

October, 1971

Army Aviation

Manna Mission

(see back cover...)



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497



'Willie the Weasel' has joined the Army

A special decal representing the Army version of "Willie the Weasel" has been designed by Applied Technology and will be mailed on request to personnel involved in the Army Aviation Electronic Warfare Program.

"Willie" was originally designed by Applied Technology to symbolize modern electronic warfare. During the Sixties he was the life-saving mascot to tactical aircraft in Southeast Asia. His reputation grew as he joined other combat units serving around the world.

Willie also represents the Army's Advanced Warning Receiver, the AN/APR-41 which will be installed on both rotary and fixed wing aircraft. The AN/APR-41 is being developed by Applied Technology for the U.S. Army Electronics Command.



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FOR
WIFE

Join AAAA's "Fifteenth Anniversary Flight" to Europe in March, '72, and participate in a 12-13 day, combined business-vacation charter flight tied to AAAA's Regional Convention in Garmisch, Germany, next March 9-11.

As a member of AAAA, pay the regular round-trip charter fare of \$210* and bring your wife along for only \$99*.

Our plans call for a Feb. 29 departure from Dulles Airport via Pan Am non-stop to Malaga. At Malaga, "Anniversary Flight" participants and their wives would be free to travel to sites of their own choosing, set their own itineraries, and vacation for seven days in accommodations at rates set by themselves. (The Costa Del Sol, Torremolinos, Granada, Gibraltar Tangier, and the southern Portuguese coast are all within easy driving distance, and both Majorca and Marrakech are within reach!)

Participants and their wives would then rejoin each other in Garmisch at a USAREUR Regional Reception on the evening of March 8 and/or take in all or part of the professional-social activities of the AAAA Regional Convention during March 9-11; tour Munich on Sunday, March 12; and depart Munich by Pan Am 707 early on Monday, March 13, with arrival at Dulles Airport in mid-afternoon.

Want to keep posted on "Fifteenth Anniversary Flight" details as they develop? . . . Return the reply form found on the inside back cover (page 47) to AAAA, 1 Crestwood Road, Westport, Conn. 06880, prior to November 1.



*Plus \$3 U.S. Int'l Departure Tax

Army Aviation

OCTOBER, 1971

Endorsed by the Army Aviation Ass'n of America

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CW2 in Alaska Wins 1971 AAAA Grand Sweepstakes

The name of the 1971 AAAA Grand Sweepstakes winner was drawn on September 22, and will be announced in the November issue along with the names and addresses of all winners of the seven separate 1971 AAAA Sweepstakes' drawings.

The winner of the Grand Sweepstakes is a new member of AAAA, a CW2 from Fort Richardson, Alaska. Among other prizes, he'll enjoy first class round-trip accommodations for his wife and himself anywhere on American Airlines' CONUS system during Oct. 1971-Sept. 1972.

The Grand Sweepstakes' first runner up is a Sergeant First Class from Fort Hood; the second runner up is a Captain from Fort Knox.

In the First AAAA Sweepstakes' drawings held in Los Angeles, Calif., the first prize was won by a CW2 from Ft. Rucker, Ala.; second prize by a CW2 from Ft. Eustis, Va.; and the third prize by a Major from Ft. Clayton, Canal Zone.

A Fort Sill Captain won the first prize at the Second Sweepstakes' drawing held in Wichita, Kan., on July 29, with the second prize being won by a Ft. Stewart Captain, and the third prize by a Fort Rucker Major.

The Third AAAA Sweepstakes' drawing was held at Bethpage, N.Y., with a Pentagon Colonel's name being drawn from the bowl as winner of the six-model fleet; the runner up was a CW3 from Ft. Ord; the third prize was won by a Fort Benning LTC.

The six-model fleet of the Fourth AAAA Sweepstakes drawing was won by a Ft. Bragg retired LTC. At the same Philadelphia, Pa. drawing, a Fort Hood 1LT won the second prize; and a Ft. Eustis CW4 won the third prize.

At Fort Worth, Tex., the winner of AAAA's Fifth Sweepstakes' drawing was a Fort Rucker LTC. Second prize was won by a Fort Knox Captain with third prize being won by a retired Colonel residing in Connecticut.

The final drawing — the seventh — will be held at the 15th Anniversary Reception at the AAAA Annual Meeting in Washington, D.C., October 14. Contending for the Sixteen Model Fleet of Army Aircraft Models are the three members whose coupons were drawn at the September 15 drawing at Fort Worth. They are Dave R. Fournery, Bonn, Germany (Secretary of AAAA's Bonn Area Chapter); CW4 Donald R. Joyce of Fort Eustis, Va.; and Major John A. Maier of Pennington, N.J.

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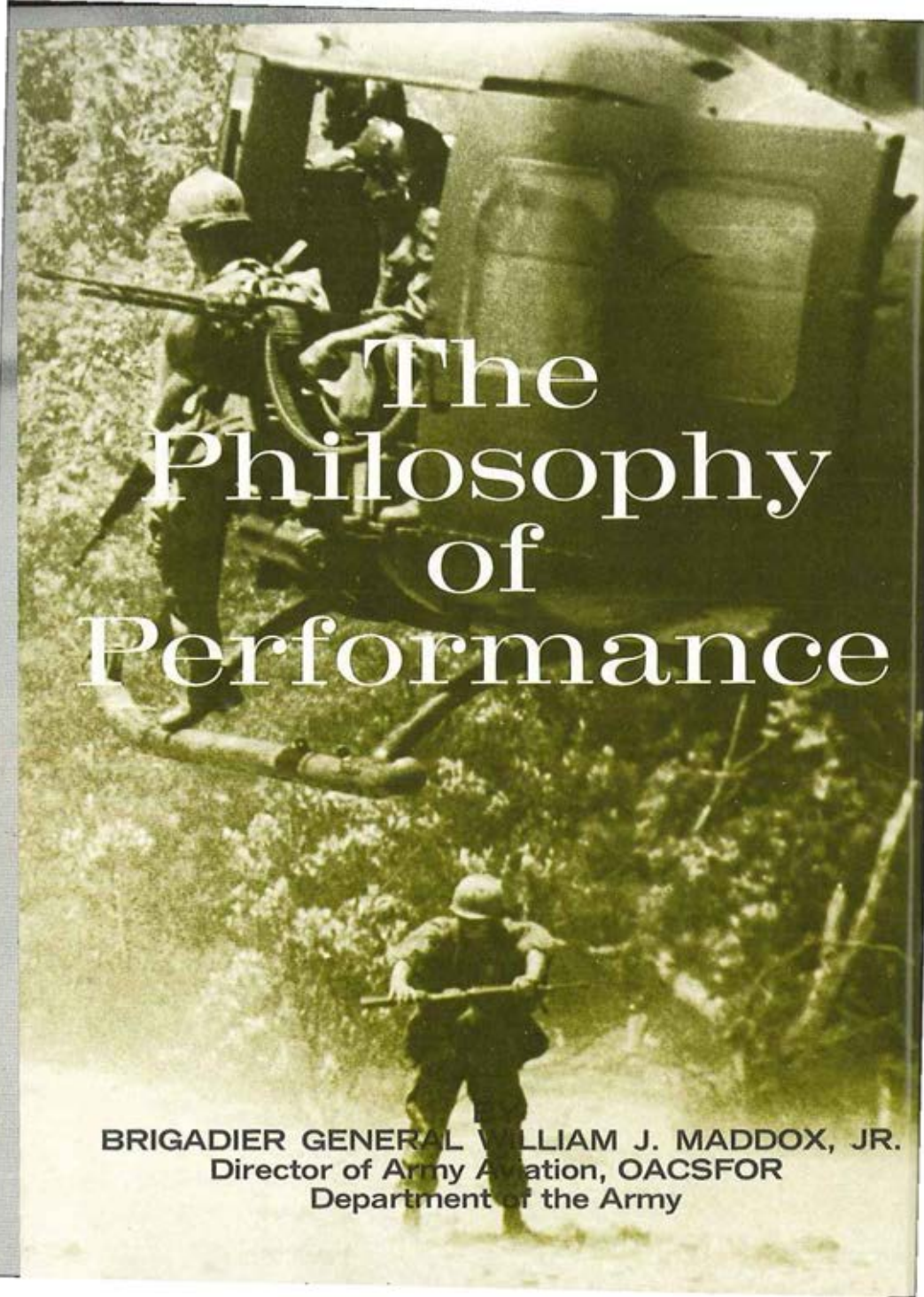
Physical characteristics: 5-blade main rotor, 4-blade tail rotor, T-tail, 400-hp engine (it can take an even bigger one), gross weight 3150 pounds.

It excels in the most difficult operations: nap-of-the-earth, hot day/high altitude, inclement weather, falling snow. And it retains the OH-6A's superior maneuverability, low vulnerability, and combat survivability.

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We made the OH-6A a tough machine for a tough environment. The SuperScout is even tougher.

Hughes Helicopters



The Philosophy of Performance

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

AS this is the AAAA Annual Meeting month, it is appropriate to review the philosophy that underlies the relationship with the rest of the Army. I call this the "Philosophy of Performance."

In former days, it could have been known as the "Philosophy of Support"; however, in these days of attack companies and cav troops, where we operate as part of the cutting edge, aviation *cannot* be considered solely as a supporting force.

Therefore, let's examine the *philosophy of performance* in light of our past experience. When Army Aviation was young it also was very simple. Aircraft were assigned directly to organizations and normally flew for a commander and his staff. The artillery battalion commander had his *Cubs* and the tank battalion commander had his *Cubs*. The aircraft did not move between or among battalions but performed *directly* for the boss.

"The Cub Spirit"

Our pilots were eager. They had a concept; they knew their value to the commander; and they approached their tasks as zealots. This we called "*the Cub spirit*." The aviator went to great lengths to prove and demonstrate his proficiency. Today, we hope that we are radiating "*the Cub spirit*" individually.

However, organizationally we are much more complicated. We have groups that

support corps and divisions. Within the groups are battalions and companies which perform for divisions and brigades. Many battalions and companies also are organic to divisions and brigades. A unit which may work for one organization for a single operation may be tasked to another organization for the next operation.

The relationship between the aviation unit commander and his boss may become very complex indeed. Take the 1st Aviation Brigade, as an example. At top strength it was about 35,000 men strong. It contained 5 groups and 14 battalions. The brigade commander had no tactical responsibility because each of his units was OPCON (operational control) to a tactical headquarters or a senior advisor of a Vietnamese organization.

In this matter, the aviation separate battalion and group commander had two bosses: administratively and for command purposes he belonged to the 1st Aviation Brigade; for daily living and fighting, he belonged to a tactical commander. To those who say that you cannot work for two bosses at the same time, I say that we not only can do it but we must do it. The artilleryman and tanker have been living in this manner for years.

Performance, at its best, involves doing your job with heart. It involves reflecting "*the Cub spirit*" and proving to everyone within sight and hearing, whether or not

Philosophy of Performance

(Continued from Page 9)

they are in the chain of command or supervision, that we do the most good with the resources we have. We prove that the aircraft is flexible in employment and that it produces the highest availability attainable and the greatest utilization we can wring from it. Furthermore, we welcome new ideas and fresh ways to do our job.

Viewed in this light, we give our best to anyone with whom we are associated, regardless of what his status is as a boss. This means that the formal relationship is of less importance to us.

We have many formal relationships. We have direct support and general support, general support reinforcing, operational control, operations command, and outright assignment. Each status has a complex definition. One lesson that the alert student learns early at Fort Leavenworth is that relationships must always be established for record purposes but need not clutter up the battlefield.

Foremost in our minds must always be the mission — the ultimate purpose of all combat is to put the *maximum* effort on the enemy. Any doctrine or personal con-

siderations which dilute the effect on the enemy are unpardonable and must be eliminated.

Some people command mechanically. They put great stock in doing things because the book says they are supposed to be done. These are the people who fret about the relationship status and, in effect, give the commander for whom they are performing the feeling that he is not getting the most from his support.

