

Army Aviation

September, 1972



Clutch Hitter

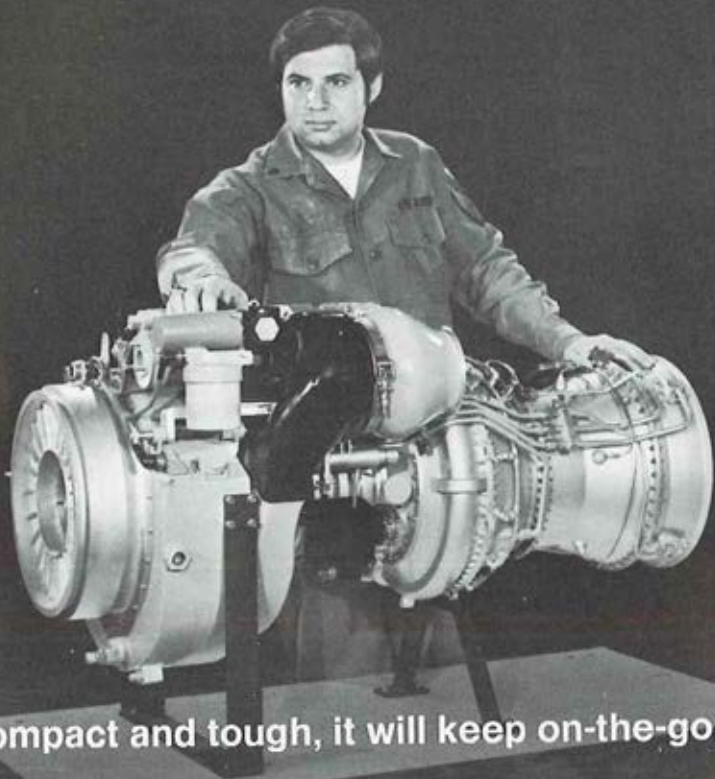
(see back cover . . .)

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ARMY AVIATION

VOLUME 21

SEPTEMBER 8, 1972

NUMBER 9

Boeing, Sikorsky Win UTTAS Competition

Secretary of the Army Robert F. Froehke announced August 30 the selection of the Boeing Company-Vertol Division and the Sikorsky Aircraft Division of United Aircraft Corporation each to design, develop, and qualify prototype helicopters for a competitive fly-off to meet the Army's needs for a Utility Tactical Transport Aircraft System.

Research and Development cost plus incentive fee contracts for the engineering development phase for an estimated \$91 million for Boeing Vertol and \$61 million for Sikorsky Aircraft were awarded on August 30 by AVSCOM.

The UTTAS is designed specifically to be the Army's first squadron-size assault helicopter to begin replacing the UH-1 helicopter in the late 1970's. Because new technology will be emphasized in the development, the UTTAS is expected to be more cost effective than other aircraft.

LTG Williams Reassigned

Secretary of Defense Melvin R. Laird named Lieutenant General Robert R. Williams on August 31 for assignment as Deputy Commander in Chief and Chief of Staff, U.S. Army, Pacific.

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Personnel

BY now you have probably heard of the **Officer Personnel Management System (OPMS)** and may wonder just how the aviator fits into the concepts of the proposed system. This article will provide you with the highlights of OPMS as it pertains to the career development of Army Aviators, but, first, I think a brief review of the OPMS system will be beneficial.

OPMS proposes a dual track development concept in which all officers will acquire and maintain a secondary skill in one of the Army's staff functional areas or special career programs. This skill will be in addition to their branch qualifications.

Many separate skills

As an example, a few of the skills which may be developed are personnel, operations, logistics, research and development, and automatic data processing (ADP). This approach is depicted diagrammatically on the chart on page 43.

During the developmental stage of the officer's career (main stem on the chart), branches will assign officers to command or staff positions consistent with the individual's desires and needs of the Army.

OPMS Dual Track Development

**BY MAJOR THOMAS L. BERTA,
OFFICE OF THE CHIEF OF STAFF
DEPARTMENT OF THE ARMY**

Certain officers may voluntarily pursue concentrated development of a specialty beginning in the grade of captain or major.

These officers will be given appropriate training and education and placed in assignments to enhance their specialty. Other officers, who have retained branch as their primary skill, will be designated for continued branch, functional staff, or specialty development subsequent to selection for promotion to LTC. Officers designated for further branch/command development follow the left track of the figure, while officers selected for further specialty development will follow the right track.

The objective of this management concept is to develop professionally qualified officers to fill the Army's key command and staff positions and permit the officer to do what he does best. With this review of OPMS, let's now see how this new concept will apply to the career progression and utilization of aviators.

Not a separate branch

To preclude any misconceptions, we emphasize that no "third track" or separate aviation branch is proposed in the OPMS concept. The growth and success of Army Aviation during recent years is attributed to the complete integration of airmobility to the lowest unit. Aviation is a tribute to the combined arms team; its strength and destiny is **within** the branch. It is **not** a separate career field but a branch skill which compliments both the branch and the aviator's ability to develop and progress.

Aviators will continue to be assigned and managed by their respective branches

(Continued on Page 6)



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and are expected to attain qualifications the same as non-rated officers. In general, aviators will follow a career progression pattern similar to that depicted in the chart and will continue to be rotated between aviation and non-aviation duties as requirements and career patterns dictate.

Specifically, career progression for aviators include: development of a specialty skill in one of the Army's functional or specialist areas by all career aviators; training and utilization based on branch pronency for aviation units; and application of the **OPMS Command Designation System** in the selection of aviation unit commanders. Let's now discuss each of these aspects separately.

Generally speaking, the potential aviator will attend his basic course and serve in a branch-oriented assignment before going to flight school. Upon graduation from flight school, he will be placed in an aviation assignment. From then on, he will be rotated between aviation and non-aviation assignments consistent with the needs of the Army and the career pattern for his secondary skill. Branch qualification will be assured by a combination of aviation and non-aviation assignments to branch units and attendance at the branch advanced course. Basically, this reflects no change from current practices.

Secondary skill development

Development of a secondary skill for all officers is a key element of OPMS. To qualify in his secondary skill, an officer must serve two assignments in the field, or serve one assignment and have a related advanced degree. The career development objective is for an officer to attain qualification in his secondary skill by the time he is considered for promotion to LTC. Aviators can fulfill this requirement by serving in aviation assignments, non-aviation assignments, or a

combination of both. You will note that aviators are expected to develop a secondary skill **in addition to** their aviation skill.

For example, an aviator who chooses **Personnel** might serve as an Aviation Battalion S-1 and as an Assistant Division G-1 to qualify. An aviator who chooses **Research and Development** might attain qualification by obtaining a related advanced degree and serving in an aviation or non-aviation R&D assignment. As with non-rated officers, aviators may elect to concentrate their development as a specialist as is now done by many aviators who are special career program members. These officers would still retain their branch identity but would serve the majority of their assignments in their specialty field, in either aviation or non-aviation duties.

Specific flight training

The objective of aviator training and utilization is to develop professionally qualified branch aviators to occupy key aviation command and staff positions while avoiding superfluous or "nice-to-have" aviation training. Aviators will be trained in specific flight systems and assigned to units operating those systems using branch pronency for aviation units as a basis. Future training would normally be limited to like or follow-on systems.

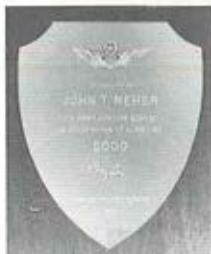
For example, an aviator who initially qualifies on a AH-1G **Cobra** could expect an assignment to an air cavalry, attack helicopter, or aerial rocket Artillery unit. Once qualified in the **Cobra**, subsequent training would be limited to like or follow-on systems, such as the **Advanced Aerial Weapons System**.

Some **Cobra**-rated aviators would also be trained in related skills such as aviation maintenance and safety to meet Army requirements in AH-1G equipped units. This precludes overdiversification and does away with the misconception by

(Continued on Page 34)



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Directorate

ON 9 August 1972 the Secretary of the Army announced the termination of the *Cheyenne* Advanced Attack Helicopter development. Instructions subsequently were issued to the Lockheed Aircraft Corporation immediately to terminate production efforts aimed at aircraft production, and to accomplish what flight test work could be achieved on the new advanced rotor system, by 13 October. At that time all further effort was to be concluded.

Official fact sheet

Perhaps the best summation of the event is the official Army fact sheet on the *Cheyenne* termination, and our proposal to initiate a new development. It stated:

"The *Advanced Attack Helicopter* is the Army's highest priority development program. It has been under intensive review within the Army for the past six months to determine if the *Cheyenne* is the "best buy" to meet this vital requirement. During the appearances of the Secretary of the Army and the Chief of Staff of the Army before the Congressional committees in support of the FY73 budget, they stated that the Army would evaluate the *Advanced Attack Helicopter Program* before the end of the year. The evaluation has been completed.

