Herb D. Prather
Secretary CW4 Dennis O. Cox, Sr.
Treasurer MAJ Roland Sevigny

The AAAA Chapter structure includes 39 worldwide Chapter activities, of which 29 are in CONUS. In addition to USAREUR's seven Chapters, there are active organizations in the states of Hawaii and Alaska, and a Latin American Chapter in the Caribbean.

Protect your flight pay with low-cost insurance!

The Flight Pay Protection Plan, as endorsed by the AAAA, is available to those members of AAAA who are serving on flight status in the active U.S. Army or its Reserve Components.

The FPPP returns disability income payments to those Insureds who lose government flight pay during periods of grounding caused by illness or accidental bodily injury, to include combat injuries in a declared or undeclared war.

FPPP Insureds receive tax-free indemnity payments for loss of income amounting to 80 percent of flight pay, which is the approximate equivalent of full taxable government flight pay.

The FPPP coverage provides indemnity payments for up to 12 months, if the Insured is grounded due to illness or accidental bodily injuries, to include combat-incurred injuries sustained in an aviation or non-aviation accident.

The FPPP also provides disability payments for up to 24 months, if the Insured loses flight pay due to accidental bodily injuries sustained in a military aviation accident not attributable to combat.

Policyholders, to include non-rated students engaged in aviation primary training, receive a pro-rated premium refund on any remaining unused coverage if separated, retired, discharged, or assigned administratively to a non-aviation space prior to the policy expiration date.

The Plan is offered at a level premium of 2½% of annual flight pay to protect the large 97½% increment against all risks, and provides for the payment of premiums by quarterly, semi-annual or annual payment modes.

Coverage would commence upon the first day of the month after the postmark date in which the application is made.

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News/Photos



EVANSVILLE, IND. — BG Robert M. Leich, IGR (left), AAAA's first national president and current chairman of its national Awards Committee, is shown with Cong. Roger H. Zion (Rep.-Ind.). Congressman Zion presented Leich with a Department of the Army Certificate of Appreciation for Patriotic Civilian Service signed by Secretary of the Army Stanley R. Resor.



FT. EUSTIS — Chatting prior to the 2d Annual William B. Bunker Memorial Scholarship Dinner-Dance of AAAA's David E. Condon Chapter are, l-r, COL Thomas L. Lyons, USATC Chief of Staff; GEN Hamilton H. Howze, Ret., AAAA past president; LTC Jack H. Thompson, Condon Chapter president; LTG Harry W. O. Kinnard, Ret., AAAA national president; and MAJ Leonard E. Small, Ret., Dinner-Dance Chairman.



FT. EUSTIS — Shown during the recent AAAA National Executive Board business meetings at Fort Eustis, Va., are, l-r, GEN Hamilton H. Howze, Ret., BG Edwin L. Powell, Jr., COL Robert R. Corey, Ret., CPT (then 1LT) Sverre O. Staurset, CW3 Ralph G. Battle, CW4 Robert L. Hamilton, COL Ted A. Crozier, and LTG Teddy G. Holloway. The two-day session was attended by some 32 National Board members and committeemen. (USA photo)



MASTERS ALL! — BG James C. Smith (right), CG of USAFTC&FS (and since asgd as CG of the 1st Armored Div. at Ft. Hood), congratulates LTC Emmett F. Knight on the latter's Master Army Aviator rating. Shown during a change of command ceremony at Hunter AAF are other "Masters" — left to right, COL Albert A. Johnson, LTC Donald Jordan, LTC Knight, BG Smith, LTC Glenn M. Ebaugh, LTC Douglas M. Hutchens, and LTC J. L. Weaver. LTC Knight replaced LTC Hutchens as 3d Aircraft Maintenance Battalion commander on the same occasion.



CARLISLE BARRACKS, PA. — Fifteen of the 17 Army Aviators attending the Army War College are shown in a late Feb. photo. In front, l-r, are LTCs William E. Crouch, Jr., Robert L. Young, and Gerald L. Waldron; COLs Robert M. Reuther and Nicholas G. Psaki; and LTC George E. Derrick. Rear row: LTCs Carl H. McNair, Jr., Eugene Lail, Joseph H. Kastner, Thomas E. Anderson, John H. Richardson, Marion E. England, Billy

E. Rutherford, and William C. Rousse; and COL James H. Mapp. Missing from photo are COL Harold G. Keebaugh and LTC Weldon F. Honeycutt. The group's senior officer, COL Psaki, a former commander of the 12th Combat Aviation Group, holds the distinction of president of the War College Class of 1971. The 17 members have provided 238 years of service to Army Aviation. (USA photo)

THIS IS AAAA

NATIONAL REGIONAL, AND CHAPTER
EXECUTIVE BOARDS AND ACTIVITIES

ARMY FLIGHT TRAINING CENTER CHAPTER Hunter AAF, Georgia 31409

VP, Membership SGM Frederick D. Cressey
VP, Programming LTC Douglas L. Hutchens
VP, Benefits LTC Joseph A. Sites
VP, Public Affairs MAJ Jessie W. Watson, Jr.
Membership: Oct 68 (367); Oct 69 (351); May 70 (406); Feb 71 (341).

Programming: The Army Aviation Flight Training Center Chapter hosted the AAAA National Executive Board during the latter's 4-6 June 70 business meetings at Hunter AAF conducting an Army Aviation "Birthday Ball" (406) on 5 June. The Chapter then held a "Welcome aboard" Picnic (Shrimp and Crab Boil) for BG James C. Smith, new CG, at the Lotts Island Recreational Area on 10 October (364). The Chapter closed out its '70 programming with a professional luncheon at HAAF on 10 December and a similar luncheon at Ft. Stewart on 11 December (341) at which Jack R. Hunter, President of Embry-Riddle Aeronautical University, was the guest speaker. The Chapter officers are considering a dual Chapter arrangement under which members at HAAF and Fort Stewart would be affiliated with separate Chapters.

BLUEGRASS CHAPTER Fort Knox, Kentucky 40121

President LTC Wilfred A. Jackson
Executive Vice President LTC John H. Rhein
Secretary LTC Robert W. Mills
Treasurer CPT David H. Marlowe
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs MAJ Larry C. Cogan
VP, Industry Affairs MAJ James E. Hyers
VP, Public Affairs CWO Frederick G. Lieb, Ret.
VP, Reserve Affairs LTC Herman H. Bishop, Jr.
Membership: Oct 68 (91); Oct 69 (115); May 70 (142); Feb 71 (103).

Programming: In the past AAAA fiscal year, the Bluegrass Chapter members held a business-social meeting (141) on 29 Apr 70 at which their '70-'72 officers were installed, and the '70 program developed. MG Richard L. Irby, CG of the U.S. Army Armor Center, was the guest speaker at the Chapter's 21 Aug 70 professional meeting and dinner-dance (136). At a 4 Nov 70 professional luncheon meeting BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA, was the Chapter guest speaker (132). Continuing its quarterly meeting schedule, the Chapter then held a late afternoon business-social at which it elected its '71-'73 officer slate (132).

More than eighty-eight percent (88%) of the 11,472 members in the Army Aviation Association on January 15, 1971, were military members. The civilian (non-military) members of the Army Aviation Association account for 11.1 percent of the membership.

BONN AREA CHAPTER APO New York 09080

President LTC Leland W. Keister, Jr.
Executive Vice President Mr. John B. Keehner
Secretary Mr. David R. Fournay
Treasurer Mr. John O. Montanaro
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Industry Affairs Mr. Sergei I. Sikorsky
VP, Military Affairs Mr. U.L. Schubert
VP, Public Affairs Mr. J. Kenneth Graham
Membership: Oct 68 (37); Oct 69 (34); May 70 (34); Feb 71 (31).

Programming: The Bonn Area Chapter held a 4 June 70 business-social meeting at which '70-'72 Chapter officers were elected, and an Apollo 12 film was shown. The Chapter next met on 12 Feb 71 conducting a professional-social dinner meeting (31) at which Sergei Sikorsky discussed the new book about his father, "My Recollections of Aviation, 1907-1970."

CHICAGO AREA CHAPTER Fort Sheridan, Illinois 60037

President LTC James R. Blackmore
Executive Vice President LTC Frank L. McChesney
Secretary MAJ Richard E. Haynes
Treasurer MAJ Andrew J. Doser, Jr.
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs LTC Thomas Bransford
VP, Public Affairs MAJ Everett M. Renfroe, Jr.
VP, Reserve Affairs LTC Robert T. Shaw
Membership: Sep 69 (84); Sep 70 (90); Feb 71 (90).
Programming: Combining ARNG, USAR, and active Army membership, the Chicago Area Chapter met once during the first three quarters, gathering at the O'Hare Field Air Force Officers' Club for a 12 September 1970 membership dance.

CONNECTICUT CHAPTER Stratford, Connecticut 06497

President Mr. John A. McKenna
Executive Vice President Mr. M.S. Sabot
Secretary LTC Leland F. Wilhelm, Ret.
Treasurer Mr. Eugene J. Tallia
VP, Membership Activities Mr. Kenneth E. Horsey
VP, Programming Mr. Eugene J. Tallia
VP, Industry Affairs LTC Chester A. Dillabunt
VP, NG Affairs LTC Bernard H. Mattson, Ret.
VP, Reserve Affairs COL Raymond P. Campbell, Jr.
Membership: Dec 69 (190); May 70 (206); Feb 71 (149).

Programming: Members and their ladies attended a professional-social dinner meeting on 26 June 1970 at which MG Robert R. Williams, Acting Asst Chief of Staff for Force Development, DA, was the evening's guest speaker (200). The Chapter then participated in an informal "Brunch and Pool Party" (152) on Sunday, 9 August, mixing Cold Duck with their Hot Ham. Chartering a bus, interested Chapter members and their families visited the U.S. Military Academy on 7 Nov 70, enjoying a box-lunch picnic prior to watching the Parade of the Corps of Cadets, viewing a classroom and dormitory building, and watching the Syracuse-Army football game (158). On 12 Nov 70 BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA, addressed the members and their wives at a professional dinner meeting (142). A joint dinner meeting with AHS on 1 April 71 will be held at which members

and their wives will hear Paul F. Yaggy, Director of the USA Airmobility R&D Laboratory, Moffett Field,

DAVID E. CONDON CHAPTER
Fort Eustis, Virginia 23604

President COL Harry L. Jones*
Executive Vice President LTC Jack H. Thompson*
Secretary MAJ Charles W. Sloan
Treasurer CW4 Robert J. Kean
VP, Membership MAJ Leonard E. Small, Ret.
VP, Programming To be elected
VP, Organization & Planning MAJ James W. Case
VP, Public Affairs LTC George T. Singsley, Jr., Ret.
*Effective 31 March 1971

Membership: Oct 68 (324); Oct 69 (325); May 70 (355); Feb 71 (324).

Programming: AAAA's seventh largest Chapter and its second most active, the David E. Condon Chapter held a 27 Apr 70 professional luncheon meeting at which AAAA National President, COL Richard L. Long, USA (Ret.), was the guest speaker and recipient of a \$1,136.47 Chapter donation to the AAAA Scholarship Foundation's William B. Bunker Memorial Scholarship Fund (355). On 18 Jun 70 LTC William H. Scanlan, DIA, addressed a late afternoon professional-social gathering (364) on "50 Years of Soviet Aviation." At its 28 Jul 70 membership business luncheon (368), Chapter members presented an Honorary Chapter Membership to Mrs. David E. Condon, widow of the Army Aviator for whom the Chapter was named posthumously.