I can remember one commander who lived and worked with a senior headquarters to which he was OPCON. He felt that operational control gave the senior headquarters too much authority over him. He wrote an extensive study which proved that the command relationship should be changed so that the aviation unit was placed "in support of" the tactical headquarters. This automatically created a friction with the tactical commander which was unnecessary. *The aviation commander forgot that he was there to please his Boss and get the job done!* Therefore, in my view, the aviation commander gave himself a self-inflicted wound.

A coincidence of interest

I have written previously about the need for the aviator to have a coincidence of interest with ground soldiers. Under the proper *philosophy of performance* the coincidence of interest is essential. The aviation commander should live with the tactical commander if possible. He should set about to resolve any misunderstandings at an early stage.

Some years ago I supported a tactical commander who made a casual remark early in our relationship to the effect that my unit was holding back aircraft. Although it was said only half seriously, I immediately opened up my availability records to him.

I insisted that he hear me out as I went through the status of every aircraft that had not been committed to him that day. When we were done, he understood that we were giving him everything we could possibly turn out. I found later that he was one of our most rabid fans. He did not permit



BG William J. Maddox, Jr., left, Director of Army Aviation, OACSFOR, DA, is briefed on Emerson Electric's "MINI-TAT" fire suppression system by "Bob" Ahern of Emerson's Washington office during a recent Pentagon visit.

members of his staff or subordinate units to make any comments about aviation holding back assets. In short, he became our defender.

I found, as a group commander supporting a corps headquarters, that the group could not handle adequately all of the relationships with the corps and its divisions. My group consisted of four battalions/squadrons which went out on a daily basis to fly for whomever they were directed to support. I considered this a cumbersome arrangement which did not stimulate suitable command relationships with supported units, did not take advantage of the capabilities of the battalion headquarters, and did not stabilize support properly.

I created four task forces, each composed of a battalion, or squadron, and a breakout of companies and troops tailored for habitual support of Vietnamese divisions. Thus, a close relationship evolved between the battalions and the divisions. And, for that matter, between companies and regiments.

Go out of your way!

The group still retained the flexibility of moving company packages among the task forces as required by specific tactical situations. The upshot of this was a greater interest on the part of aviation battalion commanders in the tactical operations and problems of the divisions. In effect, the aviation commanders became proponents for the units they supported.

In turn, the division commanders and senior advisors felt this interest and benefited from the continuity of support. They came to me on occasion to tell me that they were taking care of my units. They became concerned about such things as daylight maintenance and early releases, and not overworking willing horses. This eliminated the need for me to speak to them on these subjects. In effect, the tactical commanders became proponents for the aviation support.

I don't mean to make this relationship business appear too simple. It isn't, but it can be substantially simpler if the aviation

LONG ABSENCE

Secretary of the Army Robert F. Froehke paid a return visit to Fort Rucker in late August, prior to delivering an address to the Kiwanis State Convention in Dothan. Secretary Froehke was stationed at Camp Rucker as an infantry second lieutenant during the WW II. During his visit, he received a USAAVNC/S briefing and toured many of the School's facilities.

unit performs for the tactical unit with heart and with "the Cub spirit." On a continuing basis we must cultivate these relationships just as a farmer must seed and nurture his corn field.

Cheyenne

No column would be complete without an update on our favorite subject, the *Cheyenne*.

Now that Lockheed and the Army have restructured the development contract and settled past litigation, our attention is focused on preparing the FY73 budget and in observing the course of the FY72 budget through the Congress. Our only request for new funds in FY72 was for \$13.2M in advance production engineering. The House of Representatives in its authorization bill deleted this amount pending an Army decision on production.


While the Senate has not acted, the Senate Armed Services Committee released its authorization report in mid-September. It cites the Department of Defense close air support review report, which recommended operational testing to resolve uncertainties about the Marine "Harrier", the Air Force "A-X", and the *Cheyenne*. The report is quoted in part here because it states very clearly the Committee position on *Cheyenne*.

"House Action on *Cheyenne*."

"In view of the Defense Department's recommendations for more operational testing of the *Cheyenne* before a production decision is made, plus the need for additional rotor control development as outlined below, the committee believes that this advanced production effort is not required in fiscal year 1972. The committee endorses completing the development of this advanced helicopter gunship at the



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Philosophy of Performance

(Continued from Page 11)

earliest practical time. The committee is in agreement with the House deletion of the entire \$13.2 million.

"Status of Cheyenne Development.

"The Cheyenne is the Army's advanced helicopter gunship, in development since 1966. Production of Cheyenne was initiated in 1968 and then terminated by the Army in March of 1969 after the fatal crash of a test aircraft during a high-speed test run. Cheyenne development has proceeded at a minimum level since that time, sustained since December, 1969 by Lockheed funding. The pace has been slowed by the lengthy negotiations to settle the terminated production contract and also by Lockheed's overall corporate financial problems.

"The crash was caused by a defect in the design of the Cheyenne's rigid rotor control system. Lockheed efforts since the crash have been oriented toward fixing that control system and, more recently, to proceeding with qualification of the Cheyenne's armament and fire control systems. Army pilots have begun evaluation tests of both the improved control system and the weapons systems in 1971. Firing accuracy has been reported as bettering specifications, and the aircraft has been cleared to fly to almost its maximum speed capability. Under the present development schedule, most of the subsystem development will be completed by 1972.

"The stability problems with the rotor control system appear to have been solved. However, one deficiency of the present control system fix is that it limits the maneuverability of the aircraft at higher speeds, 120 to 200 knots, to only two-thirds of that inherent in the aircraft. An advanced mechanical control system has been designed by Lockheed which will enable the Cheyenne to utilize its full maneuver potential. This control system has not been tested in flight and is presently under a slow-paced development schedule. The committee believes that this advanced control system of-

fers a significant improvement to the Cheyenne's ultimate operational capability and urges that steps be taken to expedite its development."

Record setting

During FY71 the Army realized a significant reduction in aircraft accidents. The final accident rate figure for FY71 is 14.6 per 100,000 flying hours. The FY70 rate was 16.9; for FY69 it was 18.7. In addition, accident costs were reduced by approximately \$41 million from FY70. Personnel injuries and loss of life as compared with past years has also been significantly reduced.

In my view the significant achievements outlined above were accomplished through the dedicated efforts of commanders, the individual aviator, and mechanic, and all others who effectively used Army Aviation. Continuation of such an outstanding effort can only result in further reductions and the saving of valuable lives and equipment. Nothing else is acceptable in light of our continuing drain in lives and equipment. Note the recent CH-47 accident in Germany with a loss of 37 lives which appears to have been maintenance-related.

For your contribution to the FY71 record, please accept my congratulations and appreciation for a job well done. I urge continued command emphasis on a day to day basis to continue this favorable trend. The U.S. Army Board for Aviation Accident Research and the resources of my office are available to assist you in your further efforts.

Ridiculous Flight of the Month

Each month brings more accident reports — many even more ridiculous than in the previous month. Here is my crop for this month:

- *OH-23 in CONUS:* Aircraft damaged beyond repair; hole torn in roof of building; building is a grocery store and gas station; end of building and adjoining roof practically torn away; Standard Oil sign in front of store destroyed.

- *Huey in I Corps:* Pilot took off from

LZ, remained extremely low level and banked the aircraft hard to the left; main rotor blade struck the ground causing aircraft to crash.

● **UH-1H near Bearcat:** At 300 feet and 90 knots in flight of three crossing free fire zone, the ships were test firing guns. This ship descended in order to keep rounds away from aircraft. When adding power to check descent, aircraft fell through and tail rotor and cowling struck a tree.

● **UH-1B at Fort Rucker:** Instructor parked pickup truck on flight line, dismounted to check aircraft status. Truck rolled into right sync elevator.

● **Mohawk in CONUS:** During power on stall IP shut down #1 engine; student pilot added additional power; aircraft entered flat spin, unable to recover. Pilots ejected.

● **CH-47 at Phu Bai:** Pilot was taxiing out of revetment and making a right turn; front rotor contacted the aft rotor of parked CH-47 when slick PSP prevented the brakes from stopping the aircraft (incident cost of five blades, \$56,080.00).

● **OH-6 at Chu Lai:** VFR mission in an area with poor wind conditions; on fifth pass through area pilot experienced a wind gust of approximately 20-25 knots. Aircraft yawed to the right losing air speed and experienced tailspin. Pilot maneuvered aircraft to flat area in bottom of ravine and set aircraft down. Simultaneously the main rotor struck an embankment. The aircraft rolled on left side; tail boom was severed; and cockpit area was struck by main rotor.

● **OH-6 near Pleiku:** Aircraft on low level VR when it struck a tree; lost control and crashed.

CASH AWARD

CW2 Russell L. Yarbrough, an Armament Technician assigned to the 34th General Support Group, USARV, received a \$1,265 cash incentive award from BG Robert N. Mackinnon, USARV Aviation Officer, for his recommended improvement of the drive assembly on the XM-35 armament system used on AH-1G Cobra gunships. His suggestion is expected to save the Army \$161,135 in its first year of utilization.



"Three cargo choppers were supposed to get us out. One hit a radar tower and crashed into a truck. Another tripped and crashed on a revetment. The other got its blades caught in trees. Can't you guys do better than that?"

● **OH-58 in Germany:** Aircraft performing low level reconnaissance of river; struck power lines.

● **OH-58 in Korea:** Aircraft struck unobserved, recently-installed commo wire. The wire wrapped around main rotor pitch change links.

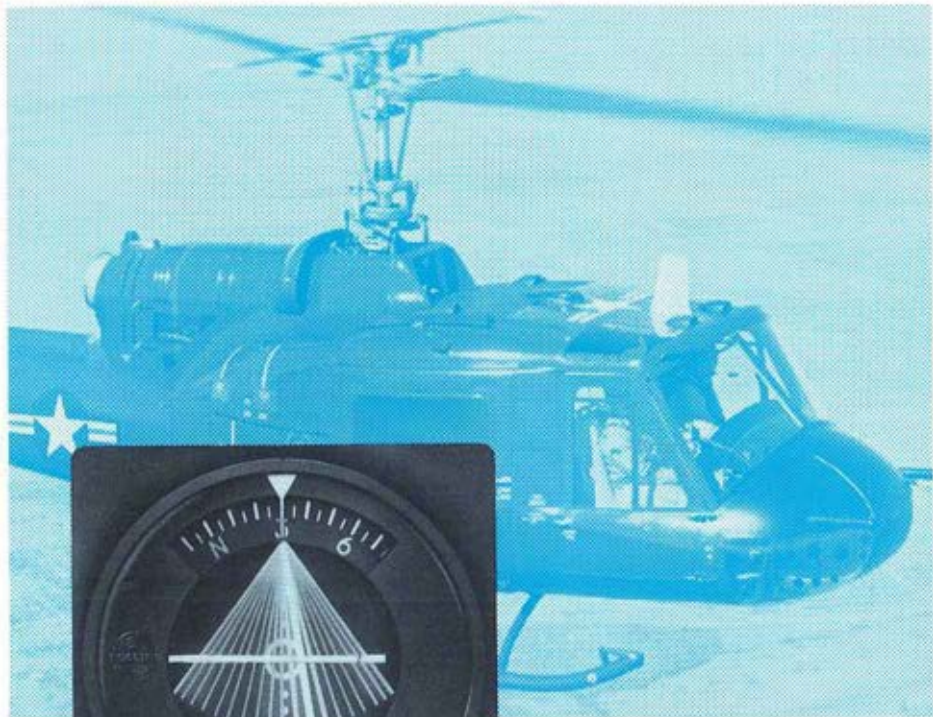
● **UH-1 at Phu Bai:** Aircraft was directed to cross an extended active low level at night; aircraft struck an unlighted radio tower.

● **UH-1 at Chu Lai:** While taking off from POL point, aircraft hit WD-1 wire and lost transitional lift and RPM causing aircraft to crash.

