

December 31, 1971

Army Aviation



King Cobra

(See back cover . . .)



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497



THE MATERIEL STORY: Aerial Firepower-An Equalizer!

BY LIEUTENANT GENERAL WILLIAM C. GRIBBLE, JR.
Chief of Research & Development, Department of the Army

WHEN I was asked by General Maddox to address the AAAA and to describe the status of Cheyenne, I first considered myself as Lucky Pierre. But I also thought that, consistent with telling "The Materiel Story," I could begin by way of introduction and describe very briefly the status of the Airmobility Research & Development Program. Fiscal Year 1972 does indeed promise to be a year of great progress for airmobility.

Already in this fiscal year we've awarded the contract for the advanced development of the critical components of a new heavy lift helicopter. We've just received proposals and are in the process of evaluating those proposals on the new engine for the UTTAS, and early after the beginning of the new calendar year, we expect to be on the street with a Request for Proposal for the airframe for that important new addition to our inventory which is scheduled to be the ultimate replacement for the Huey, the workhorse of the fleet.

I do not intend to lecture this group about the revolutionary changes that have been made to combat doctrine as a result of the experiences gained with the 11th Air Assault Division tests, and with the application of airmobility to the combat situations in Vietnam.

Evaluating our experience

However, our Vietnam experience is rapidly becoming history, and our job as we look to the future, is to evaluate carefully that experience and in light of it, project our requirements in what I call our aerial fire support systems. I use the plural for obvious reasons. One is that our continually evolving doctrine is pointing more and more surely to the necessity for close compatibility between the aerial scout and the aerial gunship.

As we look to the future and to our future gunship, and we look at our present inventory for a candidate for the aerial scout, we see gross incompatibilities. In this fiscal year one of our very major programs is an attempt to upgrade the capabilities of our LOH and convert it thereby into a very effective aerial scout and a companion to gunships.

The four areas in which the LOH is now deficient in playing that role to its fullest extent are, first, the lack of stabilized optics to give it the same range as its companion gunship. This we plan to do.

We also plan to equip the LOH with a capability of flying in marginal weather and at night so that it can be a companion, not only in the daytime but under all conditions of combat.

The added navigation system in the LOH plan will provide the scout with the capability of handing off targets to its companion gunship in Universal Transverse Mercator (UTM) coordinates. Certainly this is a great advantage and one sorely needed.

Last but not least, is an effort to improve the survivability or decrease the vulnerability of the LOH in the aerial scout role by attacking the problem of signatures — noise, radar, and infrared. That program has been presented to the Congress as a major element in our Fiscal Year 1972 fiscal program, and we have every expectation that we will be gaining approval in the forthcoming few weeks.

A family of gunships

As we examine the Army force development plan and look to the future, we see emerging a family of gunships, and prominent in that family is the current Cobra, which is already in our inventory. But also prominent in that inventory is an upgraded version of Cobra which would be equipped with a TOW anti-tank missile. The funds and the authority for that upgrading program are contained in the Fiscal Year 1970 and 1971 programs; the development contract is currently being definitized by AMC; and we hope to have this contract awards during the month of February.

That brings me to Cheyenne and the principal purpose of my talk which is to give you a quick status report on Cheyenne. However, before beginning, I am reminded of a story, and I'll have to start off by apologizing for it is a personal one. When I first arrived on the Washington scene in 1953, I was assigned the task of an action officer, and after a few very frustrating weeks, I was counseled by my division chief.

He said, "Bill, there's something you've got to understand about operating in the Washington environment. I'd like to draw an analogy between

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Presentation made by LTG Gribble at the 1971 AAAA Annual Meeting, Oct. 14, 1971.

Army Aviation

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"AAAA ESCURSION TO SPAIN"

Some eighty Quad-A members and their wives and families have joined the Feb. 28-Mar. 13 Anniversary flight to Europe. The Pan-Am 707 flight will follow NY-Lisbon-Malaga-Madrid-Frankfurt-Munich routing with stopovers in Lisbon and Madrid. Tour participants will also take in the three-day USAEUR Region AAAA Convention at Garmisch, Germany.

your job and the driver of an automobile. Now the driver of this automobile has, in his automobile, nine passengers, and each one of these passengers is equipped with a brake, but you are the only guy in that car that has a steering wheel. Your job is to get the vehicle from Point A to Point B. Good Luck!"

Well, if that's the definition of an action officer, I'm a three-starred action officer, and there's no automobile in my garage of projects that has more passengers than Cheyenne. . . . In any event, all of you here, I'm sure, are familiar with the background problems of Cheyenne. I'd like to go back, at least as far as March, 1969, when during a high speed test run we encountered gross instabilities in the main rotor system which led to a fatal crash. That problem, plus several others of lesser degree, led to the cancellation of the production option in the contract with the Lockheed Corporation, but a determination was made to continue development.

A quick update. The fundamental rotor instabilities that were encountered during that high speed test run have been corrected by the incorporation into the Cheyenne system of an Improved Control System (ICS). At the same time, we've been carrying along in a backup status, an Advanced Mechanical Control System (AMCS), which will further improve on the stability of flight and in addition will enable us ultimately to take advantage of the full growth potential of that aircraft system.

1972: A year for testing

Now in 1972, our principal goals lay in testing. To date, we have logged over 1,200 flight hours on the Cheyenne, and in August of this past summer, the system was demonstrated at a true air speed (TAS) of 232 knots without encountering any instabilities. We started in recent months the Army Preliminary Evaluation (APE) of the Cheyenne. This program is divided into three phases but they don't run one, two, three — they're kind of mixed up.

The principal purposes of the Army Preliminary Evaluation are two-fold. One is to examine the flight handling characteristics of the system under a wide variety of conditions. The Army pilot evaluations have been proceeding very smoothly. In the early stages we did encounter some vibration and a cross-coupling. These have substantially been corrected and we have every reason to believe that will be fully corrected, if not with the ICS then certainly with the AMCS.

In any event, we are in the final stages of the preliminary evaluation and at the present time all that remains to be done is the continuing examina-

tion of flight handling characteristics with a variety of external stores configurations.

Another purpose of this evaluation phase is to examine the performance of each of the many subsystems that make up the total of the Cheyenne system. All of these subsystems have now been tested and their performance has matched or exceeded our expectations. The TOW Night Vision System for Cheyenne is on schedule but is the last subsystem to be evaluated.

In any event, the phases of testing, which are preliminary to the formal APE on the TOW Night Vision System, started in September and early tests have been very encouraging indeed.

In September, we started action on another milestone in the Cheyenne program, and that was the beginning of the formal Research & Development Acceptance Tests, the RDAT. In many ways, the RDAT can be likened to a final examination. The purpose and objective of the RDAT is to make a complete assessment of the fully integrated system.

Now, RDAT began in September, but because the TOW Night Vision System could not be accommodated, we are proceeding without that system.

In summary, our Army Preliminary Evaluations are proceeding smoothly. They are essentially complete with the exception of the evaluation of the TOW Night Vision Systems.

R&D Acceptance Tests

Research & Development Acceptance Tests began in September, and should be wound up by the end of the November, except for integrating the TOW Night Vision System with the total system. That will be done and the RDAT on the complete system will be flown in the months of July and August.

I think to wrap up this assessment of the performance and the testing on the Cheyenne it would be pertinent for me to show at this time a very brief silent film of the Cheyenne in action. You'll be seeing a display of the armament load of the Cheyenne, a demonstration of nap-of-the-earth flying, the 30mm automatic cannon, the 2.75-inch rocket, and in the final frame of the sequence, the firing of the TOW. (Film shown.)

The most recent firing of the Cheyenne was a preliminary test of the TOW Night Vision System in which two TOW missiles were fired on a single flight using the night vision sight. Both resulted in direct hits, so we are pretty encouraged by the results of test to date.

Now what is off in the future? . . . Of course, we are coming up against a very important milestone. Traditionally one of the most important milestones in any development project is the transition from the development stage to the production stage. We've had some difficulty with practically every major system that the Army has ever attempted to field at that particular transition point.

We had trouble with the Hawk, the TOW, the Redeye. We're having minor difficulties with the

(Continued on Page 6)

NEXT MONTH

The January, 1972 issue will feature articles written by LTG Harris W. Hollis, Chief of Reserve Components, DA, and MG Fred Kornet, Jr., Commanding General, USA Aviation Systems Command.



FROM AN ORIGINAL PAINTING FOR CHANDLER EVANS BY KEVIN PERRE

MAIN FUEL CONTROL by Chandler Evans



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The JetRanger-II, Bell's five-place commercial helicopter, carries a bigger load, faster, at no increase in direct operating cost. Reason? It is powered by Allison's new 400 hp C-20 turbine engine equipped with the new MC-40 fuel control system engineered and precision-produced by Chandler Evans.

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MATERIEL/ Continued from P. 4

Dragon and based on experience we anticipate some difficulty with every combat vehicle we add to the inventory. The Cheyenne is no exception.

Last year, Congress did approve a reprogramming request that, in effect, transferred procurement monies into the R&D program and this should enable us to complete the development. The development contract was restructured in August of 1971. Testing is nearing completion. Either next month or in December we would hope to have an opportunity to present our production plans for the Cheyenne system to the DSARC (Defense System Acquisition Review Council), which will then prepare its recommendations to Mr. Packard.

Root sources of opposition

The fact that the Cheyenne has its opponents as well as its proponents is no secret, but the sources of opposition to Cheyenne are diverse. I've attempted to list as an outline for me and as a reference for you some of the root sources of the continuing opposition to the production of the Cheyenne weapons system. I'll talk to each one very briefly.

The question of CLOSE AIR SUPPORT, and the responsibility for providing that support, continues. A panel headed by Secretary Packard addressed the question of close air support and concluded that the AX, the Cheyenne and the Harrier are complementary and that their development should continue. This report was forwarded to the Congress.

The next one is VULNERABILITY. Although the helicopter has performed magnificently in combat in Vietnam, the extreme vulnerability of the helicopter to some unspecified but very sophisticated threat constantly raises its head. The helicopter gunship, like the infantryman, has to expose itself in order to accomplish its mission, but with the armor, navigation aids, weapons, and standoff capability, in addition to its being well integrated into the combined arms team, should insure not only mission effectiveness for the Cheyenne, but should also insure its survivability.