A Chapter "Cookout & Picnic" for AAAA members and their families took place at the Warwick Pier Area on 20 Sep 70, the informal, late summer function being well-attended (359). Going indoors again, the Chapter heard John Crigler of the Lockheed Cheyenne Project at a 24 Nov 70 joint dinner meeting (334) with members of the Fort Monroe Chapter, and then held a late afternoon "Bring Your Own Beer Mug!" business and social "stag" meeting (334) to plan Jan-Mar 71 Chapter activities. Hosting members of AAAA's National Executive Board who held 11-13 Feb business meetings at Ft. Eustis, Chapter members and their wives joined with Ft. Monroe members and their wives at the Second Annual William B. Bunker Scholarship Dinner-Dance (324) on 12 Feb 71, said to be one of the largest gatherings ever held at the Ft Eustis Officers' Open Mess. Chapter officers expect to turn over a donation of approximately \$1,800 to the AAAA Scholarship Foundation as a result of the social function.

DELAWARE VALLEY CHAPTER
Philadelphia, Pennsylvania 19142

President Mr. Harry S. Pack
Executive Vice President To be elected
Secretary LTC Morris G. Rawlings, Ret.
Treasurer COL John T. Pierce, III, Ret.
VP, Membership Activities Mr. Abner J. Bobo
VP, Programming COL Edward L. Nielsen, Ret.
VP, National Guard Affairs CPT Clifford W. Holgate
VP, Reserve Affairs LTC Carl A. Colozzi, Ret.

Membership: May 69 activation (214); Oct 69 (229); May 70 (235); Feb 71 (179).

Programming: On 19 May 70 Chapter members and their wives heard LTC William F. Scanlan, DIA, discuss "50 Years of Soviet Aviation," at a professional dinner meeting (230). MG Robert R. Williams, then Asst Chief of Staff for Force Development, DA, was the guest speaker at the Delaware Valley Chapter's 10 Nov 70 cocktail party and dinner meeting (192). A

12 Jan 71 joint professional dinner meeting with the AHS concluded the Apr 70-Mar 71 Chapter year with Paul F. Yaggy, Director of the USA Airmobility R&D Laboratory, as the evening's guest speaker.

FORT BENNING CHAPTER
Fort Benning, Georgia 31905

President LTC Frank L. Henry
Executive Vice President MAJ James E. Lybrand
Secretary LTC John L. Jones, Jr.
Treasurer MAJ Charles F. Hatfield
VP, Membership Activ MAJ James R. Laudermilk
VP, Programming To be elected
VP, Army Affairs MAJ Robert G. Shain
VP, Reserve Component Affairs Mr. R.L. Hinson
VP, Industry Affairs LTC Donald E. Bliss
VP, IOAC 1-71 MAJ William B. Damon
VP, IOAC 2-71 CPT Lott Lawson, III
VP, IOAC 6-70 MAJ Kenneth R. Pelfrey
VP, IOAC 3-71 CPT Richard L. Stamm
VP, IOAC 7-70 CPT Fredrick I. Steiner
VP, IOAC 4-71 CPT Gerald E. Thomas
Membership: Oct 68 (230); Oct 69 (264); May 70 (258); Feb 71 (225).

Programming: During the Apr 70-Mar 71 membership year, the Fort Benning Chapter has met three times. Its first meeting was held on 1 Jun 70 at which Charles Black, Associated Editor of the Columbus Ledger-Enquirer, spoke to Chapter members at a professional luncheon meeting (271). BG Robert N. Mackinnon, CG of the U.S. Army Primary Helicopter Center and Ft. Wolters, was guest speaker at an after-supper professional meeting (238) held on 24 Sep 70. COL Robert R. Corey, Ret., of the Sikorsky Aircraft Division, then addressed the Chapter members at their 16 Dec 70 after-supper professional meeting (225), presenting information on the S-67 Blackhawk, the Aerial Armored Recon Vehicle (AARV), and the ABC Rotor System.

FORT BRAGG CHAPTER
Fort Bragg, North Carolina 28307

President CW4 Harry L. Conyers
Executive Vice President LTC Raymond E. Dickens
Secretary Miss Norma F. Deadwyler
Treasurer CPT Samuel J. Wolf
VP, Membership Activities To be elected
VP, Public Affairs CPT William T. McMahan
VP, Army Affairs MAJ Ralph R. Stone
VP, Reserve Affairs LTC John S.W. Parham
VP, Industry Affairs LTC William T. Temple

Membership: Oct 68 (151); Oct 69 (210); May 70 (213); Feb 71 (153).

Programming: The Chapter opened its April 70-March 71 year with a 25 June 70 Chapter "Cookout" and Summer Skirmish for AAAA members and their families (213), following this social activity with a 28 Sep 70 late afternoon business-social "stag" at which members selected their Delegates to the '70 AAAA Annual Convention (181). On 20 Nov 70 Fort Bragg Chapter members held a professional dinner

AAAA's five national awards honoring outstanding contributions within U.S. Army Aviation are presented annually at a year-end convention by top DA authorities, to include the Secretary of the Army, the Chief of Staff, and the Vice Chief of Staff.

THIS IS AAAA

NATIONAL REGIONAL, AND CHAPTER EXECUTIVE BOARDS AND ACTIVITIES

Bragg Chapter members held a professional dinner meeting (153) at which MAJ James N. Roe, five-year North Vietnam prison of war, was the guest speaker for the evening.

FORT HOOD CHAPTER Fort Hood, Texas 76544

President LTC Charles M. Hickerson
Executive Vice President . . . LTC William L. Corley
Secretary LT Oakley D. Warren
Treasurer CWO Bud E. Wheeler, Jr.
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs CW3 Carl L. Hess
VP, ARNG Affairs MAJ Robert S. Lamonte
VP, Reserve Affairs . . . LTC Amore V. Juliano, Ret.
VP, Industry Affairs MAJ Billy J. Slusher
VP, Public Affairs CW2 Charles D. Marchant
Membership: Inactive in 69; Oct 69 (93); Jul 70 (127); Feb 71 (125).

Programming: The members of the Fort Hood Chapter met at a 17 Jul 70 "stag" dinner meeting (127) to discuss Chapter organization and membership, and to develop '70-'71 programming. It then conducted a 23 Feb 71 late afternoon "stag" professional meeting at which BG Robert M. Shoemaker, Chief of Staff, III Corps, was the guest speaker. An Army team from Edwards AFB also presented a briefing and a film on the Army's Experimental Aircraft Test Pilot Program. The Chapter plans a professional luncheon meeting on Friday, 19 Mar 70, at which LTG Harry W.O. Kinnard, USA (Ret.), AAAA National President, will be the guest speaker.

FORT LEAVENWORTH AREA CHAPTER Leavenworth, Kansas 66048

President COL William C. Dysinger
Executive Vice President . . . LTC Richard C. Strudeman
Secretary To be elected
Treasurer LTC Joseph C. Boggs
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs LTC Archie A. Rider
VP, Reserve Affairs LTC Richard H. Duckworth
VP, Industry Affairs LTC Charles P. Damon, Ret.
VP, Public Affairs LTC Myles H. Mierswa, Sr.
Membership: Oct 69 (172); May 70 (195); Feb 71 (142).

Programming: Ralph P. Alex, Chief, R&D Marketing at Sikorsky Aircraft, addressed a 26 May 70 late afternoon professional meeting (195) of the Chapter, reporting on HLH development studies, the AH-3, the ABC Rotor System, and the AARV. He was assisted by Kurt Cannon, Sikorsky test pilot. The Chapter then

The largest Chapter activity in the AAAA is the Army Aviation Center Chapter which had 956 members on its rolls on January 13. The Association's smallest active chapter is the Bonn Area Chapter in Germany with 32 AAAA members on its current roster.

held its first "social," a 26 Dec 70 picnic and outing for members and their families (locally-reproduced notice). The Chapter then held a brief business meeting on 7 Oct 70 (local notification), at which it conducted elections for vacancies in its Executive Board.

FORT MONROE CHAPTER Fort Monroe, Virginia 23351

President COL William R. Mathews
Executive Vice President LTC John W. Fust
Secretary LTC Ronald A. Jones
Treasurer LTC Robert F. McGuffin
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs LTC Joe F. Craig
VP, ARNG Affairs CPT Kenneth O'Neill
VP, Reserve Affairs CWO Harry L. Paul
VP, Industry Affairs Mr. Alden A. West
VP, Public Affairs LTC Jerry D. Hahn
Membership: Oct 68 (68); Oct 69 (81); May 70 (78); Feb 71 (77).

Programming: Except for a late afternoon business meeting (74) held on 19 Nov 70, the Chapter did not meet in 1970. Chapter members and their wives held a Mardi Gras Dinner-dance (77) on 26 Feb 71 to which David E. Condon Chapter members and their wives were invited.

FORT RILEY CHAPTER Fort Riley, Kansas 66442

President LTC James R. Pierce
Executive Vice President . . . CPT Cleveland H. Bagley
Secretary CPT Bobbie J. Young
Treasurer SFC Edgar C. Bufkin
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs LTC James G. Humphrys
VP, ARNG Affairs MAJ Harold L. Boyd
VP, Reserve Affairs MAJ Cornelius E. Linder
VP, Industry Affairs MAJ Donald O. Ellerthorpe
VP, Public Affairs CW4 Bennie B. Potts, Ret.
Membership: Sep 68 (47); Sep 69 (43); Jan 70 (52).

Programming: The Chapter last met on 30 Jan 70 in the AAAA '69-'70 membership year, and did not conduct a meeting during the first three quarters of the current April 70-Mar 71 membership year.

FORT SILL CHAPTER Fort Sill, Oklahoma 73503

President COL Frederick C. Goodwin
Executive Vice President . . . LTC Kenneth J. Calcaterra
Secretary LTC Anthony M. Cominos
Treasurer MAJ Carlyle J. Heathcote
VP, Membership Activ CW4 Edward J. Weisenburger
VP, Programming CW3 Alvin C. Freeman
VP, Benefits LTC Isidro S. Valdez, Ret.
VP, Public Affairs MAJ Joe M. Miller
Membership: Oct 68 (195); Oct 69 (182); May 70 (178); Feb 71 (203).

Programming: The Chapter opened its April 70-March 71 membership year with a formal "Army Aviation Birthday Ball" (178) at the FSOOM on 5 Jun 70, following this with an all-unit membership drive during summer, 70. The Sill members then participated in a "Membership only" professional luncheon at which James Welsh of the FAA was guest speaker (186). An open, late afternoon business meeting (203) was held on 18 Sep (free beer, fit suits) at which attendees selected

(CONTINUED ON PAGE 30)

You'll find Beech where the action is

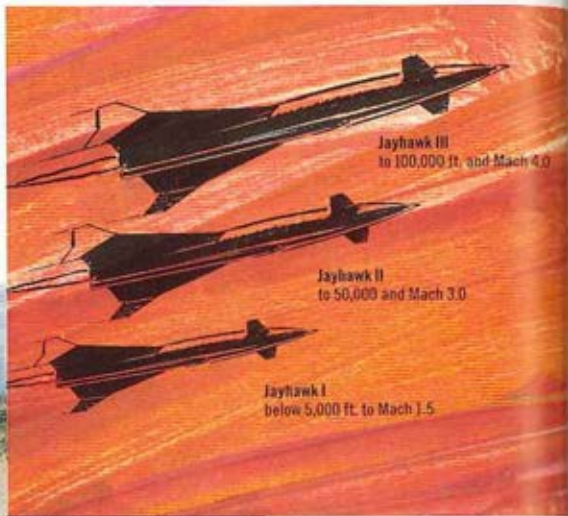


This turboprop Beechcraft U-21A is a good example. As versatile as the men who fly it, the U-21A is used in different configurations for a variety of utility and indirect support missions. Cargo, troop transport, air ambulance, staff transport and highly specialized classified operations are currently being performed.