"Based on the results the Secretary of the Army announced on 9 August 1972 the decision to terminate the *Cheyenne* attack

helicopter program and initiate a new program on a competitive basis with the objective of obtaining for the Army the most cost-effective *Advanced Attack Helicopter* practicable in the 1970's.

"Development of the *Cheyenne* attack helicopter began in 1965. Since 1969, technical problems have delayed development, costs have risen, two competitive company-funded *Advanced Attack Helicopter* candidates have appeared, field tests have been conducted, additional combat experience has been gained, and computer simulations completed.

Task force report

"A task force was established on 17 January 1972 to conduct a reevaluation and reports its findings on 31 July 1972. The report submitted to the Secretary of the Army on 7 August 1972 indicates that current technology, combat experience and field tests point to a more cost-effective solution to the attack helicopter than the *Cheyenne*.

"The task force identified the capabilities desired in an *Advanced Attack Helicopter* which could be available in the late 1970's. Basically, the desired aircraft will be more agile, smaller, and somewhat slower, and would possess less sophisticated fire control and navigation equipment than the requirement against which the *Cheyenne* was developed. The detailed differences between the *Cheyenne*

THE CHEYENNE DECISION

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

requirements and the task force findings are classified and available to members of Congress and committee staff for review.

"As a part of the task force effort, flight tests were conducted on the Lockheed *Cheyenne* and the two company-funded prototypes (Bell *KingCobra* and Sikorsky *Blackhawk*). Proposals for aircraft based on these prototypes were received from each of the three companies and were evaluated by the task force against the modified requirements. All three aircraft fell short of the newly-developed requirements. Even if one of the aircraft had completely met the requirements, sole source development is not justified, since review of design work in progress in the helicopter industry indicates that there are more companies capable of a rapid response to a request for proposal to meet the updated requirements.

Based on presently flying prototypes, recent advancements in technology, and the potential application of research and design work already accomplished against the UTTAS requirement, including engine development, the time is precisely right for a competition to obtain the best aircraft for the mission at a cost less than *Cheyenne*.

Program milestones

"The milestones for initiating the program:

- a. Requests for proposal to industry — mid-October 1972.
- b. Industry proposals to the Army — mid-January 1973.
- c. Evaluation and decision completed — April 1973.
- d. Contract awarded — 1 May 1973.

"Depending upon the results of the evaluation of the contractor proposals we will decide whether to proceed with a single contractor or award development contracts to two companies to build competitive prototypes. If we utilize only a single contractor we would plan for six prototypes: one for ground testing and



May, 1967

five for flying. If we elect to use the competitive prototype approach, we would plan for each contractor to build three prototypes: one for ground testing and two for flying. Eventually we would choose between the two contractors and award a single contract for completion of engineering development.

\$30.0 million for start-up

"To meet the necessary costs in initiating this development, the Army requested \$40.0 million in FY73. The Army has been advised, however, that as a result of a joint conference of the Armed Services Committees only \$33.5 million will be authorized. Within these urgently needed funds, an estimated \$3.5 million will be required for the costs of terminating for convenience our current *Cheyenne*-related contracts. The balance of \$30.0 million must be available for application to the program initiation costs and to fund the contractors through their initial months of effort in this new Army program.

"The *Advanced Attack Helicopter* remains the Army's highest priority development program. The decision to terminate the *Cheyenne* program was not an easy one; however, the objective analysis of the Army's requirements as related to technology and costs indicated that a new competitive program is the most cost-effective means of achieving the Army's goal — and that FY73 is the optimum time for initiation. The Army and industry are prepared to move forward in an aggressive development of the *Advanced Attack Helicopter*."



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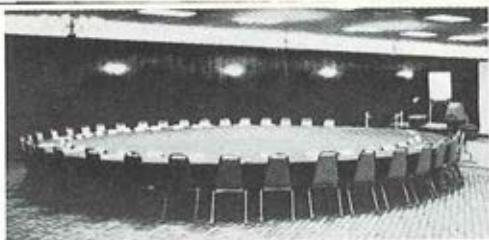
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 **TELEDYNE RYAN AERONAUTICAL** *has the head start*



In the Army's periodic game of musical chairs, BG "Bill" Maddox wound up in the same seat!

A Redirected Director

THIS column last month carried an item that *Brigadier General James F. Hamlet* would be assuming the duties as Director of Army Aviation in August. This report turned out to be erroneous as was the concurrent news that I would be reassigned to the CDC Combat Systems Group at Fort Leavenworth. I believed it enough to carry part of my household goods to Kansas.

Upon my return from Europe (see below) I found my orders revoked and *General Hamlet* had been assigned to command of the 4th Infantry Division (Mech) at Fort Carson, Colorado.

When asked about my preference on this change, I am reminded of the *Mark Twain* story of the man who was being tarred and feathered. He remarked: "If it weren't for the honor of the thing, I wish it were happening to someone else." Actually, I am greatly pleased because there is so much to be done here at this time and I am glad to be participating.

Mohawk delivery

The first batch of the more capable "D" model *Mohawk* aircraft are on the Iron Curtain in Germany and the second batch is en route. I had the great good fortune to fly with the first element of five aircraft — two OV-1Cs for checkout training and three OV-1Ds. These aircraft came from the 184th Military Intelligence Company at Fort Lewis, Wash. under the command of *Major George Baena*. The flight was under the supervision of *Captain William J. Hiltz*.

The route chosen was the northern great circle route rather than the southern

route through the Azores because of the long over-water leg across the Atlantic. I joined the flight at its last stateside staging field at McGuire Air Base in New Jersey. The first leg carried us to Goose Bay, Labrador, which we reached after electing to overfly Loring Air Base in northern Maine.

While most of this leg was flown on instruments, the flight was in formation until we were let down individually for final approach at Goose Bay. At that point, the 2d Aircraft Delivery Group of the Air Force took responsibility for our clearances, flight briefings and coordination with rescue aircraft.

The north is a strange and silent place. The crew members felt this as soon as we touched down at Goose Bay. There is a strong feeling of melancholy that you get when you look across the vast expanses of woods and lakes and rocky coastline. The "feel" of the place is one of survival against the elements. In our briefings we sensed a strong respect for the cold. We were made to understand that even with rubber wet suits and rubber rafts, life time in the northern waters during this warm season of the year did *not* exceed four hours.

Goose Bay-Greenland

The next stop beyond Goose Bay was north of the Arctic Circle at Sondrestrom Fjord in Greenland. This is an area 100 miles in from the west coast which is above the weather. Sondrestrom is IFR only 2% of the year and normally is bright and sunny. The bad weather comes out of Baffinland and slides down the Green-

land Strait covering southern Greenland and the Eastern Provinces of Canada with low clouds and fog during much of the year. We were over water nearly four hours on this leg, choosing to go direct rather than along the east coast of Canada with a short jump across the water from Cape Dyer. The tree line is just north of Hopedale where we started across the water.

We saw portions of the ice pack in this vicinity and a number of large individual icebergs which had left the ice pack and were moving south. Because of a particularly warm summer, our Coast Guard is particularly concerned with the numbers of icebergs moving toward the shipping lanes this year. The ice pack from altitude looks like a lot of ice chunks standing in slush.

Crossing the ice cap

The direct route took us across a portion of the Greenland ice cap which covers the center of the island. During this season of the year, the sun and generally warm air melts the edges of the ice cap and the runoff courses down the fjords to the sea. This runoff is very swift and, over the ages, has sliced away the bottom of the fjords to great depths. The water is ugly grey from the erosion of rocks which also show the grinding action of the glaciers. Some rocks in the hills are smooth like polished marble.

The longest road in Greenland is at Sondrestrom and runs between the airfield and the port eight miles away. The port is a single pier operated by the Air Force. The airfield is a single runway immediately adjacent to the fjord and is jointly occupied with the Danish government which operates a tourist hotel on the airfield property.

Incidentally, all of Greenland is above the tree line so that vegetation primarily is scrubby bushes and grass. In a short drive to the TACAN site on the hill above the airfield, I counted two caribou carcasses of animals which had lain down to die during last year's severe weather. There were a number of young caribou

CONVENTION ISSUE

The October, 1972 issue of *ARMY AVIATION* will be placed in the mails on October 6, and will provide full information on AAAA's 1971-1972 National Award Winners.

cavorting in the vicinity of the airfield.

Hunting is restricted to true Greenlanders and those Danes who have lived in Greenland more than one year. I met a number of Danish citizens who performed contract work with the Air Force. However, many of these depart during the winter months and return in the good weather.

The trip across the Greenland ice cap to Iceland required a minimum en route altitude of 13,000 feet. Portions of the ice cap reach over 10,000 feet. The edge of the ice cap was extremely pretty because of the standing large puddles of water which were completely blue on the white ice. About thirty minutes out over the ice cap we passed Sea Bass radar site, which has an ice runway marked on the edges by red flags.

The "white-out" condition

Landings in the north are extremely difficult because of the "white-out" condition even in clear weather. We experienced white-out even at several thousand feet in flight. As we approached the second radar site in the Dew Line Air Defense net we experienced complete hydraulic failure and were required to perform a *no brake, no flap, no reverse* pitch landing back at Sondrestrom. We burned up 5,500 feet going uphill on the 9,500 foot runway. Incidentally, the radar site where we lost our hydraulic was called "Sob Story."