● **UH-1 at Lai Khe:** Aircraft hovering from revetment . . . no clearance from crew chief on left; began turn before clear of revetment . . .

Write your own ending on these accidents! Some were fatal; some caused serious injuries; all were costly; all were needless.

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Phone: (319) 395-1000.



Welcome to AAAA!



The promotional material used to describe this year's AAAA Annual Meeting alludes to the 1971 convention programming as being "the most comprehensive Army Aviation information package yet presented!" . . . I could not agree more!

During the next few days, AAAA members and those military and industry leaders who'll attend the AAAA convention will

verify this for themselves . . . Major General Fred Kornet's Advanced Planning Briefing for Industry (APBI) will dwell upon the worldwide deployment of Army Aviation, and discuss long range aviation plans, needs, and priorities. Jointly sponsored by AVSCOM and the AAAA, the APBI brings industry attendees into Washington concurrently with the back-to-back AUSA and AAAA meetings, and provides them with an opportunity to observe a broader sample of Army Aviation activities and programs.

A balanced perspective

These same activities will be discussed in a series of 23 separate unclassified presentations arranged by Brigadier General "Bill" Maddox, the Director of Army Aviation in OACSFOR. These presentations will be made by the key personnel of all major commands and agencies that have an input into Army Aviation.

Our Honors Luncheon promises to be an outstanding event, and is just a part of an overall two-day social program that I feel is exceptional.

I'm happy to have you with us!

HARRY W. O. KINNARD
Lieutenant General, USA (Ret.)
President
Army Aviation Association



LTG Kinnard



BG Maddox



LTG Forsythe



BG Hemingway



LTG Williams



THURSDAY, OCTOBER 14, 1971 AAAA PROFESSIONAL-SOCIAL PROGRAMMING

(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, Rm. K-300.
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, Justice Suite.
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. D. 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 air mobility 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).



LTG Norton



BG Hume



MG Putnam



MG Talbott



COL Ellis

- 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).

- 1030-1200 Ladies Brunch, Room G-600.

"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 air mobility 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.
1055-1105 "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.



A. H. Kesten



LTG Heiser



MG Desobry



LTG Seneff



BG (P) Shoemaker

1105-1120 "Eighty MPH Infantry." MG Orwin C. Talbott, Commanding General, USA Infantry Center and Commandant, USA Infantry School, Ft. Benning, Ga. A proponent discussion of the dynamic infantry concepts envisioned, emphasizing airmobile infantry with infantry anti-tank weapons. (MI).

1120-1130 Administrative announcements. Adjournment.

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

1215-1325 General Membership Luncheon. "AAAA Programs"; Chapter Awards by Arthur H. Kesten, Executive Vice President, AAAA, Admission by ticket. Sheraton Hall. (MI).

1330-1415 AAAA General Membership Meeting. Annual Report by LTG Harry W. O. Kinnard, Ret., AAAA President. Election of National Officers. Introduction of National awardees. Sheraton Hall. (Members only).

1420-1430 Social break.

"ORGANIZATION, DOCTRINE, CONCEPTS, AND TACTICS" (Continuation of the morning programming. Park Ballroom)

1430-1450 "Ship-to-Shore Shuttle." LTG Joseph M. Heiser, Jr., Deputy Chief of Staff for Logistics, DA. A proponent 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).

1450-1505 "Air Cavalry in a Mid-Intensity Environment." MG William R. Desobry, Commanding General, USA Armor Center and Commandant, Armor School, Ft. Knox, Ky. This proponent 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.

1505-1520 "The Marriage of Armor and Airmobility." LTG G. P. Seneff, Jr., Commanding General, III U.S. Corps, and Director, Project MASSTER, introduction; MG Robert M. Shoemaker (Designee), Deputy Director, Project MASS-TER, presentation. 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).

1520-1540 Coffee Break. Courtesy, Emerson Electric Co.

"ORGANIZATION, DOCTRINE, CONCEPTS, AND TACTICS"
1540-1555 "The Impact of Maintenance." MG Fred Kornet, Jr., Commanding General, U.S. 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).

1555-1615 "The New Role of the Reserve Components." MG (Designee) Harris W. Hollis, Chief, Office of Reserve Components, USA. A short general resume of Reserve Component activities during the year followed by a 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).

"THE MATERIEL STORY"

1615-1630 "Aerial Firepower — An Equalizer!" LTG William C. Gribble, Jr., Chief of Research & Development, DA. 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).

1630-1640 "An Expanded View." COL (P) Oliver W. Dillard, Director of Intelligence Support, Office of the 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).

1640-1650 "The Eyes of the Commander." COL Donald W. Moreau, 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).

1650-1700 Administrative announcements. Adjournment.

1700-1800 Cub Club Reunion. Continental Room.

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



MG Kornet



MG Hollis



LTG Gribble



COL (P) Dillard



COL Moreau



LTG Kinnard



MG Kornet



BG Maddox



BG Hume

FRIDAY, OCTOBER 15, AVSCOM-AAAA CO-SPONSORED BRIEFING FOR INDUSTRY

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. APBI Badge required. 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.



BG (P) Shoemaker



BG Bolz

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 air mobility 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).

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. Bolz, Jr., Project Manager, AAWS, will discuss the Army's concepts for aerial weapons systems, including the future role of the AH-1G and unguided 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



COL (P) Turner



COL McKeown



COL Geary



W. R. Smith



W. H. Brabson

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.)

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.



1971 AAAA ANNUAL MEETING CONVENTION COMMITTEE

General Chairman Arthur H. Kesten
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 Chairman BG William J. Maddox, Jr.
 Vice Chairman LTC Robert L. Roby
 Advanced Planning Briefing for Industry (APBI)
 Chairman MG Fred Kornet, Jr.
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 Registration & Tickets Doty Kesten
 Early Birds' Reception
 E. Morgan Fox COL John W. Marr
 Breakfast Business Meeting
 Peter M. Stern COL Sidney W. Achee
 AAAA Ladies' Brunch
 Mrs. O. Glenn Goodhand Mrs. William J. Maddox, Jr.

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 Busses depart for Sheraton-Park Hotel and AAAA Honors Luncheon Reception and Luncheon. (I).



J. R. Ahern



D. L. Miller

General Membership Luncheon
 John R. Ahern LTC Paul F. Anderson
 General Membership Meeting
 Warren T. Rockwell CW4 Donald R. Joyce
 AAAA 15th Anniversary Reception
 Donald L. Miller COL John C. Geary
 AAAA Honors Luncheon Reception
 William G. Rutherford COL Lloyd T. Picou
 AAAA Honors Luncheon
 George W. Fey COL Ted A. Crozier
 Diehards' Reception
 John A. Kendrick COL A. T. Pumphrey

NOTE

All 1971 AAAA Annual Meeting data, to include program details and times, names of speakers, lists of Chapter Delegates and Alternates, Head Table guests, and Distinguished Guests and Panelists, was prepared for publication on September 24, and reflects the information known at that date.



BG Goodhand



COL Gude



MG Oden



MG Burdett



BG Snead



BG Soucek



COL Crozier



FRIDAY, OCTOBER 15, 1971 AAAA PROFESSIONAL-SOCIAL PROGRAMMING

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. Pavilion Room.

"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 "Airmobility R&D on the Move!" BG George M. Snead, Jr., Director of Army Research, OCRD, 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, OACSFOR, 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"

0930-1045 "Aviation — Still a Treadmill to Oblivion?" MG Kenneth L. Johnson, Chief, Office of Personnel Operations, U.S. Army, will head a four-member presentation consisting of COL John W. Marr, Executive for Army Aviation, OPD, OPO; LTC (P) Thomas E. Anderson, Chief of the Aviation Warrant Officer Branch, OPO; and LTC James D. Rockey, Aviation MOS Control, OPO; and himself. Their presentation will cover many personnel aspects faced by aviation officers, warrant officers, and enlisted aviation personnel in today's and tomorrow's Army. The presentation involves some 400 slides in a continuous "picture story." Some of the major questions that will be addressed include:

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?

1030-1040 Questions.

1040-1045 Programming Summary. BG William J. Maddox, Jr., Chairman, Programming Subcommittee.

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.



MG Johnson



COL Marr



LTC Rockey



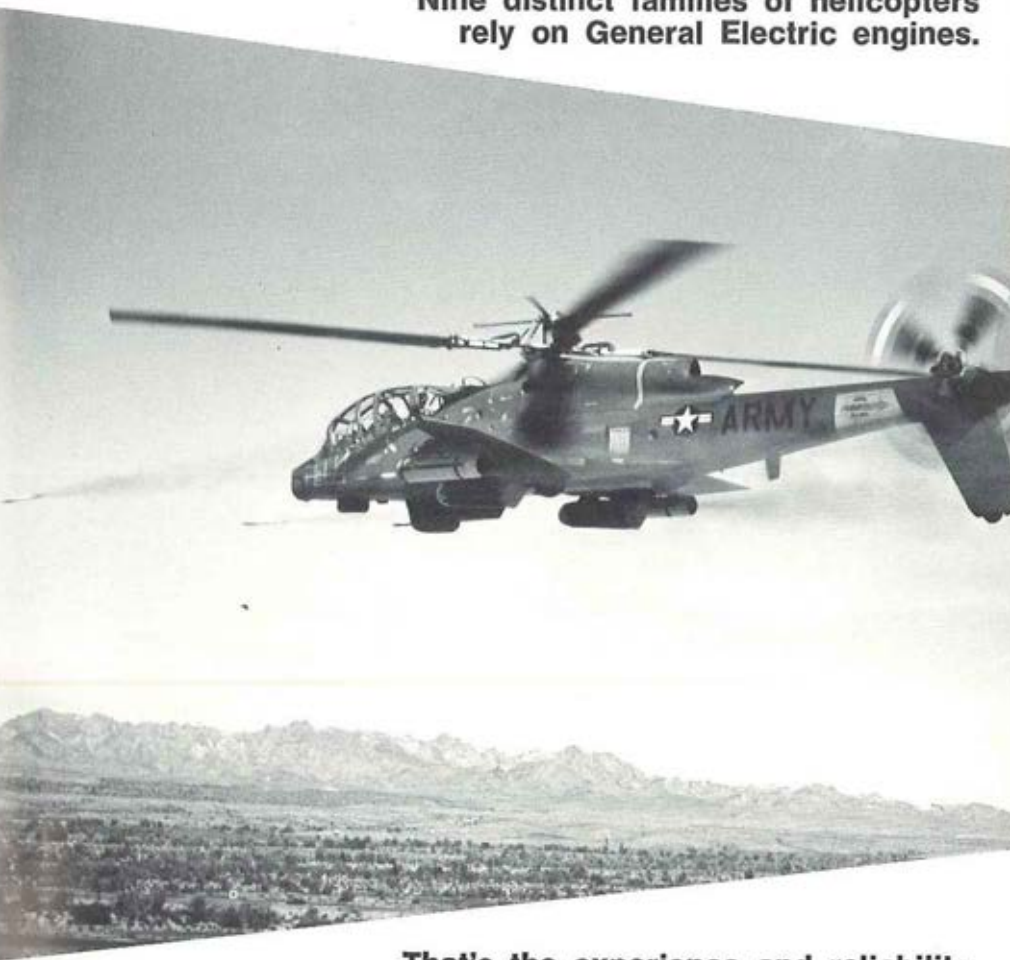
LTC (P) Anderson



BG Maddox

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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 August, 1971—343.5.

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



MAJ Eliasson



COL Inskeep



R. L. Thomas



COL Neel



COL Stansberry



1959-1970 WINNERS OF THE "JAMES H. McCLELLAN AVIATION SAFETY AWARD"

1959

In 1959, Major Arne H. Eliasson, assigned as the Chief of the Aviation Safety Division of Headquarters, Seventh U.S. Army, APO 46, New York, N.Y., received the "James H. McClellan Aviation Safety Award."