No one is going to vote against testing. Everyone recognizes that thorough testing is an absolute, essential requirement prior to any production. However, by the time we complete the present test program and are prepared to enter production, Cheyenne will have spent seven years in development and four years of flight testing.

The next subject is CONFIGURATION. There's a valid concern within, as well as outside the Army as to what the production configuration of the Cheyenne weapons system should be. I mentioned one area of concern at the present time—that's the decision as to whether or not to produce the Cheyenne with its Improved Control System that now is incorporated in our test hardware, or to defer production until the advent of the Advanced

GARMISCH — 1972

All AAAA members and their families are invited to attend the 13th USAREUR AAAA Convention to be held in the U.S. Army Recreation Area in Garmisch, Germany, during March 8-11, 1972. Reservations are limited to AAAA members and will be accepted on a "first come, first served" basis through Feb. 15. Ski Week dates are March 5-11. Full details are being mailed to all AAAA members in USAREUR; CONUS attendees are to make their reservations through the AAAA National Office.

As in previous years, the Convention will include a mix of professional and social activities with professional programming centering on presentations by USAREUR commanders, and military and industry representatives from CONUS.

Mechanical Control System. This has not been resolved within the Army, and it's also been expressed as a concern outside of the Army.

We've had a produceability/cost reduction exercise which has been going on for close to a year on the Cheyenne system and it has identified some major areas for cost reduction. These must be addressed and resolved before a production decision could possibly be made.

The cost factor

Last, and perhaps as serious a concern as any, is the very HIGH COST of the Cheyenne system. The Cheyenne is a carefully designed and expensive package. It integrates all of the systems that are considered essential to a well performing and complete weapons system. It has been determined through exhaustive studies and analyses and tests that the same combination of capabilities, packaged separately, would be more expensive, require more operators, and would, in the long run, be less capable.

So the Army has demonstrated its conviction that it has a need for Cheyenne capabilities and has also advised the Office of the Secretary of Defense, the Office of Management and Budget, and the Congress that it is prepared to sacrifice lower priority items in its inventory in order to fund for the high investment costs of the Cheyenne weapons system.

In conclusion, I want to assure you here that the Army is continuing to actively seek a production decision in Fiscal Year 1973. By 1973 we hope, as a result of the development program, to establish the need, to have completed development, to disprove the vulnerability allegations, to have tested extensively, developed new tactics, and pinned down the costs.

I maintain that a modern Army needs airmobility and airmobility means Cheyenne capabilities.



FORT EUSTIS, VA. — The Distinguished Graduate of Aviation Maintenance Officer Class 4-72, Chief Warrant Officer (W2) William O. Miron (right), is shown being awarded his diploma by LTC Major L. Chappell during Nov. 30 ceremonies held at USATSch. CW2 Miron also received an AAAA "Certificate of Achievement" from the David E. Condon Chapter.

FORT RUCKER, ALA. — Major General Allen M. Burdett, Jr. (left), CG of Ft. Rucker, presents wings to the Commanding General of the Imperial Iranian Ground Forces Aviation Command, Brigadier General Manuchehr Khosrobad. The ceremony took place in General Burdett's office on Dec. 3 and marked General Khosrobad's completion of a rotary wing aviator course. (USA photo)



FORT WORTH, TEX. — CW3 Kenneth D. Moore (2d from left) is shown after receiving the Army Commendation Medal and the 9th through 19th award of the Air Medal from LTC John J. Peppard, Jr. (left), Army FAA Southwest Region rep. Mrs. Moore and John Daniels, Tulsa Int'l Airport Control Tower chief, look on. CW3 Moore is assigned to the Tulsa Tower for air traffic control training.

DAYTONA BEACH, FLA. — Bootstrapper and AAAA Embry-Riddle Chapter President LTC William Redman congratulates E-RAU President Jack Hunt (left) on the University's receipt of a new Cessna 310 multi-engine aircraft. The 310 will be used to train the 1,800 students in the aviation-oriented facility. Over 100 active duty Army Aviators attend the University on a full time basis.



FORT RUCKER, ALA. — Chief Warrant Officer (W2) Robert H. Taylor, entering a UH-1 at USAAVNS, wears two insignia on his flight suit, Army Aviator wings and a submarine dolphin. Taylor, a flight instructor at USAAVNS, served in the Navy submarine service for eight years before entering the Army in 1969, and is thought to be the sole Army pilot to wear the unusual set of insignia. (USA photo)

Snapshots of 1971- A Review of the Year's Major Events in Army Aviation

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

AT year end there are a number of "snapshots" that stand out from a year full of frantic days and busy nights. The year 1971 was extremely important to the Army Aviation community. During the year we completed a mental transition here in Washington, from one oriented on Southeast Asia to the broader view of aviation worldwide.

The first "snapshot" of the year was Operation LAMSON 719, the South Vietnamese incursion into Laos. While few details have been published, Army Aviation carried that operation under its rotor blades. The losses and the handwringing by those without responsibility for leading troops and making decisions generally distorted the fact that helicopters operated effectively in the high intensity antiaircraft environment in the lower altitudes where Army Aviators live and work with other ground soldiers.

General Westmoreland best summed up LAMSON 719 by saying: *"We learned some valuable lessons but the overall conclusion is that the helicopter played its vital role most effectively. Without it, the operation could not have achieved the success that it did. In fact, LAMSON 719 — a penetration of 50 kilometers deep into an enemy stronghold — could not have been carried out in any other way."*

Vietnamization was another "snapshot." The improvement and modernization program for the Vietnamese Air Force (VNAF) proceeded according to schedule. One additional Chinook company was added to the force structure so that the heavy lift capability would be spread more evenly throughout the country.

Vietnamese aviators supported operations of ARVN forces in Cambodia almost continually throughout the year in addition to taking over more responsibility for support of operations in their own country. In the U.S. a total of 1,220 VNAF aviators have been graduated by the Aviation School Element at Hunter AAF, Ga. at year end. This compares with a programmed output of 1,405 VNAF aviators, which should be completed by the end of June 1972. This marks a significant accomplishment, both by the Vietnamese and by their American instructors.

The most recent "snapshot" came during my mid-December visit to the Combat Developments Command Experimentation Command at Hunter-Liggitt Military Reservation. There, LOH and Cobra crews, operating in the attack helicopter team, are being tested in meeting engagements with a postulated enemy tank company reinforced with mobile antiaircraft automatic weapons and Redeye-type missiles.

These helicopters operate in conjunction with deployed friendly mechanized ground troops and artillery. The 155th Aviation Company, under the command of MAJ William E. Whitworth, provides the aviation resources which are tested by a CDCEC team headed by COL Raymond G. "Dutch" Lehman, Jr.

The attack helicopters utilize a variety of sophisticated sighting and fire control devices in side tests which will culminate in the spring of 1972 in actual flight testing of the Cheyenne.

Realism is added to these tests through the use

of laser direct fire simulators and computers. Receiving stations posted throughout the testing area record notification of simulated TOW missile launches and record laser beam strikes on individual vehicles. A random chance evaluation is made to determine if a target "kill" occurs. All of these recordings are captured by computers and recorded as hard data for further evaluation.

Flight testing on this series of tests was concluded in December because the local rainy season makes the terrain too wet for mechanized vehicle movement until next spring.

Operating in this integrated battlefield environment the helicopters and associated ground troops have amassed a high "kill ratio" of enemy vehicles compared to friendly losses. Final results of these tests and the *Cheyenne* testing in the spring will be evaluated to answer critical questions asked by the Deputy Secretary of Defense close air support review.

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The close air support review headed by Mr. David Packard, Deputy Secretary of Defense, formed an important "snapshot" in 1971. It provided a report to the Congress in June which stated that the Air Force *A-X*, the Army *Cheyenne* helicopter, and the USMC *Harrier* deflected thrust airplane, "... offer sufficiently different capabilities for our future forces to justify continuing all three programs at the present time. The *Harrier* production plan now before Congress should continue. However, decisions to produce the *A-X* and *Cheyenne* and any subsequent procurement of the *Harrier* will depend on whether these aircraft meet their cost and performance goals, and whether the operational requirement to justify their production is validated. A large number of performance parameters must be subjected to operational tests for all aircraft."

A series of uncertainties were listed which must be resolved through further testing by the Services. It is anticipated that the testing results will be complete in time for a *Cheyenne* production decision in the fall of 1972. In the meantime, it is anticipated that an expanded test and prototype program will be implemented.

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The year 1971 produced three significant R&D starts. The first was the commencement of heavy lift advanced component development. The Army signed a contract with the Boeing Vertol Division for initial work on a heavy lift machine with a 22.5 ton lift capability at sea level on a hot day. This aircraft is justified on the basis of its capability to move standard MILVAN containers ship-to-shore in over-the-beach operations. Had such an aircraft and containerization been available in 1965 thousands of ship days could have been saved by vessels waiting their turn at Vung Tau and other Vietnamese ports.

The Congress gave approval for the Army to commence work on integrating the TOW antitank missile to the *Cobra* attack helicopter. Integration of the missile and airframe will provide an interim helicopter-borne antitank capability to American forces in Europe prior to the time an advanced attack helicopter would be available.

Work began on the *Utility Tactical Transport Aircraft System (UTTAS)*. At year end the Army produced a Request for Proposal which was dispatched to industry. Three companies, Bell Helicopter to industry. Three companies, Bell Helicopter, Boeing Vertol, and Sikorsky, have indicated they will respond by the 31 March 1972 deadline.



Brigadier General William J. Maddox, Jr., Director of Army Aviation, recently flew the new Hughes OH-6C helicopter with a 400 hp engine and quieting features, including five main rotor blades, four tail rotor blades, and a "T" tail. General Maddox (cen.) is shown at the Hughes Tool Co.—Aircraft Division plant in Culver City, Calif., with John Kerr (left), Director of the Military Helicopter Division, and Thomas R. Stuelpegel, Vice President.

patched to industry. Three companies, Bell Helicopter, Boeing Vertol, and Sikorsky, have indicated they will respond by the 31 March 1972 deadline. The Department of Defense has indicated that at least two contractors will be selected to build airframes for competitive testing to begin in FY74. In the meantime the Army announced that the General Electric Company of West Lynn, Mass., had won the prime contract to develop the UTTAS engine.

