

September, 1971

Army Aviation



Home, Huey

(see back cover...)



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MOTOROLA

Army Aviation

SEPTEMBER, 1971

Endorsed by the Army Aviation Ass'n of America

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Command and Staff

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

Major General Ellis W. Williamson, as Chief, MAAG-Iran/ARMISH, Box 200, APO New York 09025.

Brigadier General Edwin L. Powell, Jr., USA (Ret.), as Chief, Intergovernmental Assistance Clearing-house, State of Maryland, Baltimore, Md.

Colonel Joseph P. Doyle, Jr., to Office, Surgeon, MACTHAI, APO San Francisco 96344.



MEMORIAL SCHOLARSHIP ESTABLISHED

The relatives and friends of Eric H. Petersen, a former member of AAAA's National Executive Board and a key logistician at the Army Aviation Systems Command, have established an AAAA Memorial Scholarship in his name and have requested that donations to the memorial fund be sent directly to the AAAA Scholarship Foundation, 1 Crestwood Road, Westport, Conn. 06880. Petersen died unexpectedly at his home in Florissant, Mo., on July 12.

Shown in the above photo taken June 21 at Hq. AVSCOM, Petersen, right, Assistant for Material Readiness, receives the Meritorious Civilian Service Medal from General Henry A. Miley, Jr., Commanding General, U.S. Army Materiel Command.

Colonel Robert L. Head, as CO, U.S. Army Bell Plant Activity, Fort Worth, Texas 76101.

Colonel Dobald H. Jersey, to MACV Liaison Detachment, APO San Francisco 96274.

Colonel James H. Merryman, as CO, 17th Combat Aviation Group, APO San Francisco 96316.

Colonel Donald E. Mulligan, as CO, 1st AIT Brigade, Fort Bliss, Texas 79916.

Colonel Lloyd J. Petty, to Hq, STRATCOM, Fort Huachuca, Arizona 85613.

Colonel Nicholas G. Psaki, as Deputy Director, Defense Planning Division, U.S. Mission, NATO, APO New York 09667.

Colonel Foy Rice, as Chief, Air Mobility Directorate, Directorate of Materiel, Hq, USA Combat Developments Command, Ft. Belvoir, Virginia 22060.

ARMY AVIATION reader-subscribers are encouraged to present their viewpoints on any area related to Army Aviation. The writer's name will be withheld on his request.

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SPEAKING OUT!

**AERIAL GUNNERY
MEETS...**

**...TO MEASURE
PROFESSIONALISM!**



REMEMBER when rifle marksmanship was evaluated throughout the Army on a known distance (KD) range? Millions of rounds of ammunition were fired at paper bullseyes located at specific distances down range.

The Army eventually recognized that targets in combat were at varying distances seeking cover and concealment through rapid movement, and adopted the "train fire" method of evaluating marksmanship.

The new system not only tested a man's ability to shoot, but to quickly load his weapon, assume a realistic firing position, and most important, hit a realistic target. His reaction time can now be accurately evaluated as well as his stance, squeeze, and sight picture.

A few years ago, armed helicopter crews in Vietnam were tested in a gunnery competition in an endeavor to learn something about their proficiency level. Unfortunately, the test did not incorporate the lessons learned through the Army's train fire program.

**By MAJOR
JERRY W. CHILDERS**

A 55-gallon barrel floating stationary in a river was selected as the target and, *believe it or not*, sinking the barrel with machinegun ammunition was the criteria for proficiency.

It certainly seems a pity that armed helicopter crews were rated using the old fashioned 'Fish in the Barrel' system, and that actual combat units were given ratings based on the results of one helicopter crew in one helicopter shooting at one 'Fish' under canned conditions.

I suggest that a more comprehensive test which truly evaluates combat proficiency might be a better gauge to test the overall effectiveness of an armed helicopter crew. It should not be too difficult to develop a test that not only indicates the proficiency level of the competitors but has some training value as well.

Against the clock!

Consider, if you will, the possibility of testing a helicopter gun team by pitting it against the clock on a typical armed helicopter mission. The only measurable variable *would be professionalism!*

Topnotch armed helicopter crews should be scored on their professionalism; they

(Continued on Page 32)



It doesn't always shine!

ASK A FORT EUSTIS CAPTAIN!

This 27-year-old Army Aviator was involved in a single car accident, in which his car went out of control and struck a guard rail. He fractured his left ankle and right tibia, and suffered other multiple bruises and contusions. He's since received flight pay insurance indemnities for seven months to date! . . . If you were involved in a car accident today, would you be protected by flight pay insurance?

ASK A FORT RUCKER LIEUTENANT COLONEL!

"My accident took place at 7:45 p.m. . . . My neighbor's children and my own were shooting fireworks some 200 feet from where I was in my neighbor's yard . . . A rocket plunged directly at me and hit me in the left eye. The rocket did not explode; the entire damage to the eye was caused from impact." . . . Although qualified under the flight excusal program, this 15-year aviator stood to lose flight pay on being suspended from flying status, and now collects FPPP checks to cover the flight pay he would have lost . . . Would you?

ASK A CHIEF WARRANT OFFICER INJURED IN VIETNAM!

This CW2 was taking off from a strip in South Vietnam when the co-pilot raised the flaps. The aircraft "bellied in off the end of the runway" and crashed, the claimant receiving a compound fracture of the right tibia, a fracture of the left tibia and fibula, and a right distal femur fracture. Protected under the FPPP for up to 24 months' loss of flight pay due to an Army Aviation accident, this warrant officer has received seven months' insurance indemnities to date . . . Under the same circumstances, would you?

ASK 4,000 OTHER ARMY AVIATOR INSUREDS WORLDWIDE!

Day in and day out, aviators are suspended from flying status for reasons of illness or accidental bodily injuries, regardless of the number of hours flown, flight excusal status, etc. and stand to lose government flight pay . . . The ones who won't lose it are those who purchase AAAA-endorsed flight pay insurance, and who are willing to forego 2½% of their annual flight pay as an insurance premium to protect the remaining 97½%!

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PROVIDING INSURANCE TO OVER 4,000 ARMY AVIATORS AND THEIR FAMILIES

On Guard!

FROM time to time plans have been made for ARNG to receive first line aircraft. Now, even old-time Guardsmen are convinced that the latest plans are becoming a reality as up-to-date aircraft in increasing numbers are being distributed in the Guard.

CH-47 *Chinook* aircraft are now in California, Iowa and Texas units; CH-54 *Cranes* are in Alabama and Kansas units; UH-1s are in several States; and Oklahoma received the first four factory fresh OH-58s in early August.

Puerto Rico received OH-6s in late August, the first of approximately 400 OH-6s coming to ARNG. Additionally, advanced information has it that the closed-loop conference will further accelerate current plans for aircraft issue.

Activities

One of the main activities in ARNG aviation is conversion to G/H TOE Series. Six states will lose aviator spaces, on conversion, when on-board strength is compared to proposed authorized strength.

For example, California has 61 more aviators than will be authorized on reorganization. Additional units have been re-

ARNG Reality: Receipt of 1st Line Aircraft

By Lieutenant Colonel
Charles R. Jones
Army Aviation Division
National Guard Bureau

OUTSTANDING UNIT AWARD

Some 82 ARNG Flight Activity Commanders and USAR major unit aviation officers have been contacted for direct submission of nominations for the 1971 AAAA-sponsored "Outstanding Reserve Component Aviation Unit Award." GEN William C. Westmoreland, Army Chief of Staff, will present the award at AAAA's 1971 Convention in Washington, D.C., during 13-15 October.

quested which, if received, should alleviate aviation unit shortages in these states.

Another major activity involves local transition training for both aviators and aviation mechanics, as units get ready for UH-1s, OH-58s, and OH-6s. Since plans call for the Army Aviators to be transitioned into these aircraft at their home station, qualifying sufficient instructor pilots to do the job requires much long range planning and coordination with formal schools. If receipt of OH-58/OH-6 is accelerated, the production of qualified IPs will also have to be accelerated.

In our next column, we'll address the subject of "ARNG Aviation participation in active Army Exercises."

Aviators

There are now more aviators in ARNG than ever before, with 739, mostly Vietnam returnees, receiving NGB flying status in FY 71. This brought the total on-board to 2,826. One aviator who is well-known to AAAA joined the Pennsylvania ARNG, MAJ Jerome R. Daly, 1967 "Aviator of the Year." MAJ Daly will be Flight Support Facility Commander at Washington, Pennsylvania.

Airfields

NGB recently approved establishment of a Flight Activity at Winston-Salem, N. C. Several other States have requests for additional facilities in process, and requests for additions to current facilities, as they prepare for receipt of sufficient aircraft to meet full training requirements.