1960

Colonel John L. Inskeep, Commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Tex., and Raymond L. Thomas, General Manager of the Southern Airways Company contract operations at that facility, received the 1960 Award jointly.

1961

The "James H. McClellan Aviation Safety Award" was not presented in 1961.

1962

Colonel Spurgeon H. Neel, Jr., the Commandant of the U.S. Army Hospital at Fort Rucker, Ala., was the 1962 winner.

1963

In 1963, Colonel James F. Wells, Military Advisory Assistance Group, Republic of China (Taiwan), was named the winner.

1964

Colonel Conrad L. Stansberry received the "James H. McClellan Aviation Safety Award" in 1964 for his contributions to flight safety as the Aviation Officer, Hqs. USAREUR.

1965

In 1965, Ralph B. Greenway, Air Safety Specialist, Department of the Army, was named the winner for his outstanding contributions to the Army Aviation Safety Program.

1966

Gerard M. Bruggink, a safety specialist with the U.S. Army Aviation Board for Aviation Accident Research, Fort Rucker, Ala., received the 1965-1966 Award at the 1967 Annual Meeting.

1967

In 1967, Captain Gary R. Ramage, a unit safety officer with the 228th Assault Helicopter Battalion (Vietnam), was named the winner.

1968

Francis P. McCourt, U.S. Army Aviation Laboratories, Fort Eustis, Va., received the "McClellan Aviation Safety Award" in 1968.

1969

Colonel Russell P. Bonasso, Director of the U.S. Army Board for Aviation Accident Research, Ft. Rucker, Ala., was the 1969 winner.

1970

In 1970, the Honorable John L. McClellan presented the "James H. McClellan Aviation Safety Award" to Colonel Robert W. Bailey, Commanding Officer of the U.S. Army Aeromedical Research Laboratory at Ft. Rucker, Ala.



Colonel Bailey accepts the 1970 award from Senator John L. McClellan (left) as Howard Haugerud, Foundation president, looks on from the right.



R. B. Greenway



G. M. Bruggink



CPT Ramage



F. P. McCourt



COL Bonasso

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AN AAAA INDUSTRY MEMBER



CPT Kerr



CWO Turvey



CWO Madden



CPT Brockwell



CPT Knight



1959-1970 WINNERS OF THE AAAA "ARMY AVIATOR OF THE YEAR AWARD"

1959

In 1959, **Captain James T. Kerr**, assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., received the first "Army Aviator of the Year Award."

1960

Chief Warrant Officer Clifford V. Turvey, assigned to the U.S. Army Aviation Board, Fort Rucker, Ala., received the Award for 1960.

1961

In 1961, **Chief Warrant Officer Michael J. Madden**, assigned to the U.S. Army Transportation Board, Fort Eustis, Va., was named "Army Aviator of the Year."

1962

Captain Leyburn W. Brockwell, Jr., of Headquarters, XVIII Airborne Corps, Fort Bragg, N.C., received the Award for 1962.

1963

Captain Emmett F. Knight, 57th Aviation Company (Vietnam), was named the 1963 "Army Aviator of the Year," receiving his award from the Honorable Stephen Ailes.

1964

In 1964, **Major Marquis D. Hilbert**, Aviation Officer at the John F. Kennedy Center for Special Warfare, Fort Bragg, N.C., received the "Army Aviator of the Year Award."

1965

Major Paul A. Bloomquist, Commanding Officer of the 57th Medical Detachment (Helicopter Ambulance), Vietnam, received the 1965 "Army Aviator of the Year Award" from Under Secretary of the Army David E. McGiffert.

1966

The "Army Aviator of the Year Award" for 1966-1967 was presented to **Captain James A. Scott, III**, of the 219th Aviation Company (USARV). The Honorable Robert A. Brooks, Assistant Secretary of the Army (I&D), presented the award.

1967

Chief Warrant Officer Jerome R. Daly of the 219th Avia-

tion Company (USARV) received the 1967 Award from the Honorable Russell D. O'Neal, Assistant Secretary of the Army (R&D).

1968

General Bruce Palmer, Jr., Vice Chief of Staff, presented the 1968 Award to **Captain Robin K. Miller** of the 114th Assault Helicopter Company (USARV).



MAJ Brady



2LT O'Sullivan

1969

In 1969, **Major Patrick H. Brady** of the 54th Medical Detachment (Helicopter Ambulance), Vietnam, received the "Army Aviator of the Year Award" from Under Secretary of the Army Thaddeus R. Beal.

1970

Second Lieutenant John I. O'Sullivan, 174th Aviation Company, Americal Division, was named the 1970 "Army Aviator of the Year," receiving his award from General Bruce Palmer, Jr., Vice Chief of Staff.

BASIS

Sponsored by the Army Aviation Association, the award is presented annually to the Army Aviator who has made an outstanding individual contribution to Army Aviation during the awards period ending the previous March 31.



MAJ Hilbert



MAJ Bloomquist



CPT Scott



CWO Daly



CPT Miller



MSG Young



SFC Dykes



SFC Brock



SFC George



MSG Manning

1961-1970 WINNERS OF THE AAAA "AVIATION SOLDIER OF YEAR AWARD"

1961

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief, Airfield Operations Command, Fort Rucker, Ala. was named the "Aviation Soldier of the Year," receiving the Award from the Honorable Elvis J. Stahr.

1962

The Honorable Stephen Ailes, then Under Secretary of the Army, presented the 1962 Award to Specialist First Class James C. Dykes of the 255th Signal Detachment (Vietnam).

1963

The 1963 Award was made to Sergeant First Class James K. Brock, Maintenance Chief of the 1st Aviation Company (Caribou) (Vietnam), by the Honorable Cyrus R. Vance, then Secretary of the Army.

1964

Sergeant First Class Robert M. George of the UTT Company (Vietnam) was named the 1964 "Aviation Soldier of the Year." The Honorable Stephen Ailes, Secretary of the Army, made the presentation.

1965

In 1965, Master Sergeant Cyril G. Manning, Operations Sergeant of the 13th Aviation Battalion, Vietnam, received the award from Secretary of the Army Stanley R. Resor.

1966

Sergeant First Class Donald A. MacNevin, 114th Aviation Company, Vietnam, was selected as the 1966-1967 "Aviation Soldier of the Year." General Frank S. Besson, Jr., Commanding General, Army Materiel Command, made the 1966 presentation.

1967

In 1967, Specialist Fifth Class Dennis L. Falo, a crew chief serving with the 1st Cavalry Division (Airmobile), was selected as the winner, receiving the award from Secretary of the Army Stanley R. Resor.

1968

Secretary of the Army Stanley R. Resor presented the

1968 Award to Sergeant First Class Jesse J. Dodson, Jr., 405th Transportation Maintenance Detachment (USARV).

1969

Sergeant First Class William R. Baum, 122nd Maintenance Battalion, 3d Armored Division, Europe, was named the 1969 "Aviation Soldier of the Year" and received his award from Secretary of the Army Stanley R. Resor.

1970

In 1970, Specialist Fifth Grade Dennis L. Jantz, 240th Aviation Company (Assault Helicopter), Europe, was chosen "Aviation Soldier of the Year," receiving his award from the Honorable Stanley R. Resor, Secretary of the Army.



SP5 Dennis L. Jantz receives the 1970 "Aviation Soldier of the Year" award trophy from Secretary Resor.



SFC MacNevin



SP5 Falo



SFC Dodson



SFC Baum



SP5 Jantz

1960-1970 WINNERS OF THE AAAA "OUTSTANDING AVIATION UNIT AWARD"

1960

In 1960, the First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), Fort Carson, Colorado, received the first "Outstanding Unit Award." Lt. Colonel Robert F. Tugman, CO of the unit, accepted the trophy from Lt. General John C. Oakes, Deputy Chief of Staff for Military Operations, Department of the Army, on behalf of the personnel of his unit.

1961

In 1961, the 937th Engineer Company (Aviation) (Inter-American Geodetic Survey), Fort Kobbe, Canal Zone, received the "Outstanding Aviation Unit Award." Lt. Colonel Jack W. Ruby, the unit's commanding officer, accepted the trophy from General George H. Decker, Chief of Staff, U.S. Army.

1962

The winner of the "Outstanding Unit Award" in 1962 was the 45th Transportation Battalion (Helicopter), APO 143, San Francisco, Calif., commanded by Lt. Colonel Howard B. Richardson. General Earle G. Wheeler, Chief of Staff, U.S. Army, presented the trophy to Majors Milton P. Cherne and William J. Tedesco.

1963

The U.S. Army Utility Tactical Transport Helicopter Company (Vietnam) was awarded the "Outstanding Aviation Unit" trophy in 1963. Gen. Barksdale Hamlett, Vice Chief of Staff, U.S. Army, presented the Award to Major Ivan L. Slavich, commanding officer.

1964

In 1964, the 11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Benning, Ga., jointly received the "Outstanding Aviation Unit Award." The trophy was presented by General Harold K. Johnson, Army Chief of Staff, to Major General Harry W. O. Kinnard and Colonel Delbert L. Bristol.

1965

The 13th Aviation Battalion and its attached units received the "Outstanding Aviation Unit Award" for 1965. Two former commanding Officers of the Vietnam-based unit, Lt. Cols. Jack V. Mackmull and J. Y. Hammack, accepted the trophy from Army Chief of Staff, General Harold K. Johnson, on behalf of their men.

1966

The 1966-1967 "Outstanding Aviation Unit" was the 1st Cavalry Division (Airmobile), U.S. Army, Vietnam. General Harold K. Johnson, Army Chief of Staff, presented the trophy to Major General Harry W. O. Kinnard and Sergeant Major Kenneth W. Cooper, division representatives.

1967

The 1st Aviation Brigade (Vietnam) received the Award for 1967-1968. General Harold K. Johnson presented the trophy jointly to Major General G. P. Senett, Jr., Brigade Commander; Major Thomas W. Wheat, 174th Assault Helicopter

Company; and Brigade Sergeant Major Douglas W. Sims.

1968

General William C. Westmoreland, Chief of Staff, presented the 1968 Award to LTCs Raymond G. Lehman, Jr., Edward P. Lukert, Jr., and Paul C. Smithy, and SGM Ernest J. Winters, representing the 52d Combat Aviation Battalion (USARV).

1969

The 1969-1970 "Outstanding Aviation Unit" was the 25th Aviation Battalion, 25th Infantry Division. General Bruce Palmer, Jr., Vice Chief of Staff, presented the trophy to Lieutenant Colonel Kenneth J. Burton, unit commander, and Command Sergeant Major William H. Bennett, senior NCO of the unit.

1970

The 101st Airborne Division (Airmobile) was chosen as the "Outstanding Aviation Unit" for 1970-1971. General William C. Westmoreland presenting the huge silver trophy to Lieutenant General Melvin Zais, LTG John M. Wright, Jr., Command Sergeant Major Robert A. Young, and Command Sergeant Major William T. Mixon.



CO-RECIPIENTS

General William C. Westmoreland, center, presents the 1970 "Outstanding Aviation Unit" trophy to, left to right, Lieutenant General Melvin Zais, Command Sergeant Major Robert A. Young, Command Sergeant Major William T. Mixon, and Lieutenant General John M. Wright, Jr., representing the officers and men of the 101st Airborne Division (Airmobile).

1970 WINNER OF THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"

In 1970, at the request of LTG William R. Peers, then Chief of Reserve Components, the AAAA established an award for the "Outstanding Reserve Component Aviation Unit of the Year." The initial award trophy was won by

the 1105th Aviation Company (Assault Helicopter) of the Iowa-ARNG, and was accepted from GEN William C. Westmoreland by MAJ Robert C. Cummings, unit CO, and ISG Arnold J. Newsum, senior NCO of the 1105th.

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BRIG. GEN. O. GLENN GOODHAND, RET.

JAMES N. DAVIS

GEN. HAMILTON H. HOWZE, RET.

DARWIN P. GERARD

National Members-at-Large

MAJ. GEN. ALLEN M. BURDETT, JR.

