

Army Aviation

August, 1972

The King and Us

(see back cover . . .)



AVCO
LYON, CONNECTICUT
STRATEGIC CONNECTION

Policy

(The following guidance was approved at the Department of the Army level during late July and has been disseminated to CONARC and other commands and agencies for implementation.)

Recent Vietnam combat experience and aircraft survivability test results have revalidated Army doctrine concerning nap-of-the-earth (NOE) flight as a means of enhancing aircraft survivability in mid-intensity combat environments.

At the present time, Army Aviators are highly skilled in techniques developed over the years in the counterinsurgency environment but generally have *not* trained and operated nap-of-the-earth.

Worth the risk

Attainment of proficiency in nap-of-the-earth flight is strongly influenced in many cases by the concern of commanders over accident rates. While it is recognized that NOE flight is more critical from a safety standpoint than flight at altitude, commanders *must* accept an additional degree of risk in order to insure that their aviators

have a high degree of skill in tactical operations.

This can be accomplished by well thought out and closely supervised training programs. The result of such training will be a combat capability which will pay off in saving lives and equipment under actual combat. It will also insure that the full range of airmobility capabilities are achieved on the battlefield.

Nap-of-the-earth and low-level flight are defined in *FM 1-105*. At present, the Department of the Army imposes no restrictions on such flying except as outlined in Federal Aviation regulations. These regulations essentially require that flight operations be conducted without hazard to persons or property on the surface. For general airmobile and proficiency training of individual aviators, a safety buffer of 50 feet between the terrain and the aircraft is recommended.

The safety buffer provides an appropriate margin for error to insure that equipment and lives are not unnecessarily placed in jeopardy. At the same time, a

(Continued on Page 4)



Nap-of-the-earth Flight

ARMY AVIATION

VOLUME 21

AUGUST, 1972

NUMBER 8

RECOMMENDED FOR PROMOTION TO MAJOR GENERAL

Eight Army Aviators appear on the new list of 34 brigadier generals recommended for promotion to two star rank. They are:

1. Brigadier General Herbert E. Wolff, Chief of Staff, National Security Agency, Fort Meade, Md.
2. Brigadier General John K. Singlaub, Deputy Assistant Secretary of Defense for Drug and Alcoholic Abuse, Office, Secretary of Defense (Health & Environment), Washington, D.C.
3. Brigadier General Sam S. Walker, Commandant of Cadets, U.S. Military Academy, West Point, N.Y.
7. Brigadier General Henry E. Emerson, Commanding General, John F. Kennedy Center for Military Assistance, Fort Bragg, N.C.
13. Brigadier General Johnathan R. Burton, Deputy Commander, Army and Air Force Exchange Service, Dallas, Texas.
22. Brigadier General Eugene P. Forrester, Officer Personnel Directorate, Washington, D.C.
23. Brigadier General William J. Maddox, Jr., Commanding General, Combat Developments-Command Systems Group, Fort Leavenworth, Kansas.
32. Brigadier General James F. Hamlet, Director of Army Aviation, OACSFOR, Dept. of the Army, Washington, D.C.

FLOOD VICTIM

At publication time, the magazine learned of the death of Colonel J. Elmore Swenson, Ret., a 30-year Army Aviation veteran. Swenson had been missing since the mid-June floods in the Arlington-Alexandria area of Virginia. His body was recovered from the Potomac River near Point Washington on July 23. Details of the funeral were not available at publication time. He is survived by his wife, Mrs. Myrie Swenson of 3204 Cunningham Drive, Alexandria, Virginia.

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great deal of beneficial training can be realized in the areas of navigation, aircraft handling and communications.

However, the buffer will *not* provide the full range of tactical capabilities which are required for true NOE flight. Proper training in true nap-of-the-earth requires that aircraft operate at absolute minimum altitudes to take full advantage of terrain protection. Such training should be conducted in carefully selected areas and courses. It should be closely supervised by commanders who are in a position to make appropriate corrections and provide proper guidance.

Initial entry NOE

NOE training must begin at the training base during initial entry flight training. Student aviators must be imbued with the philosophy of mid-intensity environment, combat tactics and safety. The training base must provide the student with the basic proficiency to operate aircraft nap-of-the-earth and to meet the range of in-flight emergencies that can occur close to the surface.

Unit commanders should train individuals already rated as well as extend the training of new aviators received from the training base in order to develop a high degree of individual proficiency in nap-of-the-earth operation. Such training should include handling of the aircraft, and the use of maps for visual operation as well as use of electronic navigation aids.

Specific techniques appropriate to the battlefield tasks normally performed by the aviator also should be taught. For example, the scout helicopter pilot should be proficient in target acquisition and reporting. The gunship pilot should understand the delivery of ordnance at nap-of-the-earth altitudes.

Once individual proficiency has been gained, unit nap-of-the-earth flight can be utilized in planned field exercises where

the standard command and control structure is present. As a general guide to a safe, realistic training program, the following factors should be considered:

- Positive supervision of all participating aircraft.
- Preplanning, prebriefing of crews, observation of performance and postflight debriefing.
- Careful selection of the training area and flight routes.
- The identification, marking, and mapping of obstacles within that area.
- Constant updating of obstacle information based on regularly scheduled reconnaissance and survey.
- Realistic safety ground rules.

CONARC responsibilities

The Commanding General, Continental Army Command, will have the following responsibilities:

- Review initial entry training programs of instruction to insure that an appropriate amount of nap-of-the-earth training and emergency procedures are provided initial entry students.
- Prepare appropriate training literature to include recommended training course designs for use in unit tactical training so that maximum protection can be realized from terrain with due regard to safety considerations.
- Insure that nap-of-the-earth training is included in Army Training Programs, Army Training Tests and Operational Readiness Training Tests.

The Commanding General, Combat Developments Command, will review and revise as necessary appropriate field manuals and doctrine. Other major commanders will establish nap-of-the-earth programs and conduct training appropriate to the mission.

The Commanding Officer, United States Army Agency for Aviation Safety, has been instructed to provide positive assistance to major commands and, as requested, to individual units in the establishment of nap-of-the-earth programs.

GE's T700 engine for UTTAS
belongs in the modern Army



... compact and tough, it will keep on-the-go.

The 1500 shaft horsepower General Electric T700 will weigh a third less than comparable engines now in Army inventory, and measures only 47 inches long and 23 inches high.

Designed to *survive*, it features an integral inlet particle separator, self-contained lube and electrical systems, and minimum external lines and leads.

The T700 will be reliable and easily

maintainable—even in the field. Demonstrations have proven that two men using the tools in a Standard Army A07 Tool Box can change a complete hot-section in less than two hours.

The modern Army prides itself on being "lean, mean and mobile." General Electric is building that kind of an engine for UTTAS.

205-36

AIRCRAFT ENGINE GROUP

GENERAL  ELECTRIC

Yesterday

The celebration of an "Aviation Anniversary" is usually an occasion at which the eldest aviators are asked to come forth (some don't need an invitation!) and pontificate about how it was in the good old days. Much can be learned by younger pilots from such utterances. And when the Old Gray Fox concludes his remarks and sits down, one knows that the generation gap has been narrowed. It can't help but be narrowed for the "few well chosen words" will invariably confirm that the old one has once again said, "Don't do as I did, do as I say!"

Such was the occasion when Colonel William R. Mathews, the USCONARC Aviation Officer, and an Army Aviator since early WW II days, let a few skeletons out of the closet at an AAAA Dinner Meeting at Fort Monroe, Va., on the occasion of Army Aviation's 30th Anniversary. Young aviators can take heart in knowing that every aviation "No, no" imaginable has happened in the past. They simply haven't been well publicized!

— The Editor

THE kind remarks of the previous speakers are greatly appreciated for their accuracy and restraint. The 30th Birthday of Army Aviation has seen a number of changes in the program. At least, we don't have to worry about the Old Cavalry Colonel identified by Quentin Reynolds who said, "Cut those damn airplane engines off before they scare the horses."

This is June 2 and not June tenth, Emancipation Day, but when I look back over the years, you might say the Army Aviation Program has been emancipated.

If I haven't said it in 30 years, I probably won't get it said, but with your permission

Of closets and skeletons!

I would like to reminisce for just a few minutes. Perhaps some of those present from later years won't entirely appreciate the points but perhaps others will be reminded of thoughts they haven't had for some time. I won't guarantee the chronology of what I have to say, but I might remind you of . . .

... *Hank Wann's* little group of Liaison aircraft down on the Louisiana maneuvers in 1941 fishing one of their T-craft out of the drink. What an auspicious start!

... *BG (then COL) Wally Ford's* attitude toward grass, that is, "I have lieutenants and grass, but I'll have grass long after the lieutenants are gone."

... *Jim Knox's* complaint that he had seven students when he only flew them an hour each day.

... Or maybe *Steve Hatch's* 50 loops for *General Anderson*.

... How *Bob Leich's* airplane got under the Eiffel Tower.

... *Butch Kerr's* use of the ball peen hammer in his maintenance kit.

