

February 29, 1972

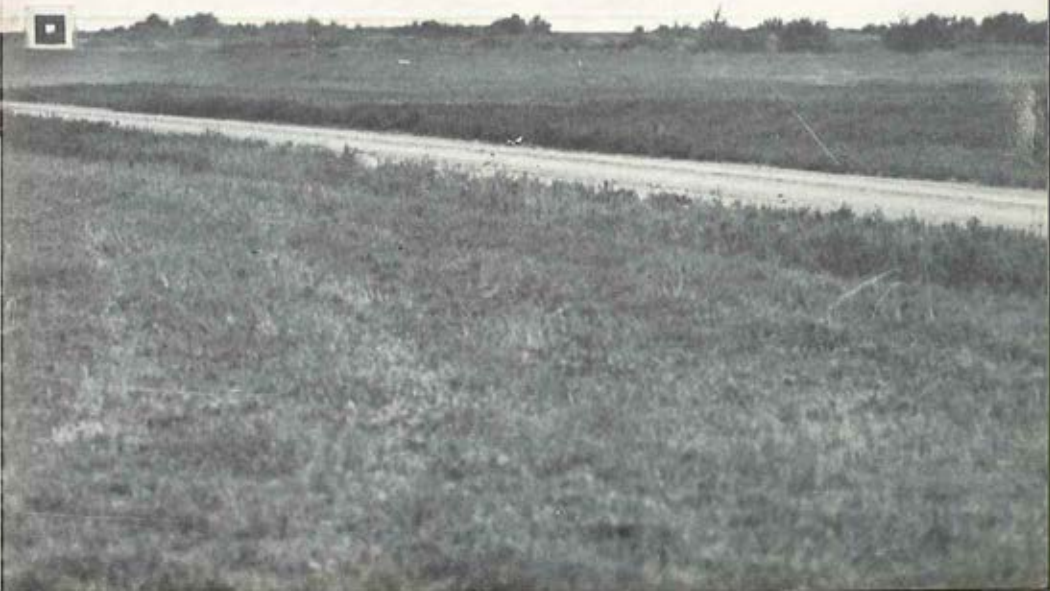
# Army Aviation

## Hover Hitter

(see back cover . . .)



LYCOMING DIVISION  
STRATFORD, CONNECTICUT, 06497





# Army Aviation in the Modern Volunteer Army

BY LIEUTENANT GENERAL GEORGE I. FORSYTHE  
Special Assistant for the Modern Volunteer Army, OCOF

IT'S a real privilege to be with AAAA again this year at your Annual Meeting. As I listened to General Maddox's introductory remarks, I thought that I now have a year and a day in my current job, the job of SAMVA, and that this title was established for me and it came as part of the package when I volunteered for the assignment.

It was supposed to mean "Special Assistant for the Modern Volunteer Army," but we later found that it's really a Japanese word that was coined in WWII by the Kamikaze pilot on short final! . . . That's the last thing that he says!

Seriously, after a year, I think I can express it best in a little remark I heard last night in one of the smoke-filled rooms after the AUSA thing when this little cute girl in hot pants was saying, "Good-night," to her host at the hospitality suite, and she said, "I want to thank you very much. I had a very nice time at your party. I feel more like I do now than I did when I came!" . . . and that's the way that I feel after a year in this very exciting and very challenging job.

To set the record straight, I didn't feel this way a year ago, but I must say now that there isn't a job I'd rather have in the Army than the one that I have now for it's very exciting and very challenging.

It's like General "Joe" Heiser's policy in DCSLOG that there aren't any problems in ODCSLOG, just opportunities, and a young major came in to see him the other day and said, "General Heiser, I've just got to see you about an unsolvable opportunity that I have!" . . .

## Objective: A better Army!

I'd like to say just a word or two on my assigned subject. The objective of the Chief's program is very clear and very simple . . . that's to make the Army better, and to make the Army better in the sense of a professional challenge, an opportunity for young Americans and old Americans to serve their country better as they wear the Army green, to give young people an opportunity to do that service with decency and dignity, to recognize that their desires

to serve their country and at the same time to live as dignified human beings, raise a family, educate children, and to do so decently.

Fundamentally, there's nothing new about the Army's program — it's really very old. That's one of the reasons I'm not too keen on the word, "modern." Maybe it should have been the "new" Army, but what the heck was the matter with the OLD Army? . . . So, I guess, the word, "modern," is a word that sort of hangs a label on the program that says, "We want to stay ahead of the power curve. We want to stay contemporary, and even ahead of the contemporary environment, and look to the future."

## Reduction in size

We all know that the Army is going to be a lot smaller. Just for rough figures — at the height of the Vietnam War we had 20 divisions. Probably when this whole thing settles down our manpower will be a little more than half of what we had at the peak of the Vietnam War. And yet when you read the cable books in the morning that ACSI sends up, you don't see anything in them that says to you, "Well, that's O.K. You can relax!" . . . We can't relax; the job facing our Army and facing our country is just as great.

I know, for example, that in northern I Corps there are still ten NVA regiments within Cobra range of Camp Evans. The threat is really still there and the threat, as we look around the world, is very much there. I think Dean Rusk's remarks at AUSA about going back into history and taking a page out of our experiences of the past have never been more true.

## Aviation is central

So, with a smaller Army and a big job to do, it's got to be a better Army! We've got to get more out of it — more out of the men who will serve the Army. One of the ways to do that is through Army Aviation. If we talk about the Modern Volunteer Army Program it seems to me that the flying machine is very central to the subject.

With the weaponry and the munitions we will experience — and our young soldiers will experience — (Continued on Page 4)

Presentation made by LTG George I. Forsythe at the 1971 AAAA Annual Meeting in Washington, D.C., October 14, 1971.

# Army Aviation

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## COMMAND & STAFF



Hammack



McKenna

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

**Brigadier General Alton G. Post**, as J-8, Assistant Chief of Staff for Security Affairs, CINCPAC, APO San Francisco 96558.

**Brigadier General Oscar E. Davis, Ret.**, to 626 Welsh Place, Cottonade, Fayetteville, North Carolina 28303.

**Brigadier M. W. Sutcliffe**, OBE, Headquarters, Army Aviation Centre, Middle Wallop, Hampshire, England.

**Colonel George W. Aldridge, Jr.**, to Headquarters, MACV J3-06, APO San Francisco 96222.

**Colonel Garrison J. Boyle, III**, to Headquarters, U.S. Army Material Command — AMCAV, Washington, D.C. 20315.

**Colonel Frederick C. Goodwin, Ret.**, Jack Allen Company, Lawton, Oklahoma 73501.

**Colonel J. Y. Hammack**, as Deputy Commander, Fort Buchanan, San Juan, Puerto Rico 00934.

**John A. McKenna**, to Executive Vice President, Sikorsky Aircraft Division, Stratford, Conn. 06602.

**Harry T. Jensen**, Vice President-Engineering, Sikorsky Aircraft Division, Stratford, Conn. 06602.

**Allan K. Poole**, to Vice President-Military Marketing, Sikorsky Aircraft Division, Stratford, Conn. 06602.

## Unit Citation

It may be of interest to former members of the 52d Combat Aviation Battalion (Aviation Unit of the Year 1967-68) to know that the 52d has been awarded the Presidential Unit Citation (Army) for the Battle of Dak To. The award was published in Department of the Army General Orders No. 38, dated 20 July 1971, and covers the period 29 October to 30 November 1967. This authority may be used by former members of the 52d who were assigned to the battalion during that period to have the Presidential Unit Citation entered on their records as a personal decoration.

LTC Edward P. Lukert, Jr.  
OCD, Dept. of the Army



## VOLUNTEER / Cont. from Page 2

rience — on any battlefield of the future, we just really have to take the measures and to take them boldly and bravely and with confidence born of our Vietnam experience, to take the measures to get more mileage out of the grunt, and we can do it by putting him, supporting him, moving him, and moving his weapons and equipment and the things that he needs in battle on the rotating airfoil.

### Vietnam lesson is clear

That lesson is very clear from Vietnam . . . The burden that we took off the soldier's back, the mileage we got from the grunt in Vietnam, was greatly amplified by the application of Army Aviation to the capabilities of that wonderful man, the American soldier.

We have to put our soldiers at less risk; we have to make sure that our weaponry and the soldiers' capability to kill and to strike a very superior enemy is really amplified manifold. It seems to me that the mobility that comes to the battlefield with the helicopter; the intelligence that comes to the commander with the helicopter and the fixed-wing aircraft; the command and control and the flexibility and capability that comes to fighting units from aviation is our chance to amplify the soldier's capability.

That's nothing new — that's very old. That's a lesson learned and the evidence is very clear that you don't even have to translate it. We know it. We know that if we are going to magnify the capa-

bilities of a smaller Army that Army Aviation is a keystone in accomplishing this.

So much for the hardware aspects. I'd like to talk a little bit about the spirit of aviation and how that spirit can be and should be brought into the Modern Volunteer Army. General Orwin Talbott at Ft. Benning has a program called, "We care!" It's a great program. You can run it at a CONUS post in peacetime and it really turns people on. It starts out with the reception processing and it happens over at the hospital, or with the little lady in tennis shoes who issues you your dog license and your car license, in developing this attitude of "We care!"

### "It's the caring . . ."

But I really saw that kind of a thing happen on the battlefield, and I know most of you did, too. I think that is sort of a quality which is again a very old quality that has to be translated and transferred into the smaller modern, hard-hitting professional Army of tomorrow. It's the teamwork, and one can visualize it and even smell it, the dust in his nostrils of the Medevac pilot, going in when he couldn't go in, when it was a ridiculous thing to do. With that old Huey lifting out more people than we knew it could lift out, and doing it under gunfire.

It's the caring to provide the fire support over the grunts on the ground, and doing it at great risk and at great sacrifice to the pilot. It's the little LOH pilot communicating with the patrol leader on the ground and saying, "Turn left, not right. There's a bomb crater over there. Follow me."

It's the caring to take in the ice cream that was frozen a couple of hours before, but it is still ice cream, and to get it into those kids on the ground, and it's the caring to do a very, very professional job in the air assault . . . a good, tight formation . . . and getting those kids on the ground exactly where they ought to be and not a hundred meters of humping away.

### What is "Professionalism"?

It's that sort of spirit — the "We care!" spirit on the battlefield — that I hope Army Aviators and Army Aviation can really take from the Vietnam experience and translate and amplify again in the Army. It isn't a thing of hardware — it's a spirit, a concept of real professionalism.

Now to me "professionalism" is defined very simply, and you can apply this simplistic definition to the doctor, the clergyman, the lawyer, the professional football player, and the professional soldier . . . The professional is a man who knows what to do; he knows how to do it; he does it everytime, even though it involves self-sacrifice and danger, and even though he doesn't want to do it down deep inside, he does it, and when he does it he does it very well. That's a professional.

That's the kind of thing when, I'm sure, the Chief talks about professionalism, he really means we need to rekindle and redevelop in the Army . . . that will

(Continued on Page 29)

### AAAA-AIAA



PLAINVIEW, N.Y. — Shown prior to a recent AAAA-AIAA joint dinner meeting held on Long Island are head table guests, l-r, Vince O'Donnell, VP, Programming, Monmouth Chapter; John Dyer, President, AIL Division; BG William J. Maddox, Jr., guest speaker; Ken Kelly, Monmouth Chapter ExVP; and Al Smith, Monmouth Chapter Treasurer. Monmouth and Connecticut Chapter AAAA members joined forces at the Long Island professional meeting.

