

October, 1972

# Army Aviation



**Scout Power**

 **AVCO**

**LYCOMING DIVISION**

STRATFORD, CONNECTICUT 06497



## From R-4 to UTTAS:



## Army/Sikorsky teamwork makes history.

In 1942, the first cross-country helicopter flight. That was the Army's R-4, flying from our factory to Wright Field, Ohio. With Igor Sikorsky as copilot part way. 1943, the first helicopter evacuation. 1953, cargo carried externally beneath helicopters for the first time. 1949 to the present; a succession of altitude and speed records by various Army/Sikorsky helicopters.

Now, a new Army challenge. The UTTAS: utility

tactical transport aircraft system.

Grateful for the Army's vote of confidence, we pledge a total effort toward making the UTTAS a history-maker, too. In terms of mission effectiveness, and cost effectiveness.

**Sikorsky Aircraft** DIVISION OF UNITED TECHNOLOGY CORPORATION

**U  
A.**

# ARMY AVIATION

VOLUME 21

OCTOBER 9, 1972

NUMBER 10

## CONTENTS

### PERSONNEL:

#### The Aviation WO — A Brighter Future!

By Colonel Thomas E. Anderson,  
Chief, Aviation Warrant Officer Branch, OPO .... 4

### DIRECTORATE:

The summer wasn't slow and we're at  
double-time now!

By Brigadier General William J. Maddox, Jr.,  
Director of Army Aviation, OACSFOR, DA ..... 8

### OPERATIONS:

#### Close Air Support

The supplemental views of Senator Barry  
Goldwater and Senator Strom Thurmond to  
a report of the Special Close Air Support  
Subcommittee .....16

### POLICY:

#### Flight Pay for Colonels and Generals

An extract from a September 11, 1972 report  
of the House Appropriations Committee on  
the 1973 DOD Appropriation Bill .....16

### DEPARTMENTS:

Command and Staff .....40

PCS — Changes of Address & Residence .....41

### 1972 AAAA NATIONAL CONVENTION

### WELCOME:

A Message from the AAAA National President,  
Lt. General Harry W.O. Kinnard, USA (Ret.) ....19

### AAAA PROFESSIONAL PROGRAMMING:

Wed., Oct. 11 Professional-Social Program .....20

Thursday-Friday, Oct. 12-13 Programming .....21

Industry (Corporate) Member Firms .....36

1972 AAAA National Convention Committee .....22

### 1972 AAAA ANNUAL HONORS LUNCHEON:

1972 Honors Luncheon Program .....23

1971-1972 AAAA National Awardees .....27

Honors Luncheon Head Table Guests .....30

Honors Luncheon Distinguished Guests .....32

### PREVIOUS AAAA NAT'L AWARD WINNERS:

"James H. McClellan Aviation Safety Award" .....26

"Army Aviator of the Year Award" .....28

"Aviation Soldier of the Year Award" .....29

"Outstanding Aviation Unit Award" .....31

"Outstanding Reserve Component Unit" .....31

## Worldwide AAAA Golf Tournament



COL "Bill" Slocombe, Director of Australian Army Aviation, tees off in Worldwide AAAA Scholarship Golf Tournament at Yowani Country Club in Canberra, Australia. Other members in the foursome are from left: LTC Bill Broderick, Australian Army assistant to MG Vincent; Mr. Neville McGlynn, Royal Australian Navy; and LTC Dean Paquette, US Army Senior Standardization Representative to Australia.

### AAAA MEMBERSHIP STRUCTURE:

1971-1972 National Officers .....33

AAAA National Convention Delegates .....34

### DISPLAY ADVERTISING:

Avco Lycoming Division ..... Cover 1

Beech Aircraft Corporation ..... Centerfold

Bell Helicopter Company ..... 5

Boeing Vertol Division ..... 15

General Electric Company ..... 7

Hughes Tool Co. — Aircraft Division .....13

Sikorsky Aircraft Division ..... 2

### SERVICE ADVERTISING:

Dynalectron Corporation .....14

Fort Rucker National Bank .....46

Josten's .....35

Ladd Agency, Inc. ....37

Northrop Worldwide Aircraft Services .....35

ARMY AVIATION is published 11 times a year by Army Aviation Publications, Inc. with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$4.50, 2 years \$8.00 to CONUS and APO addresses only; add \$7.50 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army or the staff of the publication. Publisher, Arthur H. Kesten; Managing Editor, Dorothy Kesten; Associate Editor, Eileen McClennig; Fulfillment, Beryl Beaumont. Advertising information available from the Business Office or from Jobson, Jordan, Harrison & Schulz, 1901 W. 8th St., Los Angeles, Calif. 90057. (213) 483-8530; or from JH&S, 57 Post Street, San Francisco, Calif. 94104. (415) 392-6794. Second class postage paid at Westport, Conn.



---

# The Aviation Warrant Officer- A Brighter Future!

---

BY COLONEL THOMAS E. ANDERSON

Chief, Aviation Warrant Officer Branch, OPD, OPO, Dept. of the Army

---

**A** little over a year ago, writing in the June, 1971 issue of *ARMY AVIATION*, a former Chief of the Aviation Warrant Officer Branch wrote, "The aviation warrant officer can expect, along with greater tour stability, much greater emphasis on career development and utilization".

The past year has shown that great progress has been made in all three areas. Tour stability in both CONUS and overseas long tour areas is now assured. The aviation warrant officer now has a definitive career development pattern which has as one of its key features a firm provision for utilization of acquired skills following training.

To appreciate the marked change from the previous career program, an understanding of the purpose and background of the aviation warrant officer is necessary.

---

## Technical positions

The warrant officer category, both aviator and non-aviator, is authorized as a component of the personnel structure of the Army in order to fill those positions between the enlisted and officer categories which are essentially technical in nature.

Within this category, the aviation warrant officer is provided to fill those aviator positions which require long-term, repetitive utilization in both cockpit and aviation-related assignments which do not fall within the purview of the career development patterns of the commissioned officer. As with all warrant officers, the utilization parameters are MOS-oriented.

The commissioned officer aviator, on the other hand, is provided to fill those command, supervisory and leadership positions inherent in the career development requirements of the more

broadly trained, branch-oriented requirements of the commissioned category. The past several years of Vietnam conflict have provided firm endorsement of this concept of two categories of aviators manning the thousands of aircraft organic to the combat support structure of the Army.

In essence, the commissioned aviator is the supervisor, the commander and the manager of Army Aviation activities while the aviation warrant officer is the Army's professional pilot who acquires the aviation-related skills necessary to conduct the operational, maintenance and training missions of Army aircraft. The recently approved aviation warrant officer career development pattern is predicated on this fundamental difference between the Army's concept of utilization of commissioned and warrant officer aviators.