The Beech family of target/drones

Only Beech has a complete family of target/drones. Power systems include liquid rocket, hybrid liquid/solid rocket, air-augmented rocket, jet and reciprocating engine. There is a Beech system to meet almost every conceivable mission requirement...from slow cruise to blinding flash; at 50 feet or 100,000 feet altitude; launched from portable zero-length launchers or air-launched at supersonic speeds; with radio-controlled or programmed maneuverability.

Look at Jayhawk. Eight out of ten mission operations against supersonic targets fall within the Jayhawk II mission spectrum. Jayhawk III goes beyond present target requirements with Mach 4.0 speed and an operating altitude of over 100,000 feet. The third member of this Beech family, the Jayhawk I, is designed for low altitude supersonic performance.



Jayhawk III
to 100,000 ft. and Mach 4.0

Jayhawk II
to 50,000 and Mach 3.0

Jayhawk I
below 5,000 ft. to Mach 1.5



The Beech Cardinal target has proven its reliability with more than 5,000 flights. From minus 42 degree weather in Alaska to the hot and humid jungles of Southeast Asia, the Cardinal has been proven a very dependable drone.

Powered by a 125 hp, 6-cylinder engine, the Cardinal is extremely stable and maneuverable. Offering controlled flight from 50 feet over terrain to an altitude of 43,000 feet, can attain speeds up to 300 knots and can sustain flight for up to 2¾ hours under favorable conditions.



This Model 1055 turbojet drone has a Mach 0.7 speed and 400 nautical mile range. Add 5 cubic feet of available space and a 500 pound payload capability and you can start ticking off its potential applications. Radar, TV or camera reconnaissance, decoy, stores delivery—that's just a beginning.

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In service at Ft. Rucker since 1965, the Beechcraft T-42A was selected as a twin-engine transition and instrument trainer after a 2-year competitive evaluation. Its record of 90% availability rate is proof that it was a wise choice.

In service in Vietnam since 1963, a fleet of Beechcraft U-8F transports has had high utilization. 80 to 90 hours per plane average per month have been logged carrying thousands of passengers and tons of cargo throughout Southeast Asia.

In service since 1964, the twin turboprop Beechcraft NU-8F provides a 1280 nm range and cruises at over 200 knots. Its versatility is service proved.

In service since 1967, the Beechcraft U-21A has proven to be a very practical combination of size, performance, reliability and economy. Seats 10 combat-equipped servicemen or carries 2000 pounds of cargo. Operates from tactical strips as short as 1000 feet—on any J P grade fuel (kerosene, gasoline or diesel fuel)—or mixed fuels without adjustment. The U-21A will cruise up to 217 knots per hour and will fly 1240 nm fully loaded.



The Beechcraft U-8F

The Beechcraft NU-8F



The Beechcraft King Air 100... latest and greatest

This 8- to 15-place, pressurized Beechcraft has greater capacity and more flexibility than any other airplane in its class. Powered by two P&W PT6A-28 turboprop engines with 680 shp each, the King Air 100 offers exceptional performance.

Beech has a 30-year record of dependable service to the military

For full information about how you may take advantage of Beech's experience in systems management and proven capabilities in designing, developing, manufacturing and testing of components of aviation and aerospace projects, write, wire or phone Contract Administration, or Aerospace Marketing, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

Like all Beechcraft twin turboprop aircraft, the King Air 100 can be made quickly convertible for multi-mission versatility...for personnel, cargo, ambulance service or special missions. It is in steady production now for off-the-shelf availability.



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Look to Beech Capabilities!**

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ARMY AVIATION ASSOCIATION

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I wish to become a member of the Army Aviation Association of America (AAAA). My past or current duties affiliate me with Army Aviation and I wish to further the aims and purposes of AAAA. I certify that I am a citizen of the U.S., and understand that the annual membership fee of \$8 includes an annual subscription (\$3.75) to ARMY AVIATION MAGAZINE.

Print Name _____ Rank _____

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- | | |
|---|---|
| <input type="checkbox"/> U.S. Government | <input type="checkbox"/> Aerospace Industry |
| <input type="checkbox"/> USA Active Duty | <input type="checkbox"/> Administration |
| <input type="checkbox"/> USA Civilian | <input type="checkbox"/> Marketing |
| <input type="checkbox"/> Army National Guard | <input type="checkbox"/> Engineering |
| <input type="checkbox"/> Army Reserve | <input type="checkbox"/> Manufacturing |
| <input type="checkbox"/> Army Retired | <input type="checkbox"/> R & D |
| <input type="checkbox"/> Other Services | <input type="checkbox"/> News Media |
| <input type="checkbox"/> Other Industry or Business | |

Note: Please check all appropriate boxes.

- New Membership { \$17 (2-Yr. Membership)
 \$10 (1-Yr. Membership)
 (Includes First-Year \$2 Initiation Fee)

The initiation fee applies to the applicant's first year membership only, and covers the one-time issue of a personal lapel pin and a membership decal.

**DETACH,
COMPLETE,
AND
RETURN!**



CORPUS CHRISTI — SSG Carl M. Wertz, Materiel Group No. 7, ARADMAC, receives an AAAA Certificate of Appreciation from Richard H. Bitter, Chapter President John Hopkins. Sergeant Wertz was responsible for rebuilding the UH-1 donated to the City of Corpus Christi in Feb 1970. The UH-1 aircraft, rebuilt from salvage on spare time, served as a downtown war memorial and was blown from its 14-foot high pedestal by Hurricane Celia in August 1970.



FT. EUSTIS — Six of the eight David E. Gondon Chapter officers are shown at the time of the 2d Annual William B. Bunker Memorial Scholarship Dinner-Dance. They are, l-r, COL Edward W. Sargeant, EXVP; MAJ Charles W. Sloan, Sec; LTC Jack W. Thompson, Pres; Leonard E. Small, VP, Memb Actvss; CMA Robert J. Kean, Treas; and COL Harry L. Jones, VP, Army Aff. Missing are LTC Daniel A. Lenz and George T. Singley.

Have you an interesting Army Aviation anecdote or episode to pass along? A humorous incident or a hairy flight experience? Get it down on paper in 400 words or less and send it in to ARMY AVIATION . . . We'll reimburse you at 5¢ a word!

THIS IS AAAA

NATIONAL REGIONAL, AND CHAPTER EXECUTIVE BOARDS AND ACTIVITIES

their Delegates to the '70 AAAA Annual Convention and prospective members were briefed on AAAA benefits, programs, etc. A fall, 70 AAAA Golf Tournament was postponed and is to be rescheduled this spring. The Chapter then sponsored a Mardi Gras and Ball for all aviators, wives, and dates on 19 Feb 70 (199).

FORT WOLTERS CHAPTER Fort Wolters, Texas 76067

President LTC Howard Kessinger
Executive Vice President LTC Lloyd K. Adams
Secretary MAJ Charles W. Noble
Treasurer LT Richard T. Schuler
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Industry Affairs Mr. Wayne S. Schwalm
Vice President CPT Robert E. Buxton
Vice President WO1 Kenneth E. Spurlin
Vice President MAJ Jay L. Tilby

Membership: Oct 68 (588); Oct 69 (702); May 70 (293); Feb 71 (257).

Programming: AAAA's eighth largest Chapter activity on Feb 71, the Wolters Chapter held a 23 May "Cookout" (288) at which its newly-elected '70-'72 slate assumed office. It then held a 21 Oct late afternoon professional meeting at which Wilbur L. Middleton of the Embry-Riddle Aeronautical University was the guest speaker.

GOLDEN GATE CHAPTER Presidio of San Francisco, California 94129

President COL Wayne N. Phillips
Executive Vice President LTC Donald I. Hobbs
Secretary LTC Leroy C. Herrick
Treasurer CW3 Richard O. Gordon
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Reserve Component Affairs LTC Paul G. Lewis
VP, Industry Affairs LTC Frank H. Radspinner
VP, Public Affairs LT John W. Dundas

Membership: Dec 70 activation (61); Feb 71 (81).

Programming: Meeting in the Presidio Officers' Open Mess on 11 Dec 70, 41 of the 61 members residing in the Greater San Francisco Area activated the "Golden Gate Chapter," the fourth Chapter to be organized in California. The Chapter then held its first general membership business meeting on 8 Jan 71, at which the attending members established their meeting plans and frequency. On 6 Mar 71 the Chapter is to conduct its first professional-social meeting and dinner dance, with Joseph D. Creveling, Lockheed Aircraft Corporation, giving members a '71 update on the AH-56A Cheyenne.

GRAND CANYON CHAPTER Fort Huachuca, Arizona 85613

President LTC Cecil O. Carlile
Exec Vice President MAJ William E. Rogers, Ret.
Secretary MAJ Steven E. Selman
Treasurer Mr. Orvel T. Leedy
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs COL Jesse R. Forbes
VP, Industry Affairs MAJ Billy R. Taylor, Ret.
VP, Public Affairs MAJ George R. Hall
Membership: Oct 68 (101); Oct 69 (121); May 70 (120); Feb 71 (122).

Programming: The Chapter did not meet during the Apr-Jun 70 quarter, but held a 23 Sep 70 professional luncheon meeting at which a representative of the Tucson, Arizona FAA facility briefed the attending members on FAA procedures, facilities, and capabilities. Its Executive Board held a 13 November luncheon meeting at which Dec 70-Mar 71 programming was discussed. The Chapter then met on 4 Dec 70 at a late afternoon professional meeting at which Wilbur A. Middleton, Embry-Riddle Aeronautical University, was the guest speaker.

GREATER ATLANTA CHAPTER Fort McPherson, Georgia 30330

President BG Samuel L. Reid
Executive Vice President COL Carlos E. Urrutia
Secretary MAJ Rodney P. Turner, Jr.
Treasurer LTC Arthur L. Walters
VP, Membership Activities CPT Charles G. Houck, Jr.
VP, Programming LTC Lowell L. Bailard, Jr.
VP, ARNG Affairs COL Samuel W. Smith
VP, Reserve Affairs MAJ James T. Pearlman
VP, Industry Affairs LTC Richard B. Stephens

Membership: Jun 70 activation (114); Feb 71 (134).

Programming: Some 32 members residing in the Greater Atlanta Area were present on 24 Jun 70 when the Chapter conducted its activation meeting (114). The Chapter then held its first general membership meeting (119) on 23 Sep 70, a professional-social dinner meeting at which James G. Rogers, Director of the FAA Southern Region, was guest speaker. On 16 Dec members participated in another professional dinner meeting hearing Major General Allen M. Burdett, Jr., commanding general of the Y.S. Army Aviation Center and Fort Rucker, as the guest speaker for the evening (136).

HANAU CHAPTER APO New York 09165

President MAJ Wilson E. Hall
Executive Vice President MAJ John W. Johnson
Secretary SP5 Howard S. Wharton
Treasurer MAJ Charles A. Phipps
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs MAJ Harry Gawkowski
VP, Industry Affairs CPT John E. Niamtu
VP, Public Affairs CPT George W. Goff, Jr.
Membership: Oct 68 (74); Oct 69 (71); May 70 (122); Feb 71 (120).

Programming: Hanau Chapter members gathered at an early evening "stag" on 6 Apr 70, and brought their crewchiefs, POL handlers, etc. to hear a program on aircraft maintenance (130). "Aircraft Maintenance Phase II" brought the members and the crewchiefs

The Association's Lindbergh Chapter in St. Louis, Mo., was AAAA's most active chapter during 1970, conducting eight separate membership activities. The AAAA functions included six professional dinner meetings with a guest speaker and two dinner-dances.

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together again on 11 May 70 for another after-supper "stag." A similar aviator-crewchief after-supper gathering was held at the Beacon NCO Club on 13 Jul and 12 Oct. Sergei Sikorsky, United Aircraft Corporation, was the guest speaker at a late afternoon professional meeting on 15 Dec, briefing members on the S-67 Blackhawk gunship, the Armored Aerial Recon Vehicle, and the ABC Rotor System. The Chapter also heard Charles Davis, Bell Helicopter Company, who provided the commentary on a film utilizing helicopters in civilian law enforcement and fire rescue work.