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# Directorate



**B**ECAUSE of mandatory strength reductions being imposed upon the Army, many of our people have that unsettled feeling which is normal in times of turbulence. Therefore, I will provide some background on the rationale involved in selecting personnel for release.

First of all, the Army denied voluntary indefinite requests as one means of bringing the strength down and then initiated normal board action to release individuals who didn't measure up to standards and who would have been released regardless of any imposed reductions. Lastly, it convened additional boards to pare back individuals who otherwise would be retained on active duty.

Let me assure you that selections are not made on a haphazard basis but are strictly competitive. However, our people are treated somewhat differently in this competitive atmosphere. In the case of Warrant Officers, strengths are controlled by aviator and non-aviator ceilings.

Therefore, each Aviation Warrant Officer is competing only against other Aviation Warrant Officers in his grade. Such is not the case with the officer aviator. He is competing with all other officers of his grade and branch without regard to aeronautical rating. Involuntary releases are made on the officer's records in relation to his peers.

## Aviators faring better

In general, the officer aviator has seen at least as much and probably more combat than his contemporary. He also has an official letter in his file which explains to boards that, due to the demands of the Vietnam conflict, he should not be penalized for not obtaining normal career progression assignments. The aviator appears to be faring somewhat better than his non-rated contemporary in remaining on active duty.

While Headquarters, DA, is greatly concerned about its people in this time of turbulence, it can make no long-term forecasts at this time. Be assured that I am checking daily and will keep you informed.

The reason for the reduction in force is that

overall cuts are being made in the Army to bring it back to peacetime size. However, the reductions are not based on end strength, that is, the strength which must be reached by 30 June, the end of the fiscal year. Instead, the Congress imposed a 50,000 man-year cut on the Army. As the cut was received in the middle of the fiscal year, it amounts to a 100,000 reduction.

By way of explanation, if you have two men and make a one man-year reduction at mid-year, you must delete both men. If you were to delete only one at mid-year, then you would make only a one-half man-year reduction. Therefore, the Army must insure that individuals being reduced meet their separation dates.

Obviously, the officer strength must go down in proportion to the enlisted strength. All the individuals discussed above are non-regulars. In the case of Regular Army officers and Warrant Officers, normal board actions to eliminate substandard performers continue.

Incidentally, at least one member of Congress has some sympathy for the Army in its current strength turmoil. He is Representative W. C. "Dan" Daniel of Virginia who this past session was designated by Chairman F. Edward Hebert of the Armed Services Committee to head an investigation of Army personnel problems. Representative Daniel, therefore, is well qualified to speak on the subject.

Now, what can be done for those departing the Service? The Army would like to continue its association with those individuals being separated who have good records. One way is for them to sign on with the Army Reserve or the National Guard. With the substantial increase in Reserve Component aviation, there are many opportunities to remain with the aviation program.

DOD and DA have a number of programs to assist

# WE FACE MANDATORY STRENGTH REDUCTIONS

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

## STRENGTH/Continued from Page 9

personnel being released from active duty. At each installation the Education/Project Transition office can be of assistance. Project Transition has two programs available to all personnel during duty hours; the *Vocational Guidance Counseling* and *Job Placement Assistance* programs. Also, a Vocational Training and Education program is available for enlisted personnel during duty hours and for officers/warrant officers after duty hours.

The education office can also assist personnel desiring to utilize the GI Bill for educational purposes or job training. The Veterans Administration, the U.S. Employment Service, and various State Employment Services can provide job placement assistance.

In addition to the agencies listed above, a retiree may also seek assistance from Defense's Centralized Referral Activity, 1507 Wilmington Pike, Dayton, Ohio 45401. A retiree may receive information from most local offices of the State Employment Service regarding this organization.

All of the agencies or programs I have mentioned have one purpose in mind: to provide assistance to the veteran.

Finally, for those departing active Service, let me express appreciation for your contribution to the Army and to aviation. We have made great strides during your service and I hope you will continue to be associated with us, even as an outside supporter.

### Proficiency flying

Last month, I described the limitations which the Congress has placed on proficiency flying. The intention of the Congress is to effect major savings in the cost of proficiency flying without removing individuals otherwise qualified from receiving flight pay. Previously, aviators with over 15 years rated service and those attending schools lasting 90 days

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

or more were excused from maintaining their proficiency.

This year, individuals in school over 90 days are prohibited from all flying, and the Secretary of Defense was enjoined to issue standard instructions on proficiency flying to all of the Services.

Language of an OSD memorandum directed the Services to revise the FY 72 proficiency flying programs as follows:

*"1. Terminate immediately and prohibit all flying by members who have been assigned to a course of instruction of ninety days or more, except when flight training is the primary purpose of such course or where flying by a particular individual under instruction is ordered in support of his aeronautically-oriented research.*

*2. Terminate immediately and prohibit all flying by members assigned to positions not specified to have duties whose performance requires the maintenance of basic flying skills; except that proficiency flying may be required to maintain basic flying skills in anticipation of a member's assignment to combat operations..."*

Army instructions are in the works in the form of changes to AR 95-1. Because of the intense interest in this subject, pertinent portions of the DA message are included in the adjacent box. Of the approximately 23,000 aviators currently flying the trade, it appears that about 1,200 to 1,500 will be precluded from flying by the new regulation. This is in addition to the school and 15-year excusals already in effect. Most are officers because warrant officers are in aviation MOSs.

While the Army can appreciate the savings that accrue from reduction of proficiency flying, it is concerned that its aviators maintain a high degree of proficiency and the capability rapidly to move into assignments requiring operational flying. Current excusal programs do not work undue hardships on individual units who receive and must requalify individual aviators in an excused status.

With the excusal program broadened, it is likely that refresher training provisions will be required. I would like to relieve units of the requirement for refresher training. In the interest of standardization, some centralized approach such as the Navy and Air Force employ may be warranted.

In the meantime, I encourage any individual in an excused status who receives orders to a flying job to requalify himself prior to reporting to his new unit if that is practical. Note that we are making efforts to continue in a proficiency flying status those aviators who have less than 1,500 total hours (except for those attending schools who are precluded by law from flying). This will permit low-time aviators to build their time and gain experience before they are cut back.

### WOW!

FT. RUCKER, ALA. . . . A \$10,000 re-enlistment bonus was paid at Ft. Rucker, January 27 to Specialist Five Gerald E. Mason, son of Mrs. Donald J. Mason of Ruthven, Iowa. SP5 Mason, a graduate of the Ruthven Consolidated School, entered the Army in 1969.

Matching the number of dollars he received, SP5 Mason accepted the bonus for his new six-year enlistment while aloft in a UH-1 "Huey" helicopter at an altitude of 10,000 feet. He chose the novel location for the ceremony in accordance with his job as crew chief on the helicopter assigned to the 1st Aviation Company, Airfield Support Group, Ft. Rucker.

Another oddity: the oath was administered by a woman, First Lieutenant Fayrene Williams, commander of Rucker's WAC Company.



#### AR 95-1

Effective immediately and retroactive to 1 Jan 72, the following interim change to AR 95-1 in the form of superceded paragraphs are effective:

**"2-9. Annual Flying Requirements.** Semiannual and annual minimums will be adjusted proportionately for aviators initially placed on flight status, reinstated on flight status, when their proficiency flight req'r's have been waived or excused, upon termination of waiver or excusal status, and when medically restricted from performing light duties for continuous periods of 30 days or more.

Instrument req'r's and the req'r to complete the annual written examination are waived during the period of excusal or medical restriction. Upon termination of excusal status, make up of annual written examinations and renewal of instrument ratings must be accomplished IAW AR 95-63. Aviators excused from CRF req'r under this provision must maintain req'r physical standards."

**"2-9a. Army Aviators Serving in Aviation Duty MOSs.** Annual flying req'r's to be completed each fiscal year for retention of flying status as an Army aviator while serving in aviation duty MOSs are shown in Table 2-1. Aviation MOSs are defined as commissioned officer MOSs 1980 through 1987, 2518, 7423, 7424, and all prefix "6" MOSs; warrant officer MOSs 100 (all suffixes), 101 (all suffixes), 102A, 671C, 671D, and 671E."

**"2-9(2). Instrument Flying.** Ten hours of the annual minimums may be logged in a synthetic trainer and up to five hours may be logged as copilot during actual instrument conditions. Five hours of the annual requirements will be cross-country. Whenever flight simulator training is substituted for aircraft instrument (hood) time, this time will also be applied against totals req'r in Table 2-1. Rotary Wing only aviators located in areas where adequate instrumented helicopters are not available may accomplish the annual instrument req'r in synthetic trainers."

**"Para 2-9c. Army Aviators Serving in Non-Aviation Duty MOSs.**

(1) Annual flying requirements to be completed each fiscal year for retention on flying status of Army Aviators while serving in a non-aviation duty MOS are

shown in Table 2-1 and apply to the following categories of aviators only:

(a) Commissioned Officers with less than 1,500 hours total military flying time who are not included under 2-9c(5) below.

(b) All Commissioned Officers, identified on orders, and pending assignment in an Aviation MOS to a TOE unit authorized aircraft, provided: (1) those individuals elect to participate in proficiency flying at that time, and (2) upon determination by the local commander that resources can be made available for that purpose.

(c) All Warrant Officers who are temporarily assigned to duties other than in their primary MOS, if otherwise qualified to fly.

(d) Instrument Examiners (Prefix N or M, formerly identified as MOS 1984 and 1985) when serving in a non-aviation MOS provided he actively performs duties as a member of the command Instrument Examiner Board for that area, and is not included under 2-9c(5) below.

(2) The 80-hour maximum specified above will not be exceeded by aviators serving in a non-aviation duty MOS, except for that amount of time req'r to permit reasonable scheduling and termination of the final flight of the year. Instrument Examiners may exceed 80 hours when performing examiner duties.

(3) Up to one half of total semiannual and annual minimums may be logged as copilot.

(4) Aviators will plan flying activities to qualify for flight pay within the requirements established in this para.

(5) All aviators, commissioned and warrant officers, assigned to courses of instructions 90 days or longer in duration are prohibited from performing aircrew duties while serving in such positions.

(6) All commissioned officers not included in para 2-9c(1) and (5) above, and otherwise qualified for flight duty are prohibited from performing aircrew duties while serving in a non-aviation MOS."

**"2-9g. Reserve Component Aviators.** Aviators assigned to Army Reserve or National Guard units and not on active duty must complete annual combat readiness flying req'r as outlined in Table 2-1, if otherwise qualified to perform proficiency flying IAW pertinent Army regulations or directives published by Chief of Army Reserve and Chief of National Guard Bureau."

## Attack Helicopter Evaluation

The advanced attack helicopter evaluation which the Army will conduct prior to 1 July, utilizing the *Cheyenne*, *King Cobra*, and *Blackhawk*, is a significant departure from our previous R&D schedule. This requires a full explanation of the rationale so that the Aviation community can get on board and support the evaluation.

During the past year, the Army restructured the *Cheyenne* development contract with the Lockheed Aircraft Company. This paved the way for completion of development with FY 73 funds. While the Army should have proceeded into production funding in FY 73, the Deputy Secretary of Defense's *Close Air Support Review* posed uncertainties which required additional testing.

The tests, which are underway at Hunter Liggett Military Reservation under the auspices of Combat Developments Command, should be completed by early summer. For this reason, the production decision date was deferred until this autumn when the FY 74 budget will be formulated.