---

## The Army's professional

In formulating the career pattern for aviation warrant officers it was necessary to keep constantly in mind exactly what the aviation warrant officer is, and what he is not. As stated above, the warrant officer aviator is the Army's truly professional pilot. He is available over the complete span of his career to fill those aviation and aviation-related positions which do not require the exercise of command, managerial or supervisory skills which are inherently within the purview of the commissioned officer aviator.

Because his career is devoted entirely to flying and aviation-related assignments, the warrant officer has the benefit of acquiring a depth of flying skills far in excess to his commissioned officer counterpart whose career pattern demands are more branch-oriented than if he were strictly within



## HUEYCOBRAS 18 TANKS 1

That was the final average kill ratio in a free-play Army exercise this spring that pitted Bell HueyCobras against German Leopard tanks.

The arena: 30 x 40 kilometers of central Europe around Ansbach, Germany.

Armed with laser weapons (simulating TOW missiles), Bell AH-1G HueyCobras demonstrated a decisive tactical advantage. In one trial series, the TOWCobra's knocked out 30 tanks and 4 air

defense vehicles while sustaining just one loss.

By lurking at maximum stand-off range, and firing from a concealed hover position, Bell's TOWCobra proved to be a potent addition to the anti-armor team.

The TOW missile system for HueyCobras is being qualified at Bell Helicopter now. Today. And this is just the first of many advancements in firepower, payload and performance that Bell will bring to attack helicopter technology . . . providing ever greater tank-kill capabilities.

Bell's documentary film of the Ansbach test can be seen at Bell's AUSA display and is available to military agencies on request.

**BELL**  
HELICOPTER  
FORT WORTH, TEXAS 76102  
A  COMPANY

## WARRANT/Cont. from Page 4

an aviation career. As a result, warrant officers acquire greater expertise in such aviation-related skills as IP, SIP, Flight Safety, and Instrument Examiner, than does the commissioned aviator. Most TOE/TDA positions calling for such skills are designated as warrant officer requirements.

A career pattern, therefore, should be oriented toward the skills and requirements which inherently belong to the warrant officer and should not attempt to overlap the command and supervisory role of the commissioned officer aviator.

### Aircraft qualification

There has been a long standing feeling among aviation warrant officers that they must acquire as many aircraft qualifications as possible in order to keep up with their contemporaries. This syndrome was reinforced during the build up and conduct of the Vietnam war when it frequently became necessary to order multiple aircraft transition training in order to meet requirements.

In the future, however, the newly rated aviator will fly only the basic helicopter in the inventory during his initial obligatory tour, thus insuring that he not only builds a solid base of flying experience but also has the time to establish a solid manner of performance background upon which selection for future training and utilization can be based. In addition, the Army will not be providing expensive training to an unknown career asset.

At the time the young aviator completes his OBV



**FT. WOLTERS** — CW4 James L. Jones, a standardization pilot in the Training Inspection Branch of the USAPHS Flight Department, has been designated a Master Army Aviator. His wife, Barbara, admires the new wings presented him by BG Leo E. Soucek, School commandant. Jones, from Mountain Grove, Mo., reported to Ft. Wolters in February, 1971 from Ft. Rucker, Ala. where he completed the Warrant Officer Advanced Course. Prior to that he served in Vietnam with the 1st Cavalry Division (Airmobile). U.S. Army photo

tour and enters into a confirmed career status, he will then be considered for training in one of two distinct career fields within the aviation warrant officer structure. He will have his choice of following a career either in the Operations and Training field or in the Maintenance and Resource Management field.

After he makes his choice known to his Branch, he will be selected for career field entry training and utilization either as an Instructor Pilot or as an Aircraft Maintenance Technician. Normally a full three year utilization tour will follow all training. Those individuals not selected for entry into a career field at that time will remain in the utilization sustaining base and will be reconsidered at a future time. Non-selection for career field entry training may be due to a limitation on the numbers required that year, a poorer performance record than his contemporaries, not being available for training, or a combination of such factors.

### Competitive selection

After his initial career field utilization tour, the warrant officer aviator will then make known his choice of the type of advanced aircraft system in which he desires to be trained. Again, his selection will be on a competitive basis but once trained in cargo helicopters, aerial fire support systems or fixed wing, he will generally remain in that type aircraft system for the rest of his career.

For example, the individual who is trained in one of the cargo helicopter aircraft in the inventory can expect to serve a full utilization tour in that aircraft and then become an IP prior to his next tour. His next training will be as an SIP and then as an instrument flight examiner. All of his training and utilization will be oriented toward his specific aircraft type, the cargo helicopter.

The individual who is established in the O&T field will normally not receive aircraft maintenance training since a separate field exists for maintenance technicians.

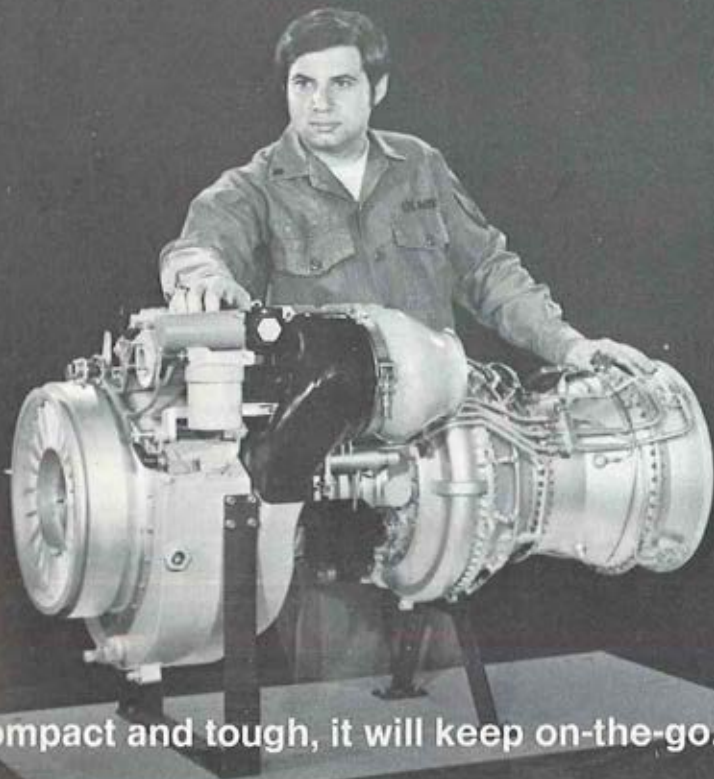
Both fields, however, provide the base for selection of individuals to be trained as flight safety technicians, since the best safety officers have proven to be those who have a good operational background or extensive aircraft maintenance experience. After he receives his aviation safety career field training, the AWO will still be oriented toward the aircraft system in which he was previously trained.