... *Paget Thornton's* experience with relief tube development.

... *Jim Leller's* and *Bill Larson's* students asking for a change in instructors because they were afraid to fly with their instructors.

... How deadly *Jim Hill* was in knocking umbrellas off tractors.

... *Dave Condon* liberating Cherbourg, France, and attempting to get a case of champagne the night Cherbourg fell.

... *Kem Blacker* exiting an L-17 over Duncan, Okla.

... *General Patton* having *Bryce Wilson* plan for an airmobile operation with 300 Piper Cubs.

... The first aviator who landed an airplane in the parking lot on the top of Mt. Scott at Ft. Sill.

... *Stu Baker's* foresight by affirming in 1944 that the helicopter was a bird of the future.

... *Major Carpenter's* grounding and assignment to Special Services for hunting tanks with six bazookas. They apparently don't bother BG's who do this now.

... *Jack Blohm* sending *Del Bristol* his L-5 in the back of a truck and *Jack* flying his H-34 battalion to Italy without permission.

... *J. Elmore Swenson* helping the 29th Division get the reputation of 20 looting and nine shooting.

... *Charley Matheny's* personal correspondence with *General Maxwell Taylor*.

... The unnamed aviator who got *General Lemnitzer* lost in the Punch Bowl in Korea.

To bring things more up to date, I might recall *Frank Meszar* explaining to *General Lemnitzer* (and quite a few Russians) why we had two *Mohawks* in Berlin.

Teamwork is the answer!

In a more serious vein, I'd like to feel that the Army Aviation Program — and Army Aviators as a group — are guilty of what *Jean Jacques Servan-Schreiber* accuses Americans in his book, "*The American Challenge*," and that is the creative power of teamwork. This power has brought the aviation program to where it is today!

To close, it has been a richly rewarding career, and the friends and associations made over the years are priceless. I'm sure that I speak for both Janice and myself when I say we'll miss the Army. I'd like to propose a toast to some of those who can't be here: *Dave Condon, Felix Coune, Steve Hatch, Tim Skelley, Joe McDonald*, and all the others who contributed so much to making the aviation program what it is today! *To those who can't be here."*



BIRTHDAY — Shown cutting the cake at the 30th Anniversary Party for Army Aviation at Ft. Monroe, Va., are, left to right, aviation pioneers, COL Delbert L. Bristol, Ret.; LTG Robert R. Williams; COL William R. Mathews; and BG Robert M. Leich, IGR. Mathews is a 1942-1972 veteran; the remaining three were June 1942 Liaison Pilot graduates in the "Class before Class 1" at Fort Sill, Okla.



THE FIRST — Sopping wet after their traditional "solo dunking" in the USAPHS pool at Fort Wolters, Tex., are the first two USMA cadets of the Class of 1974 to complete the special eight-week USAPHS flight orientation course. The West Pointers are, l-r, Cadets Michael S. Crocker, 19, of Centreville, Md., and John R. Fabry, 21, of Culloden, W.Va. (USA photo)

"A MOST CONGENIAL AFFAIR..."

ALL good things must come to an end and so it is with my tour in the Aviation Directorate. I have just been designated to command the CDC Combat Systems Group at Fort Leavenworth. This is the agency which supervises the activities of the CDC agencies at Forts Benning, Knox, Sill, Bliss, Belvoir, Monmouth, and Rucker. The group operates as a major command under *LTG John Norton* of Combat Developments Command.

I will describe the Combat Systems Group in greater detail after I arrive at Fort Leavenworth. In the meantime, I plan to write one additional column for this magazine before I depart as Director. Therefore, I will not unburden myself of my departing remarks until the next issue.

Congratulations are due *BG James F. Hamlet, Jr.*, who has been designated to succeed me. *Jim* is a highly experienced aviator who has just retired the colors of the 3d Bde, 1st Cav Div, in Vietnam. The brigade was phased out of Vietnam during the latest reduction in force which brought the U.S. strength in-country to 49,000. For the time being, some organizations of the brigade will remain as part of *Task Force Gary Owen*, a provisional headquarters. The 3d Bde colors were returned to Fort

Hood where the brigade was reactivated to join the remainder of the 1st Cav Division.

Press Conference

What is it like to be the main event at a Department of Defense press conference? My appearance to explain my impressions of my recent trip to Vietnam proved to be a most congenial affair. The preparation was the most difficult. My remarks, which were printed in the June issue of *ARMY AVIATION*, were first submitted to the Army's Chief of Information for review.

The script then was passed to the Office of the Assistant Secretary of Defense for Public Affairs where they again were reviewed. The tentative date was selected for the news conference which normally occurs at 1100 each day in the Pentagon. My first date was slipped because *Deputy Secretary of Defense Rush* was placed before the press in my stead.

My presentation included a script which I departed from at will, a short movie showing TOW missiles being fired by *Huey* gunships, some actual gun camera film from combat at Kontum, an inert TOW

missile, some photographs of destroyed equipment, and a spool of wire utilized by the TOW in its guidance system.

Under the rules of the house, the briefer faces the press with only one uniformed individual in the room with him. At my briefing this was BG Daniel "Chappy" James, Jr., USAF, who opened the conference with several news items and then introduced me. There were about 20 reporters present, all well dressed and apparently interested in the subject matter. Many asked one or more questions.

The session, which had been scheduled for 20 minutes, lasted an hour and fifteen minutes before the Dean of the Pentagon press corps closed it by saying: "General, thank you very much," in the same manner that the White House correspondents close Presidential question and answer periods.

Why the Cheyenne?

The most pointed question was: "If you can kill tanks with the Huey helicopter now, why do you need a bigger, more expensive helicopter to do the same?" The answer to this comes in several parts. First of all, the Huey and the Cobra represent 1950s technology and are considerably limited in power and space in relation to the capabilities a new, modern attack helicopter should have.

Secondly, the new attack helicopter must be capable of performing heavy combat in a mid-intensity or European type combat environment. This means that it must be armored against more than just small arms fire, that it must see and fight at night and in poor weather, that it must have precise on-board navigation so that it knows where it is at all times on the battlefield, that it have an effective heavy automatic weapon to supplement the fires of the TOW missile, and that it have, among other things, the capability of carrying a full load of missiles. This is something current aircraft cannot do in high density altitude conditions such as I experienced at Pleiku during the battle for Kontum.

Army Aviation's Director, Brigadier General William J. Maddox, Jr., tells what it is like to be the "main event" at a Department of Defense press conference . . .

As a result of the press conference, I was interviewed individually by four correspondents who were looking for greater detail on our success with the attack helicopter and the TOW missile in recent weeks. There appears to be a genuine interest by many people in the newly-proved effectiveness of Army aircraft. While our claims of target kills are not spectacular, they point up our conservative reporting system and the routine dedication which Army Aviators apply to the task, regardless of the weather or the opposition.

My press conference experience was designed to give credit to those who are still flying in the face of enemy fire and to those who support them even as far back as the CONUS training base. The press conference occurred during the same week that the Senate Armed Services Committee marked up the FY 73 budget for the Authorization Bill. While the Committee zeroed further funds for Cheyenne development, it used the following language to explain its action:

The action taken in deleting FY 73 funds for the Cheyenne RDT&E program applies only to that specific aircraft and indicates the Committee's concern with the cost and anticipated manpower support requirements of this weapon system.

Assuming that questions regarding helicopter vulnerability are resolved successfully, the Committee believes that there is a valid requirement for a more capable attack helicopter.

Cannon Report

With the completion of the markup, the Senate Armed Services Committee released the *Close Air Support Hearing Report* conducted by Senator Howard W.