This extension of the production decision date works against the Army because many observers feel that the *Cheyenne* has been too long in development already. However, the additional time works to the advantage of the Army in other respects. Because Bell Helicopter and Sikorsky Aircraft have each fabricated company-funded helicopters with a potential to become advanced attack helicopters, the additional time provides the Army with a unique opportunity to evaluate these airframes and their capabilities. Such an evaluation will reinforce the advanced attack helicopter cost effectiveness study



## STRENGTH/Continued from Page 11

which has been underway for the past two years.

The evaluation includes the purchase of approximately 40 hours flight time on the Sikorsky *Blackhawk* and the Bell *King Cobra* in addition to approximately 30 hours of new flight time on the *Cheyenne*. The results should supplement the paper study in a very convincing manner. It is expected that the evaluation will be acceptable to many individuals who feel that the Army should have an advanced attack helicopter but are uncertain as to what its characteristics should be.

The outcome of the evaluation and the companion cost effectiveness study should permit the Army to initiate procurement action for the *Cheyenne* or to revise its requirement document for an advanced attack helicopter so that competitive development of a new aircraft can be undertaken.

Obviously, the evaluation must be completely objective. While the Army has confidence in its *Cheyenne*, it must keep alert to all options which might prove to be more cost effective. The wide disparity in capabilities among the three aircraft provides a number of options which should be evaluated.

Once the flight testing at contractor facilities is complete, analysis will be conducted by the advanced attack helicopter task force which has been formed by LTG John Norton, Commanding General of CDC. Director of the task force is MG Sidney M. Marks, who is Chief of Staff of First Army. General Marks is drawing together a small group of specialists in Alexandria, Va., to complete the evaluation.

The task force will take advantage of the over 1,100 hours of previous flight time on the *Cheyenne* and of the April-May *Cheyenne* testing at Hunter Liggett as part of the Close Air Support uncertainties tests.

I feel that the advanced attack helicopter evaluation puts the Army on the initiative once again and

substantially increases our chances of gaining a favorable decision on the big gunship.

## Congressional schedule

February and March is a period of particularly heavy Congressional activity this year. In the past several years, Department of Defense Appropriations Bills have not been passed until December, which is halfway through the fiscal year. This year the Army has been asked to testify on an accelerated schedule under which an authorization act should be achieved by 1 May, clearing the way for an appropriations act by 1 July. Therefore, Committee hearings and our trek to "the Hill" will take place under a firmer schedule than in past years.

## Flight helmets

During the course of the Vietnam conflict, the Army improved its flight helmets and, consequently, improved aviator head protection and hearing retention. Its most recent helmet, the SPH-4, which has protruding bulges over the ears as compared with the straighter lines of the APH-4 predecessor helmet, is an extremely quiet helmet.

During the recent Army aviation program review at Ft. Benning, representatives of the Surgeon General's office briefed attendees on hearing loss problems in the Army. As a result, the staff was directed to issue SPH-4 helmets to all aircraft crew members.

We located sufficient funds to procure adequate numbers of SPH-4 helmets so that every active duty crew member can be equipped within the next few months. Previous restrictions on requisitioning the helmets have been lifted and action is underway to declare the APH-5 and APH-1 helmets obsolete.

One further note: the supply people indicate that there are sufficient quantities of repair parts available for SPH-4 helmets. This action is a major step in the direction of preserving the hearing of our people.

## HLH

The House Appropriations Committee has maintained, since the fall of 1969, that only one *Heavy Lift Helicopter* (HLH) should be developed by the Services. As stated in last month's issue, the Joint House-Senate Conference Committee report on the 1972 Appropriations Bill reiterated this position.

Following issuance of the conference report, a review of the Navy and Army helicopter developments was conducted by the Office of the Secretary of Defense. This review concluded that "our operating forces have two separate and distinct needs and that these needs have resulted in separate developments for aircraft clearly different in performance, size, configuration, and capability."

"The Army managed program is our only real *Heavy Lift Helicopter* development. It has been configured for the movement of loads externally with

### SENIOR WINGS

In a February 19 ceremony, LTG John M. Wright, Jr., Comptroller of the Army, received his Senior Army Aviator wings. During his seven years of flying, General Wright obtained about 3,500 hours, an exceptional accomplishment by itself since most of this pilot time was flown while he was in the grade of general officer. As a former ADC of the 1st Cav Division (Airmobile) and Division Commander of the 101st Airborne Division (Airmobile), his contributions to the overall Army Aviation effort more than justify the fact that he entered the flying program as a senior officer in the grade of colonel. The ceremony was held at the Fort Myer quarters of LTG Robert R. Williams, ACSFOR.

# **We know about deadlines. We meet 'em!**

A project as important as UTTAS takes more than promises. It takes proven performance... and an understanding of today's Army. Bell has both.

Look at on-schedule deliveries. In the 11-year period from 1958-1969, Bell's record is unmatched in aircraft manufacturing. It includes one 18-month span when production was increased 150% to answer the Army's critical needs!

Consider meeting specifications. On the LOH program, Bell's OH-58A fulfilled or exceeded every performance and maintainability requirement. These were guarantees that were met!

Take cost. Over the years Bell has come through time after time *below* negotiated price. Through Bell's value analysis, the Army has saved more than \$6 million dollars!

Bell has worked with the Army since 1947. Bell understands what it takes to meet the modern Army's needs. Bell has the technology. And the engineers and experience to make it work. Now.

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## **UTTAS for the modern Army. Just our size.**

the standard shipping container as its design load. Its performance capability will permit the movement of virtually all tactical equipment except for tanks. It will about equal in performance, but not in size or overall weight, a capability the Soviets have demonstrated for several years."

"The Navy program is sized primarily to satisfy Navy and Marine Corps needs and constraints. Shipboard compatibility is a valid and overriding constraint for full suitability to the Navy (especially aboard the LPH amphibious carriers for the Marine Corps). Shipboard constraints can be satisfied at modest cost through the growth of an existing helicopter, the CH-53."

The Army is conducting the Heavy Lift Helicopter development program according to this guidance. The last quarterly review conducted by Boeing Vertol in Philadelphia on 8 February 1972, revealed some new and exciting innovations in component design and fabrication.

Since my last note in this column on the HLH, the Army has included funds in the FY 73 budget to build a prototype HLH, rather than pursuing solely a component development program.

## TRANSPO 72

Army Aviation participation in support of activities during TRANSPO 72 is now programmed in three major areas: (1) Static displays, (2) performances by a helicopter precision demonstration team,

and (3) an all-Service fly-by on Memorial Day. The displays will consist of aircraft representing the Army tactical fleet on the flight line, and a number of different type helicopters as part of the formal exhibit where the main thrust is oriented on peaceful application of such vehicles.

Daily 15-minute performances by the helicopter precision flying team are scheduled between 26 May and 4 June. This unit, composed of four OH-58s and four OH-6s, will demonstrate precision-type flying maneuvers, emphasizing maneuverability, versatility, and professional flying skills.

Tentative plans call for a formation of 46 Army aircraft as part of the joint Service fly-by. The aircraft involved will be representative of the Army tactical fleet and include CH-54s, CH-47s, UH-1s, AH-1Gs, OH-58s, and the OV-1 Mohawk.

## OH-58

Because of a series of tail boom problems with the OH-58, we dispatched a message to all commands in October, placing a restriction on OH-58 touchdown autorotations. As stated in the message, transition training may be conducted with the exception that autorotations must be terminated with a power recovery to a hover.

Though everyone is anxious to reinstitute touch-down autorotations, the restriction must be retained until the investigation has been completed and the requisite corrective actions made on the OH-58.



PHILADELPHIA, PA. — The first flight of the world's largest tandem helicopter with a controllable tilt-wing-Boeing's 347 — took place on January 26 at Boeing's Flight Test facility in Ridley Township. The winged 347 with its 340 sq. ft. wing, is designed to demonstrate improved maneuverability at design cruise speeds (170 knots) and mission weights (45,000 lbs). The Army-supplied CH-47A Chinook's length was extended 110 inches, as one of several modifications.

## ARMY TEST PROJECTS

STRATFORD, CT. — A new research aircraft, the S-69, is being designed and built by the Sikorsky Aircraft Division to flight test the company's ABC (Advanced Blade Concept) rotor system. The Army is funding the program under a \$9.9 contract. Powered by a P&W PT-6 jet Twin-Pac, the S-69 will be airborne this August as a pure helicopter. Two P&W J-60 jet engines will augment the compound's forward thrust.







# Aviation and the Army of the 70's

BY LIEUTENANT GENERAL JOHN NORTON  
Commanding General, USA Combat Developments Command

AS the numerical size of the Army goes down while the international threat continues, and as we find ourselves more and more constrained in money and personnel, the importance of combat developments will increase.

The challenge to us is to provide the soldier with the ability to survive and to win on the battlefield. It is this challenge and our responsibility to the soldier that makes us so vitally concerned with what the Army is going to look like not only 20 or 30 years from now but five years from now or six months from now or even one week from now.

We are trying to look very far out, but only because you need an understanding of the far future in order to talk about what we are going to do today and tomorrow and how that is going to fit in...

## Professionalism

I am often asked what the future Army will be like. The most important thing is: the Army of the 1970's will not just *happen*. It will not be created by a research scientist. It will be built by the leaders and the soldiers of today—by the Army leadership at all levels.

One of the major factors that will influence us is the "volunteer" aspect of the Army of the 70's. As the Army strength drops and the U.S. job market fluctuates, and as the *Modern Volunteer Army Program* brings about improvements in the life style of the soldier and in professionalism—and as combat developments improvements take their place in the Army—there will come a time at which these factors, functioning together, will provide the kind of inducement that will give us a good chance to achieve an all-volunteer force.

As I said, however, it is the professionalism of the Army leadership at all levels that will in the end decide what the Army will be.

## Versatility

The future Army will have to be a dynamic and a versatile Army. We can't fight with *yesterday's* tactics and weapons and organizations on the battlefield of tomorrow.

There are, for example, a variety of factors that affect the soldier's battlefield environment. These are things we have to protect the soldier against

Address made by LTG John Norton to the Lindbergh Chapter of AAAA in St. Louis, Mo., on January 20, 1972.

—such as small arms fire, mines, mortars, artillery, chemical and biological weapons, the thermal and blast effects of nuclear weapons, and even possibly laser energy weapons.

All of these and many other factors combine to make a dangerous battlefield, but the real problem is, they combine in different ways. This is where versatility is essential for the leader, since he will never know the combination ahead of time.

To extend this a bit further, and to be more specific, look at the tactical variables on the battlefield that have been changed by the rise of the helicopter over the last few years. The helicopter has affected almost every facet of combat:

- faster reaction times
- larger frontages, zones, sectors
- added options for offense and defense
- increased capabilities for combat support
- change in doctrine of reserve employment
- better reconnaissance/intelligence capabilities
- improved logistics

## Assessing the changes

Now remember that each new concept and each new materiel item to some extent does the same thing that we see the helicopter doing here. It *redefines the battlefield*, through the force of its impact. Our problem is to be accurate in assessing how the battlefield changes, so that we can maximize our advantages.

The battlefield of the future might be far more fluid than anything we have ever seen, with no stabilized "front" and with friendly and enemy units intermingled. In a nuclear war no force would want to use large units in the field—these would be lucrative targets. The small units might find it easy to move through a "porous" battlefield, not trying to hold ground, but instead simply jockeying for field position and massing quickly to attack smaller units.