HIGH PLAINS CHAPTER Amarillo, Texas 79109

President LTC Robert E. O'Donald
Executive Vice President Mr. J.A. Tarpley
Secretary Miss Mollie K. Sutton
Treasurer Mr. Larry L. Clark
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs SFC John A. Gosselin, Ret.
VP, ARNG Affairs LTC Alvin F. Burch, Ret.
VP, Industry Affairs Mr. Barry M. Hendricks
VP, Public Affairs Mr. Joel A. Bruner
Membership: Nov 69 activation (30); May 70 (59); Feb 71 (77).

Programming: LTC John W. Campbell, CO, USA Bell Plant Activity, was the guest speaker at a 10 Apr 70 professional dinner meeting (60), at which he addressed members and their wives on "The Army Aviation Maintenance Program - User to Depot or Contractor." On 7 May 70 Chapter members attended a professional dinner meeting at which COL Luther G. Jones, Jr., CO, USA Aeronautical Depot Maintenance Center, gave a presentation highlighted with slides on "Huey and Turbine Engine Overhaul at ARADMAC" (59). Attending a "Members only" professional meeting, High Plains Chapter members discussed Chapter plans for the X-Mas Holidays and enjoyed United Aircraft Corporation film, "We Saw It Happen!" The Chapter closed out its '70 programming with a Christmas Dinner-Dance for members and guests on 19 Dec (81). Going "professional" again, the Chapter then held a dinner meeting at which Joseph P. Cribbins, Director of Aviation Logistics, ODCSLOG, DA, was the 25 Feb 71 guest speaker (77).

LATIN AMERICAN CHAPTER Curundu, Canal Zone

President MAJ Ronald G. Clarke
Executive Vice President CW3 Jon R. Davidson
Secretary CW4 Shelton R. Foles
Treasurer CPT Gerald L. Berg
VP, Membership Activities CWO George C. Gaston
VP, Programming MAJ Albert P. McGee
VP, Public Affairs MAJ Thomas W. Schmid
Membership: Oct 69 (44); May 70 (50); Feb 71 (47).
Programming: The Chapter's first '70-'71 general membership meeting was a late afternoon open house business meeting at which prospective members were consulted on the Chapter's programming for the year. (50). On 29 Sep 70 Latin American Chapter members attended a professional dinner meeting at which Robert J. Owen, Assistant Chief of the Panama FAA, was the guest speaker. At a 27 Oct 70 dinner meeting, Chapter members were briefed by LTC Hoefener, their Chapter President, and CW4 Ramon R. Williams, their two Chapter Delegates, on the 14-16 Oct 70 AAAA National Convention in Washington, D.C. (Locally-produced notifications). Members then attended a 20 Jan 71

evening business meeting at which their '71-'72 slate of Executive Board officers, made plans for a June 71 birthday party, and heard MAJ Clarke, the newly-elected President, outline the need for new ideas and the continued support of all members.

LINDBERGH CHAPTER St. Louis, Missouri 63166

President Mr. Carl D. Stephenson
Executive Vice President COL John C. Geary
Secretary Miss Patricia Bienacker
Treasurer Mrs. Thyra V. Bonds
VP, Membership Activities Mr. Larry C. Franzol
VP, Programming LTC Marquis D. Hilbert
VP, Benefits MAJ Helmer H. Behrens
VP, Public Affairs COL William L. McKeown
Membership: Oct 68 (416); Oct 69 (403); May 70 (390); Feb 71 (362).

Programming: AAAA's most active Chapter in '68-'69 and '69-'70, the Lindbergh (St. Louis) Chapter continued to lead the Association in Chapter activity in '70-'71. Under the leadership of Marquis Hilbert, their VP, Programming, Lindbergh members met at Parks College on 14 May 70 holding a joint dinner meeting with AUSA area members (390). The Chapter then held an "Aviation Cotillion," its Annual Summer Dinner-Dance, at the Chase-Park Plaza Hotel on 31 Jul (390). The Honorable Thaddeus R. Beal, Under Secretary of the Army, was guest speaker at the Lindbergh Chapter's 24 Sep dinner meeting (356). The following month, members and their wives heard MAJ Joe B. Green, USAF, discuss his participation in 22 Jolly Green Giant rescues in North Vietnam. The occasion was a Friday, 23 Oct 70 dinner meeting for members and their guests (373). Continuing its program of professional dinner meetings, the Chapter met on 28 Jan 71 with LTG John Norton, CG of the USA Combat Developments Command, as its scheduled guest speaker (362). John E. Adams of the McDonnell Douglas Corp. addressed the Lindbergh Chapter members and their wives at a 25 Feb 71 dinner meeting (354), his subject being, "The Flight of Apollo 11."

MAINZ CHAPTER APO New York 09111

President MG Donald V. Rattan
Executive Vice President LTC James P. Owens
Secretary CW4 Lewis W. Hawn
Treasurer SFC Delbert W. Sayers
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs LT David A. Keith
VP, Reserve Affairs CPT William E. Mangus

An adjunct of the Association, the AAAA Scholarship Foundation has awarded more than \$26,450 in direct scholarship aid to the sons and daughters of 80 members and deceased members of AAAA. Program support is derived entirely from member donations.

THIS IS AAAA

NATIONAL REGIONAL, AND CHAPTER EXECUTIVE BOARDS AND ACTIVITIES

VP, Industry Affairs CPT James A. Crabtree
 VP, Public Affairs CW2 David L. Stine
 Membership: Sep 70 activation (88); Feb 71 (100).
 Programming: Having last met in Sep 68, the Mainz Chapter re-activated on 30 Sep 70, and followed this general membership meeting with another business meeting on 28 Oct 70.

MIDNIGHT SUN CHAPTER Fort Richardson, Alaska 99505

President MAJ Franklin N. Harris
 Executive Vice President MAJ Donald K. Higgins
 Secretary MAJ Alexander R. Russell
 Treasurer CPT Terrell D. Bridges
 VP, Membership Activities To be elected
 VP, Programming LTC Clarence A. Davis, Jr.
 VP, Army Affairs COL Charles M. Grandelli
 VP, Public Affairs CWO John G. Schommer, Ret.
 Membership: Dec 69 (49); Sep 70 (44); Feb 71 (36).

Programming: Splitting its membership from the members north of the Alaskan Range, AAAA members activated a "Midnight Sun Chapter" at Fort Richardson on 16 Dec 69. After having a professional after-dinner meeting on 20 Jan 70, the Chapter began its '70-'71 membership year activities with a professional-social mid-week "stag" meeting on 21 April. The Chapter then followed this with another professional-social mid-week "stag" on 21 Jul on a "Members only" basis. Continuing with an after-dinner meeting program, the Chapter members and their ladies were entertained by a "General Comstock, Ret." at their 22 Sep 70 gathering. Their fourth quarter meeting was an after dinner "Members and Guests" affair at which LTC Clarence A. Davis, Jr., Chapter Delegate to the '70 AAAA Annual Convention, reported on convention happenings of interest to the membership.

MONMOUTH CHAPTER Fort Monmouth, New Jersey 07703

President LTC Everett D. Richards
 Executive Vice President Mr. John F.X. Mannix
 Secretary Mr. Vincent C. O'Donnell
 Treasurer Mr. Alfred F. Smith
 VP, Membership Activities LTC Jack G. Cozad
 VP, Programming Mr. Kenneth K. Kelly
 VP, Reserve Component Affairs MAJ Edwin H. Turner
 VP, Public Affairs Mr. Paul E. Brandt
 Membership: Sep 68 (514); Sep 69 (585); May 70 (467); Feb 71 (247).

Programming: On 18 Jun 70 Chapter members and their wives gathered at the Chapter's Annual Birthday Ball commemorating the 28th Birthday of Army Aviation (426). The informal affair was held at the Barclay

In almost 15 years of service for the rated commissioned and enlisted members in Army Aviation, the AAAA-endorsed "Flight Pay Protection Plan" has returned more than \$1 million in direct indemnity payments to more than 650 individual AAAA members.

Hotel in Belmar, N.J. LTC William H. Scanlan, DIA, DA, addressed Chapter members and their wives on "50 Years of Soviet Aviation" at the Chapter's 15 Sep 70 professional meeting and dinner-dance. The Chapter members then joined with AUSA, AFCEA, and AFMA members and their wives at the joint Annual Christmas Dinner and Dance held at Gibbs Hall (247).

MONTEREY BAY CHAPTER Fort Ord, California 93941

President MAJ Thomas E. Coates
 Executive Vice President MAJ James F. Poe
 Secretary LT Sverre O. Staurset
 Treasurer CW4 James Delaney
 VP, Membership Activities LTC Jerome G. Hileman
 VP, Programming LT James R. Porter
 Vice President CW3 William I.S. Easton
 Vice President CW2 Phillip R. Westerlund
 Membership: Feb 71 activation meeting (62).

Programming: Re-activating the former "Fort Ord Chapter" that was de-activated in 1966, AAAA members in the Greater Fort Ord Area gathered at a 26 Feb 71 dinner-dance. Major General Ernest F. East-erbrook, USA (Ret.), a former Director of Army Aviation and Commandant of USAAVNS, was the Chapter's guest speaker at the kickoff meeting.

NURNBERG CHAPTER APO New York 09696

President MAJ Richard C. McKenney
 Executive Vice President CPT Bradley B. Lusk
 Secretary CPT Max R. Peterson
 Treasurer CW2 Jerome A. Montoya
 VP, Membership Activities CPT Joel B. Simmons, Jr.
 VP, Programming CW2 Darce Simpson
 VP, Industry Affairs CPT William Wood
 VP, Public Affairs CW2 Robert M. Denlinger
 Membership: Oct 68 (37); Oct 69 (88); May 70 (102); Feb 71 (76).

Programming: The Chapter held a mid-week professional-social "stag" meeting (102) on 27 May 70 at which members viewed two HueyCobra films provided by Bell Helicopter's European representative, and made plans for a fly-in at Feucht Army Airfield in conjunction with an AAAA meeting. Members next met at a business meeting on 14 Oct 70 at which Chapter goals and the '71 plans for Garmisch participation were discussed. At an early evening business-social meeting, members installed the '71-'73 Chapter officers elected by mail balloting conducted during Jan 71, and finalized plans for attendance at the USAREUR Region Convention at Garmisch on 3-7 Mar 71.

PIKES PEAK CHAPTER Fort Carson, Colorado 80913

President MAJ Rex U. Turner, Jr.
 Executive Vice President LTC Lucien C. Benton, Ret.
 Secretary MSG Ralph L. Bilibe
 Treasurer LT Douglas H. Cryer
 Membership: Mar 70 (118); Feb 71 (125).

Programming: By National Office records, the Chapter met once in 1970, holding a general membership luncheon meeting at the Fort Carson NCO Club on 25 Mar 70. The Chapter then conducted a re-activation meeting on 4 Feb 71, a late afternoon open house and beer bust to which all Colorado AAAA members and non-member aviation personnel were invited. With a solid base of 125 members, the Chapter then scheduled its first professional-social meeting, a late afternoon



IT'S TIME TO POLL ON AAAA AWARDS

Nominations are solicited for the five National Awards of AAAA from all general members of the Army Aviation Association.

The five awards include the "Army Aviator of the Year Award" — the "Aviation Soldier of the Year Award" — the "James H. McClellan Aviation Safety Award" — the "Outstanding Aviation Unit Award" — and the "Outstanding Reserve Component Aviation Unit Award."

Nominations are welcome from individual members, Chapter organizations, industry member firms, etc. Members desiring to submit a nomination are requested to write to the National Office (AAAA, 1 Crestwood Road, Westport, Conn. 06880) for an abbreviated nomination form which spells out eligibility criteria and provides detailed information on the documentation required.