**In our design for UTTAS
we've scaled down, not up...**

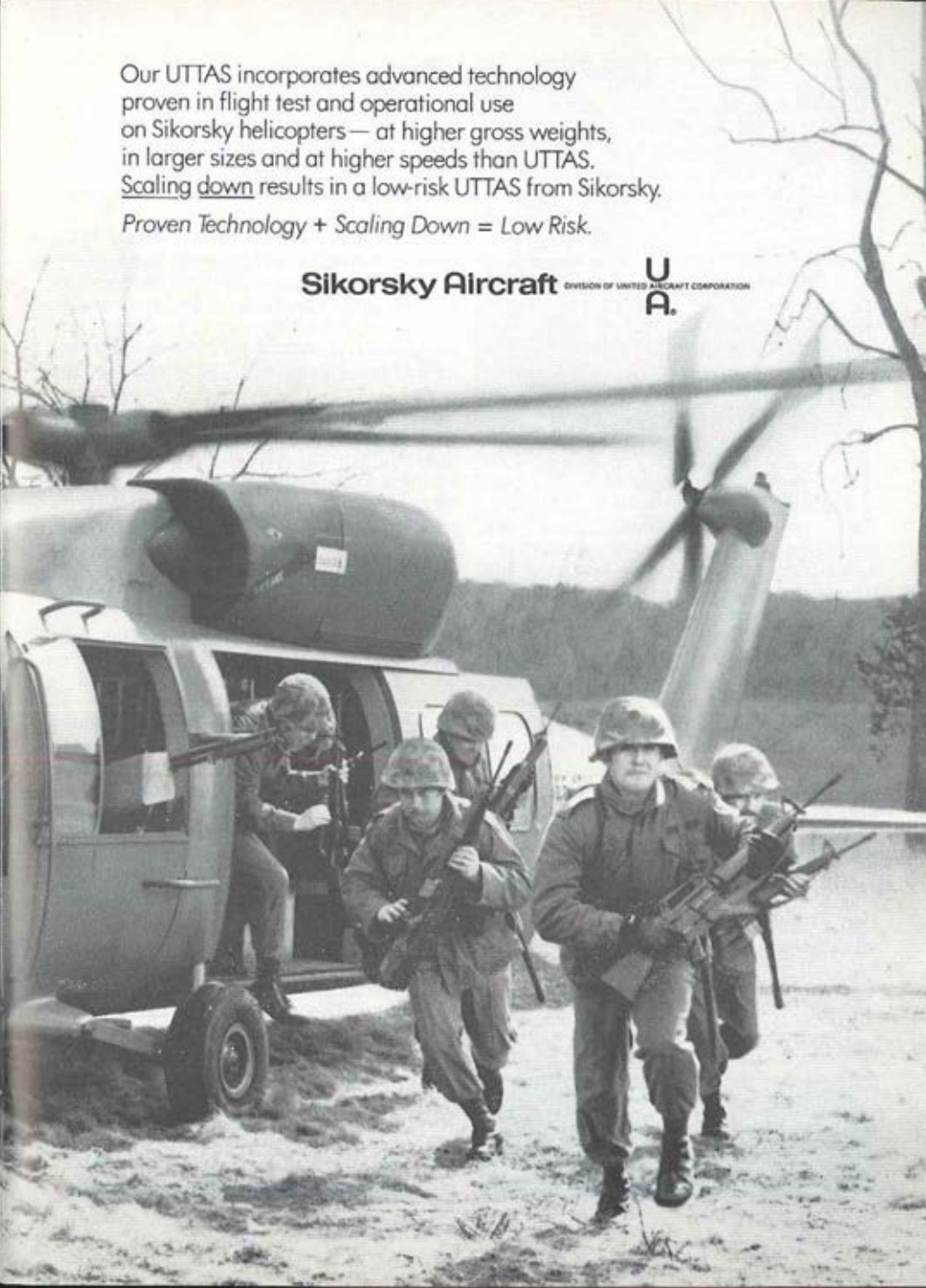


Our UTTAS incorporates advanced technology proven in flight test and operational use on Sikorsky helicopters — at higher gross weights, in larger sizes and at higher speeds than UTTAS. Scaling down results in a low-risk UTTAS from Sikorsky.

Proven Technology + Scaling Down = Low Risk.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

**U
A.**



Cannon and a special subcommittee. The important point in the subcommittee report is that it supports an improved helicopter for the Army. This support was hard won and only was achieved through the hard work, vision, blood, and sinew of the many aviators and crewmen who have performed so admirably in over ten years of combat.

While it often appears to us that the Army has a tough time in its quest for air-mobility, there is a basic bedrock support in Washington which flows from the steady, full-time work that we have done over the years.

Nap-of-the-Earth

Our current testing programs in Fort Hood and Europe have caused some concern among the aviators about our capability to fly nap-of-the-earth. In April, we published a message which encouraged commanders to conduct well-planned and supervised nap-of-the-earth training programs. This message stirred up considerable interest and we found that the proponents of safety in some cases became the opponents of suitable tactical training.

I would say to the safety officer who opposes realistic tactical training that he does his commander and his fellow aviators a *distinct disservice* by opposing nap-of-the-earth flight. Rather, he should set about to determine the best way to fly nap-of-the-earth so that we can find out the best way to survive in combat.

It is obvious to me that our accident rate may well rise especially in the initial period of such training. This is a cost we must bear if we want to make the greater gain later on in tactical effectiveness and conservation of lives under combat conditions.

To stress this point to commanders, *General Palmer*, as acting Chief of Staff,

Copies of the "1972 Directory of Helicopter Operators and Helicopter Flight Schools in the U.S. and Canada" may be obtained by writing AIA, 1725 De Sales Street, N.W., Washington, D.C. The 1972 Directory lists 1,491 operators.

signed a nap-of-the-earth letter which is reproduced on Page 2. Coupled with good unit training programs is a requirement for more attention to the nap-of-the-earth environment on the part of the training base. As soon as we move into nap-of-the-earth training, we will then stop "*drinking wet and voting dry.*"

One aspect of low-level visual flight which deserves another word is the concern expressed by a young, thinking officer at Fort Knox. Feeling the importance of nap-of-the-earth training, he suggested that the Army reduce the time devoted to instrument instruction. This would not be wise.

We owe it to our aviators to give them an instrument flight capability. They also deserve a prime visual flight capability. I think we can have both but it will require more time and effort. The front line aviator should have a capability to map read and fly within the protected shield of terrain and also have the option to climb and go on instruments if that becomes necessary. We must have well rounded people who can get the most from their machines.

Commander's Challenge

Recently I had the opportunity to speak to the Army's Aviation Safety Officer Class at the University of Southern California. The students all felt the course was worthwhile. From their academic vantage point, they had a good opportunity to be introspective about their units. One said that, if he could select his commander, he would have a better safety program. He certainly appeared to be serious about aviation safety and his remark posed a challenge to commanders. Is the commander utilizing this highly trained and technically qualified staff officer to assist him? Does he listen to safety advice before reaching his decision? Does he, in fact, have an aggressive safety program?

I'm not suggesting that the commander take and enforce every recommendation of the safety officer. It is apparent that he has other factors to consider; however, the commander should analyze safety rec-

ommendations and, on those occasions when he overrides a recommendation, he should explain in detail why he did so. This will increase the safety officer's confidence and his capability to support the commander.

The Vice President

In early April when the 101st Airborne Division officially returned to Fort Campbell, Ky., the Vice President appeared at the ceremony together with the Secretary of Defense and a large contingent of dignitaries. He provided some remarks which deserve reprinting. While *Mr. Agnew* was speaking to the 101st Abn Division, his remarks could apply to any other unit or group of individuals coming back to the United States from Vietnam. He said:

"There has been a strong effort in America to portray our involvement in Vietnam as a great costly mistake. Only the retrospective view of history will tell whether it was or it wasn't. But, beyond doubt, after agonizing deliberation, it has been the considered policy of four consecutive Presidents, from both political parties.

"I am confident that history will show that it was no mistake. Rather, it has been one of the most unselfish acts in the history of U.S. foreign policy. We answered the cry for assistance of a people who sought for themselves only the right to determine how they would live, and we refused to abandon them to the invader and demonstrated oppressor from the North despite pressures in this country as well as on the battlefield.

"Those battlefield pressures continue to this day as do the isolated cries in America for surrender of the South Vietnamese people to inevitable repression and slaughter. They will continue to be resisted by us as well as by the South Vietnamese, who are now undergoing a rigorous testing of how well they can stand when we have withdrawn completely.

"When the South Vietnamese have proved themselves — and I am confident they will — just as the South Koreans did

CLOSE LOOK



VISITS COMPANY . . . MG Charles A. Rollo (left), Alabama adjutant general, discusses the CH-54 "Flying Crane" helicopter with MAJ James H. Fitzgerald, Jr., commander of the 307th National Guard Aviation Company, from Birmingham. MG Rollo was at Ft. Rucker, Ala., to visit the company, which was at the post for two weeks active duty.

— it will be because the 101st Airborne and your colleagues in our other forces made it possible. You gave them time and assistance; you gave them the chance.

"I believe history will record that as a very worthwhile and moral accomplishment, perhaps the most moral act that the United States ever performed as a citizen of the world community. That is my answer to those who say this is an 'immoral' war.

"You can be proud of your service in Vietnam and you can look forward to a new challenge and new opportunity for the 101st Division in our armed forces."

Organization Changes

The Department of the Army has recently approved major changes in the tables of organization of aviation units. In the future, all TO&E units will be authorized flight safety technicians, instructor pilots, and instrument examiners. TDA units will receive the same authorizations but additional staffing will be required.

Staffing will be on the basis of one flight safety technician per company or unit with five or more aircraft, one instructor pilot per platoon of 20 aviators or unit with 5

or more aircraft, an instrument examiner per company or per 30 aviators. For the first time the aviation commander will have a standard technically qualified staff to assist him in the accomplishment of his mission.

Instrument Qualification

As I tour the country I find many units pushing hard to reach the goal of a full instrument qualification for all aviators by the end of 1972. Perhaps as good an example as I have seen is the 1st Cav Div at Fort Hood.

Of a total of 642 aviators in the division, 537 were in aviation assignments. Only 190 had current instrument cards. A total of 347 had expired tickets, tactical cards, or no instrument cards at all. Of this 347, 181 were qualified by mid-July and the remaining 166 were scheduled to qualify between mid-July and mid-October.