Here are some key considerations that we are thinking about in forming new battle doctrine and organization. I would like to be able to put these

## THE 70'S/Continued from Page 15

together so that the first letters would form an acronym spelling out "versatility," because that is what this list really says:

- operations around the clock
- electronic warfare
- enemy ability to achieve local air superiority
- sophisticated enemy air defense in depth
- wide dispersal — both friendly and enemy
- air lines of communication
- increased use of barriers and obstacles
- use of satellites
- tactical and strategic air mobility
- airspace coordination
- automation of the battlefield
- combined arms and branch integration
- joint Army/Air Force close support

This is by no means an all-inclusive list of the ways the battlefield will change. And, in fact, versatility is only one of our challenges.

### Austerity

Whatever the Army of the 70's will be, we are certain that it will be austere in comparison with the Army in the past few years. In the recent past since the end of WW II we have seen a vast increase in the types of materiel and skills required within the combat divisions. Perhaps most important of all, the weight — either the straight weight or volumetric considerations — becomes a problem as it affects strategic deployability. Too much of our present equipment in our divisions would

### "Gallant Hand"

FT. RUCKER, ALA. . . . A 24-man detachment from Ft. Rucker's 72nd Air Traffic Control Company will participate in "Exercise Gallant Hand", a large-scale joint service operation scheduled for mid-March 1972.

The detachment, composed of two officers and 22 enlisted men, will report to Ft. Hood, Tex., scene of the exercise, where they will establish an air traffic control center.

All air traffic below 2,000 feet will come under the direction of the detachment's control center. Traffic at higher altitudes will be directed by the Air Force.

This exercise marks the resumption of the large-scale joint service exercises discontinued in 1965. Over 23,000 Army and Air Force personnel, including Air National Guard and Air Force Reserve, will take part in the maneuvers. More than 20 military installations will be represented in the operation.

General John L. Throckmorton, commander-in-chief, U.S. Readiness Command, stated that the command planned a steady build-up in joint exercises, expected to reach the scale of those conducted in the early and mid-60's. "Gallant Hand" is the first exercise in the series.

have to be moved by C5A because of its size or bulk.

This all adds up to one word — proliferation. What we have to do in the immediate future is to think "conifleration" or the opposite of this trend. The way to conifleration is through a careful study of our combat functional requirements and, based on this, an improvement in force design. These are our developmental priorities now:

- command and control
- force design
- field experimentation
- sensors
- night operations
- attack helicopters
- civil emergencies
- communications
- personnel management
- smaller divisions
- tank-anti-tank
- integrated logistics

I have jumbled this list out of its regular (classified) order of priority; however, it has been coordinated not only with the Department of the Army but with all the Army commanders worldwide. In a time of austerity, our adherence to these priorities will provide the most combat effectiveness for the dollar spent.

### New look . . . CONAF!

The Army will also be smaller, and I mean smaller in the size of its units, in order to best use all the power of modern technology and best enhance all of our command and control capabilities. An overall effort in this field is what we call CONAF, or the "Conceptual Design for the Army in the Field."

CONAF is a challenging area in which we hope to take a wide variety of input and provide effective force mix analyses. In this area in the past, the problem of combat developments has been the inability to provide this kind of data with the timeliness that would assist the Department of the Army in the making decisions in two areas — within the budget cycle, and within the cycle of research and development.

Both of these cycles are short, and for that reason combat developments has shifted some of its emphasis from the long range views toward the short term. But we are still vitally concerned with the long range view. You have to have a sense of where the Army ought to be 30 years from now in order to make decisions that affect the Army three, four, or five years hence.

CONAF is providing five different overall force alternatives for the Army in Europe in the 70's. Within these alternatives CONAF also weighs a variety of force designs for each and provides information on the trade-offs between various force mixes. Airmobility plays a powerful role in these new designs.

At the combat division level we are working toward a smaller Army by studying a new family



of divisions in which there would be really only two or three different types: a heavy division, a light division and possibly an experimental division. Within this concept the light divisions would be quite small — that is, in the neighborhood of 10,000 men. The battalions would contain no more than 500 men. Companies would be 100 men or less. The light division would be characterized by strategic deployability and tactical mobility, while the heavy division would provide firepower comparable to current armored divisions with fewer personnel.

These smaller units mean better command and control capabilities and better use of oncoming technology. We think they will fit better on the kind of battlefield I have discussed.

## Mobility

The Army of the 70's will be highly mobile, and the mobility I'm talking about here means not just troop movement but the ability to shift battle power from one place to another — both tactically and strategically.

The helicopter has given us tremendous increases in mobility through the air, moving troops and their fire support. But mobility needs to be further assessed. Our investment in the ground combat vehicles, and the air combat vehicles, is forcing us to make some tough choices. We can't afford to have one ground vehicle and one air vehicle for every task. That is too much overlap. We are studying ways to eliminate some of these.

One way that we can get the family of combat vehicles — air and ground — in perspective is to get more daily utilization out of those air combat vehicles. You'll see this, I think, when you look at the UTTAS requirement; we're pushing this very hard as an essential requisite for progress. It seems as if we are not on the ground for very long, but if you add up all of the hours in a day, we're a sitting duck for too long.

I know you are familiar with the TRICAP force — the three-way combination of airmobile infantry, attack helicopters, and tanks. Let me say that what we are looking for is a revolutionary increase in combat power. Behind the excitement of this combined arms mix is our realization that each one of these arms, with its own tactics and techniques, represents a well-developed fighting potential. In essence, we are bringing together new combat air vehicles, new fighting ground vehicles — and men. Maybe that is the best way to look at it. Technically, we are combining an airborne tank-destrorying force with a ground armored force.

We may find that several forces — larger or smaller than a division — can exploit the TRICAP concept. The air cavalry combat brigade (ACCB), either as a separate brigade or one organic to a larger TRICAP force, offers an example of the alternatives. We will probably end up ranking the various TRICAP forces, from battalion to corps, in terms of their strategic and tactical value. This ranking may change with time.

I am still not sure that the best TRICAP force

## A public "pat"



ST. LOUIS . . . The coat of arms of the Norton family was presented to Lieutenant General John Norton, right, CG of USACDC, following his presentation before AAAA's Lindbergh (St. Louis) Chapter, January 20. COL John C. Geary, Lindbergh Chapter Executive Vice President, made the surprise presentation. (USA photo)

will turn out to be a division. However, the 1st Cavalry Division (TRICAP) at Fort Hood will provide a self-sufficient unit for experimenting, testing, and administrative support. It also fits well into our readiness plans, which must go on regardless of tests. In a time of tight budgets, we can't very well afford to use a full division just for testing; the 1st Cav will have to be ready to deploy and fight, too, if the call comes.

TRICAP is an answer to many of the needs of the modern volunteer Army. With good leaders, it can assure hundreds of exciting new assignments for young men who want to feel the real challenges and "job satisfaction" as this new force is developed. This is bound to be a unique experience for everyone involved.

These highly mobile forces will be backed up by an equally mobile logistical tail, employing airlift wherever possible. The Heavy Lift Helicopter will help us move bulk cargo quickly, bypassing congested port areas and getting up to forward areas without the need for road security and construction. Air Force airlift will provide additional strategic mobility potential.

## Firepower

If we are going to be a small, austere Army, we must also be a hard-hitting Army. We have to remain ready for war on any scale, including nuclear war. In this area our problems are immense, especially in the storage and security of the number of weapons that we now have deployed.

In the area of conventional weaponry our tactical doctrine is challenged by a number of quite radically new items. We have the TOW and the Dragon.



## THE 70'S/Continued from Page 17

In fact we have about 10 different ways of killing tanks, which is probably too many. Our conflation concept will apply here also. Our ground fire support means are constantly developing. We have ground-to-air systems beginning with the Redeye and working up to larger weapons. We have ground-to-ground systems such as Lance. And, of course, we have the attack helicopter.

The hard-hitting Air Force also has to be taken into account as a supplement to the hard-hitting Army. We definitely want as much Air Force help on the battlefield as we can get, and as newer Air Force weapons come along we must continue to develop our joint doctrine for the use of them. The real challenge here is to get the punch that a smaller Army needs without getting proliferation and complexity of equipment that detracts from its effectiveness.

### The Mission — and the Men

These are what I see as the main trends and challenges that we have to face up to as we look ahead to the Army in the next few years. We are going to see a lot that is new, but some things will not change. The Army will have the same

mission it has always had — the defense of the country. That is why the combat developments mission is so important — to insure that we get the greatest possible combat power from the resources available to us. The future Army will have the same responsibilities; that is, to field an effective fighting force at minimum cost, to lead it well — and to win on the battlefield.

In summary, then, let me say that airmobility is extremely important in any direction we look. The trend is still upward for strategic airmobility, for the tactical airmobility of a combined arms air-ground team, and for a very flexible, efficient logistical airmobility. Even so, the priorities have to be addressed, so you shouldn't be surprised if from time to time some of the things that are really holding us up get more attention than our aviation projects. In perspective, however, *airmobility is the way to go.*

I want to close as I began, with a word about the soldier. He will not change. The soldier of the future will carry a different rifle. He will wear a different helmet. But he'll be doing the same job the soldier always has done — meeting the enemy in ground combat. The Army has seen a lot of changes over the years, but the mission still has the same wording, and the soldier is the same man. If you want to put the challenge to the Army in one word, the word would be leadership.

## The Marriage of Armor and Airmobility

BY LIEUTENANT GENERAL G. P. SENEFF, JR.  
CG, III U.S. Corps and Director, Project MASSTER



I MIGHT translate the title, "*The Marriage of Armor and Airmobility*," into a combination of MASSTER and Cav Sandwich country. For those of you who don't know what a Cav Sandwich out there is, he's one of those guys who wears a horse blanket on both sides!

We've got great things going at Fort Hood! We've got one of the finest teams assembled to work on the extension of the Air Cavalry Concept. On the MASSTER side of it we've got Major General Bob Shoemaker, Brigadier General Jack Hemingway, Joe Starker, Ben Harrison, Bob Little, just to name a few. Pioneers in this business from earlier days, many of them, but people who really are charged up with getting back at eliminating the vacuum in the development of tactics that was caused by the Vietnam War.

General Desobry talked about anti-tank tactics and so on at considerable length but, believe me,

we haven't begun to crack it yet. We just haven't worked on this sort of stuff long enough and we don't know what the tactics are yet.

### A lot of answers!

On the other side of the house in the 1st Cav Division we have General "Jim" Smith; Ben Silver has joined him as one of his ADC's; Brick Krause, a good, solid doughboy who'll make many additions. People like McHenry as the Brigade Commander; (LTC) Jimmy Patterson as Squadron Commander; Bob Molinelli, the Exec, and so on, and these guys are really coming up with a lot of answers in a hurry.

Day in and day out at Fort Hood we have choppers in comparatively large numbers out on the reservation engaging tanks and vice versa. Choppers working with tanks, choppers working alone, but all trying to catch up to fill in this vacuum in many areas where we've let things slip for too long. That's a quick outline of what we're doing and I've asked General "Bob" Shoemaker to take over and give you the details.

Presentation made by Lieutenant General G. P. Seneff, Jr., at the 1971 AAAA Annual Meeting in Washington, D.C.