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Highlights

One of the highlights of my year was appearing before so many members of the Army Aviation Association away from the Washington scene. The first appearance of the year was before the *Lindbergh Chapter* of Quad-A in St. Louis, where Mr. Carl D. Stephenson assembled a large and enthusiastic group of primarily USAVSCOM personnel.

The next appearance was before the *Delaware Valley Chapter* of AAAA combined with the local section of the American Helicopter Society. Mr. Howard N. Stuverude, who is president of the entire AHS, was host on this occasion. On other occasions he is head of the Vertol Division of the Boeing Company. Mr. Norman Taylor, Quad-A Chapter President, and Mr. Harry Pack of Boeing, assisted in assuring a large turnout.

In the autumn I met with the *David E. Condon Chapter* of Quad-A at Ft. Eustis. COL Harry L. Jones, who was Maintenance Officer of my MAAG Japan Flight Detachment when I was a captain, presided along with MG Howard F. Schiltz, the USATC&E Commanding General. It is interesting to see that Harry has moved along in the maintenance career field to the point where he is now Director of the Aviation Maintenance Training Department at the Transportation School.

Highlight of the evening was the award to CW4 Donald R. Joyce for being runner-up in the recent *Quad-A National Sweepstakes*. Don placed second to CW3 William I. S. Easton of Fort Ord in national membership enrollment, despite the fact that he recruited 133 new members during the Sweepstakes' run.

SNAPSHOTS/ Continued from Page 9

At Fort Eustis it was interesting to note the number of aviators in key positions, not associated directly with the normal chain of command. I visited COL "Pat" Delavan, CO of the Transportation Terminal Command, which includes a Rail Battalion, a Harbor Craft Battalion, a Truck Battalion, and a CH-54 Crane Company. I since have hired COL Delavan to be Fire Power Division Chief in this Directorate because of his extensive gunship experience during the early days of Vietnam and later in Hqs. CDC.

Commanding the 714th Rail Battalion is LTC John L. Finley. This is the Army's only complete Rail Battalion. LTC Geoffrey M. Daniels, also an Army Aviator, commands the 92nd Transportation Battalion (Water Craft) which contains Terminal Service Companies, a Medium Maintenance Company, and a Float Craft Maintenance Company. These officers will bring a great breadth of experience when they are reassigned back to Army Aviation.

To wind up the year I spoke to the members attending the First Annual Christmas Ball of the Embry-Riddle Chapter of Quad-A at Daytona Beach, Fla. The Chapter President is LTC "Bill" Redman. Members primarily are Army Aviators who are attending the Embry-Riddle Aeronautical University on a fulltime basis.

Embry-Riddle is the world's only total aviation-oriented, non-profit coeducational university. It consists of 1,800 students enrolled in aviation career programs. It is located at the Daytona Beach Airport on an ultramodern \$25 million campus which is now under construction. President of the university is a former Navy pilot, Mr. Jack

NOMINATED FOR PROMOTION TO COLONEL

Bellechi, Joseph F.	Kastner, Joseph H.
Booth, James W.	King, Jimmie
Boyle, Dean G.	Kirklighter, Gerald
Bray, Gaither C.	Knight, Daniel B., Jr.
Browne, Edward M.	Komar, George
Burdick, Leonard R.	Lail, Eugene
Burress, James H., Jr.	Leary, Arthur J., Jr.
Calcaterra, Kenneth	Lopes, Francis J.
Calvert, Charles L.	Malone, Paul B., III
Carson, Ray M.	Mays, Harvey C.
Cole, William W.	McCormack, Robert
Constance, Harbin A.	Morris, John J.
Covington, Donald M.	Moseley, Henry G.
Cully, Frederick R.	Paquette, Dean R.
Dalene, Arthur A.	Patton, Robert S.
Descoteau, Rudolph	Rathbone, William A.
Doty, Benjamin E.	Robertson, Victor M.
Eckert, Edward N.	Roughen, Albert H.
Feilke, Glenn T.	Rutherford, Billy E.
Gerard, Robert J.	Sauers, Robert L.
Glidden, Harry R.	Smith, William D.
Gonzales, Orlando E.	Smith, William H.
Hawkins, Algin S.	Stoverink, Robert I.
Hemphill, Donald F.	Strange, Loren C.
Henderson, Lewis J.	Trapp, Turner J.
Hobbs, William A.	Vincent, Samuel M.
Honeycutt, Weldon F.	Waldron, Gerald L.
Hostler, Howard K.	Whiting, Frederick
Hubbard, Samuel J.	Williams, William F.
Junot, Arthur J.	Willie, Clement A., Jr.

ARMY WAR COLLEGE

Adessa, Anthony J., LTC	Johnson, David L., LTC
Bagnal, Charles W., LTC	Kilgore, James A., LTC
Bauman, William F., LTC	Knight, Daniel B., Jr., LTC
Boyle, Dean G., LTC	McKenzie, Colin W., LTC
Bush, Emory W., LTC	Pollard, Arnold R., LTC
Carroll, Anthony, LTC	Putnam, Carl M., Jr., LTC
Curry, Jerry R., LTC	Quedens, Bernard B., LTC
DeFrance, Rudolph, LTC	Sauers, Robert L., LTC
Dewey, Arthur E., LTC	Snyder, Quay C., LTC
Gerard, Robert J., LTC	Stoessner, Richard, LTC
Glover, Rupert F., LTC	Walker, Jack A., LTC
Hostler, Howard K., LTC	Wilson, Robert E., LTC
Huebner, Robert W., LTC	Wopdmansee, John W., LTC

AIR WAR COLLEGE

Mathison, Theodore, LTC	Small, Harold I., LTC
Mills, Robert W., LTC	St. Louis, Robert P., LTC

INDUSTRIAL COLLEGE OF THE ARMED FORCES

Dalene, Arthur A., LTC	Royals, Gerald E., LTC
Hand, Lee M., LTC	Toepel, Adalbert E., LTC
Hesson, James M., LTC	Top, John J., LTC
Lilley, Aaron L., Jr., LTC	Williams, William F., LTC

NATIONAL WAR COLLEGE

Blewster, James C., LTC	Newton, George F., LTC
Gosney, Robert R., LTC	Sink, Herbert T., LTC

NAVAL WAR COLLEGE

Nowalk, Charles L., LTC	Snyder, Paul B.
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Hunt, who is a former Harmon Trophy winner. His Vice President is retired Army Aviator COL Frank Forrest. Of particular interest is the fact that an Army Aviator and former Gunship Section Leader in the 13th Aviation Battalion, Major Frank Mayer, is President of the Student Government.

Aviator members of AUSA in the Fort Worth area insured a big turnout for my appearance at the local AUSA Chapter meeting presided over by Mr. Hans Weichsel, Jr., of Bell Helicopter Company. Brigadier General Leo E. Soucek, CG at Fort Wolters, and a delegation of Sergeants Major from Fort Wolters, also attended.

Finally, the American Institute of Aeronautics & Astronautics (AIAA) conducted a lively joint meeting in Farmingdale, L.I., N.Y. Local AIAA members were joined by the Monmouth Chapter Quad-A members led by Executive Vice President Ken Kelly. President John Dyer of the AIL Division, was host at the meeting which was chaired by Mr. Al Bennett, AIAA. (See photo, page 12).

Promotions and schools

Congratulations are in order for 60 Army Aviators who were selected for promotion to the grade of Colonel. Because the list was published in the *Congressional Record* and at press time had not been republished in *DA Special Orders*, the listing which accompanies this article is early word of the selectees.

A total of 44 Army Aviators were included among the selectees for War College level courses. This list also is shown in an accompanying box. Congratulations and best wishes to all selectees!

Breakthrough

Despite the fact that there was a fatal accident involved, there is particularly good news concerning the *Crashworthy Fuel System*. In a recent mid-

DEPARTMENT OF THE ARMY

WASHINGTON, D.C. 20310

December 10, 1971

Lieutenant General H.W.O. Kinnard, USA (Ret.)
President, Army Aviation Association of America
1 Crestwood Road
Westport, Connecticut 06880

Dear General Kinnard:

In reply to your 10 November letter, let me first express my appreciation to you and the AAAA Executive Board for the hospitality accorded me at the Annual Honors Luncheon. The enthusiasm and professionalism of the attendees were obvious.

I have reviewed the resolutions adopted by the Association and would like to offer the comments which follow.

The proposal to redesignate the Aviation Warrant Officer as Army Flight Officer is intriguing. The subject was last reviewed by the Army Warrant Officer Career Program Study in 1967. The study concluded that the aviator and non-aviator warrant officer were basically members of the same category and that any difference could be accommodated by regulatory change. As of this date, the conclusions of this study have not been refuted. However, we will again review the subject to determine if there are substantive changes in practice, philosophy or utilization which may suggest redesignation is merited.

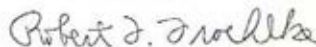
The subject of CW5 and CW6 grade equivalents has been a matter of continuing study and discussion for several years. Again, the aviator has been the motivating force behind this proposal. Previous studies have not defined specific requirements for CW5 and CW6 grades other than to provide additional pay increases past the current CW4 level. The subject is still under active consideration by the Army staff.

Section 1008, Title 10, USC, requires Department of Defense to review principles and concepts of military compensation each four years (Quadrennial Review Board). The review is being made at this time. Department of the Army has taken a firm position in support of flight pay equity for all aviators.

I appreciate your submission of the Association's resolutions. The Aviation Warrant Officer Program has provided a solid base of long term professional expertise. The potential of this program will receive due consideration in our ongoing Army aviation personnel planning.

It was a pleasure to be included at the Association Honors Luncheon. I look forward to seeing you again.

Sincerely,



Robert F. Froehlke
Secretary of the Army

SNAPSHOTS/ Continued from Page 10

air collision an LOH settled on top of a UH-1 in the act of taking off. The UH-1 was, perhaps, 75 feet in the air and climbing when its rotor system sliced through the LOH. Both aircraft fell to the ground in flames from a ruptured LOH fuel cell. After the fire had been extinguished investigators found that the UH-1 fuel cell still contained 900 lbs. of JP-4. Obviously, the *Crashworthy Fuel System* had passed its toughest test.