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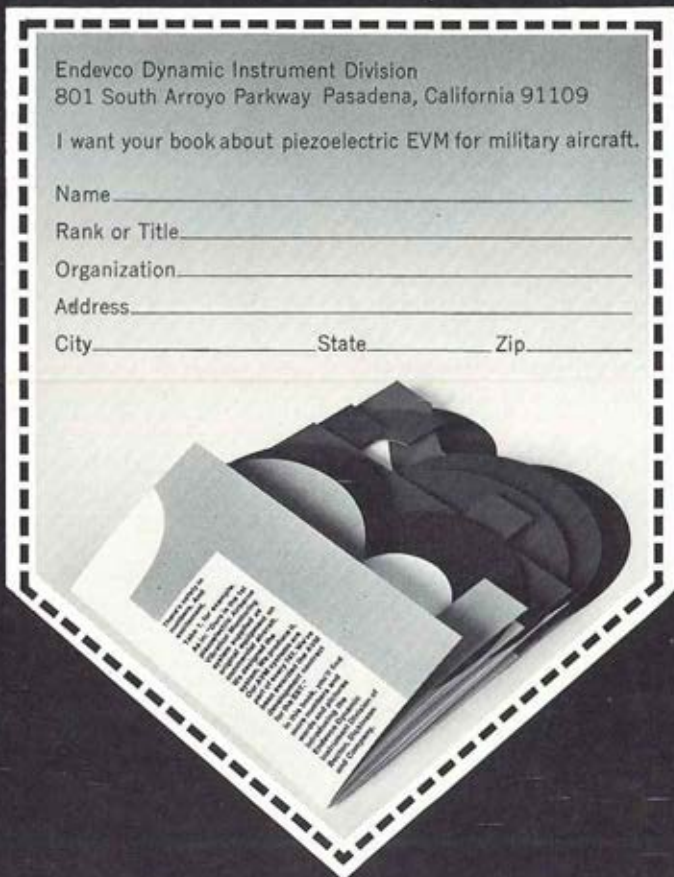
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Rank or Title _____

Organization _____

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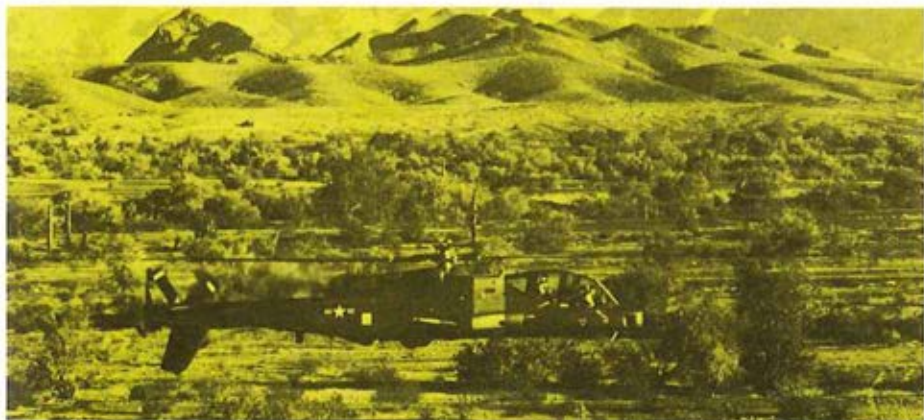
An Infusion of Aircraft

By
BG WILLIAM J. MADDOX, JR.
Director of Army Aviation,
OACSFOR, DA

GOOD news for the rest of the world! With Vietnam attrition reduced and the effect of aviation unit standdowns being felt, we are making long promised deliveries of aircraft world-wide.

For the first time since Cobras came into the inventory, we now have them available for issue to priority users outside Vietnam. In the past we have eked out a few Cobras from the Vietnam closed loop to provide Project MASSTER and Europe with test quantities. CONARC has received 37 Cobras from June through August.

Now we can see filling the TRICAP Division at Fort Hood with its allocation of Cobras this autumn. First deliveries also have been made to the 8th Squadron, 1st Cavalry, at Fort Knox. This is an important step forward because the Armor Center has propronency for all attack helicopter companies and air cavalry organizations. Additional Cobras are slated for early issue to Europe and the 82d Airborne Division.



AN INFUSION OF AIRCRAFT

(Continued from Page 9)

Incidentally, new production for the Army resumed at the Bell Helicopter Company in July after a long dry spell while Marine production was accommodated. Thus, new, as well as rebuilt Cobras, will be provided CONUS and European units.

Other aircraft are beginning to flow throughout the world. The first CH-54 Cranes have been flown PCS to Alaska. Europe received 63 UH-1H's. For its part, CONARC received 120 UH-1H's, 156 OH-58's, and 18 CH-47 Chinooks in the months of June, July, and August. The Reserve Components also did well in the same three-month period. They were infused with 159 UH-1's, 13 Chinooks, and 40 modern light observation helicopters.

Delivery prospects for September and October look very bright for all types of aircraft!

Cheyenne

While the government guaranteed \$250 million loan to Lockheed was making recent headlines, the Congress also was busy with the Army in settling outstanding litigation with Lockheed over the Cheyenne helicopter. Since then, terms have been worked out that are acceptable to the Congress, the Army, and Lockheed. Now the Army once again has an active contract with Lockheed which should lead to the completion of research and development.

Under terms of the original total package contract, Lockheed was to develop the Cheyenne as an advanced attack helicopter

and produce it for Army inventory. Following a major accident in March 1969, the Army terminated the production contract and set about to redesign the terms of development because the Cheyenne obviously was not ready for production on the agreed-to schedule. Since that time, development work has been proceeding as an extension of the initial contract.

Both sides entered litigation to resolve the contract disputes. Last year, the Army and Lockheed came to tentative agreement concerning the details of the settlement. Mr. Packard, the Deputy Secretary of Defense, notified the Congress in May of this year that he was submitting requests to reprogram funds to support the settlement and completion of development for the Cheyenne. Since that time, the Army has been busy in securing approval of the plan from the Armed Services and Appropriations Committees of both Houses.

Just prior to the current recess, all Committees agreed to the minimum funding necessary to sign a new development contract with Lockheed. As a result, Lockheed receives funds which have been frozen and can now settle outstanding claims of its subcontractors.

It also receives funds for recent development work that has been completed on a "no profit" basis. Lockheed agreed to a large fixed loss on previous contracts and also agreed to terms leading to the final development work. This will include fabrication of an advanced rigid rotor system and a producibility-cost reduction effort designed to prepare for a production decision.

Testing and production

Now that the snarls have been removed from the Cheyenne program, the Army expects to prepare for a production decision this autumn with an intended date for signing a contract set for October of next year.

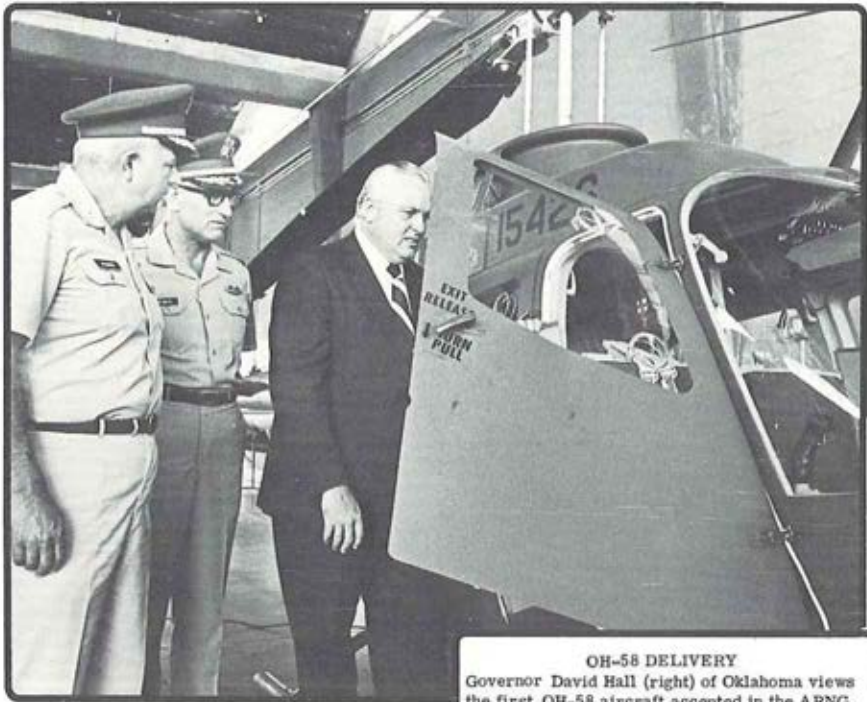
In light of the impending production decision, some operational testing of the Cheyenne will be necessary to prove its value to the Army. The Combat Develop-

A \$26,183,948 contract for OH-58A Kiowa helicopters was awarded August 2 to the Bell Helicopter Company, Fort Worth, Texas, by the USA AVSCOM.

The contract represented fifth-year funding on a five-year multi-year contract for the light observation helicopters.

The helicopters will be delivered starting in November, 1972 and concluding in July, 1973. Work will be split between Bell and its major subcontractor, Beech Aircraft Corp., Wichita, Kan., with Beech doing 40 percent of the work. Final assembly will be at Bell's Hurst, Tex., plant.

A CONUS "First!"



OH-58 DELIVERY

Governor David Hall (right) of Oklahoma views the first OH-58 aircraft accepted in the ARNG, as MG LaVern E. Weber (center), the Adjutant General of Oklahoma and LTC Chester A. Howard, the State Aviation Officer, look on. (ARNG)

ments Command Experimentation Command (CDEC) at Ft. Ord, which has been conducting armed helicopter instrumented experiments for over a year, is expected to incorporate the *Cheyenne* into its current series of experiments.

Thirty flight hours are being allocated to tests involving the advanced attack helicopter pitted against an enemy mechanized column on the move. The *Cheyenne* will be part of a defensive force in a European-type involvement. The Army *Vulcan* anti-aircraft weapon will be employed to represent enemy .23mm and .57mm automatic weapons.