# Project MASSTER: Putting all together!

BY MAJOR GENERAL ROBERT M. SHOEMAKER  
Deputy Director, Project MASSTER, Ft. Hood, Texas

I'D like to comment from the start as an infantryman that the subject is "The Marriage of Armor and Airmobility." I believe, and if you guys want to sleep together without getting married, it's all right with me!

Let me switch now to a subject (and title) of my own choosing and that is Project MASSTER. The "Why" of MASSTER, you've heard from the beginning today. I think this is the greatest program I've ever attended, and the greatest number of straight thinkers have spoken to us, but someone has to go out and prove it, and put it all together and make it work and that's our job at MASSTER.

Of course, the folks who really do the work are Jim Smith's 1st Cav and also Gordon Cantley's 2nd Armored Division and the many fine separate battalions and troops that we employ. MASSTER is kind of the driving force—we conduct the experimentation and the testing, but anyone at Fort Hood who has a smart idea contributes to the total program, and, of course, all of us work for General Seneff who smooths out a great many problems.

## Backing the winners!

General Norton laid out the challenges for us in his presentation. Well, just to touch on the MASSTER program, we've got the job of making just about all of his catch-up problems work. For example, we've got the first big area of the intelligence business—STANO, sorting out the gadgetry, discarding the losers, and backing the winners, and we are doing that job pretty well.

We've also got the job of experimenting and testing with the command and control problem and, boy, that is a tough one! It's far and away the toughest thing for us to get a handle on, and to really conduct good experiments and tests that give us the answers as to how we integrate all of the system that the various proponents have been working on. They've all got to be tied together and made to work—that's our job at MASSTER!

As the new systems come into being, i.e., TOS (Tactical Operations System), TACFIRE, which does the artilleryman's job with automation; CS, the commander's automated system; and MASSTER's going to have the job of tying these things together.

Switching to what I call the problem of "How

does aviation fit into the combined arms in a Europe environment against an armored, mechanized opponent?" We're moving on this in two fronts. One is the Air Cavalry Combat Brigade (ACCB), which General Howze told us we ought to experiment with back in 1962. We're just now getting around to it, so we're looking at that problem, "How does aviation fit in at the combined arms team at the separate brigade level?" and concurrently, we created the TRICAP Division for, among other things, to provide the testbed resources to look at the ACCB.

## The division as a "system"

Then someone said, "Look, as long as you got the TRICAP Division, take a look at the aviation-combined arms team approach from the division viewpoint," and that's what I think the TRICAP Division is. Now, I want to emphasize that the problem is not a simple one of how do you kill tanks by shooting at them with a missile from a helicopter at three miles or any distance you want to name. It's the whole, broad systems—and I use the Army itself as a system—approach.

In other words, I like to think that you can stop a tank by sneaking up and putting sugar in his gas tank, or I'm not scared by the thought of an LOH flying over and dropping a Molotov cocktail down the engine compartment. I'm not prepared to reject any of those approaches, and I think a few infantrymen, as General Talbott told us here, can just do an awful lot at the many countless little defiles, the bridge over the brook, and that sort of thing with a few mines and hand-held weapons.

What we are trying to do is to put this whole thing together. Where does artillery and tac air fit in? This is what we are doing at MASSTER. With all of the vast resources at III Corps and the tremendously talented team—General Seneff gave you some of the names; I would only say that we've got 590 other people just as talented as those whom he mentioned! It's a great challenge but we are still looking for good ideas.

My only plea to you and the only point I want to leave: If anyone here has what he thinks is a good idea, tell it to us and we'll try to fit it into the program somewhere and wring it out!







# Our credentials for a better UTTAS.

A superior UTTAS will require the very best a company has.

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And a track record that proves it can build that extra competitive edge into its products.

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Superior flying qualities. Expanded maneuver envelope. Low profile for improved transportability. Survivability and safety.

The Boeing people—the engineers, test pilots and technicians, those in manufacturing, procurement and management too, will get "across the board" assistance in UTTAS.

From the Boeing flight vehicle development resources. All divisions. All disciplines. All facilities.

The kind of total capability that created Boeing programs which are now landmarks in aerospace history.

A Boeing UTTAS would be another.

**BOEING HELICOPTERS**



**FT. EUSTIS** — A CH-54 Flying Crane demonstrates its work capacity in stateside maneuvers as it lifts another CH-54 from Felter AAF to the Army Transportation School's Aviation Maintenance Training area. Operated by the 355th Aviation Company at Ft. Eustis, the Crane saved many \$ and man hours by averting dismantling and land transfer.



**FT. RUCKER** — Brigadier General Hans W. Dieling (right), Germany military representative to the U.S. and Canada, visited USAVNC/S recently for an orientation on course taught in the Aviation School to students of his country. While there he presented testimonial books to CPT Dieter F. Licht (left), a student in the rotary wing instrument course, and to LTC Friedrich Feldmann, German liaison officer at Ft. Rucker.



**FT. WALTERS** — The instrument panel of an Army US-1 Huey from USAVNC/S is examined by a trio of Junior Reserve Officers Training Corps cadets from Wichita Falls, Tex., high schools who were given a 10-minute orientation flight in the aircraft. Flown by CPT Robert T. Wood, the Huey landed on the football field where it was met by a host of cadets and school administrators. The project was the first in a series of Army Aviation orientation visits.



**ABOVE:** Winners of AAAA's "Outstanding Aviation Unit Award for '71-72," 1st of the 5th leaders gather outside their Ft. Hood barracks with "The Trophy." In front & back pairs from left are CPT JR Jackson & 1SG DL Morris (RTH); MAJ CG Hallwood & 1SG WT Litterer (R Trp); LTC JR Patterson & CSM JR Love (CG & CSM, 1/8); MAJ RS Young & 1SG IL Dickey (R Trp); and MAJ W Chase & 1SG RD Johnson (170 AMC). LEFT: MG Allen M. Burdett, Jr. (standing), USAVNC/S CG, watches as Dr. Ralph W. Adams, President, Troy State University, Ala., ink a contract permitting AWOIC and AWOAC students to take one course at TSU for each of the two school quarters they're at Rucker.

**THE  
MORNING  
PHOTO  
STORY**



**DAYTONA BEACH** — Five Army Aviators, tops in their speech classes at Embury-Riddle Aeronautical University, teamed up to win an Inter-Class Speech Forum. Shown standing, l-r, are CPTs William R. Craig, William J. Edwards, and Marvin R. Stokes, and sitting, CWAs Lee E. Anderson and Richard L. Ferguson. The competing teams, which drew faculty praise, consisted of the best speaker from each class.



**FT. RUCKER** — MAJ Nicholas E. Barreca of Long Island City, N.Y., was recently awarded his Senior Flight Surgeon Wings at USAVNC. The Deputy Director of the Department of Aeronautical Education and Training at the U.S. Army Aviation School, he's qualified for the Senior Wings by having seven years of continuous service as a flight surgeon, by having served in the Army seven years, and by having at least 700 flight hours. (USAp)



**FT. RUCKER** — CW4 Lester Foutz (3rd from left), the Distinguished Graduate of the Aviation Warrant Officer Advanced Class departing USAVNC recently, is congratulated by BG Eugene M. Lynch (left), CG at USAVTC, Hunter-Stewart, and graduation guest speaker, and MG Allen M. Burdett, Jr. (right), CG of USAVNC and Commandant, USA Aviation School, as Mrs. Foutz (center). The CW4 topped his contemporaries in the six-month course. (USAp)



**FT. RUCKER** — General Bruce S. Palmer, Jr., Vice Chief of Staff of the Army, is shown talking with Lt. Col. John J. Caruso at Lyster Army Hospital, Ala. The Carusos were among the injured in the January 13 tornado that struck the Enterprise, Ala., area. General Palmer was at Ft. Rucker to address a meeting of the Dothan/Houston County Chamber of Commerce, and postponed his departure in order to visit the injured at the hospital. (USAp)

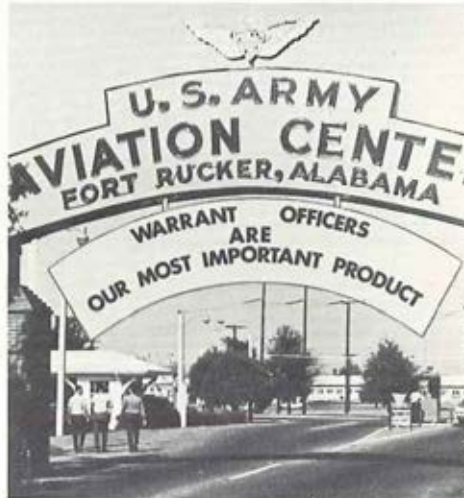
**DAYTONA BEACH, FLA.** — BG William I. Maddox, Jr. (3d from left, Director of Army Aviation, DCSFOR, DA, is shown with AAAA members during a recent meeting of the Embury-Riddle Chapter at which he was guest speaker. Shows, Jr., are MAJ Frank Mayer, Pres. of the Student Govt Ass'n; Bob Cessna, E-RAU Director of Public Relations; BG Maddox; and LTC Bill Bayer, AS SGA President. MAJ Mayer also serves as a University Trustee.

**FT. RUCKER** — Rear Admiral Wayne S. Nelson, Commander of the Navy Safety Center, Norfolk, Va., discusses his ride in a flight simulator with CPT Clarence Davis, Jr., test and evaluation officer of the Synthetic Flight Training System, Ft. Rucker, Ala. The admiral tried his hand at the simulator during his recent tour at USAAVNC/S. (USAp)

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**WIN A '71 SOUND VOLUME OF "ARMY AVIATION"** by submitting a humorous caption to this uncaptioned "old print" submitted by CW4 Don Joyce of Fort Eustis. A brief cartoon blurb will do it! Send it to **ARMY AVIATION**, 1 Crashwood Road, Westport CT 06880 prior to 31 March. **RIGHT:** An uncaptioned photo that tells a story all by itself! The USAAVNC snapshot was "taken" by CW4 Bill C. Walton, of HHC, Aircraft Maintenance Brigade, Hunter AAF, Georgia. . . . Got a good one, too? . . . Send it in!



**CAMP ZAMA, JAPAN** — BG Hugh A. Nicholson (left, USAF), places a Meritorious Unit Citation (First Oak Leaf Cluster) streamer on the 587th Medical Detachment (Hel Amb) guidon, as COL Gerald A. Champlin (center) and unit C.O., CPT Charles A. Cavis, look on. Presented for the period 1 June 1968 thru 31 December 1970, the unit citation was awarded in ceremonies held at Hanks Field, Camp Zama. The unit recently carried its 200,000th patient to Yokota.

**HUNTER-STEWART (Delayed)** — BG Eugene M. Lynch (left, CG of the U.S. Army Flight Training Center, Hunter-Stewart, Ga., is shown presenting awards for outstanding achievements in aviation safety to, left to right, LTC Valenti Panzitta, LTC Glenn M. Ebaugh, and LTC George H. Lincoln. The USAFTC commanding general also presented an "Outstanding Achievement in Aviation Safety" award to LTC Charles R. Palmer in a separate ceremony.

**FT. HOOD** — In his article appearing on p. 18, LTG G. P. Seneff, Jr., CG, III U.S. Corps, refers to the Hood area as being "MASSIVE and Cav Sandwich Country." Here, nine COs, XO's, 1SGs, and CSMA's of the 1st of the 9th, representing AAAA's "71-72 'Outstanding Aviation Unit,' gather in front of their headquarters sign. The 1st of the 9th can indeed lay claim to being at the hub of "Cav Country." (USAp)



# On Guard!

**A** RNG gained 228 aviators during second quarter for a total of 3,163 assigned. Of these, 256 are fixed wing only; 1,841 are rotary wing only, and 1,066 are dual rated. In addition, the ARNG has 12 flight surgeons and 505 EM on flight status.

