

June 30, 1971

Army Aviation

U.S. ARMY 22132



**Pulling its
own weight**

(see back cover . . .)

U.S. ARMY 22125



AVCO

LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497

1,000,000 FLIGHT HOURS. CHINOOK EXPERIENCE.

The CH-47C Chinook has the heaviest lift capability of any helicopter in service in the free world. Its versatility and proven performance in all climates and terrain—from Vietnam to Alaska; from Korea to Germany—give the armed services the mobility they need.

The Chinook carries its loads either internally or externally;

from recovering downed aircraft—over 10,000 recovered in Vietnam—to artillery placement; from troop movement to any imaginable load.

Chinooks are backed by 1,000,000 flying hours. During 1970, the fleet achieved over 75 percent readiness in the field while averaging more than 60 hours per month per aircraft.

This outstanding performance is evidence of the inherent reliability and maintainability of the Chinook.

Chinooks have proved, in the field, that they are the toughest and most productive helicopters of their size today.

And they have the growth development to keep up with the needs of the future.

BOEING HELICOPTERS



Army Aviation

JUNE 30, 1971

Endorsed by the Army Aviation Ass'n of America

CONTENTS

DIRECTORATE:

- Army pushes for modest Cheyenne procurement
By Brigadier General William J. Maddox, Jr.,
Director of Army Aviation, OACSFOR, DA. 4

LOGISTICS:

- Charge: 137 overhauled chopper engines
failed due to poor quality control
By Colonel William Gene Phillips,
Director for Maintenance, AVSCOM16

RESERVE COMPONENTS:

- Fly with the Del-ARNG and live anywhere!
By Morris G. Rawlings37
- On Guard! — NGB Speeds Flight Orders
By Lieutenant Colonel Donald G. Andrews,
Army Aviation Branch, NGB40

THE LIGHT SIDE:

- "... and then the airline captain said..."
By Lieutenant Colonel Carl H. McNair, Jr.,
Student Detachment, U.S. Army War College ...41

WORD TO THE WARRANT:

- By Colonel Jack M. Tumlinson,
Chief, Aviation Warrant Officer Branch, OPD ...53

AAAA ACTIVITIES:

- May 16-June 18 List of Competitors in the
1971 AAAA National Sweepstakes Centerfold
- AAAA Scholarship Foundation Announces the
Names of 17 Winners of 1971 Scholarships44

DEPARTMENTS

- Command & Staff 3
- Obituaries47
- PCS — Changes of Address48

ADVERTISERS:

- Avco Lycoming Division Cover I
- Beech Aircraft Corporation Centerfold
- Bell Helicopter Company 12-13
- Boeing Vertol Division Cover II
- Chandler Evans Control Systems Division 9
- Endevco Dynamic Instrument Division 19
- General Electric Company 7
- Motorola — Govt. Electronics Div. Cover III

Command and Staff

Major General Richard L. Irby, USA (Ret.), as Superintendent (President), Virginia Military Institute, with residence at 412 VMI Parade, Lexington, Virginia 24450. Eff 1 Jul 71.

Brigadier General T. J. Camp, Jr., as Deputy Director, National Military Commander Center, OJCS, Washington, D.C. 20310.

Brigadier General John P. Traylor, USA (Ret.), as Director of Central Services, City of Jacksonville, Florida. Eff 30 Jun 71.

Colonel William C. Boehm, as Deputy Director, Materiel Directorate, Hqs, CDC, Fort Belvoir, Virginia 22060.

Colonel Egbert B. Clark, III, as Regimental Commander, 14th Armored Cavalry Regiment, APO New York 09146.

Colonel Patrick N. Delavan, as Commanding Officer, 7th Transportation Group, Fort Eustis, Virginia 23604.

Colonel William W. DeLoach, to U.S. Army Combat Developments Command Aviation Agency, Ft. Rucker, Alabama 36360.

Colonel Morris W. Dugger, to Hqs, 2d Logistical Command, APO San Francisco 96248. Eff 1 Jun 71.

Colonel Arne H. Eliasson, Deputy Aviation Officer, U.S. Army, Vietnam, APO San Francisco 96375.

Colonel Richard H. Ferriter, to Hqs, Sixth U.S. Army, Presidio of San Francisco, Calif. 94129.

Colonel Ben L. Harrison, to Project MASSTER, Fort Hood, Texas 76544. Eff 1 Jul 71.

Colonel Walter A. Johnson, Jr., as Aviator Officer, Eighth U.S. Army, APO San Francisco 96301. Eff 1 Jul 71.

Colonel Raymond E. Johnson, to U.S. Defense Attache Office, Department of State, Washington, D.C. 20521 with assignment in Tunis, Africa.

Colonel Samuel P. Kalagian, as Secretary to the General Staff, Hqs, AFSOUTH, Box 130, FPO New York 09521. Eff 1 June 71.

Colonel Raymond G. Lehman, Jr., as Chief, Team IV (Aviation Experimentation), Hqs, CDCEC, Fort Ord, California 93941.

Colonel Gerald H. Shea, as Commanding Officer, Fort MacArthur, Calif. 90731.

Colonel Ivan L. Slavich, as Commanding Officer, 3d Brigade, 8th Infantry Division, APO New York 09028. Eff 19 Jul 71.

Colonel Archie W. Summers, to U.S. Defense Attache Office, Dept. of State, Washington, D.C. 20521 with assignment in Rangoon, Burma, and address as Box "R", APO San Francisco 96346.

Colonel Carlos E. Urrutia, to Army Section, U.S. Military Group — Chile, APO New York 09869.

Colonel Jesse F. Van Sant, as Director, Special Services Agency, Hqs, U.S. Army, Vietnam, APO San Francisco 96375.

Colonel Paul R. Wagner, as Senior Army Advisor with assignment to 84th Division (Tng), 4828 W. Silverspring Drive, Milwaukee, Wisc. 53218.

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$4.50, 2 years \$8.00 to CONUS and APO addresses only; add \$7.50 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army or the staff of the publication. Publisher, Arthur H. Keston; Managing Editor, Dorothy Keston; Associate Editor, Deborah Waltersdorf; Fulfillment, Beryl Neaumont. Second class postage paid at Westport, Conn.

THE most important issue in the Army Aviation business in Washington this Spring is the progress of *Cheyenne* through the Congressional Budget process. For the first time since the original production contract was terminated in 1969 the Army is requesting procurement funds. The request specifically is for a modest sum for advanced production engineering which is the link between research and development and actual aircraft production.

No doubt you have read that *Cheyenne* funds in the House of Representatives' authorization bill were deleted. There is more to the story than this. It is best explained in the words of House Armed Services Committee Chairman Hebert in the following speech on 15 June as extracted from the Congressional Record:

"The committee deleted \$13.2 million for advanced procurement funds for the Cheyenne helicopter. The procurement decision for this system is still pending.

"I would stress that this is not an expression of committee opposition to the Cheyenne. The system represents important technical advancements and the development is very near completion. There are R.D.T. & E. and procurement funds from prior years to complete development work.

Progress Report on Cheyenne procurement

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

But we decided to delay further funding until present Department of Defense studies are finished and a decision is made by the Department."

To assist in explaining the *Cheyenne* and its importance to the air mobility concept, General Westmoreland provided the Congress with the statement that appears on the opposite page.

Packard Panel Report

A second aspect of the *Cheyenne* progress concerns the Deputy Secretary of Defense Close Air Support Review Group (Packard Panel). Mr. Packard transmitted the Review Group's report to the Congress at mid-month. The Congressional Committee which must consider the *Cheyenne*, *AX* and *Harrier* have awaited the report because it bears on the Department of Defense reprogramming action on the Lockheed contract settlement.

Approval by four congressional committees is necessary for the completion of research and development on the *Cheyenne*. The reprogramming action is separate from the guaranteed loan related to the Lockheed L-1011 aircraft or airbus, which is a civilian undertaking.

Professional meetings

This month, I spoke before the National Aerospace Services Association which is an agency speaking for the contract support services industry. Mr. Joseph Cribbins, Director of Aviation Logistics on the Army Staff, and I discussed the aviation program as we project it for the future and matters of mutual concern. I find that much of my time is taken up with explaining the Army and our program to people who want to participate but are unable to gain the type of information they need through normal sources.

Conversely, the AAAA Annual Meeting should provide a wealth of information to those who are in the program. As Programming Chairman for the 1971 Annual Meeting, 14 and 15 October, I have developed an extensive program under the title of "Army Aviation and the Modern Volunteer Army," subtitled, "The Thrust is Progress."

1. The U.S. Army cannot compare with its major potential adversaries in total manpower under arms. Instead, the Army competes on the basis of quality, in skilled manpower, better equipment and advanced concepts. With respect to airmobility, the concept and equipment expand the capabilities of the individual soldier and offset the particular advantages of adversaries. In the Vietnam conflict the Army and its allies utilized the helicopter and the airmobility concept to dominate the battlefield with substantially fewer forces than historically have been required to quell insurgencies. Without airmobility many more ground troops would have been required to achieve the same result.

2. In the past decade of helicopter warfare, the Army has learned to accelerate the movement of the ground soldier about the battlefield to place him at the point of decision when needed and in prime condition to meet the enemy. By injecting him into battle at a time and place of his own choosing and without long approach marches under fire, the helicopter enhances the infantryman's survivability.

3. The key to airmobility is in performing all five functions of land combat with highly integrated teamwork. And teamwork is best when the reconnaissance, command and control, logistics, and that inseparable combination, firepower and maneuver, are self contained and function constantly in the same environment. The Army also has learned that technology can provide marked improvement in our capability to deliver airmobile firepower. This improvement will be essential as the Army prepares to exploit airmobility in Europe. Because the airmobile concept promises to be a decisive factor in our ability to defeat the tank-heavy, numerically superior Warsaw Pact forces, an advanced attack helicopter could wrest the tracked mobility advantage from those forces.

4. Accordingly, the Cheyenne attack helicopter was selected as the finest of the gunship alternatives available for both European-type combat and battle in other likely troublespots in the world. It was designed to survive through its armor protection, heavy firepower, and its ability to operate nap of the earth. In low level flight it will present only a fleeting target to enemy gunners, on enemy radars it will be difficult to distinguish from normal ground "clutter."

5. The Cheyenne's purpose is to deliver accurate anti-tank point fire with the TOW missile and anti-mechanized cannon fire, both to a maximum effective range of 3,000 meters. The co-pilot/gunner operates from a swiveling station which will permit him to command guide the TOW missile to target despite evasive action that the ship can undertake immediately after launch. He also can fire the 30mm cannon 360 degrees around the helicopter so that head-on target attacks are unnecessary. Pilot and gunner can address different targets simultaneously as the Cheyenne moves about the battlefield.



**STATEMENT BY
GENERAL W. C. WESTMORELAND
CHIEF OF STAFF, U.S. ARMY
JUNE 14, 1971**

6. The Cheyenne meets the requirement to live and work with the ground soldier, day and night, in bad as well as in good weather. Its infrared night vision capability sees through darkness, smoke, dust and light fog. It sees beyond the effective range of the helicopter's weapons. No other aircraft in the world has such a broad range of aeronautic and firepower capabilities. It is the only advanced gunship that can be fielded by the mid-1970s.

7. The Army continually has demonstrated its willingness to sacrifice other important assets to attain an advanced attack helicopter. In this time of strength reductions and shrinking budgets, the Army needs more than ever the increased, new capabilities that the Cheyenne can provide. Therefore, I am convinced that we must proceed to field the Cheyenne attack helicopter.

CHEYENNE PROCUREMENT

(Continued from Page 4)

I consider it important that we show our support and close relationship to this prime objective of the Chief of Staff. After all, our machine, the helicopter, is the symbol of the Modern Volunteer Army. In my view the Modern Volunteer Army involves much more than terminating reliance on the draft. It is a new outlook and way of doing things. It is based on the positive aspects of our Vietnam experience which serve as a point of departure for the future.

I intend to invite the heaviest horsepower we can get to make a series of short, hard-hitting presentations on as many timely topics as we can fit into a day and a half of meetings. We plan also to have an Advanced Planning Briefing for Industry (APBI) again this year because of its great success at the last annual meeting of AAAA.

Administrative absence

General Harry Kinnard, National President of AAAA, asked me to mention the fact that aviators and those related to the program may attend the annual meeting on an administrative absence from their organizations.

As in past years, AAAA members will be able to request administrative absence from their organization to attend the AAAA Annual Meeting in Washington in October*. Administrative absence may be authorized "... only in the interest of the Service and provided that no expense to the Government is involved . . . Periods of administrative absence are not charged against leave credits."

They may be taken under the provision of Chapter 11, AR 630-5 which further states: "Attendance at meetings of medical, ecclesiastical, technical, professional or scientific organizations for which approval of the Secretary of the Army is not required,

may be considered as basis for administrative absence provided there is a definite relationship between the Service member's professional background, his military duties, and subject matter for the conference or meeting."

New plan for flight pay

Another topic addressed by AAAA's National Executive Board at a recent meeting concerns the scaling of flight pay to aviation experience. While no flight pay tables are available, the Second Quadrennial Review of Military Compensation has proposed to the Services that flight pay be tied to the years of aviation experience without regard to rank and years of military service. Dollar amounts would start at a reasonable figure for the first years, building to a peak in the mid-years of aviation service and then tapering off in the final years when flyers do less flying and more managing and supervising.

This proposal is being staffed in the services at present. It is based on concern expressed by many aviation warrant officers who felt that flight experience, rather than rank, should be a governing factor. I will keep you posted on the progress of this proposal which must be formulated into a budgetary request and will be subject to Congressional action thereafter.

"New Initiatives"

The Army consistently must reassess its current situation and determine if it is properly prepared to meet changes in the threat and the international situation. In recent months it conducted such a review specifically to determine if its hardware developments are adequate.

As a result of the review seven areas of work which require additional effort were identified. Subsequently specific proposals were made in the FY 72 budget request under the heading of "New Initiatives." The additional work was described recently by LTG William C. Gribble, Jr., Chief of Research and Development. I quote his statement on exploiting new ideas and expediting on-going projects applicable to Army Aviation so that you can better understand

*1971 AAAA Annual Meeting, Sheraton Park Hotel, Washington, D.C., 13-15 October 1971.

**Will any one helicopter operate in sand, salt air,
gale force winds, fly through a flock of birds and
face a dozen other kinds of trouble?**



You bet it will!

**That's why we're making sure our
GE12 engine for UTTAS can take all that
. . . and come back for more.**

AIRCRAFT ENGINE GROUP

GENERAL  ELECTRIC

205-25

CHEYENNE PROCUREMENT

(Continued from Page 6)

the relationship of aviation projects with those of the rest of the Army.

1. *Improvements for the Individual Soldier.* We're increasing our R&D effort in several areas dedicated to improving the lot of the individual soldier: his safety, prestige, effectiveness, comfort, and survivability.

2. *Forward Area Air Defense Systems.* There is an urgent requirement for improvements to existing forward area air defense systems to complement SAM-D. When designed, our current weapons were equal to the threat of the times and were the best that technology could then give us. Now the threat has increased; but so has technology, which can now give the required new capability. Evaluations are now underway to determine the possibility of improving *Chaparral* and *Vulcan*.

3. *Dynamic Defense.* Since we now hold the ground over which we may have to fight we are in a position of being able to prepare that ground prior to the advent of hostilities. A technological base to accomplish this program has already been established. Our FY 72 efforts will primarily be concept formulation utilizing this base.

4. *Aircraft Electronic Warfare (EW) Protection Equipment.* The fourth new initiative consists of efforts to increase the ability of our aircraft to successfully operate against modern air defense weapons.

5. *Terminal Homing.* This gives the Army capability it has never had before. We have always talked about our desire to have a first round hit capability; with terminal homing, we now have a means of achieving it. Until now the most practical way to defeat moving, hard point targets, such as tanks and armored personnel carriers, has been with line of sight surface launched weapons; thus necessarily short-range weapons. Faced with the large armored



MG Allen M. Burdett, Jr. (right), CG of USA-AVNC, Ft. Rucker, Ala., accepts the 1971 Daedalian Weapons System Award from MG J. C. Maxwell, USAF Armament Devel & Test Center, for the Aviation Center's role in the development of the armed helicopter. The award was made at the 1971 Daedalian Convention at Maxwell AFB, Alabama.

threat in Western Europe, it would be preferable to employ indirect fire, surface launch, with the attendant advantage of reduced vulnerability and longer range, and to use attack helicopters, armed with "fire and forget" missiles to reduce the aircraft exposure time to a minimum.

6. *Integrated Battlefield Control System (IBCS).* In recent years, the Army has made significant improvements in its capabilities for firepower, mobility, information gathering, communications, and combat service support. However, the ability to integrate and control those functions of land combat has not kept pace. The task of integrating and controlling the above functions is called "command and control".

Our tactical operations centers which aid commanders in performing their command and control are now essentially manual. Modern technology — particularly in the area of automatic data processing — can provide a much improved capability to integrate and control the functions of land combat. The Army has been in the process of defining the *Integrated Battlefield Control System*, or *IBCS*. *IBCS* is defined as the structured framework of personnel, organizations, concepts, doctrine, and equipment integrating the functions of combat into a coherent operation.



FROM AN ORIGINAL PICTURE FOR CHANDLER EVANS BY KEITH PERDUE

MAIN FUEL CONTROL by Chandler Evans



71002 Main Fuel Control

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

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

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

Colt Industries



Chandler Evans Control Systems Division

WEST HARTFORD, CONNECTICUT 06101

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

CHEYENNE PROCUREMENT

(Continued from Page 8)

7. *Aerial Scout.* Currently, the Army's tactical air mobile capability is degraded because the aerial scout, the *Light Observation Helicopter (LOH)*, is limited on its performance of several elements of the scouting mission.

The scout is limited in its ability to navigate tactically at low level. Target acquisition is now limited essentially to those targets acquired by the unaided vision of the crew members. The aerial scout is generally *unable to rapidly and accurately locate his own position, and more importantly to hand off to a gunship the location of a target.* The scout currently designates targets through the use of smoke or by passing estimated coordinates, a system with obvious limitations. The scout's mission performance is severely lessened by conditions of reduced visibility, and there is concern about the scout's survivability in a mid-intensity conflict.

In this seventh and last new initiative, we are focusing on the incompatibility of the scout and the gunship by *concentrating on improving the scout.* This new initiative improves the LOH mission performance as a day/low visibility/night scout.

Proficiency training

Shortly after World War II the Army established a proficiency training requirement of 100 hours of flight time a year. Some years later, a more flexible formula of 80 to 100 hours of flight time was required as a minimum. During the Vietnam War, because of the general scarcity of aircraft outside the combat zone, the minimum was reduced temporarily to 48 hours or precisely the amount necessary to qualify for flight pay.

Last year, the Army raised its sights back to the 80 to 100 hour figure but indicated that where special budgetary and aircraft considerations were involved local major commanders could grant waivers and reduce the minimum to 48 hours.