Covering accomplishments taking place during the April 1, 1970-March 31, 1971 period, the five awards will be presented at the Honors Luncheon held at the AAAA Annual Meeting in Washington, D.C., during October, 1971.

The suspense date for the receipt of 1970 nominations has been moved ahead to July 24, 1971.

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meeting at the NCO Club at which LTC Garry H. Farmer, Chief, Assignments Branch, Aviation WO Branch, OPO, addressed the attendees on "The Future Aviation Warrant Officer Program."

RHINE VALLEY CHAPTER APO New York 09403

The National Office has not as yet received the '71-'73 Chapter officer slate. At the Chapter's 15 Jan 71 re-activation meeting, COL Robert Farley served as president pro tem and MAJ William D. Taylor as the secretary pro tem.

Membership: Oct 68 (109); Oct 69 (133); May 70 (156); Feb 71 (152).

Programming: Inactive throughout the first three membership quarters of '70-'71 (April-December 70), the Rhine Valley Chapter re-organized in early '71 and held an early evening after-dinner "stag" meeting on 15 Jan 71 to establish Chapter goals and objectives, elect and install a new slate of '71-'73 officers, and plan for 3-7 Mar 71 participation at the USAREUR Region's Annual Garmisch Convention.

RICHARD H. BITTER CHAPTER Corpus Christi, Texas 78419

President Mr. John F. Hopkins
Exec Vice President LTC Harrison W. Pells, Ret.
Secretary Mrs. Donna L. Hitchcock
Treasurer Mr. Jesus T. Flores
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs CW3 Leo L.V. Carter
VP, Reserve Affairs MAJ James R. McDowell
VP, Industry Affairs MAJ Floyd H. Trudeau, Ret.
VP, Public Affairs Mr. Thomas G. Davis
Membership: Oct 68 (360); Oct 69 (275); May 70 (392); Feb 71 (427).

Programming: The tenth largest Chapter in AAAA in '69 and now its third largest membership activity with more than 425 members, the Richard H. Bitter Chapter at Corpus Christi is also one of the AAAA's most active organizations, second only to the Lindbergh Chapter in general membership activity. The Chapter opened its '70-'71 FY programming with a 24 April 70 professional dinner meeting at which MAJ Patrick H. Brady, CMH winner, was the evening guest speaker. In June, the Chapter held its first "social," billed as a Big Bash, an after-dinner dance held at the Coastal Bend Club with Corpus Christi Major Blackmon as the Chapter's guest of honor. Members then participated in a professional-social luncheon meeting at which "Tony" Piper of the Piper family talked of WW II aerial observation aircraft and techniques. The luncheon was held at the CPO Club on 21 Sep 70. Going

The seven active Chapter organizations in AAAA's USAREUR Region represented 829 members in December, 1970, and included the Bonn Area, Hanau, Mainz, Nurnberg, Rhine Valley, Schwaebisch Hall, and Valley View Chapters, with Hanau being the largest.

social once again, members and their wives joined at a 30 Oct 70 Halloween Dinner Dance in conjunction with the NAS Officers' Club Halloween Party. An "All You Can Eat" Thanksgiving Eve dinner party was then held at the CPO Club on 25 Nov 70, this function being followed by a general membership dinner dance at the Coastal Bend Club on 29 Jan 71, at which admission was free to AAAA members and their guests.

SCHWAEBISCH HALL CHAPTER APO New York 09025

President LTC Jones R. Graham
Executive Vice President CSM Hulmer J. Heath
Secretary MAJ Ernest B. Alterkruse
Treasurer CW2 Hjalmer R. Blad
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs SP6 Edward L. Aaron
VP, Industry Affairs MAJ Nicolas P. Stein
Membership: July 69 activation (38); May 70 (68); Feb 71 (72).

Programming: Members gathered at a late afternoon general membership meeting on 22 Apr 70 at which Garmisch, '70 reports were given. The Chapter then conducted a late afternoon general membership meeting on 24 Aug 70, following this with a late afternoon professional-social meeting at which MAJ Stanley C. Knapp, MC FS, was the guest speaker.

SHARPE ARMY DEPOT CHAPTER Lathrop, California 95330

President LTC Herschel E. Reynolds
Executive Vice President LTC Robert E. Welch
Secretary CWO Billy I. Wester, Ret.
Treasurer Mr. Carlos D. Cortez
VP, Membership Activities Mr. Fred G. Chase
VP, Programming LTC Afton Dare, Ret.
VP, Army Affairs LTC Richard D. Caldwell
VP, Reserve Affairs LTC Everdus H. Hackett
Membership: Oct 68 (261); Oct 69 (246); May 70 (273); Feb 71 (154).

Programming: The sole Chapter to conduct an AAAA Golf Tournament, the Sharpe Army Depot Chapter held its 1970 "Members Only" Tournament at the Manteca Golf Course on Friday afternoon, 1 May 1970. The members next met at a late afternoon 17 Jun 70 "Free AAAA Shrimp and Crab Grab" at the Sharpe Officers Club. LTG Harry W.O. Kinnard, USA (Ret.), was the guest speaker at the Chapter's 10 Jul 70 professional dinner meeting, speaking on "Airmobility in Army Aviation." Going social, the Chapter then held an "OctoberFest" on 23 Oct 70 at the SHAD Officers' Open Mess, with attendees wearing Bavarian clothes. The Chapter closed out its '70 programming with a Christmas Dinner on 5 Dec 70.

SOUTHERN CALIFORNIA CHAPTER Los Angeles, California 90057

President COL James W. Sandridge, Jr.
Executive Vice President To be elected
Secretary Mr. Peter Schulz
Treasurer LTC Herman E. Greer, Ret.
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs MAJ Howard L. Premo, Ret.
VP, Reserve Affairs MAJ Joseph B. Hughes, USAF
VP, Industry Affairs LTC John F. Stacy, Ret.
VP, Public Affairs Mr. Fred M. Kuykendall
Membership: Jan 69 activation (268); Oct 69 (398); May 70 (393); Feb 71 (366).

1970-1971 AAAA INDUSTRY (CORPORATE) MEMBER FIRMS

AAAA Industry (Corporate) Members are those firms that enroll twelve or more individual company representatives in the Ass'n under a special membership category. In supporting AAAA these firms list two of their personnel as Designated Industry Member Representatives to receive advance information on all AAAA programs and policies of interest to industry. The firms and their Designated Industry Member Representatives are listed below.

AERODEX, INC., Raymond M. Tonks, Miami, Fla.
AERONUTRONIC DIV., Philco-Ford Corp., L.C. Pledger, Newport Beach, Cal.; R.C. Schappert, Washington, D.C.

AIR LOGISTICS CORP., D.L. Buckley, Pasadena, Cal.; G.C. Stewart, Rockville, Md.

ALLISON DIVISION, Detroit Diesel. J.V. LeCocq, Indianapolis, Ind. Robert E. Lowry, Washington, D.C.
AMERICAN ELECTRONICS LABORATORIES, INC. Edgar Huff and B. Bernard, Lansdale, Pennsylvania.
AVCO LYCOMING DIVISION, Paul A. Deegan, Stratford, Conn.; L.H. Sample, Washington, D.C.

BEECH AIRCRAFT CORPORATION, Jack L. Marinelli, Wichita, Kan.; W.G. Rutherford, Wash., D.C.
BELL HELICOPTER COMPANY, Clifford J. Kalista, Ft. Worth, Tex.; Warren T. Rockwell, Washington, D.C.

BOEING VERTOL DIVISION, W.T. MacNew, Philadelphia, Pa.; Brig. Gen. O. Glenn Goodhand, USA (et.), Washington, D.C.

BOEING COMPANY, Lysle A. Wood and Graham B. Phillips, Seattle, Washington.

CANADIAN MARCONI COMPANY, A.E. Kennedy, Montreal; Warren P. Scott, Arlington, Virginia.

CESSNA AIRCRAFT COMPANY, Vern Deinzer, Boonton, N.J.; Derby D. Frye, Wichita, Kansas.

COLLINS RADIO COMPANY, T.A. Campobasso, Dallas, Tex.; W.C. Strathern, Arlington, Virginia.

CHANDLER EVANS CONTROL SYSTEMS DIVISION, Leo J. Shannon and A.M. Mazur, W. Hartford, Conn.

CURTIS-WRIGHT CORPORATION, William T. Figart and Ronald S. Gall, Wood-Ridge, N.J.

De HAVILLAND AIRCRAFT OF CANADA, LTD. R.T. Heaslip, Downsview, Ontario; Joseph E. McDonald, Jr., Washington, D.C.

DYNALECTRON, INC. Jack Vestal, Ft. Worth, Tex.; Dan R. Bannister, Washington, D.C.

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY, Wil Middleton and R.W. Cessna, Daytona Beach, Fla.

EMERSON ELECTRIC COMPANY, Kenneth O. Poll, St. Louis, Mo.; Paul R. Jenkins, Washington, D.C.

GENERAL DYNAMICS CORPORATION, E.H. Heine-mann, N.Y., N.Y.; E.J. Lefevre, Washington, D.C.

GENERAL ELECTRIC CO. Anthony L. Rodes, West Lynn, Mass.; J.H. Bernart, Washington, D.C.

GRUMMAN CORP. Ronald D. Spencer, Bethpage, N.Y.; Darwin P. Gerard, Arlington, Virginia.

GYRODYNE COMPANY OF AMERICA, INC. Peter J. Papadakis, St. James, N.Y.; Maj. Gen. Louis A. Walsh, Jr., USA (Ret.), Washington, D.C.

HAYES INTERNATIONAL CORP. R.D. Rowland, Birmingham, Ala.; George A. Lindholm, Dothan, Ala.

HUGHES AIRCRAFT COMPANY, M.M. Medak and G.L. Sharp, Arlington, Virginia.

HUGHES TOOL COMPANY-AIRCRAFT DIVISION. Jack E. Leonard, Culver City, Calif.; Carl D. Perry, Washington, D.C.

INTERNATIONAL TELEPHONE & TELEGRAPH CORPORATION, J.A. Abbott, Nutley, N.J.

LEAR SIEGLER, INC. K. Robert Hahn, Santa Monica, Calif.; Kimberley C. Hallamore, Washington, D.C.

LTV AERONAUTICS CO. Beal Box, Dallas, Tex.; Harry T. Shiveley, Washington, D.C.

LITTON INDUSTRIES GUIDANCE & CONTROL SYSTEMS DIV. C.A. Christofferson, Woodland Hills, Cal.; Earl B. Montgomery, Washington, D.C.

LOCKHEED CALIFORNIA CO. A.D. Hight and J.V. Guthrie, Burbank, California.

MCDONNELL DOUGLAS CORPORATION, R.C. Little, St. Louis, Mo.; J.R. Allen, Washington, D.C.

MARTIN MARIETTA CORPORATION, William A. Headley, Jr. and William H. Campbell, Orlando, Fla.

NORTH AMERICAN ROCKWELL CORP. L.M. Rose, Columbus, Ohio; W.L. Clark, Washington, D.C.

NORTHROP CORPORATION, W.H. Habblett, Los Angeles, Calif.; James V. Holcombe, Arlington, Va.

PAGE AIRCRAFT MAINTENANCE, INC. S.O. Bogue, Ft. Rucker, Ala.; Ed A. Bridges, Sierra Vista, Ariz.

RESEARCH ANALYSIS CORPORATION, Clive G. Whittenbury and William R. Beckert, McLean, Va.

ROSS AVIATION, INC. Joe R. Ross, Tulsa, Okla.; Leslie H. Locke, Albuquerque, N.Mex.

HRB-SINGER, INC. Frank J. Soriero, State College, Pa.; Clarence F. Silis, Washington, D.C.