Several states have all aviator spaces filled; those states having 30 or more vacancies include Connecticut, Maine, Maryland, Massachusetts, New York, North Carolina, Ohio, Pennsylvania, Virginia, and Wisconsin. Aviator transition training in OH-6 or OH-58 and UH-1 aircraft was assisted recently when DARNG approved 14 and 21 man-days' *Full Time Training Duty* for the task. Prior to this, the training was accomplished on weekend drills and additional drills.

The receipt of aircraft is on schedule — the full TO&E, except for twin engine fixed wing, should be in ARNG inventories by the end of FY 73. There are 1,618 aircraft in the system, yet approximately 1,000 of this total are due for turn-in to Davis-Monthan AFB. Some aircraft are going to technical schools and other institutions for civilian aviation mechanic training.

## Activities

Mutual support, much talked about, is now in action and the flow of support is going three ways. Admittedly, the active Army is providing the majority, yet some support is going from ARNG to active and USAR. A list of the latest activities includes:

Sixth U.S. Army, Ft. Lewis, which is providing instructors and equipment to transition 20 Montana-ARNG aviators in UH-1 aircraft, and

Illinois-ARNG is providing aircraft for USAR jumpers, and

# ARNG gains in aircraft and pilots

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

Georgia OV-1s recently supported an active exercise.

Too numerous to list but much appreciated are the numbers of places CONUSAs have provided ground school instruction on aircraft systems and aircraft maintenance training.

## Safety Officer Positions

The establishment of additional aviation safety officers at three levels in the ARNG structure should be announced soon. Perhaps most important is the establishment of an NGB Aviation Safety Officer to work as a staff member of Director, ARNG; the position will be Civil Service — which means the individual needs to be eligible to join ARNG as part of the job. The ASO at other levels will include a 7423 position on the state AG staff and an ASO/IP at each AASF.

Also to be announced soon is an increase in authorized flight surgeon positions. The current 14 states will be expanded so each state will be authorized a flight surgeon section. These officers will assist in the *Aviation Safety Program* and, hopefully, will remove the backlog of flight physicals for both aviator and EM.

The problem is more acute for EM; only 505 of an authorized 762 are on flight status, due mainly to difficulties in getting Class III physicals. The problem intensifies as the aircraft inventory grows since about 1,900 EM will be eligible for flying status by the end of FY 73.

Plans are being made for a Reserve Components Aviation Conference sponsored by CONARC and conducted at CONUSA's. Key ARNG personnel, including aviation unit commanders, will be attendees.

## Share your information!

With the full support of the Chief, NGB (who sits on AAAA's National Board as a National Member-at-Large — and a most active one, I'm told!), and our periodic input, the AAAA is trying to increase its monthly flow of ARNG aviation-related news through this column.

We encourage you to submit pertinent ARNG aviation news and photos directly to the publication. The direct link between all elements of the Army Aviation community, the Army Aviation Ass'n, through its endorsed publication, offers the Guardsman a distillation of the best "thinking" in the active Army establishment and, hopefully, an ever-increasing amount of solid information of ARNG aviation activities.

Tell us what you're doing. Send in the photos. Ask us the unanswered questions — we'll answer them here.

**T**HE following "draft" minutes were transcribed from longhand notes taken during the 4 February 1972 meeting of the AAAA National Executive Board at the Ft. Hood Officers' Open Mess, Ft. Hood, Tex.

#### ■ 1. CALL TO ORDER.

The following Board members were present in person: LTG HWO Kinnard, AH Kesten, MG DM Oden, COL EL Nielsen, LTG GP Seneff, Jr., WR Smith, BG RM Leich, BG OG Goodhand, GEN HH Howze, MG AM Burdett, Jr., DF Luce, COL SW Achee, LTC LA Layne, LTC CM Hickerson, COL FC Goodwin, LTC CT Jones, COL JC Geary, MAJ RM Turner, Jr., JF Hopkins and COL WR Tuck. Former Board Members, BG Jack W. Hemingway, COL John W. Oswalt, Ret., and COL Robert R. Corey attended as observers.

#### ■ 4. ADMINISTRATIVE ACTIONS.

a. The Board RECOGNIZED the activation of the following Chapter activities since the conduct of the 15 Oct 71 Board meeting: "Morning Calm Chapter," with headquarters in Yongsan Military Reservation, Seoul, Korea, with date of activation at 10 January 1972.

b. The Board REVIEWED agenda item priorities, and APPROVED the President's recommendation that the twelve priority items, as designated on the business agenda, be discussed in order of priority.

#### ■ 5. PRIORITY ITEMS.

##### a. JUNIOR OFF/WARRANT OFF AFF (Priority 1)

(1) The President REPORTED that the Secretary of the Army had responded to his letter of 10 November 1971, and that the Secretary's letter HAD BEEN PUBLISHED in the 31 December 1971 issue of ARMY AVIATION for the benefit of the full AAAA membership.

(2) LTG GP Seneff, Jr., COMMENTED that a firm recommendation on flight pay seemed to be in the offing at DOD level, and that the "Flight Officer" designation and AWO supergrades were also under study at the DA level; the President SUGGESTED that the AAAA determine the name of the action officer in DA and maintain close coordination with that officer.

(3) BG RM Leich, IGR, COMMENTED that he would place the subject of pay inequity on the business agenda to be covered at the next meeting

of the Civilian Aides to the Secretary of the Army.

##### b. AAAA SPONSORSHIP OF AN "ARMY AVIATION HALL OF FAME" (Priority 2).

(1) AH Kesten, Chairman of the subcommittee of the National Awards Committee, SUBMITTED the subcommittee report to the National Executive Board through the Chairman of the National Awards Committee.

(2) The Board THANKED the subcommittee for its efforts and DIRECTED that its report be reviewed at the 7 April 1972 meeting of the full AAAA National Awards Committee, that all National Executive Board members review the "Army Aviation Hall of Fame" subcommittee report closely and forward their opinions, opposition to specific details, etc. to the AAAA National Office, ATTN: Awards Committee Chairman, on or before 6 April 1972; and that the Awards Committee Chairman provide an Awards Committee report on the proposal at the 2 June 1972 National Board business meeting.

##### c. ESTABLISHMENT OF A DISPLAY AT THE FT. RUCKER MUSEUM HONORING THE "ARMY AVIATOR OF THE YEAR" AND "AVIATION SOLDIER OF THE YEAR" SELECTEES. (Priority 3).

(1) COL EL Nielsen INDICATED that project underwriting in the amount of \$1,000 was feasible for the initial year (\$500 for Museum renovations; \$500 for plaques, frames).

(2) MG AM Burdett, Jr., INDICATED that USAAVNC would approve the provision of Museum space for the project.

(3) The Board APPROVED the proposal, and the President DIRECTED the National Office to coordinate with the Curator of the Museum to implement the proposal in 1972.

##### d. AVSCOM-AAA-AOA CO-SPONSORED ADVANCED PLANNING BRIEFING FOR INDUSTRY (Priority 4).

(1) WR Smith, acting for AAAA as its VP for National Functions, REPORTED that he had attended a preliminary planning meeting with AVSCOM and AOA officials; that the week of 28 February 1973 had been selected for the APBI; that AOA would share the registration function with AAAA in alternate years and would assist in securing industry attendance; that Hq. AVSCOM would determine the APBI



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# MINUTES

## OF THE 4 FEBRUARY MEETING OF THE AAAA NATIONAL BOARD AT FT. HOOD, TEXAS

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## **AAAA/**Continued from Page 25

agenda; that the APBI would be held in nearby government facilities, but that the social functions would be held in a hotel.

(2) **WR Smith** then INVITED the National Board to conduct its normal February mid-winter business meeting in St. Louis in 1973 during the course of the APBI.

### **e. ESTABLISHMENT OF AN AWARD FOR THE "U.S. ARMY RESERVE OUTSTANDING AVIATION UNIT." (Priority 5).**

(1) **LTG HWO Kinnard** REPORTED that the Executive Vice President had met with **LTG Hollis, CORC**, and **MG Roberts**, Chief of Army Reserve, in Oct 71, and that **General Roberts** had indicated that the USAR aviation units would be ready to compete in calendar year 1973.

(2) The Board CONCURRED in the recommendation of **BG RM Leich, IGR**, that the AAAA defer action on the establishment of this award until February, 1973.

### **f. AAAA PROVISION OF WINGS FOR AWARD TO THE "OUTSTANDING FLIGHT SURGEON" GRADUATING FROM USAAVNS. (Priority 6).**

(1) **COL SW Achee** REPORTED that the AAAA had purchased the wings through the book store at USAAVNS, and that the first award of the wings was imminent.

(2) The President REQUESTED **MG AM Burdett, Jr.**, to present the initial pair of wings under this program, and to provide the magazine with a suitable photo of the ceremony for publication.

### **g. THIRD QUARTER MEMBERSHIP ENROLLMENT AND 1972 MEMBERSHIP PROJECTION. (Priority 7).**

(1) In the absence of **CW4 DR Joyce**, VP for Membership Activities, **AH Kesten** SUBMITTED five statistical documents for review, and

(a) The 11 Nov 1971 letter of **CW4 DR Joyce**, VP for Membership Activities to 1,272 CWO and WO members soliciting their support in securing new AAAA members and a statistical report on success of the enrollment letter.

(b) The 18 Nov 1971 letter of **MG AM Burdett, Jr.**, National Member-at-Large, to some 950 USAAVNS members soliciting their support in securing new AAAA members.

(c) The 25 Nov 1971 letters and the 2 Dec 1971 letter of **LTG HWO Kinnard**, National President, to the members of the Ft. Benning, Ft. Wolters, and Alamo Chapter members soliciting their support in securing new AAAA members.

(d) **COL SW Achee** REPORTED on the "Membership Incentive Plan" being pursued at USAAVNS wherein WOC classes were encouraged to join AAAA 100 percent, and the fine success of the program.

(e) The President REQUESTED the National Office to assist the recruiting efforts by providing suitable

"Join AAAA—Your Professional Association" posters to the Chapter activities at the earliest opportunity.

(f) The Board CONCURRED that the magazine should continue to report on progress in the pay inequity, supergrade, flight officer areas; that it was most important for the chain of command to support AAAA if the org'n expected to receive widespread general membership support; and that the National Office should monitor and report the effects of the current reduction in force on the overall AAAA membership to the National Board at the 2 June meeting.

### **h. APPOINTMENT OF A NEW NATIONAL NOMINATIONS COMMITTEE CHAIRMAN. (Priority 8).**

(1) The President SOLICITED GUIDANCE from the Board as to whether the Board felt that a specific Board member should be appointed as committee chairman on a sustaining basis, or if the chairmanship should be rotated periodically with the chair being held by the immediate Past President at all times.

(2) The Board DECIDED to leave this decision to the incumbent president, and the President INDICATED he'd report his decision to the full Board by mail at the earliest opportunity.

### **i. APRIL, 1971-MARCH, 1972 ADVERTISING SUPPORT AND ITS EFFECT UPON THE 1972-1973 MAGAZINE. (Priority 9).**

(1) The National Office PROVIDED a Publications Committee report outlining the extent of the April, 1971-March, 1972 advertising support, and the extent of the AAAA underwriting of the magazine based upon the advertising support received.