In the true cooperative spirit of the north, Danes and Americans all turned out together with Colonel Clarence Wilson, the local Air Force commander, to assist in our repairs. We were off again several hours later, headed again for Keflavik, a U.S. Navy installation on southwest Iceland. The eastern coast of Greenland was more rugged than the

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Air Force UH-1N



Marines AH-1J



Army OH-58A



Army TH-13T



Marines AH-1G



Army AH-1G



Marines UH-1H

REDIRECTED/Cont. from P. 13

west because of a range of sharp mountains along the shore. The actual coast was fogged in by clouds which extended all the way to Iceland. And this is the case much of the year.

We steered clear of the chess championship being played at nearby Reykjavik. Iceland appeared somewhat more dour than Greenland. In July in Greenland the sun shone until nearly midnight and the darkest part of the night was a twilight period with sufficient light outside for reading. Iceland, which was cloudy, had a deeper twilight which began several hours earlier.

The remainder of the flight was more conventional. We made our first landfall after leaving Iceland at Stornaway, Scotland and then flew the length of the British Isles to Mildenhall in east Anglia. Unfortunately, we saw only patches of land until we let down into the rich countryside which the British call *The Fenns*.

Our next leg took us to Heidelberg where we officially turned the aircraft over to the 122d Aviation Company stationed at Hanau.

The flight proved what we already knew — that we could self deploy *Mohawk* aircraft to Europe. It gave me an opportunity to survey the flight route which we may utilize for self deployment of a *Chinook* unit later this year.

The *Mohawks* will replace "B" and "C" model aircraft now being utilized by the 122d Company in maintaining a surveillance watch over the border regions of the Federal Republic of Germany.

Promotion statistics

You might have overlooked it but last month we noted that eight aviators out of a total of 34 Brigadier Generals had been selected for promotion to Major General. These individuals, who were confirmed by the Senate on 5 August, are *Herbert E. Wolff, John K. Singlaub, Sam S. Walker, Henry E. Emerson, Jonathon R. Burton, Eugene P. Forrester, James F.*

Hamlet and myself. This statistically is nearly 24% of the list. Aviators make up approximately 10% of the General Officers in the Army.

Agnes

On 19 June tropical Storm *Agnes* struck the Florida Panhandle causing floods and severe wind storms. As *Agnes* moved along the Eastern Seaboard on succeeding days, it left in its wake large areas of devastation in Florida, Virginia, Maryland, Pennsylvania and New York. By 21 June the Office of Emergency Preparedness recognized the requirement for Army Aviation support; therefore, Forts Bragg, Knox and Rucker, and the Flight Test Section of New Cumberland Army Depot, were levied for aviation support.

The four installations provided a total of eleven CH-47s, eight UH-1s, four OH-58s and one C-47 which flew over 125 hours around the clock from 22 June to 26 June. Urgent search and rescue missions and emergency support operations were flown in deteriorating weather conditions typified by heavy rains, poor visibility and severe winds. During this period, approximately 550 civilians were extracted from rather precarious circumstances and eight medical evacuation missions were performed. Also, numerous logistical missions were flown in support of sandbag operations, ration resupply and medical resupply.

The favorable comments of state police, civil defense authorities, community officials and the citizenry attest to the high quality aviation support provided during this most critical period. The recognition and publicity derived from this performance has enhanced the reputation and prestige of the U.S. Army and particularly that of Army Aviation.

Touchdown autorotations

The aeronautical and safety people have completed their evaluation of OH-58A touchdown autorotations. These aircraft were restricted from performing touchdowns last October after it was determined that they were incurring

structural damage in the tail boom during the ground run phase of the maneuver. However, tests show that damage can be avoided and practice touchdown autorotations may be resumed provided the following conditions are met:

- Under supervision of a qualified IP (experience has shown that an IP has the proficiency and skill to recognize unfavorable conditions for touchdown sooner than the average aviator).
- Surface headwinds should not exceed 20 knots.
- Surface crosswinds with more than a 30 degree component should not exceed 10 knots.
- Surface wind gust spreads should not exceed 10 knots.
- Autorotational glide should not be established below 46 knots IAS.
- A definite deceleration should be executed at approximately 50 feet, depending on wind conditions, followed by a preliminary collective pitch application at approximately 10 feet.
- Touchdown rotor RPM must not be less than 225 RPM. Experience indicates that zero ground run touchdown autorotations are made with the RPM at 240-280 RPM.
- Ground speed should be as close to zero as practical and must not exceed five knots.
- Collective pitch must be smoothly reduced as soon as possible after touchdown to keep out of a low RPM — ground run condition.
- Move the cyclic stick to the neutral position after touchdown.
- Practice touchdown autorotations in a downwind condition are prohibited.

A good suggestion might also be for each unit to establish historical recording procedures for autorotations in order to obtain statistical data accomplished in each aircraft. This might prove valuable if further evaluation or investigation is required.

The value of touchdown autorotations during transition and standardization

Message of Congratulations

The final statistical analysis of the Army aircraft accident performance summary for FY72 indicates a world-wide rate of 11.95 aircraft accidents per 100,000 flying hours. This is the lowest aircraft accident rate that the Army has experienced since the initiation of statistical reporting in December of 1947. For comparison, the high rate was 34.15 in FY60. In FY71 the rate was 14.34 and a cost of over \$121 million. The FY72 accident cost totals slightly over \$52 million.

This is a marked savings in manpower and dollars plus a conservation of combat capabilities. All who participated in reducing the FY72 rate are to be congratulated. However, a low rate is meaningful only if a high level of combat proficiency and skill is attained concurrently. The safest flying program is one where no aircraft fly. This insures there will be no accidents. From a military capability standpoint, such a flying program is unacceptable. Therefore, commanders must insure that their aircraft are flown sufficient to achieve a high level of crew proficiency with the increased emphasis needed on mid-intensity combat type flying. Commanders must train their aviators in this higher risk tactical environment.

Congratulations in the coming year will be due to those commanders who have implemented well thought out and well supervised training programs, increased tactical proficiency of their aviators and eliminated the needless and thoughtless type of accidents.

training is recognized. Full responsibility for the maneuver lies on the commander to insure that his IPs are standardized and fully qualified to comply with the maneuver restrictions.

Record breaker

FY72 proved to be the best year in recorded history for the world-wide accident rate. From a high of over 34 accidents per 100,000 hours in 1960 and 14.34 in 1972, the most recent rate has dropped to 11.95 in 1972. This is a gigantic step forward which has been recognized in the accompanying DA message to all commands.

REDIRECTED/Cont. from Page 17

As the message indicates, the accident rate is significant only when compared with what has been accomplished in achieving a combat capability. Let's insure that our FY73 flying is oriented on achieving higher levels of proficiency but in a safe, clear-headed manner.

Self paced training

Recently I had the pleasure of being briefed by *CPT Norman J. Otto*, Department of Maintenance Training at USAAVNS, on the UH-1 repairman (67N20) Self-paced training program. This program, which is designed to move students individually through training at their own rate of learning, is innovative and efficient.

Started in January 1972, the implementation of this methodology has had significant results. Students completing the self-paced program not only appear to be more proficient upon graduation but are attaining that proficiency in less than 75 percent of the time previously required.



Grumman Corporation executives present BG William J. Maddox, Jr., AA's Director, with an award commemorating the recent trans-Atlantic ferry flight of Mohawk aircraft to Europe. From l-r are Gerry Gerard, Washington Office; Ross R. Mickey, V.P., Aircraft Programs; BG Maddox; John R. Kendrick, Manager, Army Requirements, Washington Office; and LTC Ted Jasper, Aircraft Systems Division, Aviation Directorate. The actual flight went off without a hitch; but the Grumman illustrator had his Mohawk flying in a Germany-CONUS direction. Many red faces.



Robert L. James (left), President of the now disbanded Chapter 54 of the Armed Forces Management Association, presents a check for \$227.68, the remainder of the Chapter's treasury, to the Army Aviation Association of America, to be used for the "William B. Bunker Memorial Scholarship Fund." Accepting for the AAAA Scholarship Foundation is COL Robert A. Filby, President of AAAA's 400+ member Lindbergh (St. Louis, Mo.) Chapter. General Bunker had been a charter member of the AFMA. (USA photo)

Equally important, student morale and motivation have improved markedly.

The Department of Maintenance Training, directed by *Colonel Robert D. Bretz*, is also nearing implementation of this training concept for the OH-58 repairman (67V2T) course. I commend USAVNS for their ingenuity and encourage further progressive thinking and planning of this nature in all phases of and at all levels of aviation training.

Cadet training

This year, for the first time, the Army has provided summer flight training to a group of West Point cadets. The training for 49 third year men was conducted at the Army's Primary Helicopter Training School at Fort Wolters. The cadets were given 40 hours of initial entry instruction. All subsequently qualified for FAA private helicopter tickets.