The CDCEC attack helicopter experiments will be monitored by Department of Defense staff agencies because the tests also will be used to resolve uncertainties uncovered by the *Close Air Support Review Group*. This *Cheyenne* operational testing

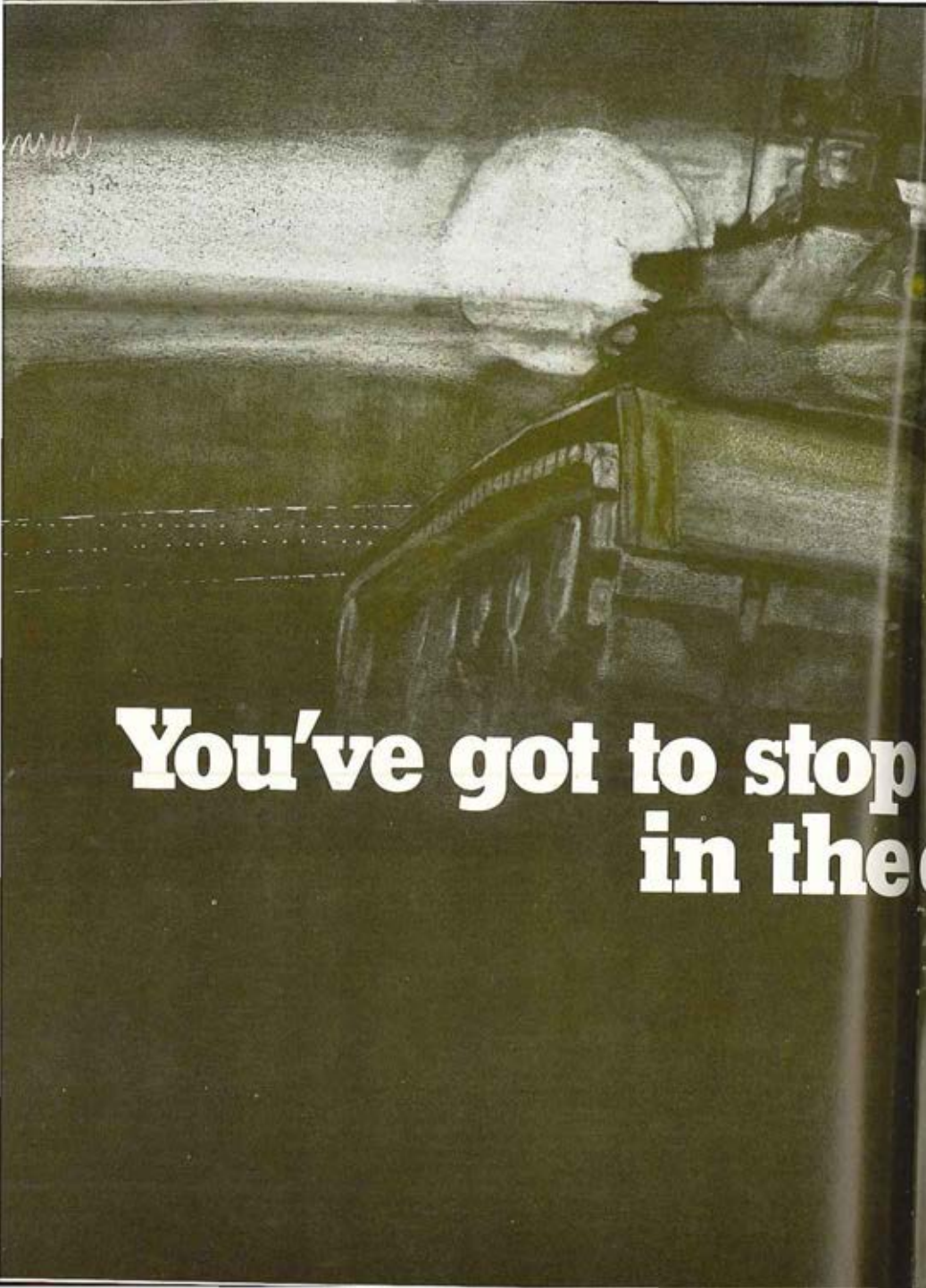
will be conducted late this year or early in 1972 and will follow Army R&D acceptance tests at Yuma Proving Ground.

In any case, the *Cheyenne* program is off and running again. A new contract and fresh money should infuse the program anew and bring the promise of improved firepower capabilities to fruition.

Army aircraft accidents

Each day I review the aircraft accident, incident and precautionary landing reports, Army-wide. Because some readers are bound to learn from the problems of others, I decided recently to select a "*Ridiculous Flight of the Month*" to run in each issue of this magazine.

My first "*Ridiculous Flight*" turns out to



**You've got to stop
in the**



**a tank
dark.**

You want a helicopter powerful enough to carry a tank-killing missile. But you don't want your ship to look as big as the side of a barn to the gunners in the tanks.

You want to be able to fight Indian-style, to slip forward from behind a hill to behind a building to behind a wood lot till you get within firing range.

You want to be able to pop up and fire and duck down again.

You want infra-red sighting.

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You want a helicopter that's designed to fight tanks under today's conditions.

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AN INFUSION OF AIRCRAFT

(Continued from Page 11)

be a shotgun affair. In one day's file the following major accidents cropped up at the same time. Quotes from the file are:

- **Cobra in Kontum:** The aircraft was on a low pass when it experienced a power reduction. The aircraft commander flared the aircraft and hit two UH-1s. The aircraft then climbed to approximately 100' and autorotated into a field.
- **Huey in Vietnam:** As the aircraft came to a hover and was being maneuvered around stumps in the LZ, troops began to off-load out one side of the aircraft causing both main rotor blades to strike a dead tree. The aircraft was at approximately 4" hover and the troops had not been told to off-load.
- **OH-6 in Vietnam:** Aircraft was connected to APU for maintenance. During runup maximum collective pitch was obtained by accident. When the aircraft reached the length of the extended APU cord, the pilot sat the aircraft down hard breaking off right skid and damaging that side.



General William C. Westmoreland, Army Chief of Staff, pins the Outstanding Civilian Service Medal on Russell DeYoung, Chairman of the Board and Chief Executive Officer of the Goodyear Tire and Rubber Company, at late July ceremonies held in the Pentagon. DeYoung had directed the development of a crash resistant fuel tank which is now being used extensively throughout Army Aviation. (USA)

- **CH-47 east of Tuy Hoa:** While in flight one engine died from fuel starvation. The other engine was then shut down and the pilot executed an autorotation into the water. The master caution light was inoperative.

On the face of it, the accidents are humorous. Yet the effect is tragic. Each accident was caused by a supposedly trained and serious aviator violating known procedures and exercising gross misjudgment.

While each of these accidents was unnecessary, such ridiculous events continue to occur. Let's try to think our way out of some of these situations before they occur, rather than laugh or shrug about them afterwards.

"Beehive"

As a junior officer I was very sensitive to the "beehive" nature of Army Aviation. Normally, aviators clustered around in little groupings. They were considered to be "those guys out at the hangar."

Even when I reported for duty on the Army General Staff in 1961 there were still aviators clustered in only three areas: 1) in this Directorate; 2) in the Office of the Chief of Research and Development Air-mobility Division; and 3) in the Aviation assignment business.

Today, it is very pleasing to see aviators dispersed throughout the Army and Joint Staffs. Further, there are aviators in many other military activities throughout the Washington area, and others are attached to non-Defense agencies.

An exchange of ideas

For this reason I have resurrected the term, "Beehive," which now has a friendly connotation. Normally, each five weeks I schedule a "Beehive Meeting" for the key Army Aviators throughout the Washington area. The meetings provide an update both for them and for me because we discuss what is going on in our respective areas. There is an exchange of ideas rather than a "party line" aspect to the meetings.

There are about 40 attendees. At the national level we have Major Dick Tobiason

in the National Aeronautics and Space Council (NASC). Dick is being replaced by LTC John Doyle in this key position. Colonel Leo Bryan is also in the civilian community as our representative to the Federal Aviation Agency (FAA).

In the Office of the Secretary of Defense, Colonel "Pusher" Barnes works for the Assistant Secretary for Manpower and Reserve Affairs. Also at the DOD level, Brigadier General Conrad L. Stansberry is the Military Assistant to the Deputy Director (Tactical Warfare Programs) in the Office of the Director of Defense Research and Engineering (DDR&E). Colonel Bob McDaniel is also at DDR&E. In the Weapons Systems Evaluation Group (a subordinate of DDR&E) we find Colonel Bill Tyrrell.

JCS representation

Army Aviators are included throughout the Joint Staff from the top to the bottom. Near the top, and not members of "Beehive" for obvious reasons, are Lieutenant General Richard T. Knowles, who is the Assistant to the Chairman of the Joint Chiefs of Staff, and Lieutenant General Melvin Zais, the J-3. Other aviators at JCS who are "Beehive" members are Colonel Howie Moore in the Office of the Special Assistant for Arms Control, Colonel Billy Wright in J-3, and Lieutenant Colonel Jim Reed in J-4.

Our next step down the hierarchy ladder is the Army establishment itself. Lieutenant Colonels Wally Adamson and Ray Nutter are in the Office of the Chief of Legislative Liaison. They accompany me on my many trips to the Congress and keep tabs on Army Aviation matters of interest in the Senate and the House of Representatives. In the Secretariat is Colonel Elswick Newport who works for the Assistant Secretary of the Army (Installations & Logistics); Colonel Jack Tumlinson with ASA (R&D) and Major Fred Benson with ASA (Financial Management) are two others.

As we reach the Department of the Army Staff, we find the following aviators: In the Weapons Systems Analysis Directorate of the Assistant Vice Chief of Staff's office, Lieutenant Colonels Vince Bailey and Bert

INITIAL ACTION

Requests for quotations (RFQ's) on the design, development, and qualification of a 1,500 shaft horsepower gas turbine aircraft engine were released on July 30 to eight U.S. and one Canadian manufacturer by Hq. AVSCOM. The deadline for responding is September 28. The release of the RFQ's is the first step in the development of the new Utility Tactical Transport Aircraft System (UTTAS).

