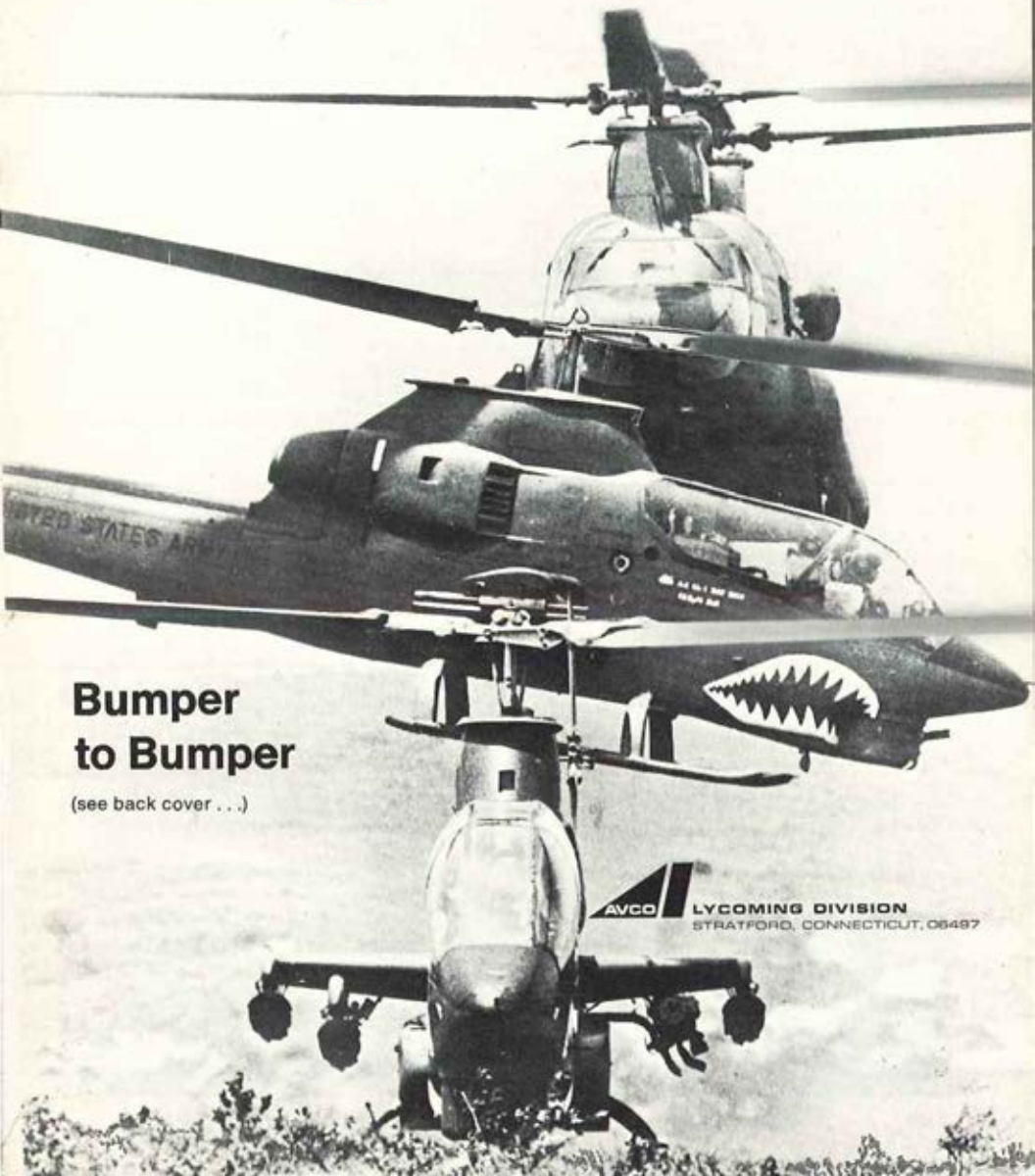


May, 1971

# Army Aviation



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(see back cover . . .)

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# Army Aviation

MAY 22, 1971

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Colonel Billy M. Vaughn, ACoF5, G-2, Third Regional Assistance Command, USARV, APO San Francisco 96266.



# Opinion

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**S**KY cavalry, which has been very much in the news since the invasion of Laos, is much more than a passing fad.

It is a military innovation of great significance. It would seem to be the ideal combination of air power and land power, and when properly organized, it is the optimum combination of mobility and fire power. It should prove to be an extremely effective peace-keeping organization under the control of, for example, the United Nations.

Its development should be brought along with this as its primary purpose. Unfortunately, as currently being employed in Southeast Asia, its development so far makes clear that we are condemning ourselves to relive the past. For, as man has sought through history to find new forms of mobility in war, he has persistently used his new-found mobility to carry out tasks that require increasingly heavy armor.

Mobility in war, with adequate fire power and communications, gives the commander a screen of time and information. At the same time, it denies the enemy that talisman of success, surprise, while it provides our own forces with the means to achieve that same important ingredient of victory, surprise.

The Greeks were the first to understand

*James M. Gavin, a retired Army lieutenant general, was one of the earliest supporters of the "air-cav" idea.*

this and they typically organized light forces, the pelasts, to screen the heavier armed phalanx. The Persians were excellent horsemen, but the first great cavalry leader was Alexander the Great.

The Roman legion, by virtue of its organization and individual training, was able to defeat the Greek phalanx and ultimately the Carthaginian cavalry. It was a traveling fortress, and this, combined with the superb Roman roads, enabled it to maintain peace throughout the Roman Empire for many years.

## Impact of gunpowder

Vauban and gunpowder each made their impact on the employment of mobile forces, and in the American Civil War cavalry had reached its highest point in development and employment in the gunpowder age. Its use as a screening and reconnaissance force was quite extraordinary, in an historical sense. Its low casualty rate led one of our more renowned Civil War generals, "Fighting Joe" Hooker, to exclaim, "Whoever saw a dead cavalryman?"

Despite the excellent use of cavalry, the gasoline engine brought an end to the role of the horse and suggested a new form of mobility — the tank and reconnaissance vehicle. But with their arrival on the combat scene a new evolution in mobility was being introduced into warfare in World War II by the airborne forces.

Through the use of gliders and parachutes, we were able to achieve surprise, exploit opportunities, and block the movement of major enemy forces; typically cavalry roles. However, since the troops who arrived in the combat area by these means were limited to the mobility of the foot soldier once they landed, there were prac-

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# Peace Cavalry from the Sky

By Lieutenant General  
James M. Gavin,  
U.S. Army, Retired

---



MG John C. Bennett, r., Commanding General of Ft. Carson and the 4th Infantry Division (Mech), the Honorary President of AAAA's Pikes Peak Chapter, is shown purchasing the first two tickets to the Chapter's 8 May professional-social meeting from Chapter President, MAJ Rex N. Turner. MG Bennett will be guest speaker.



LTC Edward E. Lee, center, is shown receiving his Master Army Aviator Badge from COL Wayne N. Phillips, r., Aviation Officer, Hq, Sixth US Army, the 13th recipient of the award himself. LTC Benjamin F. Collins, Avn Div, another Master AA, looks on. LTC Lee is an Instrument Flight Examiner assigned to the Aviation Division, DCSOPS, at the Presidio of San Francisco.



Newly-elected officers of the Golden Gate Chapter (Presidio of San Francisco), are, front, L-R, LTC Donald I. Hobbs, ExVP; COL Wayne N. Phillips, Pres; LTC Leroy C. Herrick, Sec. Rear, CW3 Richard O. Gordon, Treas; 1LT John W. Dundas, VPP; LTC Frank H. Radsprinter, VPI; and LTC Paul G. Lewis, VPR-VPG. (Photo miscaptioned "Monterey Bay Chapter" in Feb. 71).



Counting ballots in the line-up of new AAAA officers at the Sharpe Army Depot (Gallit) Chapter are, L-R, Billy Wester, Secy; MAJ Leonard Cummings, ExVP; MAJ William Priest, VP, Benefits; LTC Richard Rogers, Pres; and Frank Chandler, VPP. Officers not shown are Carlos Cortez, Treas; Ted Bare, VP, Programming; and Fred Chase, VP, Memb Activities.



Meeting for first time since all served as Bn Comdrs under the 34th Gen Support Gp (AM&S) in Vietnam are, L-R, COL John T. Stanfield, ex-58th Bn, now ARADMAC; LTC Harry O. Davis, Ret., ex-1st TC Bn, now Avco repr. at ARADMAC; COL Luther G. Jones, Jr., ex-34th Gp comdr, now ARADMAC comdr; and COL Harry Jones, ex-14th Bn, now Chief, MMD, USATSch.



COL Eugene B. Conrad, r., Director, USA Bd for Avn Accid Research at Ft. Rucker, congratulates three members of his staff on the new wings he presented to them. They are, L-R, LTC William H. Berner, MC, awarded Senior Army Flight Surgeon wings; and LTC Lester R. Kerfoot, Jr., and CW4 Roger R. Elrod. The latter two received their Master AA Badges at the ceremony.



Direct communication with 29 sites at Ft. Rucker, and 20 frequencies for communication with aircraft are provided by each of the four radar scopes at Hub Control in Cairns Army Airfield. Serving aircraft within a radius of 50 miles of Ft. Rucker, Hub Control is expected to service over 100,000 requests for advisory service during 1971.



Officers of AAAA's new Monterey Bay (Ft. Ord) Chapter pose informally. L-R, CW4 James Delaney, Treas; CPT Sveere O. Staunset, Sec; MAJ James F. Poe, ExVP; MAJ Thomas E. Coates, Pres; LTC Jerome G. Hileman, VP, Orgn & Plang; CW3 William Easton, VP, Memb Actv; CW2 Philip Westerland, VPR; and CPT James R. Portar, VP, Indus Aff.



MG Ernest F. Easterbrook, USA (Ret.), r., guest speaker at the Monterey Bay (Ft. Ord) Chapter's re-activation meeting; receives a "surprise" from MAJ Thomas Coates, president; following his address. It's an AAAA cubed medallion awarded for his prior service as Director of Army Aviation. The award was delayed pending the general's return from a position in Japan.



tical limitations on their employment in the cavalry role.

Fighter bombers and interceptors began to play a major role in warfare also and in many ways they were competing for resources with big bomber forces. While this competition was going on for the nation's resources, quietly and almost unnoticed, the helicopter made its appearance.

### 1946 experiment

I first was given 24 helicopters to experiment with at Fort Bragg immediately following World War II, in 1946. Although they required twenty hours of maintenance for every hour flown, they obviously had great potential. I formed the first sky-cavalry platoon in 1955 only to find it rejected because it was too revolutionary. For other reasons, the most important being interservice, its development was delayed until the election of President John F. Kennedy.

Even then, however, in its very beginning, basic disagreement became apparent over how the units should be employed. I remember arguing with an experienced sky-cavalry officer about the need to keep them light and flexible and to use them as sky cavalry. His reply was that they would be used to "take the cork out of the bottle"—that is, to attack the fortified position and make an opening for other forces.

### Development needed

Ultimately, the helicopter may be capable of filling this role. In the meanwhile, if we have learned from history, we must develop air vehicles of the many types needed so that the sky cavalry can function as an instrument of world peace through the United Nations. Light reconnaissance helicopters, larger troop-carrying helicopters, gun support, logistics support, and command and communication helicopters will be needed. Such a force, well trained and equipped with the latest and most sophisticated sensory and surveillance de-

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### PLANT VISIT



BETHPAGE, N.Y. — MG John L. Klingenhagen, left, CG of the USA Aviation Systems Command, is shown during a recent tour of the Grumman Corp. plant. He's shown with (L to R), John Love, OV Program manager; Mike Ciminera, asst to the F-14 Program director; Bill Cobey, director of the Stuart Work Center; Ross Mickey; and (partially hidden) COL Joseph Van Cleve.

vices, would be invaluable as a peace-keeping force.

A multinational sky cavalry force immediately available to the United Nations and based at several points about the globe could be extremely useful in putting out brush fires promptly. It could be most helpful in the current impasse in the Middle East and help to maintain peace in Indochina after we bring our own involvement there to an end.

### Untapped potential

It seems to me that this should be the primary goal of developing sky cavalry at this time. We have hardly begun to realize its potential. And its development should be aggressively pursued. When employed under the auspices of the United Nations, and in association with a modern satellite reconnaissance system, and a global satellite communications system, it would give the United Nations a capability to warn nations of impending disasters. It could also provide prompt evacuation, and food and medical supplies, for example, if needed. Finally, it might provide the basis for a first step toward lasting global peace.



## The fanged HueyCobra.

Take a Bell HueyCobra, fast and tough from the ground up . . . configure it for 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 sighting system . . . then the HueyCobra gunner aims powerful weapons with deadly accuracy on targets over a mile away.

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Mount a 30mm gun turret system effectively neutralizing thin-skin 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 HueyCobra team maneuvers under radar and over obstacles avoiding detection until attack.

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# Directorate

**T**HIS month, let's start off with people and work our way around to materiel instead of the usual procedure of dealing with the hardware first.