SOLAR DIVISION, John J. Ford, Jr., San Diego, Cal.; Michael A. Mooney, Washington, D.C.

SOUTHERN AIRWAYS COMPANY, Jesse M. Childress, Jr. and Wallace E. Congdon, Atlanta, Georgia.

SOUTHERN AIRWAYS OF TEXAS, INC. Raymond L. Thomas and Wayne S. Schwalm, Mineral Wells, Tex.

SPERRY RAND CORPORATION, Paul T. Cullen, Great Neck, N.Y.; Egil Skogstrom, Phoenix, Arizona.

SYLVANIA ELECTRIC PRODUCTS, INC. W.V. Taylor, Washington, D.C.

TELEDYNE CONTINENTAL MOTORS, Don Fairchilds, Warren, Mich.; E.P. Blackburne, Wash., D.C.

TEXAS INSTRUMENTS, INC. Nick Davis, Dallas, Texas; Dr. Jay Cohen, Washington, D.C.

TRW SYSTEMS, James A. Ross, Jr. and Charles T. Campbell, Washington, D.C.

UNITED AIRCRAFT CORP. Allan K. Poole, Stratford, Conn.; G.W. Fey, Washington, D.C.

WESTINGHOUSE ELECTRIC CORP. Harry B. Smith, Baltimore, Maryland.

AAAA is governed by a 44-member National Executive Board composed of 22 active U.S. Army, 11 industry, 4 DAC, 5 retired, and 2 civilian members. Meeting 3 times a year, the Board members represent all ranks, grades and categories of Ass'n membership.

THIS IS AAAAA

NATIONAL, REGIONAL, AND CHAPTER EXECUTIVE BOARDS AND ACTIVITIES

Programming: Gathering in Hawthorne, Cal., members and their wives met at a professional-social dinner meeting at which LTC Edward P. Preisendorfer, Commanding Officer of the USA Aviation Systems Test Activity (ASTA), was the guest speaker. The Chapter next met on 28 July 70 at the Sportsman's Lodge in Studio City for a second professional-social dinner meeting. LTG Austin W. Betts, Chief of Research and Development, DA, was the Chapter's guest of honor and guest speaker for the evening. The Chapter did not meet during the Oct-Dec 70 membership quarter.

STUTTGART CHAPTER APO New York 09145

Membership: Oct 68 (98); Oct 69 (87).

Programming: The Stuttgart Chapter last met on 4 Nov 69 at which time it conducted an after-dinner professional meeting at which Thomas Wernecke, an R&D specialist in USAREUR, was the guest speaker. In not having conducted a general membership activity in the four subsequent membership quarters (Jan-Dec 70), the National Office de-activated the Stuttgart Chapter on 1 Jan 71.

SUNCOAST CHAPTER MacDill AFB, Florida 33608

President LTC John E. McGregor
Exec Vice President . . . LTC Bernard A. McGee, Jr.
Secretary CW3 Ralph G. Battle
Treasurer MAJ Paul A. Lasley
VP, Membership Activities To be elected
VP, Programming To be elected
VP, Army Affairs COL W. Rex Davis
VP, Reserve Affairs LTC Charles R. Ogle
VP, Industry Affairs COL Charles W. Matheny, Ret.
VP, Public Affairs CW3 Gerald W. Davis

Membership: May 70 activation (90); Feb 71 (91).

Programming: AAAAA members in the Central Florida Area were contacted during Mar-Apr 70, the members first meeting at the activation meeting of the Chapter at MacDill AFB Officers Club on 8 May 70. MG Delk M. Oden (then CG, USAAVNC & Ft. Rucker) was the guest speaker at the activation meeting, an affair preceded by a cocktail party and dinner for attending members and their wives. BG Thomas W. Meilen, Dir of Logistics, J4, STRICOM, officially welcomed the Chapter for GEN J.L. Throckmorton, CInC, USSTRICOM. The Chapter then held a 26 Jun 70 business-social dinner meeting (73) at which members and their ladies were asked to assist in developing Chapter programming of interest to all, and to participate in Chapter committees. At a 23 Oct 70 after-

dinner business-social meeting (91), Chapter members heard a report on the '70 AAAAA Annual Convention and were introduced to their '71-'73 Chapter committee chairmen. MG Francis S. Greenleaf, Chief, Director of the Army National Guard, is the guest speaker at the 5 Mar 71 professional-social dinner meeting (107) scheduled by the Chapter.

TRINITY RIVER CHAPTER Fort Worth, Texas 76101

The Trinity River Chapter did not conduct a general membership meeting during the four quarters in '70 and was deactivated by the National Office on 1 Jan 71.

VALLEY VIEW CHAPTER APO New York 09047

President MAJ Terry L. Schuetz
Executive Vice President . . . CPT Edwin L. Wootton
Secretary LT Thomas G. Melin
Treasurer LT Edward L. Gambone, Jr.
VP, Membership Activities . . . CPT Heinz E. Castor
VP, Programming To be elected
Vice President CPT James F. Mahoney
Vice President CW2 George E. Mayl
Membership: Mar 69 activation (51); May 70 (65); Feb 71 (63).

Programming: The Chapter held a late afternoon business meeting on 1 Sep 70, discussing '71 Garmisch participation, a membership drive, and the submission of a nomination for the "Outstanding Aviation Unit Award."

WASHINGTON, D.C. CHAPTER Washington, D.C. 20310

President COL John W. Marr
Executive Vice President . . . LTC Richard T. McCrady
Secretary Mr. Jerry E. Reider
Treasurer CW4 Allen B. Causseaux
VP, Membership Activities To be elected
VP, Programming To be elected
Vice President MAJ Joseph Colello, Jr.
Vice President LTC Horace G. Cooke, Ret.
Vice President Mr. George D. Iverson
Vice President LTC Alvin M. Quint, Ret.

Membership: Oct 68 (678); Oct 69 (803); May 70 (851); Feb 71 (851).

Programming: AAAAA's second largest membership activity, the Washington, D.C. Chapter includes all members residing in Maryland, northern Virginia, and the District of Columbia, to include AAAAA members at Ft. Belvoir, Ft. Meade, and the Aberdeen Proving Ground. The Chapter held its Fifth AAAAA Annual Spring Picnic for AAAAA members and their families at Davison AAF on Saturday, 13 Jun 70, following this function with its Annual Potomac River Excursion for thrill-seekers on Saturday, 1 August. The latter is now commonly referred to as the Annual Shipwreck Party. At a 19 Sep 70 "Hall and Welcome Cocktail Party" held at Ft. McNair, Washington, D.C. Chapter members initiated the tradition of hosting the incoming Director of Army Aviation and his wife. BG and Mrs. William J. Maddox, Jr. were welcomed by some 220 members and their wives at an early evening cocktail party and fingertip buffet. Moving its Annual Christmas Dinner-Dance to 6 Feb 71, the Chapter held its Annual Christmas Formal at Ft. Myer, Va., bestowing a Chapter Honorary Membership on Dr. John S. Foster, Jr., Director of Defense Research and Engineering, OSD, during the course of the evening's festivities.

More than 3,100 field grade officers in the ranks of colonel, lieutenant colonel, and major are current members of AAAAA. The January 15, 1971 totals listed 237 colonels, 1,435 lieutenant colonels, and 1,426 majors on the current AAAAA membership roster.

On Guard!

FIGURES just compiled show that 2,387 aviators were on flight status in the ARNG at the close of the second quarter, another all-time high. This is a gain of 155 aviators over the previous quarter. The strong infusion of Vietnam veterans with combat airmobile experience is particularly gratifying. During calendar year 1970, 513 aviators returning from RVN joined ARNG units.

New equipment has assisted the recruiting effort but the real key has been the spade work at local unit level. One of our far west states reports that they recruited three former active duty crewchiefs within one hour after the formation flight delivery of their first *Hueys*.

Flight Excusal Program

The flight excusal program was implemented by Chief, National Guard Bureau with a 1 January 1971 effective date. Three general comments should clear the air:

- All ARNG aviators who were rated and on US military flying status for 15 or more years are included in the flight excusal program. Orders are being published by CNGB to this effect. All aviators in excusal status no longer have to fly any specific amount of time to qualify for pay.

- Aviators in excusal status serving in an aviation MOS must still complete full annual minimums, an annual Class II flight physical, and the annual written exam.

- Aviators in excusal status serving in a non-aviation related MOS are prohibited from combat readiness flying. These aviators will be paid flight pay as long as they continue to pass an annual Class II flight physical. They may fly bonafide service missions provided NGB and State currency requirements are met, the annual written examination is completed, and a current instrument ticket is held if required for the mission or to fly the aircraft.

If this doesn't confuse you, then hang on as an NGB policy letter is being developed to cover AFTP's, 759 preparation, etc. for aviators in an excusal status. An interesting

sidelight to the flight excusal drill at NGB was the discovery of the ARNG's most senior aviator in number of years on flight status. *Colonel William Maxwell*, Chief of Staff, Wyoming-ARNG, has been on flight status for 26 years and 1 month. We'll entertain challenges if you can top this term of service.

Aircraft deliveries

Aircraft deliveries continue to be about on schedule. During February 14 OH-23Ds, 16 OH-13Ss, 13 UH-1Ds, three CH-54s, two OV-1Bs, and two U-10s were flight-delivered by ARNG crews. In case you are not familiar with the U-10, it is the *Helio Courier* used in Special Forces units. One was assigned to each of the SF Groups in Alabama and Utah.

CH-47 training

The CH-47 program continues on track. Final negotiations are being completed for factory training which should commence in late March. The first combined aviator/flight engineer class will begin crew training at Ft. Rucker this month and the first aircraft are scheduled for delivery by late March or early April. CH-37s are being turned-in now in anticipation of receiving the *Chinooks* on time. That is from the Bureau this month!

USARV RETURNEES BOOST OVERALL ARNG ENROLLMENT

By LTC DONALD G. ANDREWS
Army Aviation Branch
National Guard Bureau

Supporting units scattered throughout the state and aiding in disaster relief when needed, the ARNG aviation effort in Texas is professionally planned and executed by experts...

National Guard Army Aviation— Texas Style!

BY MORRIS G. RAWLINGS

MY father was neither a Guardsman nor a Texan, but he still had a lot in common with each.

It usually happened when the bank owned more of our current automobile than he did, but on those days when we all wanted to use the family car to takeoff in opposite directions at the same time, my father would blow his top. He would loudly proclaim that he was the victim of champagne tastes and a beer salary, but his real complaint was less vividly expressed. His real gripe was that, although his capabilities were never the equal of his requirements, no one in the family would allow him to use that excuse for failure to get the job done.

The National Guard — and many Texans — could express the same complaint. My father's options were somewhat restricted: he could ask his boss for a raise; he could argue with the bank that his salary warranted

larger and longer loans; he could evaluate all requirements except his own as being non-essential; or, he could figure out some way of getting the job done despite his limited transportation asset. *He tried them all!*

Army Aviation in the Texas National Guard has an equal number of options: they could complain about the type of equipment; they could pressure the Bureau into a redistribution of assets; they could refuse many flight requests on the grounds that air operations aren't really needed; or, they could devise ways and means by which to meet the requirements despite shortages and substitutes. They use only the latter solution.

Army Aviation in the Texas National Guard furnishes support for a multitude of scattered units throughout the state, and they willingly assume responsibility for such additional missions as search and rescue and disaster relief. *Check with the residents of*

Brownsville (*Hurricane Beulah*) or of Corpus Christi (*Hurricane Celia*) who were evacuated or who were supplied with essentials during the emergency by the use of Army aircraft flown by National Guard personnel. Listen to LTC Jack Fisher, who is the Senior Staff Assistant and S-3 of the 71st Airborne Brigade (Separate), commanded by BG Thomas D. Blackwell and headquartered in Houston on the Old Spanish Trail.