Firms receiving RFQ's for the engine included: Detroit Diesel Allison Division; AiResearch Manufacturing Co., General Electric Co., Avco Lycoming Division, Solar Division, Pratt & Whitney Aircraft Division, Curtiss-Wright Corp., Teledyne CAE, and United Aircraft of Canada, Ltd. Following the selection of an engine developer, RFQ's will go to the airframe manufacturer. Plans call for the selection of two manufacturers to engage in a competitive "fly-off," with a single firm being selected for production.

Toepel hold down the fort. Also on the Staff are Lieutenant Colonels Jim Burress and Reg Corliss in DCSPER; Jack Woodmansee in the office of the Chief of Staff; and Colonel John Marr in OPO.

DCSOPS is represented by Colonels Lew Ashley and George Horton. DCSLOG, as many of you are aware, has an entire directorate, Aviation Logistics, devoted to aviation matters. This directorate is headed by Mr. Joe Cribbins and includes 15 Army Aviators. Both Joe and his assistant, Colonel Ed Landry, attend the "Beehive" meetings.

Other Army Staff agencies also provide representation to the get-together. Lieutenant Colonel Vince McNeese from ACSI, Colonel Jim Nix from the Chief of the Reserve Components, Lieutenant Colonel Colin McKenzie from Communications-Electronics, and Lieutenant Colonel Dick Scott from the Surgeon General's office are also invited.

A large contingent

These people head up a large contingent of aviators — over 500 in all, assigned to the various organizations we have discussed. There are also about a hundred Army Aviators assigned directly to the Military District of Washington, mostly with duty at Davison AAF at Fort Belvoir.

There are other aviators from the greater Washington area, such as Colonels Chuck Anders and Bill Boehm at U.S. Army Com-

AN INFUSION OF AIRCRAFT

(Continued from Page 15)

Anders and Bill Boehm at U.S. Army Combat Developments Command; Colonel Les Gilbert at U.S. Army Materiel Command; Colonel George Rogers, Director of USA-ASO; and Colonel Bill Watson, the CO of Davison AAF. Colonel Randy Mathews also journeys here from CONARC to make a valuable contribution.

It is through all of these officers that the Army Aviation story is being made. Whatever the staff action, these people are always ready to provide the necessary aviation expertise, but in a greater sense are ready and able to provide a fantastic storehouse of varied and diverse experience in all facets of military operations. We are indeed well represented here in the Nation's Capital.

World records

For the first time in recent years Army Aviators and aircraft have set new world records. For the first time ever a tactical Army Aviation unit has set world's records. Previous records have been set by personnel and aircraft from the Army Aviation Test Board and other non-tactical organizations.

The National Aeronautic Association, which keeps all statistics of records, has filed the Army's claim for five records set

8 June 1971 by the 293d Aviation Company at Fort Hood, Texas.

CWO Thomas J. Yoha employed a tactical OV-1 airplane powered by two Lycoming T53-L-15 engines to set altitude and "time to climb" records for the light turbo-prop class (3,000-6,000 kilograms). No previous records have been filed for this class.

CWO Yoha flew his Mohawk to 39,500 feet and flew a record 36,500 feet in horizontal flight. He required 2 minutes and 30 seconds to reach an altitude of 3,000 meters (over 9,000 feet); 5 minutes and 35 seconds to reach 6,000 meters; and 10 minutes and 50 seconds to reach 9,000 meters.

Congratulations to CWO Yoha and the 293d for this signal accomplishment!

Wire strikes

A total of 51 wire strike mishaps occurred during FY70. This is the second highest number of wire strikes encountered in the last twelve years. Most of these mishaps were caused by unauthorized flight profiles. Already in this fiscal year there has been one fatal wire strike which occurred during planned tactical flight.

This is another example where command supervision is mandatory. The difference between zero and 50 feet makes little difference in aircraft vulnerability to anti-aircraft weapons but it makes a substantial difference to safe flying.

SAFER and SANE FLIGHT!!

Aviation Director Flight Delivers the First Cobra to a CONUS Unit

The first AH-1G Cobra to be received by a CONUS unit was delivered to the U.S. Army Armor Center at Fort Knox, Ky., on August 17 with Brigadier General William J. Maddox, Jr., the Director of Army Aviation, OACSFOR, personally making the flight delivery (Photo, page 11). At a formal ceremony marked by an 11 gun salute, a band, and representation from all of the Armor Center, Major General William R. Desobry formally accepted the Cobra's logbook from General Maddox for the 8th Squadron, 1st Cavalry.

In recognition of the occasion General Desobry acknowledged that the aircraft could not have been delivered by a finer air cavalryman and presented General Maddox with the traditional "Old Bill."

General Maddox also noted the appropriateness of the date by citing the August 17 authority to proceed with the contract development of the AH-56 Cheyenne, information which he had gained earlier in the same day, and the significance of being able to deliver the attack helicopter personally to the Armor Center.

It is expected that the Cobra aircraft will form the nucleus for the Aerial Weapons/Air Cavalry Attack Platoon Leaders Course that is expected to get underway at Fort Knox in the near future.

HARD DDDR UGGS

and
Army Aviation



Morris G. Rawlings, a retired Army Aviator now serving as administrator for the Philadelphia Branch of SODAT (Services to Overcome Drug Abuse Among Teenagers), indicates that the problem of drug dependence/addiction within Army Aviation has been recognized and that solutions are being sought.

THE first Army Aviator was also the first drug abuser in Army Aviation. We didn't worry a great deal about his habits. The last Army Aviator *hasn't* been born yet. We do worry — perhaps excessively — about his traits.

Had Thaddeus Lowe been subjected to Congressional inquiry, or interviewed by a controversy-seeking reporter as to why he insisted upon using tobacco (nicotine), or drinking coffee (caffeine), or nipping at a square bottle on occasion (ethyl alcohol), he might well have answered:

"Because I want to — because I enjoy the effects — because it doesn't hurt anyone but me — and what business is it of yours, anyhow?"

The as-yet unborn Army Aviator will, no doubt, say much the same thing except in more and longer words befitting his lengthier education period.

Philosophically, this retort contains all the elements which foment today's (and tomorrow's) unrest under authority — the growl of the individual against the judgment and power of the group — and facets of that discussions are good for a thousand words from anyone, any time.

Practically, such responses *aren't* worth a hoot in a hailstorm — not to Army Aviation.

A practical matter

Flying is a very practical matter, conducted during state-paid time in state-purchased equipment used for state-designated purposes. The art and science involved in piloting requires the application of specialized skills to a demanding job which nearly always includes the assumption of responsibility for the lives and safety of others.

Keeping the machine in flying condition is an even more demanding chore. Under these conditions, no one can befuddle himself with drugs *without* adversely affecting others.

That's a fact — a discernible piece of perceived reality — which collides with a second fact, that no one can face reality all the time. Most of us are content with

a little day-dreaming, a little exaggerating, a little fibbing now and then augmented by the fantasies which our mind develops during the night. When we attempt objectivity, we rationalize that as individuals we are quite capable of performing our own cost-benefit equations; we know just how far we can go in indulging ourselves without hurting others.

Many "bloopers"

There's just enough truth in that to be dangerous. Insofar as drugs are concerned, the experts haven't done too well. Specialists in the workings of the human brain and body, together with those in the field of chemistry, have pulled same terrific bloopers in their haste to get panaceas into the marketplace.

Bayer once touted heroin so highly that many people thought it the feminine of hero and were anxious to become one. Amphetamines, needed by the thousands, were produced and sold by the billions. Barbiturates were hailed as a mark of distinction and carried in jewel-encrusted pill boxes.

There are conscience-stricken medical men who regret having prescribed thalidomide and some who wonder how many of their patients' symptoms are iatrogenic. Even the friendly aspirin tablet, taken to excess, has been known to exact payment in the form of ulcers, anemia, and kidney damage.

All of which goes to prove one thing — that the cost of a drug is not restricted to the dollars expended, an amount now in excess of \$45 per year per man, woman, and child in the United States. One other thing appears to be a near-certainty; the more pronounced the effect of a drug, the greater will be its collected payment.

Thaddeus' successors have been offered a wide choice of reality-evading drugs; quick acting and highly euphoric in their effects. According to the House Special Subcommittee on Alleged Drug Abuse in the Armed Services¹, many servicemen have taken advantage of the offer:

• "50-60% of the men in service have

at least experimented with drugs, principally marijuana."

- "20% of the military men may be using marijuana."

- "Up to 10% of the personnel in Vietnam could be using hard drugs."

These conclusions are so hedged with qualifying words and phrases that they ensure both accuracy and uselessness. Without leaving the bathroom, one may suggest that 99.9% of the men entering service have at least experimented with drugs, principally aspirin; that 20% may be using antihistamines, and that up to 10% may be mixing the dosage.

It is encouraging to note that between 90% and 99% of the men are *not* taking hard drugs — the obverse of the statement that up to 10% are doing so — but it is a curious omission that makes no conclusion regarding alcohol.

Booze remains #1

Despite the wider drug choice, the most abused and perhaps the most dangerous drug remains the old favorite, booze. On page 1858 of the quoted reference, a direct comparison is drawn between the usage of alcohol and that of marijuana. It should come as no surprise to learn that alcohol is the winner in every age group and at every educational level above grade school.

We do know something about the real cost of alcohol; it is the third biggest disease in the country; it has addicted 15% of the population; it contributes to more than 50% of our traffic fatalities; and it is associated with more violence than all other drugs combined. It seems passing strange that any inquiry into alleged drug abuse would overlook the preeminence of alcohol.

Alcohol, though, is in a decline as the drug of choice for many reasons, including the fact that it carries a tax load of monumental proportions. Perhaps the reason of greatest concern to Army Aviation is that alcohol is most preferred by those over 30 and that makes it automatically undesirable for the younger half of the population.