Congratulations to *Major General George P. Seneff, Jr.*, who has been nominated for promotion and designation as Commanding General, III Corps, Fort Hood and Project MASSTER. *General Seneff* will move from the position of Deputy Commanding General, Project MASSTER where he is preparing to test the 1st Cavalry Division (TRICAP). To date his successor as Deputy Director has not been announced.

The Army also has listed eighty colonels for promotion to Brigadier Generals, of whom five are Army Aviators. They are *Colonels Leo D. Turner, Leo E. Soucek, James F. Hamlet, Joseph P. Kingston, and Billy M. Vaughn*. My congratulations to all five! (Addresses of the foregoing appear in "Command and Staff" on page 3).

The Army also has announced the reassignment of the 1971 class from the various war colleges. You'll find these listed in a separate box on the subsequent page.

## A Month Of Activity

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



### Reorganization at Ft. Hood

Perhaps the greatest long-term impact on our people was provided by a reorganization of the 1st Armored Division at Fort Hood on 5 May. On that date General Westmoreland took the salutes of *Major General James C. Smith* and the 1st Armored Division, *Major General George W. Putnam*, and a representative element of the 1st Cavalry Division which had been deployed in name only from Vietnam a matter of days earlier.

The ceremony highlighted the transition between an armored division and the new TRICAP organization. Selected elements of the 1st Armored Division were stationed on the field to begin the review. The new era of military experimentation in organizations and tactical employment was opened by the arrival of *LOHs* and *Cobras* from the experimental Air Cavalry Combat Brigade. Troop-carrying *Hueys* represented the airborne infantry battalions of the 5th, 7th and 8th Cavalry. Aircraft from the 230th Aviation Battalion completed the fly-in.

It is interesting historically that the 1st



Cav returned to the state of Texas where it was activated 49 years ago. The 1st Armored Division colors moved to Europe within the week and replaced the 4th Armored Division colors which were retired.

Under *General Smith*, a Master Army Aviator, the 1st Cav will undergo platoon testing beginning in July and will proceed to full division testing within the next two years. There is the same strong spirit of progress and enthusiasm at Fort Hood today that there was in Fort Benning in 1964 when the 11th Air Assault Division tested the airmobile concept.

*General Putnam* will assume new duties as the Director of Military Personnel Policies, ODCSPER, in the Pentagon. He arrives back in the personnel business after having commanded the 1st Aviation Brigade and the 1st Cavalry Division in combat. On previous Washington tours he served as Chief of OPD, OPO, and as Executive for Army Aviation in DCSPER, and also as Deputy Director of Army Aviation in ACSFOR.

While we are on the subject of TRICAP it should be noted that III Corps and the 2d Armored Division hosted a most successful symposium on TRICAP and STANO (Surveillance Target Acquisition and Night Observation). The symposium was sponsored by AUSA attracting 295 industrial representatives of 97 companies as well as a large aggregation of military attendees. The program appeared to succeed in acquainting the industrial community with TRICAP and Army mobility and sensory requirements for the future.

### **Packard Panel**

Meanwhile, back in Washington, *Lieutenant General Robert R. Williams*, ACSFOR, has assembled a small but hard-hitting group of professionals to support his membership on the *Close Air Support Review Group* chaired by *The Honorable David Packard*, Deputy Secretary of Defense. *Colonel Joseph B. Starker*, recent commander of the 17th Aviation Group, is my Chief of Staff for the *Close Air Support Working Group*. He is supported by *Colonel William K. Gearan*, OACSFOR; *Dr. Philip Lowery* of Research Analysis Corporation;

### **NEW ASSIGNMENTS**

#### **From Army War College:**

COLs James H. Mapp (USARV) and Nicholas G. Psaki (USAREUR); LTCs (P) Thomas E. Anderson (DCSOPS), William E. Crouch (USARV), Marion F. England (OCRD), Robert M. Reuter (AWC-Bootstrap), John H. Richardson (USARV), and William P. Rouse (DCSPER); LTCs Joseph H. Kastner (nominated JCS); Eugene Lail (USARV); Paul H. McNair (AMC); Billy E. Rutherford (TIS), and Gerald Waldron (nominated OJCS).

#### **From National War College:**

LTCs James W. Booth (nominated OSA), Glenn T. Felke (DCSOPS), and Dean R. Paquette (OCRD w/sta in Australia).

#### **From ICAP:**

LTC (P) John W. Campbell (774th Gp, Ft. Bragg); LTCs Charles A. Mateer (USAREUR) and Donald E. Mulligan (1st AIT Bde, Ft. Bliss).

#### **From Air War College:**

LTC (P) Delyle G. Redmond (MAAG, Iran); and LTCs Orlando E. Gonzalez (AVSCOM), Joseph T. Palastra (OAVCofS), and Fred Whiting (U.N. Command, Korea).

#### **From Naval War College:**

COL Robert L. Erbe (34th Gp, USARV); LTC (P) Ivan Slavich (USAREUR); LTC Cornelius McGillicuddy (USARV).

*Colonel Douglas Younger*, CDC; *LTCs Jim London* and *William Bauman*, DCSOPS; *LTC Robert Arnet* and *Paul Malone*, CDC; and *Dan O'Neil*, AMC.

These individuals are concerned with the scenario writing, war gaming, analysis, and preparation of position papers to meet Mr. Packard's requirements. The Packard group meets once every two or three weeks while the working group, chaired by *Dr. Gardner Tucker*, Assistant Secretary of Defense, Systems Analysis, meets twice a week. Target date for submission of the final report to the Congress remains 14 June.

### **Close air support**

The Army has long considered that the aerial fires that it delivers as part of the airmobile concept are separate and distinct from close air support as performed in high speed fixed wing airplanes. In order to describe the intimate nature of fires integrated with the movement of soldiers about the battlefield, the term, "direct aerial fires", has been used extensively. The Army has been criticized for confusing the issue of close air support in this manner.

For purposes of the Packard panel, all fires delivered by aerial vehicles, to include aerial scouts and LOHs, and door gunner fire from *slicks*, are considered to be close air support. This also applies to Marine Cobras which the Marines consider to be suppressive fire vehicles. To clear up the misunderstandings and to conform with the definition used by the Packard panel, General Westmoreland has approved a message to the Army which states:

*"Effective immediately, in order to eliminate any misunderstanding, the Army will include, within the definition of close air support as outlined in JCS Publication 1 dated 1 Aug 68, all fires which are delivered in close proximity to friendly forces by attack helicopters, LOHs, and door gunners on troop-carrying helicopters."*

### Congressional appearances

The standard Congressional appearances by the Aviation Directorate before committee hearings on the fiscal year 72 budget have been concluded. We deal primarily with four main committees and their organic subcommittees. These are the *Armed Services Committees and Appropriations Committees* of the House and Senate.

In addition to normal appearances before the *Senate Armed Services Committee* in support of the aviation PEMA (Procurement, Equipment and Missiles, Army) we

testified before the *Tactical Air Warfare Subcommittee* to justify advance production engineering funds for the *Cheyenne* and Senator McClellan's subcommittee. While there may be additional individual appearances required, the main work still to be done is the preparation of fact sheets and insertions to the testimony already rendered. Senator Cannon's special *Close Air Support Subcommittee*, and perhaps other committees named above, will hold hearings after the Packard panel report is presented.

### Collier Trophy Award

Several issues ago, I described efforts to nominate Army organizations and individuals for award from professional and commercial organizations. On behalf of airmobility, the Aviation Directorate prepared an extensive justification for designation of the U.S. Army for the *Collier Trophy*, which is presented annually by the National Aeronautics Association. While the Army received considerable support in the NAA balloting, the Boeing company was selected for the 1971 *Collier Trophy* based on its 747 jumbo transport achievement. The citation supporting the Army is lucid and persuasive and will form the basis for a resubmission next year.

### Daedalian Award

The *Order of Daedalians*, with headquarters at Kelly AFB, San Antonio, Texas, presented its *Daedalian Weapons System Award* to the U.S. Army Aviation Center, Fort Rucker, Ala.; for its development of the Army armed helicopter. The citation read, in part, "... *The Center represents the Army Aviation community in its broadest sense; literally, those thousands of dedicated individuals who fielded a weapons system in Vietnam, which richly deserve the accolades it has received. The Army Aviation Center brought together the work of these many devoted pioneers, culminating in the Army armed helicopter and with it the Advanced Aerial Fire Support System...*"

Major General Allen M. Burdett, Jr., accepted the award at a ceremony at Maxwell



Greeting BG William J. Maddox, Jr. (left), Aviation Director, at Philadelphia Int'l Airport following his orientation flight in the Boeing Vertol 347 are Howard N. Stuverude, Vertol Division General Manager, and BG O. Glenn Goodhand, Ret., of Boeing's Washington, D.C. office. See story for additional details.



Field, Montgomery, Ala., on 24 April 1971. All members of the Army Aviation community can take pride in this deserved recognition.

### **AAAA National Awards**

Senior Army commanders and staff officers have been sent nomination blanks and instructions for submission of individuals and units for awards to be presented at the AAAA Annual Meeting in Washington in October. Many inspired actions involving members of the aviation family have taken place in the past year and I solicit well considered nominations for the AAAA national awards.

### **HLH contract**

Relative to hardware, two meetings of the *Defense Systems Acquisition Review Committee (DSARC)* have been held in recent days to determine the future of major aircraft systems. The first concerned the *Heavy Lift Helicopter (HLH)*.

*Deputy Secretary of Defense David Packard*, who chaired the DSARCs, determined that Boeing Vertol would be awarded an R&D contract for an estimated \$76 million dollars for R&D leading to a 22.5-ton lift capability. Boeing Vertol is expected to design, build, and demonstrate selected advanced technology components over the next nine years which can be assembled under a later development effort to provide an HLH for the inventory by the end of the decade. The project will be funded jointly by the Army and Navy under Army sponsorship to meet the heavy lift shore-based requirements of all services.

Navy shipboard requirements for heavy lift will be subject to a separate program to be proposed by the Navy. Mr. Packard indicated he would authorize the additional effort for upgrading the Sikorsky CH-53 helicopter now in the Navy inventory.

### **UTTAS contract**

The second DSARC addressed the *Utility Tactical Transport Aircraft System (UTTAS)* which is an eventual replacement for the UH-1 *Huey*. While the decision was not announced prior to publication, it is expected

to result in a development effort to provide the Army with a true squad carrier, at least eleven passengers plus a crew of four. The development, suitably modified for shipboard operation, probably also will meet Navy and Marine Corps transport requirements. Subject to congressional approval, we are on our way to meeting two firm hardware requirements for the future.

### **Product improvement**

During my recent travels, I had an opportunity to fly two product improvement proposals for aircraft now in the inventory. Following the Fort Hood AUSA symposium, I flew the Bell Helicopter *Huey-Plus* to Fort Worth and Dallas. This aircraft has an extended tail boom with 50-foot blades and a swept tip. The aircraft is a company-funded project which utilizes beefed up dynamics rated for 2,000 horsepower.

It is powered by a 1,900 shaft horsepower T53 engine. At Fort Worth, I picked up 18 factory hands in addition to a copilot and a company representative. Additional troop seats have been added to what basically is an H-model cabin. Later, we lifted a standard 105mm howitzer with splinter shields (but without the factory hands). Both tasks were performed with ease. The ship cruises at 140 knots and is redlined at 160 knots and is smooth and strong.

Boeing-Vertol also is experimenting with new concepts. Using an Army A-model *Chinook*, Vertol has stretched the fuselage in the center by 107 inches and has added 30 inches to the aft pylon. Also, the ship has been fitted with bigger rotor systems with four blades each. The result is a very quiet and smooth helicopter, both outside and in the cabin.

A total of 200 hours have been flown on the aircraft which is powered by a Lycoming T55-11 engine. It's flown at 177 knots level and 186 knots in a dive, and has performed at 53,330 pounds gross. *Chinook* pilots will find the hover hold and navigation-stabilization features to be particularly good.

Obviously, industry is thinking ahead. Safe flying!



**A qualified observer — with experience in the aerospace industry and Army aviation — disagrees with LTG Gavin.**

**O**BSOLETE? Meaning that it is out of date and falling into disuse? That's foolish!

Everyone knows that the United States alone has the largest helicopter fleet in the world — greater than that of all other countries combined. It has 25,000 aviators flying half that many machines, and additional thousands of personnel responsible for the care and feeding of helicopters.

Furthermore, our studies indicate the need for vertical lift machines of at least eleven different sizes which will still be with us fifteen years from now. Developmental work is proceeding right now on

one advanced machine which has already flown; one system is about to enter the advanced technology stage; another is coming up for possible parallel undocumented development emphasizing "fly-before-buy"; and still another is being looked at for major improvement in its agility.

And it isn't just the United States, either! France, the Federal Republic of Germany, Italy, Great Britain, and the USSR — they not only have an inventory of helicopters, but they are selling them all over the world! South Vietnam has a fair-sized fleet and will, no doubt, get more. Canada, Israel, the UAR, the Scandinavian countries — all of these and many others own and operate helicopters. You'd have a hard time convincing them that the helicopter is obsolete.