As of the 1st of November statistics showed that there have been 56 major accidents in aircraft equipped with *Crashworthy Fuel Systems*. An additional 22 aircraft had been combat lost or have sustained combat damage and minor accident damage. In these 78 aircraft there have been 17 fatalities, all non-thermal. There have been no thermal fatalities or injuries in any of these aircraft.

The *Crashworthy Fuel System* is scheduled for incorporation on all Army helicopters, either at time of manufacture or by rebuild by the end of calendar 1974.

Personnel

The impending cuts in the size of the Army obviously creates an atmosphere of tension and unease. I have researched the personnel problem as it relates to Army Aviators and find that there is no current plan for force-out of aviators who would prefer to remain on active duty. The exception, of course, is for those who are "selected out" because of repetitive failure to achieve promotion or those who have non-competitive records. The Office of Personnel Operations (OPO) estimates that there will be force structure requirements for a total of 6,881 lieutenant and captain aviators by 30 June 1972. A DA message on 13 November gave these company grade aviators an opportunity to apply for early release from active duty. Deadline for applications was 15 December.

Because aviators are select personnel, are volunteers in the first place, and are in an im-

portant and expanding program, it is estimated that fewer will volunteer to leave the service than their non-rated contemporaries. Over 1,000 excess lieutenant and captain aviators are expected to be on active duty after the "early out program" is completed. However, officer aviators will be treated no differently than other officers in the event there is a subsequent elimination program. There will be no attempt to single out the aviators as a separate group in order to bring aviator strength within limitations on grade level authorizations. Even though there may be an overstrength in company grade aviators, these officers are all branch qualified and can be utilized within the branches in ground duty positions.

Their retention on active duty will depend on their overall professional qualifications, including their total demonstrated performance. While it costs the Army more to retain an aviator on active duty than a non-aviator, such costs are far less than the costs to train a new aviator in the event of a required expansion of the aviator force structure.

In other words, the aviator must measure up on records alone, rather than on the fact that he has a specialty. This is as it should be.

NGUS and Reserve officers

A considerable number of aviators in the NGUS and USAR are in danger of losing their commissions for lack of branch qualification. Promotion selection boards are required to apply the rules strictly: Two successive passovers, possibly less than a year apart, will have grave consequences. No matter how hot a pilot is or how flowery his OER, without the branch education, out he goes.

Unit commanders with Reserve Component officers should point out to them the fact that the promotion criteria hurdle will get higher in 1972. For example, a branch officer advanced ("career") course diploma is required for the O-4 board and a fifty percent C&GSC certificate for the O-5 board.

A happy note!

This end-of-the-year newsletter should end on a happy note! The most happy note I can think of is when one of our own people makes good!

Lieutenant Colonel Chester L. Ward is an Army Flight Surgeon. He was commissioned in the Infantry in the University of California ROTC Program and came to active duty in March 1955. He subsequently attended the USC Medical School and interned at Letterman General Hospital. He is Board-certified in Aerospace Medicine and has received a Master's Degree in Public Health at the University of California. He has completed the Basic Infantry, Airborne, and Parachute Courses. Following his 1968-1969 tour as Brigade Surgeon of the 1st Aviation Brigade he attended Fort Leavenworth and then was assigned to the Office of the Surgeon General in Washington.

His good news is that he is now assigned as a White House Physician with an office in the Executive Office Building, the first Army Flight Surgeon to be so recognized.

The Director and the entire Directorate of Army Aviation join in wishing each of you a successful, safe, and professionally rewarding 1972. Best wishes to all.



Shown at the Dec. 1 joint meeting of the AAAA-AIAA at Plainview, L.I., N.Y. are, l-r, John Dyer, President, AIL Division of Cutler-Hammer, meeting host; BG William J. Maddox, Jr., Director of Army Aviation, guest speaker; and Arthur H. Kesten, Executive Vice President, AAAA. Monmouth Chapter members joined Metropolitan N.Y. and L.I. Quad-A members at the professional meeting.



A TIME FOR TRANSITION

BY LIEUTENANT GENERAL ROBERT R. WILLIAMS
Assistant Chief of Staff for Force Development, DA

MY subject is "Transition and the Baseline Force Structure," but the message I have bears primarily on how we relate what we have learned about airmobility to the NATO environment.

Actually, there is a close tie between this and the baseline aviation fleet. The size and shape of the Army's aviation fleet in the years to come is wholly dependent upon the success we achieve in translating the lessons learned in Vietnam, and elsewhere, to the plains and hills of Europe.

Mine is a rather difficult message to deliver, because as I look around this room, it is obvious there are about 50 or 60 people here better qualified than I to discuss it.

We are transitioning from the conduct of a limited war of low intensity in the jungles of Vietnam to preparation for a conflict on the land mass of Europe. At least that is the contingency against which our force structuring and development programs are projected.

Key element: Survivability

Now, in carrying out this transition, there is one key element that may drive the shape of our future force structure, and aviation, which is part of it. This is the question of vulnerability and survivability. Let's use the term survivability here, since vulnerability is just one of the elements which contribute to survivability — or the lack of it.

Survivability can't be determined operationally by any method short of combat. Since we can't measure it precisely, the direction we move is based upon what we in the Army, the people in OSD, the people in Congress, and for that matter the public, believe the survivability to be.

With what we have demonstrated in Vietnam



Presentation made by LTG Robert R. Williams at the 1971 AAAAA Annual Meeting in Washington, D.C. on October 14, 1971.

through the employment of helicopters, there would be no question that we could use helicopters and other aircraft to an equal extent against a sophisticated enemy in a higher level conflict — if people were convinced the birds could survive.

A review of the past

But they aren't convinced. Rather, there are those who are convinced of the logic that a slow moving, low flying object such as a helicopter will be "duck soup" for any number of enemy weapons. This attitude is not new, and I would like to review some pertinent analogies from the past.

When the machinegun was developed, many contended that the individual soldier would be driven from the battlefield — but he is still the ultimate weapon system.

When the tank was introduced in World War I and its initial shock action was recorded, many felt that its further development would obsolete all lesser weapons system, including the rifleman. But there are those now who contend that the infantryman — whom the tank was to drive from the battlefield — may, when armed with new antitank weapons, drive the tank off the battlefield.

A knowledgeable Senator once challenged me, "How can you say the helicopter can survive in combat? I can use the German 88mm of World War II and shoot down your helicopters."

I asked him, "If they can shoot down a helicopter, couldn't they also shoot down a 65 hp Cub?"

"Yes," he answered, and I told him, "They didn't."

There is a group of us in this room which faced in 1941 and 1942 the exact situation we face today. We were those idiots who said that you could fly a 65 hp fabric-covered Cub in combat. We were derided.

The Antiaircraft Artillery proved they could shoot us down like flies. P-40's with camera guns eliminated us with equal ease. Our original doctrine stated that the Cub would be used in combat only when all other means failed. We would fly only at very low altitudes, and no mission would last more than seven minutes. We hoped to accomplish a vital

TRANSITION/Continued from P. 13

function even though our losses might be prohibitive.

But, gentlemen, the Cub lived in combat! It flew at fairly high altitudes and the duration of the missions was limited only by aircraft endurance. Losses were minimal. It lived because it was an integral part of the Artillery, and if the Cub were fired upon, the Artillery was able to strike back with a vengeance.

A weapons system survives in combat not because of its inherent capability but, regardless of whether the system is man, the tank, or anything else, because it is an organic part of the whole force. Each element makes its contribution to, and draws strength from, the integrated whole.

The game of "One on One"

Let me illustrate this with another case that is closer to home with some of our detractors. After World War II, there was a large body of military opinion that said the day of the manned aircraft was over. Surface-to-air missiles would clear the skies. These conclusions were reached by analysis and war games that played individual aircraft or formations of aircraft against antiaircraft weapons systems. This is the game called "One on One." Left out of the equation were man's ingenuity and the impact of integrating the attack aircraft with suppressive actions.

The combat test came in the bombing of North Vietnam. Did the surface-to-air missile drive the fixed wing aircraft out of the sky? No! Hanoi's weapons would have eliminated the aircraft if the game had been "One on One" but it wasn't. The attack aircraft were integrated with others employing jamming, spoofing and other techniques, code named "Wild Weasel". The results were quite different than forecast.

However, we never learn our lesson, and we are playing the "One on One" game again today with helicopters. We are doing it analytically. We are doing it mentally. We are letting our own people think this way when deriving survivability data.

The Air Force aircraft survived over North Vietnam because it operated as part of a weapons system with suppression, just as our Army aircraft are going to operate with suppression. Where they used "Wild Weasel," we will use Artillery. Where they used other aircraft to suppress, we'll suppress with our turrets and with other elements of the combined arms team.

We've ignored the facts

We have been a victim of public relations concerning aircraft losses. Day after day people read and hear that "The helicopters are getting shot down." A mental image has been created that "It's death to ride a helicopter in combat." This conclusion totally ignores the facts.

The experience of Vietnam as a whole is impressive in its own right. Helicopters have flown for hundreds of thousands of hours in combat assault and fire support, with losses of less than one helicopter in 12,000 sorties.

Specific instances stand out even more boldly. There were those who claimed that Lamson 719, the South Vietnamese incursion into Laos, proved that the helicopter could not survive in a mid-intensity conflict.

A review of the actual statistics of how many aircraft were lost, when considering the number of missions flown, the threat against which they flew and the conditions under which they operated, leads me to the opposite conclusion.