COLONEL ROBERT O. LAMBERT

MAJ. GEN. FRANCIS S. GREENLIEF

COLONEL J. ELMORE SWENSON

MAJ. GEN. WILLIAM S. SUTTON

CW3 RALPH G. BATTLE

Regional Member-at-Large

COLONEL THORVELD R. TORGERSEN

Chapter Members-at-Large

COLONEL SIDNEY W. ACHEE

LT. COL. HOWARD KESSINGER

COLONEL TED A. CROZIER

LT. COL. CHARLES E. LEEDS, RET.

COLONEL WILLIAM C. DYSINGER

LT. COL. EVERETT D. RICHARDS

COLONEL FREDERICK C. GOODWIN

LT. COL. RICHARD W. ROGERS

COLONEL HARRY L. JONES

MAJOR THOMAS E. COATES

COLONEL JOHN W. MARR

JOHN F. HOPKINS

COLONEL WILLIAM R. TUCK, RET.

JOHN A. MCKENNA

LT. COL. FRANK L. HENRY

CARL D. STEPHENSON

LT. COL. CHARLES M. HICKERSON

NORMAN C. TAYLOR

The Officers and vice presidents of AAAA are elected for three-year terms at the Annual Meeting. The executive vice president serves as a five-year national board appointee. National members-at-large are appointed by the president for one-year terms. The regional member-at-large is elected by the USAREUR Chapter presidents for a one-year term. Chapter members-at-large are Chapter presidents representing those Chapters with 150 or more members.

PROGRAM
THIRTEENTH ANNUAL HONORS LUNCHEON
OCTOBER 15, 1971

Presiding —

LIEUTENANT GENERAL HARRY W. O. KINNARD, USA (RET.)
President, Army Aviation Association of America

Invocation —

MAJOR GENERAL GERHARDT W. HYATT
Chief of Chaplains, U.S. Army

Presentations —

The Outstanding Aviation Unit Award
and
The Outstanding Reserve Component Aviation Unit Award
Presented by

GENERAL WILLIAM C. WESTMORELAND
Chief of Staff, U.S. Army

The James H. McClellan Aviation Safety Award
Presented by

THE HONORABLE JOHN L. MCCLELLAN
United States Senate

and

HOWARD E. HAUGERUD
President, James H. McClellan Foundation

The Army Aviator of the Year Award
Presented by

GENERAL BRUCE PALMER, JR.
Vice Chief of Staff, U.S. Army

The Aviation Soldier of the Year Award
Presented by

THE HONORABLE ROBERT F. FROEHLKE
Secretary of the Army

Benediction —

MAJOR GENERAL GERHARDT W. HYATT
Chief of Chaplains, U.S. Army



AAAA NATIONAL AWARDS 1970-1971

THE OUTSTANDING AVIATION UNIT AWARD

*Established by the Army Aviation Ass'n of America
and sponsored by the Hughes Tool Company — Aircraft Division
Presented to the*

1ST SQUADRON, 9TH CAVALRY, 1ST CAVALRY DIVISION
and accepted for the unit by
LIEUTENANT COLONEL ROBERT H. NEVINS, JR.

THE OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD

*Sponsored by the Army Aviation Ass'n of America
Presented to the*

24TH MEDICAL COMPANY (AIR AMB), NEBRASKA-ARNG
and accepted for the unit by
MAJOR ROGER FOSBENDER, NEBRASKA-ARNG
FIRST SERGEANT ANDREW M. ALEXANDER, NEBRASKA-ARNG

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

*Established to honor the memory of James H. McClellan, an Army
Aviator who was killed in a civil aviation accident on July 22, 1958
Presented to*

COLONEL EUGENE B. CONRAD

THE ARMY AVIATOR OF THE YEAR AWARD

*Sponsored by the Army Aviation Ass'n of America
Presented to*

LIEUTENANT COLONEL ROBERT F. MOLINELLI

THE AVIATION SOLDIER OF THE YEAR AWARD

*Sponsored by the Army Aviation Ass'n of America
Presented to*

SPECIALIST FIVE DENNIS M. FUJII

DISTINGUISHED GUESTS

THIRTEENTH ANNUAL AAAA HONORS LUNCHEON

HEAD TABLE

- FIRST SERGEANT ANDREW M. ALEXANDER
THE HONORABLE EUGENE M. BECKER
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LIEUTENANT GENERAL WILLIAM E. DePUY
LIEUTENANT GENERAL CHARLES G. DODGE, USA (RET.)
MAJOR ROGER FOSBENDER
THE HONORABLE ROBERT F. FROEHLKE
SPECIALIST FIVE DENNIS M. FUJII
LIEUTENANT GENERAL WILLIAM C. GRIBBLE
GENERAL RALPH E. HAINES
MR. HOWARD E. HAUGERUD
LIEUTENANT GENERAL JOSEPH M. HEISER, JR.
MAJOR GENERAL HARRIS W. HOLLIS
THE HONORABLE VINCENT P. HUGGARD
THE HONORABLE HADLAI A. HULL
MAJOR GENERAL GERHARDT W. HYATT
THE HONORABLE ROBERT L. JOHNSON
MR. ARTHUR H. KESTEN
LIEUTENANT GENERAL HARRY W. O. KINNARD, USA (RET.)
LIEUTENANT GENERAL RICHARD T. KNOWLES
MAJOR GENERAL FRED KORNET, JR.
BRIGADIER GENERAL ROBERT M. LEICH, IGR
BRIGADIER GENERAL WILLIAM J. MADDOX, JR.
THE HONORABLE JOHN L. McCLELLAN
GENERAL HENRY A. MILEY, JR.
LIEUTENANT COLONEL ROBERT F. MOLINELLI
LIEUTENANT COLONEL ROBERT H. NEVINS, JR.
LIEUTENANT GENERAL JOHN NORTON
GENERAL BRUCE PALMER, JR.
LIEUTENANT GENERAL G. P. SENEFF, JR.
LIEUTENANT GENERAL RICHARD G. STILWELL
LIEUTENANT GENERAL JOHN J. TOLSON, III
GENERAL WILLIAM C. WESTMORELAND
LIEUTENANT GENERAL ROBERT R. WILLIAMS
LIEUTENANT GENERAL JOHN M. WRIGHT, JR.
LIEUTENANT GENERAL MELVIN ZAIS

DISTINGUISHED GUESTS AND PANELISTS THIRTEENTH ANNUAL HONORS LUNCHEON

FIRST SERGEANT ANDREW M. ALEXANDER
LIEUTENANT COLONEL THOMAS E. ANDERSON
BRIGADIER GENERAL HENRY H. BOLZ, JR.
LIEUTENANT COLONEL WILLIAM G. CAPUT
BRIGADIER GENERAL SAMUEL G. COCKERHAM
BRIGADIER GENERAL ROBERT R. COCKLIN, USAR
LIEUTENANT GENERAL ALBERT O. CONNOR
COLONEL EUGENE B. CONRAD
COLONEL TED A. CROZIER
MAJOR GENERAL WILLIAM R. DESOBRY
COLONEL OLIVER W. DILLARD
BRIGADIER GENERAL RICHARD A. EDWARDS, JR.
LIEUTENANT GENERAL GEORGE I. FORSYTHE
MAJOR ROGER FOSBENDER
SPECIALIST FIVE DENNIS M. FUJII
MAJOR GENERAL ROLAND M. GLESZER
MAJOR GENERAL FRANCIS S. GREENLIEF
BRIGADIER GENERAL JACK W. HEMINGWAY
BRIGADIER GENERAL ALBERT G. HUME
MAJOR GENERAL KENNETH L. JOHNSON
COLONEL THOMAS L. LYONS
COLONEL JOHN W. MARR
COLONEL WILLIAM L. MCKEOWN
LIEUTENANT COLONEL ROBERT F. MOLINELLI
COLONEL DONALD W. MOREAU
LIEUTENANT COLONEL ROBERT H. NEVINS
MAJOR GENERAL DELM M. ODEN, RET.
MR. CHARLES L. POOR
MAJOR GENERAL GEORGE W. PUTNAM, JR.
MAJOR GENERAL DANIEL A. RAYMOND
LIEUTENANT COLONEL JAMES D. ROCKEY
MAJOR GENERAL ROBERT M. SHOEMAKER (DESIGNEE)
MAJOR GENERAL WINANT SIDLE
BRIGADIER GENERAL GEORGE M. SNEAD, JR.
BRIGADIER GENERAL LEO E. SOUCEK
THOMAS R. STUELPNAGEL
MAJOR GENERAL ORWIN C. TALBOTT
COLONEL LEO D. TURNER
MAJOR GENERAL LYLE A. WELCH



1971 AAAA DELEGATES-ALTERNATES REPRESENTING CHAPTER ACTIVITIES

BLUEGRASS CHAPTER

DELEGATES:

LTC LESLIE A. LAYNE
MAJ ROBERT L. CATRON
MAJ JAMES E. HYERS
CPT PHILLIP E. RASCHKE
CPT DAVID H. MARLOWE

ALTERNATES:

CPT JAMES W. BECKER
CPT WILLIAM V. CHIARAMONTE

BONN AREA CHAPTER

DELEGATES:

LTC LELAND W. KEISTER, JR.
MR. SERGI SIKORSKY

ALTERNATES:

MR. ARTHUR DAKOS
MR. LOU SHUBERT

CONNECTICUT CHAPTER

DELEGATES:

MR. JOHN A. McKENNA*
MR. LEE WILHELM
MR. GENE TALLIA
MR. KEN HORSEY

DAVID E. CONDON CHAPTER

DELEGATES:

COL JOHN R. ADIE
LTC WILLIAM F. SIMPSON, JR.
LTC WILLIAM N. ECKERT
LTC THADDEUS W. KRZCZOWSKI
CPT JERRY L. MORGAN
CW4 DONALD R. JOYCE
CW4 ROBERT J. KEAN
MSG HAROLD G. BASKINS

FORT BENNING CHAPTER

DELEGATES:

COL ROBERT M. GROW
LTC JAMES E. LYBRAND
LTC JOHN L. JONES, JR.
MAJ JAMES R. LAUDERMILK
LTC DARREL NELSON
CPT BRUCE BLAKE

ALTERNATES:

CPT STEVE BALLARD
LTC LEON STONE
CPT CHARLES McANARNEY
LTC DON BLISS

FORT BRAGG CHAPTER

DELEGATES:

LTC HERSHEL E. STEPHENS
MISS NORMA DEADWYLER
CW4 DAVID JARDINE
CW2 ALTON LIVINGSTON

ALTERNATES:

COL RAYMOND E. DICKENS
CW4 ANTHONY KUSILKA
CPT NORVAL HILLMER
MAJ RALPH STONE

*PRESIDENT

FORT HOOD CHAPTER

DELEGATES:

LTC CHARLES M. HICKERSON*
LT OAKLEY D. WARREN
CW3 JOSEPH HOLMES, JR.
LTC RAY YOUNG

ALTERNATES:

LTC WILLIAM L. CORLEY
CPT FREDERICK WARD
CPT TOM LATSON
LTC JIM PATERSON

FORT SILL CHAPTER

DELEGATES:

COL FREDERICK C. GOODWIN*
COL FRANK W. HADEAU, JR.
MAJ CARLIE E. BRYANT
CPT LARRY V. EADS
CPT FREDERICK C. GOODWIN, JR.
CW4 EUGENE FRANK JONES

ALTERNATES:

CW4 CARL J. RILEY
CW3 ALVIN C. FREEMAN
CPT ROGER L. HARRIS
CPT HILLARD L. DOTY
CPT LARRY E. BAKER
CPT DAVID O. KONESBECK, JR.
CW2 FRANK R. CANNON, JR.