Maybe so. It's worth a try, anyhow.

Normally, governments try to follow the

The helicopter: **IT'S O**



advice given by Alexander Pope: "*Be not the first by which the new is tried. Nor yet the last to lay the old aside*". Like all acceptable advice, Pope's admonition leaves a good deal of latitude for the recipient. It is relatively easy to avoid being first, and not especially hard to guard against being last — especially, when you can sell or give away that which you no longer use.

Maneuvering within the expressed limits, however, can be very time-consuming, and time is important. If it can be said that all equipment has a finite life cycle, then it can also be said that the longer the period of equipment adolescence, the sooner will come the period of obsolescence, and the shorter the period of useful life. The helicopter certainly underwent a lengthy adolescence.

The spiral wing (helix pteron) existed in da Vinci sketches as long ago as the 16th century, and it flew in Chinese toys of the

same era. Steam-powered models were flown during the early 1800's by Sir George Cayley of England; by his countryman, W. H. Phillips; by Forlanini of Italy; by de la Landelle, Tournachon (better known as Nadar), d'Amercourt, and Paucton of France.

In 1861, Mortimer Nelson patented a combination balloon-helicopter; in 1862, another American, Luther C. Crowell, patented a convertiplane which rose vertically and then tilted to obtain forward flight. He was followed, from 1866 through 1879, by the three Johns — Wooten, Ward, and Greenough. In 1888, Edward Johnston came up with six rotors; four lifting and two pulling, each with its own motor.

In 1907, Louis Breguet built and flew a machine having four rotors operating from a single shaft. In 1908, Paul Cornu developed and demonstrated a tandem-rotor machine. In 1910, Thomas Alva Edison

# BSOLETE!





sought to bring further light to the subject of vertical lift, but found himself stymied for lack of sufficient power. In 1912, Ellehammer from Denmark demonstrated a coaxial machine.

In 1915, the military first expressed an interest. Lt. Petroczy and Dr. von Karman built and demonstrated their version of the helicopter for the armed forces of Austro-Hungary. Had the demonstration resulted in production, we might all be doing the "Viennese Waltz" instead of the "Sikorsky Shuffle." In 1918, Etienne Oemichen of France performed a five-minute hovering maneuver following a successful half-mile flight. Emile and Henry Berliner in 1919, demonstrated a machine before the U.S. Army, Navy and Air Service at College Park, Maryland.

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### **A banana-backed, four rotor, two-ton monster flew in 1922.**

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With U.S. military sponsorship, Dr. George de Bothezat built and in 1922 flew, a banana-backed, four-rotored, x-shaped, two-ton monster machine which was immediately refused by the potential customer on the grounds of complexity and cost. *Even the words are familiar!* Dr. de Bothezat, a Russian, said he was working with a design which he had completed in 1917. Even so, he was several years behind his countryman, Igor Sikorsky, who built and flew two models in 1909-1910.

In 1921, de la Cierva of Spain demonstrated the autogyro, and in 1925, von Baumhauer of Holland countered the effects of torque by use of a tail rotor. In 1937, Edward P. Herrick developed a convertiplane, but found it difficult to sell his product in Philadelphia. It was not until 1939 that Igor Sikorsky demonstrated his VS-300 before an interested and affluent audience. His success was quickly duplicated by demonstrations from other pioneers — Piasecki, Hiller, Kaman, and a group from Bell.

These successes — and the impetus of World War II — turned military interest into military acceptance. Even so, Pope's



admonition remained in effect, and there was some hesitation in getting one Service to be first. The U.S. air arm in 1942; the Navy and Coast Guard in 1943; and the Army and Marines in 1947 — in that sequence, all of the Services identified uses for a machine which had been four hundred years a'borning and had demonstrated flying abilities for more than a hundred years of that time.

There appears to be little doubt that useful vertical lift devices could have been attained much earlier, but that is not the point. The point is that the helicopter may well have spent so much time in adolescence that it was on the verge of obsolescence before being put into service. If so, the succeeding thirty years of military use could well represent the total useful life of the machine — particularly, a machine whose basic design has remained unchanged for centuries.

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### **There have been no major advances since 1942.**

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We can here be accused of over-simplification; of failing to recognize or at least, give credit to the technological advances in materials, power sources, engineering expertise, and manufacturing methods which have occurred since 1942. There have been many improvements, of course, but with the single exception of the power source, *there have been no major advances since that time.*

There have been few visible advances since the period immediately preceding the Civil War. Various combinations of multi-lifting rotors on single or dual shafts; many types of anti-torque devices; individual



motors to drive each blade; tilting rotors, tilting wings, tilting bodies; composites which lift with one set of rotors and push or pull with another — all of these were designed and most were demonstrated before the memory of anyone now living. Even da Vinci would have no difficulty in identifying the modern helicopter—though perhaps not by that name—and some of the pre-Civil War designer/developers could demand royalty payments for the use of their designs.

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## **Why hasn't it been changed earlier? Because it works!**

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An unchanged design is not necessarily bad — after all, the egg has been around for a long while — but when the design is so admittedly imperfect as to require the expenditure of large sums of money for its improvement; when the users continue to complain of its many shortcomings; when the very evident worth of vertical lift and aerial transport is not eagerly sought by commercial enterprise; when the allocation of funds for helicopter development is less than that spent annually for chewing gum — when all of these things occur at the same time, then perhaps the design is obsolete.

Why has it not changed earlier? *Because it works.* Expensively, inefficiently, awkwardly and subject to many constraints, it works! Because for many of the years since 1942 the emphasis has been on production rather than development. Because it has been more profitable to make continuing product improvements and to perform retrofitting operations than to begin anew. And maybe — just maybe — because all of our combined expertise and industrial capability has been unable to come up with anything better.

One of the most efficient vertical lift transporters available today weighs, according to the Army, about 20,500 lbs. empty and costs approximately \$1.5 million dollars. That means it costs about \$75 per pound — something over twice the artificial value of gold.

The machine can carry some ten tons of payload at 130 knots; 1,300 ton-miles per hour of flight. If it were able to fly two hours each day of a ten-year life span, it could deliver approximately 9.5 millions of ton-miles. If there were no operating costs; no charges for fuel, for the crew, for maintenance, or for parts replacement — if we simply amortized the original cost of the machine over the ten-year period, then each ton-mile would cost sixteen cents. *That's what surface transport costs with everything added in!* The helicopter cannot compete commercially with surface transport modes except in unusual cases; primarily, cases in which time has a high value.

In the military, time often has an extreme value. Here, the helicopter has more than paid its way. Quoting General Westmoreland, the *Congressional Record* documents the statement that some 3,000 helicopters and 30,000 men had the equivalent value of a million combat troops in Vietnam. That is both high praise for the volunteers who fly the machines and welcome news for those who might otherwise have been drafted. It is also a quiet recognition of the fact that it took ten men to keep one machine in use. There is nothing more expensive than manpower.

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## **Quickest way to force it into disuse? . . . Misuse it!**

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But neither high cost in dollars or manpower, nor piece-meal product improvement, both of which accrue to the helicopter, are sufficient reasons for calling it obsolete. There are many ways to force a machine into disuse, but one of the quickest is to make it perform tasks for which it was not designed and for which it is ill-equipped. That has been done to the helicopter.

The side effects of such use are unwelcome. We have experienced a greater-than-desired loss rate, a less-than-required replacement rate, an unpredictable maintenance man-hour rate, a fluctuating operational rate, a larger-than-normal air abort

rate, and an increasing degree of tension between believers and non-believers in the machine. Of all these side effects, the one with the most immediate impact on the future of the helicopter is the replacement rate.

When the rate of replacement is less than the rate of loss from all causes, the inventory is reduced. A reduced inventory can only result in lessened utilization; both in total hours and in hours per machine. Truly scarce items are used only on state occasions.

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### **The feeling is that we should be doing better than we are.**

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It is not intended that the existing inventory be maintained. It would be foolish to keep machines which our dwindling manpower can neither maintain nor fly. It is not anticipated that all of the companies now making helicopters will continue to do so. This has been officially recognized since November of 1969, and was known long before that time. The funds to be allocated for the development and production of helicopters is still a sizeable sum — about what is spent each week on laundry — but only a small part of the sum is for procurement of helicopters. The larger portion is for the purchase of progress — to replace the helicopter. The helicopter, as we know it, is falling into disuse, and by definition, is becoming obsolete.

There are other indications that the helicopter is nearing the end of its useful life. In the ongoing reappraisal of future military needs, much is being said about the need for reduced vulnerability in a sophisticated and hostile environment. There are

those who consider the helicopter non-survivable under such conditions. There is a continuing unsettled condition in the assignment, or assumption, of roles and missions among the Services; not all of which are convinced of the need for vertical lift in quantity. Perhaps most important, there is a feeling that after all these years, we should be capable of doing better than we are.

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### **The helicopter replacement may already be obsolete!**

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The *Advanced Materiel Concepts Agency (AMCA)*, one element of an Army organization charged with countering possible threats with suitable responses using advanced-technology equipment, contains some aeronautical engineers who believe we can do better. One of their designs — a helicopter replacement — has some performance characteristics which appear to be very useful against a possible threat; characteristics which cannot be duplicated by the helicopter.

Members of the *Army Scientific Advisory Panel (ASAP)*, though perhaps uncertain of the requirement, are more certain that the necessary technology is available. If technology is available, then it is certain that the present Commanding General of the *Combat Developments Command* will request it *ASAP (As Soon As Possible)*. General Norton is not noted for his tolerance of inefficient men or obsolete materiel.

But no matter how rapidly he speeds development, he may not find it necessary to refuse Mr. Pope's advice. There is reason to believe that the AMCA design is not particularly new. Some say it has been flying regularly since 1947 when it was reported in a formation over the mountain peaks of Washington state. Later reports have described a longer fuselage — some even called it cigar-shaped, rather than like a saucer. It is possible that the AMCA design is already in use and if so, it, too, is obsolescent. Regardless, there is a one-word description of the helicopter: *Obsolete!*

#### **ABOUT THE AUTHOR**

A former Senior Army Aviator, Lieutenant Colonel Morris G. Rawlings, Ret., held a wide variety of staff and command assignments prior to his retirement, including a tour with the U.S. Army Combat Developments Command Aviation Agency at Fort Rucker. His industry experience includes employment with the Boeing Vertol Division.



# Win one of 113 prizes in AAAA's 1971 Sweepstakes



AA



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SEVEN DRAWINGS! NO PURCHASE NECESSARY!  
ENROLL ONE NEW AAAA MEMBER TO QUALIFY!



#### BONUS!

All Sweepstakes Coupons not drawn in the "First AAAA Sweepstakes" will automatically be entered in the two "Second AAAA Sweepstakes" drawings to be held on Aug. 13 and 27.

#### "FIRST AAAA SWEEPSTAKES"

Five chances to win! Sign up **ONE** new AAAA member before July 1, using the AAAA application form on page 4, and enter your own Sweepstakes Coupon #1 for Model Set A (Lockheed AH-56 Cheyenne, Hughes OH-6 Cayuse, and Grumman OV-1 Mohawk) **OR** Coupon #2 for Set C (Beech U-21, Cessna T-41, and Bell AH-1G Cobra). The drawing for Set A will be held in Los Angeles on July 15 with a separate drawing for the Set C models to be held in Wichita, Kan. on July 29. Note the "Bonus" box at the left for **third** and **fourth** chances to win on one entry! Your coupon will also be entered in the '71 Grand Sweepstakes! A **fifth** chance!

#### "SECOND AAAA SWEEPSTAKES"

Three chances to win! Sign up **ONE** new AAAA member before Aug. 1, using the AAAA application form on page 4, and enter your own Sweepstakes Coupon #1 for Model Sets A plus B (Sikorsky CH-54 Crane, Bell OH-58 Kiowa, and Beech T-42, plus three-model Set A), **OR** Coupon #2 for Sets C plus D (Boeing Ch-47 Chinook, Bell UH-1D Iroquois, and Hughes TH-55, plus three-model Set C). The drawing for the six-model fleet (Sets A and B) will be held at Bethpage, L.I., on Aug. 13 with another drawing for the Set C and D six-model fleet to be held in Philadelphia on Aug. 27. Note the "Bonus" box at the right for your **third** chance to win!



#### BONUS!

All Sweepstakes Coupons not drawn in the "Second AAAA Sweepstakes" will automatically be entered in the Oct. 1 drawing of the "Grand Sweepstakes." See p. 7 for full prize list!

### "THIRD AAAA SWEEPSTAKES"

Three chances to win! Sign up a **SECOND** new AAAA member before September 1 using the membership application form on the reverse side, and enter your own Sweepstakes' **Coupon #3** in the "Third AAAA Sweepstakes" for the **SIXTEEN-MODEL FLEET** of Army aircraft appearing on page 5. **The entire set is YOURS!** . . . A preliminary drawing will be held in Ft. Worth, Tex., on September 15 to select six coupons with the names of the three finalists to be entered in the "Fourth AAAA Sweepstakes" drawing to be held at the 13th AAAA Annual Meeting in Washington, D.C., on October 14. Sweepstakes Finalists need not be present to win.