The objective of the aviation warrant officer career pattern is to return to the premise that the warrant officer is a specialized technician rather than a broadly trained generalist. No longer will a warrant officer receive training in all three fields as well as being qualified in nearly all the aircraft in the inventory. It is obvious that training in a multiplicity of skills is not only expensive but also tends to set a false impression that the key to success is to acquire more qualifications than your contemporaries.

(Continued on Page 46)



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

The  
summer  
wasn't  
slow,  
and  
we're  
at  
double-  
time  
now!

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

**T**HE summer wasn't slow, and the autumn is living up to every expectation that it will be a double-time season. In normal years the pace picks up after Labor Day.

In 1972 we have all of the standard activities involved with building the budget for next year and administering our ongoing programs. As in the past several years, the Congress is busy hammering out the military authorization and appropriation bills. These bills provide the fuel to keep us operating in the current fiscal year.

This year we have some added activities which spice the climate in Washington. Because of the elections, the Congress is pressing very hard to reach agreements on our budget submissions. For this reason, September was a month of high activity in the Congressional sphere.

---

### Joint conference

---

The Armed Services committees of the Senate and the House, in joint conference, reached agreement on our authorizations for FY 73. The Army's efforts to explain termination of the *Cheyenne* Advanced Attack Helicopter program, and the establishment of a program to develop and field a new attack helicopter in the late 1970s, bore fruit.

The joint conference agreed to authorizing termination funds for the *Cheyenne* and projecting initiation money for an aircraft effort which should get under way with requests to industry this month. The conference also made modest reductions in the funding requests for the *Utility Tactical Transport Aircraft System (UTTAS)* and the *Heavy Lift Helicopter (HLH)*. Otherwise, the Army airmobility request generally was met as submitted.

Subsequently, in September, the House Appropriations Committee elected to delete funds for the Advanced Attack Helicopter, the Aerial Scout, and production for the *Cobra/TOW*. The committee proposed major adjustments to the *HLH* and *UTTAS* programs.



I will not go into specific details on the House Appropriations Committee report because it is not the final word on how our appropriations will be legislated. The Senate Appropriations Committee still must submit its report. Both Houses must act on the committee recommendations and then a joint conference committee will meet to develop a single recommendation for both Houses to pass into law.

Our month of September also was occupied in preparation for a Department of Defense decision on the attack helicopter program. This decision should be made following a *Defense Systems Acquisition Review Council (DSARC)* meeting at the end of the month.

To prepare for the council meeting, the Army is required to prepare a detailed proposal which includes a listing of reasonable alternatives, and a recommendation. The proposal must be staffed with the Secretary of Defense staff and the other Services prior to the DSARC. Funding tables and development schedules make up an important part of our proposal. Our paper work was made possible only through the intense efforts of a number of our people from the Army Materiel Command and the Combat Developments Command.

As a side note on the *Advanced Attack Helicopter (AAH)*, the proposal has been made to rename the AAH system to, for short, *AAHS*. If we make this change in the name, then the Project Manager (*Brigadier General Henry Bolz*) can be called "*The Wizard of AAHS!*"

## Musical chairs

September also brought some important personnel changes. *Lieutenant General "Bob" Williams*, the grand old man of Army Aviation, was transferred from ACSFOR to be Deputy Commanding General (and Chief of Staff) of the U. S. Army Pacific (USARPAC). He leaves the Washington scene after having served as Deputy ACSFOR, Acting ACSFOR and the ACSFOR for nearly three and one-half years. This is a phenomenal accomplishment which has benefited the Army as a whole. The entire Aviation community wishes him clear weather and smooth air during his assignment.

*General Williams'* departure was preceded by the movement of his Deputy, *Major General John R. Deane, Jr.* was selected for promotion to Lieutenant General and assignment to the Defense Intelligence Agency.

Two retirements of note took place here in the building. *Brigadier General Conrad L. Stansberry*, from the Office of the Director of Defense Research and Engineering, and *Colonel Paul E. Killpack*, Deputy Director of Army Aviation, both checked out of the net after at least thirty years of service apiece. *General Stansberry* is moving to Europe to be the representative there for the Bell Helicopter Company.

At CONARC *Colonel William R. (Randy) Mathews* who has served with distinction as Aviation Officer for the past several years, also hung up his suit.



LTG WILLIAMS



BG LYNCH



BG SOUCEK



BG STANSBERRY

Both *Paul Killpack* and *Randy Mathews* will settle down on their properties in Florida and Texas respectively for a well earned vacation.

*Conrad Stansberry's* retirement opened a slot in OSD for *Brigadier General "Mike" Lynch*, who returned to Washington after commanding the Hunter-Stewart complex in Georgia for the past year and a half. *Fort Wolters* also said good-bye to *Brigadier General Leo Soucek* who is scheduled for an early October arrival in Iran where he will head the Army section of the Advisory Group. Another aviator, *Major General Ellis Williamson*, heads the Group. This is a significant move because Iran has a very active air mobility program which it is building with its own funds.

In another international move, *Major General George S. Beatty, Jr.* departed Rio de Janeiro, where he was Chairman of the Joint Brazil-United States Military Commission, to become Commandant of the Inter-American Defense College at Fort McNair, Washington, D.C.

The 1st Aviation Brigade also changed hands recently. *Major General Bob Mackinnon* turned over command to *Brigadier General Jack Mackmull*, who returned to Vietnam for his third tour. *General Mackinnon* moved to Hawaii and assumed command of the 25th Division at Schofield Barracks.

Fort Rucker also had some major changes. *Colonel Hubert Campbell* departed the position of Assistant Commandant of the Aviation School and moved to U. S. Readiness Command in Florida. He was succeeded by *Colonel Earl W. Fletcher*, who has served as Deputy Commandant for more than two years. *Colonel Fletcher*, in turn, was replaced by *Colonel John A. Todd* who reported to Rucker

after serving for a year and a half as Deputy Commanding General of the 1st Aviation Brigade.

All in all, the summer turbulence adds zest to the autumn!

---

### Get-Together

The personnel changes had a major impact on our programming for the Annual AAAA National Convention in Washington. Again this year we expect to have over twenty general officers and several colonels make fast-paced presentations which will be reproduced in subsequent issues.

The theme "Army Aviation World-Wide — Dedicated to Land Combat" has drawn considerable interest from foreign directors of aviation. The convention should provide an excellent forum for a good exchange of views with aviators in other armies. Perhaps this will allow us to mutually reinforce our efforts. Of primary interest to most directors is the weaponization program. We certainly need more international attention given to the subject of attack and scout helicopters because this is where a great deal of new tactical money can be made.