(2) The Board APPROVED the proposal of **DR Luce**, Publications Committee Chairman, to establish a committee representing most prime manufacturers with the view of increasing the advertising placed in the magazine by the prime manufacturers and their major subcontractors.

(3) The Board TOOK UNDER ADVISEMENT the long-term proposal that AAAA Industry (Corporate) Member dues be increased to provide one full page advertisement per membership, an action that would not affect those Industry Member firms currently advertising in the magazine, but could generate needed ad support from many non-advertising industry firms now receiving full AAAA corporate benefits.

### **j. SUPPORT OF AUSA's 1971 RESOLUTIONS. (Priority 10).**

The President REPORTED that he had received a letter from **Edward C. Logelin**, the President of AUSA, pointing out AAAA's obvious common interest in the 1971 Resolutions approved by the AUSA, and that, on behalf of AAAA, he would respond to **Mr. Logelin's** letter.

### **k. ESTABLISHMENT OF A "WORLDWIDE AAAA OPEN GOLF TOURNAMENT" (Priority 11).**

(1) **AH Kesten** PROPOSED that the AAAA conduct a worldwide golf tournament on an annual basis as an additional membership activity.

(2) After discussion, the Board APPROVED the conduct of a "Worldwide AAAA Scholarship Golf



Tournament," and AGREED that the Tournament's implementation include the following:

(a) Entry be permitted to both members and guests paying a \$2 entry fee, of which \$1 would be a donation to the AAAA Scholarship Foundation, and the remaining \$1 be used to underwrite cash prizes in Open and Handicap flights; and that winners' names be drawn from a hat having the names of all tied contestants.

(b) Early publicity appear in the magazine requesting entrants to submit their club handicaps, as certified by their local pro, as well as their course rating (or to have their course rated at the earliest opportunity, if it is not rated).

(c) Entrants be permitted to play additional rounds during a selected "Tournament" month and to submit an additional score (or scores) upon payment of an additional \$2 entrance fee.

(d) A blind bogey prize be offered.

(3) The President APPOINTED COL FC Goodwin to serve as Program Manager, and DIRECTED the Program Manager to coordinate with the Executive Vice President on additional details so as to implement the program at the earliest possible date.

#### 1. CONDUCT OF A WORLDWIDE "MISS ARMY AVIATION CONTEST." (Priority 12).

The Board DISAPPROVED the proposal to conduct a worldwide "Miss Army Aviation Contest," but suggested that the magazine might wish to run selected photos of attractive 18- to 25-year-old female DAC members and members' daughters.

#### ■ 6. REPORTS OF STANDING COMMITTEES.

##### a. AWARDS COMMITTEE.

BG RM Leich, IGR, Chairman, REPORTED on the status of the 1972 AAAA Scholarship Awards Program, and INDICATED that the National Awards Committee would convene in Washington, D.C., on Saturday, 8 April 1972, to select the 1972 AAAA Scholarship winners.

##### c. CONVENTION COMMITTEE.

AH Kesten, 1971 AAAA Annual Meeting Committee General Chairman, PROVIDED the Board with the following written reports:

(1) Comparative Attendance Report covering registrations and attendance at the receptions and luncheons for the 1967, 1968, 1969, 1970, and 1971 conventions, and an analysis of the military vs industry, D.C. Area vs non-D.C. Area attendance at the 1971 AAAA Annual Meeting.

(2) Reporting for BG WJ Maddox, Jr., Programming Subcommittee Chairman for the 1972 AAAA Annual Meeting, AH Kesten INDICATED that under the "Army Aviation Worldwide" program being planned, the AAAA could underwrite the hotel accommodations and function tickets for the 7-8 worldwide Directors of Army Aviation who'd be invited to the convention to address the attendees, and that the Programming Subcommittee was involved in making add'l arrangements for the visit of the officials.

(3) The President REQUESTED the General

## New Films

Two new industry-provided 16 mm. sound films are available from the AAAA National Office for viewing at local Chapter activities. The first is a 15 minute color film on "The AH-56 Cheyenne." The second film is a 13 minute color film on the S-67 Blackhawk, the Sikorsky Advanced Attack Helicopter. Chapter Secretaries should provide 1-2 alternate dates in requesting the loan of either film.

Chairman to monitor the programming closely and to report back to the Board by mail in the intervening period prior to the 2 June business meeting.

#### f. FISCAL COMMITTEE.

(1) COL EL Nielsen, national Secretary-Treasurer and Chairman of the Fiscal Committee, SUBMITTED various fiscal documents for Board review.

(2) COL EL Nielsen REPORTED that the Ass'n had purchased a \$100,000 Ten-Year "Decreasing Term Policy" on the life of the Executive Vice President with Double and Triple Indemnity features, and with the AAAA as sole beneficiary, and HAD DIRECTED the National Office to cancel the existing whole life policies at their annual renewal points.

(3) Representing MG William J. Sutton, a subcommittee member, COL EL Nielsen REPORTED that the former's subcommittee had reviewed the status of AAAA's investments, had recommended that AAAA funds be restricted to investments which were insured and guaranteed and had withdrawal options (with normal or stipulated penalties) as needed, and had recommended that AAAA savings be invested in accordance with the subcommittee report dated 27 January 1972.

(4) The Board APPROVED the re-investment actions outlined in the subcommittee's report of 27 January 1972, and DIRECTED the National Office to implement the action.

(5) LTG HWO Kinnard THANKED the Fiscal Committee and its subcommittee for their extensive efforts in assisting the Association and its membership in all fiscal areas.

#### g. INDUSTRY AFFAIRS.

(1) Reporting for BG EL Powell, Jr., Chairman, AH Kesten PROVIDED the Board with the following documents:

(a) an 18 Jan 1972 letter from BG EL Powell, Jr., VP for Industry Affairs, to the 90-odd Designated Industry (Corporate) Member representatives announcing his appointment and soliciting their suggestions as to how AAAA may best serve their company's interests.

(b) an 18 Jan 1972 letter from General Powell to the AAAA's 43-odd Chapter Presidents asking them to encourage their local area industry representatives to participate in Chapter and National AAAA affairs, and soliciting their guidance as to how the AAAA may improve its industry member participation.

(2) Representing **BG EL Powell, Jr.**, **AH Kesten** REPORTED that an industry respondent had requested an AAAA-sponsored briefing or update on Project MASSTER at the next major MASSTER milestone; **LTG GP Seneff, Jr.**, SUGGESTED that a report on Project MASSTER be included as part of the classified programming given at the 1973 APBI in St. Louis.

#### **h. RESERVE COMPONENTS COMMITTEE.**

Negative report.

#### **i. SCHOLARSHIP FOUNDATION.**

(1) Representing **Bryce Wilson**, AAAA Scholarship Foundation, Inc. president, **AH Kesten** SUBMITTED the various Foundation documents for Board review.

(2) **COL JC Geary** REPORTED that due to a lack of student interest in aviation-oriented exhibits, the Lindbergh Chapter would discontinue its sponsorship of the **Annual William B. Bunker Science Fair** in St. Louis, and would turn over the current Science Fair surplus funds to the AAAA Scholarship Foundation for use in the **WB Bunker, EH Petersen**, and **CE Ludwig Memorial Scholarship Funds**.

(3) **DF Luce** REPORTED that the **William B. Bunker Memorial Fund** would, in all probability, reach \$10,000 in capitalization sometime this year, and that the first memorial scholarship in **General Bunker's** name would be awarded in 1972.

(4) **BG OG Goodhand** SUGGESTED that since the Foundation had amassed some \$8,000 in donations, exclusive of an equal amount earmarked for the **William B. Bunker Memorial Scholarship**, the Foundation consider increasing the dollar amount of the scholarships it awards or retain the dollar amount and increase the number of scholarships; **AH Kesten**

REPLIED that he'd communicate the suggestion to the Foundation President, and recommend that the Governors provide guidance on the matter prior to the 8 April 1972 meeting of the AAAA Awards Committee at which the 1972 scholarship winners will be selected.

#### **■ 7. OLD BUSINESS.**

##### **a. "AAAA Spanish Excursion"**

Documents were SUBMITTED to the Board that provided a list of AAAA participants on the Portugal-Spain-Germany excursion and details on the specific day-to-day itinerary and excursion costs.

##### **b. "USAREUR Regional Convention, Garmisch, Germany, 8-11 March 1972"**

**LTG HWO Kinnard** REPORTED that he would not be able to represent the AAAA at the 1972 Garmisch Convention and that **MG DM Oden**, the Senior Vice President, would attend and would represent his office in any ceremonial capacity.

#### **■ 8. NEW BUSINESS.**

a. The Board DEFERRED ACTION on the AAAA Resolution proposed by **MAJ TE Coates** and concerning the adjustment of Category B flight minimums for aviation maintenance and operational personnel, and HEARD that a OSD-DA decision in this area was imminent and that **BG WJ Maddox, Jr.**, the Director of Army Aviation, had devoted considerable attention to the subject in his column appearing in the January 31 issue of **ARMY AVIATION**.

b. Representing **COL RL Long**, a current member of the National Board, **COL JC Geary** CONVEYED the request of **COL Long** that the latter be relieved of any and all AAAA duties that are connected with industry; **LTG HWO Kinnard** REPORTED that **BG EL Powell, Jr.**, had replaced **COL Long** as Vice President for Industry Affairs.

c. **JF Hopkins** REPORTED on the 27 January 1972 meeting of the Richard H. Bitter Chapter at which **Mr. Dolf Droge**, an expert on Southeast Asia affairs and an advisor to **Mr. Henry Kissinger**, addressed the Chapter members and the invited families of POW/MIA personnel in the Corpus Christi area, and RECOMMENDED this program highly for consideration by other AAAA Chapters.

d. **LTG HWO Kinnard** THANKED **LTG GP Seneff** and all Fort Hood staff members for the fine hospitality and facilities extended to the National Board during their 3-5 February business meeting at Fort Hood.

#### **■ 9. SITE AND DATE.**

The Board APPROVED of the conduct of the next business meeting in Washington, D.C., 1-3 June 1972, during the conduct of **TRANSPO 1972** at Dulles Airport, 27 May-4 June; and DIRECTED that the National Office secure hotel/motel accommodations in the general Virginia area at the earliest opportunity. (Schedule: Sign in on Thursday evening, 1 June; Board meeting during a.m. and early afternoon, 2 June, with visit to **TRANSPO 72** that afternoon; possible Washington, D.C. Chapter function on the evening of 2 June; departure on Saturday, 3 June.)



**FT. ORD (Delayed) . . . MG H.G. Moore (right), Ft Ord CG, and Mrs. Moore, greet CW2 and Mrs. Dietz (left) as LTG H.W.O. Kinnard, USA (Ret.), (3rd from left), AAAA national president, looks on during the receiving line held at a late fall dinner meeting of the Monterey Bay Chapter at which General Kinnard was the guest speaker. (UUSA photo)**



## VOLUNTEER / Cont. from Page 4

ingness to give of yourself, that willingness to find out how to do it better and to do it even though it's tough and dangerous and involves a sacrifice, and to do it just better and better and better.

Again, it seems to me that in Army Aviation this spirit of professionalism that's been demonstrated is going to be a very key element in building the better Army.