Jack, who wears the uniform in preference to a business suit, and who therefore stands out in a bustling civilian society which would prefer not to be reminded of military realities, is a walking, talking encyclopedia of knowledge about the Texas National Guard. A non-aviator — a jumper who never plans on a round trip flight — it is doubtful that Jack had ever before thought of Army Aviation as an entity.

A valuable means . . .

To him, it is simply a valuable means of command, control, communications, and transport which is so commonplace and ever-present as to not require any conscious thought on his part to assure its availability. That's about the greatest compliment which can be paid to any support agency. It can occur only when the actual Army Aviation effort is professionally planned and executed by experts. In the Texas National Guard, the prior planning is skillfull and very complicated.

It was somewhat simpler in 1965 when the proud and battle-starred 36th Infantry Division was the Selected Reserve Force for Texas. One infantry division is entitled to one aviation battalion. In 1968, when the division was eliminated, three brigades were formed: the 36th Infantry, the 71st Airborne and the 72d Mechanized. Numerical designators were easily picked; they simply reverted to the old square division days and chose old regimental numbers — but it was more difficult to authorize and implement the breakout of available equipment items.

Each brigade obviously had different requirements. Even so, an authorization is one thing; getting the proper type of equipment to meet an authorization is another. Rather than dwell on the subject, let's just say that

RESERVE COMPONENT "FIRST!"

The first ARNG-USAR aviation unit to join AAAA 100 is the 164th Aviation Battalion of Allyson Park, Pa. Commanded by LTC Raymond F. Schuler, the unit's AA's include MAJ Darrell F. Rishel; CPTs Larry A. Burtner, Louis J. Lerda, Thomas L. Orr, & Robert A. Post; 1LT Charles J. Udell; and WO John M. Blozik.

much of the authorization remained unfilled, and that some of the equipment which was obtained was a second substitute for a substitute standard. No one has yet found a pitch stick in a frozen-wing LOH, and it takes a great deal of imagination to see a UH-1 while looking at a tired H-23.

Not enough aircraft

Still, the major problem was not in the type of equipment; it was in the quantity. There simply were not enough air vehicles of any type to go around. Population centers, which determine the availability of personnel, did not develop as a matter of military convenience. The 71st, for example, though headquartered in Houston, had to establish two of its infantry battalions in Waco, a support battalion in Austin, an artillery battalion in Port Arthur, a cavalry troop in Columbia, and an engineer company in Orange.

There certainly wasn't enough equipment to put a machine at *each* of these locations, no matter how pressing the need. An obvious solution — base all of the 71st aircraft in Houston and support the brigade from there — proved infeasible for personnel and maintenance reasons.

National Guardsmen meet once each month — officially. Aircraft do not take kindly to twenty-nine day neglect followed by one day of intensive flight. Full time maintenance/supply/administrative/clerk personnel are authorized the National Guard on a ratio which approximates 1 to 50. LTC Fisher has some 69 people to do these chores for 3,700 Guardsmen. The solution for Army Aviation was to pool their activities at three locations: San Antonio, Austin, and Grand Prairie, consolidating all maintenance above first echelon at those points.

This could have given them a beautifully

TEXAS STYLE!

(Continued from Page 39)

maintained group of aircraft which never flew. Granted that each pilot, regardless of his unit assignment, could have gone to one of the three maintenance activities and picked up an aircraft, he would then have spent most of his duty period ferrying the machine back and forth rather than furnishing support to his unit. A way had to be found by which the aircraft could be brought to the pilots, rather than the other way around.

The solution . . .

The 71st found an ingenious solution. They combined their Flight Detachment and their Medical Detachment, thus bringing them up to a suitable strength, based them at Ellington Field, and assigned them a full-time administrative/supply technician who is also an Army Aviator. His name is Wayland Gustafson, a multi-talented warrant officer who is the main reason why LTC Fisher is able to take aviation support for granted.

As aircraft are needed, or as their need is anticipated, Gus goes and gets them. He then performs post- and pre-flight inspections, fills them with the fuel and turns them over to the fourteen-man flight detachment as they report for duty. Of that fourteen man detachment, nine are veterans of Vietnam, one has nearly 3,000 flying hours, and there have two Distinguished Flying Crosses and a Silver Star among the decorations on their uniforms.

They are a professional and somewhat exclusive group of men who have more applications for membership in their detachment than there are vacancies. If they feel disappointment or chagrin at having to push H-23's or U-6's rather than the UH-1's and CH-47's they recently left, that disappointment is not evident.

They just get the job done!

Mr. Gustafson, for example, learned that 36 men in the brigade were still lacking a pay jump after the last coordinated Air Force effort, so on Saturday 7 November, he borrowed a *Beaver* and dropped the 36 over a 1,300 acre leased drop zone on the outskirts

of Houston. Another coordinated drop is scheduled for 13-14 November, and Gus has already made plans for the conduct of a makeup service. He has also brought down three H-23's for use during the period of the big drop. He figures they'll come in mighty handy.

A "Make do" attitude

Colonel James J. Meyers, who is the active duty Senior Unit Adviser of the 71st, and whose duties take him to each of their far-flung unit locations, is constantly amazed by the ability of the Guard to "make do" with equipment which was obsolescent *before* its initial issue. He shrugs off all questions about Army Aviation and quickly turns the conversation to "problem areas" — areas which do *not* include Army aircraft or the men who fly and maintain them.

He and Jack Fisher do have a problem coming up, though. Mr. Gustafson learned that the 71st is to be authorized three UH-1's and he is proposing that one of them be brought to Houston on a permanent basis so that he can assist the local authorities with an aerial ambulance service. The 507th in San Antonio has established an enviable record in this public service, and Gus sees no reason why Houston should lag behind.

Ambulance service

LTC Robert Michelson (Ret'd), who now heads a firm in Houston with offices near the National Guard headquarters, hopes that Gus is successful. Mike looks at the thousands of potential accidents hunting a time and a place to happen on the Houston Freeways, and sighs longingly for the peace and quiet of his CH-47 unit in Vietnam. Mike always could compute mathematical odds.

Mr. Gustafson isn't working on any probability — expectation graphings, nor is he attempting to match the cost of helicopter operations against those of surface ambulances. He just figures he can do the job better — and that's an old Army Aviation tradition. Like my father, his requirements far exceed his capabilities, but being both a Guardsman and a Texan, Gus is stuck.

Somehow, he's got to get the job done.

Obituaries

The obituary notices of the following AAAA members were received at the National Office during the February-March, 1971 period:

JACKSON, Keith M., CW2; USAR, Avn, 57th Avn Co, 529th Avn Bn, 17th Avn Gp, 1st Avn Bde; died in Southeast Asia on February 1, 1971 due to hostile action. He is survived by his parents, Mr. and Mrs. Stanley W. Jackson of 56 Pershing Place, Cresskill, New Jersey 07626.

JASINSKI, Ronald N., CW2; USAR, Avn, 180th Avn Co, 268th Avn Bn, 17th Avn Gp, 1st Avn Bde; died in Vietnam on January 30, 1971, as a result of an aircraft accident. He is survived by his parents, Mr. and Mrs. Norman D. Jasinski of 706 West Turner Avenue, Roselle, Illinois 60172.

LAMANUZZI, Frank A., CW2; MGUS, AVN; 997th Medical Company (Air Ambulance), Arizona Army National Guard; died at Tuscon, Arizona, 8 December 1970 as a result of an extended illness. He is survived by his widow, Mrs. Eileen Lamanuzzi, 5259 East 19th Street, Tucson, Arizona 85711.

KEIRN, James D., LTC, USA, Ret.; died February 26, 1971 of a heart attack in his home in Ozark, Alabama. He is survived by his widow, Mrs. Doris Keirn of Ozark, Alabama.

ROBERTS, Milton R., MAJ; RA; Inf; Stu Det, Hq, MDW, Fort Myer, Virginia; died January 22, 1971 in Patuxent River, Maryland, as a result of drowning while serving as a test pilot on a military aircraft which crashed into the water. He is survived by his widow, Mrs. Amanda M. Roberts of Callahan Drive, Greenview Knolls, Great Mills, Maryland 20634.

SEABORN, William H., Jr., WO1; USAR; Avn; 240th Avn Co, 222d Avn Bn, 12th Avn Gp, 1st Avn Bde; died January 22, 1971 in Vietnam, due to hostile action. He is survived by his parents, Mr. and Mrs.

JOHN J. MILLER

A charter member of AAAA and veteran Army Aviator, Lieutenant Colonel John J. Miller, died on February 8, 1971, at Cairns Army Airfield, Fort Rucker, Ala., as a result of an aviation accident. The Chief of the Data Center at the U.S. Army Board for Aviation Accident Research at the time of his death, he is survived by his widow, Mrs. Alvida Miller, 60 Diamond Avenue, Fort Rucker, Ala. 36360, and three children, Lanny, Gregory, and Charmaine.

The relatives and friends of Colonel Miller have established an AAAA memorial scholarship in his name and have requested that donations be sent directly to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880.



WALLACE
H.
MARTIN

Wallace H. Martin, an Air Safety Specialist with the U.S. Army Board for Aviation Accident Research, Ft. Rucker, Ala., was killed in an aviation accident at Cairns AAF on February 8, 1971. A former USMC aviator in WW II and a director of the Ft. Rucker National Bank, Martin began his civil service career at USAAVNS in March, 1956 as a fixed wing flight instructor. He is survived by his father, Claude R. Martin, 9537 Overlake Drive, Dallas, Tex., 75225, and a brother, Austin. Interment was in Dallas, Tex., on February 12.

Upon his death, his father requested that an AAAA scholarship be established in his memory and that donations be made payable to the AAAA Scholarship Foundation, Inc., and forwarded to the Ft. Rucker National Bank, P.O. Box 368, Ft. Rucker, Ala. 36360.

William H. Seaborn, Sr. of 1507 28th Street, Birmingham, Alabama 35218.

The publication has also received notification of the following deaths:

- ALEXANDER**, David L., CPT, February 6, 1971.
BRUSO, Richard N., SP6, February 15, 1971.
BURKE, Joseph S., WO1, February 15, 1971.
CONCANNON, Richard N., CW2, February 15, 1971.
DIXON, John A., CW2, May 29, 1969.
GENTRY, Robert B., WO1, February 8, 1971.
KERI, Michael J., 1LT, February 6, 1971.
LATIMER, Wilbur D., CPT, January 19, 1971.
MEZERA, Terry F., WO1, January 16, 1971.
PFORDT, Charles C., Jr., CW2, May 29, 1969.
SUTERA, Nicki L., 1LT, January 13, 1971.
UYENOYAMA, Dennis H., MAJ, January 13, 1971.
WHISENANT, Stephen L., CPT, February 9, 1971.
WILLIAMS, Fred A., WO1, December 16, 1971.
WIRTH, Gordon L., Jr., CW2, January 9, 1971.
WOOD, Carl M., WO1, February 5, 1971.

SCHOLARSHIP AWARDS

Some eighty sons and daughters of members and deceased members of the Army Aviation Association (AAAA) are expected to compete for up to \$4,100 in scholarship assistance provided by the AAAA Scholarship Foundation, Inc. The 1971 scholarship program involves five \$500 scholarship awards and seven memorial scholarships in lesser amounts, with all awards going to those who'll enter college this fall. Selection is to be made by the AAAA National Awards Committee in late-March with winners to be notified by telegram no later than April 15, 1971.

Word to the Warrant

THIS is the first in a series of periodic articles prepared by the Aviation Warrant Officer Branch, OPD, to inform AWOs in the field of those actions which will have a significant bearing on their careers in the Army Aviation Program.

PAY EQUALIZATION

The "Flight Pay Equity" bill, which provides for equal flight pay for warrant officers and commissioned officers, has been submitted by the Army to DOD. The Army's position on this issue is that flight pay must be equalized.