While a new generation of conventional Army equipment brings an incremental improvement in our capabilities, the development and employment of new attack helicopters provide great advances in our capability to conduct land combat. In my normal duties, I have the opportunity to meet a number of senior army officers in other Services. These people are the planners and trainers of their armies and they are thinking aviation.



100 — A refund of \$42 is presented to members of ORWAC 72-26 at Ft. Rucker, Ala., for achieving 100 membership in AAAA. COL Harold T. Smith (left, foreground), Aviation Center Chapter president, gives the check to CPT Robert W. Yaap, class leader. Front left is LTC C. H. Wolliver, Jr., 8th Battalion commander, and front right is MAJ John A. Duff, CO of the 65th Company to which the class was assigned.

---

### In-House rally

As a means of getting together to evaluate our new program, the Army will conduct its *Fourth Annual Army Aviation Program Review* on 12 and 13 December. Fort Rucker again has been selected for the conference site. Such reviews are conducted annually by each of our major branches.

The reviews serve as an intensified management tool for the Chief of Staff. They are designed to focus high level attention on selected systems and subjects which either have high priority or may become problem areas.

During the December review the following topics will be addressed:

- The enemy threat to aviation.
- Survivability in the mid-intensity combat environment.
- Survivability in the mid-intensity combat environment.
- Major systems under development.
- The personnel situation.
- The combat developments overview.

As is normal, the Vice Chief of Staff will chair the conference.

---

### Honors

The Army's senior flight surgeon, *Major General Spurgeon H. Neel, Jr.* who serves as the Deputy Surgeon General of the Army, is the first Army officer to be named President of the Aerospace Medical Association.

The association is an unofficial organization whose membership includes individuals from all Services who are "... primarily concerned with the medical aspects of flying and the adaptation of man to unusual operations environments." The honor of heading the association is recognition for *Dr. Neel's* substantial contributions in the field of Aviation Medicine.

---

### Hardware

• *Multi-engine aircraft.* Probably one of the most difficult tasks of the Director is keeping track of the Army's multi-engine fleet and making recommendations on the assignment of our multi-passenger fixed wing assets. Final decision is made in the Army's "front office" so that all aspects of each command's case are properly considered.

Because the Army possesses only about 30% of its authorized multi-engine aircraft in preferred assets, the Army has a long term plan for acquiring new aircraft in modest amounts. The problem is that executive type aircraft are *not* first line combat equipment and, therefore, do *not* have high priority in our procurement program.

The term "*preferred assets*" refers to U-21 type aircraft in the inventory. All U-8s and T-42s are considered to be substitute assets and such planes



as the C-45 and C-47 are non-standard aircraft. The history of the U-21 goes back to 1966 when the Army conducted a competitive evaluation for a fixed wing, turbine powered aircraft to replace the aging U-8 fleet.

As a result of this competition, the Beechcraft U-21 turboprop airplane was selected for procurement. In 1971 the Army procured 22 U-21s, the last five of which were the uprated and stretched U-21F airplanes.

When OSD approved the request it stipulated that the Army make a competitive procurement from among other aircraft in the same general category. Because the Air Force also requested 14 aircraft under the budget line CX-X, OSD consolidated the two procurements and designated the Army to be the procuring agency. Accordingly, joint aircraft performance characteristics were developed by the two Services and a request for proposal was issued to industry for competitive procurement in late September.

Specifications call for a twin-engine turboprop or turbofan pressurized airplane with a cruise speed in excess of 200 knots, and a passenger carrying capability of at least eight passengers. The plane must be capable of operating at a minimum service ceiling of 20,000 feet and possess a useful load of 2,000 pounds. Its minimum range will be at least 1,000 nautical miles.

Contract award for the winning competitor should take place in January with deliveries taking place later next year. The Army versions will be allocated against a standing priority list. The Air Force models are being procured specifically to modernize the Defense Attaché system fleet.

Until later in the decade, it appears that our U-8 fleet will remain in the inventory. The Reserve Components, which must depend on some single engine aircraft as substitute assets, will begin soon to receive some 60 U-3 twin-engine Cessnas which are being accepted from the Air Force.

- The OV-1D *Mohawk* was designated standard A equipment on 5 September. As such the *Mohawk* is now the preferred OV-1 asset in the Army's inventory and will serve as the primary reconnaissance and surveillance aircraft responsive to the Corps commander through the next decade. The OV-1D incorporates an inertial navigation system for more accurate positioning of the aircraft and new side-looking airborne radar (SLAR) and infrared (IR) sensors with greatly improved target detection ability.

- Contract awards for the competitive development of the *UTTAS* were made to Sikorsky Aircraft and Boeing Vertol the last day of August. The two contractors were selected following a design competition for the Army's first true aerial squad carrier.

The *UTTAS* is designed to carry eleven fully-equipped infantrymen and a crew of three. It will utilize two 1,500 HP advanced technology engines to be built by General Electric, and will be opti-

## UTTAS and AAAA

A 20-minute sound, color film on the Boeing Vertol VUH-61A Utility Tactical Transport Aircraft System has been made available for showing at AAAA's CONUS Chapters throughout the fall. Chapters interested in having the *UTTAS* presentation (speaker and film) for professional programming are asked to contact the AAAA National Office, and provide optional November and December meeting dates.

The Sikorsky Aircraft Division of the United Aircraft Corporation also has an outstanding *UTTAS* film, and will provide both speaker and film following coordination through the AAAA National Office.

mized for reliability, maintainability and low operating costs. It will begin to replace the current UH-1 fleet late in this decade.

- Following the initial use of heat-seeking anti-aircraft missiles by the enemy in Vietnam, the Army embarked upon an expedited program to provide protection for its front line aircraft fleet. All of our UH-1s, *Cobras* and LOHs in Vietnam now have been modified by infrared suppression kits.

The main feature in the retrofit program is tail pipe extension which hides the hot metal of the engine and diffuses the exhaust gases. Similar provisions have also been made for Vietnamese Air Force and Cambodian UH-1 helicopters.

---

## Warrant Officer Career Field

---

Colonel Tom Anderson has created a comprehensive career pattern for Army Aviation Warrant Officers. In the short period of time that he has been Chief of the Aviation Warrant Officer Branch of the Office of Personnel Operations (OPO), he has spelled out the function of the warrant officer and delineated sub-fields within the overall warrant officer career field.

Upon entrance into the aviation program, a warrant officer should spend about three years on a utilization tour in utility or observation aircraft or in basic attack helicopters.