¹Page 2162, Hearings of the 91st Congress from September, 1970 through January, 1971.



How's this for a helping hand? Wayne R. Smith, AAAA's VP for Nat'l Functions, and Mrs. Bernie Foster of AVSCOM, place 311 industry invitations to the '71 APBI into the mails. Co-sponsored by the AAAA, the Army Aviation Systems Command's briefing will be an integral part of AAAA's '71 convention in Washington, D. C., on October 13-15.

(USA photo)

Insofar as Army Aviation is concerned, this means that we are in the process of trading a known evil for one whose costs are not yet known.

According to the Subcommittee, the interim period has, so far, posed no problem. One of their findings (page 2160) is "that drugs apparently have not hampered the mission of our armed services, and that its control is a function of command". Perhaps a less wobbly finding would be that the military has carried out its mission, despite the presence of drug abusers and the availability of abusable drugs — but one can't have everything.

Specific testimony

Testimony relating specifically to Army Aviation is found on page 1549:

Mr. Hogan: "... Some pilots have been suspected of using drugs endangering the lives of their passengers and themselves ..."

Mr. Allen: "... The Army has no information that would say there have been crashes because of drug involvement ..."

Mr. Hogan: "Do you have information as to whether or not any of your helicopter pilots or other pilots have been involved with narcotics or dangerous drugs?"

Any Chinook can



In 1969, a Boeing-funded program was initiated to provide full-scale flight evaluation of an advanced technology helicopter—the Model 347—with the objective of establishing new standards for flying qualities while retaining the inherent performance advantages of the tandem rotor helicopter. First flight was scheduled for May, 1970.

To build the Model 347 advanced technology helicopter, a U. S. Army-

supplied CH-47A Chinook was modified by: installing a new, four-bladed rotor system; providing an advanced flight control system; extending the length of the fuselage; increasing the height of the aft pylon; and modernizing the cockpit.

Flight test accomplishments of the 347 are:

- First Hover on May 27, 1970.
- First Flight on May 28, 1970—172 knots (198 mph) (Gear down).

be a Model 347.



- Maximum Level Flight Speed—177 knots (204 mph) (Gear up).
- Maximum Dive Speed—186 knots (214 mph).
- Maximum Gross Weight—53,000 lb
- Vibration Objective of 0.05g 4/rev achieved throughout speed range.
- Rotor banging eliminated and external noise in hover and forward flight reduced below 95 PNdB at 500 feet and less than 90 EPNdB at 1000

feet—both acceptable community standards.

- Major improvements in stability and handling qualities confirmed.
- Total flying hours through June, 1971—288.9.

The 347 advanced technology helicopter allows potential users to realistically assess its advanced capability and provides a sound technical base for satisfying tomorrow's needs today.

BOEING HELICOPTERS

DRUGS AND ARMY AVIATION

(Continued from Page 19)

General Davis: "No. An allegation was made. On the basis of our investigation, there was no basis for the statement."

Mr. Hogan: "The Army has no knowledge of your pilots using marijuana that may have resulted in a crash?"

General Davis: "That is right."

It is hardly necessary to point out that these words, like the earlier quoted conclusions, can be both accurate and misleading. Both questions and answers are carefully worded to present information on specific drugs; amphetamines, barbiturates, narcotics, and hallucinogens. Alcohol, a dangerous drug by Committee definition,² does not fit neatly into any of those categories. It is not being used as fertilizer to speed the growth of female marijuana plants!

If it is accepted that the abuse of drugs (other than alcohol) has not caused aircraft accidents through errors in pilot judgment, and if the availability of flyable machines is adequate proof that there is no faulty maintenance, then where's the problem? *It lies in the future.*

The will to work

Army Aviation, like most other fields of endeavor, is worried that drug dependence/addiction may destroy the will and motivation of those who are expected to carry on the good work. That is a legitimate worry in that we can ill afford a nation of noddies; it is a continuing worry in that no one knows the long-range costs of artificial euphoria; but when advanced as an argument that the younger generation is unwilling to shoulder responsibility, it is a foolish worry.

The great majority are exceedingly anxious to take over right now — so eager in fact, that the reluctance of their elders to move over, and the constant assignment of that which they consider to be dull and

²A non-narcotic substance... having a potential for abuse because of its depressant or stimulant effect on the central nervous system...¹

routine tasks, serve as monumental frustrations. It has always been so. Once, these normal frustrations were eased by loud moans and bitter complaints voiced between swallows in a friendly bar. Now, a quicker relief is sought through the use of more potent drugs.

Consider this, from page 1851, as it affects Army Aviation:

Mr. Hagan: "How many people in this general area have smoked grass?"

Answer: "40% to 60%."

Mr. Hagan: "What about harder drugs?"

Answer: "I have had experience with smack... I smoked it."

Mr. Hagan: "Why did you use it? The fact that you couldn't get marijuana?"

Answer: "To get the high... to pass the time. It's very monotonous to do the same things over and over again."

Mr. Hagan: "It was the type of duty you were doing? What were you doing?"

Answer: "I was a helicopter mechanic."

Blunting the edges

That the answerer happens to be a helicopter mechanic is incidental — the answers would have been the same for any job in which he felt himself unknown and his work unrecognized. Drug abuse, like acne, is a symptom of growing pains; a crutch to aid in the climbing of emotional hills; a means by which to defy authority; a costly frittering away of valuable time; but, most of all, it is an attempt on the part of the user to blunt the edges of what he perceives as reality.

It is true that an increasing number of our young men, not liking what they think they see, are coping out at an earlier age and for longer periods of time. It is equally true that Army Aviation, as a subsystem which, of necessity, subordinates the individual to the group, has little use for the cop-out. There are no simplistic solutions to the impasse — unless nature chooses to take a hand. Meanwhile, there are two highly encouraging factors; the problem has been recognized, and the solutions are being sought.

No prophet of doom has ever been right. Drugs or no drugs!



AAAA'S FIFTEENTH YEAR! — PLAN TO ATTEND!

1971 AAAA ANNUAL MEETING

OCTOBER 13-15

SHERATON-PARK HOTEL

WASHINGTON, D.C.



“The Thrust is Progress”

**Program theme
for the most
comprehensive
Army Aviation
information
“package”
yet presented!**



PROFESSIONAL-SOCIAL PROGRAM FOR THE 1971 AAAA ANNUAL MEETING

(The program, length of presentations, and room locations are subject to minor change. All functions are held at the Sheraton-Park Hotel unless otherwise noted.)

WEDNESDAY, 13 OCTOBER 1971

- 0900-1900 Registration. Poppy's.
1330-1630 National Executive Board Business Meeting. Justice Suite.
1500-1800 The Very Early Birds' Reception. Poppy's.
1900-2200 The Not-So-Early Birds' Reception. Poppy's.

THURSDAY, 14 OCTOBER 1971

- 0800-2000 Registration. Concourse of States.
0800-0900 Breakfast Business Meeting. "AAAA Chapter Operations." Chapter Presidents, Secretaries, and Delegates' Meeting with Executive Vice President and Secretary-Treasurer. Ticket required. Delaware Suite.
0900-0905 Welcome by LTG Harry W. O. Kinnard, USA (Ret.), National President. Park Ballroom. (MI).

"THE THRUST IS PROGRESS!"

- 0905-0920 "The Thrust is Progress!" BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA. An introduction to the 1971 Convention covering a short review of the progress in Army Aviation and airmobility in the past year, and a look at where the program stands today and the outlook for the future. (MI).

"CURRENT OPERATIONS"

- 0920-0945 "Army Aviation in the Modern Volunteer Army." The keynote address by LTG George I. Forsythe, Special Assistant for the Modern Volunteer Army, Office of the Chief of Staff, U.S. Army. A factual explanation of the overall concepts of today's Modern Volunteer Army, followed by a discussion of the interface of Army Aviation with that program. Personnel, readiness, and training aspects will be stressed. (MI).
0945-1005 "Vietnam in Perspective." BG Jack W. Hemingway, Assistant Division Commander, 1st Cavalry Division (TRICAP), Ft. Hood, Texas. A status report on the Vietnam situation, to include the Laos and Cambodian operations and Vietnamization. A general, unclassified resume of future plans. (MI).

- 1005-1020 Coffee Break. Park Ballroom. (MI).

"CURRENT OPERATIONS" (Continued)

- 1020-1035 "A Time for Transition." LTG Robert R. Williams, Assistant Chief of Staff for Force Development, DA. A recapitulation of some of the lessons learned in Vietnam (such as survivability) as they relate to the higher intensities of warfare in a NATO environment. The size and shape of the Army's aviation fleet in the baseline force structure. (MI).
1035-1050 "Trends in Combat Developments." LTG John Norton, Commanding General, USA Combat Developments Command, Ft. Belvoir, Va. A look into the future stressing concepts for the Army as a whole, and the environment in which airmobility will fit. (MI).

"ORGANIZATION, DOCTRINE, CONCEPTS, AND TACTICS"

- 1050-1055 "Propensity in Perspective." BG Albert G. Hume, Commanding General, USA Combat Developments Command Combined Arms Group, Ft. Leavenworth, Kansas. A

short introduction to the later briefings that explain the propensity of aviation units by the various agencies. (MI).

1055-1110 "Air Cavalry in a Mid-Intensity Environment."

MG William R. Desobry, Commanding General, USA Armor Center and Commandant, Armor School, Ft. Knox, Ky. This propensity presentation will cover the Air Cav Troop tests in Europe, outline the scope of the tests, and provide some of the conclusions reached. The tie-in with TRICAP will be identified, and future plans mentioned. (MI).