The Army feels that 80 to 100 hours is

the amount of time required to maintain an acceptable degree of proficiency and it feels this level must be maintained wherever practicable. If special conditions preclude certain aviators from attaining this minimum, exceptions should be made *only* for the time that the special conditions are in effect.

Because of the changes in the proficiency program and the recent provisions exempting aviators with over 15 years flying from maintaining proficiency, there appears to be a general tendency to disregard or downgrade the minima. Particularly since we breached the dike with flight excuses everyone wants a piece of the action. I recognize that funds are short and may not permit completion of the full proficiency program for all aviators; nevertheless each of us has a great responsibility to prepare our aviators and our units to make a maximum contribution to future land battles. Accordingly, we must look at proficiency flying from a positive standpoint. Such flying gives us the opportunity to mold ourselves, our units, and our people so that we better perform the tasks we are assigned.

I recently received a letter from a major command aviation officer who requested relief from night flying requirements because his pilots averaged only eight hours in the air in operational night flying. He admitted that the eight hours average included time flown by one unit which operated mostly during the hours of darkness. This points to the fact that the average aviator's night time outside of this single unit was much lower than eight hours.

Two letters to the field

I dispatched two letters to the field. The first went to major command aviation officers asking them to look into their training programs and to determine if in fact aviators are proficient in all of the skills they would need in a shooting war, then to do what is necessary to maximize the attainment of these skills.

The second letter went to the officer who requested the night time waiver. It is quoted here:

(Continued on Page 14)



Holding aloft the largest donation check to ever clear the "AAAA Scholarship Foundation, Inc." bank account are John Hopkins, left, President of AAAA's Richard H. Bitter Chapter and LTG Harry W.O. Kinnard, Ret., who accepted the check from the Chapter membership for credit to the "Lieutenant General William B. Bunker Memorial Scholarship Fund." (USA photo)



LTG Harry W.O. Kinnard, USA (Ret.), right, national AAAA President, presents a "Certificate of Honorary Membership" to Mayor Ronnie Sizemore of Corpus Christie, Texas, during ceremonies held at a professional luncheon of the Richard H. Bitter Chapter on June 2. General Kinnard was the guest speaker at the midday function of AAAA's third largest membership activity. (USA)



Newly-elected at the June 3 meeting of the Grand Canyon (Ft. Huachuca, Ariz.) Chapter of AAAA three officers pose for a photo. From L-R are CPT Jerry L. Jenkins, Sec; MAJ Jimmie McGraw (seated), Pres; and MAJ Robert T. Stachel, ExVP. MAJ Robert Fette (unable to be present for the picture) will be VP, Memb Activ. The 109-member Chapter covers the State of Arizona. (USA)



Officers of the newly-reorganized Fort Monroe Chapter are shown during a recent joint meeting held with Ft. Eustis' David E. Condon Chapter. From l-r are: MAJ Joe F. Craig, VP; LTC Ronald A. Jones, Sec; COL William R. Mathews, Pres; LTC John W. Fust, ExVP; LTC Robert F. McGuffin, Treas; and LTC Jerry D. Hahn, VP. Two VPs, CWO Harry Paul and Aiden A. West, were absent.



Miss Marcy Mencher, a student at Shore Regional H.S., West Long Branch, N.J., and the daughter of Herman Mencher (left), an engineer in the U.S. Army Electronics Command Avionics Laboratory, receives a \$500 AAAA Scholarship Foundation award from LTC Everett D. Richards, President of the Monmouth Chapter of AAAA. Miss Mencher will attend the University of Pennsylvania.



Top students of the four May 18 graduating classes at Fort Rucker who received engraved sterling silver wings from the AAAA are, l-r, 2LT Mark N. Edelbrock, DG of the ORWAC; WO1 John M. Halvorsen, DG of the WORWAC; 1LT Bernard L. Johnson, II, DG of the OFWAC class; and WO1 Stephen Collins, DG of WOFWAC. Their academic and flight grades topped the 169-man group.



AAAA National President, LTG Harry W.O. Kinnard, Ret., left, receives a model Gateway Arch from MG John L. Klingenhagen, right, CG of the U.S. Army Aviation Systems Command, St. Louis, Mo., following the former's April 29 presentation at the dinner meeting of AAAA's Lindbergh (St. Louis) Chapter. Wearing AAAA's winged foot tie in center is Carl D. Stephenson, Chapter head.



The seven youngsters receiving medallions at the 2nd Annual William B. Bunker Memorial Science Fair in St. Louis, Mo., are shown with Mrs. Bunker following a May 14 luncheon in the Officers' Open Mess. From left are Michael Sailor, Michael Quinn, Tom Malcinski, Keith Reeves, Mary Ellen Shedron, Nathan Everett, and Steve Musgrave. The AAAA is one of five sponsors. (USA)



Shown at the May 14 head table honoring the seven student winners of the William B. Bunker Memorial Science Fair are, l-r, Eric H. Petersen, Fair Director and AAAA National Member-at-Large; Mrs. Bunker; MG John L. Klingenhagen, CG at AVSCOM, St. Louis, Mo.; and Paul Bunker, son of the late LTG Bunker. The co-sponsored St. Louis Area Fair receives city-wide support.

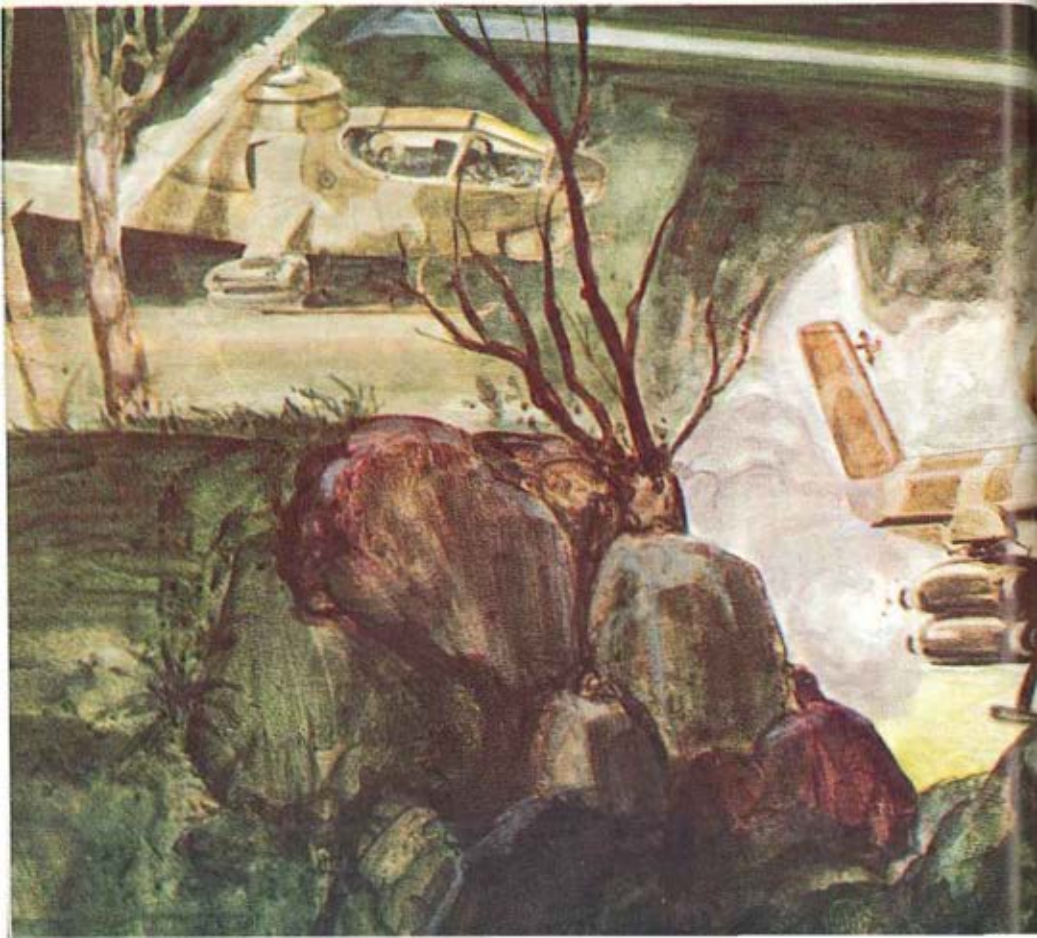
The fanged HueyCobra...

configured for Europe and mission-minded!

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

Build in a nose-mounted periscopic sight: then the HueyCobra gunner delivers his ordnance with dead accuracy on targets over a mile away.

Give it the sting of highly accurate



missiles to defeat any known armor.

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

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

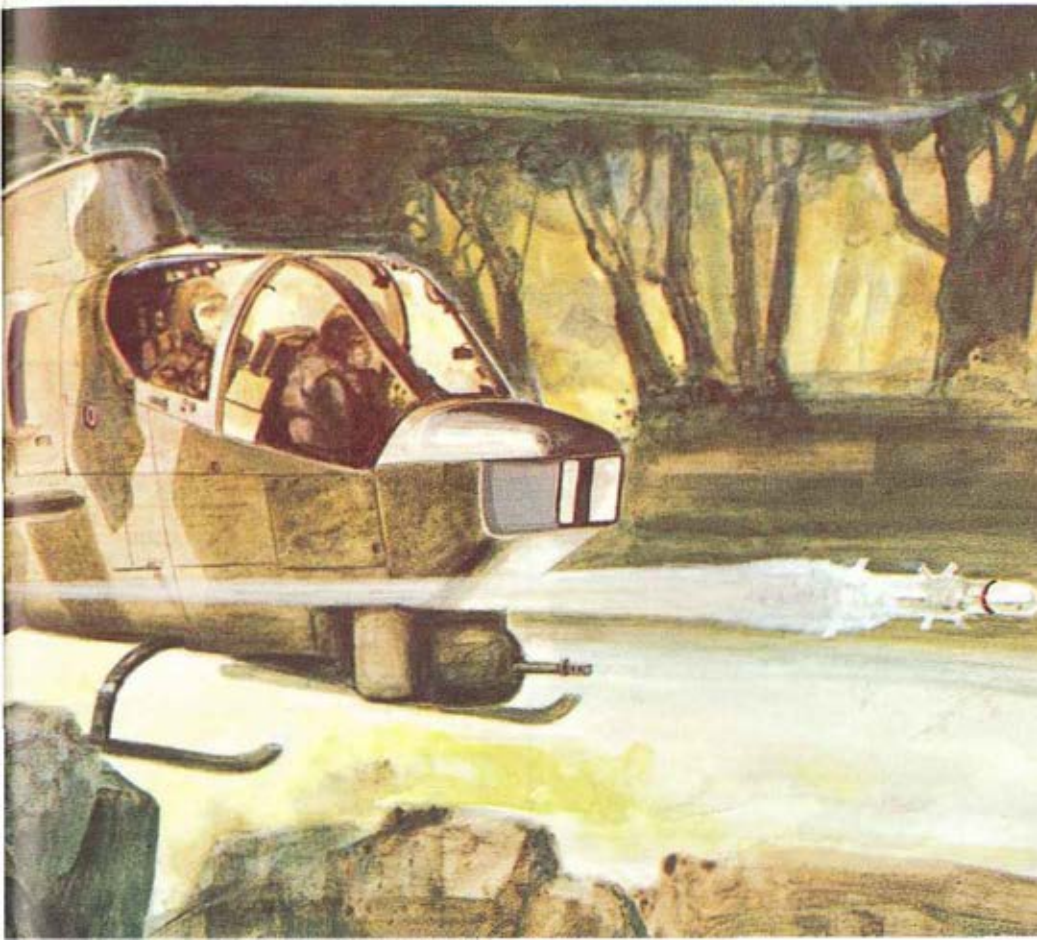
The HueyCobra moves fast, avoids detection and speeds in up to 190 knots for its kill.



BELL HELICOPTER

FORT WORTH, TEXAS 76101 • A **Textron** COMPANY

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



CHEYENNE PROCUREMENT

(Continued from Page 10)

"I am greatly troubled by a letter you signed on 22 April concerning reduction in annual flight requirements.

"The night flight minimums are established to obtain a degree of aviator proficiency and confidence which permits the fullest tactical use of our aircraft and assets. It is not based on doing only what someone else is doing or even just to keep doing what we are doing now. It may well be that your aviators have only eight hours of night time flying operational missions. However, I submit that a commander must step in and influence the action rather than living with the results. In my view, eight hours of flight time is grossly short of what a commander should require of his unit to attain true night capability.

Training reviewed

"There are two areas which I would explore in the training situation that you are in:

"a. Program requirements so that additional operational flying is accomplished after the hours of darkness. We in the Army say that we want a capability of flight at night to the same degree that we do in the daytime, yet we do very little to point ourselves in this direction. Do your pilots need only eight hours of daylight flying? And



BG William J. Maddox, Jr., Director of Army Aviation (left) is shown at a Washington, D.C. reception on the occasion of Moroccan Armed Forces Day. The Moroccan military attache, LTC Abdeslam Bouziane, is shown at the right.

are you willing to commit all of your aviators regularly on night tactical missions?

"b. If the answers to the previous questions are negative, then implement additionally a well conceived and closely adhered to training schedule. When your people are proficient in performing all their tasks using normal aircraft aids, then blackout training to flashlights should be flown.

"I see very few pilots who can land to a strobe light without the use of searchlights. I see very few pilots who have the confidence to work strictly at night. In fact, in Vietnam, which you cite as justification for reducing night requirements, I found that gunships had difficulty addressing targets and that other aircraft commanders had difficulties in moving from point A to point B when navigation facilities were not available.

"The most effective unit training program is one in which the commander schedules his entire unit for night training and personally is present to supervise integrated night operations. This by far beats the program whereby individual aviators decide 'how and where to bore holes tonight.' The same approach applies to operations day and night in marginal weather conditions.

"Obviously, I am turning down your request for night proficiency reduction. However, when you can report to me that your entire unit is capable of round-the-clock operation, then I would like to know the number of hours that it took you per aviator to attain this degree of proficiency. We can then consider your ongoing proficiency requirements.

"I do hope you will reassess your position on night flying so that we can come close to providing to the ground commander the capabilities that our aircraft possess. Sincerely..."

The "Big Eight"

General William C. Westmoreland, Chief of Staff, U.S. Army has developed a list of major material objectives which the Army places in first priority for development and procurement as operational systems. It is important that two of the major systems

are Army aircraft. But we also have direct interest in the other systems.

The entire list follows as it was approved by the CSA. The listing is not made in order of priority because each apparently is accorded top priority:

1. *Advanced Attack Helicopter.* An advanced attack helicopter capable of defeating tanks, providing quickly responsive direct aerial fires as an integral element of the ground forces, and capable of performing its mission at night and under adverse weather conditions. (This weapon system will contribute highly mobile and effective firepower to the anti-armor capability of NATO forces.)

Current Objective: AH-56 (*Cheyenne*) Advanced Attack Helicopter.

2. *Improved Helicopter Lift Fleet.* Lift ships which incorporate the latest technical advances in maintainability, reliability and payload capability to enable tactical units to carry out their missions more effectively.

Current Objective: UTTAS (Utility Tactical Transport Aircraft System).

3. *New Main Battle Tank.* A new main battle tank with the following capabilities: increased armor protection, improved mobility and agility, missile and gun armament, load and shoot on the move capability and the capability to fight at night. (This tank will help offset the numerical superiority of the Warsaw Pact armored forces).

Current Objective: MBT-70/XM803.

4. *Improved Infantry Anti-Tank Weapon.* Infantry anti-tank weapon with a marked increase in range, hit and kill probability, and mobility for the dismounted infantry.

Current Objective: The TOW missile now being deployed, meets the requirement for a heavy anti-tank weapon.

5. *Improved Surface to Air Missile System.* A surface to air missile system with the following major improvements: increased firepower, ability to simultaneously engage and defeat multiple aircraft targets, increased capability against electronic countermeas-

ures, increased mobility and a reduction in manpower and maintenance.

Current Objective: SAM-D (Surface to Air Missile Development).

6. *Digital Tactical Communications System.* An advanced digital tactical communications system which provides for ease of maintenance, automatic operation to include automatic switching and technical control facilities, high capacity, reduction in signal error, miniaturization, security capability, and interface / interoperability with field communications systems of the other US military services.

Current Objective: To field TRI-TAC through systematic, evolutionary transition of the capabilities associated with the current generation of multichannel communications system.

7. *Improved Conventional Munitions.* Munitions with greatly increased lethality.

Current Objective: Develop improved conventional munitions for infantry, artillery (to include dual purpose artillery munitions) and aerial weapons systems.

8. *Tactical Command and Control and Surveillance/Target Acquisition and Night Observation (STANO).* An improved tactical command and control capability that facilitates the planning, directing and controlling of ground combat forces and supporting resources by providing near real time information to commanders concerning combat operations, intelligence and combat support and assists in controlling the forces involved.

Current Objectives: Develop the Tactical Operations System (TOS), Tactical Fire Direction System (TACFIRE) and continue development of improved capabilities for Surveillance, Target Acquisition and Night Observation.

Drug abuse

In light of the current national interest in drugs and narcotics, it is important that we review these stimulants and depressants as they relate to aviation. Let there be no doubt: *There is no room in aviation for anyone, flier or ground support, who uses drugs and narcotics other than under doc-*

(Continued on Page 51)

Charge: 137 overhauled chopper engines failed due to poor quality control!



ARADMAC says, "No!"



SOME of the most serious maintenance problems encountered during the care and feeding of U. S. Army aircraft have been with the hearts of the birds — the engines.

Of course, everybody connected with engine maintenance and overhaul knows the standard definitions of the terms, *quality* and *reliability*. In engines, the reliability is achieved by insisting on quality in ma-

terials, design, and workmanship during manufacture.

Likewise, during overhaul operations our procedure to control the quality of the product attempts to guarantee that the item is restored to its original degree of reliability by assuring that the engine is reassembled using parts which have been inspected and certified to meet approved specifications.

Be that as it may, we feel that the craft which we overhaul at the U. S. Army Aeronautical Depot Maintenance Center (ARADMAC) in Corpus Christi, Texas, are deserving of better than the heretofore standard treatment because these helicop-

By COL. WILLIAM G. PHILLIPS
Deputy Commander for Operations
ARADMAC, Corpus Christi, Tex.

ters and engines are going to carry *Brother Joe* or *Son John* to the great freedom bird in Saigon on their Big R day, or perhaps, return him to his base camp following a long range patrol. We know you will agree that it is important that we keep these aircraft alive and well!

Sick whirlybirds can fool the smartest diagnostician. A very chipper bird can be hiding an incipient failure. In this regard, we admit to finding some comfort in the ability of the helicopter when maneuvered by a proficient pilot to a forced landing on only a rotor blade and a prayer. However, it is much less nerveracking, not to mention sanitary, to add a functioning power plant to our inventory of installed and serviceable equipment.