### GENERAL RULES

No purchase is required. An AAAA member may submit as many entries as he wishes, but may only win one set of model aircraft. Entrants must be AAAA members at time of entry. All Federal, State, and Local regulations apply and entry void where prohibited by law. Sweepstakes' entry constitutes full permission to publish names, addresses, and photos of winners without further compensation. Entrants must be at least 18 years old.

### EASY TO ENTER!

Select Coupon #1 OR Coupon #2 on Page 6, complete it and submit it as your entry in the drawings for the "First, Second, and Grand AAAA Sweepstakes." Have your new member complete the remaining coupon (#1 or #2) as his entry in the "Grand AAAA Sweepstakes," and an AAAA application form on the reverse side, and submit both with his annual dues on or before the July 1 or the Aug. 1 closing dates.

### EXTRA BLANKS

This complete "Sweepstakes" leaflet will appear as a centerfold insert in both the May and the June, 1971 issue.

### "FOURTH AAAA SWEEPSTAKES"

Three chances to win! Sign up a **SECOND** new AAAA member before September 1 using the membership application form on the reverse side, and enter your own Sweepstakes' **Coupon #3** in the "Fourth AAAA Sweepstakes" for the **FLEET OF 16 MODELS** of Army aircraft that are shown on page 5. **You win the entire set!** . . . A preliminary drawing will be held in Fort Worth, Tex. on September 15 to select three finalists. Their coupons will be entered in the drawing for the "Fourth AAAA Sweepstakes" to be held at the AAAA's 13th Annual Meeting in the Sheraton-Park Hotel, Washington, D.C., October 14. Enter an additional coupon for each **NEW** member enrolled in excess of the first two! Enter as often as you wish!

### "AAAA GRAND SWEEPSTAKES"

Your **THIRD** chance to win, if you enroll **ONE** new member in AAAA . . . Entries of non-winners in the First and Second AAAA Sweepstakes will automatically be entered in the AAAA Grand Sweepstakes! . . . and to assist you in enrolling that **ONE** member, the latter may complete the coupon you do not use (#1 or #2) and we'll enter it for him in the Grand Sweepstakes, too . . . See page 7!







## ARMY AVIATION ASSOCIATION

1 Crestwood Road, Westport, Conn. 06880

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 to ARMY AVIATION MAGAZINE. I've made my check payable to the "AAAA."

Print Name \_\_\_\_\_ Rank \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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| <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         |

- New Membership     \$15 (2-Yr. Memb)  
 \$2 (Initiation Fee)     \$8 (1-Yr. Memb)

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. The individual membership will become effective on the first day of the month after the month of application.

1971 AAAA SWEEPSTAKES

# 1

**A Special Award for the Top Recruiter**  
**A JOSTEN'S ARMY AVIATION RING, WITH A VALUE OF \$52.50, AND A NEW JOSTEN'S MINIATURE ARMY AVIATION RING, VALUE \$38.00, FOR THE WINNER'S LADY!**



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City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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| <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         |

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# 2



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City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

### CATEGORY OF AAAA MEMBERSHIP

- |                                              |                                             |
|----------------------------------------------|---------------------------------------------|
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| <input type="checkbox"/> USA Active Duty     | <input type="checkbox"/> Administration     |
| <input type="checkbox"/> USA Civilian        | <input type="checkbox"/> Marketing          |
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| <input type="checkbox"/> Army Reserve        | <input type="checkbox"/> Manufacturing      |
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## APRIL 22-MAY 15 COMPETITORS FOR FOR THE SPECIAL SET OF 16 MODELS

1. CPT Gerald L. Berg, Fort Clayton, Canal Zone.
2. CW3 George B. Davis, Colorado Springs, Colorado
3. CW3 William I.S. Easton, Monterey, California.
4. LTC William N. Eckert, Fort Eustis, Virginia.
5. CW4 Shelton R. Foles, Curundu, Canal Zone.
6. CW4 Donald R. Joyce, Fort Eustis, Virginia.
7. Kenneth K. Kelly, Atlantic Highlands, New Jersey.
8. LTC Robert S. LaMonte, Copperas Cove, Texas
9. MAJ George L. Mager, Ret., Amarillo, Texas
10. MAJ Dean M. Owen, Fort Rucker, Alabama
11. LTC James T. Radford, Savannah, Georgia
12. MAJ Rex M. Turner, Jr., Fort Carson, Colorado

The 12 AAAA members listed above have each sent in two or more new memberships and qualify for the September 15 and October 14 drawings for the 16-model fleet of Army aircraft. Sign up TWO new members before Sept. 1 - and compete for the same fleet yourself!



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anywhere in CONUS!

# AAAA's 1971 Sweepstakes!



## APRIL 22-MAY 15 SWEEPSTAKES PARTICIPANTS

ANDERSON, James R., WO (CW3 William I.S. Easton)  
ANGELINI, Lawrence, Jr., SP5  
APPLEBY, Harry B., Jr., CW2 (CW4 Donald R. Joyce)  
AYALA, Carlos A., SP5  
BAEBLER, Arthur H., III, 1LT (CW3 George B. Davis)  
BAKER, Roy A., SP5  
BANES, Thomas B., CPT (MAJ Dean M. Owen)  
BEAUCHAMP, Darwin D., COL (CW4 David C. Gipson)  
BECK, Silas E., CPT (CW4 Donald R. Joyce)  
BELCOE, THEODORE G., CPT  
BELL, Lester R., CPT (CW3 William I.S. Easton)  
BEREE, Russell (CW3 William I.S. Easton)  
BLAKELEY, Donald, SSG  
BLOSSER, Peter R., 1LT  
BRAYBOY, James E., MAJ  
BROOKS, Michael J., CPT  
BUMBLEBURG, Vernon F., SSG  
BURNER, Richard A., MAJ (CW4 Donald R. Joyce)  
BURRIS, Ralph F., WO1  
BURROW, Douglas J., WO1  
BUSTAMANTE, Daniel M., SP5  
CATHEY, Francis E., LTC (Ret.)  
CHAMBERS, Edward S., Jr., 1LT (CW3 George B. Davis)  
CHRISTIE, Paul D., SP5  
CLAIBORNE, Mac R., MAJ (LTC Joseph G. Mikula)  
CLAYBORNE, William M., SP6  
COGAL, Vincente, WOC  
COLE, Thomas P., CPT  
COLLEY, Charles T., CPT (CW4 Shelton R. Foles)  
COSTON, Ward H., SFC (CPT Gerald L. Berg)  
CRIDER, Don R., CPT (CW3 William I.S. Easton)  
CUSSINS, Devane W., SFC  
DAVILA, Louie G., CW2 (CPT Gerald L. Berg)  
DAVIS, "Bud", CW2 (LTC Robert S. LaMonte)  
DAVID, Leslie A., CPT  
DEITCH, William E. (CW3 William I.S. Easton)  
DERRY, Patrick T., LT (CW4 Donald R. Joyce)  
DICKERSON, Norman C., Jr. (Kenneth K. Kelly)  
DILLON, William P., CPT (LTC James T. Radford)  
DIRICKSON, Thomas A., SP6  
DUNCAN, Frank W., LT (CW3 William I.S. Easton)  
DWYER, Mrs. Helen I. (MAJ James R. McDowell)  
DYKES, Ted (Kenneth K. Kelly)  
ECKL, Joseph, 2LT (CW3 George B. Davis)  
FARIAS, Charles (Mrs. Donna L. Hitchcock)  
FENWICK, Joseph R., SP5  
FOX, Daniel A., CW2 (CPT James T. Cooney)  
FRANKLIN, J.P. (CW3 William I.S. Easton)  
GARRETT, Danny, CW3 (CW4 Donald R. Joyce)  
GEIST, J.R. (COL Edward L. Nielsen, Ret.)  
GRAHAM, Donald G., CPT (CW3 William I.S. Easton)  
GRAMLY, Pyne A., LTC  
GRAVES, Tommy D. (MAJ George L. Mager, Ret.)  
GREGORY-QUINONES, Gerardo A., CPT  
GROCE, Henry V., LT  
HAGGERTY, Michael F., 1LT (MAJ Dean M. Owen)  
HALL, Charles L., CPT  
HAMMARSTROM, Stephen L., LT (CW4 Donald R. Joyce)  
HAMMOND, John M., III, CPT (CW3 William I.S. Easton)  
HARDY, Bruce E., CW2 (CW4 Donald R. Joyce)  
HASSETT, Russell P., CPT (CW3 William I.S. Easton)  
HENDRIX, Kenneth A., 1LT (CW3 William I.S. Easton)  
HERNANDEZ, Juan B., CW2  
HESS, John C., CW2 (LTC William N. Eckert)  
HILL, Roger D., CPT (CW4 Donald R. Joyce)  
HINDERLITER, Clay A., CPT  
HIRAL, Kenneth H., MAJ  
HOOKER, James E., LTC (Ret.)  
IWLEW, Walt, CPT (CPT Gerald L. Berg)  
JARBOE, Charles E., SP5  
JERKINS, Herbert L., SSG  
JIMINEZ, Michael J., CPT (CW3 William I.S. Easton)  
JOHNMEYER, Glenn J., CW2 (CW3 William I.S. Easton)  
KEYSER, Robert T., CPT  
KIRKLAND, Joseph L., LT (MAJ Rex M. Turner, Jr.)  
KOH, Roy C., CPT (CPT Gerald L. Berg)  
KRAMER, Jerry R. (CW3 William I.S. Easton)  
LACH, Michael S., 1LT (LTC James T. Radford)  
LAPPERTY, John L., SP5  
LANDERS, Gregory D. (CW3 William I.S. Easton)  
LANDES, Richard D. (MAJ George L. Mager, Ret.)  
LANIER, Lawrence T.  
LARSON, Richard G., CPT (MAJ Harold L. Jones)  
LAZZELL, Rufus C., COL  
LEACH, Ralbert C., Jr., SFC  
LEE, Robert E., BG, USAF (Ret.)  
LEWIS, Philip I., WO1  
LEWIS, William E., CW2 (CW3 William I.S. Easton)  
LINK, Robert J., CPT  
LLOYD, Clarence W., Jr., SP5  
LOFFERT, Geo. U., Jr., LTC (LTC Robert S. LaMonte)  
LOMBARD, James E., MAJ  
LONGHI, Fred A., CPT (MAJ Dean M. Owen)  
LOPEZ, Jose A., CW2  
LYNN, John, SP5  
LYTLE, Robert L., CPT (LTC William N. Eckert)

### NEW MEMBERS ARE AUTOMATICALLY ENTERED!

Entry blanks of the new AAAA enrollees whose names appear above have been entered in the Oct. 1 "Grand Sweepstakes." The names of those AAAA members who have enrolled the new members appear in parentheses. The '71 Sweepstakes ends August 31.

MacDONALD, John D., CW3 (Ret.) (CW4 Donald R. Joyce)  
 MacMONEGLE, A.E. (Eugene Tallia)  
 MARZOLA, Edward A., 1LT  
 McCARTNEY, Harry L., SFC  
 McCAULEY, William J., CPT  
 McKEE, Dallas S., CW2 (CW4 Donald R. Joyce)  
 MELVIN C., William, CPT (LTC Charles F. Hatfield)  
 METCALF, Terry, CW2 (MAJ Thomas W. Schmid)  
 MICHAEL, John D., MAJ  
 MILLER, Larry F., CPT (MAJ Rex M. Turner, Jr.)  
 MOODY, Charles G., II, CPT  
 MOORE, John T., CW2 (MAJ William H. Dick)  
 MORALES, Lauro  
 MULDOWNY, William J.  
 MYERS, Jasper L., Jr., LTC  
 NADRAH, Kenneth S., CPT (CW4 Donald R. Joyce)  
 NOKES, Irvin M., WO  
 NOKES, Robert E. (COL Richard L. Long, Ret.)  
 NORTHRUP, Bruce R., WOC (CW2 Richard Horner)  
 ORR, Jerry C., LTC (LTC Richard S. LaMonte)  
 PATERSON, Arthur, SSG  
 PAYNE, Robert E., WO1  
 PELLANT, Elzear J., CPT  
 PERRY, David C., CPT  
 PITZNER, Brian P., LT (CW4 Donald R. Joyce)  
 PRATT, John B., II, CPT  
 PRICE, Barry L., LT (CW4 Donald R. Joyce)  
 RAPSKI, Neil J., CPT (CW4 Donald R. Joyce)  
 REEVES, Alan G., WO1  
 REID, Eric P., CPT  
 REITZLER, Robert (Arthur H. Kesten)  
 RITTER, James S., SP5  
 RIVIEZZO, Nicky, Jr., CPT (MAJ Rex M. Turner, Jr.)  
 ROBICHAUD, Henry, SP5  
 ROBINSON, Larry M., CPT (CW4 Donald R. Joyce)  
 ROMANO, Anthony (CW3 William I.S. Easton)  
 ROSS, David T., LT (CW4 Shelton R. Foles)  
 RUSSO, Dennis, CWO (LTC James R. Blackmore)  
 SALGER, Glen A., CPT (CW4 Donald R. Joyce)  
 SAUNDERS, Ernest R., Jr., CW4 (CW4 Donald R. Joyce)  
 SAVAGE, Johnny E., LT (CW3 William I.S. Easton)  
 SCAMMON, Chris L., CPT  
 SCHMITZ, Juergen  
 SHEARON, Gerald, MAJ (Norma F. Deadwyler)  
 SHELTON, Dewey J., MAJ (CW4 Shelton R. Foles)  
 SILLOWAY, John C., CPT  
 SMITH, Harold V., SSG  
 SMITH, Julian A. (LTC Jones R. Graham)  
 SPENCER, Samuel C., WO1 (CW4 Donald R. Joyce)  
 SPRIGGS, Walter S., Jr., MAJ (Ret.)  
 STANFIELD, John T., Jr., LT (COL John T. Stanfield)  
 STRAW, Lawrence J. (Kenneth K. Kelly)  
 SWANSON, Kenneth W., SP6  
 TAGLIERI, Altmore N., WO1 (CW4 Donald R. Joyce)  
 TEEPLE, James R., CW2  
 TOWNSEND, Thomas W., CPT (CPT Gerald L. Berg)  
 VALLEY, Thomas E., CPT (CW4 Donald R. Joyce)  
 WALLE, Edward D., SP5  
 WARDELL, Daniel F., (CW3 William I.S. Easton)  
 WEIS, Gerhard W., CPT  
 WELKE, Robert H., SP5  
 WHITLING, David L., CPT (LT Dennis I. Wilson)  
 WILCOX, John F., CPT  
 WILSON, Harold I., LT  
 WILSON, Phillip G., WOC  
 WINANS, William W., Jr. (CW3 William I.S. Easton)  
 WISHON, Chester O., SFC  
 WOLTER, Reynold D. (CW3 William I.S. Easton)  
 WOODS, Donald E., CW2 (CW4 Donald R. Joyce)  
 WRIGHT, Fred R., CW2  
 WURZBURG, Edwin G., CW2 (MAJ Rex M. Turner, Jr.)  
 (List to be continued in centerfold of next month's issue)