1110-1125 "Eighty MPH Infantry."

MG Orwin C. Talbott, Commanding General, USA Infantry Center and Commandant, USA Infantry School, Ft. Benning, Ga. A propensity discussion of the dynamic infantry concepts envisioned, emphasizing airmobile infantry with infantry anti-tank weapons. (MI).

1125-1130 Administrative announcements. Adjournment.

1130-1215 Refreshments and social break. Pay-as-you-go bar. Sheraton Hall. (MI).

1215-1315 General Membership Luncheon*. Admission by ticket. Sheraton Hall. (MI).

1315-1330 Social break. (Luncheon tables cleared).

1330-1415 AAAA General Membership Meeting. The President's Annual Report. Election of National Officers for 1971-1974. Discussion of floor items proposed by members. Sheraton Hall. (Members only).

1415-1430 Social break.

"ORGANIZATION, DOCTRINE, CONCEPTS, AND TACTICS"

(Continuation of the morning programming. Park Ballroom)

1430-1440 "Ship-to-Shore Shuttle." LTG Joseph M. Heiser, Jr., Deputy Chief of Staff for Logistics, DA. A propensity discussion of the employment of the helicopter in ship-to-shore operations. Of specific interest will be the conceptual employment of the Heavy Lift Helicopter in a ship-to-shore role. (MI).

1440-1450 "Artillery Over the Battlefield." MG George W. Putnam, Jr., Director of Military Personnel Policies, ODCSPER, DA. This propensity discussion will explain the tactical considerations for the employment of aerial artillery. It will identify the specific similarities and differences between the combat tasks of aerial artillery units vis-a-vis attack helicopter units. Park Ballroom. (MI).

1450-1505 "The Marriage of Armor and Airmobility." LTG G. P. Senef, Jr., Commanding General, Fort Hood, and Director, Project MASSTER. The testing of the TRICAP Division under Project MASSTER will be covered, with the Air Cavalry Combat Brigade (ACCB) being discussed in more detail than other elements of the division. (MI).

1505-1520 "The Impact of Maintenance." MG Fred Kornet, Jr., Commanding General, USA Army Aviation Systems Command, St. Louis, Mo. A discussion of the aviation maintenance system within the Army today, and what the outlook for the future will be. What lessons were learned in Vietnam that will be applicable to warfare in a NATO environment? Are aviation maintenance capabilities expected to be improved by the implementation of Modern Volunteer Army concepts? (MI).

1520-1540 "The New Role of the Reserve Components."

LTG William R. Peers, Chief, Office of Reserve Components, U.S. Army. A short general resume of Reserve Component activities during the year followed by a dis-



1971 AAAA Annual Meeting and AVSCOM-AAAA APBI



COMBINED REGISTRATION FORM

I plan to attend the functions of the 1971 AAAA Annual Meeting indicated below and have enclosed a check made payable to AAAA to cover the cost of my attendance.

Function (All at Sheraton-Park Hotel)	Quantity Desired	Military Member	Civilian Member	Non- Member	Amount
1. Registration (a)		\$ 6.00*	\$10.00	\$14.00	\$.....
2. General Membership Luncheon Noon-1:30 p.m., Oct. 14		\$ 8.00	\$12.00	\$12.00	\$.....
3. AAAA 15th Anniversary Reception 8 p.m., Thursday, Oct. 14		\$ 7.00	\$10.00	\$12.00	\$.....
4. Honors Luncheon and Reception (b) 11 a.m.-2 p.m., Oct. 15		\$ 8.00	\$10.00	\$12.00	\$.....
5. Combined Convention Fee (Includes 1, 2, 3, and 4 above)		\$25.00	\$32.00	\$45.00	\$.....
6. Combined Fee with Wife (Excludes Item 2 for Wife)		\$35.00	\$45.00	\$58.00	\$.....
7. Combined Convention Fee and APBI (Includes 1, 2, 3, 4, and transportation)		N/A	\$60.00**	\$60.00**	\$.....
8. Honors Luncheon Table Reservation (Per 10-seat table with 4 AAAA seats)		N/A	\$25.00	N/A	\$.....
9. Ladies' Brunch 10:30 a.m.-Noon, Oct. 14		\$ 3.00	\$ 3.00	\$ 3.00	\$.....
(a) Wives need not register. "Military" includes active Army, retired, Reserve Component, and DAC personnel.					Total — \$.....

(b) Includes complimentary Reception cocktail.

* Active U.S. Army personnel sent APBI information on request.

** Includes retired personnel. Add \$13.00 for wife's attendance at all functions.

Name Rank

Unit or Firm

Street

City State ZIP

PROGRAM FOR THE 1971 AAAA ANNUAL MEETING

discussion of the impact of the Modern Volunteer Army on the Reserve Components. How will VOLAR affect the readiness of Reserve Component units. What opportunities will be open to personnel leaving active duty? (MI).

1540-1600 Coffee break. Park Ballroom. (MI).

"THE MATERIEL STORY"

1600-1615 "Aerial Firepower — An Equalizer!" LTG William C. Gribble, Jr., Chief of Research & Development, DA.

FRIDAY, 15 OCTOBER 1971 — INDUSTRY PROGRAMMING
(West Auditorium, State Department)

1971 ADVANCED PLANNING BRIEFING FOR INDUSTRY (The APBI is co-sponsored by the U.S. Army Aviation Systems Command, St. Louis, Mo., and the AAAA. West Auditorium, State Department, Virginia and 22nd Streets, N.W., Washington, D.C. Classified session with prior security clearance required. AAAA-provided bus transportation for APBI registrants will depart from the front of the Sheraton-Park Hotel during 0715-0745 hours.)

0700-0745 Quickie Stand-Up Continental Breakfast. Free for APBI Registrants only. Continental Room.

"ARMY AVIATION WORLDWIDE DEPLOYMENT"

0815-0820 Welcome and introduction of MG Fred Kornet, Jr., the AVSCOM host, by LTG Harry W.O. Kinnard, USA (Ret.), AAAA National President. (I).

0820-0830 Introduction of the theme, "Army Aviation Worldwide Deployment," by MG Fred Kornet, Jr., Commanding General, USA Army Aviation Systems Command, St. Louis, Mo. The CG, AVSCOM, will show the distribution of aircraft by theater, discuss the probable future operations and authorized strengths of aviation units and, in general, will show the magnitude and dependence on "Worldwide Deployment of Aviation Units" varying from theater support (heavy lift) to close-in support of aerial weapons aircraft for the small unit. Aviation is really organic throughout the Army! (I).

0830-0855 "Lam Son." BG William J. Maddox, Jr., the Director of Army Aviation, OACSFOR, DA, will briefly review the Laos operation and relate this experience to the impact on the future role of Army Aviation. (I).

0855-0900 Questions.

0900-0920 "Long Range Aviation Plans. Aviation Materiel Needs and Priorities." BG Albert G. Hume, Commanding General, USA Combat Developments Command Combined Arms Group, Ft. Leavenworth, Kan., will discuss the airborne systems and associated subsystems and the components of the equipment planned for the Seventies and their priority assignment. The influence of worldwide deployment on aviation in support of low, mid and high intensity warfare results in a shift of priorities and a significant increase in the capabilities of aviation equipment in night operation, low visibility environment conditions, and other extensions of current capabilities. The impact and plans for "materiel needs" for systems, subsystems, and components will be discussed. The concept of extending airmobility to a more sophisticated war has led to the development and test of a new division — TRICAP — which will be briefly outlined with emphasis placed on its aviation components. (I).

A status report on the progress in the "Cheyenne" program. What will its capabilities be? When can it be expected in the Army Aviation inventory? (MI).

1615-1625 "An Expanded View." MG Phillip B. Davidson, Jr., Assistant Chief of Staff for Intelligence, DA. A discussion of the OV-10 aircraft describing its improvements over earlier models. The unique capabilities of the Mohawk aircraft in relation to all other aircraft in the U.S. military inventory. (MI).

1625-1635 "The Eyes of the Commander." COL Charles K. Heiden, USA Combat Developments Command Armor Agency, Ft. Knox, Ky. A status report on the LOH, to include the impact of the "New Initiative Program." (MI).

1700-1800 Cub Club Reunion. Continental Room.

1930-2100 AAAA 15th Anniversary Reception. Sheraton Hall. (Business suits, cocktail dresses). (MI).

0920-0925 Questions.

0925-0950 "MASSTER." MG Robert M. Shoemaker (Designee), Deputy Director, Project MASSTER, Ft. Hood, Tex., will discuss the Modern Army Selected Systems Test, Evaluation and Review organization that has been conducting tests on surveillance, target acquisition and night operations (STANO) of equipments. Concurrently, CDC has developed the organizational concepts and employment criteria for the TRICAP division. The MASSTER organization will be testing the TRICAP concept and evaluating doctrine, tactics and equipment capabilities. An overview of Army plans will be discussed. (I).

0950-0955 Questions.

0955-1010 "Armed Aerial Weapons Systems Plan." BG Henry H. Boiz, Jr., Project Manager, AAWs, will discuss the Army's concepts for aerial weapons systems, including the future role of the AH-1G and upgunning implications. The decision to produce, the phase-in of the Cheyenne, and the future of the TOW-Cheyenne, advanced "fire and forget" missiles, advanced rockets, advanced weapon subsystems, including accuracy, range, and sighting devices, etc., will be covered. (I).

1010-1015 Questions.

1015-1030 "Utility Aircraft Systems Plans." BG Leo D. Turner (Designee), Project Manager, UTTAS, will discuss the current inventory of utility aircraft class aircraft and the extent of product improvement and use over the next decade will be discussed. The development plans for the UTTAS will be covered briefly. Preliminary plans for the phase-in from development through test to procurement of the UTTAS, to include the reliability and maintainability phase, will be provided. (I).