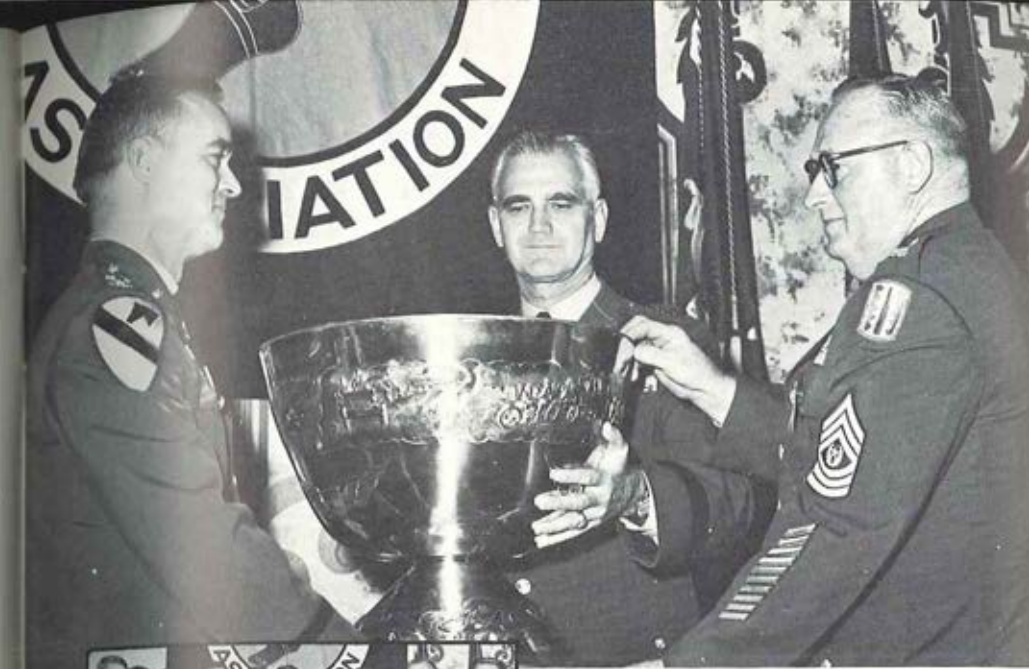
I know that I am preaching to the choir, and I intend to. My message to the choir is to "Get out and sing! Get out of the church and start singing loud and clear in the areas where it is going to do us some good."

LEFT: AAAA members at Ft. Stewart, Ga., watch the DA presentation team from OPO cover pertinent aspects of "The People Story" at the late afternoon session of the two-post professional meeting held November 23.



RIGHT: Quad-A members and their wives at Hunter AAF, Ga., hear OPO team members, COL John W. Marr and LTC Thomas E. Anderson, at split lecterns during the evening session of "The People Story" doubleheader.





ABOVE: GEN Westmoreland presents AAAA's "Outstanding Aviation Unit Award" to COL Robert H. Nevins, Jr., and CSM John F. Adams, Jr., 1st Squadron, 9th Cavalry. LEFT: An informal photo of former 1/9 unit commanders.



1st Squadron, 9th Cav Selected as 1970-1971's "Outstanding Unit"

REMARKS of Lieutenant General Harry W. O. Kinnard, USA (Ret.), AAAA National President: The first award, and a very important one, was established by the AAAA and is sponsored by the Aircraft Division of the Hughes Tool Company to recognize the "Outstanding Army Aviation Unit" for

1970-1971. To make the presentation is our Chief of Staff, General Westmoreland.

■ **Remarks of General Westmoreland:** Secretary Froehke, General Kinnard, distinguished guests, ladies and gentlemen, and may I say with modesty and great pride, fellow Army Aviators.

May I also recognize in the audience — this is something that General Kinnard will probably do momentarily, but I'd like to preempt him — General "Ham" Howze, one of the fathers of Army Aviation, but "the Father of the Airmobile Concept"!

I do welcome, once again, this opportunity to participate in AAAA's annual tribute to the best of Army Aviation. The units and men that you honor this afternoon have each compiled an enviable record of accomplishments and have devoted selfless service to country.

It is appropriate that this year's "Outstanding Active Army Aviation Unit" is one renowned for being in the vanguard of our pioneer airmobile division. The "1st Team," and you know who I mean when I refer to the "1st Team," epitomizes the great strides we have made and the success we have achieved in the third dimension of land warfare.

At last year's Honors Luncheon, I said that the decade of the Sixties truly ushered in the era of airmobility, and that the concept was proved in



THE OUTSTANDING AVIATION UNIT AWARD

CITATION

The 1st Squadron, 9th Cavalry, 1st Cavalry Division (Airmobile) has been selected as the "Outstanding Aviation Unit for 1970-1971."

The exploits of this gallant fighting unit are legendary. During the past year, the squadron has received a Vietnamese Cross of Gallantry with palm, and has been recommended for two Presidential Unit Citations, a Valorous Unit Award, and an additional Cross of Gallantry with palm.

Although the squadron contained less than ten percent of the total strength of the 1st Cavalry Division, it accounted for almost half of the enemy losses credited to the division. It was in daily contact with a determined enemy and flew over 41,000 combat sorties over a 15,000 square mile area of operations.

In May 1970, the squadron spearheaded the 1st Cavalry Division's initial thrust into Cambodia to locate North Vietnamese supply bases there. Its air cavalry troops provided visual reconnaissance for the division's task forces throughout the 60-day operation.

Soon after the Cambodian incursion, the squadron became the nucleus for the Army's first Air Cavalry Brigade. This unit conducted independent combat operations in its own area of operations, thus confirming the validity of the use of air cavalry as a fighting force, as well as a reconnaissance force.

In late 1970, with the shift of combat emphasis from U.S. to RVN operations, the squadron began supporting more and more ARVN operations. In February 1971, it again penetrated deep into Cambodian territory, facing a determined enemy, well equipped with dangerous antiaircraft weapons. On several occasions, hard pressed ARVN units were able to turn the tide of battle with the firepower provided by the squadron.

The record achieved by the 1st Squadron, 9th Cavalry is one of valor, heroism, and undeniable success in the ultimate test of a military unit — combat. It truly deserves the recognition as the "Outstanding Aviation Unit of the Year."

Vietnam. Most certainly the exploits and the successes of the 1st Squadron, 9th Cavalry that we recognize today are an unassailable confirmation of the high expectations held for the airmobile concept. Proudly known in the 1st Cavalry Division (Airmobile) as the "Cav of the Cav" or the "Real Cav", the squadron early demonstrated in Vietnam a flexibility of maneuver and firepower, a capability for immediate reaction, and an ability to locate and engage the enemy heretofore unknown for a unit of its size.

During the award period the Squadron accounted for almost half of the enemy losses inflicted by the 1st Cavalry Division. Twice, the Squadron operated for extended periods in Cambodia, spearheading the 1st Cavalry Division's initial thrust into that country in May and June 1970 and supporting RVN operations in February and March 1971.

As a result of its combat actions, the Squadron was awarded the Vietnamese Cross of Gallantry with Palm and has been recommended for two U.S. Presidential Unit Citations, a Valorous Unit Award, and a second Vietnamese Cross of Gallantry with Palm.

Today, the Squadron continues to serve proudly with the 1st Team as it performs a challenging mis-



sion of vital importance to the Army's future. Once again this famous division is pioneering new organizational and tactical concepts, this time as the 1st Cavalry Division (TRICAP). The test program for this tri-capable organization is one of the Army's highest priority projects.

Significantly, the 1st Squadron, 9th Cavalry was the nucleus for the Army's 1st Air Cavalry Brigade. This provisional unit, organized in late 1970, was the forerunner of the TRICAP Air Cavalry Combat Brigade, the testing of which has been the first order of business for that new division.

So, ladies and gentlemen, the 1st of the 9th well deserves to represent our active Army Aviation units in the coming year. Its successes illustrate the reward we reap from imagination, and innovative application of advances in technology, techniques, and tactics, and certainly the 1st of the 9th symbolizes

the key role of Army Aviation now and in the future. This, in my opinion, is a bright future indeed.

In presenting this "Outstanding Aviation Unit Award" we pay tribute to the collective efforts, skills, and dedication of many men, and to the inspired leadership of the co-recipients — Colonel (then Lieutenant Colonel) Robert H. Nevins, Jr., and Command Sergeant Major John F. Adams, Jr. I'd like to have them present themselves here at this time and to congratulate all of those who served and who contributed to the successes for which the 1st Squadron, 9th Cavalry is honored today.

■ **Acceptance Remarks of Colonel Robert H. Nevins, Jr.:** It is a high honor and privilege to represent the several thousand "Real Cavalrymen" who rode with the 1st of the 9th in Vietnam.

Those of us who were privileged to serve in the 1st of the 9th in 1970-1971 have the high honor of accepting this official recognition, but it's my belief that the reputation of great fighting units, such as that of the 1st of the 9th, and high honor, such as is represented by this AAAA award today, are not earned by relatively few people in the short period of one year's time.

Such things are won over an extended period of time by sustained superior performance on the part of the unit in many campaigns and by the dedicated efforts of motivated personnel of all ranks — officer, warrant officer, enlisted. To have that desire to excel makes a unit like the 1st of the 9th something separate . . . something special.

Each and every individual who served in the 1st of the 9th during its stay in Southeast Asia contributed in some way to this award. Let us not forget that many made the supreme contribution along the way.

Each and every former member of the Squadron, therefore, shares in the high honor that is being bestowed upon our unit. There are several former squadron commanders in the audience today — as

a matter of fact, all but two who commanded the squadron in Vietnam are present. One of those individuals is LTC Clark Burnett, who also commanded the Squadron during a portion of the period covered in the award citation.



I'm sure that all former commanders of the Squadron will join with me in congratulating and thanking those Troopers who rode to the sound of the guns of the 1st of the 9th in Southeast Asia and helped to make this high recognition of our unit possible.

■ **Acceptance remarks of Command Sergeant Major John F. Adams, Jr.:** I am deeply honored to accept this award on behalf of the officers and men of the 1st Squadron, 9th Cavalry, 1st Cavalry Division. Had it not been for the dedication, expertise, and professionalism displayed by all members of the unit, this award could not have been earned.

I salute those members of the 1st Squadron, 9th Cavalry who paid the full price in causing this unit's professionalism, and all who were fortunate enough



to return able-bodied and who are carrying out their duties in the same professional manner.

I'm confident this superior performance will continue to be demonstrated in the future, regardless of the units to which these personnel are assigned. This is a tribute to the young American soldier of today.

Again, I am deeply honored to accept this award and thank you.



Shown prior to the October 15 AAAA Annual Honors Luncheon are, l-r, BG Robert M. Leich, IGR; AAAA Awards Chairman; LTG Harry W.O. Kinnard, Ret., AAAA President; GEN Westmoreland; and COL Robert H. Nevins, Jr., CO, and CSM John F. Adams, Jr., ranking NCO, of the award-winning 1st Squadron, 9th Cavalry.

24th Medical Company Chosen "Outstanding Unit" in ARNG-USAR

REMARKS of General William C. Westmoreland, Chief of Staff: It is again my pleasure to have the opportunity to make an important award at this time, an award to the 24th Medical Company (Air Ambulance).