Holding the foregoing truths to be largely self-evident, let's turn to how we at ARADMAC build reliability into our products. In doing this, we hope to dispel any stray notions that our splendid safety record has been happenchance — *cause 'taint so!* We are true to the immortal words of our well-known commander, *Colonel Luther G. Jones, Jr.*, who, when surrounded by hundreds of *Iroquois* and up to his neck in *Cobras*, observed: "*Look at all those friggin' engines!*"

So look we do — at each and every engine while faithfully recording each defect we find. Thus, while somewhat cumbersome because of sheer volume, we do have the overhaul history of most ARADMAC engines.

We achieve a high grade product by

There are no secrets in the overhaul business.

careful pre-shop analysis, meticulous adherence to the approved overhaul specifications, and a continuous quality audit. But in spite of our extraordinary precautions, the urgency of the aviation mission, as well as the unforgiving nature of aerial flight, often results in some near hysterical charges that faulty procedures during overhaul are rampant.

Unlike the physician who can purchase

insurance to protect himself from lawsuits charging malpractice, we can only invite our critics to report the facts and assist us in identifying and solving our quality problems.

Again, unlike the physician, our mistakes, per se, are not buried, but in most instances they are carefully preserved, assigned a control number, packed and crated, and shipped to a laboratory where a definitive analysis is accomplished. A report of each finding is furnished to all parties concerned. There are no secrets in this business. Our records are available for review.

Sick whirlybirds can fool the smartest diagnostician.

Recently, word from a highly-valued and prestigious customer in the field stirred up a flap by alleging that 137 engines had failed, apparently as a result of poor quality control at ARADMAC. Of these 137 serial-numbered engines, we were able to identify 100 positively as "*ARADMAC products.*" Each of the alleged engine failures was investigated and analyzed.

The findings follow: 34 parts failures including 18 bearing failures, 7 leaking seals, 3 turbine blades, 2 impellers rubbing, and one each diffuser cracked, output gear failure, 4th stage disc failure, and compressor shaft broken.

Additionally, 29 were due to foreign object damage, 18 to sand erosion, 3 to external causes; no defect was found on 3; 1 had improper assembly; and 12 were undetermined or not received as yet.

Reviewing these findings, we see that one-third of the engines failed because of a broken or improperly functioning part — in other words, a *design deficiency.*

Using the *Equipment Improvement Recommendation (EIR)* as set forth in TM 38-750, these design problem items are picked up in the *Product Improvement Programs* by the commodity or project managers. Some of these efforts will result immediately in an approved modification such as the "beef up" of a part. Usually,

however, we must wait until oncoming "dash" models of the engine incorporate the design improvements which add reliability to the parts which have not been performing satisfactorily.

Meanwhile, back at the ranch, we only assemble engines using expensive new parts when our analysis and inspection indicates they are necessary. Of course, we replace those parts which have a finite life when specified in the approved Work Requirement or overhaul technical manual.

An overhauled T-53 costs one-fifth of a new engine.

Following the same principle, a component or part is only processed through the repair shop when the item can be restored to serviceable condition more economically than a new replacement part can be procured. Components and parts are also repaired as necessary to meet published serviceability criteria.

In short, one-third of the 100 ARADMAC overhauled engines we are discussing herein failed for natural causes.* Roughly, another one-third of the 100 engines failed because of sand erosion* and other external causes* or *foreign object damage (FOD)*. To some extent everyone shares in the responsibility for failures of this nature as the following points illustrate:

*There is some degree of wear "built-in" to an overhauled engine assembled from used components. Statistics are nebulous in this area, however, and do not provide a basis in fact for reducing the time between overhauls.

As of 20 January 1971, ARADMAC has overhauled over 25,000 turbine engines. The average service life of an ARADMAC engine is very close to that of a new engine.

In measuring the performance of engines, a period between September, 1968 and July, 1970 was scrutinized. Since the T53-L13 type of engine represented the largest quantity processed during this time, it was used for a data base. After noting that average service life is reduced because

of the great number of low time failures caused by installation and rigging errors as well as the increased incidence of *FOD*, it was found that overhauled engines received during the base period achieved an average service life of 255 hours compared to the 316 hours experienced with new engines.

Although not the only factor to be considered, the sheer magnitude of the economic advantage to the U. S. Army of overhauling rather than re-manufacturing engines must be appreciated.

A new T-53 engine costs approximately \$68,500. ARADMAC's cost in overhauling an engine is just over \$12,700. Suffice it to say, we get what we pay for — and we can't afford throw-away power plants as of now.

- Sometimes it is difficult to trace the source of *FOD*. The engine is handled many times following its proof test run at ARADMAC. However, the causes of *FOD* are well-known and it has been demonstrated that most incidents occur at user level where exposure is greater and control is more difficult.

- External causes frequently assume the proportions of acts by heaven. And, it certainly seems at times that perhaps prayer is the best method for a maintenance officer to use in preventing such failures. As you know, mistakes with fuels and lubricants, dropped containers, and the like plague us, one and all.

Almost half of the failures are due to parts failures!

So it is that we have accounted for all but 16 of the 100 engines in this study. Of these 16, you will note that our analysis indicates that there was nothing wrong with three of the engines after they were removed and returned to us. This is not unusual and occurs from errors in troubleshooting. It explains why, at one time in USARV, it was necessary to get approval of the General Support level maintenance officer *prior to* changing-out an engine suspected to be sick.

fowl-up

It doesn't happen often, but it does happen: A fighter is grounded for maintenance when it should be flying. Not scheduled maintenance. The other kind. The unscheduled overhauls that play havoc with aircraft availability.

If you recognize the problem, we have a suggestion. Piezoelectric engine vibration monitoring. EVM. It's new but proven. In fact, our airborne piezoelectric EVM system has been eliminating fowl-ups on 747's for more than a year.

How? By providing continuous data on the vibration level of each engine throughout each flight. Data that

alerts ground crews to potential trouble. So they can pull maintenance between — not instead of — flight operations.

Because EVM helps ground crews schedule maintenance to the specific performance of each engine, it helps avoid scrubbed missions.

Are we saying that our EVM system is applicable to your fighters? We are. And, so are a lot of other people. Engine manufacturers. Bearing manufacturers. Military test facilities. They're confirming the experience of 747 users: Vibra-

tion data can be a reliable indicator of jet engine condition.

That may also mean that scheduling methods can be re-examined and improved. Instead of trying to give you the details here, we'd like to send you our new book about EVM and how it can contribute to aircraft availability. It's something you should really look into.

Just write to:
James L. Higgins
Engine Monitoring
Product Manager
Endevco
801 So. Arroyo Pkwy.
Pasadena, California 91109

ENDEVCO  DYNAMIC INSTRUMENTS
CORPORATION
DIVISION OF BENTON FRANKSON AND COMPANY 



As can be seen, most failures are attributable to parts failures (45%) with the bulk of these being leaking seals. Environmental influences or FOD follows in order of magnitude as the second most common cause for removal. At the most, errors during overhaul can only cause a portion of the 4% identified as "Cause Not Determined."

In any event, our study concludes that if you were looking for a scapegoat you could only suspect the overhauler as the cause in *thirteen* of the alleged failures from our original group of 137 engines being investigated. Furthermore, of these thirteen, only one was found to be an assembly error while the other twelve engines were not available for post-mortem analysis.

In regurgitating the case history of "Exercise 137," our purpose is not to cop a plea of guilty to the lesser included offense of merely being an accomplice to an inadequate system. On the contrary, we plead guilty to being the *best* engine overhaulers of the best engines for their purposes in the business!

A comparison of statistics between 1968 and 1970 shows that we and the engines are getting even better. For example, during this period there was a 46% increase in the operating hours before return to overhaul on the T53-L13 engines which were removed for reasons *other* than parts failure. The T53-L11 was even more dramatic — registering a 98% increase. Thus, we see the incidence of FOD, maintenance error, etc., is being materially reduced.



**COLONEL
WILLIAM G.
PHILLIPS**

A 1960 graduate of C&GSC, Colonel Phillips holds a BA in History and Government, graduating from Southwestern State (Okla.) College following his WW II service with the Navy. Returning to the service in 1949 he served as an artillery battalion aviation officer and later with Eighth Army in Korea. He's had assignments in USCONARC, AVSCOM, AMC, and USARPAC, as well as service as Deputy Commander of the 34th General Support Group in USARV.

Likewise, in the category of engines which were removed because of parts failure, the bulk of which are for leaking seals, these same general percentages of improvement were noted. So, we can conclude that the *Product Improvement Program* and the quality inspections during overhaul are also making their effects known.

In closing, we do not make mistakes often — but if we do, we want to find out how and why!

You can help in this effort — simply by using the EIR system and preserving the exhibits for autopsy by our laboratory. In this way we will improve our products, as well as your chances of never winning a "Broken Wing Award."

Industry Briefs

FORT WORTH — Textron's Bell Helicopter Company has been awarded a contract for 70 additional AG-1C HueyCobra assault helicopters. The FY71 fixed-price incentive contract amounted to \$16,690,688, with deliveries to begin to the Army in August, 1972 and continue through January, 1973.

WICHITA — Beech Aircraft Corporation has delivered the 1,000th airframe to the Bell Helicopter Company for the U.S. Army's OH-58A Kiowa light observation helicopter. Under subcontract to Bell, Beech delivered the prototype airframe in 1968, and the 500th production airframe in July, 1970. Beech's Plant III facility in Wichita produces the fuse-

lage and engine cowling, and assembles the airframe, tail boom, landing gear, and other subassemblies are assembled at the company's Salina Division.

STRATFORD, CONN. — The Sikorsky Aircraft Division will study the vibration effects on helicopter reliability and maintainability under a \$66,000 R&D contract granted by the U.S. Army Air Mobility R&D Laboratory

LYNNWOOD, WASH. — A \$90,000 R&D contract to develop a helicopter gross weight and center of gravity measurement system has been awarded to Electro Development Corp., by USAMRDL.

Win
one
of 113
prizes
in
AAAA's
1971
Sweepstake



Win a lavish holiday
the Nation's Capital
anywhere in CONUS

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



1971 AAAA SWEEPSTAKES

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.

"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!

EXTRA BLANKS

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

"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 _____

CATEGORY OF AAAA MEMBERSHIP

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

- 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!**



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 _____

CATEGORY OF AAAA MEMBERSHIP

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

- 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 #2



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 _____

CATEGORY OF AAAA MEMBERSHIP

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

- 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 #3



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

AAAA's 1971 Sweepstakes!

MAY 16-JUNE 18 COMPETITORS FOR THE SPECIAL SET OF 16 MODELS

- | | |
|-----------------------------|-------------------------------|
| 1. Mr. Richard S. Basney | 19. CW4 Donald R. Joyce |
| 2. MAJ Paul W. Bass, Ret. | 20. LTC Richard D. Kallestad |
| 3. CPT Gerald L. Berg | 21. Mr. Kenneth K. Kelly |
| 4. MAJ John L. Brown | 22. LTC R.S. LaMonte |
| 5. LTC Ronald G. Clarke | 23. LTC Chas. E. Leeds, Ret. |
| 6. CW2 Robt. J. Cunningham | 24. LTC James E. Lybrand |
| 7. CW3 George B. Davis | 25. MAJ Geo. L. Mager, Ret. |
| 8. Ms Norma F. Deadwyler | 26. MAJ Dean M. Owen |
| 9. CPT Larry V. Eads | 27. LTC James T. Radford |
| 10. CW3 William I.S. Easton | 28. MAJ Rex E. Saindon |
| 11. LTC William N. Eckert | 29. CW2 Larry R. Salzman |
| 12. Mr. David R. Fourney | 30. LTC Samuel M. Shaw |
| 13. MAJ Horace E. Grant | 31. CPT Thomas A. Shtogren |
| 14. CW4 Robert L. Hamilton | 32. Mr. Eugene Tallia |
| 15. CPT James M. Hart | 33. MAJ Rex M. Turner, Jr. |
| 16. CW2 Richard Horner | 34. 2LT Oakley, D. Warren |
| 17. MAJ Harold L. Jones | 35. CWO Billy I. Wester, Ret. |
| 18. COL Harry L. Jones | |

The 35 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!

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

AAAA's 1971 Sweepstakes!



MAY 16-JUNE 18 SWEEPSTAKES PARTICIPANTS

AASEN, C.L., (COL Raymond Lehman)
ABBOTT, Charles (CW3 William I.S. Easton)
ACHEE, Robert W., CPT (COL Sidney W. Achee)
ALEXANDER, Gary R., CW2 (CW4 Donald R. Joyce)
AMBERGER, William J., MAJ (LTC Samuel M. Shaw)
ANDERSON, Robert J., SFC (SGM Chester Baird)
ANDREWS, Don, CW2 (CW2 Dennis Russo)
ARMOUR, Arthur A., 1LT (CW4 Donald R. Joyce)
ASPLAND, John D., CPT
BAILEY, W. William (J.R. Bruce)
BALES, Russell C., Jr., CPT (MAJ Horace E. Grant)
BALLARD, Stephen D., CPT
BARSANTI, William G., CPT
BASS, Ralph L., CSM (LTC Emmett F. Knight)
BAUER, Jay, CPT (CW3 William I.S. Easton)
BEHRENS, Richard J., 1LT (LTC Charles E. Leeds, Ret.)
BELDING, Charles V., CPT (Walter J. Borduk)
BENTON, Samuel T. (LTC Samuel M. Shaw)
BEINER, John, LTC (LTC B.R. Goodall)
BETHANY, Edna (LTC Frank R. Chandler)
BLAKE, Bruce A., CPT
BODELSON, Patrick J., CPT
BRASHAW, Ernest H., CW3 (LTC Samuel M. Shaw)
BRIAN, William L., CPT (E.B. O'Quinn)
BRUNICK, Dale M., CW4 (CW4 Donald R. Joyce)
BRYAN, John W., Jr., 1LT (CW4 Donald R. Joyce)
BRYANT, Carroll W., 1LT (LTC Charles E. Leeds, Ret.)
BUCKLEN, Dennis
BURFORD, Oscar W., CPT (LTC Samuel M. Shaw)
BURROUGHS, Wyburn H., CW3
CABLER, Jimmy L., CPT
CAOGIANIELLO, Nicholas (Ronald Basney)
CANTRELL, Raymond G., CPT (LTC James T. Radford)
CASPARI, H.A., Dr. (Dave R. Fou)
CHALMERS, William J., SFC (LT Oakley D. Warren)
CHANDLER, Paul T., CPT (CPT Thomas A. Shtogren)
CHERRY, Dennis J., CPT (CPT Thomas A. Shtogren)
CONKLIN, Edward F. (LTD R.D. Kallestad)
COOPER, Robert N., CW2
CORTZE, Carlos P. (CWO Billy I. Wester, Ret.)
COURTNEY, Carol G., WOC (CW2 Richard A. Horner)
CRAIG, Douglas P., CPT (CW3 William I.S. Easton)
CROOKS, Merle L. (CW3 William I.S. Easton)
CULVERHOUSE, Jerry R., 1LT (COL Harry L. Jones)
CURTIN, George (Ronald Basney)
DALY, Robert M., CPT (LTC Samuel M. Shaw)
DELAURENTI, Michael F., CPT (LTC Samuel M. Shaw)
DARCEY, Frank, 1SG
DOPSON, Eddie R., CW2 (CW4 Donald R. Joyce)
DIAZ-PEREZ, Lomberto, CPT (LTC Samuel M. Shaw)
DROWSFIELD, Roger T., SSG
DUNLAP, William J., 1LT (MAJ Rex E. Saindon)
EAGLESTON, John A., LT (CW3 William I.S. Easton)
EGGERS, Ken (CW2 Larry R. Salzman)
EGGLESTON, John W., CW3 (CW4 Frank H. Price)
ELIAB, Juan L. (CWO Billy I. Wester, Ret.)
ETZEL, Stephen L., CPT
EVANS, Mickey S., CPT (CPT Larry V. Eads)
EVERHART, William G., CW4 (CW4 Donald R. Joyce)
FEAVER, Dennis J., CPT (CW3 William I.S. Easton)
FLAHERTY, Douglas (CW3 William I.S. Easton)
FLAHERTY, Jack W. (CW3 William I.S. Easton)
FORBES, Gordon R., SP6 (CW2 Larry R. Salzman)
FORTENBERRY, Stephen, CPT (CW3 William I.S. Easton)
FRANK, Winfield C., LTC (LTC E.B. Reddell)
FREDERIC, William J., CPT (CW2 Robert J. Cunningham)
FRENCH, George D., MAJ
FRIES, Alan D., CPT (CPT James W. Hart)
FRY, Timothy V., (CW3 William I.S. Easton)
FRYE, James H., CPT
FULLER, James A., MAJ (MAJ Frederick T. Miller)
GALUSHA, Robert B., LTC
GARDNER, Kenneth A., CW2 (LTC Charles E. Leeds, Ret.)
GINGRAS, Herbert L., CPT (CW4 Donald R. Joyce)
GLADNEY, Roger L., SSG (CW2 Larry R. Salzman)
GOODWIN, Parker R., CW2 (MAJ H.E. Ziegler)
GREENE, Charles H. (MAJ Raul W. Bass, Ret.)
GRISHAM, David L., SP5 (CPT Chris Johnson)
GURNO, James R., SFC (LT Oakley D. Warren)
HAALAND, Christian O., CW2
HALE, Dick, MAJ (CW3 William I.S. Easton)
HALVORSEN, John M., WO1
HANSEN, Wilber W., CW3 (MAJ Rex M. Turner, Jr.)
HARDY, Curtis W., CPT (CW4 Donald R. Joyce)
HARRIS, Edward L., LTC (LTC James E. Lybrand)
HART, Charles C., III, CPT
HARVEY, Noel M., CPT (LTC James E. Lybrand)
HATCHER, David A., WOC
HEATH, George E., CPT (MAJ Rex E. Saindon)
HEPLER, Roy L., CPT (CW4 Donald R. Joyce)
HERVEY, Albert E., MAJ (CPT Larry V. Eads)
HEY, George D., CPT
HIGGINS, Larry B., CPT (CW4 Robert L. Hamilton)
HILL, Maurice G. (MAJ Paul W. Bass, Ret.)
HILLERY, Gary (Joseph V. McDonald, Jr.)
(LIST IS CONTINUED ON PAGE 31)

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 Sept. 1st.