After the initial utilization tour warrant officers may be channeled into operations and training, flight safety, and maintenance and resource management. Those warrants pursuing the operations and training sub-field may proceed with utility helicopters, gunships, or fixed wing aircraft. Those pursuing maintenance and resource management can follow similar patterns.

The Army feels that "regardless of which career field an individual enters, the overall objective of the career development patterns is ultimately to provide the Army with a highly skilled aviation technician who can provide maximum professional contribution during the latter portions of his career."

My concern is that senior warrant officers have an opportunity to perform as professional technicians



## SUMMER/Continued from Page 11

throughout the Army structure — not just in company-sized aviation units. Accordingly, steps are being taken to identify TO&E and TDA positions in higher headquarters where warrant officers can make a technical contribution.

As a starter, the Aviation Directorate is setting the pace by accepting a warrant officer on the Army Staff as a full fledged action officer. I expect to greet CW4 Bob Hamilton in December when he returns from his current tour with the 1st Aviation Brigade in Vietnam.

Bob will be given a desk beside lieutenant colonel action officers and will apply his years of aviation service to our daily problems here in the Pentagon. In time, other warrant officers should be working in other Staff agencies in Department of the Army, Corps, Division, and Brigade headquarters throughout the Army.

Recognition also is being accorded the warrant officer aviator in several current forms. I have nominated CWO Lester Whitels of the Advanced Attack Helicopter Project Manager's Office for the Kitty Hawk Award of the Los Angeles Chamber of Commerce. CWO Whitels performed with great distinction as a pilot gunner of one of the UH-1B equipped TOW helicopters during the recent North Vietnamese offensive at Kon Tum. He will receive the Kitty Hawk Award at ceremonies in Los Angeles on 1 December.

During its annual convention, the Air Force Association presented its Hap H. Arnold Award to "air units of the Allied Forces in Southeast Asia (Air Force, Navy, Army, Marine Corps, RVN)" for "effec-

tively applying air power to repel the invasion during the spring and summer of 1972 in Southeast Asia."

Admiral Thomas H. Moorer, Chairman of the Joint Chiefs of Staff, accepted the award at the annual meeting of the Air Force Association in Washington. WO1 Samuel Lee Barnes, formerly of the 362d Aviation Company, 3d Brigade, 1st Cav, represented the Army at the presentation ceremony. He served with distinction in the Song Be, Bo Dap, An Loc, and Lai Khe areas after having served with Company A, 159th Assault Support Helicopter Battalion of the 101st Airborne Division at Phu Bai.

## Nap-of-the-Earth

In August this magazine carried an official policy statement on nap-of-the-earth flight. Because our instrumented attack helicopter testing at Hunter-Liggett Military Reservation in California and the United States/German/Canadian Air Cavalry tests in Europe have shown the great value of terrain to the survivability of Army aircraft, the Army is moving strongly toward nap-of-the-earth proficiency. All tactical units will be required to demonstrate their capabilities and training programs will be established accordingly.

Fort Rucker already is preparing a training circular on the subject. I recently met with Colonel Jim Mapp, the Fort Rucker Director of Instruction, and reviewed his nap-of-the-earth program. In November a flight course north of the reservation will be opened to aviator trainees. I will comment in the next issue at greater length on the course and how units in the field can establish similar courses.

As a means of stressing the importance of proper tactical training and relating it to the Army's Safety Program, the Chief of Staff approved a congratulatory message which was transmitted to the Army on 1 September and was reproduced on page 17 of ARMY AVIATION. The message cited the worldwide rate of 11.95 aircraft accidents per 100,000 flying hours, 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 FY 60. In FY 71 the rate was 14.34.

## Unsolicited endorsements

The introduction of the helicopter-mounted TOW missile into Vietnam has attracted great interest throughout the Defense community. Also, Department of the Army has received a number of laudatory comments from its alumni.

Retired General I. D. White, a senior armor officer for many years, wrote that he was highly pleased to read the press reports in the Boston newspapers.

Lieutenant General Robert R. Williams received a letter from retired General Paul D. Adams, the first Commander in Chief of Strike Command. The letter is noteworthy for General Adams' tactical



**LONG HOP** — Shown prior to departing on a 6-month TDY stint at Ft. Greely, Alaska, to conduct expanding arctic testing of the CH-47C Chinook are four members of a seven-member team from the Aviation Test Board at Fort Rucker. They are, l-r, CPT James V. Tornillo, MAJ Robert W. Johnson, CW4 Robert D. Blvens, and MAJ Philip B. Kimak. Johnson and Blvens will fly a supply C-7 Caribou.



**The makers of the Army's OH-6A  
are at work on a Night Scout.  
And a new Day Scout, too.**

**Hughes Helicopters**

observations and is quoted in part here:

"Army Aviation has gone a long way since the early 1950s when we were putting together the first really organized aviation program the Army ever had. I recall that one of the first things we got going at Rucker was a tank busting/bunker busting effort with fixed wing aircraft which got us into trouble with the Air Force.

"It was the source of great satisfaction to me to see in recent issues of 'The Armed Forces Journal' and the 'Army Times' that the means have become available for doing the job. It also made me proud of the gallant little band of Army flyers comprised of warrant officers, non-commissioned officers, and specialists led by LTC Patrick K. Feore, Jr. who knew what to do, how to do it, and went out to Vietnam and did the tank busting job with dispatch.

"One of the great blocks in the military thinking of some people is the conviction that it takes a like weapon to neutralize a weapon. History does not bear this out. Rather history shows, if it shows anything, that an ingenious new approach is the direction in which to work and the resulting weapon may be less expensive.

"The armored Knights of France were whipped by English long bowmen. The battleship, supposedly invincible, was driven from the seas by the rela-

tively small airplane. One might add that the aircraft carrier, as awesome as it is, may well go down before a single missile fired from thousands of miles away. Perhaps the missile may not need a nuclear warhead, but can do the job with a multiple warhead using conventional explosives."

General Adams continued by stating that if helicopters can kill tanks effectively, "... and it looks like the means for doing so are here, or near at hand, the doors will be opened for increased exploitation of air mobility of army forces, both strategically and tactically. Thus armies could strike at critical objectives and take them without having to capture all of the ground, or routes from the bases of operations to the objective...

"If there is any convenient way to transmit my admiration to the little band of tank busters, I would appreciate your doing so."

## Ridiculous Non-Flight of the Month

Back in the old fixed wing flying days in the Army we learned that Piper Cubs should be flown under several basic ground rules. Two of these rules were that you should never believe the fuel gauge and that when flying in hilly terrain you should remain well clear of the crest of the hills, particularly on the lee side.