The 24th Medical Company of the Nebraska Army National Guard is selected as the "Outstanding Reserve Component Aviation Unit." This award is well deserved and recognizes this unit's impressive accomplishments in executing both military and civilian support missions.

Its consistently high standards of military performance over the years have won the company two coveted awards — the Eisenhower Trophy as the "Most Outstanding Unit" in the Nebraska Army National Guard and the "Army National Guard Superior Unit Award."

The 24th Medical Company was also among the first U.S. Army units selected to assist the Department of Transportation in the initial tests and evaluation program for medical evacuation of highway accident victims. As you know, those early efforts were the forerunners of the significant national program now in being called "Project MAST" (Military Assistance to Safety & Traffic).



Army Chief of Staff General William C. Westmoreland (center) presents AAAA's "Outstanding Reserve Component Aviation Unit Award" to Major Roger W. Fosbender (left) and First Sergeant Andrew M. Alexander, representing Nebraska's 24th Aviation Company (Hel Amb).

Especially noteworthy during the award period was the response of the 24th Medical Company as part of disaster relief operations in February and March. The company operated in 19 counties in northeast Nebraska, which were at that time declared a national disaster area by President Nixon. At a time of unprecedented reliance on Reserve Components, the professionalism, dedication, and readiness of the 24th Medical Company is reassuring.

The performance of this unit suggests that we can count on the National Guard and Reserve forces to assume the increased role dictated by substantial reductions in the active Army. Ladies and gentlemen, this is what the "One Army Team" is all about.

I now take pleasure in presenting this award to the company commander, Major Roger W. Fosbender, and First Sergeant Andrew M. Alexander, and I extend my congratulations, not only to them but to all members of the 24th Medical Company.

Acceptance Remarks of Major Roger W. Fosbender: It is a pleasure to accept this award on behalf of the Nebraska National Guard and the 24th Medical Company (Air Ambulance).

A great variety of missions have been assigned since this unit was formed in 1960. These various support missions include the battling of weather elements such as floods, tornados, and blizzards, as



well as civil disturbances. Individual dedication and teamwork have enabled this unit to accomplish and excel in all missions assigned.

Our average aviator has approximately 1,350 flying hours and over 60% have had at least one tour in Southeast Asia. With this experience level and the modern equipment we are receiving, which we greatly appreciate, the 24th Medical Company stands ready to accomplish any missions assigned in the future.

On behalf of the unit, I want to thank our higher headquarters, the Flight Activity Section, and Company "D" maintenance platoon for their support and, of course, pay tribute to each member of the unit for their loyalty and dedication to duty. An award of this nature is not the work of a few, but requires the combined efforts of everyone.

For the past commanders, who provided the leadership in developing this unit, and the officers and men of the 24th Medical Company (Air Amb.), I wish to thank the Army Aviation Association of

America for this award, and like our **Coach Devaney** and his **Nebraska "Cornhuskers,"** the "Big Red" of Nebraska, we will continue to work to be No. 1.

■ **Acceptance remarks of First Sergeant Andrew M. Alexander:** On behalf of the NCO's and enlisted personnel of the 24th Air Ambulance Company, I



would like to express our appreciation to the Quad-A for this award. This award has been made possible by the teamwork and individual effort of every officer, NCO, and EM in our unit.

In the past four or five years the Nebraska National Guard has reached a level of professionalism



MAJ Roger W. Fosbender (r.), CO of the 24th Aviation Company, is shown at the Honors Luncheon head table with **MG Allen M. Burdett, Jr.**, (left), CG of the USA Aviation Center/School, and **LTG Harris W. Hollis**, Chief of Reserve Components, Department of the Army.

that supports the "One Army" concept 100%. We will continue at this level of professionalism. I would like to invite each one of you to visit our unit at anytime to witness this.

Gentlemen, thank you again, from the No. 1 aviation unit in the greatest state with the No. 1 football team.

THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"

CITATION

Excelling in all phases of its activities during the period 1 April 1970 to 31 March 1971, the 24th Medical Company (Air Ambulance) of the Nebraska Army National Guard is named as the "Outstanding Reserve Component Aviation Unit of the Year."

Well prepared for its military mission, the 24th Medical company was one of the first units to assist the Department of Transportation in research projects associated with the early testing of Project Mast (Military Assistance to Safety and Traffic) and the evaluation of air evacuation of highway accident victims.

In February 1971 the 24th demonstrated its ability to respond to an emergency and proved how effectively military units and aircraft can serve a disaster-stricken community. Following extremely heavy rains and a blizzard, President Nixon, at the request of Governor Exon, declared 19 counties of northeast Nebraska a disaster area.

From 23 February through 12 March the 24th provided reconnaissance, surveil-

lance, and damage assessment missions for the Corps of Engineers, Civil Defense officials, and American Red Cross personnel. Airlift was provided to evacuate isolated farmers and to deliver needed food supplies, to transport work crews into flood-threatened areas, and to deliver hay to starving livestock.

During the several crises, the 24th flew more than 294 hours under adverse weather conditions to complete more than 800 sorties. It transported 178,200 pounds of cargo and 1,732 bales of hay without accident or incident — a true reflection of the professionalism of the men of the 24th Medical Company.

Superior in its flying activities, the 24th also excelled in other areas, receiving the Eisenhower Trophy as the "Most Outstanding Unit" in the Nebraska Army National Guard, and also won the Army National Guard Superior Unit Award.

For its superlative performance the 24th Medical Company (Air Ambulance) has truly earned the title of "Outstanding Reserve Component Aviation Unit of the Year."





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AO at Lamson 719 Chosen as '70-'71 "Army Aviator of Year" by AAAA

REMARKS of General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army: Ladies and gentlemen, and I'd like to say, fellow Army Aviators as our Chief did but I cannot, but, perhaps, more importantly, I can say, fellow soldiers!

The good looking young men standing next to me here is Lieutenant Colonel Robert F. Molinelli, who is the recipient for the award of the "Army Aviator of the Year." He's too modest to say why he has received an award, so I'd like to tell you just a little bit about him.

He was commanding the 2d Squadron of the 17th Cav, part of the 101st Airborne Division — as you know, an Air Cav or Airmobile Division. He commanded them at the time of LAMSON 719. This was the operation into Laos in February and March of 1971.

Under his command was not only his own organic Air Cav Squadron, but he had a total of seven Air Cav Troops — 2,500 men. It was really an Air Cav Brigade or a Combat Air Cav Brigade, if you like. These were the people that really made that operation possible.

Everything was against them — weather and terrain favored the enemy. Molinelli told me that one of his troops, which sort of flew shotgun daily along the Laotian border for several weeks, had every

operational aircraft hit daily at least once. This was the most hostile air environment Army Aviation has ever operated in. They had everything — small arms, 50 cal. machine guns, 20mm, 37mm, 57mm, automatic weapons. Certainly, it was what some people call "mid-intensity." To those who flew in it, it was



LTC Molinelli at lectern

hell. He was one of the lucky ones who returned in one piece.

He's an aviator of fourteen years' flying experience, and to those combat soldiers in the audience this will mean even more, he has two Silver Stars, eight Distinguished Flying Crosses, and a Purple Heart. I can't tell you how proud I am as an individual of this outstanding youngster. It should not surprise you that he was specially selected to command the 1st Squadron of the 9th Cav at Ft. Hood in the 1st Air Cav Division (TRICAP), the Squadron that you just saw receive the "Outstanding Aviation Unit Award" of the year.

And so, on behalf of this association, and on behalf of the Army, I'd like to make this award — the "Army Aviator of the Year Award" — to Colonel "Bob" Molinelli!

Acceptance remarks of Lieutenant Colonel Robert F. Molinelli: This is the scariest thing that I've ever done! . . . It is with a deep sense of humility and pride that I accept this award today. Humility because I am intimately familiar with the contributions of so many deserving Army Aviators. Pride because I feel this award reflects the tremendous efforts of the officers and men of the 2d Squadron, 17th Cavalry and the leadership of the 101st Airborne Division. On behalf of my wife and myself, I thank you.

LEFT: General Bruce Palmer, Jr., Vice Chief of Staff, U.S. Army, cites the accomplishments of Lieutenant Colonel Robert F. Molinelli, 2d Squadron, 17th Cavalry, in LAMSON 719, in introducing the latter as AAAA's 1970-1971 "Army Aviator of the Year."





LTC and Mrs. Robert F. Molinelli, proud parents, and "The Cube"

THE ARMY AVIATOR OF THE YEAR AWARD

CITATION

The "Army Aviator of the Year Award" is presented to Lieutenant Colonel Robert F. Molinelli, Armor, for his outstanding performance of duty as Commander of the 2d Squadron, 17th Cavalry of the 101st Airborne Division (AM) during combat operations in RVN during the period 24 March 1970 to 6 March 1971.

Colonel Molinelli fought his squadron across the northern reaches of South Vietnam in the manner of a traditional cavalryman. His squadron reconnoitered for and fixed main force battalions which invaded the countryside across the DMZ and the Laotian border. His squadron acquired more enemy information and accounted for more enemy casualties than any other unit in his division. Colonel Molinelli trained his scouts, his gunship pilots and his rifle squad reaction forces to a high degree of professionalism. This training was put to its severest test during the cross-border operations into Laos in February and March of this year.

Exhibiting the personal, forward leadership that inspires units to excel, he personally directed his heavily reinforced squadron to provide detailed reconnaissance, air defense suppression, and accurate and discriminating fire support to all major South Vietnamese units operating in Laos. Colonel Molinelli spearheaded the attack which encountered numerous 23, 37 and 57mm anti-aircraft guns in addition to

small arms and machinegun fire. The squadron met and defeated enemy armor and numerous anti-aircraft weapons successfully passing this milestone test of aviation operating in a mid-intensity combat environment in the lower altitudes where Army Aviators habitually work and fight with other ground soldiers.

He supervised the insertion and extraction of Ranger teams, usually deep in enemy held territory. Many times these teams had to be extracted under extremely hazardous conditions of enemy fire and reduced visibility. Colonel Molinelli was unflinching in his personal involvement in these missions and demonstrated great courage in their accomplishment.

Colonel Molinelli's awards include two Silver Stars, the Legion of Merit, eight Distinguished Flying Crosses, the Bronze Star, and sixty three Air Medals in addition to numerous unit and Vietnamese awards.