## APRIL 22-MAY 15 SWEEPSTAKES PARTICIPATION BY AAAA CHAPTER AREA

### Army Avn Center Chapter

1. CW2 Richard Horner
2. MAJ Dean M. Owen

### Army Flt Tng Ctr Chapter

3. MAJ Harold L. Jones
4. LTC James T. Radford

### Chicago Area Chapter

5. LTC Jas. M. Blackmore

### David E. Condon Chapter

6. LTC William M. Eckert
7. CW4 Donald R. Joyce

### Connecticut Chapter

7. Arthur H. Kesten
8. COL Richard L. Long
9. Eugene Tallia

### Delaware Valley Chapter

10. COL E.L. Nielsen, Ret.

### Fort Benning Chapter

11. LTC Chas. F. Hatfield

### Fort Bragg Chapter

12. Norma F. Deadwyler

### Fort Hood Chapter

13. LTC Robt S. LaMonte

### Fort Wolters Chapter

14. CPT James T. Cooney

### High Plains Chapter

15. MAJ G.L. Mager, Ret.

### Latin American Chapter

16. CPT Gerald L. Berg
17. CW4 Shelton R. Foles
18. MAJ Thos. W. Schmid

### Lindbergh Chapter

19. CW4 David C. Gipsen
20. COL John T. Stanfield

### Monmouth Chapter

21. Kenneth K. Kelly

### Monterey Bay Chapter

22. CW3 Wm. I.S. Easton

### Pikes Peak Chapter

23. CW3 George B. Davis
24. MAJ Rex M. Turner, Jr.

### Richard H. Bitter Chapter

25. MAJ J.R. MacDowell

### Unaffiliated with Chapters

26. MAJ William H. Dick
27. LTC Jones R. Graham
28. LTC Joseph G. Mikula
29. LT Dennis L. Wilson

The 29 AAAA members listed above are those who enrolled one new member during April 22-May 15. They'll compete in four separate drawings for two sets of six aircraft models and two sets of three models. Join them in the '71 AAAA Sweepstakes by enrolling one new member!



# IF YOU'LL JOIN THE . .



# 1971 AAAA SWEEPSTAKES

SEVEN DRAWINGS! NO PURCHASE NECESSARY!  
ENROLL ONE NEW AAAA MEMBER TO QUALIFY!

## YOUR ENTRY WILL . . .

BE PLACED IN THE HOPPER FOR THE JULY 15 DRAWING IN L.A.; THE JULY 29 DRAWING IN WICHITA; THE AUGUST 13 DRAWING IN BETHPAGE, N.Y.; THE AUGUST 27 DRAWING IN PHILADELPHIA, PA.; AND THE OCTOBER 1 "AAAA GRAND SWEEPSTAKES" DRAWING TO BE HELD IN STRATFORD, CONN. . . . AND . . .

## YOUR ENROLLEE MAY . .

COMPLETE THE COUPON YOU DO NOT USE (EITHER #1 OR #2), SUBMIT IT WITH HIS AAAA APPLICATION FORM, AND WE'LL ENTER THE COUPON FOR HIM IN THE OCTOBER 1 "AAAA GRAND SWEEPSTAKES" DRAWING.

WIN YOUR OWN SET OF THREE TO 16 MODELS  
OF ARMY FIXED AND ROTARY WING AIRCRAFT!

HUGHES  
OH-6  
CAYUSE

LOCKHEED  
AH-56  
CHEYENNE

BEECH  
T-42

BELL  
OH-58  
KIOWA

GRUMMAN  
OV-1  
MOHAWK

BELL  
AH-1G  
COBRA

BOEING  
CH-47  
CHINOOK

BEECH  
U-21

CESSNA  
T-41

HUGHES  
TH-55

DeHAVILLAND  
CV-7  
BUFFALO

BELL  
UH-1D  
IROQUOIS

BELL  
UH-1B  
IROQUOIS

LOCKHEED  
YO-3A

SIKORSKY  
CH-54  
CRANE

CESSNA  
O-1  
BIRD DOG

#### GENERAL RULES

No purchase is required. An AAAA member may submit as many entries as he wishes, but may only win one set of model aircraft. Entrants must be AAAA members at time of entry. All Federal, State, and Local regulations apply and entry void where prohibited by law. Sweepstakes' entry constitutes full permission to publish names, addresses, and photos of winners without further compensation. Entrants must be at least 18 years old.



**FIRST AAAA SWEEPSTAKES  
SET A — THREE MODELS**

**HUGHES  
OH-6  
CAYUSE**

**LOCKHEED  
AH-56  
CHEYENNE**

**SECOND AAAA SWEEPSTAKES  
SIX MODELS (A + B)**

**SIKORSKY  
CH-54  
CRANE**

**BEECH  
T-42**

**3-MODEL  
SET "A"**

**GRUMMAN  
OV-1  
MOHAWK**

**BELL  
OH-58  
KIOWA**

**3-MODEL  
SET "B"**

**COUPON 1**



**FIRST AAAA SWEEPSTAKES  
SET C — THREE MODELS**

**BELL  
AH-1G  
COBRA**

**BEECH  
U-21**

**SECOND AAAA SWEEPSTAKES  
SIX MODELS (C + D)**

**BOEING  
CH-47  
CHINOOK**

**BELL  
UH-1D  
IROQUOIS**

**3-MODEL  
SET "C"**

**CESSNA  
T-41**

**HUGHES  
TH-55**

**3-MODEL  
SET "D"**

**COUPON 2**

**THIRD-FOURTH AAAA SWEEPSTAKES  
COMPLETE SET OF 16 MODELS SHOWN ON THIS PAGE!**

**3-MODEL  
SET "A"**

**DeHAVILLAND  
CV-7  
BUFFALO**

**3-MODEL  
SET "C"**

**BELL  
UH-1B  
IROQUOIS**

**CESSNA  
O-1  
BIRD DOG**

**3-MODEL  
SET "B"**

**LOCKHEED  
YO-3A**

**3-MODEL  
SET "D"**

**COUPON 3**







## 1971 AAAA SWEEPSTAKES

c/o AAAA, 1 Crestwood Road, Westport, Conn. 06880

As a member of AAAA and in accordance with the Sweepstakes' general rules, I wish to enter this coupon in the FIRST and the SECOND AAAA SWEEPSTAKES' drawings for Aircraft Model Sets A and B shown on the reverse side. I have enclosed the membership application form and the first year annual dues of a new AAAA member to qualify this coupon for the several Sweepstakes' drawings. I understand that this coupon will also be entered in the GRAND SWEEPSTAKES.

Print Name \_\_\_\_\_ Rank \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

### COUPON #1 — SETS A AND B

Entries postmarked in June and received at AAAA on or before July 1 will be entered in July 15, July 29, Aug. 13, Aug. 27, and September 15 Sweepstakes' drawings. Entries postmarked in July and received at AAAA on or before Aug. 1 will be entered in the AAAA Sweepstakes drawings held on Aug. 13 and 27, and September 15.

#### GENERAL RULES

No purchase is necessary. A person may submit as many entries as he wishes, but only one "Sweepstakes" set of models will be provided to a winner. Entrants must be AAAA members at the time of entry. Renewals of April, 1970-September 1971 memberships are not considered as "new memberships."



## 1971 AAAA SWEEPSTAKES

c/o AAAA, 1 Crestwood Road, Westport, Conn. 06880

As a member of AAAA and in accordance with the Sweepstakes' general rules, I wish to enter this coupon in the FIRST and the SECOND AAAA SWEEPSTAKES' drawings for Aircraft Model Sets C and D shown on the reverse side. I have enclosed the membership application form and the first year annual dues of a new AAAA member to qualify this coupon for the several Sweepstakes' drawings. I understand that this coupon will also be entered in the GRAND SWEEPSTAKES.

Print Name \_\_\_\_\_ Rank \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

### COUPON #2 — SETS C AND D

Entries postmarked in June and received at AAAA on or before July 1 will be entered in July 15, July 29, Aug. 13, Aug. 27, and September 15 Sweepstakes' drawings. Entries postmarked in July and received at AAAA on or before Aug. 1 will be entered in the AAAA Sweepstakes drawings held on Aug. 13 and 27, and September 15.

#### GENERAL RULES

Additional "AAAA Sweepstakes" leaflets/forms provided on request, or a same-size facsimile may be used. Payment of taxes on prizes is the responsibility of the winner, not the AAAA. All Federal, State, and Local regulations apply. Deliveries of model aircraft to be made by the AAAA starting Nov. 1, 1971.



## 1971 AAAA SWEEPSTAKES

c/o AAAA, 1 Crestwood Road, Westport, Conn. 06880

As a member of AAAA and in accordance with the Sweepstakes' general rules, I wish to enter this coupon in the THIRD and the FOURTH AAAA SWEEPSTAKES' drawings for one set of all the models shown on the reverse side. I have enclosed the membership application form and the first year annual dues of a SECOND new AAAA member to qualify this coupon for the several Sweepstakes' drawings. I understand that this coupon will also be entered in the GRAND SWEEPSTAKES.

Print Name \_\_\_\_\_ Rank \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

### COUPON #3 — FULL 16-MODEL SET

Entries postmarked during April-August and received at AAAA on or before Sept. 1 will be entered in the Sept. 15 drawing for the "Third AAAA Sweepstakes," with the Sept. 15 finalists to compete in the Oct. 14 "Fifth AAAA Sweepstakes." This coupon may only be submitted when forwarding a second or add'l new AAAA membership.

#### GENERAL RULES

AAAA is not responsible for any damage incurred in the shipment of "Sweepstakes" models or prizes, or for the replacement of models that are damaged. A list of all winner's names and addresses will be published in the Nov., 1971 issue of ARMY AVIATION.

Win a lavish holiday in the Nation's Capital or anywhere in CONUS!\*

# AAAA's 1971 Grand Sweepstakes!



Three winners!

Open to those enrolling one new AAAA member during April-September, 1971 and to the new AAAA member with his enrollment.

ROUND-TRIP, FIRST CLASS AIR TRANSPORTATION ON AMERICAN AIRLINES FOR TWO FROM ANYWHERE IN CONUS TO WASHINGTON, D.C., DURING OCT. 13-16!\*



TWIN BEDROOM ACCOMMODATIONS IN WASHINGTON, D.C.'S. ALL-NEW SHERATON-PARK HOTEL DURING AAAA'S '71 ANNUAL MEETING — 4 DAYS, 3 NIGHTS!\*

A NEW PLYMOUTH FROM AVIS RENT-A-CAR, THE AAAA'S OFFICIAL CONVENTION RENT-A-CAR FIRM, DURING YOUR OCTOBER 13-16 STAY IN WASHINGTON!

**AVIS**



COMPLIMENTARY GUEST TICKETS FOR TWO TO ALL 1971 AAAA ANNUAL MEETING FUNCTIONS, INCLUDING REGISTRATION, THREE RECEPTIONS, THREE LUNCHEONS!