The training is the first step in building some aviation experience into our future Regular Army officers and is similar to the flight training provided cadets and midshipment of the other Services. A limited



Shown at ceremonies marking the inactivation of the Aircraft Maintenance Brigade at Hunter AAF, Ga., are BG Eugene M. Lynch, CG of USAFTC & Ft. Stewart; COL Howard J. Tuggey, CO of the AMB, accepting colors; CSM Masaichi Saiki, Aircraft Maintenance Brigade Command Sergeant Major; and CSM Ralph L. Bass, 2d Aircraft Maintenance Battalion senior NCO. The latter unit was also deactivated at July 28 ceremonies. (USA photo)

number of ROTC cadets receive fixed wing training during their college days.

Ridiculous flight

This month's ridiculous flight is a delayed entry. However, it is the type which strong command supervision should stamp out because it was completely unnecessary. The following account is extracted from the accident report:

The copilot supervised the refueling of the U-8D, which had been on two previous missions without having been refueled. The fuel truck operator proceeded with refueling assisted by the pilot and copilot. The fuel truck was clearly marked JP-4. Immediately after takeoff, the #2 engine ran rough and carburetor heat was decreased to smooth it out. After an hour flight, landing was accomplished successfully.

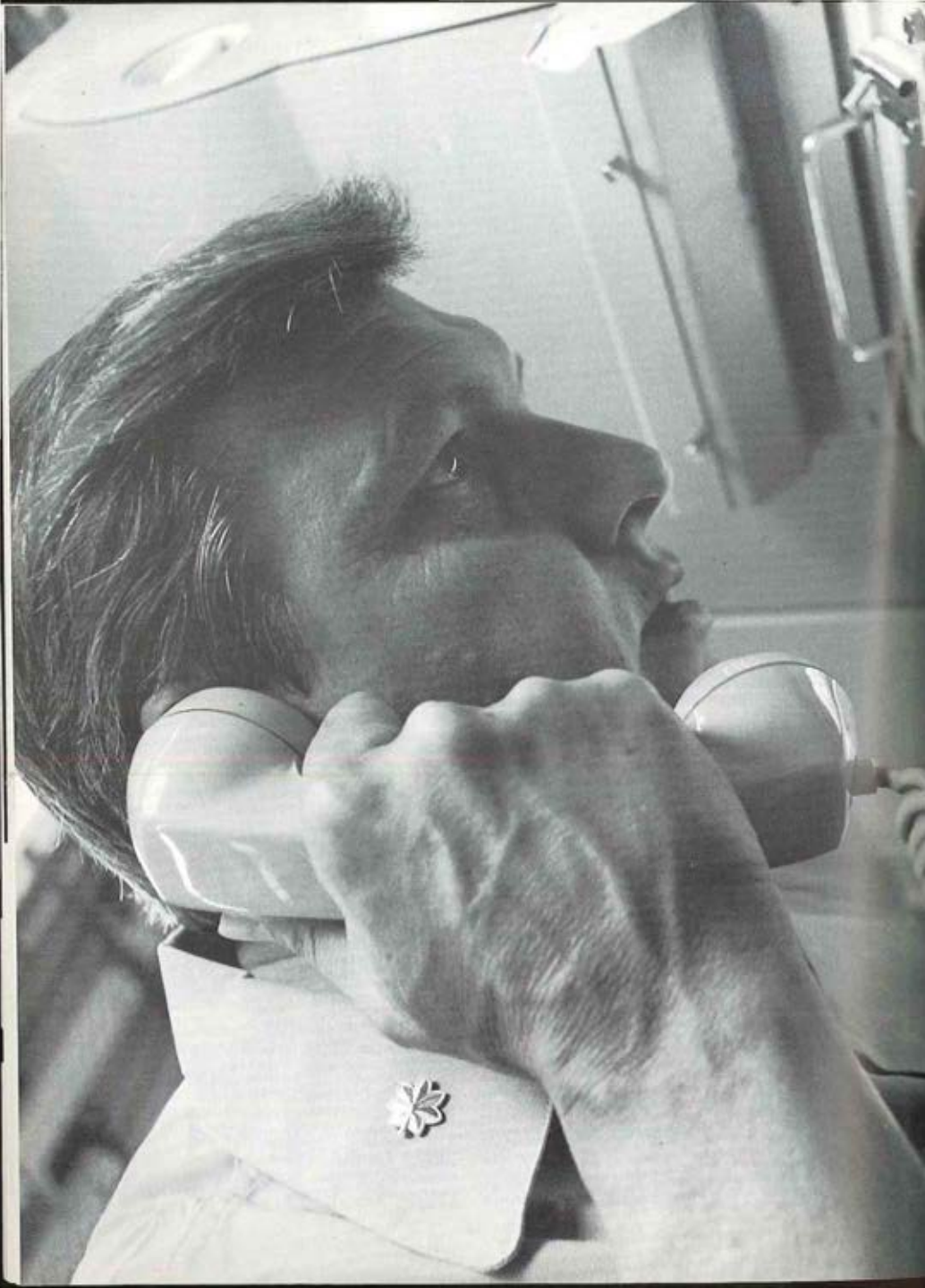
After dark, a takeoff was made but the #2 engine quit without warning at 900 feet. The propeller was feathered and an emergency landing was passed up when the pilot decided to re-enter normal traffic. In traffic the #1 engine began to run rough

and the crew lost sight of the airfield. When the airfield reappeared, the pilot realized he was too low and selected a road short of the airport for a gear up landing. A pole line along the road required him to alter his course to a dark area further to the right.

In the trees!

On roundout at 95 knots he did not use landing lights. The aircraft landed in trees, shearing a number, and slid to rest in the front yard of a residence. Neither crew member was injured.

The final blow is that the pilot had been transitioned into the U-8 in 9 hours 15 minutes, had low time in the aircraft, and had not been given a standardization check since initial qualification. While the pilot, copilot and fuel truck driver all shared some blame, the commander played a big part in this fiasco.





Time for the command decision.

This is where the buck stops. At the command center. Once, the commander waited hours for reconnaissance data. Now, that wait is cut to minutes.

With JIFDATS, he has an accurate picture of the situation almost as it happens. He can react with a new level of confidence. Even commit to strikes on moving, perishable targets.

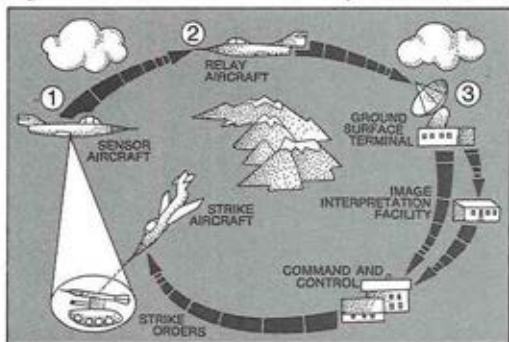
JIFDATS (Joint Services In-Flight Data Transmission System) was developed for all services by Northrop under direction of the Naval Air Systems Command.

It collects sensor data. Processes it in flight. Converts the wideband images into digital form. JIFDATS then flashes the intelligence (up to

a distance of 500 miles via relay planes) to ground stations. JIFDATS interfaces with multi-sensors: typically infrared, radar and photo. Provides near real-time reconnaissance in any weather, at any time, day or night.

Northrop is out to show that JIFDATS can do the job better. Conserve manpower. Save money. It is fully modularized to fit varying needs. And BITE (Built In Test Equipment) insures rapid, low cost maintenance.

We've made certain JIFDATS is innovative. And it makes a lot of downright sense. We'd like you to think of Northrop in the same way.



Closing the detection-reaction loop, JIFDATS (1,2,3) provides recon data in near real-time.

NORTHROP

Obituaries



Col. J. Elmore Swenson, a June drowning victim

Retired Army Col. J. Elmore Swenson, 56, a pioneer in Army Aviation who served as an aviator and ground soldier in three wars, died apparently of drowning during the June floods in the Alexandria, Va. area.

His body was found July 22 along the Potomac River at Mockley Point, Md. He had disappeared June 22 after leaving his home in Alexandria to get a pack of cigarettes.

The veteran aviator was a charter member of the AAAA, and a member of that organization's National Executive Board and National Awards Committee at the time of his death.

Vietnam commander

Col. Swenson, who retired in May, 1971, after more than 37 years of military service, was born in Salt Lake City. A graduate of the University of Utah, he was called to active duty in 1941, graduating with the Army's first aviation flight class, P-1, in 1942 and was sent overseas as a member of an early group of Liaison Pilots.

He participated in the D-Day assault landing on Normandy and fought through many of the major campaigns in Europe until V-Day in 1945.

In 1951, he was appointed aviation officer of the Eighth U.S. Army in Korea and took part in a number of offensives there.

Col. Swenson's other tours of duty took him back to Europe and to many posts in this country, where he at one time was commander of the 10th Air Transport Brigade at Ft. Benning, Ga., which was activating and readying the bulk of the Army Aviation units deploying to Vietnam.