Upon completion of his tour, Colonel Molinelli was called to Washington to discuss LAMSON 719. His discussions were so professionally stimulating and productive that he was requested for interviews throughout the Defense establishment. He was then invited to Congressional appearances and to the White House for discussions with Mr. Henry Kissinger, advisor to the President. Throughout all of his presentations and discussions, he displayed the same composure and good judgment which helped to make him a great combat leader.

Colonel Molinelli has demonstrated beyond any doubt that he is fully qualified for selection as the "Army Aviator of the Year."

USARV Medevac Crewman Wins "Aviation Soldier of Year" Award

REMARKS of the Honorable Robert F. Froehle, Secretary of the Army: I am completely pleased to be here this afternoon as Secretary of the Army. I guess that I'll have to confess that as a former infantryman I do have mixed emotions.

I am completely pleased as Secretary of the Army because I realize the important job that you men in this room have done for the Army and are doing for the Army. I like this kind of a meeting. I like the awards we are handing out because they stress people and the jobs they do, and people working together as a team, and today, in the new Army, General Westmoreland and I have these as our two key words . . . **People and teams.**

Now those of you who heard me speak earlier are going to say, "Here we go again," but get used to it. Anytime that you hear me talk I'm going to stress two other items . . . the Army's mission, namely, **world peace** . . . far too few people in this country are aware of our mission . . . and you are also going to hear me stress how proud I am to be the Secretary of the Army for a number



Gathered informally at the AAAA Honors Luncheon are, l-r, LTG H.W.O. Kinnard, AAAA President; Secretary of the Army Froehle; SP5 Dennis M. Fujii, '71 "Aviation Soldier"; GEN Bruce Palmer, Jr., Vice Chief of Staff; CSM John F. Adams, Jr., senior NCO, "Outstanding Aviation Unit," and LTG John M. Wright, Jr., Comptroller of the Army.

of reasons, but high on that list is the fact that I am proud of the people with whom I am serving.

Dennis Fujii, would you come up here, please? . . . I don't understand, Dennis, how a man with a record that you have would be scared looking at these people. Ladies and gentlemen, here stands a soldier!

I'm very pleased to present this award because it is going to a soldier. I think everyone in this room is very much aware that others, at times, have grave responsibilities; others, at times, get certain prerequisites of the office; but whether or not the job gets done almost every time depends on people like Dennis Fujii.

I hope that all of you have read his record. Obviously, he is a very courageous young man. Dennis, for that we do honor you.

I've had the opportunity to spend some time with him today, and I do honor you for your courage, but I'm also very proud to report to those of you who haven't met Dennis that here stands a very warm person, a very intelligent person, and a very concerned person, and that's why I am doubly pleased to be able to present this award to a man like Dennis.

Dennis Fujii has had an excellent record, and if I can digress briefly, Harry Kinnard at luncheon said, "C'mon, Dennis, eat it all. Wouldn't you have liked to have this nice pie when you were in the LAMSON 719 operation," and he agreed he would have. In five days he said that he had very little to eat and was too scared to eat that which was there, and as a result in five days he lost 30 pounds!

Now, Dennis is going to be given a direct commission shortly. He's no longer going to be a soldier; he's going to be a second lieutenant . . . and here's a second lieutenant who's always going to be a soldier! It gives me a great deal of pleasure to present to you as this year's "Aviation Soldier," Dennis Fujii.



Secretary Froehle

■ **Remarks of Specialist Five Dennis M. Fujii:** I am deeply honored to be standing here in front of you and to receive such a high award. I only wish that I was more of a public speaker so that I could tell you just how much being a part of Army Aviation has meant to me.

In Vietnam, I flew on a DUSTOFF helicopter and our mission was to pick up all wounded and sick personnel from the battlefield. We picked up all American and Free World forces, and our goal was to save a life.

I was just part of a team of men who volunteered to fly DUSTOFF. It was a team of men who wanted to fly and to save lives. We sometimes almost lost our lives trying to pick up our wounded patients, but that didn't stop us. We never gave up until our patients were safely back at the hospital.

Because of this team, I would like to accept this award not for myself, but on behalf of all of the brave and dedicated men who fly DUSTOFF. I would also thank the AAAAA and all of you who have made it possible for me to be here to receive such a high honor. Thank you very much.



Specialist Fifth Grade Dennis M. Fujii, AAAAA "Aviation Soldier of the Year," is shown at the October 14 Honors Luncheon head table with Secretary of the Army Robert F. Froehle (cen.) and AAAAA National President Lieutenant General Harry W. O. Kinnard, USA (Ret.)

THE AVIATION SOLDIER OF THE YEAR AWARD

CITATION

The "Army Aviation Soldier of the Year Award" is presented to Specialist Fifth Grade Dennis M. Fujii, United States Army. The accomplishments of Specialist Fujii are legend throughout Medical and Army Aviation circles. In Vietnam he was assigned to the 237th Medical Helicopter Ambulance Detachment of the 67th Medical Group as a crew chief.

During Operation LAMSON 719, the Army of the Republic of Vietnam's incursion into Laos in February 1971, his unit was assigned to provide medical evacuation support to ARVN forces operating inside Laos. His aircraft was assigned to evacuate seriously wounded Vietnamese military personnel from a raging battlefield under intense enemy ground fire.

As it approached the landing zone, the unarmed helicopter was subjected to a heavy volume of small arms fire causing it to abort the landing. A second landing attempt was made and the aircraft was shot down, crash landing in the conflict area.

Another helicopter braved the fire and landed beside the disabled aircraft to rescue the crew. Members of the crew boarded the rescue helicopter except for Specialist Fujii who was pinned by enemy fire. Realizing that delay could be disastrous, Specialist Fujii, now wounded, waved the aircraft out of the landing zone and re-

mained behind as the only American on the battlefield. Further rescue attempts were thwarted by intense antiaircraft fire. Specialist Fujii then secured a radio and advised the pilots in the area that the landing zone was too hot for another evacuation attempt.

Throughout that night and the following day, he administered first aid to the wounded ARVN soldiers, despite his own wounds. He also performed a major combat service to the beleaguered outpost. As the one American on the ground, he instilled confidence and provided fire support advice to the senior Vietnamese officers. Throughout the period he tirelessly and with professional precision called in helicopter gunships and tactical air support to assist in the defense of the weakening perimeter. At times the fighting became so vicious that Specialist Fujii was forced to interrupt radio transmissions in order to protect his own life at close quarters with the enemy.

The following day, in spite of continuing heavy fire, a helicopter managed to land and pick up the wounded Specialist Fujii. It, too, was shot down, but managed a crash landing near another South Vietnamese unit. For two more days, the exhausted and wounded soldier remained deep inside enemy territory assisting the defenders until he was finally rescued by yet another helicopter.

Because of his extraordinary heroism, devotion to duty, and initiative in seizing responsibilities beyond those expected of his grade and service, Specialist Fujii has been selected as the "Army Aviation Soldier of the Year."

AAAA Selects USABAAR C.O. for '70-'71 "McClellan Safety Award"

■ **REMARKS** of LTG Harry W. O. Kinnard, USA (Ret.), AAA National President: "We now come to a very important award — the "James H. McClellan Aviation Safety Award," and to make that award, as he does in his own inimitable way each year is **Mr. Howard E. Haugerud**, President of the James H. McClellan Foundation.

■ **Remarks of Howard E. Haugerud:** "I note in **Art Kesten's** meticulous timetable here at the head table that at 1332 following my remarks there is to be one minute reserved for applause and photos. I would ask my friends in the photography department to please meet me a bit later for some photos so that we may reserve the full minute for applause . . .

I don't know if you've noticed the head table today. I think that **Art** used a consultant from a Norwegian sardine packing plant to make these arrangements . . . Everyone in the Free World is up there, except **F. Lee Bailey**, and I understand that he will be here at the head table but that **John Mitchell** is interviewing for a vacancy on the Supreme Court . . .



COL Eugene B. Conrad (right) accepts the 1971 trophy from Howard E. Haugerud as winner of the "James H. McClellan Aviation Safety Award."

Mr. President, Mr. Secretary, my friends in Army Aviation, and the Democratic Party wherever you might be . . . I always like to have **Senator John McClellan** make this award. As you know, it's in honor of his third son — his last son — but unfortunately the Senator couldn't be with us today. He's in Arkansas running for office and he seems to feel that he's really being pressed, but I understand that the only person that has filed this far was recently released from a mental institution . . .



The Senator, as you know, has been a Senator for many years. He's done things in his own way for many years, and even though there are many young voters coming on and the times are changing in Arkansas and the world, he has assured me that he is not going to change his position in order to be elected — and I believe the Senator because two days ago he assured me of this when he came to my house and borrowed my bell bottom trousers and left for Arkansas in my Corvette convertible. . . .

I am distressed, once again, this year by **General Westmoreland's** absence. I think that I shall remember most about the General is his back, which he reveals to me each time I rise to speak each year at this luncheon . . . Perhaps, next year he will stay, particularly if the Secretary gets those damn slot machines out of the Pentagon . . .

I think there is one item that the Secretary may not have considered in all of this, and it is going to affect our economy. I've been around the Army for some years and I still have some contacts with it, and when the full impact is felt by the decreased income of some of our Club officers, I think that **John Connolly** will be looking for him . . .

I have seen a great many friends today and last night, among them (LTG) **Harris Hollis**, who has just received his third star. **Harris** was my first Executive Officer when I was Deputy Under Secretary of the Army in 1961. How he survived that Fitness Report I'll never understand . . .

I am pleased today, as always, to make this award. I don't intend the levity that I use as a depreciation of it or in any way to diminish my respect for this award, and the way in which you and I look at this award. The award today goes to **Colonel Eugene B. Conrad**, who has been cited by the AAAA for his continuous, selfless dedication to Army Aviation Flight Safety.

The citation by AAAA's Awards Committee notes, among other things, that "he has directed and implemented safety programs which have greatly decreased aircraft accident rates, injuries, and costs. His efforts in the Third Army assisted in reducing the accident rates from 22.4 per 100,000 hours to 10.2 per 100,000 hours. During his assignment with the 1st Aviation Brigade, and also as world-wide safety director for Army Aviation, similar results were obtained.