Company A, 227th Avn Bn, has the division mission for instrument training. The company provides 12 fully-instrumented

helicopters each morning and afternoon for training. While this is not the only way to get a big job done, it is working well in the 1st Cav Division.

Silver Eagles

The *Silver Eagles*, the Army's Helicopter Precision Demonstration Team, performed admirably during TRANSPO 72 at Dulles Airport near Washington in late May-early June. The team's next appearance was at Fort Rucker as part of that installation's 30th Anniversary celebration for Army Aviation. The team received very favorable press comments in the Washington area and was highly popular, particularly with children when *Bozo, the Clown*, appeared.

Because of the team's success, the Army has decided to continue with it on a permanent basis. The team will be stationed at Fort Rucker with a small nucleus of a half dozen aircraft which will be available for demonstrations throughout the U.S. Thus, for the first time in over ten years, the Army has a viable aerial demonstration capability.

Heavy Horsepower

I don't know how it is in the C-5 Fleet, but I think I've found the ex-Army Aviator who is driving one of the biggest pieces of aerial equipment in the world. During TRANSPO 72 I was invited into the cockpit of the Lockheed L-1011, the *Tristar*. On this particular flight, the aircraft set a new record of 271 people aboard. The aircraft already is certified for high density, seating over 400 passengers.

The *Tristar* was designed in the same general category as the Boeing 747 and the McDonnell-Douglas DC-10. It utilizes Rolls Royce engines and is being placed in airline service at the present time. In fact, the aircraft in which I flew had Eastern Airline markings. A prime feature of the Lockheed L-1011 is its exceptional quiet, which should please the environmentalists.

At any rate, its pilot, *Captain Charles*

NEW ADDITION



T-28 FOR MUSEUM . . . The logbook for a tandem seated T-28A aircraft to be displayed at the Army Aviation Museum, Ft. Rucker, Ala., is presented to CW4, Arnold L. Adams, left, to LTC Jonah B. Davis, Jr., CO, Headquarters Command. CW4 Adams is assigned to Ft. Bragg, N.C., and flew the T-28 from there to Rucker. The aircraft was used as a high performance chase ship and for aerial photography.

R. Hall of Palm Dale, California, told me he was a graduate of the first aviator class at Fort Rucker #55F. Let me say that Fort Rucker did well by *Captain Hall* because he made a L-1011 short field landing that looked like a good L-20 *Beaver* approach.

Environmental Support

The Army is in the process of loaning two UH-1 helicopters and two O-1 *Otters* to the Environmental Protection Agency. The aircraft will be used to conduct surveys of phosphate pollution in 1,400 lakes and waterways within the U.S. The loan supports the DOD domestic action program and the President's program to improve the quality of life in America.

New Mohawks

The *Mohawk* surveillance airplane is probably the most misunderstood piece of equipment in the Army inventory. It is the sole remaining fixed wing aircraft in the Army front line combat inventory. Therefore, it normally operates in units assigned to the Corps level of command.

Thus, it is *not* seen frequently by the average front line commander. He never receives a piece of intelligence that says: "*This is good news from the Mohawks.*"

In Vietnam the *Mohawks* generally provided intelligence for higher echelons of command, because the *Mohawk* possesses the best SLAR and IR sensors available for the type work that it does. Details on the sensors generally are classified and cannot be provided in general unclassified trade publications such as Army magazines and the *Army Times*.

Therefore, the *Mohawk* is *not* placed before the general Army audience so that thinking individuals are readily aware of its presence and capabilities. The "D" model *Mohawk*, which possesses better, more definitive button-on sensors — both IR and SLAR — already is working in Vietnam and soon will move to Europe. In controlled tests with the older models in Vietnam, the "D" model has proven to be

UNIT AWARD

Vietnam Cross of Gallantry, w/Palm, awarded to 10th Combat Aviation Battalion for support of the Vietnamese Army during the period 1 June 1970 to 11 January 1971. All personnel assigned to units within the battalion (HQ, 48th AHC, 92nd AHC, 155th AHC, 281st AHC, 192nd AHC and 243rd ASHC) during this period of time are authorized to wear this award permanently. Authority to wear the award is Vietnam Order Number 005-D/TTM/CL/NO, dated 11 January 1971. Personnel on active duty and authorized to wear this award should contact their personnel officer to insure the above data is recorded in their personnel files.

significantly better at intelligence collection.

The movement of *Mohawks* to Europe provides a good opportunity to demonstrate both the deployability of Army aircraft and to bring some attention to our very productive intelligence asset. For these reasons, I am flying the first "D" model *Mohawk* to Europe via the northern route.

A flight of three "D" models and two "C" models, under the command of *Major George Baena*, will stage at McGuire airfield in New Jersey. Stops will be made in Newfoundland, Greenland, Iceland, England, and then on to Hanau, Germany. My aircraft probably will stop in Heidelberg for a brief welcome ceremony. I hope the aviation community will join me in understanding the capabilities of the *Mohawk* and in helping to popularize it with front line people which it serves so well.

Instrument training

While kicking the bushes recently I have heard the view expressed that we cannot instrument train in many of our aircraft. Many people seem to think that the OH-6, OH-58 and AH-1 are inadequate for training. This is *not* the case.

True, these aircraft are not certified for actual instrument flight *except* under emergency conditions. There is no restriction to operating the aircraft for hood training. While the light observation helicopters do not possess an *IVSI* (*Immediate Vertical Speed Indicator*) they have adequate

instrumentation without it. In fact, an aviator should be able to sharpen his instrument flying skills if he operates with less than full instrumentation.

Let's take a positive approach to instrument training by fully utilizing our available assets. We must do this if we are to attain our goal of instrument qualification for all aviators on flying duty by the end of this calendar year. The goal is not unrealistic. The assets are available and it is up to the commander and the combat aviator to get the most out of them.

Soc Trang Tigers

My trip to Fort Benning fell on the day that the 197th Aviation Company was redesignated the 121st Aviation Company (AH). It is commanded by *Major Goffre W. Fillion, II*.

I visited the 121st because that number has a great personal meaning and because it designates a unit which arrived in Vietnam early and made a great deal of wartime history. I told *Major Fillion* that the company's name is "*Soc Trang Tigers*", regardless of where it is located in the world.

The unit arrived in Soc Trang in 1963 to trade places with a Marine lift squadron

which then moved north. The company phased out during the Vietnamization program in the fall of 1970 by turning its aircraft over to a Vietnamese squadron. Between these dates, the 121st became one of the most highly decorated units in Vietnam. Fort Benning should be proud to have this historic unit on its rolls.

Aerial Tow

The aerial TOW teams from the USA Combat Developments Command, who took our two missile-equipped *Hueys* to Vietnam in late April, have returned to home stations. The aircraft remain in Vietnam to be operated by in-country personnel. They have racked up an impressive 73 target hits in 89 combat firings.

To explain in greater detail the fine performance of the aerial TOW point target missile, *CW3 Lester Whiteis* came to Washington in July for a full round of press briefings and talks with Defense officials. Because of his extensive experience and the fact that he is one of the Army's new "tank aces" he represented the entire CDC TOW team in a most creditable and credible manner.

Warrant Officer Get-Together

Our senior warrant officers have their own thing going. I stumbled onto it during a Sunday afternoon visit at Fort Rucker. It turned out to be the second annual *CW4* reunion held at the Fort Rucker Lake Lodge.

The reunion extended from Friday through Sunday and included a series of social events, the climax of which was a luau on Sunday evening. Attendants included all active and retired *CW4s*, promotable and retired *CW3s* and *CW3* graduates of the Warrant Officer advance class at Rucker. More than 100 out-of-towners from as far away as Korea attended this year's reunion.

One credible aspect is the fact that our warrants don't forget the retirees. Over 40% of this year's attendants were retired



NEW COMMANDER . . . LTC William B. Harper, 3rd from left, receives the USAAVNS crest, Ft. Rucker, Ala., upon assuming command of the 4th Aviation Battalion recently from LTC James T. McQueen (left). Pinning on the crests are COL Paul C. Smithey, (2nd from left), brigade commander, and CSM William L. Nolin of the battalion.

Less than a carton of cigarettes.

That's what flight pay insurance costs per month for most company grade and warrant officer aviators insured under the AAAA-endorsed Flight Pay Protection Plan . . . Can you afford to take a \$1,500 to \$2,600 cut in your take-home-pay because of illness or accidental bodily injury? . . . Why take a chance when your total premium cost would only amount to \$3 to \$4 a month?

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TENANT HELPS LANDLORD — With the help of Navy crewmen who attached a sling, a U.S. Army Aeronautical Depot Maintenance Center Huey crew prepares to rescue a USN T-34 training plane that had made a forced landing on Padre Island off Corpus Christi, Tex. LTC Billy R. Hawkins and CW3 Jim Swindle, pilots, and Randy Havel, civilian crew chief, all of ARADMAC, brought the trainer home to the NAS where ARADMAC is a tenant.

warrants. The Saturday night dinner-dance drew 325 paid attendants and over 500 attended the Sunday luau; this despite the fact that the floods were still running on the eastern seaboard.