37-year veteran

He was sent to Vietnam in 1967 as commanding officer of the Army Concept Team. Later he commanded the 11th Combat Aviation Group of the First Cavalry Division.

Col. Swenson returned to this country in 1968. His last position before retirement was that of assistant director, Personnel, Training and Force Development for Personnel Support of the Army Materiel Command in Washington, D.C.

He had received a master's degree from George

Washington University and was working on his doctorate at the time of his death.

He is survived by his wife, Myrle V. Swenson of 3204 Cunningham Drive, Alexandria, Va.; a daughter, Mrs. Richard J. Gallant, of Ft. Bragg, N.C.; a son, Stephen E. Swenson, of Columbus, Ga.; his mother, Marie W. Swenson, of Salt Lake City; a brother, Leo Swenson, of Culver City, Calif.; a sister, Mrs. Myron McLeese, of Seattle, and five grandchildren.

Friends and relatives have established a perpetual memorial scholarship fund in his name, and donations may be sent directly to the AAAA Scholarship Foundation, 1 Crestwood Road, Westport CT 06880.

Dan C. Kingman, Jr.

The friends and relatives of Major Dan C. Kingman, Jr., have established a memorial scholarship in his name, and have requested that donations be sent directly to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport CT 06880. Major Kingman was killed on May 24 when his helicopter was shot down in Vietnam. He is the son of LTC (Ret.) and Mrs. Dan C. Kingman of Miami, Fla. Major Kingman was buried in Lincoln, Nebr., home of the University of Nebraska, from which he graduated and was commissioned in 1962.

Meeker, James M., 20, a freshman at Florissant Valley Community College, died on July 15 as a result of complications from a severed artery leading to the left arm. Meeker had accidentally crashed against a storm door and a silver of glass had penetrated his upper left chest. He is survived by his father, LTC (Ret.) Bruns Meeker, a former Army Aviator serving with Hq, AVSCOM, St. Louis, Mo., and three brothers, Thomas, Richard, and Timothy. His mother died 11 months ago.

Newton, Gary H., SGT, 3d Aviation Company, Germany, died on July 10, 1972, as a result of injuries received while driving a privately-owned vehicle which was involved in an accident. He is survived by his wife, Mrs. Linda M. Newton, of 50 James Street, Manchester, N.H. 03104, and his parents, COL and Mrs. Albert Newton, of 362 Hope-mount Circle, Hampton, Va.

Spradlin, Gerald D., WO1, Cav Trp 1, 17th Avn Gp, was killed in action in Vietnam on May 29, 1972. He is survived by his parents, SGM and Mrs. Herbert H. Spradlin of 42 Epps Drive, Ft. Rucker AL 36360.

Suttle, Frederick N., Jr., 1st Sqdn, 17th Cav, 82d Abn Div, was killed in action in Vietnam on June 2, 1972. He is survived by his wife, Mrs. Leslie M. Suttle of 113 Kingspoint Road, Williamsburg, Va.

Townsend, Burdette D., Jr., CW2, was killed in action in Vietnam on June 20, 1972. He had previously been reported missing in action. He is survived by his mother, Mrs. Dora G. W. Townsend, of 15 Orchard Street, Oneonta, N.Y.

White, Walter, LTC (Ret.), a 1942 Army Liaison Pilot who flew in combat with the Third Army in the ETO, died at Fitzsimmons Army Hospital, Denver, Colo., on May 28, 1972. He is survived by his wife, Cleasta White, of Aurora, Colo.

AAAA Activities

AAAA National & Chapter Meetings for Aug.-Sept., 1972

Connecticut Chapter. Professional dinner meeting. **BG George S. Patton**, Asst Commandant, USAARMS, guest speaker. Frederick's Restaurant, Fairfield CT. 6-9:30 pm. 7 September. Members-wives-guests.

David E. Condon Chapter. Professional luncheon meeting. **Tom Peppler**, HLH Branch Manager, Boeing Vertol Division, guest speaker. FEOOM. 1130. 7 September. Members only.

Fort Monroe Chapter. Joint professional luncheon with David E. Condon Chapter. See above.

Schwaebisch Hall Chapter. Social-business meeting. Selection of Delegates to National Convention, social hour. Double decker NCO Club. 1500. 8 September. Members-guests.

Aloha Chapter of Hawaii. "Adventure in Paradise Park." Tour and Dinner Party. 1500-2130. 9 September. Members-wives-guests.

Army Aviation Center Chapter. Shrimp & Beer Bust. Selection of Delegates to National Convention. Officers Lake Lodge. 1800. 12 September. Members only.

Richard H. Bitter Chapter. "Wine Tasting Party." Pharaoh Country Club. 7:30 pm. 15 September. Members-wives.

Suncoast Chapter. "Airline Night." Joint AAAAA-NDTA dinner meeting. Eastern Airlines presentation. MacDill Officers Open Mess. 6:30-9:30 pm. 15 September. Members-wives-guests.

State of Iowa Chapter. Activation meeting. **COL John C. Geary**, Dir of RD&E, AVSCOM, and **Richard L. Long**, Dep Dir and Past National President, AAAAA, guest speakers. Holiday Inn, Davenport, Iowa. 1930-2230. 16 September. Members-wives-guests.

Alamo Chapter. Professional luncheon meeting. **BG John G. Hill, Jr.**, Chief of Staff, 5th U.S. Army, guest speaker. Ft. Sam Houston OOM. 1130-1330. 19 September. Members-wives-guests.

Fort Bragg Chapter. Late afternoon Go-Go and business meeting. Selection of delegates to Na-



CPT Jim Stevens receives the congratulations of **Jack Flaherty** for winning a ride in the vintage Stinson trainer. The aircraft is one of several antique military aircraft owned and flown by **Mr. Flaherty** who is a Monterey businessman and member of the Monterey Chapter of the AAAAA. Also pictured observing the congratulations are from left to right, **CPT Chris Christine**, **MAJ Tom Coates**, **CW3 Bill Easton**, **Jack Flaherty**, **MAJ Tom Jones**, **Deog Flaherty**, son of **Jack Flaherty** and pilot of the aircraft, and **CPT Jim Stevens**.

tional Convention. Hodge Room — Main Club. 1630-1900. 21 September. Members only.

Southern California Chapter. Professional dinner meeting. Presentation by the U.S. Army Aviation Systems Test Activity, Edwards AFB, Calif. Sportsmen's Lodge, Studio City. 6:30-9 p.m. 21 September. Members-wives-guests.

Monterey Bay Chapter. Social-business meeting. Film strips on latest developments in AA/free beer & popcorn. FOOOM. 1630. 21 September. Members only.

Fort Sill Chapter. AAAAA Golf Classic. 18-Hole Medal Play Tournament tied to Worldwide AAAAA Scholarship 60-40 Tournament. Ft. Sill Golf Course. 22 September. Limited to 144 members-guests.

Rhine Valley Chapter. Professional dinner meeting. **LTG Adolph Galland, Ret.**, German Air Force, guest speaker. Heidelberg Officer and Civilian Open Mess. 1830-2130. 27 September. Members-wives-guests.

Fort Sill Chapter. Professional luncheon meeting. **COL Harbin A. Constance**, Doctrine Division, CDC, guest speaker. Ft. Sill Golf Club (19th Hole). 1130-1300. 29 September. Members only.

COMMAND & STAFF

LTG Richard T. Knowles, as CG, I Corps, APO S.F. 96358.

MG George S. Beatty, Jr., as Director, Inter American Defense College — Ft. McNair, Washington, D.C. 20315.

BG Morris J. Brady, as ADC, 101st Abn Div (AM), Ft. Campbell KY 42223.

COL John M. Blair, as Dep Cmdr, 6th Recruiting District, Pres. of San Francisco CA 94129.

COL Colin D. Ciley, Jr., as CO, Troop Command, USA Support Command, Hawaii, APO S.F. 06557.

COL Robert J. Gerard, as Stu Det, USAWC, Carlisle Barracks PA 17013.

COL John S. Kark, as MACV Adv Team 74, APO S.F. 96309.

COL James D. Kidder, Ret., to P.O. Box 7, Ft. Bragg NC 29307.

COL Jimmie King, as Director of Production, DCASR-SF, 866 Malcolm Road, Burlingame CA 94010.

COL Robert O. Lambert, as Director of Personnel J-1, USSOUTHCOM, Quarry Heights CZ.

COL Raymond G. Lehman, Jr., as Deputy CO, USAAVS, Ft. Rucker AL 36360.

COL John W. Martin, as Dep Cmdr, ARADMAC, Corpus Christi TX 78419.

COL Wayne R. Olto, Medical Consultant for Army Council of Review Board, OSA, Washington, D.C. 20310.

COL Daniel C. Prescott, Sr Unit Advisor, 71st Abn Bde, 1800 Old Spanish Trail, Houston TX 77023.

COL William A. Rathbone, as Depot Cmdr, Nahlenbrenbach Army Depot, APO NY 09322.

COL G. M. Sibbles, USAE, Box 68, Hq, AFCENT, APO NY 09011.