You'll find
Beech where the
action is



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

The Beech family of target/drones

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

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



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

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



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

Beechcrafts are **known by the** **jobs they do**



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

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

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

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

The Beechcraft U-8F



The Beechcraft NU-8F





The Beechcraft King Air 100... latest and greatest

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

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

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

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



**For "off-the-shelf" utility...
Look to Beech Capabilities!**

Beech **AEROSPACE DIVISION**

Beech Aircraft Corporation, Wichita, Kansas—Boulder, Colorado

HINDS, Randy C., CPT
 HOLLOWAY, Rex L., MAJ
 HOVER, Forest H., 1LT (MAJ Harold L. Jones)
 HOYT, William C., Jr., CW3 (Ret.) (CW3 William Easton)
 HROMOKO, Michael J. (MAJ John L. Brown)
 HUDKINS, James F., CW2 (LTC Charles E. Leeds, Ret.)
 HUGHES, John C., COL (COL George G. Tillery)
 HUPPER, Neal P., CPT (MAJ John L. Brown)
 HURT, James E., CPT
 HUSS, James C., CPT
 HUTTON, Fred R., CPT
 JACKSON, Robert L., CW2 (CW4 Donald R. Joyce)
 JARRELL, Harold E., 1LT (LTC Charles E. Leeds, Ret.)
 JENKINS, Gregory R., CPT
 JENKINS, Jerry L., CPT
 JONES, Harry T., WO1
 JONES, Howard W., SFC (LT Oakley D. Warren)
 JONES, Ronald, CPT MAJ Rex M. Turner, Jr.)
 KEETON, Patrick W., CW2 (CW4 Donald R. Joyce)
 KELLEHER, Zane J. (CW3 William I.S. Easton)
 KELLER, Tommy M., CPT (CW3 William I.S. Easton)
 KELLY, James D., WO1 (CW3 William I.S. Easton)
 KIM, Charles S.H., SFC (CW2 Larry R. Salzman)
 KNEPSHIELD, Ronald K., SSG (CW2 Larry R. Salzman)
 KUZMA, Robert L. (Eugene Tallia)
 LAMBERT, Michael O., CPT (COL Robert O. Lambert)
 LANCE, Ronald F., CPT (LTC Samuel M. Shaw)
 LANE, Joseph R., SFC (LT Oakley D. Warren)
 LANGER, Frederic A. (CW3 William I.S. Easton)
 LAWSON, Phillip W., CW2 (CPT Thomas O. Shtogren)
 LAUGHINGHOUSE, John E., LTC (LTC Samuel M. Shaw)
 LICHTENBERGER, Robert N., CPT
 LINGAN, Thomas, CPT (CW3 William I.S. Easton)
 MABRY, George L., Jr., MG
 MACKEL, John J., CPT (LTC Ray A. Young)
 MACKINNON, Robert N., BG (MG Allen M. Burdett, Jr.)
 MANN, Donald G., WO1 (CPT Thomas O. Shtogren)
 MARLO, Joseph C. (MAJ Paul W. Bass, Ret.)
 MARSHALL, Jack H., CW4 (CW4 Donald R. Joyce)
 MARTINES, Richard, CPT (LTC Samuel M. Shaw)
 MATHESON, Jeffrey H., WO1
 MATTHEWS, John G., LTC (COL Nelson A. Mahone, Jr.)
 MAWBY, Alan C., CW2 CW4 Donald R. Joyce)
 McCALL, Charles L., CW2 (LTC Charles E. Leeds, Ret.)
 McCARTY, Donald K., CW2
 McCREARY, Steve C., III, CW2 (LTC Chas E. Leeds, Ret.)
 McDONALD, Coy O., CW2 (LTC Charles E. Leeds, Ret.)
 McINTOSH, Wm E., III, CPT (LTC Charles E. Leeds, Ret.)
 McKAY, Larry, LTC (Ret.) (BG Edwin L. Powell, Jr.)
 McQUEEN, Mrs. Edith C. (MAJ Horace E. Grant)
 McQUEEN, John P., CPT (MAJ Horace E. Grant)
 MELVIN, James B.
 MEYER, David K., CW2 (LTC Charles E. Leeds, Ret.)
 MICHAL, LaVern H., CW3 (MAJ Leonard P. Wile)
 MIEDOWICZ, Norbert F., SFC (CW2 Larry R. Salzman)
 MILLER, Phillip C., Jr., (CW4 Harry L. Conyers)
 MITCHELL, Bryan D. (CW3 William I.S. Easton)
 MOLISH, Michael, II CPT (CPT William E. Turner)
 MONETTE, Robert J., CW2 (LTC Samuel M. Shaw)
 MONTGOMERY, Gilbert, CPT (CPT Thomas O. Shtogren)
 MUENDEL, Edmund, CPT (LTC Samuel M. Shaw)
 NORTON, Larry E., CPT (Miss Norma Deafwyer)
 NYSTROM, John D., 1LT (LTC Richard D. Caldwell)
 OAKES, William B., CW3
 O'HOLLERAN, Alan R. (CW3 William I.S. Easton)
 OLDHAM, William E., CW2 (CW4 Donald R. Joyce)
 OLTJENBRUNS, Larry, CPT (MAJ Albert E. Laferte)
 OSLEY, James H., CPT (MAJ John L. Brown)
 OVERTURF, Vernon R., CPT (CW3 William I.S. Easton)
 OWEN, Jerry W., CPT (MAJ Rex E. Saindon)
 PERDUE, Robert J., 1LT (LTC William N. Eckert)
 PETERSON, Hartwin R. (CW3 William I.S. Easton)
 PFEFFER, Paul, MSG (CW2 Larry R. Salzman)
 PHILLIPS, Stan, 1LT (CW3 William I.S. Easton)
 PIPER, Paul A., CPT (CW4 Donald R. Joyce)
 PLANIETA, Stephen M. (CW3 William I.S. Easton)
 POUCHER, Richard A., CPT (CW4 Donald R. Joyce)
 POULTON, Herman R., WO1
 PROW, William F., MAJ (MAJ Dean M. Owen)
 PUTNAM, Carl L., 1LT (LTC Charles E. Leeds, Ret.)
 RHODES, Danny L., CPT (CW4 Donald R. Joyce)
 RICHMOND, Harrell D. (CW3 William I.S. Easton)
 ROBERTS, Lloyd C., WO1 (1SG Bobby Dobbs)
 ROBINSON, James T., CPT (CW4 Donald R. Joyce)
 RODEN, Jack R., Jr., CPT (CW4 Donald R. Joyce)
 RODENHOUSE, Robert, WO1 (CPT Thomas O. Shtogren)
 ROZZELL, Gary M., WO1
 SAMS, Ellsworth B., Jr., WO1
 SAPP, David C., CPT (CPT Ronald D. Heard)
 SCHLENKHOFF, Michael D., CPT (LTC Thos. Sabiston)
 SCHOLIN, Orrin L., SFC
 SCHULTZ, Walter J., CPT
 SCOTT, Robert L., WO1
 SCOTT, Roger A., LTC (CW4 Donald R. Joyce)
 SEGARS, Rex (LTC Richard A. Kellman)
 SERRA, John (Ronald Banney)
 SHAW, Silvio C., Jr., CPT (CW4 Donald R. Joyce)
 SHERRY, Maurice F. (Eugene Tallia)
 SHIPP, Thomas R., CPT (CW4 Donald R. Joyce)
 SIBBLE, George M., CPT (CW4 Donald R. Joyce)
 SIZEMORE, Ronnie
 SMALL, Ramond E. (Dave R. Fourney)
 SMART, William H., MAJ LTC Ronald G. Clarke)
 SMITH, Jack M., CW2 (CW4 Donald R. Joyce)
 SMITH, Stephen W., CPT (MAJ Edwin H. Turner)
 SNYDER, Merle J. (CW3 William I.S. Easton)
 SPANHOOR, John M., CPT
 SPARGO, Richard L., MSG (LTG Richard Kallestad)
 STEVENS, Henry A., CPT, USAF (Ret.) (LTC Samuel Shaw)
 SUTTLES, James H., CPT (MAJ Horace E. Grant)
 SWEENEY, Carey M., CPT (MAJ Harold L. Jones)
 SYLVESTER, Larry L., CW2
 TAGGART, Terence R., 1LT (LTC Charles E. Leeds, Ret.)
 TATE, Thomas E. (CW2 Larry R. Salzman)
 THOMAS, James M., MAJ (COL Paul O. Bailey)
 THOMPSON, Robert G., MAJ
 THURMAN, Jerry W., CPT MAJ Rex E. Saindon)
 TODD, Dolph A. (CW3 William I.S. Easton)
 TOMIK, William J., CPT (LTC Samuel M. Shaw)
 TOPP, L. David (Kenneth K. Kelly)
 TOWNSEND, Burt, CW2 (LTC Samuel M. Shaw)
 TRAVIS, Lyle T., WOC
 TUCKER, Marvin T., CPT (CW4 Donald R. Joyce)
 UNDERWOOD, Donald L., CPT
 VARNER, L.D., WOC
 VASQUEZ, Gilbert A., CW2 (LTC Ronald G. Clark)
 VEDDER, William F. (CW3 William I.S. Easton)
 VIOLETTE, Norbert G., CW3 (CPT William E. Turner)
 WADE, Jerry F., MAJ (MAJ James D. Potat)
 WALLER, Linda Dantzer, 1LT (LTC L.L. Dantzer, Ret.)
 WATKINS, James M. (CW3 William I.S. Easton)
 WATSON, Robert, CW2 (CPT Thomas A. Shtogren)
 WATSON, William D., CW2
 WEEG, Jim, CPT (CPT R.M. Chandler)
 WEDNSTEN, Samuel R., LT
 WELFL, Victor R., SFC
 WHEELER, Michael E., WO1 (CW4 Robert L. Hamilton)
 WHITEHEAD, Dorsey M., MAJ (MAJ Dean M. Owen)
 WHITSON, Norman F., CPT (MAJ Rex E. Saindon)
 WHITTLE, Claude N., CPT (LTC Chas E. Leeds, Ret.)
 WILLIAMS, Franklin E., 1LT (MAJ Wm. E. Siegling, Jr.)
 WILLIFORD, James L., MAJ (LTC Samuel M. Shaw)
 WILLES, Charles H.
 WILLEY, Michael L. CW3 William I.S. Easton)
 WOLLENMAN, Gary A. (CW3 William I.S. Easton)
 WOOD, Harold (Donald S. Levine)
 YOUNGBLOOD, David W. (CW3 William I.S. Easton)

MAY 16-JUNE 18

SWEEPSTAKES PARTICIPATION BY AAAA CHAPTER AREA

ALOHA CHAPTER

1. CW2 Robert J. Cunningham
2. LTC Richard D. Kallestad
3. COL Nelson A. Mahone, Jr.

AA CENTER CHAPTER

1. COL Sidney W. Achee
2. MG Allen M. Burdett, Jr.
3. LTC L.L. Dantzer, Ret.
4. CW4 Robert L. Hamilton
5. CW2 Richard A. Horner
6. MAJ Dean M. Owen
7. LTC Thos J. Sabiston, Ret.
8. LTC Samuel M. Shaw
9. COL George G. Tillery

ARMY FLIGHT TNG CENTER

1. COL Ted A. Crozier
2. MAJ Harold L. Jones
3. LTC R.A. Keilman
4. LTC Emmott F. Knight
5. MAJ Albert E. LaFerte
6. LTC James T. Radford
7. MAJ Rex E. Saindon
8. MAJ Leonard P. Wice

BONN AREA CHAPTER

1. Dave R. Fournay

BLUEGRASS CHAPTER

1. CPT Thomas A. Shtogren

CHICAGO AREA CHAPTER

1. LTS James M. Blackmore
2. CW2 Dennis Russo

CONNECTICUT CHAPTER

1. Ronald Basney
2. Arthur H. Kesten
3. COL Richard L. Long, Ret.
4. Eugene Tallia

DAVID E. CONDON CHAPTER

1. LTC William N. Eckert
2. COL Harry L. Jones
3. CW4 Donald R. Joyce
4. MAJ James D. Potest

DELAWARE VALLEY

1. COL Edward L. Nielsen, Ret.

FORT BENNING CHAPTER

1. CPT James W. Hart
2. LTC Charles F. Hatfield
3. LTC James E. Lybrand

FORT BRAGG CHAPTER

1. CW4 Harry L. Conyers
2. Miss Norma F. Deadwyler
3. LTC Charles F. Leeds, Ret.
4. CW4 Frank H. Price

FORT HOOD CHAPTER

1. LTC Robert S. LaMonte
2. 2LT Oakley D. Warren
3. LTC Ray A. Young

FORT SILL CHAPTER

1. CPT Larry V. Esds

FORT WOLTERS CHAPTER

1. CPT James T. Cooney

GRAND CANYON CHAPTER

1. MAJ John L. Brown

GREATER ATLANTA

1. COL Paul O. Bailey
2. CPT William G. Turner

LATIN AMERICAN CHAPTER

1. CPT Gerald L. Berg
2. LTC Ronald G. Clarke
3. CW4 Shelton R. Poles
4. MAJ Horace E. Grant
5. MAJ Thomas W. Schmidt

LINDBERGH CHAPTER

1. MAJ Paul W. Bass, Ret.
2. CW4 David C. Gipson
3. COL John T. Stanfield

MONMOUTH CHAPTER

1. Walter J. Bordluk
2. Kenneth K. Kelly

3. Donald S. Levine

4. MAJ Edwin H. Turner

MONTEREY BAY CHAPTER

1. CW3 William I.S. Easton
2. COL Raymond Lehman
3. CW2 Larry R. Salzman
4. MAJ William A. Siegling, Jr.

PIKES PEAK CHAPTER

1. CW3 George B. Davis
2. CPT Chris Johnson
3. MAJ Rex M. Turner, Jr.
4. MAJ H.E. Ziegler

RHINE VALLEY CHAPTER

1. SGM Chester Baird
2. MAJ Frederick T. Miller

RICHARD H. BITTER

1. MAJ J.R. MacDowell

SHARPE ARMY DEPOT

1. LTC Richard D. Caldwell
2. CW0 Billy I. Wester, Ret.

S. CALIFORNIA CHAPTER

1. E.B. O'Quinn

WASHINGTON, D.C. CHAPTER

1. J.R. Bruce
2. ISG Bobby Dobbs
3. LTC B.R. Goodall
4. COL Robert O. Lambert
5. Joseph E. McDonald, Jr.
6. BG Edwin L. Powell, Jr.

MISCELLANEOUS

1. CPT R.M. Chandler
2. MAJ William H. Dick
3. LTC Jones R. Graham
4. CPT Ronald D. Heard
5. LTC Joseph G. Mikula
6. LTC E.B. Reddell
7. CPT William E. Turner
8. LT Dennis L. Wilson
(List to be continued)

The 88 AAAA members listed above are those who enrolled one new member during April 22-June 18. 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!

**STILL TWO MONTHS TO COMPETE!
"SWEEPSTAKES" ENDS OFFICIALLY
ON THE FIRST OF SEPTEMBER!**



**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



LOCKHEED
LOCKHEED AIRCRAFT CORPORATION

Hughes Helicopters



**Army
Aviation**

BOEING HELICOPTER

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-Spl. 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!



Fly with the Del-ARNG and live anywhere!

By MORRIS G. RAWLINGS

THE license plates of Delaware automobiles proclaim that theirs is the state which started a nation. Cynics say that they made another mistake at the same time; they started their state too close to Philadelphia!

The Delaware National Guard makes no claim for having the *first* militia — that honor goes to Massachusetts — but they did furnish two of the finest regiments to George Washington for the Revolutionary fracas, and they did so from the smallest state save one, Rhode Island.

Army Aviation in the Delaware National Guard follows the same pattern of excellence, and they have an advantage *not* allowed the militia. Not being restricted to the state's borders for their personnel,

they'll recruit from almost anywhere. Even Philadelphia!

Army Aviation in the Del-ARNG is glad to have *Alberto Santa Maria* from the Philadelphia area as one of its 64 aviators. He is a former Navy Commander, has been on continuous flight status for 28 years, and has more time in the top of a loop than most Sunday fliers amass in a lifetime. The Guard is also equally proud of *George Bowers* and *William Eckhardt* who first flew P-38 "Lightnings" during World War II and have since learned what support of ground forces really means.

It is proud of *Gary Fowler* who joined the Army Aviation team. *Fowler* graduated from flight school in February, 1970; flew his thousand hours in Vietnam by March, 1971; and joined the National Guard and flew his first mission for Delaware in April. Some men are always in a hurry!

It is perhaps most proud of *LTC James R. Sulpizi*, who is the Commander of the Army Aviation Support Facility stationed on the Greater Wilmington Airport in Wilmington. During Hurricane "Hazel" in March of 1962, the Secretary of the Army awarded *Captain Sulpizi* the Distinguished Flying Cross for his work with the Coast Guard along the flooded Indian River. Many men have earned that medal — few have deserved it more.

Major Sulpizi had but three pilots in 1963 when he was assigned command of the newly-formed 198th Aviation Company,



and there were only seven by the end of 1964. The next four years were, if not discouraging, far from exhilarating. People and quotas for aviation training then were about as plentiful as hen's teeth. In 1969, though, during one three-month period, LTC Sulpizi sent 33 aviation trainees to flight school — more than any other state in the Union. Twenty-one of the graduates are still with him, and they have since been joined by 42 others.

Most of the Guardsmen earn a living by working for nearby industry; DuPont, Boeing, IBM, RCA, etc., but the way by which they support their families has little resemblance to their National Guard duties and responsibilities. One should never pull rank on a Specialist 4th Class during the Wednesday night flying — especially, if they hope to sell something to Mills Aviation on Thursday morning. James P. Mills owns a rather large fleet of aircraft in addition to assorted chunks of the state. It is rumored that the DuPont's often seek his advice on money matters — occasionally, for a loan — but they never do so on duty days. Then, he is manning a weapon in the doorway of a CH-34, hoping that someday he can move up to a UH-1B as promised.

Sergeant Ed Lowery, the Aircraft Mechanics Foreman, owns a racehorse called "Cloud Lake" which he insists has returned a profit. (His friends doubt that. The horse is much too polite to remain in front of everything on the racetrack.) Sergeant Joe Blaskovitz, the Aircraft Dispatcher, is an enthusiastic winemaker with a friend and co-worker who owns a bar. To keep each from being investigated, let's hasten to add that the wine is not sold over the bar — it is bottled in the empties which accumulate after the town has had a night on itself.

Fortunately, wine testing is not a mandatory requirement for those who would fly for the Delaware National Guard. It isn't even necessary to be of a particular branch, nor be assigned to a vacancy in one of the units other than the Aviation Company. Effective May 1, the Aviation Company became an Assault Helicopter

Company and increased in size. Under TOE 7-557H, it now has an authorization for 68 pilots and 31 helicopters. Other units which are authorized Aviation personnel and equipment also received an increase, and statewide, the Delaware National Guard is now allowed 43 aircraft and 92 aviators. Since Aviation slots permit a 50% overstrength, the authorized pilot total could go from 92 to 138.

Aircraft totals are fixed as shown:

UNIT	QUANTITY
198th Assault Helicopter Co.	31
1049th Transportation Co. (AM) (GS)	2
198th Signal Battalion	6
261st Signal Command (TO)	3
State Headquarters	1
	—
Total	43

There is a limit to the number of aviators who can remain current with the above quantity of aircraft. There are 24 aircraft on hand now; a mixed fleet consisting of O-1's, U-6's, OH-13E's, OH-23D's, and CH-34's; and with approximately three pilots per machine, they are kept busy!

Wilmington is sole facility

Forty-one of the 64 aviators currently assigned are warrant officers who perform duties with their units all over the state. Some difficulties arise because the equipment is all based at Wilmington. It has proven worthwhile at times to put equipment on the airfield at Laurel, and there are some tentative plans to station some equipment permanently at Georgetown. Permanent stationing, of course, is dependent upon the capabilities of the Army Aviation Support Facility now at Wilmington. Twenty-two men now work full time for the Facility. Each man has dual duty, of course. Who doesn't?