AN AUTOGRAPHED COPY OF "THE WINGED S", THE AUTOBIOGRAPHY OF IGOR I. SIKORSKY, AVIATION PIONEER AND DESIGNER OF V/STOL AIRCRAFT.



GUEST DINNERS FOR TWO AT TWO OF WASHINGTON, D.C.'S FINEST RESTAURANTS — THE JOCKEY CLUB AND THE CHAPPARAL DURING OCTOBER 13-15!

#### ALTERNATE HOLIDAY — SECOND AND THIRD PRIZES!

The 1st Runner-Up will receive guest tickets to all '71 Convention functions; the 2d Runner-Up will receive a ten-volume "Decade of Air-mobility" set of bound volumes of ARMY AVIATION covering the 1960-1970 period. \*Winner may use round trip, first class space for two on American Airlines between any two points

in CONUS served by American Airlines during the period Oct. 1, 1971-Sept. 30, 1972. Tickets are non-transferable, non-negotiable, and not for use on any other carrier. \*\*Winner may use twin bedroom accommodations for three nights at any Sheraton Hotel or Motor Inn in CONUS during Oct. 1, 1971-Sept. 30, 1972.





# AAAA's 1971 Sweepstakes!



**AVIS**

**Cessna**



**GRUMMAN**

**LOCKHEED**  
LOCKHEED AIRCRAFT CORPORATION



Hughes Helicopters

**Army  
Aviation**

**BOEING HELICOPTERS**

**113**  
**34**  
**21**  
**16**  
**7**  
**5**  
**1**

individual 1971 Sweepstakes' prizes!

models of U.S. Army aircraft as prizes!

separate 1971 AAAA Sweepstakes' winners!

model fleet of Army aircraft to one winner!

chances to win individual prizes!

month period in which to enter the Sweeps!

new AAAA member to enroll to qualify!

## Plus...the '71 Grand Sweepstake Prize!

Fly to and from a lavish, four-day holiday for two on American Airlines' new 747 LuxuryLiner . . . Enjoy first class, round-trip accommodations to the Nation's Capital during the Oct. 13-16 AAAA Convention, or fly anywhere on American Airlines' system during Oct. 1971-Spt. 1972 to a vacation spot of your choice! . . . In Washington, stay at the all-new Sheraton-Park Hotel during AAAA's 1971 Convention, or at any Sheraton Hotel or Motor Inn within the year! . . . See Washington, D.C.'s sites in a brand new Plymouth Avis Rent A Car! . . . Dine at two of Washington's most popular restaurants, the Jockey Club and Blackie's . . . See Page 7 for additional details!



**Beed**



**AA**



# Reserve Affairs

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**A** new era is dawning for Army Aviation in the Army Reserve. After years of clipped wings, Army Reserve Aviation is zooming down the runway, taking off into a vastly expanded program in 1971 and subsequent years.

I'm happy to report that those days of using a history book for a tech manual are just about gone. With the transfusion of modern aircraft we're now receiving, we look forward to pursuing a vigorous training and mission-oriented program in the 1970's.

## USAR hallmarks

Hallmarks of the growth in the Army Reserve Aviation program are these developments:

- Beginning in October, 1970 with delivery of our first (UH-1) *Hueys*, we are receiving substantial quantities of modern aviation equipment and aircraft. By the end of FY 73, we expect to have retired our *Bird Dogs* and *Ravens* and at the same time, we will have tripled the number of aircraft assigned.

- Success in our efforts to attract Army Aviators coming off active duty to continue to fly in the Army Reserve. We've posted impressive gains in the number of Army Aviators in our program during the past few months.

- In November, 1970 we authorized aviators and flight crews 24 *additional* flying training periods a year. This will enable us to increase individual proficiency and

give us the capability for unit mission-oriented training.

- We have under proposal a conversion of our aviation organization structure during FY 72 which will better align us with recent Army Aviation units and doctrine. The proposal would increase our authorized number of aviators by about 17 percent.

- We also propose to expand our *Area Organizational Maintenance Shops (AOMS)* system in order to meet increased maintenance needs resulting from the growth in aircraft complexity, numbers, and amount of flying hours. In addition to organizational aircraft maintenance, we anticipate our AOMS system will give us the ability to perform most of our direct support aircraft maintenance on a day-to-day basis from facilities convenient to the supported units.

## A positive impact!

In the past, our ability to conduct initial training by aviation and non-aviation troop program units has been limited by lack of numbers and age of aircraft. We'll now be able to engage much more fully in this type of joint training, as we'll have the equipment and personnel to support it. I know this will have tremendous, positive impact upon our morale and readiness, both for our Army Aviators and for the Army Reserve as a whole.

I see another development closely related to this. The Army Reserve Aviation

# Aviation in the Army Reserve takes off!

By Major General William J. Sutton, Chief of Army Reserve



program will play a growing role in mutual support operations with active Army and other components. Army Reserve aviation units will support active Army training exercises, including large scale maneuvers, and fly missions to fill a wide range of transport, air delivery, courier, and other day-to-day aviation requirements of the active Army and the Reserve Components.

Army Reserve aviation units will play a key role in the Army's ability to "do more with less" as it strives to meet its commitments in an austere budget situation. The active Army phasedown, while releasing equipment and aviators to the Army Reserve, will also bring with it increased responsibilities to the Army Reserve as part of the "One Army" team.

## Aviation assets

The Army Reserve currently is authorized aviation assets in 123 units. Approximately half of its aviation assets are in the form of sections, detachments, or staffs organic to larger units, such as Training Divisions, ARCOMS, and Artillery Groups. The other half of Army Reserve Aviation assets are located in ten "pure" aviation units: One Headquarters and Headquarters Company, Aviation Battalion; three Brigade Aviation Companies, two Corps Aviation Companies, two Escort Aviation Companies, one Airmobile Aviation Company, and one Medical Company (Air Ambulance).

### HEROISM AWARD

Warrant Officer (WO1) Mark W. Feinberg, 22, was named co-recipient of the Fifth Annual Avco-Aviation/Space Writers' Ass'n Helicopter Heroism Award, receiving his citation at the 1971 convention of AWA in Wichita, Kan., on May 4. The winners were selected from nominations submitted to recognize a pilot, crew member, or other individual for an outstanding act of heroism involving the use of a helicopter in regular use and in combat. Discharged in February of this year, Feinberg was recognized for bravery in a volunteer mission near Dak To, Vietnam, in February, 1970, when he rescued four men who were trapped during a recon mission. His aircraft received extensive fire damage during the extrication.

Within this structure just over 130 aircraft are assigned, almost all being older types and models. These include O-1, U-6, YU-9, and U-10 fixed wing aircraft and OH-13, OH-23, and UH-1 helicopters. This is just about one-third of the current aircraft authorization in terms of number of aircraft.

The Army Reserve is authorized to have some 1,116 aviators on flight status, and we currently have about 700. We're exerting every effort to fill these positions. We ran an article in "Army Reserve Magazine" seeking applicants for rotary-wing flight training, and received more than 800 responses. In the spring, we sent contact teams directly to posts to interest aviators leaving the service in aviation careers in the Army Reserve. Late last year, we wrote to some 2,300 Army Aviators who are members of the Individual Ready Reserve (IRR), those aviators who had completed their active duty and were not assigned to units, to see if they would be interested in participating in our aviation program, and have had nearly 800 respond that they would be interested. If enough of them are located near one of our aviation units and we can get them signed on the dotted line, we can reach the 100 percent authorization.

## More aviation slots

From these efforts, the Army Reserve has now begun to post significant increases in the number of aviators. There are still plenty of opportunities to join the program. The problem is to match up those who want to serve in paid-drill slots with units near their homes. Also, as explained below, the proposed FY 72 conversion will open up many more aviation slots to interested aviators.

The proposed FY 72 conversion would place aviation assets in some 111 units. The balance between "pure" aviation units and those detachments, sections, and staffs organic to other units will remain the same: ten "pure" units with 50 percent of the assets.

However, we would trade-off type units. Retained would be the HHC, Aviation

Battalion, but lost would be the current Brigade, Corps, Escort, Airmobile and Air Ambulance Companies. The Brigade aviation capability will remain, however, in that the Infantry Brigades will have aviation detachments organic to their Headquarters and Headquarters Companies. New to the structure will be Assault, Assault Support Helicopter Companies, and Medical Detachments (Helicopter Ambulance.)

In fixed-wing aircraft, we'll eliminate the O-1 and YU-9, and increase our numbers of U-6s and U-10s. In rotary wing, we'll turn in early models of the OH-13 and OH-23 for later versions, greatly increase our numbers of UH-1's, and gain large numbers of LOH's and the CH-47s. We expect by the end of FY 73 to have some 500 aircraft on hand.

Our authorized number of aviators on

flight status will go to some 1,300—and I hope that our recruitment effort will be such that we'll be fairly close to that number on hand. To do this, we'll have to double the number of aviators we now have on board. Thus, even if we could sign up all of the IRR aviators who have indicated an interest, we'll still have ample openings.

### Maintenance capability

When the Army Reserve converts to the Assault and Assault Support Helicopter Companies, it will also pick up an additional organic direct support maintenance capability. This addition, coupled with expansion of the AOMS system, will give the Army Reserve a larger capability for direct support maintenance.

The plans envision a total of 33 AOMS shops, a substantial gain from the present 18, and will require approximately 500 full-time aircraft maintenance technicians, compared to the present 81 technicians. Many of these full-time technicians will be in a dual status, filling an Army Reserve maintenance position and also working full-time as a technician.

### In-house support

We also have plans to utilize aviation unit maintenance personnel in the AOMS system, thus providing valuable training to these personnel and at the same time, receive some maintenance assistance for the AOMS shops. These AOMS shops will be used as training vehicles for Aircraft Maintenance Companies. The Army Reserve's Aviation maintenance plan will continue to rely upon the active Army, which is responsible for general support and depot aircraft maintenance. We hope to be able to accomplish most of the direct support in Army Reserve units and facilities.

In the Army Reserve, we are moving ahead rapidly into a full-fledged, modern Army Aviation program. It will be a program of high professional character which will enable us to achieve and maintain the high standards of operational readiness required not only for mobilization, but in day-to-day service in the "One Army Team."



TOP: Breaking ground, the new Beechcraft Hawker 125 is shown after its April 23 rollout in Wichita, Kan. The 500 mph Jet is now touring various U.S. sales areas as a company demonstrator. BELOW: One of three ski-equipped CH-54B's now serving in Alaska is shown departing Sikorsky's Stratford, Conn. plant for Fort Richardson in early April.







1st FATHER-SON AA'S:  
THE McCORDS, AUG. '55

# FAMILY AFFAIR!



CW2 (THEN CPT) ALBERT  
E. JOYCE (R.) AND SON,  
JACK

## Two Aviators under the same roof!

**I**N the February, 1971 issue of *ARMY AVIATION*, we listed the names of those father-son aviator teams, and brother combinations known to us at the time.

The first article generated many "How could you overlook . . . ?" responses that cited additional father-son and brother pairs. The response was most gratifying — it indicates that you are reading the monthly fine print!

On the assumption that we'll trigger another flood of letters from those who might not have read the February, 1971 list carefully, we've combined the INITIAL list with those received during February-May. With some 24,000+ Army Aviators on active duty we doubt if anyone will cry, "Nepotism," after the following!

Now . . . for the third time . . . who did we miss?

### Father-Son Combinations

Harry F. Baldwin (NY-ARNG), and WO1 Larry G. Baldwin.

COL Van T. Barfoot, Richmond, Va., and LT Van T. Barfoot, Jr., Columbus, Ga.

CW4 George D. Brinton, Ft. Rucker, Ala., and WO1 George R. Brinton.

COL Robert R. Corey, USA (Ret.), Trumbull, Conn., and LT Robert G. Corey, Lawton, Okla.

LTC Ronald H. Duell, Ret., Boise, Idaho, and CPT Ronald E. Duell.

COL Frederick C. Goodwin, Ft. Sill, Okla., and CPT Frederick C. Goodwin, Jr., Ft. Sill, Okla.

LTC Charles V. Graft, Jr., Springfield, Va., and 1LT Joel R. Graft, who was killed in an Army aviation accident in 1969.

COL Robert M. Hamilton, USA (Ret.), and CW2 Robert M. Hamilton.

LTC Larry J. Herman, Ozark, Ala., and Larry Herman, III.

LTC Norman E. Hoeltzel, Ft. Dix, N.J., and WO1 Norman D. Hoeltzel.

CW2 Edward P. Hogeboom, Enterprise, Ala., and LT Edward L. Hogeboom, USN (Ret.).

GEN Hamilton H. Howze, USA (Ret.), Fort Worth, Tex., and LT William G. Howze, IV.

CW2 Albert E. Joyce, Webster, N.Y., and CW2 Jack E. Joyce.

CW4 Howard L. Knight, Jacksonville, Fla., and CW2 Michael S. Knight, Belair, Md.

COL Dale M. Liggett, Ret., Columbus, Ga., and CPT Lawrence G. Liggett, Ft. McPherson, Ga.

BG William J. Maddox, Jr., Washington, D.C., and WOC William J. Maddox, IV.