Chief Warrant Officer Bob Meade, with the help of Norm Cox and Jerry McCoy, shared the reunions. Credit also goes to CW4s Lou Berry, Dave Chase, George Gagnon, Don Graham, and Del Ferranti, and CW3 Les Coker. I am told that Mrs. Meade developed the invitation roster by extensive research into AAAA magazines, branch rosters, and other lists. She was assisted by Mrs. Donna McCoy who helped in mailing over 1,200 invitations.

MG Allen Burdett, Fort Rucker Commander, attended and voiced his support for continuing the tradition at the same time in 1973. CW4 Lenny Sims will be in charge.

Anniversary Party

The most enthusiastic aviation group I visited recently was at Fort Benning in late June. Colonel Bob Grow of the Law-

son Airfield Command gathered together nearly half of the over 700 Army Aviators stationed at Fort Benning for a Saturday morning aviation discussion. This was followed by an evening in which the aviators took over the Fort Benning main club for a 30th Anniversary celebration.

Ridiculous Accident of the Month

Again we have a double header ridiculous accident. The first concerns a UH-1H in Korea. The crash facts message states: "While starting aircraft, a loud bang was heard. On investigating, a hole was found in main rotor blade due to tie-down not being removed."

If that one isn't bad enough, let's try this OH-58 at Fort Sill: "While flying at low level to avoid artillery fire, the aircraft struck telephone wires at approximately 30 feet AGL, shearing the main rotor flight controls and resulting in loss of cyclic control and subsequent crash."

EVERY so often we manage to produce a significant advance in our way of doing things. We have had such an advance in the *Synthetic Flight Training System*.

Synthetic training automatically brings to mind the old Link trainer, which so many have sweated through over the years. Now we can see synthetic training as a major breakthrough both for instrument training and for contact flying as well.

Training simulation provides a capability to train realistically without the wear and tear on actual equipment. New technology has provided a means to simulate actual flights in ground equipment having the feel and sensation of actual flights. The trainer, which is a reproduction of an airframe, its control, and its instrumentations, saves operation and maintenance costs and is not subject to the uncertainties of weather.

To capitalize on such training benefits, the Army has established a program to equip the Army on an area basis in the appropriate simulators. Initial simulators are being procured for test at the U.S. Army Aviation school at Fort Rucker.

Three-phase program

The first *Synthetic Flight Training System (SFTS)* is designed for instrument and standardization training, to include emergency procedures. Generally this is not now possible with existing devices except in the actual aircraft. Later, the Army plans to develop *SFTS* with a visual capability outside the simulator through the use of television projection in front of the windshield.

The current development plan calls for a three-phase sequential development program. The first phase involved the development of one UH-1H unit which consisted of a four-cockpit simulation facility tied together with a single master control panel.

Phase two is to be initiated in first quarter FY 73, with the development of a CH-47C *Operational Flight Trainer (OFT)* consisting of one cockpit with a visual device. An AH-1G Cobra-Tow simulator is

programmed to be the third system with development starting in first quarter FY 74.

The *SFTS* UH-1 system consists of four cockpit modules, four motion platforms, one computer module, and one instructor station. The motion platform is powered by hydraulic actuators which drive the motion platform with the fidelity of the actual aircraft.

Each of the four cockpit modules can be programmed to perform independently such aircraft maneuvers as ground control approach, nondirectional beacon approach, and instrument landing system approach. Prerecorded briefings and instructions prepare the student for the training mission. Realistic computer-controlled demonstrations of maneuvers and tape recorded commentaries enhance training value. This allows one instructor to train four pilots simultaneously.

The *closed circuit television (CCTV)* in each cockpit permits the instructor to continuously monitor and record trainee performance. An automated, objective performance measurement system provides for trainee evaluation. A noise environment generator provides aural cues to the trainee to simulate all sounds normally associated with the aircraft operation. A five-degree-of-freedom motion system provides acceleration cues in vertical, lateral, pitch, roll, and yaw axes.

UH-1 prototype model

The first UH-1 prototype simulator model received by the Army is located at USAAVNS, Ft. Rucker, Ala. Engineer testing was completed in November 1971 followed by service testing which was completed in January 1972. The UH-1H system was considered suitable for type classification by the U.S. Army Test and Evaluation Command (USATECOM) on 17 April 1972.

During the service testing of the *SFTS*, a "transfer of training" study was conducted. The trainees who participated in the *SFTS* service test received the same undergraduate pilot training as their con-

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Marines UH-1E



Air Force UH-1N



Marines AH-1J



Army OH-58A



Army TH-13T



Marines AH-1G



Army AH-1G



Marines UH-1H



Marines UH-1H

temporarily, except that all instrument training was administered in the SFTS instead of in the TH-13T and the existing training devices.

Additionally, the UH-1 Advanced Contact Phase transition training, received by this group, was modified to take advantage of the training received in the SFTS.

Sixteen trainees participated in this test. Using a table of random numbers, trainees were selected from an Officer Rotary Wing Aviator Class which had completed the primary phase of training (110 hours contact training in the TH-55). These trainees had no prior instrument flight training and had relatively little flight experience prior to entering the Army pilot training program.

I-Ticket in 49+ hours

All instrument training was conducted in the SFTS on a proficiency basis. Necessary instrument flight-related academic instruction was conducted under the supervision of each trainee's Instructor Pilot (IP) using programmed textbooks. When the IP determined that his students met all proficiency requirements for an Army standard instrument rating, he scheduled checkrides for them.

The mean time required for these students to pass the required instrument checkride in the SFTS was 42 hours, 50 minutes. Of this, 40 hours, 28 minutes were devoted to training and 2 hours, 22 minutes to evaluating student performance during

checkrides. This compares to the total training and evaluation time scheduled for all conventionally trained students of 86 hours, 60 hours in the TH-13T, plus 26 hours of training time in a current simulator device.

After passing the instrument checkride in the SFTS, these experimental trainees were judged qualified with regard to proficiency for award of a standard instrument rating. Present Army regulations, however, require that such an award be made only upon the basis of performance during a checkride conducted in an aircraft.

In order to conclude the test, each trainee "transitioned" from the SFTS to an instrument equipped UH-1H. None of the trainees had prior experience flying the UH-1. Transition training was restricted to the checkride and the necessary preliminary familiarization with the aircraft under simulated or actual instrument conditions, since it was presumed that all necessary instrument training had been conducted in the SFTS.

The mean aircraft time required for this transition training and subsequent instrument checkride was 6 hours, 27 minutes. All of the 16 trainees satisfactorily passed the checkride on the first attempt except one who passed the second instrument checkride.

The fact that the SFTS trainee transfers easily to the aircraft is not surprising since it is a high fidelity simulator of the training aircraft. Airline experience with transitioning pilots to new commercial airline aircraft has shown that such equipment can provide effective training.

Non-Lubrication Bearings

Bell Helicopter Company will cold weather test elastomeric bearings for helicopter main and tail rotor applications, under a \$73,500 research contract awarded by the Eustis Directorate, Army Air Mobility R&D Lab, Ft. Eustis, declared Col. John R. Adie, director.

These bearings require no lubrication. They are made out of elastomer and steel separator plates and accommodate all oscillatory motions induced by the rotors through deflections of the elastomer pads, explained project engineer John W. Sobczak, Aircraft Subsystems and Equipment Division.

Previous tests points to increased safety, reduced helicopter down time, lower maintenance costs and longer service life with this application.

Tests will be conducted on an OH-58 helicopter under temperature levels down to -65°F in the Climatic Hangar Facility, Eglin Air Force Base, Florida. This research effort will help determine the operating characteristics of the elastomeric bearings and their suitability for use in extremely cold regions. Contract specialist is Robert R. Stanfield.

Confidence value in AI

Work to date indicates that simulators can be used as effectively with undergraduate Army trainees as with highly experienced commercial pilots. In fact, as far as the Instrument Phase is concerned, the Army undergraduate training was significantly more effective than the conventional training conducted by the Army today.

The aircraft time was much less, approximately 6½ hours for the test group versus 60 hours for the conventional trainees. The total aircraft and simulator or training device time also was less, approximately 49 hours for the test group (including two checkrides), versus 86 programmed hours for the conventional trainees. Also, calendar time was only eight weeks versus 12 weeks for the conventional program.

Because there is considerable confidence value in actual flight, it is not envisioned that the SFTS will eliminate the need for some aircraft flight instruction. However, the test program indicates that with properly designed equipment and training programs, much of the training now conducted in aircraft could be conducted more efficiently and cheaply on the ground.

There probably is an SFTS in your future — and you will like it when it arrives!

Operations

Change in concepts or operational procedures is usually met by various responses, some emotional, some rational, and a few embodying both. Such is the feeling surrounding the current test program of the white air ambulance.

This article is not designed to "sell" a product, but to provide some background on the overall rationale for white air ambulances and perhaps clear the air of inaccurate rumors.