The general staff — or board of directors — besides LTC Sulpizi, consists of Layton E. Timmons and James P. Marcozzi who are Flight Instructors; Joe Blaskovitz, the winemaker, who is also the First Sergeant; Harry Yarnell, who is the Training Technician; and the horseowner, Ed Lowery, who takes the rap when anything

goes non-flyable. The total number who report to them may require increasing if the Facility is split, or if the additional aircraft are quickly received.

For those to whom cost-effectiveness is meaningful, the present ratio of man to machine (22:24) required to keep 64 aviators current is impressive; particularly, on the cost side of the balance sheet. Active Army units, volunteer or otherwise, will always be more expensive. Army Aviators, who are both volunteers and taxpayers, having already performed their share of the active effort, might be expected to opt for a less expensive system.

Yet, the rush to fill existing and projected vacancies within the Delaware National Guard — or for that matter, any other unit — is not overwhelming. For one thing, the Active Army pays well enough so that moonlighting is not necessary. Flying for the National Guard is a different story; it is, in effect moonlighting from a regular job.

Limitation on flight time

Flying for the National Guard is also restrictive; in the type of mission, in the kinds of aircraft, and in the number of flight hours permitted. Soon, no one will be allowed to accumulate more flying hours than is required for the meeting of reducible minimums. Some men will not be permitted to meet any minimums other than those required for pay, while others with over 15 years of flight status can anticipate total grounding.

There is also — despite the efforts of all concerned to mitigate or candy-coat the effects — a degree of discontent among those warrant officers who were wooed to join the Active Army and learn to fly. They have found a great difference in such things as pay, prestige, and job security between that which they felt they had a right to expect and that which ultimately happened. They are somewhat inclined to look upon the blandishments of a part-time military as unrealistic. Some among them prefer to expect nothing and thus not risk disappointment.



CW2 Thomas A. Simone and WO1 James F. Voscavage listen to MAJ James P. Marcozzi (right) at a June 18 drill.

Nevertheless, many of the returning aviation personnel have joined the National Guard, and Delaware expects to get its share. Once the returnee has found a job, it is believed that he will consider it worthwhile to retain an expensively-gained, war-time-necessary skill which would otherwise be lost. Few men will say so openly — it smacks of old fashioned ideals, a somewhat nationalistic love of country, and a very personal set of values, none of which are overtly popular right now — but the feeling is there!

These men know that a well-equipped and highly-trained Volunteer Army will be but a small fraction of the total defense needs of this country, and whether it be fair or unfair to them as individuals, they'll be needed to pick up the slack at a reduced rate.

In Delaware, there are such men. One of them comes up from Dayton, Ohio to fulfill his obligations to the Guard. The men in the Army Aviation units are always glad to see Sergeant Henry Cox arrive. He's the Mess Sergeant — uh, Dining Room Coordinator? Diet Director? Steak Steward? Palate Protector? What do you call a man who comes 500 miles to attend drills with his unit; who has finally earned his Master's degree; who has so encouraged his kitchen help that half of them now have degrees of their own; and who actually enjoys his work?

Dedicated!

On Guard!

THE recently implemented procedures for processing individuals for NGB flight status have been highly successful. For the most part the backlog has been eliminated and we've been able to award flight status within seven days after receipt of the board proceedings.

Flight status orders for ARNG personnel attending initial entry school are now being issued *prior* to graduation. Those that have agonized through the two to three month wait in the past can well appreciate what a morale booster the faster flight status procedures have become.

Third quarter gains

Third quarter gains in aviators amounted to an increase of 170, bringing us to another all-time high of 2,557 aviators on flight status. The ARNG is well ahead of its programmed aviator strength for this fiscal year. Full authorized strength should be reached during FY72 at the present pace of aviator gains. >

Some of this success can be attributed to the personal touch added by *MG Francis S. Greenleaf*, Director, ARNG. To date *General Greenleaf* has personally signed over 1,200 letters to recently released warrant officer aviators encouraging continued association with Army Aviation through joining the ARNG. As an example of this success the Adjutants General of both Maine and Michigan attribute this program to the

recruiting of a total of twenty former aviators.

More on Flight Excusal

A NGB message to the field last month exempted all aviators who hold a flight examiner MOS from any of the limitations on flight participation that might be imposed by the Flight Excusal Program. In order to make maximum use of these highly trained individuals they are (pardon the pun) excused from the excusal program. This change will also be incorporated in NGR 95-3.

In a similar vein NGB announced a policy for aviators attending service schools of 90 days or more duration. In effect, these individuals will have no requirement to fly for pay while in school and semi-annual and annual flight minimums will be adjusted proportionately.

A look back!

Since this is my last opportunity to be the author of "On Guard!" perhaps a brief review might be in order. Just three short years ago one of the priority tasks in the Aviation Branch was to lay out in detail before the Department of Army Staff the deep concern over the continuing deterioration of the ARNG aviation program. The situation was one of declining aviation strengths, and a continuing loss of the few late model aircraft on hand to the Active Army units.

On 1 September 1968, 775 aircraft were assigned to the ARNG, but only 14 were models authorized by TOE. Not only were aviator strengths declining to 48% of authorized level but well over half of those on board were over 35. *General Bruce Palmer* called it, "A discouraging picture."

Contrast this with the present average net gain of 55 young, combat veteran aviators every month; and an inventory of 1,055 aircraft that includes OV-1s, UH-1Ds, CH-47s, CH-54s and CH-34s. Coupled with this is a relatively firm forecast of deliveries

NGB Speeds Flight Orders

By Lieutenant Colonel
DONALD G. ANDREWS
National Guard Bureau

that shows full training requirements of standard A & B aircraft on hand by the end of FY 73.

Our problems in the dark years of 1965 through 1968 were ones of survival. The problems in 1971 and beyond are those of proving that if it's supported at the same flying hour rate the ARNG system can produce aviation units of equal readiness as the active Army. These are the type of problems we like and the challenge is clear. I have no doubt that the Army Na-

tional Guard will succeed in maintaining, for the active Army, the airmobility required for any future contingency.

I've thoroughly enjoyed my three-year association with the ARNG aviation program, and my being able to report on ARNG Aviation for the past year through this publication. As I depart, LTC Charles R. Jones will move up to the Branch Chief's position and MAJ Samuel Kaiser will join the branch in July after completion of Command & General Staff College.

The Light Side

Shortly after sunset on a solo flight over the Appalachian Mountains an Army Aviator friend found himself in trouble when his engine began to run erratically. He turned the U-6A towards the nearest airfield at Charleston, West Virginia, and nursed the sick engine along for about five minutes. Continually losing altitude with an increasing roughness in his engine, he recognized his peril and the total futility of attempting a forced landing in the mountains at night with a dead engine.

Anxious but as calm as he could be under the circumstances, the lonely aviator elected to "Go by the book," and tightened his parachute, and prepared for bailout. Charleston approach control

promptly acknowledged his imminent bailout with a request that he advise them of his exact bailout position.

At the same time, an airliner was approaching Charleston and had overheard his radio transmissions with the ground controller. Since the airliner's course would bring it in proximity to the crippled 'Beaver,' the controller asked the airline pilot to be alert for a parachute in the sky to confirm that the aviator had exited safely and to help fix his position.

Graciously reply

The Captain of the large four-engine craft graciously replied, "I'd be obliged to look for him, but for the life of me, I can't understand why any pilot in his right mind would jump out of a perfectly good airplane when he had only lost an engine."

This quizzical exchange was abruptly interrupted by a third transmission in a nervous, but highly miffed tone — obviously from the distressed Army Aviator about to jump from his disabled aircraft, "You would if you had only one engine to begin with!"

“... and then
the airline
Captain said”

By Lieutenant Colonel
CARL H. McNAIR, JR.
U.S. Army War College

Have an interesting Army Aviation anecdote to pass along? A humorous or hairy flight experience? Get it down on paper in 400 words or less and send it in to ARMY AVIATION . . . Share your experiences!



LTC Herschel E. Reynolds, Ret., right, seems surprised and happy as LTG Harry W. O. Kinnard, AAAAA National President, awards him an "AAAA Certificate of Appreciation." Now assigned to AVSCOM in St. Louis, Reynolds had just completed a two-year term as president of Lathrop, California's Sharpe Army Depot Chapter, and his former members said, "Thank you," by courier.

Left: BG John P. Traylor, Deputy CG/Chief of Staff at AVSCOM, St. Louis, Mo., who'll retire June 30 to become Director of Central Services for the City of Jacksonville. Right: LTC James R. Sulpizi, Facility Commander, ARNG Aviation Support Facility, Wilmington Airport, New Castle, Del., and State Aviation Officer, Del-ARNG. See story on Army Aviation in the Del-ARNG on pg. 37.

COL Henry H. Bolz, Jr., has his new stars pinned on following his promotion to Brigadier General. MG John L. Klingenhagen, then CG of AVSCOM, and Mrs. Bolz did the honors in the June 1 ceremony held at the Federal Mart Building in St. Louis. The project manager for helicopter armament systems in '61-'62 at AVSCOM, BG Bolz is now serving as AAFSS Project Manager. (USA photo)



COL Delbert L. Bristol, Dep/RED, AVSCOM, and 29-year veteran of Army Aviation, chats with an old friend, Joe McDonald, at the impromptu party given for him and for COL J. Elmore Swenson at Ft. Myer, Va. on May 20. LTG "Bob" Williams corraled more than a hundred long-time friends of both "Del" and "Swens" for their pre-retirement stag party.

May-June Photo Stories



Distinguished graduates of the five flight classes graduating at USA-VN/C/S on June 15 were, l-r, WO1 Wayne C. Henderson, WOR-WAC; 2LT Channing Morse, ORWAC (USAF); WO1 Richard A. Wire, WOFWAC; CPT Robert A. Hinds, ORWAC; and CPT Eric D. Lunde, OFWAC. The five honor students were each awarded engraved sterling silver wings by the local AAAAA Chapter.



MG Allen M. Burdett, Jr., left, CG of Fort Rucker, visits with Dawn Wiggins of Brewton, Ala., and Richard Bowers of Moulton, Ala., following their receipt of AAAAA Science Fair Medallions from COL Sidney W. Achee, DOI and President of the Army Aviation Center Chapter of AAAAA. Their entries in Alabama's regional science fairs were winners of the aviation-relation category.



COL Eugene B. Conrad, Director of the U.S. Army Board for Aviation Accident Research at Ft. Rucker, Ala., is shown speaking at the 29th Army Aviation birthday celebration, Saturday, June 5, after being nominated by the Army Aviation Center Chapter for the "James H. McClellan Aviation Safety Award." The Chapter nominates its local award winners for all AAAAA National Awards.



CPT Larry M. Robinson, right, Distinguished Graduate of Aviation Maintenance Officer Course (AMOC) 17-71 at the USA Transportation School at Ft. Eustis receives an "AAAA Certificate of Achievement" and his diploma from LTC Charles Grimm, guest speaker, as SFC James Rickard, center, looks on. The award is presented through AAAAA's David E. Condon Chapter. (USA photo)

AAAA Activities

AAAA Regional & Chapter Meetings

- **Fort Hood Chapter.** Professional luncheon meeting. MG James C. Smith, CG, 1st Cavalry Division (Airmobile), guest speaker, Fort Hood NCO Club. 11:30 a.m., Tuesday, July 6.
- **Connecticut Chapter.** AAAA Annual "Summer Skirmish." Barbecue, beer bash, and pool party for members and wives. Residence of Dotty and Art Kesten, Westport, Conn. 2 p.m. to midnight. Saturday, July 17.
- **Southern California Chapter.** Professional dinner meeting for members and wives. LTG Harry W. O. Kinnard, USA (Ret.), AAAA National President, guest speaker., "Current Aims and Purposes of the AAAA." Lobster House, 4211 Admiralty Way, Marina Del Ray. Refreshments, 6:30 p.m.; dinner, 7:30 p.m. Tuesday, July 20.
- **David E. Condon Chapter.** Professional luncheon meeting. Guest speaker to be announced. Fort Eustis Officers' Open Mess. 1130-1300 hours. Wednesday, July 21.
- **AAAA Awards Committee.** Business meetings, Sheraton-Park Hotel, Washington, D.C. First session, "Army Aviation Hall of Fame," 1:30-5 p.m., Friday, August 6. Second session, AAAA National Awards for 1970-1971, 9 a.m.-4 p.m., Saturday, August 7.
- **AAAA Nominations Committee.** Business meeting. Sheraton-Park Hotel, Washington, D.C., 7:30-9:30 p.m., Friday, August 6.

Attend the big one!

AAAA's 15th Year Convention

October 13-15
Sheraton-Park Hotel,
Washington, D.C.



LTC Charles E. Leeds, Ret. (left), president of AAAA's Fort Bragg Chapter, presents a "Certificate of AAAA Honorary Membership" and an honorary Chapter President appointment to LTG John H. Hay, Commanding General of XVIII Airborne Corps and Fort Bragg at June 16 ceremonies. (USA photo)

- **Washington, D.C. Chapter.** "Shipwreck III." Annual Potomac River Cruise for members and guests. Departing from Wilson Line Pier. Saturday evening, August 7.
- **David E. Condon Chapter.** Annual "AAAA Picnic" for members and families. Warwick Pier Area. Saturday, August 28.



Fort Ord's Monterey Bay Chapter turned out 172 members and guests for its June 4 dinner meeting celebrating the 29th Birthday of Army Aviation. Shown cutting the candied calories are, l-r, COL Ejner J. Fulsang, Deputy Chief of Staff; Mrs. Harold G. Moore, wife of the command general; and MAJ Thomas E. Coates, local AAAA Chapter President.

1971 AAAA Scholarship Foundation Winners



PATRICIA J. EBEL



DENISE L. JANSSEN



KATHRYN A. KLIM



MARCY E. MENCHER



STEVEN A. PATE



DEIDRE A. HUNTER



KATHRYN A. TOEPEL



MARK G. OKARSKI

\$500.00 AAAA SCHOLARSHIP FOUNDATION AWARDS

Miss Patricia J. Ebel, Enterprise High School, Enterprise, Alabama, daughter of CPT (deceased) and Mrs. William Ebel, (Enterprise, Ala.) Career Goal: Nursing.

Miss Denise L. Janssen, Butler High School, Augusta, Georgia, daughter of LTC and Mrs. Arlo D. Janssen, (Augusta, Ga.) Career Goal: Research.

Miss Kathryn A. Klim, Lakewood Senior High School, St. Petersburg, Fla., daughter of LTC and Mrs. William Klim, Jr. (Ret.) (St. Petersburg, Fla.) Career Goal: Secondary Education.

Miss Marcy E. Mencher, Shore Regional High School, W. Long Branch, N.J., daughter of Mr. and Mrs. Herman Mencher, (ECOM, Ft. Monmouth, N.J.) Career Goal: Computer Scientist.

Mr. Steven A. Pate, Enterprise High School, Enterprise, Alabama, son of LTC and Mrs. Robert I. Pate, (Enterprise, Ala.) Career Goal: Teacher or Army Officer.

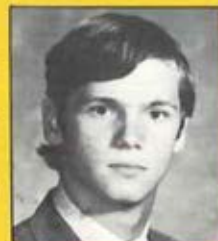
\$150.00-\$250.00 AAAA MEMORIAL SCHOLARSHIP AWARDS

James P. Ervin Memorial Scholarship (\$250.00) to Miss Deidre Hunter, daughter of LTC and Mrs. Robert L. Hunter, (Fort Hood, Tex.) Career Goal: Astronomer.

Charles R. Rawlings Memorial Scholarship (\$250.00) to Miss Kathy Toepel, daughter of LTC and Mrs. Adalbert E. Toepel, Jr., (Walla Walla, Wash.) Career Goal: Mathematician or Teacher.

M. Jake Fortner Memorial Scholarship (\$250.00) to Mr. Mark G. Okarski, Pembroke High School, Hampton, Va., son of LTC and Mrs. Gerald M. Okarski, (Fort Monroe, Va.) Career Goal: Chemical Engineer.

"Cub Club" Memorial Scholarship (\$150.00) to Mr. Donald W. Fulton, Enterprise High School, Enterprise, Ala., son of LTC and Mrs. Fred F. Fulton, (Enterprise, Ala.) Career Goal: Medicine.



DONALD W. FULTON



LONNA N. SHAFFER

Joel R. Graft Memorial Scholarship (\$150.00) to Mr. Hu B. Rhodes, Jr., MacArthur High School, San Antonio, Tex., son of CW3 (deceased) and Mrs. Hu B. Rhodes (San Antonio, Tex.) Career Goal: Law or Engineering.

Frank C. Newman Memorial Scholarship (\$150.00) to Mr. Robert A. Hughes, son of LTC and Mrs. Norman J. Hughes, (Leavenworth, Kan.) Career Goal: Undecided.

Eldon B. Oakley Memorial Scholarship (\$150.00) to Mr. Joseph M. Moro, St. Louis High School, St. Louis, Mo., son of Mr. and Mrs. Joseph A. Moro, (AVSCOM, St. Louis, Mo.) Career Goal: Law.

John R. Quam Memorial Scholarship (\$150.00) to Miss Barbara A. Uberti, Cardinal O'Hara High School, Springfield, Pa., daughter of Mr. and Mrs. Bruno J. Uberti, (Boeing-Vertol Div, Philadelphia, Pa.) Career Goal: Law.

Barry W. Godfrey Memorial Scholarship (\$150.00) to Mr. Douglas J. Campbell, Hampton High School, Hampton, Va., son of LTC and Mrs. James E. Campbell, Jr., (Hampton, Va.) Career Goal: Electrical Engineering.

1971 AAAA Scholarship Foundation Winners



HU B. RHODES



ROBERT A. HUGHES



JOSEPH M. MORO



BARBARA A. UBERTI



DOUGLAS CAMPBELL



STEVEN R. CONNER



JEANNIE A. JARVIS

\$100.00 AAAA SCHOLARSHIP FOUNDATION HONORARIUMS

Mr. Steven R. Conner, Roeliff Jansen High School, Hillsdale, N.Y., son of MAJ (deceased) and Mrs. Richard F. Conner, (Craryville, N.Y.) Career Goal: Pilot.

Miss Jeannie A. Jarvis, Carroll High School, Ozark, Alabama, daughter of LTC and Mrs. James W. Jarvis, Jr., (Fort Rucker, Ala.) Career Goal: Scientific writing.

Miss Loona N. Shaffer, Bullard High School, Bullard, Tex., daughter of LTC (deceased) and Mrs. Lewis N. Shaffer, (Ret.), (Bullard, Tex.) Career Goal: Nursing.

Miss Marilyn K. Oswalt, Eastern Hills High School, Fort Worth, Texas, daughter of COL and Mrs. John W. Oswalt, Ret. (Fort Worth, Tex.) Career Goal: Undecided.