COL Henry H. McKee, USA (Ret.), San Antonio, Tex., and 1LT James C. McKee.

LTC Thomas O. Morrow, Ret., Kansas City, Mo., and CPT Thomas O. Morrow, Jr., Fort Rucker, Ala.

CW4 Stewart R. Park, Dothan, Ala., and WO1 Ralph S. Park, Dothan, Ala.

LTC Louis J. Rochat, Ret., Mineral Wells, Tex., and CW2 Louis J. Rochat, III, Fort Wolters, Tex.

CW4 Roy V. Spalding, Corpus Christi, Tex., and CW2 Roy V. Spalding, Jr., APO NY 09185.

LTC John F. Stacy, Ret., Woodland Hills, Cal., and CPT John M. Stacy, APO N.Y. 09034.

COL Dale W. Taylor, USA (Ret.), Savan-

nah, Ga., and CPT Richard D. Taylor.

LTC Edward M. Warzecha, USA (Ret.), Daleville, Ala., and 2LT George A. Warzecha.

COL I. B. Washburn, USA (Ret.), McLean, Va., and LTC Richard B. Washburn, Presidio of San Francisco, Calif.

LTC Robert R. Williams, Ft. Myer, Va., and CPT Robert B. Williams, USARV.

LTC Winfield S. Williams, Ret., and CPT Winfield S. Williams, Jr., APO N.Y. 09165.

## AA Brother Teams

MAJ John L. Boles, Ft. Rucker, Ala., and MAJ Wayne T. Boles, Ft. Rucker, Ala.

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

CPT John P. Green, Hinesville, Ga., and 2LT Robert R. Green.

LTC Charles H. Drummond, Jr., USA (Ret.), Monterey, Calif., and CW3 Paul F. Drummond, Monterey, Calif.

MAJ Robert E. Harris, Colorado Springs, Colo., and MAJ William D. Harris, Ft. Lewis, Wash.

CPT James R. Holder, Ft. Sill, Okla., and CPT Larry G. Holder.

MAJ Roy P. Hooks, Korea, and CW4 Charles D. Hooks, Atlanta, Ga.

MAJ James Hughes, Arlington, Tex., and MAJ John Hughes, APO N.Y. 09837.

MAJ Warren C. Joyce, APO N.Y., 09028, and CW4 Donald R. Joyce, Ft. Eustis, Va.

CPT Paul A. Kunicki, Jr., and WO1 Robert J. Kunicki.

WO1 Donald Lape and WO1 Douglas Lape.

LTC Michael K. Magyar, Williston, Vt., and CPT Robert J. Magyar, Ft. Rucker, Ala.

LTC Donald C. McCabe, Ft. Rucker, Ala., and MAJ Raymond C. McCabe, Corpus Christi, Tex.

MAJ Henry R. Northridge, Manchester, N.H., and MAJ John O. Northridge.

WO1 Michael O'Connor and WO1 Charles O'Connor.

MAJ William D. O'Hara, Ft. Eustis, Va., and CPT David B. O'Hara.

COL Lloyd J. Petty, Annandale, Va., and COL Floyd Petty.

CPT John M. Rhoades, APO S.F. 96289,



**FT. EUSTIS** — LTC William N. Eckert, left is shown presenting CW2 Pharon R. Enochs his diploma and "AAAA Certificate of Achievement" as Distinguished Graduate of the Aviation Maintenance Officers Course (AMOC) at USATSch, Ft. Eustis, Va.

and CPT Ronald G. Rhoades, APO N.Y. 09165.

CW2 Howard K. Rice and WO1 Michael J. Rice.

CW2 R. Roy Riley, Salinas, Calif., and WO1 Roger D. Riley, Salinas, Calif.

CPT Larry M. Robinson, Ft. Eustis, Va., and WO1 Thomas L. Robinson.

MAJ Raymond D. Siekman, Waverly, Nebr., and CPT David D. Siekman.

CPT Barry J. Sottak and CPT Paul E. Sottak.

CW2 Donald D. Spivey, Enterprise, Ala., and CW3 David L. Spivey.

CPT Richard W. Thompson, Ft. Knox, Ky., and CW2 Ralph L. Thompson.

## Fathers and Sons-in-Law

LTC Russell T. Blair, Ret., Dallas, Tex., and MAJ James A. Scott, III, Kansas City, Kansas.

LTC Edwin L. Harloff, Ret., now deceased, and MAJ Patty E. Brown, Newport News, Va.

LTC Isidro S. Valdez, Jr., Ret., Lawton, Okla., and LTC Henry P. Capozzi, APO S.F. 96346.

CW4 John F. Williams, Enterprise, Ala., and CW4 Lloyd D. Keith.

## Cousins

MAJ James W. Mouw, Ft. Eustis, Va., and 2LT John D. Mouw.

Where city-state addresses are shown, the listee is an AAAA member/subscriber on whom ARMY AVIATION can provide a current and future address.



# AAAA Activities

## May-June Meetings

- **High Plains Chapter.** Installation Dance honoring new '71-'73 Chapter officers. VFW Hall, Saturday, May 1.
- **Pikes Peak Chapter.** Professional-Social Meeting; Dinner-Dance. MG John C. Bennett, CG of Ft Carson and 4th Inf Div, as guest speaker. Ft. Carson Officers' Club. Saturday, May 8.
- **Connecticut Chapter.** Mail balloting for '71-'73 Chapter officers. Ballots closed May 12.
- **Lindbergh Chapter.** Professional-Social Dinner Meeting. Dr. Donald Lee Holmquist, a NASA astronaut, as guest speaker. Parks College Kitty Hawk Lounge. Monday, May 17.
- **Suncoast Chapter.** AAAA Social Meeting. Cocktail Party and Buffet Honoring Area AAAA Scholarship Winner. MacDill AFB Officers' Club. Friday, May 21.
- **David E. Condon Chapter.** Chapter Preflight Planning Meeting. "Happy Hour" social. Fort Eustis NCO Club. Tuesday, May 25.
- **Bluegrass Chapter.** Late afternoon professional-social meeting. LTC Wilbur Middleton, Ret., Embry-Riddle Aeronautical University, guest speaker. Brick Mess. Wednesday, May 26.
- **National Executive Board.** Board and Committee meetings. Ft. Rucker Officers' Open Mess, June 4-5.
- **Army Aviation Center Chapter.** "Birthday Ball" honoring 29th Birthday of Army Aviation. LTG Harry W. O. Kinnard, Ret., AAAA national president, guest speaker. Ft. Rucker Officers' Open Mess. Informal. Friday, June 4.
- **Fort Benning Chapter.** Birthday Party. Buffet, music, aviation comedy movies. Ft. Benning Officers' Open Mess. Friday, June 4.
- **Fort Sill Chapter.** Formal Birthday Party honoring 29th Birthday of Army Aviation. Main Ballroom, Ft. Sill Officers' Open Mess. Friday, June 4.
- **Monterey Bay Chapter.** "Happy Birthday Party." Informal dinner-dance. Main Ballroom, Ft. Ord Officers' Open Mess., Friday, June 4.
- **Washington, D.C. Chapter.** Sixth Annual "AAAA Spring Picnic" for members and their families. Davison Army Airfield Picnic Area, Saturday afternoon (noon to 5 p.m.), June 5.

- **Greater Atlanta Chapter.** Business Meeting for members only. Election of '71-'73 Chapter officers. Ft. McPherson Officers' Open Mess. Monday, June 7.
- **Greater Atlanta Chapter.** "AAAA Family Picnic" for members, guests, and their families. Lake Alatoona Army Recreation Area. Saturday, June 12.
- **Monmouth Chapter.** "Annual Birthday Ball." Installation of 1971-1973 Chapter Officers. Informal. The Barclay Hotel, Belmar, N.J. Friday, June 25.

## New Chapter

AAAA members residing in West Berlin have activated the "Checkpoint Charlie" Chapter of AAAA with some 34 members signing the attendance roster at the activation meeting.

Installed as '71-'73 Chapter officers were LTC Lonnie T. Howard (Pres), LTC George C. Calhoun (ExVP), CW3 Richard C. Carroll (Sec), MAJ Richard M. Pribnow (Trea), and COL Charles P. McLean (VP, Pub Aff). A VP, Membership Activities will be elected shortly.

The Chapter's first planned activity was a professional meeting at which the Commander of the 7th Aviation Flight, RAF, was scheduled as the guest speaker. The Chapter is the 9th currently active in USAREUR.

## General News . . .

A report on the 1971 USAREUR Regien Convention has been delayed pending receipt of convention photos. These are expected shortly, and a full report should appear in the forthcoming June issue . . . Nomination forms for the five AAAA national awards for the April 1970-March 1971 period were mailed April 12 to some 3,703 members—the commanders in the general officer and field officer grades . . . The Ass'n has underwritten the cost of providing 1,000 "AAAA Certificates of Achievement" to the USA-AVNC for award to the Honor Graduates of the Enlisted Maintenance and Air Traffic Control classes.

A "Fifteen Year Member" and a "Past Chapter President" lapel pin are on order, and will be available through the National Office by mid-July . . . The Ass'n has under consideration a proposal to sponsor and administer an Army Aviation "Hall of Fame" with location at Ft. Rucker, Ala. . . . LTG Harry W. O. Kinnard, USA, Ret., AAAA national president, served on the 1971 Collier Trophy Selection Committee as AAAA's representative . . . The Bluegrass (Ft. Knox) Chapter having exceeded 150 members, its president, LTC John H. Rhein, has been accorded a seat on AAAA's National Executive Board through June 30, 1972 . . .

AAAA'S FIFTEENTH YEAR! — PLAN TO ATTEND!



# 1971 AAAA ANNUAL MEETING

OCTOBER 13-15

SHERATON-PARK HOTEL

WASHINGTON, D.C.

# Word to the Warrant

**I**N order to assess the feelings of our AAAA members regarding equalization of flight pay, the Fort Sill Chapter recently conducted an all-post survey of its rated personnel.

Generally, the survey revealed that the Post's 428 commissioned officer aviators averaged 17 hours per month of Stateside flying and 744 hours of combat flight time. Ft. Sill's 72 warrant officers, however, averaged 21 flight hours per month Stateside, and 891 hours of combat time.

In summary, the flying warrant officer has flown 20% more hours on Stateside missions, and 17% more hours on combat missions than the commissioned aviator.

Although we did not get as many responses as we would have liked, we feel that our AAAA survey gave us the across the general cross-the-board feeling of our Chapter members.

The questionnaire also provided us with the following information:

**QUESTION:** Do you feel that an area of flight pay inequity exists between warrant officers and commissioned officers of comparable grade?

(121) Yes . . . (11) No.

**Q.** Do you believe that warrant officer flight pay should be increased?

(123) Yes . . . (8) No.

## Fort Sill Conducts All-Post Survey on Flight Pay Inequity

### COME ONE! COME ALL!

Aviation Warrant Officer Advance Course, Class 71-2, now at USAAVNC/S, is planning a "CW4 Party" for all CW4's at Fort Rucker on the 26th and 27th of June. Attendance is limited to those in the CW4 grade, retired CW4's, those now on the CW4 promotion list, and possibly other WO's who graduated from flight school prior to 1960. For details, contact CW4 Robert W. Meade, AWOAC 71-2, Officer Student Company, USAG, Ft. Rucker, AL 36360.

**Q.** If the foregoing answer is "Yes," how should this pay be increased?

(56) Equating the flight pay for a warrant officer to the corresponding commissioned officer for the grades W1/O1 through W4/O4.

(55) Equating the flight pay for a warrant officer as follows: W1/O1, W2/O2, W3/O4, W4/O5.

(15) Other.

**Q.** Although the Army Aviation Ass'n (AAAA) takes the position that it will not participate in lobbying or union-type activities, do you feel that the AAAA's National Executive Board and the Ass'n as a whole should pursue actions to help in getting a program of flight pay equalization instituted?

(114) Yes . . . (15) No.

**Q.** If the foregoing answer is "Yes," how should this be accomplished?

(93) By personal contact of National Executive Board members with Department of the Army and Department of Defense officials.

(33) By another letter from the AAAA President, similar to the December 1969 letter to the Secretary of Defense, stressing the inequities of the present flight pay system.

(2) Other.

—COL Frederick C. Goodwin  
President, Ft. Sill Chapter



# Obituaries

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

**AARON, Edward L., SP6; USAREUR, 7th U.S. Army;** died February 19, 1971 in Schwaebisch Hall, Germany as a result of an aircraft accident. He is survived by his widow, Mrs. Elfriede Aaron of Marble, Pennsylvania.

**BLACK, Robert D., Jr., CW2; USAR; Avn; HHC, 23d Inf Div (Americal);** died January 11, 1971 in Vietnam due to hostile action. He is survived by his widow, Mrs. Donna M. Black, c/o Jerry Lefevre, 204 Sirius Avenue, Anaheim, California 92802.

**COLLINS, James F., CW2; USAR; Avn; Co D, 101st Avn Bn, 101st Avn Div (AMBL);** died February 9, 1971 in Vietnam due to hostile action. He is survived by his widow, Mrs. Mary S. Collins of 248 Mastick Street, Savannah, Georgia 31404.