History

The history of the air ambulance is a story of dedication, bravery, and unfortunately, sometimes of death. MSC aviators flying *Dustoff* missions in Vietnam represent the large majority of the AMEDDs combat losses. To spend a year flying *Dustoff* missions in combat is roughly comparable to volunteering to be point man in a combat patrol for a year. The odds given for being killed or wounded are heavily against you.

Many efforts were made to offset these inherent dangers. Armor plated seats and body armor helped. However, this assisted the individual but did little for the entire crew when the helicopter was hit and crashed. During the buildup years of 1965, a machine gun carrying patient protector was added to the crew to return enemy fire and keep the enemy down until the air ambulance could depart the area.

**By Lieutenant Colonel
Richard H. Scott, MSC,
Headquarters, U.S. Army
Medical Command, Europe**

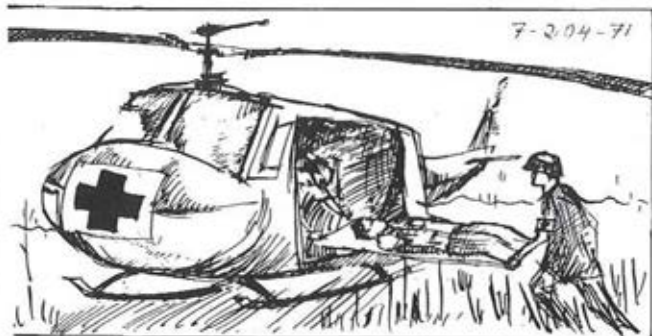
This concept was finally discarded since the additional crewman occupied space needed for patients and was of questionable use due to his inability to fire without wounding friendly troops on the ground. Use of accompanying gunship support followed and proved to be the best deterrent. Enemy troops were hesitant to fire when they knew that the gunships overhead would seek swift reprisals. This procedure waned as permission to return enemy fire became harder to obtain.

Hard to Hide!

Subdued red crosses on the helicopters were tried by some units while others tried to enlarge the red cross. During all of these experiments, the same facts came to the surface:

- Due to size and sound, it is virtually impossible to "hide" an air ambulance in a combat environment.
- The visible red cross is a must, if for no other reason than the tremendous impact that it has on the morale of the wounded soldier who feels that he "has

The Case for White Air Ambulances



White Medevac Leaflets

These leaflets are dropped in Vietnam to inform the Viet Cong and North Vietnamese Army of the mercy mission of the white air ambulances. Top: The front of the leaflet reads in Vietnamese, "White medical helicopters with Red Cross markings are not armed. They are used only to save endangered lives." A silhouette of a helicopter is shown. The back has the wordless pictures shown above. Bottom: The front of the leaflet reads, "All medical helicopters have the red cross markings. Some new medical helicopters are painted white so they can be better recognized by your ranks and should not be fired at."

The back shows this picture of a helicopter. It reads, "This is a new white medical helicopter. Just like other medical helicopters it is unarmed and has no other mission than saving the wounded, be they friend or foe. DO NOT SHOOT AT THESE MEDICAL HELICOPTERS."

it made" once he sees the *Dustoff* coming in for him.

- Continuous and sometimes frequent reports from *Dustoff* pilots of enemy soldiers (especially NVA) not firing on a *Dustoff* ship while raking devastating fire on resupply ships or gunships in the same area.

- There was a distinct lack of news coverage when air ambulances were hit despite the acknowledged fact that the NVA and Viet Cong were susceptible to world opinion and the shooting down of unarmed air ambulances was a flagrant violation of the Geneva Convention. Nothing would have focused more attention or pressure than a front page picture of an

(Continued on Page 32)



Đây là một chiếc trực thăng cứu thương màu trắng. Cũng như các loại trực thăng cứu thương khác, trực thăng này không có vũ trang, chỉ có nhiệm vụ duy nhất là cứu người không phân biệt bạn hay thù.

ĐỪNG BẮN VÀO NHỮNG TRỰC THĂNG CỨU NGƯỜI NÀY.

7-205-71

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NEW SR-71 RECORDS—Looking more like a mod projectile than a reconnaissance aircraft, a USAF SR-71, cruising at speeds faster than the velocity of a rifle bullet, and at altitudes above 80,000 feet, established new duration and distance records on a 10½ hour flight covering 15,000 miles. The spectacular flight of the Lockheed-built supersonic aircraft on April, 1971 was revealed in July, 1972 when the USAF announced the crew had won the Mackay Trophy.

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ST. CHARLES, MO. — H. S. Hovey, Jr. (2d from right), DCS for R&D, USA Security Agency, accepts the first of nine Beech RU-21 aircraft equipped with Cefirm Leader, a classified tactical electronic warfare system. E. C. Lindenberg (2d from left), McDonnell Douglas Electronics Co., director, project management; Russ Shields (left), director MCAIR flight test; and LTC John P. Brown (r'ght), Cefirm Leader project coordinator, look on. (MDEC photo)

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JUNE SELECTION

Two years with Uncle Sam held many surprises, adventures and satisfactions for this

Army Wife in Germany

MOLLI OLIVER MERTEL

\$3.50. EXPOSITION PRESS, NEW YORK, N.Y.

Countless military men have written books about their varied experiences in serving Uncle Sam around the globe. But how do their wives, who sometimes accompany them, occupy themselves when their husbands are busy with official duties? In this blithe-spirited book Molli Oliver Mertel, wife of Colonel Kenneth D. Mertel, tells of her eventful two years in the late 1960's at a U.S. Army aviation post just outside a tucked-away, medieval town, Schwabisch Hall, Germany. There, as wife of the Post Commander of Dolan Barracks, Mrs. Mertel found life to be full, exciting and spiced with surprises. That she was new in her role of Army wife added to the sense of adventure and sometimes provided a humorous twist.

"In a few days I was told about the Change of Command Ceremony which would formally put my husband in charge of his post," Mrs. Mertel writes. "I was very proud when the green tabs were pinned on my husband as Commander of the Fifteenth Aviation Group (Combat). The general came

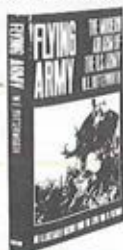
over to me and spoke warmly, I introduced him to my daughter. Coated, gloved and hatted, I had briefed her on saying, 'Good morning, General, how are you today?' We had rehearsed it twenty times. Of course, she grinned and said, 'Hi, General!' He smiled and patted her head."

The author explores the ancient town of Schwabisch Hall, discovers a prince, a Turk, a Russian prisoner, the Landsrat, shop keepers; tells of a small town whose cobblestones and crumbling fountains speak of times that have been. She writes of the roar and hurtle of helicopters and flying cranes landing on the airfield, clues she finds of the former Nazi post, boat trips with the Germans on the cool, shadowy Neckar River, of the quest for antiques. Her final chapter recaps her twenty-year love affair with London, Paris, Zurich, Venice, and Lake Como.

ABOUT THE AUTHOR

Molli Oliver Mertel is a native of Worcester, Massachusetts, graduated from Dana Hall Prep School in Wellesley, and earned her B.A. degree at Agnes Scott College, Decatur, Georgia. She has done considerable free lance writing and has been a reporter and feature writer on the *Wellesley Townsman*, the *Boston Globe* and the *Worcester Evening Gazette*. Mrs. Mertel wrote this book, her first, after Colonel Mertel had completed his tour of duty in Germany and volunteered for his third tour of duty in Vietnam. He recorded his earlier experiences there in his book, *Year of the Horse—Vietnam*, which tells of the battle successes of the "Jumping Mustangs," a battalion of the 1st Air Cavalry Division. The Mertels are parents of one daughter, Maria.

MAY SELECTION



Flying Army

"FLYING ARMY" traces the evolution of Army Aviation from its roots in Thaddeus Lowe's Civil War observation balloon, through its first tottering steps with artillery spotting and liaison aircraft in World War II, through the Korean War, and on to today's highly mobile airborne infantrymen and air cavalry units that have all but replaced the foot soldier of the past. An interesting history, and a "must" item for those who made the history. Covering "The Modern Arm of the U.S. Army," the book's 196 pages are amply illustrated with some 232 photographs.

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AMBULANCE/Cont. from Pg. 24

air ambulance crashed due to the enemy action. Yet the only mention was a small comment buried in the depths of secondary news.

- There was growing evidence that the NVA did recognize the Geneva Convention and adhered to its principles as they interpreted them. This was confirmed many times through analysis of POW interrogation comments.

Why a White Helicopter?

The rationale for a white helicopter is almost too simple for words. If recognition of a white helicopter marked by large red crosses would preclude one enemy round being fired in its direction, then the program is a success. Any program that would reduce enemy action directed against air ambulances and save one life would be the most significant action initiated in recent years.

One of the deepest fears in proposing the white air ambulance was that the military and civilian communities would expect miraculous results and thereby be discouraged when the inevitable happened and a white helicopter was hit by enemy fire.

The other major reservation was that the *Dustoff* pilots would react emotionally against the concept and not allow an objective test. The results have been exceptionally good. Enemy hits have been few and the pilots acceptance and enthusiasm is remarkable.