I'd like to say just a word or two about the "V" part of the MVA, the "Volunteer" part. I was chatting with LTG "Phip" Seneff who brought this remembrance back to me . . . A lot of people ask us a lot of questions in this business in which we are involved, and one of the questions always asked is "What about a Modern Volunteer Army? What about its quality? In the final analysis on the battlefield, will volunteers really fight?"

### Will volunteers fight?

I think we have an answer to that, and I think that the Army Aviator of the Vietnam War can answer that . . . not in words, but in his performance. He was a volunteer! I can't think of anybody we ordered into a cockpit; I can't think of any crewchief whom we ordered into the job of crewchief, or any door gunner we ordered to be a door gunner. I know that when I was in the 25th Division we had volunteers standing in line to go out to Vietnam in the old days to fly with the Army Aviators and to ride shotgun for him, and we could only take one out of every five who volunteered to do that!

We have the record of a volunteer force — that's the Army Aviator force that served in Vietnam, and we ask, "Do they fight?" You are damn right they fight! They fight as real professionals!

General Seneff was telling me that of the 15,000+ fellows who went through the Aviation Brigade during the time that he was there in command, only two ever said, "I want out. I want to sign a quit slip," and that was probably not because of their duty requirements, but because they got sore at their First Sergeant.

But I really think that we have in Army Aviation — and in its record of performance — the answer to that question. We have had a segment of the Army that has been a volunteer force, that has performed in very tough and demanding combat, that was there before any of the rest of us were there and will probably be there after all of the rest of us have gone, and they performed magnificently. If that sort of spirit can be developed in the Modern Volunteer Army, this smaller, better, more professional Army will be up to challenge and up to the threat.

While it might not be able to handle a big thing, or even a medium-size conflict all by itself, it'll provide the professionalism, the know-how, the

### AAAA Member Selected

Brigadier General Robert M. Leich, Indiana Guard Reserve (IGR), a Past President of the Army Aviation Ass'n and current chairman of its National Awards Committee, has been reappointed by Secretary of the Army Robert F. Froehke as Civilian Aide to the Secretary of the Army for the State of Indiana.

In this capacity he is proposing that the April 30-May 2 National Conference of Civilian Aides consider the following for discussion: "How does the Army propose to attract or to retain Aviation Warrant Officers in the Modern Volunteer Army? Is consideration being given to the equalization of flight incentive pay between Commissioned Officers and Aviation Warrant Officers, and to identifying the Aviation Warrant Officer as an Army Flight Officer?"

leadership, and the skill so that a very rapid call-up of forces can be optimized.

I'd like to close on this note — and again about Army Aviation. I'd like to suggest something that you guys ought to do and can do; something that won't be easy to do. As General Maddox said, the symbol of the Modern Army is the helicopter. It just turns out to be that, and when you talk with young people and ask them what symbolizes the Air Force, they said it's the jet airplane, and the Navy, a carrier. For the Army, it isn't a tank anymore or an artillery piece or a doughfoot, it's a helicopter!

### The symbol says a lot!

That's the symbol of today's Army because it says a lot. It tells the whole story about increased life expectancy on the battlefield because of the helicopter. It tells of the sweat saved the doughfoot because of the helicopter and its crew. It tells about the freedom — the tactical freedom on the battlefield — and the ability to go anywhere, anytime, and do anything that anyone wants done. It really transmits, I think, a marvelous message.

We've got a lot of helicopters coming home now from the war, and we've got 'em sitting on a lot of Army airfields all over this country, and we've got a lot of pilots, I'm sure, mindful of flying hours and blade time and all of these very good management tools, and I say, "Let's take our helicopter fleet that we now have at home in both the active Army and the Reserve Components, and let's use that helicopter fleet and the image that it projects. Let's give it the widest possible exposure to our countrymen, because it has become a good "plus" symbol of the Modern Army.

Just as examples, and I'm going to say this in sort of a critical way, I was out at an ROTC campus talking to some young ROTC cadets, asking them why it was that enrollment in the ROTC was down so far. They said, "Well, we just go about getting young people interested in ROTC incorrectly."

"How's that?"

"First of all, the image of ROTC that is projected

Letters to the editor are welcome on any subject, but must bear the signature of the writer.



to the young high school student is one, to oversimplify, that if you go up to University and you get into ROTC on campus, some sergeant or colonel is going to issue you a rifle and some ammunition and you are going to find yourself defending the ROTC shack against all comers the first day or so. If that doesn't happen to you, you are going to be spat upon, and all of these terrible things are going to happen to you. So, when they say go down to the gym and meet with the ROTC fellows, go somewhere else. Don't go down there."

That was what was believed, really, about what happens to you on the campus when you are in ROTC. Another criticism was that the only time that you can really tell kids about ROTC was when you get to the campus during registration week and just like the Physics Department, and the Math Department, the Military Department has an opportunity to stand up on a platform and tell you about all of the advantages of preparing yourself for leadership in case it is necessary to serve your country, and this young ROTC cadet said, "This is wrong. We've got to get back on the high school campus and tell these kids that it is a great thing."

He said, "I wouldn't be on this campus if it weren't for ROTC. I couldn't stay here, and this has made a better and stronger man of me — the training and the leadership I've had." He then said, "What we ought to do really is that you ought to send us back to our high schools to tell the kids who we know and the families we know back there about how great ROTC is when you come up to the university to take ROTC, and you know what you ought to do, General, you ought to send us back in a helicopter! That's the way we ought to go back. Boy, that will get their attention! When we land on the high school football field, they'll know someone has arrived and I don't care whether the principal wants the boys to come out or not, they're

going to come out to see what the hell all that noise is about, if nothing else!"

Well, you know that's a great idea. You've got a good peer recruiter going home in a way that sets a "plus" image, and having the capability to attract some attention and break through the sort of barriers that exist. The high schools are really saying, "Sure, you can come and recruit on the campus; you can come on career day," but career day is one day a year when IBM, Bell Helicopter, the State Forestry Service, the Navy, and the Marines, and all others set up in the gym, and the Army recruiter can have a booth over here and anyone that wants to find out about the Army can go see him.

I say that we've got to do better than that one day a year spent in sort of a potpourri with everything else, because we're better than all the rest of that stuff. So we had this idea: Give me a helicopter. Let me take a couple of those fine Army Aviators and crewchiefs. Let's take the recruiting sergeant because some of these fellows might even want to enlist in the Army right out of high school without going up and taking ROTC.

Boy, did we run into problems with that! First of all, the recruiting command works for a whole different bunch of fellows; it's a stovepipe all of itself, and you can't get in there. Then, the helicopters work for another part of another institution, and the ROTC works for another part of that same institution. So when you try and glue all of this together, you just almost can't get there from here.

It took four months to get this one youngster to come fluttering in on the football stadium back home at his high school. We had to do it as an experiment! It's the only gimmick that we could use to break the institutional bounds.

"Let's try it and see what happens," we said, and it worked very well! Now it's being done rather generally but under very careful management guidelines, like flying hours, and all of that stuff.

## Bring them in!

I say to you guys that if you are going out and getting proficiency flying, go somewhere and do something! You know what I mean. Pick up the Army recruiter and take him with you, or a high school ROTC cadet. He'll sign the poop sheet, the release form . . . "The helicopter might crash!" . . . It might, but also the sedan he's driving in might get into a wreck, too, and he'll sign the poop sheet. He's a brave man and he just wants to get with it and help.

Let me say this: Get all aviators in the United States Army whose reputation is really tremendous and whose symbol — that ever-loving, O.D. flying machine — is really viewed by the American people, young and old, with tremendous affection, and whose symbol really transmits the spirit of this whole thing — fill up the tanks, hitch up your belt, take a whole bunch of poop sheets that people can sign absolving the U.S. Government from all sorts of damage, and get out there and bring good young men into the Modern Volunteer Army!



AAAA REFUND . . . WO (W1) Dave Punchak, center, class leader of WORWAC 71-41 at USAAVNS, is shown receiving a class incentive refund check from AAAA for the class's 100 membership in the ass'n. COL Sidney W. Achee, left, president of the USAAVNC Chapter of AAAA, and MAJ John W. Kearns, special asst. to the deputy post commander for ACS, are on hand at the turnover. (USA photo)

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## THE SERVICE SERVES!

**B**ECAUSE a helicopter can land where a jet can't, Juanita Reyes, a 25-year-old resident of Lakeworth, Fla., has at least a fighting chance to survive the extensive burns she received in an automobile accident near Marianna, Fla., on January 11.

Killed in the wreck were her mother and father, Mr. and Mrs. Vicente Reyes, also of Lakeworth. Juanita and a cousin, Carlos Garcia Reyes, whose injuries were less serious, were taken to Jackson Hospital in Marianna.

When doctors there determined that Juanita needed an immediate transfer to the Army's Burn Center at Brooke General Hospital, Ft. Sam Houston, Tex., a call was made to the Air Evacuation Command Post, Scott Air Force Base, Ill.

It was agreed the Air Force would provide transportation, but the nearest landing facility for its DC-9 jet aircraft was at Dothan, Ala., just 40 miles from Marianna. To solve that problem, officials at Scott requested that Ft. Rucker provide the needed mobility.

Approval was quickly given at the Army Aviation Center, and within a short time a medical evacuation helicopter, commanded by Captain Robert Deaderick, was on its way to Dothan. There the UH-1 "Huey", known as Flatiron, picked up the Air Force's medical team, flew them to Marianna



**HELPING HAND . . .** Shelves in the Army Community Service Hospitality Hangar at Ft. Rucker, Ala. overflow with clothing brought in to be used by families whose possessions were destroyed in the January 13 area tornado. Accepting items from ACS volunteer, Mrs. Bruce Summerford, is Jimmy Nash, whose brother-in-law, SSG Merle Bateman, lost their trailer, clothes, and many other items in the recent tornado. (USA photo)

where Miss Reyes was taken on board, and brought them back to the waiting jet in Dothan.

Miss Reyes remained on the very critical list on January 26, according to officials at Brooks. The fact that she was still alive at that time was at least partly attributable to the helicopter's versatility and the ready ability of Army crews and equipment to serve their fellow man.

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

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

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

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

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Publisher  
Army Aviation Magazine



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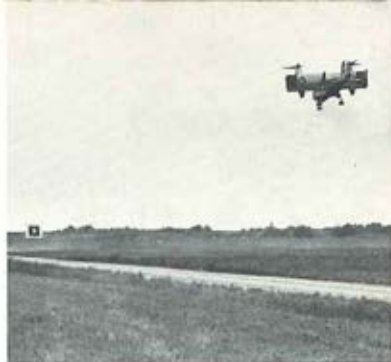
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## Hover Hitter

The Canadair CL-84-1 is a tilt wing VSTOL aircraft, powered by two variable attitude versions of the Army sponsored Avco Lycoming T53 gas turbine engines rated at 1500 shp.

Our cover picture shows the CL-84 in action during mini-gun tests at the Nicolet (Quebec) Range. In all flight modes the aircraft exhibited very steady platform characteristics . . . at 200 kts, with the wing fully down (conventional flight configuration), 30% hits were achieved. At 45 kts., with the wing at 40° tilt, the score was 84%, and in hover with the wing vertical, the score was 71% . . . and these were achieved on the first firing in each mode.

This was one of a series of continuing tests to assess the suitability of the aircraft in a variety of potential roles. To date, the CL-84 has demonstrated live simulated hover rescues from land and water, stores dropping, and the gun firing capability. Vertical and short take-offs and landings from a carrier are scheduled for the near future.



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