COL Richard S. Sweet, Office of the SAADA, Ft. Lewis WA 98433.

COL Carlos E. Urrutia, ARSEC, US Mil Gp-Chile, APO NY 09869.

COL Robert H. Williams, to Hq, USAAVSCOM, PO Box 209 — Main Office, St. Louis MO 63166.

COL Dean E. Wright, as CO, USA Aviation Systems Test Activity, Edwards AFB CA 93523.

NEWS PHOTOS



FT. CAMPBELL — Not to be outdone by the "82" aerial formation shown in last month's issue, members of a composite group of all aviation units of the 101st Airborne Division submitted a photo showing the "101" that filled the sky with Hueys on 6 April at the time Vice President Agnew and General Westmoreland viewed the Homecoming Ceremonies of the 101st. (USA photo)



ORLANDO — Shown signing the Interservice Support Agreement are, left, COL Myles H. Mierswa, Sr., CO, USA Training Device Agency and Captain A. G. Finley, CO, Naval Training Equipment Center. Looking on at the signing that signified the third decade of Army participation in the Center are, top left, B. L. Sechen, Deputy Director of Army Programs, and Dr. H. H. Wolff, Technical Director of the Center.



SCHWABEISCH HALL — 12 pilots of USAREUR's 4th Avn Co (ASH) recently received Boeing Vertol Achievement Certificates for individually logging over 1,000 hours each in the CH-47 Chinook. From l-r (standing): CW3s RZ Banaszak, RJ Treves, and AV Smith; CPT RM Layne; MAJ BL Bates (CO); CW2 NG Vidrine; CW3 AF Phillips; CW2 DC Lyon. Sitting: CW3s CG Berger & HM Mullis; CPT AR D'Antonio; CW2 BJ Stark. The 4th is the only CH-47 Company presently in USAREUR.



LATHROP, CA — Ford Fisher (2d from left) of the Parsons Corp., a contractor who manufactures helicopter blades for the Army, shows the AAAA Trophy he won at this Summer's Sharpe Army Depot Chapter Tournament. MAJ Jim Cox (left), President; Keith Harvey, Parsons General Manager; and LTC Ted Dare, Ret., Chapter Secretary, view the trophy now prominently displayed in the company's main lobby. (USA photo)

So you want to be a military attache? Do you have visions of 007 with beautiful girls currying favor for military information? Does your wife look forward to all of those wonderful diplomatic parties with handsome men, soft music, candlelight tables and world shaking conversations?

Do you want that soft, plush life (9 to 12:30) that you have heard that State Department employees enjoy? If you apply for military attache duty for any of these reasons, *forget it!*

The military attache program in this era of declining U.S. presence abroad is — and will become more than ever — one of the most important jobs in the military services. You will be the chief advisor to the Ambassador on military matters. You'll be the representative of your service, and in some instances, the Defense Department representative in your country of accreditation.

Only military contact

In some countries, you'll be the only U.S. military contact to the host army, and the source of information to our government of the status of the host country's military services. Lastly, you'll be expected to be knowledgeable on any new weapons or new techniques which your host government's military services employ.

The attache and his wife are expected to entertain without giving offense to any religious, cultural, social or sexual beliefs and taboos — Moslems, Hebrews, Buddhists, Hindus, Christians, vegetarians,

Rotarians, visiting firemen, Congressmen and little old ladies on world cruises.

You and your family will be expected to observe local customs and still maintain your U.S. cultural background. Speak the local language? Of course, and you and your family will be expected to support the Ambassador's program in and out of the Embassy.

Some of the qualifications required for attache duty are, an exemplary record of military service, tact and diplomacy, a high level of initiative and discretion, the ability to adapt to unfamiliar situations, a broad background in international affairs, and finally, your wife must be able to adapt to attache duty.

Personal qualifications

These are the qualifications that can be determined from your military records, but there are others and, I believe, just as important qualifications that only you can answer for yourself.

● *No racial prejudice.* An attache should answer honestly to himself if he has prejudices against the race of people he will be assigned to work with.

● *No religious prejudice.* You must honestly respect the other man's religion, not just surface lip service.

● *No civilian prejudice.* You will be on the Ambassador's team and you must support him as you would your own C. G.

● *No cultural prejudice.* Discard the idea that if it isn't done as it is in the U.S.,

Military Attache Duty

BY COLONEL ARCHIE B. SUMMERS
U.S. ARMY DEFENSE ATTACHE — RANGOON

it is not right. If you object to bowing as a form of greeting or object to hand kissing, or if you object to a polite belch at the end of a meal, be honest with yourself and either overcome your aversions or don't apply for attache duty.

Service as a military attache is rewarding both to the officer and his family. You'll meet and become friends with military attaches from many countries in addition to your host country. You'll work with State Department personnel who are just as dedicated and hard working as any military officer.

You'll feel pride!

Living in a country, you can devote your time to understanding that country and its political-military leaders. You'll feel pride in knowing that your observations are read and evaluated at the highest levels of our government, and you'll be a VIP in the country to which accredited, because you represent the United States military — and don't for one minute forget that!

On the lighter side of the ledger, there is the social life of the diplomatic community. At numerous cocktail parties, you'll be surrounded by interesting people from world capitals. Diplomatic dinners have soft music and candlelight, but very little political intrigue.

In fact, the social side of attache duty *can* become work! We have received 263 invitations to cocktail parties, receptions and dinner parties in 335 days at this post.



LEFT: Shown at Philippine National Day Reception in Rangoon are, l-r, COL Snit, Thai Military Attache; COL Soebronto, Indonesian Military Attache; Mrs. Summers; COL Akbar, Pakistan Military

JOB OPENINGS

TECHNICAL SKILLS required for Helicopter maintenance and overhaul. Metal workers, hydraulics, avionics — all skills for both actual shop work as well as training foreign nationals. Located overseas. Please send letter stating past experience and availability to 1156 — 15th St., N.W., Suite 429, Washington, D.C. 20005.

Your wife can wear all of the clothes that she's been buying for years and didn't have any place to wear them. If your country and host military officers are sports oriented, golf, tennis and sailing become a part of your job. If you like bridge and your host country has acquired the habit, it also becomes a part of your job. Consequently, some of the social obligations actually become fun and profitable to you at the same time.

A joint decision

If you and your wife (this should be a joint decision) decide to apply for a military attache position, don't think of the big western countries only. Some of the most rewarding and interesting posts can be the smaller countries in Asia, Africa and the Mid-East. Besides, everyone applies for England, France, Italy, Germany, etc., and your chances are better for some of the "out-of-the-way" places.

The Defense Department seeks only the highest quality officers for Attache duty. If you think you can qualify, give it a try! It could be the high point of your military career.



Attache; and COL Summers, DATT Burma. In the RIGHT photo, COL Summers (foreground) and COL Anatole Senkin, USSR Military Attache, are shown at the U.S. Armed Forces Day Reception.

Takeoffs

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"THE LIONHEADS is the best and truest novel I have read about the Army. It's an Army book, not a war book, and it succeeds admirably. Need I add that it's wonderfully written, as tight and hard as a drum."

—WARD JUST



THE LIONHEADS

BY JOSIAH BUNTING

\$5.95. GEORGE BRAZILLER, NEW YORK, N.Y.

As one or two others who have had a preview of Josiah Bunting's novel have pointed out, "The Lionheads" is not a novel about the war in Vietnam, although its action takes place there. It's a novel about the Army; its anatomy, physiology, its thought processes. Written by an Army major, who taught at West Point, it has a sterling silver sheen.

It is well crafted: tight, spare, neatly fitted without a wasted syllable, literary curlicue or relaxing grace note. It is as functional as one of those weapons I imagine Major Bunting knows so well how to use. Like them, the details are subordinated to the over-all design. Put this way, his book sounds like a tendentious documentary, a case history with overtones, a parable to a cited text. It is not. It is a compelling story with a group of rounded characters to further it.

Nevertheless the author is making a point. For he shows the Army as an institution that is hermetic, ingrown and vertically structured, and that by its nature the system it nurtures can take precedence over national and human issues. Personal ambition, service loyalty, compilation of the best public record come to substitute for its function in the Republic. It's not that the senior men are incapable or disloyal. On the contrary they are very capable. It is only that little by little they begin to confuse personal interest with national interest. What's good for General Motors must be good for the country.

Like a computer, the officers in "The Lionheads" begin to adjust for error and to respond to information in a way to deliver the results they have been programmed for.

The lynch pin in the operation in the novel is the head of the Twelfth Infantry Division, Gen. George S. Lemming, an officer of great talent whose ambition it is to become chief of staff. Weeding out everyone who does not contribute to the team he needs, he has surrounded himself with subordinates so keyed to his own success that they

have become extensions of his will, determination and ruthlessness.