World-Wide Conversion

During the Jordanian internal conflict, the United States provided medical support under the auspices of the International Red Cross. One of the first requests from the hospital commander was for air

ABOUT THE AUTHOR

A Flight Surgeon of long standing, LTC Richard H. Scott, MSC, served as Aviation Consultant to the Chief, Medical Service Corps, at the time he prepared this article for publication.

ambulance support. This, in turn, had to be evaluated on the basis of recognition of the non-combatant status of the *Dustoff* choppers and the reluctance that they might be mistaken for Jordanian military helicopters and fired on. A white air ambulance would have removed many of these reservations.

Moving to the "conventional" battlefield of Europe, where the *Dustoff* helicopters would return to a role of operating primarily behind friendly lines, the greatest danger emerges as the probable air parity or even air superiority of opposing forces. The question is, would the enemy risk a high cost, high performance aircraft to penetrate the friendly missile umbrella and destroy a clearly marked air ambulance on a single ship mission? The answer seems evident.

World opinion regarding shooting down of unarmed mercy aircraft plus the high risk/low return situation provide the best protection for *Dustoff* and the best endorsement for the white air ambulance.

Everything to gain

The conclusions presented here represent one prevalent thought: We—the U.S. Army, the Army Medical Department and *Dustoff*—have everything to gain and nothing to lose in the conversion to white air ambulances.



Reprinted from the Spring, 1972 issue of the "U.S. Army Medical Department Newsletter."

ENTER THE AUGUST 1 - OCTOBER 1

Worldwide 60-40 AAAA Scholarship Golf Tournament

Sponsored by the Army Aviation Ass'n of America
Scholarship Foundation, Inc.

Compete in an international tournament with golfers playing courses in the Far East, Europe, Central and South America, Australia, and Africa, as well as in the United States and Canada.

Enter as often as you wish! Play on your own course!
60% of All Prize Monies Retained for Local Tournament Prizes!
40% of Prize Monies Used for International Tournament Prizes!

The value of the winners' prizes are limited only by the number of
Tournament rounds played in each flight!

Remember that you are competing WORLDWIDE! There could
be several thousand rounds played in your flight!

ENTRY FEE: \$2.50 PER ROUND
(Includes \$1.50 donation to AAAA Scholarship Foundation)

14 FLIGHTS TO ENTER — ENTER MORE THAN ONE!
(All handicaps and scores are to be attested by your local pro.)

AAAA MEMBERS AND WIVES

- (1) Men's Low Gross Flight
- (2) Men's Handicap Flight
- (3) Men's Callaway Flight*
- (4) Men's Kicker Flight
- (5) Women's Low Gross Flight
- (6) Women's Handicap Flight
- (7) Women's Callaway Flight*
- (8) Women's Kicker Flight

NON-MEMBERS AND WIVES

- (9) Men's Low Gross Flight
 - (10) Men's Handicap Flight
 - (11) Men's Kicker Flight
 - (12) Women's Low Gross Flight
 - (13) Women's Handicap Flight
 - (14) Women's Kicker Flight
- *1972 Callaway Handicapping
USGA Rules prevail throughout

To Enter the 1972 Worldwide AAAA Scholarship Golf Tournament:

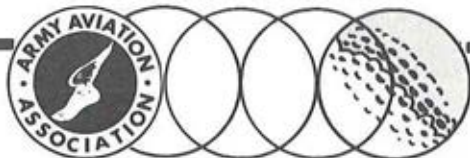
Obtain a dated scorecard from your local pro, or write for one by forwarding the coupon below. Play your round of golf. After the round, select the flight that you wish to enter (low gross, handicap, Callaway, or Kicker's), have your local pro attest your scorecard and signature, and give the scorecard to him for transmittal . . . Want to really help? . . . Get **FOUR** scorecards — one for each of your foursome, and sell each a card! They'll be making a donation by playing one round for the Foundation!

Play infrequently? Have a poor round? Enter the "Kicker's Flights."

For those who don't play often, or at all, or who play but have a poor round, there is a special "Kicker's Flight." Before starting your round, select any handicap you wish between one and fifty, and have your local pro note this handicap on your scorecard. Play your round. Then enter your actual score on the scorecard, subtract your handicap, and the difference is your "Kicker's Score." The "Kicker's Flight" is divided into an "A Flight" with Kicker's Scores between 70-85, and a "B Flight" with Kicker's Scores between 86-100. The Foundation judges will draw one number "from the hat" to determine the winning "Kicker's Score" in "A" and "B Flight" and all entrants having that "Kicker's Score" will receive prizes, the pro-rated value of which will be determined by the number of entrants in each of the two "Kicker's Flights."

Notification of 1972 Tournament Winners:

The names and addresses of all Tournament Winners will be forwarded to your local pro shop on October 6 on a Winners' Tally Sheet, and will be published in the November, 1972 issue of ARMY AVIATION. Since 60% of each entry fee **MUST** be retained for local prizes for each flight played, there will be **AT LEAST ONE WINNER** at each course for every flight that has an entrant! The amount of the local tournament prizes is dependent upon the total number of entrants in each particular flight. There will be 10 winners when the prize pool exceeds \$500; eight winners when the prize pool exceeds \$200; four winners when the prize pool exceeds \$100; and at least two winners when the prize pool exceeds \$25. Prizes are merchandise gift certificates provided by your local pro shop. A Foundation drawing will determine the order of finish in the event there is a tie in any flight, except the Kicker's Flight.



COUNT ME IN!

I'd like to enter the 1972 Worldwide 60-40 AAAA Scholarship Golf Tournament and have enclosed my personal check made payable to the "AAAA Scholarship Foundation, Inc." Please forward me Tournament Entry Card(s) at \$2.50 each.

Please print name of course

Name (Please Print)

Address

City State ZIP

News/Photos



CONGRATULATIONS — BG L. E. Van Buskirk (right), Director of Procurement and Production at AVSCOM, congratulates COL Charles L. Calvert, CO at the Boeing-Vertol Plant Representative's Office, on receiving his colonelcy. The latter flew from St. Louis to officiate at the ceremony held at the Philadelphia plant.



DFC AWARD — CWO William Murray (r.), Company A, 82d Avn Bn, receives the Distinguished Flying Cross from BG Calvert P. Benedict, ADC of the 82d Avn Div, at early July ceremonies for heroic actions while serving as a helicopter pilot in USARV.



NO. 1 — 1LT Edward Bruce (r.) receives his diploma and an AAAA Certificate of Achievement from AAAA's David E. Condon (Fl. Eustis) Chapter on being the Distinguished Graduate of AMOC #17 at the USA Transportation School. LTC Charles D. Grim, AMTD, makes the award presentation. (USA photo)



PROUD DAY — BG and Mrs. William J. Maddox, Jr. flank their son, WO1 William J. Maddox, IV, following the latter's July 11 graduation at USAAVNS. The new Army Aviator was sworn into the Army as a warrant officer in prior ceremonies by his father, the Director of Army Aviation. (USA photo)

TRIO — CW3 Victor Turzanski (left), an Army Aviator with WW II-Korea service with the USN and USAF, who recently received a USAAVNS' Certificate for 12,000 accident-free flying hours. COL Earl W. Fletcher (cen.), now the Assistant Commandant at USAAVNS, succeeding COL Hubert S. Campbell. COL Harold T. Smith (r.), will be the Acting Deputy Commandee of the Army Aviation Center.

(USA photos)



1972 AAAA National Convention and Worldwide Aviation Symposium

1972 ADVANCE REGISTRATION FORM — SUBMIT PRIOR TO OCT. 1

I plan to attend the functions of the 1972 AAAA National Convention indicated below and have enclosed a check made payable to AAAA to cover the cost of my attendance. I understand that the Registration Fee covers my AAAA Registration and my attendance at all Oct. 11-13 AAAA professional presentations.

Function (All at Sheraton-Park Hotel)	Quantity Desired	Military Member	Civilian Member	Non- Member	Amount
1. Registration (a)		\$ 6.00	\$10.00	\$15.00	\$.....
2. General Membership Luncheon Noon-1:30 p.m., Oct. 12		\$ 8.00	\$12.00	\$15.00	\$.....
3. AAAA 15th Anniversary Reception 8 p.m., Thursday, Oct. 12		\$ 7.00	\$12.00	\$15.00	\$.....
4. Honors Luncheon and Reception (b) 11 a.m.-2 p.m., Oct. 13		\$ 8.00	\$12.00	\$15.00	\$.....
5. Combined Convention fee (Includes 1, 2, 3, and 4 above)		\$25.00	\$40.00	\$55.00	\$.....
(Advance Registration received by Oct. 1)		(\$23.00)	(\$38.00)	(\$53.00)	\$.....
6. Ladies' Brunch 10:30 a.m.-Noon, Oct. 12		\$ 3.00	\$ 3.00	\$ 3.00	\$.....
7. Combined Fee with Wife (Excludes Item 2 for Wife)		\$38.00	\$60.00	\$75.00	\$.....
(Advanced Registration received by Oct. 1)		(\$36.00)	(\$58.00)	(\$73.00)	\$.....
8. Honors Luncheon Table Reservation (Per 10-seat table with 4 AAAA seats)		N/A	\$25.00	N/A	\$.....
(a) Wives need not register. "Military" includes active Army, retired, Reserve Component, and DAC personnel.					Total — \$.....
(b) Includes complimentary Reception cocktail.					