The reason for the fuel gauge rule was that the pilot should determine personally what his fuel state was and *not* depend on a relatively simple mechanical device which was affixed to a floating cork in the fuel tank. The cork was subject to becoming fuel logged and the wire device attached to it was subject to becoming bent and then sticking. The reason for the second rule on flying near crests was that updrafts and downdrafts play strange tricks on nearby airplanes.

This month, I came across violations of both of these basic rules. Both rules, of course, still apply to flying. The lesson here is that some people never learn from the lessons of others but must make all of the old mistakes all over again. Therefore, the supervisor can never stop supervising and the teacher should never stop teaching.

- Case #1: "Aircraft was flight planned for three hours thirty minutes available fuel. Fuel warning light came on at two hours thirty minutes. Pilot was not in proximity of a refueling facility and, because of disparity between low fuel warning light and the elapsed flight time, pilot elected to fly to a refueling point. Engine failed twenty-eight minutes later."

- Case #2: "Aircraft was crossing a mountain range flying between the base of the clouds and the trees when the pilot experienced partial power failure. Unable to maintain flight, aircraft landed into the trees. Cloud conditions in the area prevented the pilot from selecting a suitable forced landing area."

Can't we do better than that? Let's try.

See you at the AAAA Convention! Fly Direct!



Dynalectron Corporation,  
Aerospace Operations Division,  
extends its congratulations to the Army Aviation Association of America for another convention and symposium well organized and managed. We are proud to be associated with AAAA and to play a part in the Army Aviation Maintenance Program.

**DYNALECTRON CORPORATION**  
aerospace operations division  
600 Camp Bowie Boulevard  
Fort Worth, Texas 76116



# The 1985 Chinook



The CH-47 "Chinook" is more than a military aircraft serving the needs of five countries and shortly to enter service with two additional nations.

More than today's standard medium lift helicopter at work meeting a wide range of mission requirements in varying climatic conditions.

Chinook is a high performance design and development concept. A basic system adaptive to planned, orderly revisions in military requirements throughout the 1980's.

Chinook has longevity. Staying power to stay modern. Developmental flexibility to provide the maximum return on investment.

Chinook. The helicopter you can live with. Today and in 1985.

***BOEING HELICOPTERS***



---

# Close Air Support

---

SUPPLEMENTAL VIEWS TO THE APRIL 18, 1972 REPORT OF THE SPECIAL CLOSE AIR SUPPORT SUBCOMMITTEE OF THE SENATE PREPAREDNESS INVESTIGATING SUBCOMMITTEE OF THE SENATE COMMITTEE ON ARMED SERVICES.

---

SUPPLEMENTAL VIEW OF  
SENATOR BARRY GOLDWATER,  
ARIZONA

**W**HILE I concur in a general way with the findings of the full subcommittee's report, I must ask the Subcommittee to insist that the assignment of the Close Air Support mission to the Air Force be reaffirmed by the Department of Defense. I use the word "insist" because I feel strongly that the Department of Defense must make this decision as I do not see it as a function of the subcommittee or the full committee of Armed Services. While the report submitted by Secretary Packard approaches the subject, it, in my opinion, brushes off the responsibility for the ultimate decision and until that decision is made we are going to continue to be plagued with the costs and problems of four tactical air forces.

It is mandatory that the Air Force have the full support of all branches of the Service in recognizing that the Air Force and it alone should be charged with the responsibility of providing Close Air Support. This is not an easy statement for me to make because I have the utmost respect and regard for the aviators of all the Services; however, this country can no longer afford the luxury of four tactical air forces all doing the same thing. The fact that I had service in the Air Force might be charged as the reason that I prepared the Minority Report; this I deny. I first entered the services as an infantry officer and as I have said before, I have great respect for the roles played by all of our services. My concern is imbedded in duplication, a very costly duplication.

It was never intended that each Service would be provided with the means to conduct completely independent combat operations. The Unified Commander is given an appropriate mix of weapons, material and manpower and he is able to effectively engage the enemy through employment of his combined assets. Each Service should contribute the particular force in which it is expert, without over-

(Continued on Page 38)

SUPPLEMENTAL VIEW OF  
SENATOR STROM THURMOND,  
SOUTH CAROLINA

**I**N my judgment, the Report of the Close Air Support Subcommittee is sound and is firmly based upon the testimony before the subcommittee during the hearings.

However, because of my deep interest in this subject I am filing these individual views as a means of emphasizing my belief that the Army needs an advanced helicopter gunship and that such a weapon system is complementary to, and not duplicative of, fixed-wing air support.

I believe that the body of this report on close air support does an excellent job of laying a foundation from which present controversy over close air support can be understood. Where the report falls short, in my opinion, is that the findings and recommendations that were reached do not address the issues as directly as might be desired.

In my view, the primary mission of fixed-wing close air support for the Army has traditionally rested with the Air Force and this role is adequately defined in current memoranda and policy. Because of the heavy emphasis accorded air power, the old Army Air Corps separated from the Army in the 1940s, forming a separate service, today's U. S. Air Force. Since the 1940s, time and technology have developed so that the Air Force has emphasized the additional role of extremely long range strategic nuclear bombardment with bombers and intercontinental missiles and the needs of air superiority.

In the hearings the Army supported the fixed-wing close air support role remaining with the Air Force but argued persuasively for the continuation of the helicopter gunships as an integral part of the ground commander's fire and maneuver team. After all, Close Air Support is not an independent mission but stems from the firepower requirements of the man on the ground.

The real question should not be whether or not the helicopter gunship infringes on any service's  
(Continued on the Next Page)

## **CLOSE** / Continued from Page 16

mission but rather should be, does it save lives among the vulnerable ground forces by performing a job which fixed-wing planes cannot perform?

The issue as to whether or not this country could afford four tactical Air Force planes was injected into the hearings early in the testimony. This "four Air Force question" points to the tactical aircraft squadrons presently centered in the Air Force but also contemplated by a large Navy tactical air structure, the smaller division-wing team structure in the Marines, and the helicopter gunship aviation element distributed throughout the Army.

The Navy's tactical aircraft arm developed as a result of the aircraft carrier. This concept is sound and has served the nation well since the start of World War II. The size of the Navy's tactical fighter complement has been driven by the number of aircraft carriers. This element of our defense structure may be more critical to our security in years ahead as we reduce foreign commitments and thus surrender our overseas air bases.

The Marine tactical aircraft program developed because of the special amphibious mission assigned to them. The Marines, although supported a great deal by Navy tactical air elements, have always demanded and received integrated close air support in the form of a division-wing team. Such close air support has been supplied by fixed-wing aircraft in the past decade. However, technological advances of recent years have resulted in the integration of vertical and short take-off and landing aircraft like the Harrier and Cobra helicopter gunships into the Marine air-ground team.