GOLDEN GATE CHAPTER

DELEGATES:

LTC LEROY C. HERRICK
LTC EDWARD E. LEE
CW3 RICHARD O. GORDON

ALAMO CHAPTER

DELEGATES:

LTC EDWARD A. HASWELL
CPT HENRY TUELL
MAJ EDWARD PRESTON
CW0 ROBERT MORRIS

ALTERNATES:

CPT MICHAEL HAGGERTY
CPT CHARLES JORDAN
MAJ LEWIS M. JONES
MAJ DAVID W. L. WIK

MONMOUTH CHAPTER

DELEGATES:

LTC EVERETT C. RICHARDS*
KENNETH K. KELLY
LTC CHESTER W. McDOWELL, JR.
VINCENT C. O'DONNELL
ALBERT F. SMITH

ALTERNATES:

JOHN F. X. MANNIX
LTC CHARLES W. JONES, RET.

LATIN AMERICAN CHAPTER

DELEGATES:

CW4 SHELTON R. FOLES
SP/6 DANIEL M. BUSTAMANTE
MAJ CHARLES R. CRESCIONI

ALTERNATES:

CW2 GILBERT A. VASQUEZ
CW3 JON R. DAVIDSON
MAJ HOMER R. JORDAN

MONTEREY BAY CHAPTER

DELEGATES:

MAJ THOMAS E. COATES*
CPT SVERRE O. STAURSET
CW3 WILLIAM I. S. EASTON

ALTERNATES:

LTC JEROME G. HILEMAN
MAJ JAMES F. JOE
CPT JAMES R. PORTER

PIKES PEAK CHAPTER

DELEGATES:

MAJ REX M. TURNER, JR.*
MSG RALPH L. BILLBE
LTC CHARLES A. STEPHENSON
LTC JOHN P. STAPLETON
CPT LYLE W. ERICKSON

WASHINGTON, D.C. CHAPTER

DELEGATES:

COL JOHN W. MARR*
LTC JAMES M. HESSON
LTC JOSEPH COLELLO, JR.
CW4 ALLEN B. CAUSSEAU
LTC CHARLES E. NICKOLLS
LTC JOHN G. BURBULES

ALTERNATE:

MR. JERRY E. REIDER

SHARPE ARMY DEPOT CHAPTER

DELEGATES:

LTC RICHARD W. ROGERS*
CPT DAVID J. BLUMEN
CPT CHARLES R. STRICKLAND
CPT TIMOTHY FLYNN

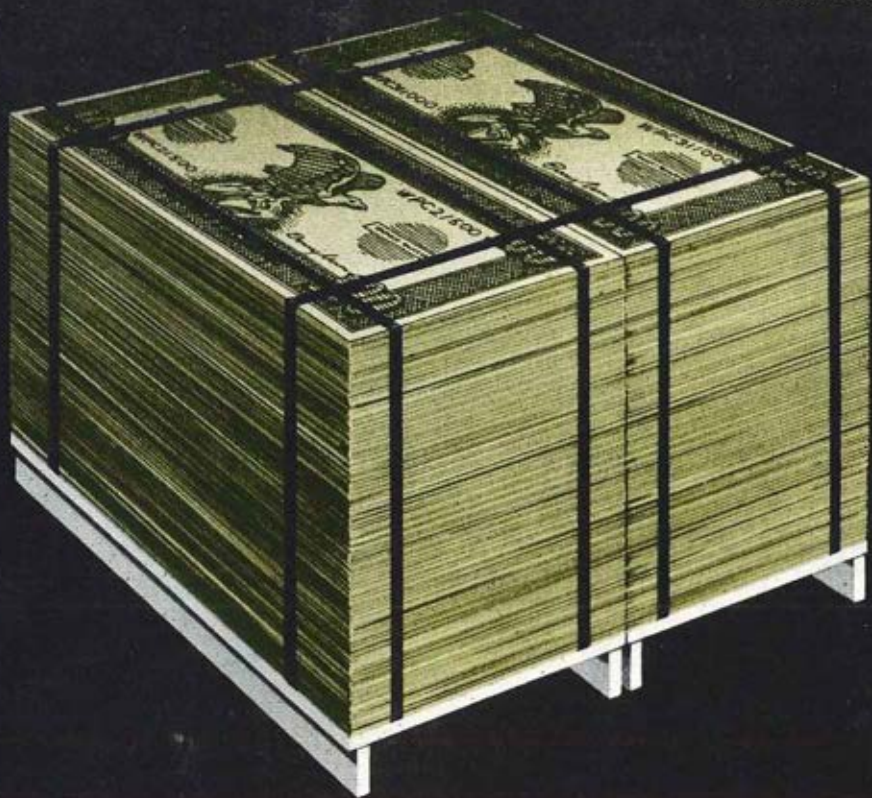
LINDBERGH CHAPTER

DELEGATES:

LARRY C. FRANZOI
MISS PATRICIA BIENACKER
COL JOHN C. GEARY (ACTG)
MISS LORAIN M. O'BRIEN
LTC ULYSSES S. LARGE, JR.
MR. HUGH E. WALKER
MRS. THYRA V. BONDS
MRS. MARGARET J. NORTHRUP

ALTERNATES:

MR. CHARLES W. REYNOLDS
MR. PAUL L. HENDRICKSON
COL BARCLAY T. RESLER, RET.
MR. HAROLD G. FRANZEN
MRS. RITA M. HARTZ
MR. HARLEY HENRY, JR.
MR. MARQUIS D. HILBERT
COL WALLACE R. BUELOW



\$1 million.

Initiated in 1957, the AAAA-endorsed Flight Pay Protection Plan exceeded \$1 million in flight pay claims in February of this year. More than 650 Army Aviation flight personnel have shared in the \$1 million claims during the program's fourteen years.

LADD AGENCY, INC.—1 CRESTWOOD ROAD—WESTPORT, CONNECTICUT 06880

Command and Staff

"Command and Staff" is a monthly listing of 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.

Lieutenant General G. P. Seneff, Jr., as Commanding General, III Corps and Ft. Hood, Ft. Hood, Tex. 76544.

Brigadier General Robert N. Mackinnon, as Aviation Officer, USARV, APO San Francisco 96375.

Colonel Ernest F. Barrett, as Professor of Military Science, Wheaton College, Wheaton, Ill. 60187.

Colonel John W. Campbell, as Commanding Officer, 774th Transportation Group (Mtr Trans), Ft. Bragg, N.C. 28307.

Colonel Rex Davis, as Medical Staff Officer, U.S. Army Combat Developments Command Medical Service Agency, Ft. Sam Houston, Tex. 78234.

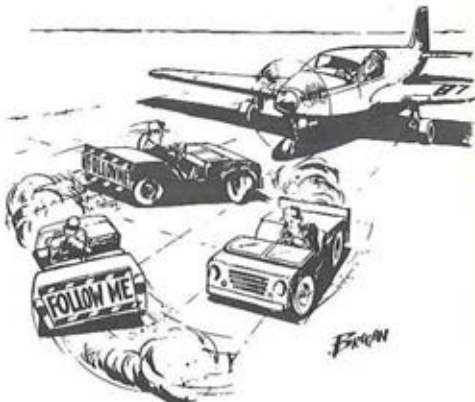
Colonel Frederick C. Goodwin, as Special Assistant (Army Aviation) to the Assistant Commandant, Field Artillery School, Ft. Sill, Okla. 73501.

Colonel Richard J. Kennedy, Jr., as Commanding Officer, U.S. Army Lockheed Plant Activity, P.O. Box 7360, Van Nuys, Calif. 91409.

Colonel John W. Lauterbach, as G3 DRAC Advisory Team #96, Delta Region Area Command, APO San Francisco 96215.

Colonel James G. McFadden, to Office, Deputy Chief of Staff-Intelligence, Hqs, U.S. Continental Army Command, Ft. Monroe, Va. 23351.

Colonel Frank W. Nadeau, as Commanding Officer, Field Artillery Aviation Command, Ft. Sill, Okla. 73501.



Colonel Arthur W. Pence, Jr., to Hqs, CORDS, MR #4, APO San Francisco 96215.

Colonel Nicholas G. Psaki, to Aviation Division, ODCSOPS, Hqs, USAREUR & Seventh Army, APO New York 09403.

Colonel John F. Roberts, as Deputy Director of Instruction, U.S. Army Aviation Center/School, Ft. Rucker, Ala. 36360.

Colonel R. Joe Rogers, as Chief of Staff, 1st Aviation Brigade, APO San Francisco 96384.

Colonel Amos B. Shattuck, as Deputy Commander, SAFA, USASTRATCOM, Ft. Huachuca, Ariz. 85613.

Colonel Thorvald R. Torgersen, as Commanding Officer, 15th Aviation Group (Combat), APO New York 09025.

Colonel Homer L. Walker, as Chief, Industrial Liaison Office, Hq, Project MASSTER, Ft. Hood, Tex. 76544.



1971 AAAA DELEGATES-ALTERNATES REPRESENTING CHAPTER ACTIVITIES

ARMY AVN CENTER CHAPTER DELEGATES:

CPT MICHAEL A. SCHUSTER
 MISS PEGGY HOOD
 MR. YANCEY PARKER
 COL BRUCE B. CAMPBELL
 MAJ SAMUEL C. ALLISON
 CW4 ROBERT W. MEADE
 CW2 MICHAEL S. LOPEZ
 1LT THOMAS A. GRIFFIS
 CPT MICHAEL F. McCLELLAN
 COL COLIN D. CILEY, JR.
 LTC THOMAS J. SABISTON, RET.
 MAJ DEAN M. OWEN
 LTC WILLIAM A. HOWELL
 CPT HERBERT M. VALENCIA

ALTERNATES:

CPT JACK L. BRAYTON
 COL GEORGE G. TILLERY
 LTC TED AVRETT, RET.
 COL ED McMAKEN, RET.

ARMY AVN CENTER CHAPTER ALTERNATES:

LTC C. H. WOLIVER
 CPT JOSEPH R. LINDHORST
 LTC WILLIAM D. RAY
 MAJ ROGER C. WINSLOW
 COL J. Y. HAMMACK
 COL JULIAN ANDERSON
 LTC W. F. DIXON
 CW4 H. BERTHOT
 MAJ CHARLES R. BLEDSOE
 CW2 HARRY L. PAUL

EMBRY-RIDDLE CHAPTER

DELEGATES:

LTC WILLIAM W. REDMAN, JR.*
 MR. WILBUR MIDDLETON

ALOHA OR HAWAII CHAPTER

DELEGATES:

COL NELSON A. MAHONE, JR.*
 MR. VINCENT ROMEO

SUNCOAST CHAPTER DELEGATES:

LTC BERNARD VALLEY
 LTC BERNARD A. MCGEE
 LTC THOMAS W. O'CONNOR
 CPT RUDOLPH R. RIBBECK

FORT WOLTERS CHAPTER DELEGATES:

LTC CLYNNIE JONES*
 LTC FRED W. PIERCE
 MR. WAYNE S. SCHWALM
 CW2 KENNETH E. SPURLIN
 LTC LLOYD ADAMS
 CW2 JAMES LITTLE

ALTERNATES:

CPT LOREN MULLENDOR
 BONN AREA CHAPTER

DELEGATES:

LTC LELAND W. KEISTER, JR.
 MR. SERGEI SIKORSKY

Under the Association's staggered election system, three or four of the 10 AAAA elective three-year offices are vacated each year, the 6 to 7 incumbents providing year-to-year continuity to AAAA national affairs. The four candidates who'll be nominated by the AAAA National Nominating Committee at the 15 October general membership meeting at the 1971 Annual Meeting are pictured here. National Executive Board incumbents include LTG Harry W. O. Kinnard and LTG G. P. Seneff, Jr., with terms of office expiring in '72; and MG Delk M. Oden, BG Edwin L.

Powell, Jr., CW4 Robert L. Hamilton, and Wayne R. Smith, with terms ending in '73.

The Association past presidents; the Executive Vice President, who serves as a five-year Board appointee; 8-10 National Members-at-Large appointed by the President for one-year terms; a Regional Member-at-Large elected by the USAR-EUR Chapter Presidents for a one-year term; and some 17-20 Chapter Members-at-Large serving two-year terms and representing those CONUS Chapters with 150 or more members on each June 1, constitute the full Executive Board.