Name Rank

Unit or Firm

Street

City State ZIP



**Plan to Attend!
1972 AAAA
National Convention**

**SHERATON-PARK HOTEL
WASHINGTON, D.C.**

WEDNESDAY, OCTOBER 11

Early Birds Reception

THURSDAY, OCTOBER 12

Chapter Delegates' Breakfast
A.M. Professional Programming

"ARMY AVIATION WORLDWIDE"
"Dedicated to Land Combat"

Membership Luncheon
(Open to All Attendees)

President's Annual Report
Election of National Officers

P.M. Professional Programming
Career Guidance Counselors

Cub Club Reunion
President's Reception

FRIDAY, OCTOBER 13

AAAA Professional Programming
"Update — Project MASSTER"

Honors Luncheon Reception
1922 AAAA Honors Luncheon

Diehards' Reception

CONVENTION!

AAAA CALENDAR

CONNECTICUT CHAPTER. Professional dinner meeting. The Honorable William M. Magruder, Special Consultant to the President, guest speaker. Frederick's Restaurant. 6:30-9:30 p.m., July 6. Members-guests.

BLUEGRASS CHAPTER. Professional luncheon meeting. Ralph P. Alex, Chief of Marketing R&D, Sikorsky Aircraft Division, guest speaker. Brick Mess. 1130-1300 hours. July 12. Members only.

CONNECTICUT CHAPTER. Third Annual "Summer Skirmish" and Pool Party. Lycoming-Sikorsky Inner Tube Regatta. The Kestens. 3:00-9:00 p.m. July 15. Members-wives only.

ARMY FLIGHT TRAINING CENTER CHAPTER. AAAA-AUSA Golf Classic. Ft. Stewart, Ga. golf course. 18-hole Four-Man Team (low total). 0800 hours. July 15. Members-guests.

TENNY CHAPTER. Ft. Campbell, Ky. Combined social-business meeting; installation of 1972-1974 TENNY Chapter officers. 1800-2000 hours. FCOOM. July 21. Members-prospective members-wives.

LATIN AMERICAN CHAPTER. Professional luncheon meeting. Captain Lorenzo Purcell, Deputy Chief of Staff, Panamanian Air Force, guest speaker. Amador Officers' Open Mess. 1130-1330 hours. July 28. Members-guests.

GOLDEN GATE CHAPTER. Swimming Party and Quarterly Meeting. Hamilton Officers' Club. 1600-2000 hours. July 29. Members-guests-wives.

NORTHERN LIGHTS CHAPTER. General membership meeting. Fort Wainwright Officers' Open Mess. 1530 hours. July 31. Members-prospective members.

WASHINGTON, D.C. CHAPTER. 1972 Potomac River Cruise. Wilson Lines' Double-Deck Cruiser. Free bar, music, dancing, buffet dinner, door prizes. Wilson Lines' Pier #14. Sailing at 1915 hours. August 5. Members-guests-wives-families.

MORNING CALM CHAPTER. Professional meeting. LTG W. R. Peers, Deputy Commanding General, Eighth U.S. Army, guest speaker. Details to come. August 18. Members-guests.

BLUEGRASS CHAPTER. Professional luncheon meeting. Clifford J. Kalista, Vice President for Govt. Marketing, Bell Helicopter Co., guest speaker. Brick Mess. 1130-1300 hours. August 30. Members-guests.

New TENNY Chapter

Members in the Greater Fort Campbell area have re-activated their '57-'64 Quad-A Chapter, the organization meeting taking place on May 12. The Association's 44th Chapter activity was named the TENNY Chapter by the post's 122 members. COL Edward P. Lukert was elected president of the new Chapter with LTC Charles A. Bullock as Exec V.P., CW3 Roger L. Dunford (Sec), and MAJ Eldon K. Ball (Trea).

As Vice Presidents, the members elected the following to their initial slate: CPT Donald E. Darby (VP, Memb Activ), LTC Edwin M. Aguanno (VP, Programming), and WO Raymond L. Johnson (VP, Publicity).

Firsthand Report



FT. KNOX — Ralph Alex, Chief of R&D Marketing at Sikorsky Aircraft, is shown addressing some 120 Bluegrass Chapter Quad-A members at that Chapter's July 12 professional luncheon meeting. The members were briefed on the Sikorsky's S-67 Blackhawk attack helicopter, its Aerial Armored Scout, and the Advancing Blade Concept (ABC). COL Charles E. Canedy, Bluegrass Chapter President, is shown at the right. (Earl Pickerill)

COMMAND & STAFF

Brigadier General John W. McEnery, to Headquarters, 1st Cavalry Division, Ft. Hood TX 76545.

Colonel Robert A. J. Dyer, as CO and Director, Foreign Service & Technology Center, Charlottesville VA 22901.

Colonel Robert L. Erbe, to Hq. USARPAC, DCS-LOG GPLO-PL, APO San Francisco 96558.

Colonel Lloyd G. Huggins, Ret., to 1835 N. Westchester Drive, Petersburg VA 23803.

Colonel Frank W. Kiel, as CO, 7th Medical Brigade, APO New York 09154.

Colonel James M. Leslie, to Hq. Military District of Washington (WOGVAA), Washington, D.C. 20315.

Colonel Joseph P. Madrano, as CO, 31st Medical Group, APO New York 09175.

Colonel Elswick Newport, to USAPAV, APO San Francisco 96309.

Colonel John H. Richardson, to USAAVNS, Ft. Rucker AL 36360.

Colonel Obel H. Wells, to Box 15, Staff CINCPAC, FPO, San Francisco 96610.

The Light Side

The Winner!



"A few more turns, fellahs! The rubber band is almost ready!"

The winning caption — prize is a 1971 bound volume of ARMY AVIATION — was submitted by CW2 Willard D. Hayes, 910 South 4th Street, Killeen, Tex. 76541.

Write a caption!



WRITE a gag caption for the above photo and win a 1971 bound volume of ARMY AVIATION. Send your gag line to ARMY AVIATION, 1 Crestwood Road, Westport CT 06880.

... and the runners-up!

The June, 1972 GAG PHOTO brought out the best from many caption-writers. Here are the captions submitted by our worldwide contestants:

"A little faster, men! We'll never get it started this way." MAJ Lesly F. Ware, Jr., APO New York.

"Five more minutes and this glue should be dry." CPT Dennis W. Phillips, Alexandria, Va.

"Sir, wouldn't it be a little easier to bend the trim tab?" Kenneth Miller, dependent of CW3 George C. Miller, Fort Meade, Md.

(FIVE ENTRIES) . . . *"So, we're not on Iwo Jima. We want that flag pole anyhow!"* . . . *"Say, we've got the wrong end!"* . . . *"Bet you can't start it now!"* . . . *"Dig that crazy bridge!"* . . . *"Anybody got a light?"* Jack H. Hipps, St. Louis, Mo.

"Sir, I don't think these cast iron blades are going to be very practical!" CW2 T. J. Cushman, Daleville, Ala.

"This glue doesn't seem to be working, Lieutenant." Jan Sautter, Lee's Summit, Mo.

"I told you that OH-13 blade wouldn't fit." CW2 Pete Galanos, Birmingham, Ala.

"Will this cheater bar give us enough torque on that retaining nut?" SP4 Larry E. Cochrun, APO San Francisco.

"Sir! Are you sure this is where the JP-4 goes?" CPT James Kryway, Fort Leonard Wood, Mo.

"You say the fuel truck is leaving right now?" H. J. Haselhorst, Trenton, Ill.

"But, Sir, nobody told us the bonding material was still wet." CPT Robert E. Maynard, Davenport, Iowa.

"OK, you guys, the doughnut-dollies can stay for another hour, so let go!" SFC Marshall C. Huckaby, Fort McPherson, Ga.

"I thought you knew where the fuel cap was!" CW2 Edward Lovejoy, Fort Rucker, Ala.

Have you an interesting Army Aviation anecdote or episode to pass along? A humorous incident or a hairy flight experience? Get it down on paper in 400 words or less and send it in to ARMY AVIATION . . . We'll reimburse you at 5¢ a word!

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The Bell King Cobra and the Avco Lycoming T55 gas turbine put on quite a show. Loaded down with 20mm turret and shells, and a clutch of anti-tank missiles or other ordnance, the King Cobra can still hover at 4,000 feet at 95°F.

In the "King and Us" version, a single Avco Lycoming gas turbine does it all, with a nominal output of 2,850 shp, flat-rated to 2,250 shp.

Watch the King and Us. We predict that it will prove to be a record-breaking, "long-run hit."

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