The Army's large helicopter aviation element is a recent development resulting from advancements of helicopter technology in the 1950s and 1960s. As the report makes clear, the growth of this aviation element took place in the mid-1960s following the Defense Department's encouragement that Army battlefield mobility be enhanced by the helicopter. As the report further shows, the attack versions of the helicopter evolved naturally from the combat experience of the Vietnam War. The Defense Department and the Congress would be remiss if they did not capitalize on this experience to improve our nation's defense capability.

### **Duplication a false issue**

The key charge raised is that fixed-wing airplanes and attack helicopters duplicate each other. A reading of the report makes it perfectly clear that this is not so. Duplication is a false issue. Close air support is simply an element of the total firepower involved in the land battle, the part of the war that involves the efforts of the ground soldier to occupy and hold ground. The report makes clear that all of the multiple elements of firepower that support the infantrymen in the land battle "duplicate" each other in the sense that they are all used to support him in the battle. Machine-



gun fire duplicates rifle fire and mortars duplicate artillery fire, but each weapon is different and has its useful and unique application.

Should we eliminate any of the elements of firepower that support the infantryman, since in a way they all "duplicate" one another? To propose to do so would be absurd. Firepower helps the ground soldier win wars; it also saves lives in the attainment of that objective. While the firepower of a weapon may duplicate that of another weapon system when it hits the target, the type of ordnance hitting the target and the means through which it is delivered are often different. The fixed-wing fighter and the helicopter are dissimilar types of aircraft, use entirely different ordnance and deliver it in entirely different types of attack. The fixed-wing aircraft delivers heavy ordnance and makes strafing passes with fixed cannons or rockets. It must approach its target at a high altitude, dive at the target and then pull away. All this time it is exposed to enemy radar and fire. However, the helicopter is not restricted to straight-in attacks over the enemy, and can fire weapons at targets off line-of-flight. It approaches the battle area with caution and precision, using cover of trees and hills, popping up and darting about.

### **A place in the spectrum**

Initially, the Army developed the helicopter gunship to protect its other helicopters. In moving troops by helicopter it was necessary to have some aircraft which could accompany the transport helicopter at the same speed and provide sustained and suppressive fire in the landing zone to protect



the troops while they dismounted and took cover. In carrying out this role, the Army learned that the helicopter gunship had other capabilities which fixed-wing aircraft could not offer. These included providing its own target acquisition and highly accurate, close-in offensive and defensive fires to the front, sides and rear, while operating at night and during adverse weather. The attack helicopter moves nimbly about the battlefield in the environment of the ground soldier; it flies; it hovers; it pops up; it darts away. It is an aerial platform for the ground commander. It is manned by infantrymen, cavalrymen, and artillerymen who understand the land battle and who participate on a daily basis as an integral element of Army combat units. It has a place in the spectrum of land battle firepower which cannot be duplicated either by ground weapons or fixed-wing aircraft.

### The question of survivability

The Subcommittee report did give approval to the attack helicopter concept with these words: "Assuming that questions regarding helicopter vulnerability are resolved successfully, the Subcommittee believes that there is a valid requirement for a more capable attack helicopter."

The question of survivability, frequently used against the helicopter gunship, is being addressed in current Army tests. To date these tests are reaffirming previous favorable findings. Armor plating will make them less susceptible to enemy fire and crash survivable rubber fuel tanks will reduce personnel casualties when a helicopter goes down. In Vietnam approximately half of all downed helicopters were recovered and returned to service. Concurrently, new tactics and techniques are being developed to further enhance survivability.

The question of tactics and employment impacts greatly on the survivability question. Presently the Army plans to use the helicopter in conjunction with its ground forces in overwatching fire roles, attacking enemy penetrations, committing the reserves, exploiting the ground attack and other battlefield situations. Up to 20 advanced attack helicopters are planned per Army division where they will be employed to increase the division firepower and pressure on the enemy, thereby improving the survivability of the ground soldier.

Specifically, I agree that the report should rec-

**The Special Close Air Support Aircraft Subcommittee is chaired by Senator Howard W. Cannon, and includes Senators Stuart Symington, Thomas J. McIntyre, Harry F. Byrd, Jr., Harold E. Hughes, Strom Thurmond, John G. Tower, Barry Goldwater, & Peter H. Dominick.**

ommend a rewriting of the roles and missions directives. The Air Force assignment to provide fixed-wing close air support for the Army should be reaffirmed. The Army function to operate attack helicopters should be formally established in Department of Defense directives by assigning this mission directly to the Army. This is in consonance with the 1966 agreement between the Chiefs of Staff of the Army and Air Force wherein the Chief of Staff Air Force agreed "to relinquish all claims for helicopter and follow-on rotary wing aircraft which are designed and operated for . . . fire support." Irrespective of this agreement, the issue of firing weapons from advanced attack helicopters and the semantics involved are still detracting from service harmony and what should be the goal of both services: to maximize the firepower support for the soldier on the ground. These mission assignments should have the strong support of the Secretary of Defense and the Secretaries of the Services.

I further believe that the testimony before the Subcommittee made clear that an advanced attack helicopter is required because the technology is in hand to make significant advances over the capabilities of the current attack helicopter. Just as the technology which produced intercontinental ballistic missiles has complemented strategic bomber aircraft, helicopter gunship developments have complemented the means to deliver firepower for the foot soldier. It is here on the ground where the battles are won and lost and where the bulk of casualties are taken. It is also here on the ground that too few technological achievements of the past three decades have been made.

### Army's No. 1 priority

The Army considers the advanced attack helicopter as its Number One priority program. The Army, as the benefactor of air support, certainly must have its views carefully considered. Army leaders and the average soldier are sold on the helicopter gunship as a technological breakthrough which can make their job easier.

In conclusion, I believe that the Army should be assigned the advanced helicopter gunship responsibility and the role of fixed-wing close air support should be reaffirmed for the Air Force. Fixed-wing air support is critical to the battlefield, as the Army will readily admit, but the day-to-day dirty work left to the ground soldier can be reduced significantly by an advanced attack helicopter. It is not an either/or situation between these two fire support systems. Each is inherently different not only in appearance but in capability. If these two machines duplicate at all, it would be in areas which make up only about 10% of the capability of each—and that in itself may be a tactical advantage in the press of combat.

An early definition by the Defense Department of the role of the advanced attack helicopter gunship as an Army mission would go far towards ending the current and unproductive rivalry between the Air Force and Army on this issue.

# Welcome to AAAA!



who'll attend the 1972 AAAA Convention will question my judgment . . . Brigadier General "Bill" Maddox, the indefatigable Director of Army Aviation, has again arranged an outstanding program of professional presentations, one that in three virtually non-step segments covers the broad spectrum of the employment of aviation in the armies of eight widespread nations.