1030-1035 Questions.

1035-1050 "Heavy Lift Advanced Development Program." COL William L. McKeown, Project Manager, HLTAS, will discuss the Army's needs for heavy lift, including the services provided and the savings entailed by use of the CH-54's in SEA. The deficiencies of the present lift capability, plus the 20/40-ton container concept which precipitated the Advanced Technology Program for Heavy Lift and the intended accomplishments, will be portrayed, together with the Army's plans to develop and procure operational systems. (I).

1050-1055 Questions.

1055-1100 Summary. MG Delk M. Oden, USA (Ret.), Senior Vice President, AAAA. (I).

1100-1120 Buses depart for Sheraton-Park Hotel and AAAA Honors Luncheon Reception and Luncheon. (I).

PROFESSIONAL-SOCIAL PROGRAM FOR THE 1971 AAAA ANNUAL MEETING

FRIDAY, 15 OCTOBER 1971 — MILITARY PROGRAMMING
"THE THRUST IS PROGRESS!"
 (Virginia Suite, Sheraton-Park Hotel)

0700-0800 Quickie Continental Breakfast. For members attending 15 Oct. Sheraton-Park programming only. Olympia Lounge.

"NEW NEWS"

0815-1020 Call to Order, Welcome to Attendees, and Re-statement of the 1971 Programming Theme by MG Delk M. Oden, USA (Ret.), Senior Vice President, AAAA. (M).
0820-0835 "The Aviation School — Today and Tomorrow." MG Allen M. Burdett, Jr., Commanding General, USA Aviation Center and Commandant, USA Aviation School, Ft. Rucker, Ala., will discuss the operational aspects of the Aviation School. Will the Modern Army Concept have an impact on the work load of the school? What are the short range plans for the training base? (M).

0835-0845 "The New Look in Labs!" BG George M. Sneed, Jr., Director of Army Research, OCRD, DA, will provide an organizational update of the USA Air Mobility R&D Laboratory organization and will highlight some of the future plans of the activity. (M).

0845-0855 "Why Safety?" BG Leo E. Soucek, Commanding General, USA Primary Helicopter Center and School, Ft. Wolters, Tex., will discuss the broad policies that are a part of the Army Aviation safety program. This will not be a "Safety Lecture," but will cover milestones, direction, and long range goals. (M).

0855-0910 "Regulations of Interest." COL Ted A. Crozier, Chief, Plans & Programs Division, Aviation Directorate, OACSFDR, DA, will touch upon those regulations that have changed in the past year, and will look ahead to future AR's dealing with proficiency flying, requirements for Senior and Master Aviator ratings, requirements for instrument qualification, and new flight pay regulations. (M).

0910-0930 Coffee Break. (M).

"THE PEOPLE STORY"

0930-0945 "Aviation — Still a Treadmill to Oblivion?" MG Kenneth L. Johnson, Chief, Office of Personnel Operations, U.S. Army, will discuss the role of the commissioned Army Aviator in today's and tomorrow's Army. How does the commissioned aviator rank with his non-rated peers in schooling, promotions, and command assignments? What will the post-Vietnam assignment picture look like? (M).

0945-0955 Questions.

0955-1010 "A Combat Pilot in Peacetime." BG Richard A. Edwards, Jr., Director of Officer Personnel, Office of Personnel Operations, U.S. Army, will discuss the role of the Warrant Officer aviator in today's and tomorrow's Army. What can the Aviation WO anticipate in the way of a career pattern? Can he expect schools and promotions? Should he stay in? (M).

1010-1020 Questions.

1020-1030 "Our Backbone — The Aviation Enlisted Man." MG Frederic E. Davison, Director of Enlisted Personnel, Office of Personnel Operations, U.S. Army, will discuss the role of the enlisted aviation specialist in today's and tomorrow's Army. What impact will the Modern Volunteer Army have on his career pattern? Will he receive more pay, better hours, and better working conditions? What

else can be done to insure the retention of highly qualified enlisted aviation personnel? (M).
1030-1040 Questions.

1040-1045 Programming Summary. BG William J. Maddox, Jr., Chairman, Programming Subcommittee, 1971 AAAA Annual Meeting. (M).

1115-1200 1971 AAAA Honors Luncheon Reception. Park Ballroom. (M).

1200-1400 1971 AAAA Annual Honors Luncheon. Presentation of AAAA National Awards by the Honorable Robert F. Froehke, Secretary of the Army; General William C. Westmoreland, Chief of Staff, U.S. Army; General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army; and a representative of the James H. McClellan Foundation. Sheraton Hall. Ticket required. (M).

1430-1515 National Executive Board Business Meeting in President's Suite.

1800-2000 Diehards' Reception. Continental Room.

(M) For military members; (I) For industry members; (MI) For Military and industry members. *Function ticket provided to each APBI registrant and Chapter Delegate.

Note: Security Information Form and \$60 APBI Registration Fee for Advanced Planning Briefing for industry must be received by AAAA, 1 Crestwood Road, Westport, Conn. 06880 on or before September 1971, if attendance is desired.

1971 AAAA ANNUAL MEETING COMMITTEE

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Diehards' Reception

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CORPUS CHRISTI, TEX. — MG Fred Kornet, Jr. (left), CG of the USA Aviation Systems Command, awards the Legion of Merit (First Oak Leaf Cluster) to COL Luther G. Jones, Jr., CO of the U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), at the latter's July retirement ceremonies at the Corpus Christi facility.



MacDILL AFB, FLA. — Representing the AAAA Scholarship Foundation, Inc., COL Clarence H. Ellis, Jr., AAAA's national Secretary-Treasurer, presents a \$500.00 Foundation check to Miss Kathryn A. Klim, one of six winners of 1971 \$500 AAAA scholarships. The daughter of LTC (Ret.) and Mrs. William Klim, Jr., of St. Petersburg, Fla., Miss Klim has enrolled in Stetson University in Deland, Fla. The presentation was made at a recent meeting of AAAA's Suncoast Chapter.



FT. EUSTIS, VA. — LTC Charles W. Sloan (left) awards WO1 Bruce McNeely an AAAA "Certificate of Achievement" and his diploma on his graduation from Aircraft Maintenance Officers Course (AMOC) Class 20 on July 21. Sponsored by the David E. Condon Chapter of AAAA, the Achievement Award is presented to each AMOC Distinguished Graduate. (USA photo)



FT. WOLTERS — The winners of Achievement Awards sponsored by the Ft. Wolters Chapter of AAAA and USAPHS are shown following presentation of their awards at July 16 commencement exercises. WOC Daniel G. Beasley, foreground, won the "Outstanding Soldier" and "Military Achievement Awards," the first individual to win both awards in School history. WOC Daniel A. Christiansen (center) was the Distinguished Graduate, and won the Academic Achievement Award. Candidate Allen P. Rice (top) won the Flight Achievement Award. (USA photo)



CANAL ZONE — COL Lloyd G. Huggins, USARSO Chief of Staff (left), is shown presenting a "Broken Wing Award" to CW3 Frank L. Wendt, 206th Aviation Company, Ft. Clayton, CZ, in a recent ceremony. Wendt had experienced an engine failure in a UH-1D helicopter shortly after taking off from Lapaterique, Honduras, at a density altitude of 7,000 feet, and successfully landed in a small clearing in a densely vegetated mountainous area. The recovery helicopter encountered difficulty in landing at the site under power. (USA photo)

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PHOTO NEWS



FT. WOLTERS — BG Leo E. Soucek (left) accepts the Ft. Wolters colors from LTG George V. Underwood, Jr., CG of Fifth U.S. Army, at change of command ceremonies held July 26. Returning from USARV where he commanded the 164th Combat Aviation Group; General Soucek succeeds BG Robert N. Mackinnon as CG of the U.S. Army Primary Helicopter Center and Commandant of the U.S. Army Primary Helicopter School. General Mackinnon will assume command of the 1st Aviation Brigade in Vietnam. (USA photo)



FT. RUCKER, ALA. — The three Distinguished Graduates of the 141 Army Aviators graduating from the U.S. Army Aviation School on August 10 received special recognition from AAAAA in the form of engraved sterling silver wings. They were, from left, 2LT Michael E. Humphreys, USAF; CPT Daniel W. Shalongo; and WO1 Eugene E. Holbrook. They represent the Air Force Officers, Officers, and Warrant Officers rotary wing aviator classes, respectively. (USA photo)



FT. EUSTIS, VA. — COL Harry L. Jones (left), President of AAAAA's David E. Condon Chapter, presents a \$2,000.00 check to BG O. Glenn Goodhand, Ret., a member of AAAAA's National Executive Board, for deposit in the AAAAA Scholarship Foundation. Raised at a successful professional-social dinner meeting of the chapter, the contribution is the latest of several made by the Condon Chapter members to the LTG William B. Bunker Memorial Scholarship Fund, a major project of the chapter. (USA photo)



MacDILL AFB, FLA. — MG Francis S. Greenliet, Deputy Chief of the National Guard Bureau and a member of AAAAA's National Executive Board, is shown addressing members of AAAAA's Suncoast Chapter at a recent social-professional meeting. Also shown, l-r, are MG Cunningham, STRICOM; Mrs. John E. McGregor; LTC McGregor, Chapter President; Mrs. Cunningham; COL C. H. Ellis, Jr.; and Mrs. A. B. Willis.

SPEAKING OUT!

(Continued from Page 4)

should be professional on the ground, in the air, and during the attack. At the moment you may be skeptical that such a system of measuring professionalism could be developed but consider the following proposal and judge it for yourself.