The AAAA National Executive Board Nominees for 1971-1974



LYNCH



MARR



JOYCE



NIELSEN

COL John W. Marr

An enthusiast in all Association matters, Colonel Marr has lent support to AAAA activities at many levels since joining in 1960. The Executive for Army Aviation in OPD, OPO, he's worn the hat of Washington, D.C. Chapter President since March, 1968, guiding the professional and social activities of the 860-odd member chapter with skill. He's a current member of AAAA's By-Laws & Legal Committee and Membership Activities Committee, and an ex officio member of its Insurance Committee and has directed career guidance sessions at recent conventions.

CW4 Donald R. Joyce

Following service as Treasurer of the David E. Condon Chapter, "Don" Joyce was appointed as a Nat'l Member-at-Large on AAAA's National Board ('68-'70), serving on its Awards Committee ('68-'71), JO-WO Membership Council ('69-'71), and Membership Activities Committee ('71). An Air Transport Instructor at the T-School, "Don" has also been Fort Benning Chapter Secretary ('60-'62), and is the current VP, Membership Activities at Fort Eustis, Va. He aided in the '70 re-activation of the Monterey Bay Chapter, and is a top AAAA recruiter.

COL Edward L. Nielsen, Ret.

A Charter Member of AAAA, Colonel "Ed" Nielsen retired as a Master Army Aviator after a long aviation career, and is presently Manager of Intelligence Systems at Boeing's Vertol Division in Philadelphia. He's served AAAA in several capacities, being a member of its Annual Meeting Committee in '63, '66, and '69, and is on the '71 Convention's Protocol and Escorting Committee. A diligent member of Quad-A's current Fiscal Committee, he's attended its four 1970-1971 meetings, and has served as a key member of the Association's newly-formed Publications Committee since its activation in early 1971.

BG Eugene M. Lynch

The present CG of the U.S. Army Flight Training Center and Fort Stewart, "Mike" Lynch has served the Association in a variety of ways. A Charter Member of AAAA in '57, he was instrumental in activating one of the Association's earliest Chapter activities, serving as the first President of the Monterey (Calif.) Chapter during 1958-1959. A member of the Association's National Awards Committee for several years, "Mike" has also contributed to AAAA's Annual Meeting programs on several occasions, serving as an OPO panelist at the 1969 Convention.



1971 PRESIDENTS REPRESENTING 25 OF AAAA'S 41 CHAPTER ACTIVITIES

Colonel William R. Tuck, Ret., President of the 292-member **Southern California Chapter**, is Director of Requirements-Army at Lockheed Aircraft Corporation's Burbank plant.

Heading the 154-member **Pikes Peak Chapter**, and newly-installed in a Chapter Member-at-Large seat on AAAA's National Executive Board is **Major Rex M. Turner, Jr.** He is C.O. of D Troop, 4th Squadron, 12th Cavalry, of Fort Carson's 4th Infantry Division (Mechanized).

Lieutenant Colonel Charles E. Leeds, Ret., serves as President of **Fort Bragg's** 172-member activity. He serves as an instructor in the Flight Standardization Branch at XVIII Airborne Corps & Ft. Bragg, Ft. Bragg, N.C.

Major John F. Hopkins, USAF (Ret.) presides at the 321-member **Richard H. Bitter Chapter** in Corpus Christi, Tex. He's Zero Defects Administrator at the U.S. Army Aeronautical Depot Maintenance Center in that city.

Serving as President of one of USAREUR's more active Chapters is **Lieutenant Colonel Harry R. Glidden**, head of **Schwabisch Hall Chapter** (77 members). He's Deputy Commander of the 15th Aviation Group (Combat), APO N.Y. 09025.

Lieutenant Colonel Sam G. Conley directs the AAAA revitalization effort at **Ft. Riley** heading the 57-member chapter based at that locality. He serves with the 1st Brigade, 1st Infantry Division.

Virtually doubling its membership since April, the 255-member **Fort Hood Chapter** is headed by **Lieutenant Colonel Charles M. Hickerson**, newly-installed as a Chapter Member-at-Large on AAAA's National Executive Board. He's Aviation Officer at III Corps & Fort Hood.

Colonel Sidney W. Achee, Director of Instruction, at the U.S. Army Aviation School, Ft. Rucker, Ala., presides at AAAA's largest Chapter activity, the 942-member **Army Aviation Center Chapter**.

The **Aloha Chapter of Hawaii** is led by **Colonel Nelson A. Mahone, Jr.**, Chief of the Aviation Division, DCSOPS, USARPAC, Ft. Shafter, Hawaii. The very active chapter has 85 members.

John A. McKenna, Jr., President of the 151-member **Connecticut Chapter** of AAAA, serves as a Division Vice President of the Sikorsky Aircraft Division, Stratford, Conn.

The **High Plains Chapter** at Amarillo, Tex., is led by **Richard E. Gamble** who is with the Bell Helicopter Overhaul and Maintenance Center in that city. The chapter has 61 members.

President of one of AAAA's oldest chapters, the **Latin American Chapter**, **Lieutenant Colonel Ronald G. Clarke** serves as USARSO Flight Safety Officer at U.S. Army Forces Southern Command, Canal Zone. Its 73 members are spread throughout Central and South America.

Acting President of the 81-member **Golden Gate Chapter** is **Lieutenant Colonel Leroy C. Herrick, C.O.** of the Sixth

U.S. Army Flight Detachment at the Presidio of San Francisco, Calif. The newly-activated chapter has 81 members.

Colonel Harry L. Jones serves as President of AAAA's most active Chapter, the 334-member **David E. Condon Chapter** at Ft. Eustis. He's Director of the Aviation Maintenance Training Department at the U.S. Army Transportation School.

Proud of its 21 percent membership growth in early '71, the 124-member **Grand Canyon Chapter** is headed by **Major Jimmy J. McGraw**. He serves as Chief of the Maintenance Instructional Division, USA Combat Surveillance and Electronic Warfare School at Fort Huachuca, Ariz.

Heading still another "very active" Quad-A chapter is **Lieutenant Colonel Richard W. Rogers**, President of the **Sharpe Army Depot Chapter** of 181 members at Lathrop, Calif. Colonel Rogers is Director of Maintenance at SHAD.

Lieutenant Colonel John E. McGregor presides at the **Suncoast Chapter**, representing some 98 Greater Tampa Area Bootstrappers, retirees, and STRICOM assignees. He's Branch Chief, MEAFSA Operations, Directorate of Operations, at Hqs, USSTRICOM, MacDill AFB, Fla.

The President of the 170-member **Delaware Valley Chapter**, **Norman C. Taylor**, is Director of Product Development at the Boeing Company's Vertol Division in Philadelphia, Pa.

Lieutenant Colonel John H. Rhein, Chief of the Aviation Division, DPT, Hqs, U.S. Army Armor Center, serves as President of the 141-member **Bluegrass Chapter** at Fort Knox.

Heading the 85-member **Chicago Area Chapter** of AAAA is **Lieutenant Colonel James H. Blackmore**, Airfield Commander at the Fifth U.S. Army Flight Detachment at Ft. Sheridan, Ill.

Carl D. Stephenson, a former member of AAAA's National Executive Board and presently in the Office of the Project Manager, HLTAS, at USAARVSCOM, St. Louis, Mo., serves as President of the 365-member **Lindbergh Chapter**.

The AAAA's second largest membership activity, the 850-member **Washington, D.C. Chapter**, is led by **Colonel John W. Marr**, the Executive for Army Aviation, Office of Personnel Operations, DA.

Colonel William C. Dysinger, a member of the Staff of the Command & General Staff College at Ft. Leavenworth, Kan., heads the 205-member **Fort Leavenworth Area Chapter**.

Colonel A. T. Pumphrey, the current Chief of the Aviation Division, DCSO&T, Hqs, Fourth U.S. Army, Ft. Sam Houston, Tex., is President of AAAA's 138-member **Alamo Chapter**.

Major Thomas E. Coates, the Deputy Staff Aviation Officer at Ford Ord, Calif., heads AAAA's fastest growing chapter, the **Monterey Bay Chapter**. The West Coast AAAA activity increased its membership from 84 members to 212 members during the April-September, 1971 period.



COL Tuck
S. California



MAJ Turner
Pikes Peak



LTC Leeds
Ft. Bragg



John Hopkins
Richard Bitter



LTC Glidden
Schwaebisch Hall



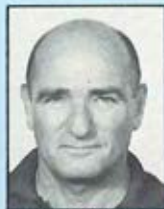
LTC Conley
Fort Riley



LTC Hickerson
Fort Hood



COL Achee
Army Avn Center



COL Mahone
Aloha of Hawaii



John McKenna
Connecticut



Richard Gamble
High Plains



LTC Clarke
Latin American



LTC Herrick
Golden Gate



COL Jones
David E. Condon



LTC Rogers
Sharpe Army Depot



MAJ McGraw
Grand Canyon



LTC McGregor
Suncoast



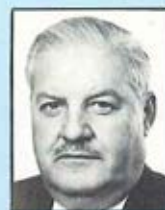
Norman Taylor
Delaware Valley



LTC Rhein
Bluegrass



LTC Blackmore
Chicago Area



Carl Stephenson
Lindbergh



COL Marr
Washington, D.C.



COL Dysinger
Ft. Leavenworth



COL Pumphrey
Alamo



MAJ Coates
Monterey Bay



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- Hughes Tool Company-Aircraft Division**, Culver City, Calif. Mr. Jack E. Leonard, Vice President-Marketing; Mr. Carl D. Perry, Assistant V.P. & Dir., Govt. Rel.
- Lear Siegler, Inc.**, Santa Monica, Calif. Mr. K. Robert Hahn, Senior Vice President; Mr. Kimberly C. Hallamore, Director of Government Relations.
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- Research Analysis Corporation**, McLean, Va. Mr. Frank A. Parker, President; Mr. William R. Beckert, Vice President & Treasurer.
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- Solar Division, International Harvester Corporation**, San Diego, Calif. Mr. John J. Ford, Jr., Manager, Military Turbine Sales; Mr. Michael A. Mooney, Regional Manager, Washington, D.C.
- Southern Airways Company**, Atlanta, Georgia, Mr. Jesse M. Childress, President; Mr. Wallace E. Congdon, Assistant to the President.
- Southern Airways of Texas, Inc.**, Fort Worth, Texas. Mr. Raymond L. Thomas, President; Mr. Wayne S. Schwalm, Director of Maintenance.
- GTE Sylvania, Electronic Systems Group**, Waltham, Mass. Mr. W. V. Taylor, Director, Field Marketing Organization.
- Texas Instruments, Inc.**, Dallas, Tex. Mr. Nick C. Davis, Manager, Govt. Marketing; Dr. Jay Cohen, Washington, D.C.
- TRW, Inc.**, Cleveland, Ohio. Col. Charles T. Campbell, USA (Ret.), Corporate Public Affairs; Mr. Frederick W. Whitson, McLean, Va. Office.
- United Aircraft Corporation**, East Hartford, Conn. Mr. Allan K. Poole, Marketing & Product Support Manager; Mr. George W. Fey, Washington Representative.
- Westinghouse Electric Corporation, Aerospace & Electronic Systems Division**, Baltimore, Maryland. Mr. H. B. Smith, Vice President & General Manager, A&ES Division; Mr. A. L. Spencer, Manager, Adv. Dev. Programs Marketing.

A WORLDWIDE COMMITMENT



ONE of the responsibilities of the Army Aviation Directorate is to monitor the executive helicopter service provided the White House by the U.S. Army Executive Flight Detachment (USAefd) located at Davison Army Airfield, Fort Belvoir, Virginia.

Unique unit

On 17 September 1971 I had the distinct pleasure of attending an awards ceremony during which Brigadier General James D. Hughes, USAF, The Military Assistant to the President, presented the Meritorious Unit Commendation to this unique unit.