NATIONAL EXECUTIVE BOARD ACTIONS

During its June 4-5 business meeting at Fort Rucker, Ala., the members of AAAA's National Executive Board took the following actions:

Chartering of the "Checkpoint Charlie" Chapter in Berlin; review of the professional programming proposed by BG William J. Maddox, Jr., 1971 Programming Committee chairman for the '71 AAAA Annual Meeting, and the general subjects to be discussed at the 1971 Advanced Planning Briefing for Industry (APBI) to be held in conjunction with the AAAA Annual Meeting, as proposed by Wayne R. Smith, VP, National Functions.

Procurement of "Certificates of Achievement" by AA Center Chapter for award to top graduates of enlisted maintenance and air traffic control courses at USAAVNS; purchase-issuance of "Past Chapter President" lapel insignia; purchase-issuance of a "15 Year Member" lapel insignia; consideration of a "Flight Surgeon of the Year Award" and AAAA sponsorship of a "Reserve Components Army Aviator of the Year Award."

Additionally, the Board redefined the AAAA National Awards period as the preceding (April through March) 12-month time frame, but that the Awards Committee should not necessarily limit nominations covering an earlier and longer period, discussed the annual fiscal report for the period ending March 31, 1971 (See box at bottom); authorized coordination of briefings of aviation primary students at USAPFIS/USAAVNS under the "Membership Incentive Plan" by MG A. M. Burdett, Jr., urged Directorate to amplify new flight pay computation plan based on experience in Director's column of magazine; directed the President to contact AUSA on reinstating its resolution on the equalization of flight pay.

The Board also approved the cancellation of the July-August, 1971 "Directory Issue" for lack of sufficient advertising support, and deferred further discussion of the subject until the Annual Meeting at which time the membership in attendance would be polled on the utility of such an issue; authorized continuation of "Flight Lounge" complimentary copies to the aviation units in USARV/Korea, and deferred a decision on the ARNG-USAR "Flight Lounge" provision until the Oct. meeting; referred the subject of an "Army Aviation Hall of Fame" to the National Awards Committee, as suggested by COL T. A. Crazier, LTC William Howell, Ret., and a representative of USAAVNS, with the committee decision to be made at its August 7 meeting; and heard the proposal of AVSCOM to have the 1972 AAAA Annual Meeting held in St. Louis, Mo., during Sept. 10-14, 1972, in conjunction with a 2½ day APBI.

AAAA CERTIFICATES OF SCHOLARSHIP ACHIEVEMENT

Miss Margaret L. Barfoot, Prince George High School, Prince George, Va., daughter of COL and Mrs. Van T. Barfoot, (Petersburg, Va.) Career Goal: Elementary Education.

Miss Vicky D. Dye, Mannheim American High School, Mannheim, Germany, daughter of CW4 and Mrs. Charles J. Dye, (Avn Sect, 7th Sig Bde, APO New York 09028) Career Goal: Medical Technology.

Mr. Richard L. Hutchens, Savannah Christian School, Savannah, Ga., son of LTC and Mrs. Douglas L. Hutchens, (Savannah, Ga.) Career Goal: Ministry.

Miss Shannon E. Jones, Baker High School, Columbus, Ga., daughter of LTC and Mrs. John L. Jones, Jr., (Fort Benning, Ga.) Career Goal: Airlines.

Miss Patricia A. Leary, West Springfield High School, Springfield, Va., daughter of LTC and Mrs. Arthur J. Leary, Jr., (Springfield, Va.) Career Goal: Nursing.

Mr. Patrick J. O'Connor, Whitewater High School, Whitewater, Wisconsin, son of MAJ and Mrs. Henry J. O'Connor, (Whitewater, Wisc.) Career Goal: Work for Airlines.

Obituaries

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

DUGAN, John F., CPT; USAR; Co B, 101st Abn Div (Ambl) Vietnam; died March 20, 1971 in Laos due to hostile action. He is survived by his parents, Mr. and Mrs. Joseph F. Dugan of 234 Walnut Street, Roselle, New Jersey 07203.

SONDERMAN, Thomas L., CW2; USAR: Avn; 358th Avn Det, 525th MI Gp, Vietnam; died April 8, 1971 in Vietnam due to an aircraft accident. He is survived by his parents, Mr. and Mrs. Thomas B. Sonderman of 770 Woodlawn Boulevard, Derby, Kansas 67037.

The publication has also received notification of the following deaths:

AFFLERBACH, Mark, CPT, March 7, 1971.

ARMSTRONG, Joseph L., SP4, April 7, 1971.

BAGGETT, Wayne C., SP4, April 11, 1971.

BAILEY, Rae A., SGT, October 18, 1970.

BAUER, Curtis D., SGT, March 24, 1971.

BERG, George P., CW2, February 18, 1971.

BOFFMAN, Alan B., 1LT, March 18, 1971.

BRANDT, Keith A., CPT, March 18, 1971.

BREGLER, John R., WO1, October 17, 1970.

BRUMMER, Michael L., SP5, April 23, 1971.

BULLIS, Krag C., Sr., SSG, April 4, 1971.

CHUBB, John J., PFC, March 20, 1971.

COLLUM, William E., CPT, April 23, 1971.

COWLES, Barry L., SP5, April 28, 1971.

CRANDALL, Gregory S., WO1, February 18, 1971.

CREAR, Willis C., SP4, February 15, 1971.

CRONE, Donald E., SP4, February 15, 1971.

DEATHERAGE, Dennis R., SP4, April 8, 1971.

DEMPESEY, Walter E., Jr., SP4, Feb. 18, 1971.

DILLENDER, William E., SGT, March 20, 1971.

EDWARDS, Charles H., Jr., CPT, March 29, 1971.

ENGEN, Robert J., SP4, February 18, 1971.

FANNING, Martin V., CPT, April 24, 1971.

FIVELSON, Barry F., WO1, Feb. 15, 1971.

FOSTER, Raymond G., PV1, April 19, 1971.

GROF, Robert L., MAJ, April 10, 1971.

HART, Benny E., SP4, April 4, 1971.

HASSELMAN, William G., CW2, April 29, 1971.

HASTINGS, William L., MAJ Feb. 24, 1971.

HEALY, Robert M., WO1, April 21, 1971.

HELMS, Jerry D., SGT, April 30, 1971.

HIGHSMITH, James A., SP4, April 1, 1971.

JEFFRIES, Gabriel A., Jr., WO1, April 24, 1971.

JOHNSON, Gary L., SP4, February 18, 1971.

JOHNSON, Robert V., SSG, April 3, 1971.

KINSMAN, Allen E., SP4, March 30, 1971.

KNIGHT, Terry V., WO1, April 4, 1971.

LaPLANTE, Noel C., 1LT, April 4, 1971.

LEONARD, Marvin M., CW2, Feb. 15, 1971.

LEWELLEN, Walter E., SGT, Feb. 18, 1971.

LOW, James B., WO1, April 3, 1971.

MALONE, William W., SP4, Feb. 20, 1971.

CHARLES E. LUDWIG

The family and friends of Charles E. Ludwig 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 charter member of AAAA and a widely-respected AVSCOM logistician, Ludwig, 51, died March 20 at the Lititz, Pa. home of his mother-in-law. A native of Lititz, he lived at 4320 Oakridge Boulevard, St. Louis, Mo. Burial was in Lititz. Survivors include his wife, the former Esther Zartman; two daughters, Mrs. Charlene Cavannaugh of Columbia, Mo., and Cindy Ludwig, of St. Louis; his parents, Clarence K. and Emma Ludwig of Lititz, and a brother, George E. Ludwig of Lititz.

McLEOD, Arthur E., CW2, Feb. 12, 1971.

MEADE, James R., CW2, April 2, 1971.

MINER, James A., CW2, February 23, 1971.

NOLEN, Paul M., SP5, April 14, 1971.

ORR, Patrick O., SSG, April 29, 1971.

PAUL, James L., WO1, February 5, 1971.

PERSINGER, Robert M., WO1, April 22, 1971.

PETTIT, Hugh M., WO1, April 10, 1971.

PIETRZAK, Joseph R., SGT, Feb. 10, 1971.

PORT, Hyrum B., CW2, March 7, 1971.

POWERS, John L., SP4, February 15, 1971.

RATLIFF, Thomas H., SP5, March 30, 1971.

REYNOLDS, Harvey M., SP4, April 4, 1971.

RHASH, Barry A., WO1, March 29, 1971.

ROBERTS, Alton R., SP5, April 13, 1971.

ROBERTSON, Mark J., WO1, Feb. 10, 1971.

ROYAL, William E., CW2, March 20, 1971.

SANBOWER, Ronald L., SP4, April 14, 1971.

SHERECK, James J., CPT, March 4, 1971.

STEPPEE, Larry E., SGT, April 4, 1971.

STEWART, Paul C., CW2, February 8, 1971.

SWANSON, Jon E., CPT, February 26, 1971.

TAYLOR, James H., 2LT, February 15, 1971.

UHL, Robert D., WO1, March 1, 1971.

VOMACKA, Donald R., CW2, April 26, 1971.

WEYMOUTH, Don L., April 8, 1971.

WILKINS, Allan F., SP4, April 8, 1971.

WILKINSON, Clyde D., CPT, Feb. 12, 1971.

WILLIAMS, Frederick R., SP5, April 28, 1971.

WILSON, Billie J., CW2, April 7, 1971.

WISEMAN, Bain W., Jr., WO1, December 23, 1970.

WODARCZYK, Matt J., CW2, April 8, 1971.

WOODARD, Johnie K., SP5, April 25, 1971.

WOODS, Gerald E., WO1, Feb. 18, 1971.

**If, young man,
you'll never
rip a cartilage,
flip on a ski slope,
fall off a ladder,
total a car,
scratch a cornea,
lobber an aircraft,
develop a hernia,
or, don't laugh,
be grounded for
diabetes,
hearing loss,
peptic ulcer,
moderate hypertension,
vertigo, hepatitis, or
visual deterioration,
then flight pay insurance*
is not for you!**

**LADD AGENCY, INC.
1 Crestwood Road, Westport, Conn.**

*AAA-endorsed

This page lists actual "under 30" claims.

Takeoffs

PCS — GENERALS

CAMP, T.J., Jr., BG
3505 Springland Lane NW
Washington DC 20008
FEYERISEN, Paul A., MG
424 Navesink River Road
Red Bank NJ 07701
IRBY, Richard L., MG
412 VMI Parade
Lexington VA 24450
MOORE, Harold G., MG
327 Fitch Avenue
Pres. Monterey CA 93940

COLONELS

BALMER, Jeomond D., Jr.
3 Azalea Circle
Savannah GA 31405
BARFOOT, Van T.
4249 Shirley Road
Richmond VA 23225
CHANDLER, William W.
611 Gorgas Road
APO San Francisco 96557
LEHMAN, Raymond G., Jr.
Quarters 319
Pres. Monterey CA 93940
McDOWELL, William R.
Quarters 18, Fort Kam
APO San Francisco 96553
OTTO, Wayne R.
214 Yellow Leaf Drive
Enterprise AL 36330
REITAN, Robert V.
2035 Catherine Drive
Bismarck ND 58501
WAGNER, Paul R.
14735 Marcella Lane
Brookfield WI 53005
WILDER, Stuart F.
11 Wynn Place
Ft Stewart GA 31313

LT COLONELS

ANDERSON, Julian A.
P.O. Box 715
Ft Rucker AL 36360
AUTH, Richard W.
Box 415
Aberdeen MD 21001
BALLARD, Lowell L., Jr.
3224 Carey Road, Apt C
Kinston NC 28501
BANKIT, Paul
5167 Wardoliff
East Lansing MI 48823
BAUERBAND, Edw.H., Jr.
Hqs. 42d Trans Bn (MT)
Ft Meade MD 20755
BAUGHMAN, Larry J.
Box 21, Stu Det., USAWC
Carlisle Brks PA 17013
BRANSFORD, Thomas
2516 Osage Trail
Fern Park FL 32730

PCS — LTCS

BRONSON, Russell A.
1132 Leyte Ave., AFSC
Norfolk VA 23511
BURNETT, Clark A.
Box 34, Stu Det., USAWC
Carlisle Brks PA 17013
CAMPBELL, James E., Jr.
2769 McManus Place
Ft Eustis VA 23604
CHRISTIAN, Cecil G., Jr.
9393 Diamondback Drive
Columbia MD 21043
COLLINS, Benjamin L., Sr.
1377 Glacier Drive
San Jose CA 95118
COMER, John F.
4515 Som Center Road
Chagrin Falls OH 44022
CONNELL, Walter J.
149 Traynor Avenue
Savannah GA 31405
CONSELMAN, Charles B.
Dunham Army Hospital
Carlisle Brks PA 17013
CROOK, George R.
5304-K Eastbury Avenue
Baltimore MD 21206
CROUCH, William E., Jr.
720 Yorkshire Drive
Carlisle PA 17013
CULBERTSON, Robt. G.
103 Buena Vista
Ozark AL 36360
DAVIS, Clarence A., Jr.
149 Hillia Vista Drive
San Antonio TX 78216
DAVIS, Warren C.
410 North Harbor Drive
Atlanta NW GA 30328
DEAN, John W.
97th General Hosp., Bx 21
APO New York 09757
DERRICK, George E.
8917 Victoria Road
Springfield VA 22151
DOUCETTE, Roger A.
Army Trans, Ft Buckner
APO San Francisco 96248
FEENER, Arnold D.
3357 Sutton Loop
Fremont CA 94536
GARNER, Isaac R., Jr.
534 Kline Rd., Schofield
APO San Francisco 96557
GILLIS, Harrell N.
USAASSC
APO New York 09028
HARRINGTON, Regis A.
12917 Windbrook Drive
Clinton MD 20735
HARRIS, Robert E.
27 St. Lo Drive
Ft Carson CO 80913
HESTER, Joe C.
1527 Lowell Avenue
Claremont CA 91711

PCS — LTCS

HOEY, Edison V.
122 Anglebury Hill
San Antonio TX 78209
HUGHES, Norman J.
1322 Vilas Street
Leavenworth KS 66048
HULL, Michael H.
USASG, Canadian Fracs Gp
Ottawa, Ont., Canada
HUMMEL, Richard H.
G-2 Hqs USARSO
Ft Amador, Canal Zone
HUNTER, Robert L.
Hq. 19th Aviation Bn
APO Seattle 98731
INGRAM, Duane C.
4817 Floyd Court
Columbus GA 31907
JACOB, John S.
6639 Rose Street
Ft Hood TX 76544
JOINER, Jack D.
2650 Bentley Rd., Apt 4A
Marietta GA 30060
KINCAID, Jack D.
340th AAD
APO San Francisco 96289
KING, Edward J., Jr.
Army Gran., WOWRAAA
Aberdeen PG MD 21005
LANDRY, Robert L.
7 Oak Street
Hinesville GA 31313
LEGENER, Richard G.
Hq. 11th Cmbt Avn Bn
APO San Francisco 96289
LEWIS, Donald J.
7297 Ferguson Rd., #1161
Dallas TX 75228
MACHEN, Robert B.
3021 South Hill Street
Arlington VA 22202
MANOLAS, Theodore J.
Army Sect., JUSMAAG
APO New York 09253
MATEER, Charles A.
USAMEDCOMEUR
APO New York 09403
MATTHEWS, Ralph A.
Adv Team 37, 44 Inf Regt
APO San Francisco 96221
McDONALD, Malcolm G.
Route 2, Box 149-U
Pullman WA 99163
McLAUGHLIN, Leonard F.
Dir Logs, POD, USARY 15
APO San Francisco 96331
MIERSWA, Myles H., Sr.
APG, NTDC
Orlando FL 32813
MILLS, Robert W.
6295 Fernleigh Blvd
W. Springfield VA 22152
MORGAN, Glenn E.
4501 West Maryland Ave.
Glendale AR 85301

PCS — LTCS

MORRILL, George H.
123 Brackenridge Rd., 130
San Antonio TX 78209
NOEDING, John P.
1801 S.E., 24th Avenue
Mineral Wells TX 76067
O'LEARY, Arthur J.
2410 University Drive
Lawrence KS 66044
OWEN, Roy W.
P.O. Box 9075
Honolulu HI 96820
PAINTON, Harry D.
471 Gaillard Road
Ft Belvoir VA 22060
PATNODE, Clarence A., Jr.
Rural Delivery 6
Carlisle PA 17013
PATTERSON, George E.
1825 Remington Road
Chamblee GA 30341
PATTERSON, James H.
4 Sqds, 9 Cav, 1 Cav Div
Ft Hood TX 76544
PEACHEY, William N.
5 Hardwick Place
Rockville MD 20850
POLCENE, Elliott W., Jr.
3721 North 112th Avenue
Omaha NE 68164
PRIMS, Nick J.
Project MASSTER
Ft Hood TX 76544
SCOTT, Robert W.
1400 Lowther Road
Camp Hill PA 17011
SEVIGNY, Roland
Spanish Villa, Apt 152
Savannah GA 31406
SHORT, Frisco W.
Adv Team 80, DMAC
APO San Francisco 96363
SMITH, Carroll W.
P.O. Box 8058
Biggs AAF TX 79908
STONE, Lawrence J.
HHC, 1 Corps, G-3 Avn
APO San Francisco 96358
STOVERINK, Robert L.
4804 Bristow Drive
Annandale VA 22003
STRUM, Ernest C.
Office of Engr., 7th Army
APO New York 09403
SULLIVAN, Jerome J.
180 Trans Bn, Motor Trans
Ft Hood TX 76544
TEDLOCK, Billy L.
60 Diamond Avenue
Ft Rucker AL 36360
THOMAS, Richard W., Jr.
Hq. MECOM
St Louis MO 63120
THROWER, Richard N.
7104 Catalonia Avenue
Jacksonville FL 32217