**HAKES, Clarence D., WO1; USAR; Avn; Trp A, 3d Sqdn, 17th Air Cav, 12th Avn Gp, 1st Avn Bde;** died February 24, 1971 in Vietnam as a result of an aircraft accident. He is survived by his widow, Mrs. Virginia C. Hakes of 320 North Cypress, Cambridge, Minnesota 55008, and a daughter of the same address.

**HISCOCK, Stephen M., CW2; USAR; Avn; Trp D, 3d Sqdn, 5th Cav, 1st Bde, 5th Inf Div (MECH);** died February 23, 1971 in Laos due to hostile action. He is survived by his parents, Mr. and Mrs. Robert G. Hiscock of 2380 Leisure Lane, Doraville, Georgia 30340.

**McDANIEL, Walter A., Jr., CW2; USAR; Avn; Co I, 3d Actt Maint Bn, Actt Maint Bde, Hunter AAF, Georgia;** died December 14, 1970 near Effingham County, Georgia due to an aircraft accident. He is survived by his widow, Mrs. Phyllis G. McDaniel of 210 Croatan Street, Savannah, Georgia 31406.

**WATSON, Douglas L., CW2; USAR; Avn; 197th Avn Co, USAIC Avn Comd, Ft. Benning, Georgia;** died February 20, 1971 at Fort Benning, Georgia as a result of an automobile accident. He is survived by his parents, Mr. and Mrs. Adrian D. Watson of 2007 Edgewood Drive, High Point, North Carolina 27260.

**WILSHER, Joseph M., CPT; USAR; TC; Trp A, 3d Sqdn, 17th Air Cav, 12th Avn Gp, 1st Avn Bde;** died February 24, 1971 in Vietnam due to an aircraft accident. He is survived by his widow, Mrs. Evelyn M. Wilsher of 1311 S. 16th Street, Edinburg, Texas 78539, and three children of the same address.

The publication has also received notification of the following deaths:

**ARMENTROUT, Raymond L., SSG, February 23, 1971.**

**BAINES, Tommie, SSG, February 25, 1971.**

**BARGER, Kenneth A., CW2, February 11, 1971.**

**BARTER, Gordon K., PFC, March 1, 1971.**

**BARTON, James E., SP5, February 23, 1971.**

**BENNETT, Thomas E., WO1, February 24, 1971.**

**BOOTH, Gary P., SP4, December 23, 1970.**

**BROWN, Joseph G., GW2, February 18, 1971.**

**BRUIN, John W., SP4, February 23, 1971.**

**BRUSO, Richard N., SP6, February 15, 1971.**

**BURKETT, Curtis E., SP4, February 19, 1971.**

**CACCIA, Carl H., SP5, February 21, 1971.**

**COBB, James P., SGT, February 15, 1971.**

**CORONADO, Robert, SP4, February 21, 1971.**

**DeCELLE, Robert E., II, CPT, February 21, 1971.**

**EAGLETON, Robert M., 2LT, February 19, 1971.**

**ELL, Allen C., SP4, January 30, 1971.**

**FIELD, Gary E., PFC, November 28, 1970.**

**FOX, David N., CPT, February 8, 1971.**

**GILLILAND, Dennis E., SP4, February 20, 1971.**

**GOELZ, Steven W., WO1, February 24, 1971.**

**GONZALEZ, Adolfo, SGT, February 25, 1971.**

**GREEN, Vernon A., SP4, February 24, 1971.**

**HARBIN, Monty L., SGT, February 22, 1971.**

**HAUSHERR, Charles R., SP4, February 23, 1971.**

**HEAD, David N., CPT, February 20, 1971.**

**HIGGINBOTHAM, William R., SP4, February 17, 1971.**

**HUNTER, John C., 1LT, February 20, 1971.**

**JAKEL, Craig J., SP5, February 24, 1971.**

**JOHNSON, Zebulon M., Jr., SP4, February 15, 1971.**

**KERL, Michael J., CPT, February 6, 1971.**

**KINMAN, Terry D., SP5, December 4, 1970.**

**LANGNEHS, Michael W., SGT, February 26, 1971.**

**LEVULIS, John J., SP4, February 21, 1971.**

**MALONE, William W., SP4, February 20, 1971.**

**MARSHALL, Joseph H., III, 1LT, February 18, 1971.**

**MILEY, Joseph W., SGT, February 8, 1971.**

**MONNETT, Leonard A., SP5, February 19, 1971.**

**NACCA, Carl Jr., WO1, February 20, 1971.**

**NEVILLE, John J., CPL, February 21, 1971.**

## ROBERT W. TAYLOR

The family and friends of Captain Robert W. Taylor desire to establish a scholarship in his name and have requested that memorial donations be sent directly to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. A member of the 4th Aviation Company, 15th Aviation Group, Taylor was killed in the crash of a CH-47 at Schwaebisch Hall, Germany, on February 19, 1971. He is survived by his widow, Mrs. Gay B. Taylor, of 946-23 Street, Moline, Ill., and his parents, Mr. and Mrs. Wayne G. Taylor, of Phoenix, Ariz.

**NONNEMACHER, Matthew J., SP4, February 19, 1971.**

**OTT, Larry F., CPL, February 15, 1971.**

**PETTENGILL, Craig A., SP5, December 2, 1970.**

**PIRKLE, Jerry D., MAJ, February 28, 1971.**

**RAUEN, John V., WO1, February 20, 1971.**

**SAPP, William D., CW2, February 15, 1971.**

**SCOTT, Edward E., Jr., CPL, February 22, 1971.**

**SHRINER, Robert L., SP5, November 20, 1970.**

**SIDDONS, James G., CPT, February 12, 1971.**

**SIMPSON, Morris A., 1LT, February 28, 1971.**

**SMITH, Harry, SSG, December 16, 1970.**

**SMITH, James L., 1LT, February 15, 1971.**

**SMITH, Mitchell B., SP5, February 21, 1971.**

**SOUTHER, John M., WO1, February 26, 1971.**

**TAKIHARA, Yoshio, SFC, February 15, 1971.**

**THORNE, Kevin G., SP4, February 27, 1971.**

**TROTTER, Patrick J., SP4, February 4, 1971.**

**USHER, Terry M., 1LT, February 23, 1971.**

**WALERZAK, William T., PFC, February 23, 1971.**

**WHITE, Gregory L., SP5, November 11, 1970.**

**WICK, Gerald P., CPT, February 15, 1971.**

**WOODS, Clayton L., SP4, February 19, 1971.**

The monthly "Obituaries" column lists those official notices received from the Department of the Army, as well as those submitted directly to ARMY AVIATION by relatives or friends of the deceased. All persons who are listed were serving in an Army Aviation assignment at the time of their death.

# Takeoffs

## PCS — COLONELS

BARFOOT, Van T.  
4249 Shirley Road  
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## LT COLONELS

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## PCS — LTCS

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APO New York 09254  
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Dept of Tactics, USAAVNS  
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## PCS — LTCS

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**BRIEFS**

USAREUR and Seventh Army Troops underwent a mid-May change in name as it was redesignated as "USAREUR and Seventh Army Combat Support Command." First organized in 1966 and reorganized in 1969, the new command involves 17,000 military and civilian personnel.

The second group of U.S. Air Force students to attend the rotary wing qualification course at USAAVNS are well into their training. The class numbers 17 and are part of the 53 USAF students now at the school.

A Master Army Aviator with service dating to 1943, Colonel Barrie S. Davis recently assumed command of the 30th Infantry Division (Mechanized) Artillery. In 1970 COL Davis was one of the first two Army National Guard aviators to complete C/M Rotary Wing Transition training.



# On Guard!

**T**HE FY 72 flying hour program recently dispatched to the states shows a total of 310,500 hours. This compares to 220,000 flying hours for FY 71. While on the surface this appears to be a significant increase, it's balanced against an increased aircraft inventory and a 33% increase in ARNG aviators in the past years. Additionally, NGB now expects our aviation companies to devote flying hours to conduct aviation unit type training in FY 72.

## A challenge!

We've received a challenge to the claim in last month's "ON GUARD!" for the title of "Most Senior ARNG aviator" in terms of years on flight status. LTC Charles Woody of the Virginia ARNG claims 27 years and five months. Can you top that? (Sorry about that, Colonel Maxwell!)

## First Chinook delivery

The ARNG received its first CH-47A *Chinook* in the inventory on 5 April 1971, when the 1105th Aviation Company (ASH) of the Iowa-ARNG signed for the aircraft at the Boeing Vertol Division, Philadelphia, Pa. (See photo.) The aircraft is being used to support the ARNG CH-47 contract maintenance course that commenced on 5 April 71 at the Boeing Vertol Plant. Additional



CW4 John P. Gielarowski, I, receives the aircraft log of the first CH-47 to be transferred to the ARNG from 1LT Peter C. Stockwell at acceptance ceremonies held at Boeing Vertol in Philadelphia on April 5. CPT David Dantice, far left, AVSCOM, looks on. (See story).

CH-47A's are scheduled into the ARNG inventory in the near future. These aircraft will be assigned to the 536th Aviation Company (ASH), Texas, and the 49th Aviation Company (ASH), Calif., as well as the 1105th Aviation Company (ASH) of Iowa.

## HLH briefings

A Department of Army/National Guard Bureau team composed of LTC Lewis J. McConnell, HLH Aircraft Systems Officer, DCSLOG, Dept of Army, and LTC John C. Carlisle, Chief, Maintenance and Services Branch, Army Logistics Division, National Guard Bureau, made visits during regular scheduled training assemblies to the 307th Aviation Company (Hvy Hel) Birmingham, Alabama, and the 137th Aviation Company (Hvy Hel) Topeka, Kansas, on 21 March 71 and 27 March 71 respectively. During the visits LTC McConnell presented briefings on the Army's Heavy Lift Helicopter concepts to the officers and enlisted men of the 307th and 137th. (See photo.)

LTC McConnell effectively explained current military and civilian operations utilizing the CH-54 as well as ways in which the 307th and 137th could utilize

# ARNG INCREASES FLYING HOUR TOTAL FOR FY72 BY 50%

by Lieutenant Colonel  
**JOHN C. CARLISLE**  
National Guard Bureau

## On Guard!

the CH-54 in future operations. The two ARNG Heavy Lift Helicopter Companies expect to participate in such active duty missions as support of Brigade and Divisional operations and future *Logistics Over the Shore Operations (LOTS)*. The 137th and 307th are scheduled to receive a total of fourteen (14) CH-54A aircraft, (seven each), by 30 June 1971.

### Helping hand

The Army recently gave the Army National Guard a "lift". On 23 March a CH-34 belonging to the 198th Aviation Company (Aslt Hel), Delaware-ARNG, had an engine failure and the crew completed a successful autorotation to a marsh area four miles south of the Greater Wilmington Airport at New Castle, Delaware. The CH-34 flight crew consisted of LTC L. Timmons, IP, and WO1 J. Thincia, Pilot. Due to the inaccessibility of the downed CH-34, on site repairs were deemed impossible.

LTC James Sulpizi, Delaware-ARNG State Aviation Officer, requested immediate recovery assistance through the NGB to New Cumberland Army Depot. Colonel K. J. Bauer, DCO, NCAD agreed to dispatch a CH-47 *Chinook* recovery crew to Delaware to give the National Guard a "lift". On 24 March 71, a successful recovery of the downed CH-34 was made by MAJ Harold Gonyer, pilot; James Diebold, copilot; and Nevin Cleland, Flight Engineer, all of NCAD. The Army National Guard thanks NCAD and the CH-47 flight crew for a recovery well done!

#### NEXT MONTH

"Ris" Rawlings — who detailed the activities of aviation in the Texas-ARNG in our March issue — covers Army Aviation in the Delaware National Guard in a June article.

Shown during a late March visit to the 307th Aviation Company, ALA-ARNG, Birmingham, Ala., are two members of a DA/NGB Heavy Lift Helicopter Briefing Team. From L-R are: LTC Emmett Davis, State AO; LTC Lewis J. McConnell, DCSLOG, DA; LTC John C. Carlisle, Army Logis Div, NGB; and CPT James H. Fitzgerald, CO, 307th Avn Co. →

#### MAJOR CHANGE

Effective with the officer and warrant officer candidate classes reporting to Fort Rucker on July 7, the advanced segment of the initial entry rotary wing training being given at USAAVNS will be increased from 16 to 20 weeks, making instrument training a total of 12 weeks. The revision means that graduates will receive a rotary wing standard instrument rating. Previously a tactical instrument ticket has been awarded, which qualified the holder to make instrument flights only in the combat zone in Southeast Asia. The 20 weeks spent at Fort Rucker will mean a permanent change of station assignment for students, rather than their being on a temporary duty status.



The Army gives a Delaware-ARNG CH-34 Choctaw a "lift" from an inaccessible marsh area (see story). The NCAD crew consisted on MAJ Harold E. Gonyers, J. Diebold, and N. Cleland.





# ARMY AVIATION

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## Bumper to Bumper

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