The award was accompanied by the following citation which fully describes the nature and manner of performance of the USAefd mission.

"The United States Army Executive Flight Detachment distinguished itself by exceptionally meritorious service in providing

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

"Army One" at Dromoland Castle, Ireland

outstanding helicopter support to the White House during the period 20 January 1969 to 19 January 1971. The unit provided helicopter service to the President, the Vice President, members of the Cabinet and the Congress, Foreign heads of state, and other dignitaries.

During this period, the unit transported the President of the United States 146 times in 14 states and nine foreign countries, including the combat zone of the Republic of Vietnam. Maintaining a constant state of operational readiness and poised for instant deployment, the United States Army Executive Flight Detachment was committed throughout the world on many occasions, rendering flawless service in support of White House transportation requirements.

The safe, dependable, and expeditious helicopter service provided the White House under varying environmental conditions demonstrated an unsurpassed technical proficiency.

(Continued on Page 44)

Worldwide Commitment

(Continued from Page 43)

cal and professional ability. The diligence, dedication, and devotion displayed by the officers and men of the United States Army Executive Flight Detachment in performance of their demanding and sensitive tasks are in the highest traditions of the United States Army and reflect great credit on the military service."

Formed in 1957

The U.S. Army has provided continuous White House helicopter service since 1 December 1957. The original USAEFD was organized at Davison Army Airfield to provide this support and did so until March, 1966. During the Johnson administration an element of this detachment was located

at Randolph Air Force Base, Texas and became part of the Fourth U.S. Army Flight Detachment in September, 1965.

In June, 1969 this element became a separate unit and relocated at Homestead Air Force Base, Florida. In July, 1970 the USAEFD returned to Davison Army Airfield and is currently assigned to the Military District of Washington.

The USAEFD is commanded by LTC Gene T. Boyer who is the senior Presidential Helicopter Command Pilot. In addition to LTC Boyer five other unit aviators have been designated by the Military Assistant to the President as Presidential Helicopter Command Pilots.

They are: LTC Charles S. Shipman, MAJ William H. Shaw, CW4 Leroy E. Brendle, CW4 Carl Burhanan, and CW4 Lester G. Isemann. The combined flying experience of the 20 assigned aviators exceeds 100,000 flying hours.

Master Sergeant John E. Summey is Maintenance Chief for the detachment. He and a crew of 54 enlisted personnel support the President with maintenance, guard, and housekeeping duties.

Globetrotting "One"

The USAEFD presently operates VH-3A and VH-1D helicopters that are specially equipped, maintained, and secured to provide optimum reliability and comfort standards. These aircraft are easily recognized by a spit and polish appearance of the white and olive green exterior with "United States of America" printed in white along the fuselage. The call sign, "Army One" and "Army Two", are used when transporting the President and Vice President respectively.

President Nixon has utilized helicopter "Army One" on 159 occasions within the United States, including Hawaii, and on 28 occasions in nine foreign countries — Germany, Italy, Bahama Islands, Philippine Islands, Thailand, South Vietnam, Mexico, England, and Ireland.

The U.S. Army and Army Aviation can be proud of this elite helicopter unit which has diligently served the White House for 14 years.



TOP: A Detachment VH-3A approaches the Jefferson Memorial on its "final" to a landing at the White House. BOTTOM: A time for sightseeing! The Presidential party views a major monument under construction.





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Obituaries



Devol



Lichten

One of Army Aviation's pioneers, Brenton A. Devol, Jr., 54, died on August 26 at St. Elizabeth Hospital in Lafayette, Ind., after a nine-month illness.

Commissioned in 1941, Devol was one of four Army Liaison Pilots to fly ashore in L-4 Cubs from the aircraft carrier Ranger on November 8, 1942, the first combat use of modern organic Army Aviation. He later served as Aviation Officer of the Third Division, participating in campaigns in Sicily and Italy. He later served in the Pacific Theater and in Korea during 1951-1953. He retired from the Army in 1965 as a colonel.

Surviving are his widow, Katherine Carter of Lawton, Okla., two children, Brenton A. Devol, III of Fort Collins, Colo., and Mrs. Charles Humphrey of Lafayette.

Robert L. Lichten, 50, Director of Advanced Engineering at Bell Helicopter Company, died September 18 following an automobile accident south of Waco, Texas.

Responsible for the design of all initial development versions of the military UH-1 and of the light turbine JetRanger helicopters for Bell, Lichten was considered one of the world's outstanding engineers in the field of rotary-wing aeronautics. In 1959 he received American Helicopter Society's Alexander Klemin award for his role in development of Bell's XV-3 convertiplane.

A graduate of Massachusetts Institute of Technology, he was a member of the American Institute of Aeronautics and Astronautics, serving on technical committees of the AIAA and NASA. He is survived by his wife, three sons, mother, two brothers, and a sister.

The "PCS - Changes of Address" column has not been published in this issue to provide space for complete AAAA Annual Meeting details. The November, '71 issue shall cover the 450 additional listings received by ARMY AVIATION during the month of September, 1971.

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

ANGELINI, Lawrence J., SP5; RA; 4th Avn Co, Germany; died August 18, 1971 in Germany, due to an aircraft accident. He is survived by his widow Mrs. Heirdrun Angelini of #2 Amburg 54, Holtwisch 9-H, Hamburg, Germany, and a son Constantine of the same address.

BRUNSON, Jack W., CW2; USAR; Avn, 131st Avn Co, 212th Avn Bn, 11th Avn Gp, 1st Avn Bde; died May 31, 1971 in Vietnam, due to an aircraft accident. He is survived by his widow, Mrs. Donna J. Brunson of Church Street, Gerry, New York 14740 and a son Sean D. of the same address.

HENSLEY, James W., CPT; USAR; Armor; 4th Avn Co, 15th Avn Gp, Germany; died August 18, 1971 in Germany, due to an aircraft accident. He is survived by his widow, Mrs. Ruby L. Hensley c/o Mr. and Mrs. Louis Burgess, Route 1, Ellijay, Georgia 30540, and a daughter Melissa A. of the same address.

HOLSTAD, K. Wayne, 16, died of Hodgkins Disease at Barnes Hospital, St. Louis, Missouri, on August 11, 1971. He is survived by his parents, LTC (Ret.) and Mrs. Jerry E. Holstad, and a brother ATC G. Bruce Holstad, Patrick AFB, Fla. Funeral services were held at Salem E&R Church, Florissant, Mo., on August 13, with burial in Jefferson Barracks National Cemetery.

OSBORN, James C., CPT; USAR; Armor; Trp D, 3d Sqn, 7th Cav, 3d Inf Div, Germany; died August 21, 1971 in Germany, due to an aircraft accident. He is survived by his parents Mr. and Mrs. R. L. Osborn, Jr., of 1908 Rogge Lane, Austin, Texas

WANN, Donald L., CW2; USAR; Avn; Co D, 158th Avn Bn, 101st Abn Div (Aml); died June 1, 1971 in Vietnam, due to hostile action. He is survived by his widow, Mrs. Diana R. Wann of 7801 S. Country Club Drive, Oklahoma City, Oklahoma 73159, and two children Shannon L. and Michelle R. of the same address.

WILLIAMS, Mrs. Mary Cathryn, 49, wife of Chief Warrant Officer John F. Williams, 501 Whispering Pines, Enterprise, Ala., died May 21, 1971 at her home. She is survived by two daughters, Mrs. Wayne McClain of Santa Maria, Calif. and Mrs. Lloyd D. Keith of San Antonio, Tex., and seven grandchildren.



"AAAA FIFTEENTH ANNIVERSARY FLIGHT"

(See Page 3 announcement for basic details)

Fare Per Person

Admittedly, the \$99 round-trip fare on Page 3 is just an eye-catcher, and would not hold . . . BUT the combined husband and wife total fare package of \$309* (\$210* + \$99*) does apply, and pro rates out at less than \$155 per passenger, which is a fine bargain for AAAA for a trans-Atlantic charter on a flag carrier. The pro rata fare, then, is \$155 round trip.

Timetable/Deposit/Eligibility

AAAA would maintain contact with you during October, providing you with a Nov. 1 list of definite enrollees (89 couple limit), would solicit a deposit from you by Nov. 15, which would be returned to you in full through the 31st of Dec. if you cancel or the flight is cancelled. If the enrollment is reached by or before Dec. 1, we'll ask you for full fare payment during Dec. 1-Dec. 31. Reservations will be made on a "first come, first served" basis with eligibility open to AAAA members as of Sept. 1, 1971 and their immediate families only.

Garmisch Convention

Accommodations at Garmisch (for the full Mar. 6-11 "Ski Week", or for any part of the Mar. 8-11 convention period); attendance at convention functions; and quotas for professional presentations/displays will be coordinated through the AAAA National Office later this year.

Single Offer

"Anniversary Flight" enrollment will only be made on the basis of this single announcement and the Sept. 22 direct mailing to AAAA's 626 Charter (Fifteen Year) Members.

Reply Form

Your name, address, and AAAA membership number appear on the reverse side. Tear out this page, complete the two questions below, and return the page to AAAA on or before November 1.

Check One of Two

() I'm definitely interested in joining the March, 1972 AAAA "Fifteenth Anniversary Flight" to Europe, and have enclosed a \$30 deposit to hold firm seating space in my name.

() I'm interested. Keep me informed of "Anniversary Flight" details as they develop.

I would be accompanied by the following persons (State relationship):

Print Name _____

*Plus \$3 U.S. Int'l Departure Tax

STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1962; SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on October 1, 1971, on "ARMY AVIATION MAGAZINE" published 11 times a year at 1 Crestwood Rd., Westport, Conn. 06880.

6. The names and addresses of the Publisher, Editor, and Managing Editor are: Arthur H. Kesten, Publisher and Editor, and Dorothy Kesten, Managing Editor, both of 1 Crestwood Road, Westport, Conn. 06880.

7. The owner is: Army Aviation Publications, Inc., 1 Crestwood Road, Westport, Conn. The stockholders owning or holding 1 percent or more of the total amount of stock are: Arthur H. Kesten and Dorothy Kesten, both of 1 Crestwood Road, Westport, Conn. 06880.

8. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities are: None.

9. Paragraphs 7 and 8 include, in cases where the stockholder or the security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, or mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

10. The average number of copies for each issue during the preceding 12 months, and the number of copies for the single issue nearest the filing date (latter appears in brackets) were:

a. Total no. of copies printed, 14,747. (14,234).

b. Paid Circulation:

1. Sales through dealers and carriers, street vendors and counter sales: None.
(None).

2. Mail Subscriptions: 13,863 (12,756).

c. Total Paid Circulation: 13,863 (12,756).

d. Free Distribution by mail, carrier or other means: 415 (813).

e. Total Distribution (Sum of c and d): 14,278 (13,569).

f. Office use, left-over, unaccounted or spoiled after printing: 469 (665).

g. Total (Sum of e and f) — should equal net press run shown in a): 14,747 (14,234).

I certify that the statements made by me above are correct and complete.

ARTHUR H. KESTEN
Publisher
Army Aviation Magazine

NOTE

All 1971 AAAA Annual Meeting data, to include program details and times, names of speakers, lists of Chapter Delegates and Alternates, Head Table guests, and Distinguished Guests and Panelists, was prepared for publication on September 24, and reflects the information known at that date.

ARMY AVIATION

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



Manna Mission

It must have seemed like manna from heaven when the Army Huey copters moved into the cyclone-ravaged East Pakistan Delta to drop food and supplies to the destitute survivors. In just five days, Army helicopters delivered 58 tons—on the run.

That's a lot of payload, a lot of hauling for a relatively small copter fleet. The T53 gas turbines that gave a lift to the Hueys were strained to the limit—especially in this blazing tropical climate.

The flawless performance of the Hueys on their Manna Mission is yet another indication why the majority of helicopters overseas fly on Avco Lycoming gas turbines, backed up by over 17,000,000 operational hours.

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