But nothing is perfect, and it isn't for General Lemming either. One of his brigade commanders, a man he inherited, not only lacks the spirit and polish of the book soldier, but has a mind that runs in its own channels, not all of them military. Colonel Robertson's trouble is that he wants a reason for what he is doing, not only an order, and that he doesn't believe in making a mistake look good simply not to embarrass the Army, especially if lives of his men are at stake. He's the grain of grit in General Lemming's oyster and the general doesn't have the patience to wait until the pearl is formed.

The colonel, whose brigade is based on a number of riverboats, is accused of dragging his feet in searching out the enemy. He is told to find them, destroy them and, of course, increase his body count. Because his boats have so many built-in disadvantages, he asks for helicopters, and is promised them. But on the day he is to move out, the helicopters are withdrawn for reasons that have nothing to do with tactics but with service vanity.

Robertson's sweep is a success and since he has added to the luster of the general's reputation, he might easily have carried off a few laurels of his own, a star, for example. But in a post-battle report, his resentment at the shabby handling of the helicopters gets the better of him and he allows a muted criticism of the general to stand. For a moment, the machine falters. Then it adjusts ever so little to eliminate the error and all is serene again.

The atmosphere of top level command is rendered with conviction: the briefings, the treatment of newsmen and VIP's, the hour by hour supervision of the division, the slightly sycophantic court that surrounds the throne. The author makes a battle plan clear and the action lucid. He is most skillful in reducing the abstract problems to human terms. The main figures, the general, the colonel, the privates are not without certain stock characteristics. But they are not cartoons. It's a good index to the kind of book it is, that there are sure to be those among his readers who, after following the arguments on both sides, will come out four square for the general and say that wars cannot be won in any other way but his.

—Excerpts from a review by Thomas Lask appearing in the May 6, 1972 issue of "The New York Times."

ABOUT THE AUTHOR

Major Josiah Bunting, a former history teacher at West Point, was graduated first captain from the Virginia Military Institute in 1963, and took up a Rhodes scholarship in modern history at Christ Church College, Oxford. Since returning from England, he has served successively at the Infantry Center in Fort Benning, with the 82nd Airborne Division at Fort Bragg, with the Mobile Riverine Force of the Ninth Infantry Division in Vietnam, and at the Amphibious Warfare School in Quantico.

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

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MOLLI OLIVER MERTEL

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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.

COLLECTOR'S ITEM



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OPMS/Continued from Page 6

Since writing "OPMS Management of Aviators," Major Thomas L. Berta has been reassigned from OPD, OPO, to the Office of the Chief of Staff, Department of the Army.

some aviators that skill is measured by the number of aircraft in which qualified. Limiting qualification training to that which is needed to assure professional development, reaps economic benefits and provides additional time for the aviator to expand his qualifications in other skills.

The final key feature of OPMS is the system for development and selection of commanders. Under OPMS, career branches will insure that officers displaying a high degree of troop potential are assigned to command developmental positions. Upon being selected for promotion to LTC and COL, Department of Army Boards will meet to select officers as troop command designees.

Aviators selected for troop command would then be eligible to command either aviation or non-aviation units commensurate with their qualifications and the Army's requirements. Those **not** selected for troop command will be designated for further service in their secondary skills.

OPMS emphasis

In summary, OPMS principles for the development of aviators emphasize the following points:

- Selection of the best qualified for key command and staff positions.
- Aviator training and utilization based on branch proponency for aviation units.
- The development of skills in staff or specialist areas.
- The development of proficiency in branch skills.

Fact: Statistics reveal that the field grade Army Aviator has **exceeded** his non-rated contemporary since 1965 for promotions, command and general staff college, and senior service college attendance on all but three or four selection lists. That's a pretty fair track record sup-

porting our current system for officer development!

OPMS will require highly qualified officers for service in key managerial, advisory, or technical positions of great responsibility. These positions are as important to the Army as troop command.

It is recognized that many officers fully qualified for command **also** possess qualifications which enable them to better contribute through functional or specialist type assignments. One of the major objectives of OPMS is to make it possible for officers with valuable functional or specialist skills to be utilized in such career fields without feeling compelled to seek troop command duty in order to enhance their potential for advancement.

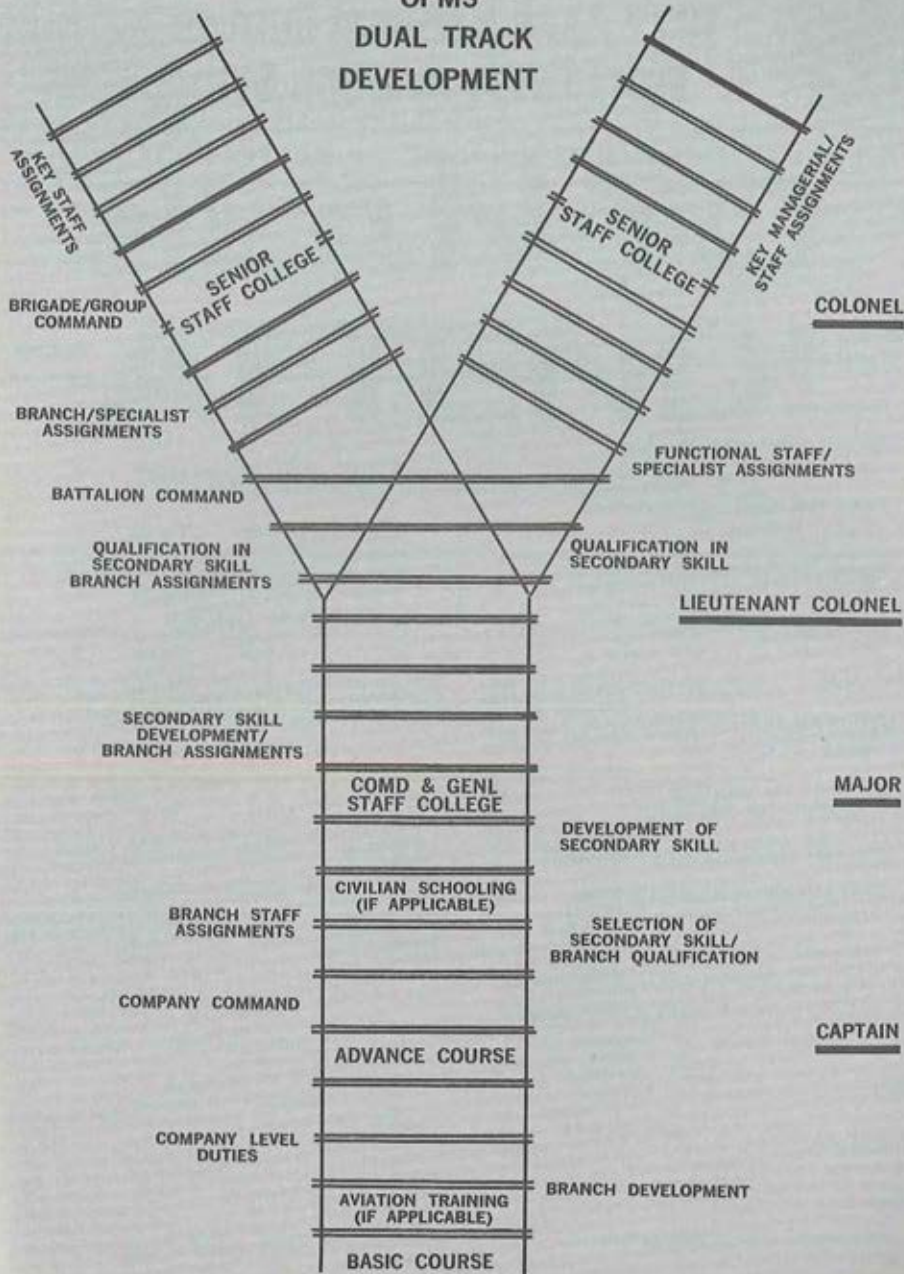
Aviator to widen advantage

Therefore, the aviator under OPMS will not only maintain his front runner position but may widen the advantage over the non-aviator by virtue of possessing an additional skill in his branch and specialty areas. Future career development will be oriented to capitalize on each officer's qualifications and personal desires, subject to Army requirements.

Assignments to areas of demonstrated skill and preferences are intended to add to each officer's personal satisfaction as well as to make the most significant contribution to the service. OPMS provides the opportunity for an officer to elect to do what he does best **without** detriment to his career.

Although OPMS has been approved for implementation, its major features will be implemented gradually so that changes to our present system will be evolutionary. When fully implemented in 1973, the system will provide the Army with the professional officer corps it needs to meet the challenges of the future.

OPMS DUAL TRACK DEVELOPMENT





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.					

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1972 AAAA ANNUAL MEETING

PLAN TO ATTEND!

SHERATON-PARK HOTEL, WASHINGTON, D.C.

PROFESSIONAL-SOCIAL PROGRAM FOR THE 1972 AAAA ANNUAL MEETING

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

WEDNESDAY, 11 OCTOBER 1972

- 0900-1900 Registration. Franklin Room.
1330-1600 National Executive Board Business Meeting. Adams Room.
1500-1800 Very Early Birds' Reception. Old South Room.
1800-2200 Not-So Early Birds' Reception. Old South Room.