We assume there are certain extremely important non-shooting skills that must be accomplished during any armed helicopter mission, and should be factors in any competition. For example:

- A crack crew must be able to load the aircraft's weapons systems quickly and correctly.

- The crew must be capable of navigating accurately to the operational area day and night.

- The target must be identified correctly and rapidly before it can be engaged.

- Timely accurate intelligence information must be reported without delay.

- Sound tactics must be employed so the crew can accomplish their mission and live to fight another day as well.

- Professional communications procedures must be employed. (Much of a pilot's overall professionalism is measured by his communications procedures since this is the only real link between him and the man on the ground who needs his supporting fire.)

- Fire support must be both responsive and effective. (Strangely enough, the man on the ground does not really care from whom he receives his fire support — artillery, naval gunfire, close air, or armed helicopter strikes as long as it is responsive and effective.)

With these basic thoughts in mind let's move on to an imaginary test. Seven finalist fire teams would be present with their aircraft parked on line completely fueled and ready to go, except that the ammunition would be stacked alongside the aircraft. The crews would be provided with identical maps and SOI's, and told that sometime during the day their team would perform a tactical mission.

A buzzer sounds — a clock starts — and one of the fire teams is told to go. The team arms its aircraft and gets airborne. As their skids break ground the time is noted ending phase one.

As they depart they receive, by radio, a set of eight digit coordinates, a call sign, and a frequency, all in code.

When they find the area of the coordinates they mark with a smoke grenade what they believe to be the point designated by their coded instructions. This becomes another point upon which they are scored. Again, the time is noted and this ends the second phase.

As the smoke grenade hits the ground fire team *Alpha* contacts a ground station using the call sign and frequency with which they were provided earlier. From the ground station the team receives an area target to attack. In engaging this target the team *must* expend 100% of its ammunition. (At this point the test is no longer timed. To rush into the attack not only wastes precious ammunition but potentially endangers friendly troops and discourages the use of sound tactics. Obviously, speed is important but not at the expense of the man who is being supported.)

The criteria . . .

Grading during this phase is conducted using the criteria of professionalism. What does this mean? The team is graded on their communications procedure, identification of friendly locations prior to engagement of the target, and interpretation of the request for fire support. These things are all part of unit SOP's, FM's, TM's, and other published documents.

Most important, perhaps, is the actual conduct of the attack. *Did the team take full advantage of the sun, wind, and the terrain? Did they get the best possible dispersion patterns from the aircraft's weapons systems?*

Team *Alpha* then returns to home base for the final phase of its test. All remaining ammunition is counted and the team is downgraded for each unexpended round. Failures, mechanical, or otherwise are not

(Continued on Page 38)

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PHOTO NEWS



ORLANDO, FLA. — Change of command ceremonies at the newly-named U.S. Army Training Device Agency at the Naval Training Device Center on the 30th of July were highlighted by the "passing of the flag." COL Robert E. Phelps (with flag), retiring CO of the Army unit passed the flag to MG John R. Guthrie (2d from left), of Hq, AMC, who, in turn, presented it to LTC Myles H. Mierswa, Sr. (left), the USATDA's new CO. At right is LTC Robert Boxell who presented it to COL Phelps, and then returned it to the color guard after receiving it from LTC Mierswa. The latter, a senior Army Aviator with three tours in USARV, flew with the first armed helicopter company there.



DAYTONA BEACH, FLA. — MAJ Jerry R. Varnon, recently graduated Magna Cum Laude from Embry-Riddle Aeronautical University. The USAREUR Army Aviator, who'll return to the 15th Aviation Group, received a B.S. in Aeronautical Science and an Associate in Science Degree in Aviation Management from Herbert V. Mansfield (left), ERAU Vice President, Student Affairs.



FT. RUCKER, ALA. — Terry Saso of Fayetteville, Ala., buckles up for his orientation ride in an Army OH-58 Kiowa. He was one of 26 Civil Air Patrol (CAP) cadets who toured Fort Rucker and USAAVANS recently. The cadets were from the Maxwell Cadet Squadron, Maxwell AFB, Ala.



CORPUS CHRISTI — The "Billy Pugh" net, a familiar sight to Americans viewing Apollo recovery missions, is more than a familiar sight to this South Texas City. It was here that a local resident invented the device, and it is here that the USA Aeronautical Depot Maintenance Center (ARADMAC) employs the net as a possible rescue device for downed test pilots at the huge Army helicopter repair and overhaul center . . . So far it hasn't been used!

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Obituaries

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

ADAMS, William E., MAJ; Co A, 227th Avn Co, 52d Avn Bn, 17th Avn Gp, 1st Avn Bde; died May 25, 1971 in Vietnam due to hostile action. He is survived by his widow, Mrs. Sandra L. Adams of 916 Taylor Street, Craig, Colorado 81625 and two children, John D. and Jean L. Adams of the same address.

GEORGE, Raymond J., CW2; USAR; Avn; 117th AHC, 222d Avn Bn, 12th Avn Gp, 1st Avn Bde; died March 15, 1971 in Vietnam due to an aircraft accident. He is survived by his widow, 1LT Beverly K. George of 121 North Drive, Copperas Cove, Texas 76522.

HINES, Randy V., WO1; USAR; Avn; 221st Avn Co, 164th Avn Gp, 1st Avn Bde; died June 19, 1971 in Vietnam due to an automobile accident. He is survived by his parents, Mr. and Mrs. Garnett W. Hines of 18919 Beland Street, Detroit, Michigan 48234.

KIRKENDOLL, Jerry W., WO1; USAR; Avn; 177th Aslt Hel Co, 222d Avn Bn, 12th Avn Gp, 1st Avn Bde; died March 15, 1971 in Vietnam due to an aircraft accident. He is survived by his widow, Mrs. Carolyn J. Kirkendoll of 44 South 58th Drive, Kansas City, Kansas 66102 and a son Jerry W. Kirkendoll of the same address.

The publication has also received notification of the following deaths:

ARTHUR, Johnny, SP5, June 10, 1971.
BAILEY, James A., CW4, October 9, 1969.
BECKER, Howard J., Jr., 1LT, July 15, 1971.
BICKFORD, Thomas W., SP5, July 11, 1971.
BROOKS, Wheeler D., SSG, June 20, 1971.
BRUMMER, Michael L., SP5, April 23, 1971.
CARDEN, Albert P., CPT, June 25, 1971.
COLLINS, Thomas T., SP4, July 11, 1971.
COOK, Charles W., SP5, June 28, 1971.
CURRAN, John D., CPT, May 25, 1971.
CURTIS, David L., SP4, June 17, 1971.
DELAPLAINE, Donald L., WO1, June 28, 1971.
DEWEY, Larry R., CPT, May 24, 1971.
DULIN, Zettie J. C., SP4, April 27, 1970.
DUNCAN, Charles B., SP4, June 23, 1971.
DUPLESSIE, Alexander W., PFC, July 15, 1971.
FOSTER, Raymond G., PV1, April 19, 1971.
HALL, Walter R., SP4, March 22, 1971.
HARVEY, Thomas P., SCT, June 16, 1971.

HEFFNER, Keith D., PFC, March 2, 1971.
HOLTZMAN, Ronald L., SGT, August 24, 1967.

KING, John C., SP4, November 2, 1970.

KING, Ronald L., SP4, June 5, 1971.

KNUTSEN, Donald P., SP4, March 22, 1971.

LAGAROSSE, Larry L., WO1, May 22, 1971.

LITTLETON, John W., SP4, May 25, 1971.

LOPEZ, Gilberto, Jr., PV2, July 8, 1971.

LUBBEHUSEN, Gerald M., SP4, May 24, 1971.

McCONKEY, Wayne A., CPT, September 15, 1970.

McNEESE, Willard D., CPT, July 7, 1971.

MONTOYA, Louie G., SP4, June 10, 1971.

MORRISON, James T., CW2, July 1, 1971.

MORTIMER, Edward L., Jr., CW2, July 5, 1971.

NETTLE, William L., SP4, July 8, 1970.

NOMM, Toivo B., SP4, June 24, 1971.

POWELL, James B., Jr., SP4, November 28, 1970.

PRENTICE, Gary G., SP5, March 5, 1971.

ROBINSON, Melvin, SP4, May 25, 1971.

ROBISON, William R., SP4, July 14, 1971.

SMITH, Loyd W., SP4, July 1, 1971.

SONES, John L., SP4, June 26, 1971.

SPANGLER, John F., SP4, July 8, 1970.

SPEIDEL, Louis J., CPT, June 25, 1971.

SWANDER, Glenn L., SP5, July 13, 1971.

SPEAKING OUT!

(Continued from Page 32)

considered cause for recourse; thus, we insert the invaluable prerequisite of good maintenance.

A thorough debriefing is then held with the team being required to recall specific details about the target area. This could be the number of foxholes in the area, the number or direction of trails, and any other details that could be verified by aerial photos, and this would be the final grading point.

A controlled test

A major advantage of this type of test is that it could be controlled, graded, and closely observed from a chase ship. If conducted in Vietnam, known or suspected enemy locations could be used as target areas, preventing the wasting of ammunition "down the river." All communications could be recorded at a ground-based radio for later playback and critique. Finally, the test could provide a point of departure for more valid competitions in the future.



LOS ANGELES — Honored on his retirement after more than 30 years of service, COL James W. Sandridge, Jr., (right), is shown with his wife, Eula, and daughter, Betty, MG Fred Kornet, Jr., CG at the USA Aviation Systems Command, was present for the retirement ceremonies of the commander of the Army's Lockheed Plant Activity in Van Nuys.

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