CAREER COURSES

Attendance at the Aviation Warrant Officer Career Courses is the cornerstone of growth and career development for Aviation Warrant Officers. Significant progress has been made in selection procedures and subsequent utilization of graduates. Eligibility criteria for the Advanced Course attendance has been expanded to include those CW3's who have not been considered for promotion to CW4, but have established a record of outstanding performance. Eligibility criteria for the Intermediate Course has been expanded to include those CW2's who have not been considered for promotion to CW3, but have established an outstanding record.

CIVIL SCHOOLING

Civil schooling undergraduate quotas were doubled in FY71. This is a highly competitive program; therefore, interested personnel are encouraged to improve their relative standing in every way possible. This includes participating in off-duty educational programs and maintaining an outstanding record of performance. The

By COL JACK M. TUMLINSON
Chief, Aviation Warrant Officer
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USAREUR — CW3 Jay Y. Tipton, Jr., assigned to the 207th Aviation Company, 15th Aviation Group, USAREUR and Seventh Army (right), was awarded Master Army Aviator wings in a recent ceremony. CW4 John L. Lawlor (left), also a Master Army Aviator, is shown pinning the wings on CW3 Tipton.



FT. EUSTIS — Shown being briefed by COL Harry L. Jones (left), AMTD commander, on their tour of USATSch facilities are several AAAA National Board members. From left, Anthony L. Rodes, Publications Committee; CW4 Robert L. Hamilton, VP, Pub Aff; COL Edward L. Nielsen, Ret., Fiscal Committee; LTG Harry W. O. Kinnard, Ret., AAAA Pres.; and CW3 Ralph G. Battle, Member-at-Large.

Army's educational goal for warrant officers is at least an associate degree.

SUPERGRADES

The creation of grades W5/W6, the feasibility of establishing warrant officer staff positions, and the grading of warrant officer positions on authorization documents are presently being re-studied by a special DCSPER/OPO study group. The current effort will concentrate upon developing vertical echelons of successively greater responsibility to support the proposed grades. Estimated completion date is September 1971.

Operations

Crewman pilots LOH to safety

CAMP EAGLE, RVN — A specialist 4 serving as a visual observer in a light observation helicopter took the controls and flew the bird to safety recently after the ship's commander was fatally wounded by ground fire.

Spec. 4 Ron Maximoff had spotted a North Vietnamese Army soldier and several enemy bunkers during a mission in the A Shau Valley in the western portion of northern Military Region I.

The LOH, part of a C Troop, 2nd Squadron, 17th Cav., 101st Airborne Division (Airmobile) armed aerial reconnaissance team, engaged the enemy with its minigun and hand grenades. Enemy soldiers from the bunker complex returned the fire with AK47 automatic weapons.

The pilot of the observation ship was hit and slumped forward across the command control stick. Maximoff grabbed the stick and brought the aircraft back to stability.

25-minute journey

Under radioed direction of Capt. James Kane, pilot of a Cobra gunship accompanying the LOH as part of the "pink team," Maximoff flew the helicopter to the airfield at Phu Bai, a 25-minute journey.

C Troop commanding officer, Maj. James Newman, notified troop operations and the aerial port tower of the predicament. Crash rescue operations were implemented by clearing air space and the landing strip. Upon arrival at the airfield, Maximoff was talked through the procedures for a safe landing.

WO James Jones was waiting at the landing site and immediately jumped into the LOH and flew it and the wounded aircraft commander to the 85th Evacuation Hospital at Phu Bai. The aircraft commander was pronounced dead on arrival.

— Army Reporter



CONTROLLER OF YEAR — Specialist 5 Wilbur W. Compson holds the "Golden Mike" trophy he received on being selected "Air Traffic Controller of the Year" for 1970 at Ft. Rucker's Hanchey AAF. Cited by his 25 co-workers for the second consecutive year, Compson received the trophy and a three-day pass. (USA photo)



LINED UP! — It's really not this crowded at Fort Eustis' Felker Army Airfield, but with over 736 aviators assigned or attached to the post, the 17 OH-23D and 23 OH-23G choppers could get this kind of a play occasionally . . . Ranking third in CONUS in total aircraft operations with 143,000 operations per year, Felker's fleet of 92 aircraft logged only 10,000 operations under that of an international airport. (USA photo)

Maximum Army Aviation Effort Aids in Pakistan Relief Mission

PAKISTAN — The final statistics bear out the extent of the Army Aviation effort in providing disaster relief in East Pakistan last November.

Utilizing eight UH-1H helicopter, members of Ft. Bragg's 182d Aviation Company (Assault Helicopter) flew 1,259 sorties in a 30-day period, airlifting over 1,111,295 lbs. of blankets, food, medical supplies, and clothing.

Operating at the direction of the Pakistani Army who coordinated flight missions to the hardest hit areas, the Army crews flew missions seven days a week during the entire month — a tribute to the unit's maintenance personnel.

Under the command of Major William A. Hall, III, the 182d's eight Hueys flew 663 hours, airlifting some 17,300 passengers during the relief mission.

HAAF Sponsorship Program Called "A Two-Way Street"

HUNTER AAF — *"When their aviator wings were pinned on them at graduation, I cried every time, because it was just like someone from own family standing up there receiving that honor."* In those words, Mrs. Andrew Edlin summed up almost a year of serving — with her husband — as a sponsor of Vietnamese Air Force students at Hunter AAF, Ga.

Officially, Sergeant Andrew J. Edlin and his wife, Della (see photo), have sponsored 13 VNAF students, but SGT Edlin estimates



Sergeant and Mrs. Andrew (right), HAAF sponsors, chat with "their student," AC Nguyen Van Thach, prior to the recent VORWAC/70-11 graduation.



An Army UH-1H aircraft of the 182d Aviation Company (Assault Helicopter), Ft. Bragg, N.C., lifts off in a Pakistan relief mission in East Pakistan.

they've befriended twice that many unofficially. *"The sponsorship program was actually just an official way for me and my family to have the opportunity of meeting the Vietnamese students. It was enjoyable experience for everyone, and I just wish it were not ending."* (The Edlins have PCS'd to Twin Falls, Idaho, where SGT Edlin will be an Army Recruiter.)

The overall experience of sponsoring the Vietnamese students was a two-way street, according to the sergeant. *"We found out about their whole way of life — their religion, politics, school, agriculture — just about everything."* No stranger to the Vietnamese culture himself, SGT Edlin has served 21 months in Vietnam.

—PFC Frank S. Groff, III

LETTER TO A YOUNG GRADUATE

(Continued from Page 6)

an individual requirement called professionalism.

You will not draw professionalism from the supply room nor will it be spoon-fed you in a classroom. It is the realization of a difficult job well done, a mission accomplished which was restricted by severe odds. As an officer and an aviator, professionalism should at all times remain paramount in your mind.

This week you will wear those coveted silver wings which I have sent you. Wear them proudly as I have and never allow them to become tarnished with foolish nonprofessionalism.

Good luck and Godspeed,
Dick

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The In Box

The publication welcomes brief letters from all subscribers. Letters submitted for publication should bear the signature of the writer. However, the correspondent's name will be withheld on request.

WAR MEMORIAL

Dear Editor:

The Alumni Association of the U.S. Army War College has constructed a memorial at Carlisle Barracks honoring those War College graduates who have been killed in action. This memorial will include the names of those graduates on a bronze plaque.

We are requesting your assistance in a search to identify all of these individuals. If you know of an Army War College graduate who was killed in action or by hostile fire any time since 1904, it would be of great help if you (or your readers) could send us his name. Information should be addressed to the undersigned as Secretary, USAWC Alumni Ass'n, Carlisle Barracks, Pa. 17013. Thank you for your assistance.

R. A. Breshnahan
COL—Carlisle Barracks, Pa.

FAMILY AFFAIR (CONTINUED)

Dear Editor:

Reference Vol 20, #2, Feb. 1971, page 18, Subject: "Family Affair," I have a twin brother in Army Aviation. He is CW2 Ralph L. Thompson at Ft. Rucker, Ala. Please add us to the list.

Richard W. Thompson
CPT—Ft. Knox, Ky.

Dear Editor:

Here is another Army Aviator brother team! Major Roy P. Hooks, now serving in Korea, and the undersigned.

Charles D. Hooks
CW4—Atlanta, Ga.



"FIRST" MASTER AA — LTC Keith Rynott, commander of the 82d Airborne Division's aviation battalion, receives the "first" Master Army Aviator badge to be awarded to a pilot in the 82d. The colonel's wife, Marjorie, looks on as the division commander, MG George S. Blanchard (left), presents the badge at a Ft. Bragg ceremony. (USA photo)

Dear Editor:

Fine thing, old friend . . . You missed this father-son combination . . . LTC Thomas O. Morrow, USA (Ret.), and CPT Thomas O. Morrow, Jr., Ft. Rucker. Haven't seen you in a few years, but ARMY AVIATION keeps us together.

Tom Morrow
Kansas City, Mo.

Dear Editor:

Here are two more Army Aviator brother combinations for the "Family Affair" page:

Captain Barry J. Sottak, 1st Air Cav Div, APO SF, and CPT Paul E. Sottak, Ft. Eustis, Va.

LTC William E. Graham, Jr., Edwards, Calif., and WO Bruce E. Graham, Washington, Pa., who was killed in action in RVN in 1970.

William A. Graham, Jr.
LTC—Edwards, Calif.

Dear Editor:

Enjoyed your new feature, "Family Affair," in the current issue of ARMY AVIATION. Please include in a future listing of AA brothers the names of my husband, Major Robert E. Harris (a member of AAAA since 1958!) and his brother, Major William D. Harris of Ft. Lewis.

Mrs. Robert E. Harris
Colorado Springs, Colo.

(Ed. Note: The February, 1971 "Family Affair" pages cited that "our research had uncovered twelve pairs" of AA brothers, and we then proceeded to list only eleven pairs. The omission was all the more embarrassing to us for we left out the names of CW4 Donald R. Joyce of Ft. Eustis, Va. (who first gave us the idea for the article) and his brother, Major Warren C. Joyce, APO N.Y. 09028. There are more father-son and brother combinations of which we are unaware . . . Send 'em in!).

"Firsts!"

First acceptance of De Havilland CV-7A Buffalo aircraft by the Army: Accepted by Hon. Willis M. Hawkins, Asst Secretary of the Army (R&D) at Downsview, Ontario on April 22, 1965.

First use of airway flight manuals within Army Aviation: July 1, 1955, with the field distribution of TM 1-2557 (Jeppesen Manual).

First Person to Pay Annual Dues to AAAA: Mr. (then LTC) Jack L. Marinelli, April 22, 1957.

First Army Primary Flight Training Facility to Graduate 10,000 Students: U.S. Army Primary Helicopter Center with the graduation of WOC Robert Wright, #10,000, on May 13, 1966.

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NICHOLS, Thomas H. 16 Church St., Apt G Carmel NY 10512	HENDERSON, Jos.E., LTC 6712 Lake Arcadia Lane Columbia SC 29206	<p>lar to the courses taught during flight school. When he was not attending classes, we flew as much as possible. Several days I met him on the flight line at 0530, flew with him all morning, at lunch, attended maintenance school, and then flew with him again two or three hours into the evening. The second trip to Fort Rucker was to use the confined area and pinnacle facilities of the flight school.</p> <p>Although he is not yet instrument rated, he has worked on this training at Davison Army Airfield to get a good grasp of the basics of instrument flying.</p> <p>General Westmoreland now has more than 600 flying hours to his credit, one-third of which have been utilized in training. Even though he is continuing his instrument training and working on minimums, he is an enthusiastic, capable aviator. To fly beside our Chief of Staff is a pleasure. We are proud to welcome him into the ranks of Army Aviators.</p>	
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