Now I know that behind results like this, there is always innovation, imagination, cooperation, and a great deal of hard work. The citation closes by saying, "Colonel Conrad has made a truly significant contribution to U.S. Army Aviation Flight Safety Program. His remarkable achievements reflect the highest credit on himself and the U.S. Army."



COL and Mrs. Eugene B. Conrad

■ Acceptance remarks of Colonel Eugene B. Conrad: I am deeply honored and grateful to be designated as the recipient of the "James H. McClellan Aviation Safety Award."

Safety, in general, and aviation safety, in particular, is a unique and complex business. No one man, or no one organization or unit has the miracle answer to eliminating accidents. It is a hard business requiring the best of collective efforts of us all.

The Army places its responsibility for aviation safety on the chain of command and on the operators and mechanics. For it is these persons who must evaluate daily the hazards, accept the risks and still accomplish the mission.

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

CITATION

For continuous, selfless dedication to Army Aviation flight safety, Colonel Eugene B. Conrad is cited by the Army Aviation Association of America as the recipient of the "James H. McClellan Safety Award" for 1971.

Colonel Conrad's unparalleled achievements in Army Aviation flight safety programs span an extensive four-fold period of duty assignments: His outstanding efforts in leading the Army Aviation Accident Preventive Program as Third Army Aviation Officer; his singular force in reducing Brigade accident rates as Deputy Commander, 1st Aviation Brigade; his unique innovations for expanding general aviation safety as Commanding Officer, 10th Aviation Group; and his keen foresight in professionalizing Army Aviation safety world-wide as Director, U.S. Army Board for Aviation Accident Research.

In each of these responsible positions, Colonel Conrad has exerted tremendous

talent and influence in directing and implementing safety programs which have steadily decreased aircraft accident rates, injuries, and costs. In Third Army his efforts reduced the accident rate from 22.4 per 100,000 hours to 10.2; in the 1st Aviation Brigade, from 30.0 to an enduring 20.1; and for the World-Wide active Army, from 22.1 to a standing 17.1 and a projected 14.9. He was also instrumental in reducing Army-wide aircraft accident costs from \$177,000,000 in FY 1970 to a projected FY 71 figure of \$120,000,000.

Colonel Conrad instituted other significant actions to strengthen the Army's flight safety procedures. He promulgated the 11-point commanders' program, the safety officer career and educational programs, flight safety orientation courses in the service schools, and the safety cost system in aircraft procurement.

Colonel Conrad has made a lasting, truly significant contribution to the U.S. Army Aviation flight safety programs through his devoted personal efforts in developing, improving, and implementing actions to reduce aircraft accidents, injuries, and costs. These remarkable achievements reflect the highest credit on himself, his aviation compatriots, and the United States Army.

During the past several years, the Army has made highly significant progress in reducing accidents and the loss of life. The trends are downward and are gathering momentum. With continuing command emphasis and supervision and the high order of professionalism evident, I am certain that even greater reductions will be attained.

As Director of the **U.S. Army Board for Aviation Accident Research**, I view the organization as the representative of commanders and operators and as their focal point for assistance in aviation accident prevention, working with them in the effort to save lives and conserve vital resources. Therefore, it is in this connotation that I proudly accept the **James H. McClellan Aviation Safety Award** on behalf of the commander, the aviator, the mechanic, and the untiring and dedicated personnel of USA-BAAR.

I would like to thank those people who nominated me for the award and the members of the AAAA Awards Committee who selected me for this signal honor. In addition, I express my appreciation to the members of the Army Aviation Association for the splendid hospitality extended to my wife, **Wanda**, and myself. It has been a pleasure being with you.

■ The AAAA Safety Award is sponsored by the James H. McClellan Foundation, named in honor of an Army Aviator who was killed in a civil aviation accident in 1958.

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

Dear Editor:

The use of a Marine helicopter on the cover of the September issue would appear to be a gross error. If you really cannot procure any pictures of an Army Huey, I'm sure that the members of the 1st Squadron, 9th Cav would be happy to loan you a few.

The 1st of the 9th is the nucleus of the ACCB Brigade of the TRICAP concept being developed here at Ft. Hood. We received our first Cobra here on May 5, 1971, and now have a total of 32 in the Squadron. I cannot understand how your article on page 16 of the same issue could state that the unit at Ft. Knox was the first CONUS unit to receive a Cobra.

While I thoroughly enjoy my subscription to your fine magazine, I cannot help but take exception to what I consider obvious errors.

LTC James H. Patterson
Fort Hood, Texas

(Ed. Note: The USMC Huey on our cover was an embarrassing error that slipped by the front cover

DUNHAM, John R., Jr., LTC, 42, died unexpectedly in Walter Reed Army Hospital on December 9. Deputy Director of Aviation Maintenance at USAT-Sch, Ft. Eustis, Va., Dunham was a veteran of the Korea and Vietnam wars. Survivors include his widow, Mrs. Patricia Dunham, of 190 Revelle Drive, Newport News, Va.

JONGEJAN, Ronald R., CPT, 351st Aviation Company, Germany, died November 15 in Germany as a result of injuries sustained in a military aviation accident. He is survived by his widow, Mrs. Joyce Jongejan, of Schoolmeester Street 38, The Hague, Holland; two daughters; and a son.

MOORE, Jeffrey A., CW2, 351st Aviation Company, died November 15 in Germany as a result of injuries sustained while co-pilot of a military aircraft which crashed and burned. He is survived by his parents, Mr. and Mrs. Glenwood E. Moore, of 11127 Deep Creek Road, Apple Valley, Calif.

OSBURN, Azor T., Jr., SP5, 6th Battalion, USAAVNS Bde, died October 29 at Fort Rucker, Ala. He was student pilot of a military aircraft which crashed. He is survived by his widow, Mrs. Kaye F. Osburn, of 908 Buerkle Street, Stuttgart, Ark., 72160.

POWERS, Gregory P., CPT, Dept. of Standardization & Instructor Training, USAAVNS, died October 28 at Fort Rucker, Ala., as a result of injuries sustained while pilot of a military aircraft which crashed. He is survived by his widow, Mrs. Nitaya Powers, of 37 Nathan Drive, Daleville, Ala. 36322.

advertiser, its ad agency, and your publisher, but not the six sharp readers who cried, "Foul!" A definite need exists for additional front cover photos depicting Hueys, Cobras, Mohawks, and Chinooks, and readers are asked to forward any appropriate glossy prints to the magazine for use . . . The "Cobra at Ft. Knox" story came out of DA and we accepted it as the Gospel. Apparently, we should not have done so.)

Dear Editor:

In the July-August 1971 issue MAJ Charlie Bryant, CO of the 291st, said he thought the use of aerial fire buckets on CH-54B helicopters to combat fires near Ft. Sill was a first for Army Aviation.

The first demonstration and feasibility test using aerial fire buckets was in August, 1968, and was flown by pilots of the 147th (Hillclimbers) in Vung Tau, RVN, using CH-47 Chinooks. As a result of the test, MACCORDS assigned the aerial fire bucket mission to the 213th (Black Cats) and the 205th (Geronimos), Chinook units located in Phu Loi, RVN.

Robert G. Orr
Boeing Vertol Division
Philadelphia, Pa.

(Ed. Note: The February, 1971 cover of ARMY AVIATION featured a CH-47C Chinook serving as a flying fire truck under the general ad caption, "Bucket Brigade.")

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A STUDY IN CONTRASTS . . .



OPEN MEETINGS . . . LTG John J. Tolson, III, Deputy Commanding General, USCONARC, rises during the Q & A session following a presentation to put across a personal point to the member-attendees.



. . . and closed meetings. BG O. Glenn Goodhand (cen.), AAAAA Past President, stresses the importance of the Washington, D.C. convention site during the final National Executive Board business meeting.



BIG AWARDS . . . BG E. L. Powell, Jr. (l.), VP, Membership Activities, and MAJ Tom Coates, Monterey Bay Chapter President, hold 7' x 7' Quad-A banner given to chapter for tripling its membership.



. . . and small awards. Grumman VP Ross Mickey (r.) presents award plaques to CPT R. J. Steinbock (cen.) and CW2 Tom Yoha for June, 1971 world altitude records established in an Army OV-1 Mohawk.



THE EXPECTED . . . BG Jack W. Hemingway (l.), former 1st Aviation Brigade commander, tells it like it is in USARV . . . and the UNEXPECTED! Jack Ruby does an unannounced head table headstand!



GUYS . . . Sixty-one World War II aviators wear their "L" wings proudly at the 13th Annual Stag Re-telling of War Stories. Three new members received an inverted induction into the "Cub Club."



. . . and gals! Not to be outdone, the ladies gather in a corner during their Quad-A Brunch honoring the wives of the Association's national award winners. They, too, were sixty-one strong in 1971!



THE OLD ORDER . . . 1942 Army Aviators (l-r), BG "Bob" Leich, LTG "Bob" Williams, Bryce Wilson, Joe McDonald, Del Bistol, and COL "Randy" Mathews, pose informally during the Annual Meeting.



. . . and the new! AAAAA National President LTG Harry W. O. Kinnard USA (Ret.) (in blazer) hosts nine senior Department of the Army officer-aviators following the conclusion of the day's presentations.



THE ONE CONSTANT . . . smiles! . . . They were everywhere! Here, Chris Wold, Grumman Aircraft, and his wife, Jane, are greeted by President Kinnard and "Dotty" Kester in a Quad-A receiving line.

1971 AAAAA ANNUAL MEETING



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LEFT: Members of Warrant Officer Candidate Class 72-19 at the USAPHS attained 100% membership in the Army Aviation Ass'n. Their

class leader, WOC Francis L. Raines, second right, accepts a refund check from LTC Clynne T. Jones, president of the Ft. Wolters Chapter of AAAA. Holding the banner are CWOs James L. Jones, left, membership chairman, and Kenneth Newcome, training advisor.

AAAA Scholarship Aid

The AAAA Scholarship Foundation announces the availability of \$4,100 in 1972 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1971.

Student applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1972 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: (1) the son or daughter of a member or a deceased member with an effective date of membership on or before March 31, 1971; (2) a high school graduate or senior who has made application to an accredited college or university for Fall, 1972 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall, 1972; and (3) unmarried and a U.S. citizen.

FINAL SELECTION

Selection of scholarship award winners will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1972, with the winners to be notified by April 15, 1972.

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