THURSDAY, 12 OCTOBER 1972

- 0800-2000 Registration. Franklin Room.
0800-0900 Breakfast Business Meeting. "AAAA Chapter Operations." Chapter Presidents, Secretaries, and Delegates Meeting with Arthur H. Kesten, Executive Vice President and COL Edward L. Nielsen, Ret., Secretary-Treasurer. Ticket required. Sheraton Hall.
0900-0905 Welcome by LTG Harry W. O. Kinnard, USA (Ret.), AAAA National President. Park Ballroom.

"ARMY AVIATION WORLDWIDE" "Dedicated to Land Combat"

- 0905-0920 "Dedication to Land Combat." BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA. An introduction to the convention by the Chairman of the Programming Subcommittee. Philosophy of land combat, aviation relative to the ground unit and its international scope.
0920-0940 "Vietnam Wrapup." BG James F. Hamlet, Commanding General, 4th Infantry Division, Ft. Carson, Colo-

rado. The North Vietnamese offensive. Residual force. Aviation operations.

- 0940-1000 "Vietnamese Aviation Support to Ground Forces." LTG Tran Van Minh, Director of Army Aviation, Republic of South Vietnam.
1000-1015 Coffee Break. Park Ballroom.
1015-1030 "Army Aviation Worldwide." LTG John J. Tolson, III, Deputy Commanding General, U.S. Continental Army Command, Fort Monroe, Va. A survey of U.S. Army aircraft deployment in CONUS and overseas. Role in peace-time support and readiness for conflict with potential enemies.
1030-1050 "German Army Aviation." BG Hans Drebing, Inspector of West German Army Aviation Troops, Army Office, Koeln, Germany.
1050-1105 "Cavalry Testing in Europe." MG William E. Shedd, III, Deputy Chief of Staff for Operations, U.S. Army Europe. Discussion of the Canada-Germany-U.S. Air Cavalry Troop Tests, April-May 1972. Contribution to helicopter-armor tactics and operations in European environment. Vulnerability and trade-off ratios. Integration into ground combat operations.
1105-1125 "British Army Aviation." MG Thomas A. Richardson, MBE, Director of Army Aviation, British Army, London, England.
1125-1140 "Close Air Support." LTG Robert R. Williams, Assistant Chief of Staff for Force Development, DA. A discussion of the roles and missions conflict between the Army and Air Force, showing the origin and the Army's views on close air support with concrete examples of comparisons.
1140-1145 Administrative announcements. Adjournment.

PROFESSIONAL-SOCIAL PROGRAM FOR THE 1972 AAAA ANNUAL MEETING

- 1145-1215 Refreshments and social break. Pay-as-you-go bar, Sheraton Hall.
- 1215-1315 General Membership Luncheon. Admission by ticket. Sheraton Hall.
- 1315-1330 Social break. (Luncheon tables cleared).
- 1330-1415 AAAA General Membership Meeting. The President's Annual Report. Election of National Officers for 1972-1975. Discussion of floor items proposed by members, if time permits. Members only. Sheraton Hall.
- 1415-1430 Social break.

"ARMY AVIATION WORLDWIDE"

- (Continuation of morning presentations. Park Ballroom).
- 1430-1445 "Helicopters as Tank Killers." MG William R. Desobry, Commanding General, U.S. Army Armor Center, Ft. Knox, Ky. A factual explanation of the success that the helicopter with TOW and antitank rockets has demonstrated against armored and point targets. A projection of Hellfire and other seeker munitions and deployment.
- 1445-1500 "Selection of the Advanced Attack Helicopter." MG Sidney M. Marks, Director, Advanced Attack Helicopter Task Force, Hq. U.S. Army Combat Developments Command. An explanation of the present status of the Advanced Attack Helicopter selection program. Prediction of the effect of the program on the Army.
- 1500-1515 "Requirements for Mid-Intensity Warfare." MG Allen M. Burdett, Jr., Commanding General, U.S. Army Aviation Center & School, Ft. Rucker, Ala. An exposition on tactics, and what the training base is doing in the way of instruction and preparation. CONARC directives and the CONARC program for readiness in the tactics of mid-intensity war.
- 1515-1605 "Canadian Aviation." BG C. S. S. Gilliatt, Director General Air Forces, Canadian Forces, Ottawa, Canada.
- 1605-1625 Coffee break. Park Ballroom.
- 1625-1635 "Reserve Component Aviation." LTG Harris W. Hollis, Chief, Office of Reserve Components, DA. Status of aviation, and the progress of aviation-related activities in the Reserve Components.
- 1635-1655 "French Aviation." BG Camille A. Metzler, Commandant de L'Aviation Legere, De L'Armee de Terre, Paris, France.



LTG Kinnard



LTG Williams



LTG Norton



LTG Heiser

- 1655-1710 "Update on TRICAP." MG James C. Smith, Commanding General, 1st Cavalry Division (TRICAP), Ft. Hood, Tex. Testing of the TRICAP Division, tactical concepts, and preliminary test results. ACCB emphasized.
- 1710-1715 Administrative announcements. Adjournment.

- 1715-1815 Cub Club Reunion. Continental Room.
- 1930-2100 President's Reception. Admission by ticket only. (Business suits, cocktail dresses). Sheraton Hall.

FRIDAY, 13 OCTOBER 1972

- 0700-0800 Quickie Continental Breakfast. Pay-as-you-go. Continental Room.
- 0820-0825 Welcome by LTG Harry W. O. Kinnard, USA (Ret.), AAAA National President. Virginia Suite.
- 0825-0840 "The Personnel Story — An Update." MG Sidney B. Berry, Chief, Office of Personnel Operations, DA. The Officer Personnel Management System. Numbers and mix of commissioned and warrant officer aviators. Requirements, training and forecast for the future.
- 0840-0900 "Australian Aviation." COL W. J. Slocombe, OBE, Director, Army Aviation, Australian Army, Canberra, Australia.
- 0900-0915 "New Capabilities." LTG John Norton, Commanding General, U.S. Army Combat Developments Command, Ft. Belvoir, Va. Surveillance systems, night vision devices, combat developments.
- 0915-0935 "Japanese Aviation." MG Hideo Maroaka, Chief, Aviation Section, Ground Staff Office, Ground Self Defense Force (GSDF), Tokyo, Japan.
- 0935-0950 "Community Assistance." MG Elvy B. Roberts, Assistant Deputy Chief of Staff for Military Operations, DA. Civilian-oriented military operations and activities. Project MAST and other civilian support by military aircraft and personnel. Environmental protection activities.
- 0950-1010 "The Logistics Offensive." LTG Joseph M. Heiser, Deputy Chief of Staff for Logistics, DA. A look at the latest in aviation logistics. Status of LOG LIFT, OSDOC, containerization, and other logistics programs.
- 1010-1025 "The Heavy Lift Helicopter." COL William L. McKeown, Project Manager, HLTAS, AVSCOM, St. Louis, Mo. Project status.
- 1025-1040 "Utility Tactical Transport Aircraft System." BG Leo D. Turner, Project Manager, UTTAS, AVSCOM, St. Louis, Mo. Project status.
- 1040-1055 "New Initiatives Aerial Scout." COL J. E. Baker, Project Manager, LOH, AVSCOM, St. Louis, Mo. Project status.
- 1055-1100 Programming Summary. BG William J. Maddox, Jr., Chairman, 1972 National Convention Programming Subcommittee. Adjournment.
- 1100-1145 AAAA Honors Luncheon Reception. Park Ballroom.
- 1200-1400 1972 AAAA Annual Honors Luncheon. Presentation of AAAA National Awards. "Army Aviator of the Year." "Aviation Soldier of the Year." "James H. McClellan Aviation Safety Award." "Outstanding Aviation Unit." "Outstanding Reserve Component Aviation Unit." Sheraton Hall. Ticket required.
- 1430-1515 National Executive Board Business Meeting in President's Suite.
- 1800-2000 Diehards' Reception. Continental Room.

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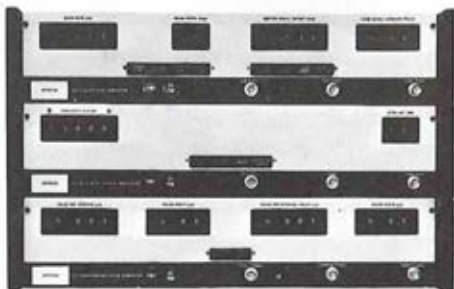
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In combat dispatches, the faithful Huey squadrons flown by U.S. Airmen and ARVN flight crews alike have loomed larger than life because of their combat effectiveness.

In engagement after engagement, they have gotten the combat troops in, the wounded out, and have brought down fire suppression on the head of the enemy.

Many times, several missions have been flown per day per Huey. Without reliable maintainable, almost unstoppable Avco Lycoming turboshaft power, these missions might never have gotten off the ground. We at Avco Lycoming are proud of our role aboard the Huey, the Huey Cobra, and the many other helicopters that are the hinge of fate in the battle grounds of Southeast Asia.

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