PCS — LTCS

TOEPEL, Adalbert E., Jr.
7607 Boulder Street
Springfield VA 22151

TREECE, Frank L.
Hq, MASTTER, Box 7037
Ft Hood TX 76544

URBACH, Walter, Jr.
6 US Army DCSOPS, Trng
Pres San Fran CA 94129

WARD, John E.
17632 Prince Edward Dr.
Olney MD 20832

WATSON, Norman T.
Bx 11, AAT-MAAG, China
APO San Francisco 96263

WEBBER, Herbert M.
8221 Orville Street
Alexandria VA 22309

WEST, Pleasant H.
518 McAndrew Rd., Schfld.
APO San Francisco 96557

WHARTON, Walter N.
USAAVNC
Ft Rucker AL 36360

WOMACK, Kenneth S.
Doctrine Directorate CDC
Ft Belvoir VA 22060

YOUNG, Ray A.
1713 Comanche Drive
Harker Hts TX 76541

MAJORS

ADCOCK, Jerry W.
25 Colby Drive
Little Rock AR 72206

ALLEN, Teddy G.
330 Dreamland Street
Jesup GA 31545

ALTENBURG, Fred G.
2220 Schroeder Way
Sparks NV 89431

BAEB, David E.
5605 Cornish Way
Alexandria VA 22310

BALBERDE, Alexander
5415 Gov. Yearly Drive
Fairfax VA 22030

BEAL, Wesley A.
Hq, 165th Avn Gp (Cmbt)
APO San Francisco 96384

BLANCHARD, J.H., Jr.
240 Brittany Court
Burlington Twp NJ 08016

BOLES, John L.
11 Boyce Place
Ft Rucker AL 36360

BURROW, George D.
1133 Meadow Drive
Killeen TX 76541

CANFIELD, James D.
717 South Ivy Street
Arlington VA 22204

CAPPS, E.S.
1520 Atchison Street
Atchison KS 66002

CATRON, George R.
1050 Madrid Court
Seaside CA 93955

PCS — MAJORS

CHAPLIN, Robert D., III
6929 Gatty Drive
Edwards CA 93523

CHAPMAN, Jimmy R.
Star Route 1, Box 51
Woodville TX 75979

COLLAR, William D., Jr.
Bx 130, Rt.2, Fairfield Dr.
Grafton VA 23490

COULTER, Richard V.
Hq, USAAVNS
Ft Rucker AL 36360

COX, James R.
3148 West Swain Road
Stockton CA 95207

CRAWFORD, George S.
Dpt 5, USASA Trng Ctr Sch
Ft Devens MA 01433

CROWL, Ronald C.
1516 Ala Aolani Street
Honolulu HI 96819

CULBERTSON, Hugh T.
2277 Longview Drive
Woodbridge VA 22191

CUNNINGHAM, Donald E.
CMR 2, Box 5541
Ft Rucker AL 36360

DAVIS, Marion L.
9309 Westview Drive
Tacoma WA 98498

DAVIS, Wayne B.
5153 Joel Court
Doraville GA 30340

DERYCK, John L.
Hq, 4th Bn (M), 54th Inf
Ft Knox KY 40121

ELTON, Robert G.
UASSB
APO New York 09025

EMERY, Ronald H.
4209 Stanby Court
Alexandria VA 22312

ESHAUGH, Kenneth Lee
25 Cardigan Drive
Ferguson MO 63135

FICKLE, Thomas H.
Cherokee Manor, Route 8
Douglasville GA 30134

FITCH, Kenneth L.
4210 Keanu Street, Apt 3
Honolulu HI 96816

FLOHE, Donald L.
116 Northwood Drive
Ozark AL 36360

FOOTE, Brian G.
112 Third Infantry Road
Ft Leavenworth KS 66027

FRESE, Jon A.
940 Woodland Drive
Port Washington WI 53074

FULLER, Christopher L.
USABAA
Ft Rucker AL 36360

GRIFFITH, Warren E., II
HHT, 7/17th Cavalry
APO San Francisco 96226

GROOVER, William M.
1205 Lorie Circle
Brandon FL 33511

PCS — MAJORS

HARDEMAN, Billy J.
R.F.D. 4
Clinton NC 28328

HIGHSMITH, Roy A., Jr.
1365 Coral Place
Hampton VA 23369

HODGKINS, Richard C.
11033 Thousand Oaks Dr.
Florissant MO 63033

HOLCOMB, Cornelius C.
7216 Sampa Place
Springfield VA 22153

HOLT, Norman H., Jr.
Hq, 1st US Army, DCSOT
Ft Meade MD 20755

JACKSON, Thomas C.
2200 Coffeewood Court
Wheaton MD 20906

JOHNSON, Darel S.
6812 Dean Drive
McLean VA 22101

JUGEL, William A., Jr.
UASSB
APO New York 09025

KEATING, David W.
MOQ 21-1, NAS
Corpus Christi TX 78419

KEMPSTER, John E.
917 Westwood Avenue
Ferguson MO 63135

KENNEDY, Dennis R.
AUG, 14th Avn Co (ATC)
APO New York 09102

KIRKGAARD, Martin L.
Hq, USATC
Ft Lewis WA 98433

KNIGHT, Robert C.
HHT, 2/3d Armd Cav Regt
APO New York 09139

KNOFS, Norman
1120 Delmar Dr., Apt 5-E
Papillon NB 68046

LANZOTTI, Robert E.
1043 Beau Brummell Dr.
Dundee IL 60118

MACK, Oscar C.
Alcorn AM Col. Mil Scnce
Lorman MS 39096

MARCOZZI, James P.
403 Pennsylvania Avenue
New Castle DE 19720

McGEE, Albert P.
206th Avn Co (AHS)
APO New York 09827

McKENZIE, Robert C.
4382 Okemos Rd., #201-G
Okemos MI 48864

McMILLIN, Richard D.
6 Park Rose Court
Ballwin MO 63011

MEISSNER, Keith E.
15 Woodland Forest
Tuscaloosa AL 35401

MITTAG, Carl F.
48th Aslt Helicopter Co
APO San Francisco 96349

MOORE, Walter B.
OPO Inf
Washington DC 20315

PCS — MAJORS

MORTON, James O.
6611-B Denver
Lawton OK 73501

MOUW, James W.
917 Elder Road
Newport News VA 23692

NEWSOME, Amos M., Jr.
HHC, 2d Avn Bn
APO San Francisco 96224

NEWSOME, Joseph D.
111 Tillman Street
Glennville GA 30427

NIBERT, Lewis R.
204 Maple Street
Enterprise AL 36330

NICHOLIS, Theophilus
65 Boyce Lane
Ft Rucker AL 36360

OLSEN, Floyd W.
27W423 Sunnyside Avenue
Winfield IL 60190

PAREDES, Robert
HHC, Box 366
APO New York 09843

PATLA, Norman I.
2121-A Erwin Street
Ft Eustis VA 23604

PAYNE, Chad C.
1919 Devonwood Drive
Duncan OK 73533

PETERS, John W.
1821 Anderson Avenue
Manhattan KS 66502

PHELPS, Jon H.
123 Avn Bn (Cmbt) 23d ID
APO San Francisco 96374

PRICE, David H.
2626 Gladiane Drive
Montgomery AL 36111

RANDALL, Thomas
20 Howard Street
Ft Rucker AL 36360

RANKIN, Thomas C.
10837 Vista Alegre
El Paso TX 79935

ROUNSEVILLE, Richard G.
825 Dale Drive
Fayetteville NC 28303

SANDLIN, Ray L.
1012-C Garden Way
Manhattan KS 66502

SHRADER, Cecil L.
1201 Lake Drive
Taylor TX 76774

SMITH, Richard A.
Cmd & General Staff Sch.
Ft Leavenworth KS 66027

SMITH, Robert H.
R.F.D. 1, Dudley Road
Suncook NH 03275

SQUIRE, Joseph W.
ARAG, Det 7
APO San Francisco 96261

STROH, George C.
1411 Normandy Pl., #217
Manhattan KS 66502

SUTTON, Jerry W.
2101 Mockingbird Lane
Arkadelphia AR 71923

PCS — MAJORS

SWEENEY, Robert F.
16 Cezar Court
Wayne NJ 07470

THACKER, James H.
1408 Sunset Blvd
Daytona Beach FL 32014

TUHNER, Harvey E.
427 West 4th Street
Frankfort KY 40601

TUHNER, Rex M., Jr.
860 Oxford Lane, Apt 320B
Coto Springs CO 80906

WEITZEL, Kenneth P.
938 South Adams
Junction City KS 66441

WEST, Vaughn R.
104-D Windsor Castle Dr.
Newport News VA 23602

WHITWORTH, David C.
7007 Klinton Drive
Springfield VA 22152

WILLIAMSON, Hubert S.
5310 Chantilly Lane
Charleston Hts SC 29405

CAPTAINS

ALLEMOND, Pierre
140 Ingram
San Antonio TX 78234

AVERY, Charlie J., Jr.
C Btry, 5th Bn, 6th Arty
APO New York 09034

BAKER, Clifford D.
13A Lloyd Way
 Ft Benning GA 31905

BENNETT, William J.
1 Post Trailer Park *
 Ft Polk LA 71459

BENTLEY, Aubrey L.
4306-A Donaldson Street
 Ft Knox KY 40121

BICKEL, Charles W.
Route 2
 Jasonville IN 47438

BLACK, Robert J.
625 South "K" Street
 Grangeville ID 83630

BOLYARD, Virgil D., Jr.
24th Engr Gp, Avn Sect
 APO New York 09227

BOUAULT, Louis L.
3814 South 22nd Street
 Omaha NB 68107

BOURDQ, Henry N.
167 Louise Drive, Apt 6
 Newport News VA 23601

BREWER, Larry K.
200 Maple Road
 Lexington Park MD 20653

BRIIGGS, Diane A.
726 Chandler Avenue
 Radcliff KY 40160

BRISSON, Robert F., Jr.
100-B Betts Street
 Ft Benning GA 31905

BROWN, James T.
1810 East 85th Street
 Kansas City MO 64132

HURKE, Charles M.
5837-A Brett
 Ft Knox KY 40121

CALVERT, Peter D.
1204 West Lovers Lane
 Arlington TX 76013

CAMPBELL, Richard L.
418 East Mayfield
 San Antonio TX 78214

CARR, Michael A.
22111 Calvert St., #322
 Woodland Hills CA 91364

CAVANAUGH, Edw. W., Jr.
c/o Jennings, 5929th St.
 Phillipsburg KS 67661

COONEY, James T.
304 Magruder
 Mineral Wells TX 76067

CORCORAN, Christopher
840 Bert Road, Apt 234
 Jacksonville FL 32211

DELVAUX, James L.
USEUCOM, 1st Avn Det
 APO New York 09125

DETUNCO, Edward R.
200 Woodmont Drive
 Hopkinsville KY 42240

ENRIGHT, John L.
236 Cottage Street
 Pawtucket RI 02860

ERICKSON, Lyle W.
D Trp, 4/12th Cavalry
 Ft Carson CO 80913

FAIRES, Robert G.
Bx 2094, AOAC 3-71
 Ft Knox KY 40121

FITZGERALD, Henry E.
301 Aero Avenue
 Schertz TX 78154

FLEMING, Frederick C.
183 North Harris Drive
 Ft Rucker AL 36360

FREEMAN, David N.
US Army Element (MAAG)
 APO New York 09319

GARTZ, William J.
OSD, Box 67
 Ft Monmouth NJ 07703

GLASGOW, Larry H.
1040 Willow Lane
 Sidney IA 51652

GOODSON, Charles W.
326 Med Bn (AA), 101 Abs
 APO San Francisco 96383

GRABHAM, Robert W., Jr.
5915 Cerritos Avenue
 Long Beach, CA 90805

GRAZIER, Edward H.
314-2 Pelham Street
 Ft Riley KS 66442

GRYDER, Joseph E.
7C Lloyd Way, Battle Pk.
 Ft Benning GA 31905

HAINES, James F.
2324 Jackson Ave., Apt C
 Ft Eustis VA 23604

HAMMOND, Thomas C.
17th CAG, PSC Box 14
 APO San Francisco 96316

PCS — CAPTAINS

PCS — CAPTAINS

HATCHER, Daniel P.
1404 Tonawanda Drive
 Dothan AL 36301

HAYNES, Thomas H.
HHC, 223d Cmbt Avn Bn
 APO San Francisco 96495

HENDRICKSEN, Howard M.
3516 Woodbury Drive
 Hopkins SC 29061

HOERLE, Arno J.
3 De Biasi Lane
 Daytona Beach FL 32018

HOLER, Thomas R.
213 Whispering Pines
 Enterprise AL 36330

HOOKNESS, Robert S.
227 Flowing Wells Road
 Martinez GA 30907

HUDDINGS, Seth F., Jr.
6698 Old Collamer Road
 East Syracuse NY 13057

HUTCHERSON, Grover R.
Box 204
 Columbus NC 28722

JOHNSON, Chris B.
7276-A
 Ft Carson CO 80913

KEEIN, Richard C.
544 Guerrero, #3
 San Francisco CA 94110

KENNEDY, Steve R.
405 Great Road, #5
 Acton MA 01720

KING, William J., III
HHC, 2d Inf Div (FwB)
 APO New York 09137

KIRBY, Kevin D.
Hq, 10th Bn, 2d Bet Bde
 Ft Campbell KY 42223

KITCHENS, George L.
5555-2 Lockridge Loop
 Ft Hood TX 76544

KNOUSE, Stephen L.
HHC, V Corps, Sig
 APO New York 09079

KOKENES, Gerald P.
112 Glenwood Lane
 Enterprise AL 36330

LANNING, Forest D.
Sun Lake, Lot 1, Bx 58, Rt 4
 Daleville AL 36322

LATHRIS, Malcolm L.
HHC, 158 Avn Bn, 101 Abs
 APO San Francisco 96383

LAW, Jerry L.
4311 Ridgecrest
 Lawton OK 73501

LEE, Stephen B.
3131 Mustang Drive
 Columbus GA 31904

LKUIS, Arthur H.
Box 165
 Miami TX 79059

MABREY, Jon W.
2804 North Red Bank Road
 Evansville IN 47712

MACDOUGALL, Parker D.
Off Stu Bn, Army FASch.
 Ft Sill OK 73503

PCS — CAPTAINS

MARTIN, Ronald S.
44733 North Rodin
 Lancaster CA 93534

MATT, John E.
247th Medical Det
 APO San Francisco 96321

MAULDIN, Bruce P.
222 Killdeer Drive
 Columbus GA 31906

MAURER, Klaus J.
HHC, 3d Bde, 1st Armd Div
 APO New York 09139

McADOO, Arvil W.
P.O. Box 431
 Gayton OK 73942

McHROOM, Claude O.
2016-B Werner Park
 Ft Campbell KY 42223

McGOWAN, Robert M.
721 Oak Villa Drive
 Jessup GA 31545

McKEEGAN, Thomas J., Jr.
Quarters 2565-B
 Ft Lewis WA 98433

McNEELY, Donald E.
4333-A 2d Avenue
 Ft Knox KY 40121

MEIER, Delbert E.
206 West Avenue "R"
 Temple TX 76501

MILLER, Billy J.
2313 Camelot Circle
 Johnson City TN 37601

MILLER, William J.
440 Highway 440, #51
 Killeen TX 76541

MOLDEN, William E.
780 River Av., Bldg 3, Apt 17
 Lakeswood NJ 08721

MONTGOMERY, James E.
13121 Hesby Street
 Sherman Oaks CA 91403

MORGAN, Michael R.
4803 Yale, Lot 63
 Houston TX 77018

NELSON, Phillip A.
5001 Sherwood Road
 Madison WI 53711

NORRIS, Roger H., Jr.
6544 Blackwood Drive
 Jacksonville FL 32211

OLNEY, Roger P.
1709 North 45th Street
 Lawton OK 73503

PATTERSON, Jimmy G.
201 Forest View Drive
 Ozark AL 36360

PAYNE, Thomas H.
3200 N.E. 10th Street
 Mineral Wells TX 76067

PETERSON, Alan R.
5797 Cullen Road
 Fenton MI 48430

PETERSON, Bruce A.
111 Green Briar
 De Ridder LA 70634

PORRECA, Joseph F.
3115 Heritage Ct., Apt 7
 Manhattan KS 66502

CHEYENNE PROCUREMENT

(Continued from Page 15)

tor's orders! This covers everything from goofballs, bennies through marijuana to the so-called, hardstuff.

The aviator and the man backing him up have a great responsibility when they are around aircraft. First of all, there is the welfare of the passenger and even of the aviator himself. Second, there is the welfare of the people on the ground over whom the aviator flies. Third, there is the valuable equipment which we can ill afford to risk.

Reason for this ban on drugs is that they normally induce personality and reaction changes in users. What the user may consider to be relaxing or pleasant may well be highly dangerous to those around him. As a commander with some experience in observing individuals who have used stimulants and depressants, I can say that such things tear down productivity and motivation. I have seen good soldiers with high moral standards and personal discipline who, by experimenting with marijuana and the like, got their first push toward serious drug usage which eventually led to elimination proceedings.

Along with productivity and motivation, judgment also goes. And if there is one faculty that an aviator or mechanic must possess, it is top rate judgment. Let me put it another way to each of you who may be contemplating experimenting: If you were on the operating table being prepared for a major operation, would you feel reassured if you looked up and saw the doctor with a reefer in his mouth? The passenger and those around you feel the same way about the man at the controls.

People on the move

Summer brings turbulence not only in the weather but to unit personnel. The recent general officer promotion lists and school graduations intensify the normally higher turbulence of summer. Accordingly, a new round of moves has begun with *MG George P. Senell's* nomination as commander of III Corps at Fort Hood. *Major*

Nominations for AAAA National Awards are open for the awards period covering March 31, 1970 through March 31, 1971. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., October 15, 1971.

General Designee Bob Shoemaker will move from III Corps Chief of Staff into *General Senell's* duties as deputy director of Project MASSTER.

Brigadier General Jack Hemingway will depart the 1st Aviation Brigade in August to become assistant division commander of the 1st Cavalry Division (TRICAP). He will be replaced by *Major General Designee Bob Mackinnon*, who now commands the primary flight training facility at Fort Wolters. *Bob* will be replaced by *Brigadier General Designee Leo Soucek*, now commander of the 164th Combat Aviation Group (Delta Group).

Another *Brigadier General Designee, Jim Hamlet*, whom I had expected to be the Aviation Directorate chief of Plans and Programs Division, will move from the 11th Aviation Group to become assistant division commander of the 101st Airborne Division. He replaces *Brigadier General O. E. Smith*, who will move to command the mission in Saudi Arabia. *Major General Ellis W. Williamson* will move from the Army Staff to the same general part of the world to command MAAG Iran in Teheran.

In separate moves, *Major General Jack Klingenhagen* will depart AVSCOM in St. Louis for Stuttgart to become J4 of USEUCOM. He will be replaced by a non-aviator, *Major General Fred Kornet, Jr.*, who has defended the Army procurement budget before the Congress for the past two years. Finally, *Brigadier General Designee Leo Turner* has been selected to become the Utility Tactical Transport Aircraft System (UTTAS) project manager — the replacement for the UH-1 troop transport.

Best wishes to each of these people in their new jobs and to everyone else. SAFE AND PRODUCTIVE FLYING!

PCS — CAPTAINS

PORTMAN, Robert L.
2435 Wise Street
Columbus GA 31903
PRAWITT, George F.
117 Burns Street
Pt Huachuca AZ 85613
PULLIAM, James B.
71 E. Star Route
Lawton OK 73501
REED, Nathan K.
2005-B Werner Park
Ft Campbell KY 42223
REEDER, John J.
310 West Lee, Apt 200
Enterprise AL 36330
RENAUD, Aristide P., III
290 Nauert
Copperas Cove TX 76522
RHODES, Jerry L.
USAMFSS, BAMC, C1 C22
Ft Sam Houston TX 78234
RICHARDSON, Thomas J.
2,420 Aviation Co (ASH)
APO San Francisco 96289
ST. JOHN, Dalles
Box 214
Eclectic AL 36024
SCHEVE, Gary D.
Box 546
Curundu Canal Zone
SEYMOUR, Ronald L.
912 Gregory Street
Jacksonville AR 72076
SHANNON, James M.
D Trp, 3/5 Cav, 1/5 Mech
APO San Francisco 96477
SHARP, Wavie C.
339 LaSalle Avenue -
Hampton VA 23361
SHEEDY, Robert D.
269th Aviation Bn
Ft Bragg NC 28307
SMITH, Harold B.
Northfield Route
Teli TX 79259
SMITH, Leslie J., Jr.
4381 Newby Drive
Riverside CA 92505
SMITH, Raul W.
1020 West 58th Street
Indianapolis IN 46208
SMITH, Richard L.
C Btry, 4/77 Arty, 101 Abn
APO San Francisco 96383
SPURLOCK, Glenn W.
3225 S.E. Alder Ct., #4
Portland OR 97214
STAMILLO, Michael E.
1126-A Kilbreth Circle
Ft Sill OK 73503
STANCLY, Charles M.
2529 Rice Street
Columbus GA 31903
STARK, Cortland B.
Star Route
Battletown KY 40104
STOUT, Donald E., Jr.
CMR Box 47
APO New York 09057

PCS — CAPTAINS

TAMEZ, Charlie, Jr.
P.O. Box 319
Pt Huachuca AZ 85613
TAUSCH, Walter E.
418 South Seneca Blvd
Daytona Beach FL 32014
TOLEDO, John
122 Oliver Drive
Hunter AAF GA 31405
ULAKEY, John W.
Box 86
Gillespie IL 62033
VAN HORN, Larry J.
Hq Co, Bct Com Group
Ft Ord CA 93941
WALLS, James A.
Route 3, Box 111
England AR 72046
WAUGH, Delbert L.
710.1/2 Ashland Avenue
Muncie IN 47303
WHITLOCK, Warren C.
112 Emerald Drive
Enterprise AL 36330
WILLIAMS, Fred D.
Route 3, Box 42A
Ozark AL 36360
WINTERHATH, Joseph B.
6337 Kinross Avenue
Fayetteville NC 28305
WOODBURY, Kenneth M.
239th Avn Co, Aslt Hel
APO San Francisco 96358
WOODRUFF, Robert F.
4530 Hamilton Road
Gahanna OH 42230
WYNNE, Oscar B., III
4507 Beach Park Drive
Tampa FL 33609
YAHIRO, Junichi E.
304 Arlon Court
Ft Ord CA 93941
YOUNG, James S.
3-B Lanier Heights
Daleville AL 36322
YOUNG, Wesley M.
118 Alberta Drive
Newport News VA 23602
ZIFCAK, Dennis J.
Box 604
Ft Rucker AL 36360

LIEUTENANTS

CLARK, Howard L.
709 Perdue Lane
Chesapeake VA 23325
FORD, Milton L.
1301 Kackey
Killeen TX 76541
HAZZARD, Billy E.
105 Pine Leaf Circle
Enterprise AL 36330
HOLLADAY, Patrick M.
2214 N.W. 40th Street
Lawton OK 73501
KRANTZ, Robert L., Jr.
Elec Sup Cmd, Hangar 5
Lakehurst NJ 08733

PCS — LIEUTENANTS

REDDING, Lawrence W.
615 West Glen Echo Road
Philadelphia PA 19119
SPRINGER, Barrie H.
2208 South 55th Street
Tempe TX 76501

CW4'S

ADAMS, Arnold L.
25 Diamond Circle
Ft Rucker AL 36360
BRABEC, Ellis E.
5838-B Brett Drive
Ft Knox KY 40121
DAVIS, Charles O.
Hq, Svce Co, 267 Avn Bn
Ft Stewart GA 31313
EASLOW, Paul A.
832 Squir Street
Widfield CO 80911
GODWIN, Doyal V.
P.O. Box 533
Hope Mills NC 28348
Hayes, Patrick H.
Arty Avn Cmd
Ft Sill OK 73503
JOHNSON, Jimmie E.
482 South Ridgeway
Ormond Beach FL 32074
KIRKPATRICK, William R.
CMR Bx2449 USAEImLSE
APO New York 09224
LEATHERWOOD, A.H., Jr.
P.O. Box 6161
Savannah GA 31405
LINDSLEY, Fred
8731 Bluedale
Alexandria VA 22308
MILLER, Richard D.
2103-B Irwin Street
Ft Eustis VA 23604
RALEY, Royce D.
P.O. Box 237
Dawson TX 76639
SHERWOOD, Wallace L.
65th Co, CMR 2, Box 7264
Ft Rucker AL 36360
ULM, Arthur J., Jr.
Hi-Way Host, Apt 81
Ozark AL 36360
WILLIAMS, Charles J., Jr.
Hq, USAREUR, ODCSOPS
APO New York 09403

CW3'S

CRAVEN, William H.
41 East Harris Drive
Ft Rucker AL 36360
DAGOSTINO, Robert L.
912 Wheeler Drive
Newport News VA 23602
HANDBERRY, Walter C.
1400 Carrollton Drive
Killeen TX 76541
HENRY, Thurman C., Jr.
7801 Rebecca
Little Rock AR 72209

PCS — CW3'S

JACOBSEN, Kenneth K.
2481 North 47th Avenue
Omaha NB 68104
JEWETT, Edward H.
166 Main Street
Bar Harbor ME 04609
KIMEL, Gerald D.
P.O. Box 191
Quemado NM 87829
KOMICH, Leland C.
7031 East Edgemont
Tucson AZ 85710
MURRAY, Joseph H., Jr.
79 Harris Drive
Ft Rucker AL 36360
THOMSON, John D.
USAG, WOU9AA
Ft Rucker AL 36360
WAGGENER, Thomas E.
606 Valley Forge Drive
Newport News VA 23602
WATERFIELD, Herbert M.
35 Richardson Drive
Daleville AL 36322

CW2'S

ADAMS, Joe S., II
201 Ross Drive
Newton AL 36352
BALDWIN, Herbert L.
611th Trans (ADS)
APO San Francisco 96357
CASS, Jim H., III
Apt 172-B Rugby Road
Newport News VA 23605
CECCOLI, Louis A., Jr.
484-D Gulick Drive
Ft Monroe VA 23351
CHAPMAN, Alvin G.
2203 So. Andrews Circle
Columbus GA 31903
CHESSON, Richard K.
113 Mayer Drive
Savannah GA 31405
CHRISTY, Julius A.
67th Aviation Company
APO New York 09061
CONRAD, Anthony J.
22d Aviation Det
APO New York 09189
CREES, Bobby T.
500 South Holmes Street
Lansing MI 48912
DAVIS, Reynolds D.
2d Avn Bn, 2d Inf Div
APO San Francisco 96224
EVANS, Daniel W.
Box 26, Route 1
Enterprise AL 36330
PASSETT, Robert D.
Route 1, Box 179-G
Dothan AL 36301
FELIX, Ariel A.
288 Richneck Road
Newport News VA 23602
GARDNER, Jeffrey R.
Deer Run Ests., #53, Rt 2
Daleville AL 36322

Word to the Warrant

THE *Early Release Program* for Aviation Warrant Officers, initiated in December 1970, has resulted in a significant change in the composition of the Branch force structure. Our career-force strength has increased while our overall strength has been reduced. This increase in our career strength will provide a greater degree of stability, purpose, and professionalism for the entire corps and will result in significant benefits to our career officers in the form of career development and meaningful utilization.

Greater tour stability

We know, for example, that if the planned troop withdrawals from Southeast Asia continue, the Aviation Warrant Officer can look forward to increased stabilization for all assignments world-wide. The short tour requirements will continue, but in reduced numbers and greater interval between short tours. At the same time, those individuals assigned to CONUS who are not eligible for a short tour assignment will be permitted to remain at their duty stations until there is a *valid* reason for re-assignment. This stabilization policy will require long range planning. Applications for civil schooling should be planned in conjunction with normal PCS moves, and re-assignments will not be made solely for the convenience of the individual.

What the future holds

By COL. JACK M. TUMLINSON
Chief, Aviation Warrant Officer
Branch, OPD, DA

FACE TO FACE

FT. RUCKER — In an effort to improve professionalism, enlighten leadership, and widen communications, Ft. Rucker has initiated a series of three Junior Officers' Days. The program, presented in morning and afternoon sessions, involves key speakers from the Pentagon, slides, graphs, and a panel discussion. At the May 7 meeting, BG Richard A. Edwards, OPD, OPO, accompanied by COL John W. Marr, OPD; and COL Robert O. Lambert, Deputy Director of Army Aviation, OACSFOR. A May 14 panel devoted to AWO areas featured COL Lambert and COL Jack M. Tumlinson, Chief of the Aviation Warrant Officer Branch, OPD, OPO. A third panel on May 21 covered the medical corps, military intelligence, air defense artillery, and transportation corps.

The Aviation Warrant Officer can expect, along with greater tour stability, much greater emphasis upon career development and utilization. Accepting this, we should overcome the commonly held myth that dual-qualification is a criteria for success. The simple facts are that we are primarily oriented toward rotary wing utilization, as less than six percent of our strength is required to meet valid fixed wing requirements.

Aircraft qualification

This would suggest that the individual's career progression, in potential and rank, is not based upon aircraft qualifications, but is based upon his manner of performance in the TOE aircraft and the duties of his unit of assignment. It is, therefore, extremely important that he perform well in every task, be it aircraft commander or unit safety officer.

If he will recognize the changing nature of the Army's requirements, particularly as concerns aviation specialization, he will be assured of a more productive and satisfying career. At the same time, he can offer convincing proof that our motto is in fact: "The Aviation Warrant Officer, professionalism at its best!"

PCS — CW2'S

GLIDDEN, James F., Jr.
120 Schley Avenue
Savannah GA 31405

GOODROE, Charles T., III
Box 208, HLMR
Jolon CA 93928

GREEN, Gerald D.
A Trp, 2/17 Cav, 101 Abn
APO San Francisco 96383

HENSELEN, Richard T.
D Trp, 2d Sqdn, 1st Air CD
APO New York 09177

HEWITT, James C.
6016 Gifford Road
Watertown NY 13601

HUNT, Donald K.
Paradise Mob. Pk., Lot 43
Radcliff KY 40160

JONES, Larry K.
1215 S.E. 46th Street
Lawton OK 73501

KELLER, John L.
A Co, 159 Avn Bn, 101 Abn
APO San Francisco 96383

KWIATKOWSKI, Lawrence
213 Pierce Street
Enterprise AL 36330

LOVEJOY, Edward
17 East Harris Drive
Ft Rucker AL 36360

LYNCH, James, Jr.
6610 North 8th Street
Philadelphia PA 19126

MAITIN, James R.
5214 Birch Road
Fayetteville NC 28304

McVEIGH, Mark A.
1132 Phoenix Ave., Apt N
Seaside CA 93955

MORRIS, John L.
103 Ridgefield Place
Enterprise AL 36330

MORTON, Maurice B.
1001 Covington Dr., #11
Detroit MI 48203

MURPHY, James R.
839 Twilight Dr., Cloud 9
Sierra Vista AZ 85635

OWENS, Max W.
Route 2, Box 134, Lot 17
Daleville AL 36322

PFROMM, George D.
13 Verna Circle
Daleville AL 36322

REICH, Gordon E.
35 N.W. 150th
Braverton OR 97005

ROBIN, David
D Trp, 2d Sqdn, 4th Cav
APO New York 09177

RUSSELL, John G., Jr.
213 Roscarden Drive
Orlando FL 32803

SCHOENE, James C.
P.O. Box 802
Wabasso FL 32970

SELLON, Eugene L.
2663-B Adobe Drive
Amarillo TX 79111

PCS — CW2'S

SHERMAN, Frederick G.
15 Bonheur Road
Trumbull CT 06611

SHIRLEY, Thomas E.
Rural Route 2
White City KS 66872

THOMPSON, Robert D.
25 Verna Circle
Daleville AL 36322

VANDERBOSCH, Lee E.
1205 Vinewood Drive
Columbus OH 43229

VARIS, John K.
Viy View Bldg 200, Apt L1
APO New York 09047

WAGNER, William H.
12350 Mercey Blvd, Apt 279
Savannah GA 31406

WALSH, Brent C.
5317-D Gardner Avenue
Ft Knox KY 40121

WHARTON, James R.
127 Fullerton Street
Lawton OK 73501

WINKLER, Kenneth W.
30 South Allison
Daleville AL 36322

CWO'S

BAILEY, Alonza T.
1226 Dunbar Avenue
Columbus GA 31906

ENEIX, Lowell L.
833 Forbes Avenue
Yuba City CA 95991

MORGAN, Jack D.
7240-D Toler Avenue
Bell Gardens CA 90201

ROBINSON, Ben T.
368 Cherokee
Harker Hts TX 76541

SHOOK, Robert E.
Level Plains, H39
Daleville AL 36322

WO'S

ANUSKEWICZ, Roger L.
768 Oyster Point Rd., 15B
Newport News VA 23602

ARANA, John A.
726 Cade Avenue, N.E.
Salem OR 97303

CLAPP, Frederick H.
295 East Illinois
Kirksville MO 63501

DAU, Larry M.
4470 Vegas Valley Drive
Las Vegas NV 89109

HAMBLY, Ernest N.
P.O. Box 133
Allenhurst GA 31301

KENOLIO, David N., Jr.
166 East Lakeview Circle
Wahiawa HI 96786

MALECKI, Robert V.
1205 South 2nd Avenue
Sioux Falls SD 57104

PCS — WO'S

MARTIN, Dominic L.
Box 775
Hastings IA 51540

MONTELANGO, Daniel L.
12701 Admiral Avenue
Los Angeles CA 90066

RICHARDSON, Dennis M.
A Co, 123d Aviation Bn
APO San Francisco 96374

STEVENS, James H.
10 "G" St, Level Plains
Daleville AL 36322

ENLISTED

BOYLE, Leslie W., SP6
709 S.W. 49th Street
Lawton OK 73501

CLEMONS, Aubrey L., MSG
14th Avn Co (ATC)
APO New York 09025

GUILLORY, Herman, SSG
Route 2, Box 354
Opelousas LA 70570

HUFFMAN, Stephen B., SP5
302 Wolf Street
Killeen TX 76541

JACKSON, Richard L., SFC
17 Richland Drive
Newport News VA 23602

SANDIGE, Thos. C., SP6
Primary Helicopter Sch.
Ft Wolters TX 76067

SLEEGER, T.N., SP6
414 Patrick, Wolters Vige
Mineral Wells TX 76067

RETIRED

ANZALOTTA, O., CW4
P.O. Box 346
Corozal PH 00643

BAIRD, John R., Jr., LTC
548 Howard Drive
Sierra Vista AZ 85635

BASIC, Nick J., LTC
Mullins Tri Ct., Lot 33
Daleville AL 36322

BEAUMONT, Edgar S., LTC
574 St. Eugene Street
La Tuque, Quebec, Canada

BONASSO, Russell P., COL
P.O. Box 584
Ozark AL 36360

CORNEIL, Marion G., MAJ
2 Jackson Court
Guilderland NY 12084

DIBBLE, John, Jr., COL
467 Bridgetown Court
Satellite Bch FL 32935

DODRILL, James E., LTC
763 Ailsion Court
Msa San Jose CA 94538

DUKES, David D., LTC
Route 6
Jonesboro TN 37659

FLADMARK, L.W., LTC
909 Bluewater
Indian Hbr Bch FL 32937

PCS — RETIRED

HAMMONS, Dale E., LTC
1211 South Judson
Ft Scott KS 66701

HODGE, James R., LTC
19190 Doewood Drive
Monument CO 80132

HUCKE, Dale E., LTC
Lodge of the Four Seasons
Lako Ozark MO 65049

HUNTINGER, Harvey W.
Box 168-B Grove Road
Hegins PA 16938

JOHNSON, John P., LTC
101 138th Street, S., #29
Tacoma WA 98444

KINNEY, Arthur K., Jr., MAJ
2111 North Mill Street
Lewisville TX 75067

LORENZ, Dwight L., LTC
6146 Aalsach 2D B
Rosengrntst 33, W.Germey
NELSON, Huey R., CW4
Daleville Inn, Apt 408
Daleville AL 36322

WHITLOCK, Kydean, LTC
Route 5, Box 688
Gaffney SC 29340

ZIEGLER, Jimmy N., MAJ
1636 East Mitchell
Tucson AZ 85719

ASSOCIATES

AMAN, W.A.
3418 Clearwell
Amarillo TX 79109

BARTA, Thomas J.
7 Ladue Forest Lane
St Louis MO 63124

GARDNER, Robert E.
108 Pecan Acres
Starkville MS 39759

GAYLORD, Harvey
630 Fifth Av., Suite 2500
New York NY 10020

GRAFT, Jool, Mrs.
3720 East 43rd Street
Tulsa OK 74135

HOWARD, Jean Ross, Miss
2737 Dovonshire NW, 401
Washington DC 20008

KINKEADE, R.J., Mrs.
8868 La Riviera Drive
Sacramento CA 95826

MORGANTI, Joseph A.
4209 S.E. 30th Street
amarillo TX 79103

ORR, Robert G.
44 Belfast Drive
North Wales PA 19454

PADGETT, Nellie M., Mrs.
Route 2, Box 195
Daleville AL 36322

RAINEY, John A.
P.O. Box 66
Mary Esther FL 32569

SHIPLEY, Guy E., Jr.
1601 Airline, Apt 53
Corpus Christi TX 78412



help



When the men in the field need help—troop insertion or extraction, close air support, an airdrop or search and rescue—they need it on the first pass and right on target, day or night, regardless of the weather.

The new MBI-101 TAC-NAV System is a rugged, lightweight, low cost navigational aid developed especially for these missions. It is designed for simple installation on helicopters or low performance fixed-wing aircraft.

It zeros in on a hand-held beacon. The pilot simply follows a steering needle directly to the beacon while a digital range readout tells him his distance to go at all times. TAC-NAV also gives any beacon-equipped landing strip an instrument landing capability.

If this system makes sense, write or call for "HELP," the literature package on this off-the-shelf gear. Motorola Government Electronics Division, Radar Operations, 8201 East McDowell Rd., Scottsdale, Ariz 85252, (602) 949-3172.



MOTOROLA

ARMY AVIATION

EDITORIAL AND BUSINESS OFFICES: 1 CRESTWOOD ROAD, WESTPORT, CONN. 06880



Pulling its own weight

Your eyes do not deceive you. The CH-47C Chinook on top is actually hoisting its sister ship off the ground in this dramatic photo — a little bit like holding your own twin off the ground and at arm's length.

That kind of lifting requires a lot of muscle — and the twin Avco Lycoming T55 gas turbines which power the Chinook are up to the task. They enable the Chinook to lift internal and external payloads which weigh in among the heaviest of any U.S. helicopters' — and they give footsoldiers and artillery a big lift out where there are no airfields.

More helicopters fly combat and resupply missions on Avco Lycoming gas turbines than any other make.

THE P.O. DOES NOT FORWARD ISSUES IF YOU CHANGE YOUR ADDRESS! TO RECEIVE ISSUES, SUBMIT A "CHANGE" NOTICE!



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497