## 25 PRESENTATIONS IN ALL

Not overlooking our own aviation plans, needs and priorities, the 1972 AAAA professional programming will update attendees on current operations and logistics within the active U. S. Army and its Reserve Components. These subjects will be discussed in a series of 25 separate unclassified presentations by the key personnel of many of the major commands and agencies that have an input into Army Aviation.

You'll enjoy our annual Honors Luncheon that caps our two day professional-social program . . . We're happy to have you with us!

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

**L**AST year I presided at an AAAA National Convention whose programming was described as being "the most comprehensive Army Aviation information package yet presented!" In print, I even went so far as to say, "I could not agree more!"

During these next two days, AAAA members and those industry and military leaders



LTG Kinnard



BG Maddox



LTG Zais



LTG Tolson



LTG Norton



## 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, Hamilton-Adams Suite.  
 1130-1330 AAAA Scholarship Foundation Board of Governors Business Meeting, Room I-440.  
 1330-1600 National Executive Board Business Meeting, Continental Room.  
 1500-1600 Press Briefing, Assembly 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, Hamilton-Adams Suite.  
 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. LTG Melvin Zais, Commanding General, Third U.S. Army, Ft. McPherson, Ga. The North Vietnamese offensive, residual force, aviation operations.

0940-1000 "Vietnamese Aviation Support to Ground Forces." Speaker to be announced.

1000-1015 "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.

1015-1030 Coffee Break, Park Ballroom.

1030-1200 Ladies Brunch, Old South Room.

1030-1050 "German Army Aviation." BG Hans Drebing, Inspector of West German Army Aviation Troops, Army Office, Koeln, Germany.

1050-1105 "Future Concepts and Requirements." LTG John Norton, Commanding General, U.S. Army Combat Developments Command, Ft. Belvoir, Va. A survey of the concepts which will generate new requirements for tactics and materiel.

1105-1125 "British Army Aviation." MG Thomas A. Richardson, MBE, Director of Army Aviation, British Army, London, England.

1125-1140 "Cavalry Testing in Europe." MG Harold I. Hayward, Deputy Chief of Staff for Personnel, 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.

### LUNCHEON BREAK

1200-1220 Refreshments and social break. Pay-as-you-go bar, Sheraton Hall.

1220-1320 General Membership Luncheon. Admission by ticket. Sheraton Hall.

1320-1330 Social break. (Luncheon tables cleared).



MG Hayward



MG Oden



A. H. Kesten



MG Desobry



LTG Gribble





MG Hunt



LTG Seneff



MG Hollis



MG Berry



LTG Heiser

**1330-1420 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.  
**1420-1430 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 "The Advanced Attack Helicopter."** LTG William C. Gribble, Jr., Chief of Research & Development, DA.
- 1500-1515 "Requirements of Mid-Intensity Warfare."** MG Ira A. Hunt, Jr., Deputy Chief of Staff for Individual Training, USCONARC, Ft. Monroe, Va. 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.
- 1515-1535 "Iranian Army Aviation."** BG Manoochehr Khosrowdad, 43d Army Aviation Brigade, Imperial Iranian Ground Forces.
- 1535-1555 "Australian Army Aviation."** COL W. J. Slocombe, OBE, Director, Army Aviation, Australian Army Headquarters.
- 1555-1615 Coffee Break.** Park Ballroom.

- 1615-1630 "Update on MASSTER."** LTG G. P. Seneff, Jr., Commanding General, III Corps, Fort Hood, and Director, Project MASSTER. An end-of-year look at the Modern Army Selected Systems Test, Evaluation and Review organization and progress.
- 1630-1650 "French Aviation."** BG Camille A. Metzler, Commandant de L'Aviation Legere, De L'Armee de Terre, Paris, France.
- 1650-1700 "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.

**1700-1705 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 Quackie Continental Breakfast.** Pay-as-you-go. Room to be announced.
- 0730-1100 Army National Guard Safety Conference.** Limited to invitees and NGB staff. Continental Room.
- 0810-0815 Welcome** by LTG Harry W. O. Kinnard, USA (Ret.), AAAA National President, Virginia Suite.
- 0815-0830 "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.
- 0830-0850 "Italian Army Aviation."** BG Fabio Moizo, Inspector General of Aviation, Italian Army Forces.
- 0850-0905 "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.
- 0905-0925 "Canadian Aviation."** BG Ralph F. Herbert, 10th Tactical Air Group, Mobile Command, Canadian Armed Forces.

**0925-0935 Stretch Break.**

- 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 "Aviation Systems Management."** MG Fred Kornet, Jr., Commanding General U.S. Army Aviation Systems Command, St. Louis, Mo. What industry can expect.



MG Roberts



MG Kornet



COL McKeown



BG Turner



COL Baker



BG Khosrowdad



BG Drebing



COL Siocombe



BG Moizo



COL Crozier

FRIDAY, 13 OCTOBER 1972 — AAAA PROGRAMMING  
(Continuation of A.M. Program in Virginia Suite)

- 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 John 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.

1430-1630 Army National Guard Safety Conference. Second session. Continental Room.

1430-1515 National Executive Board Business Meeting in President's Suite.

1800-2000 Diehards' Reception. Continental Room.



## 1972 AAAA ANNUAL MEETING CONVENTION COMMITTEE

- General Chairman ..... Arthur H. Kesten
- Programming Subcommittee
- Chairman ..... BG William J. Maddox, Jr.
- Vice Chairman ..... LTC Clifford A. Crosmun
- Protocol & Escorting Subcommittee
- Co-Chairmen ..... COL Lloyd I. Picou, Clifford J. Kalista
- Members .... COL John W. Oswalt, Ret.; COL Edward L. Landry
- Administrative Subcommittee
- Registration & Ticketing ..... Dotty Kesten
- Press Briefing ..... Jean Ross Howard
- Awards Coordination ..... LTC Clifford A. Crosmun
- Early Birds' Reception .... Washington, D.C., Chapter Officers
- Breakfast Business Meeting ..... CW4 Donald R. Joyce
- ARNG Safety Conference
- Coordination ..... LTC Charles R. Jones
- Registration & Facilities ..... Kirby McIntosh



COL Geary



COL Picou

### AAAA Ladies' Brunch

Mrs. O. Glenn Goodhand ..... Mrs. William J. Maddox, Jr.

### General Membership Luncheon

Donald L. Miller ..... COL Robert L. McDaniel

General Membership Meeting ..... CW4 Donald R. Joyce

Cub Club Reunion ..... COL John W. Oswalt, Ret.

### OPO Career Assistance

COL John W. Marr ..... LTC Charles E. Nickolls

### President's Reception

BG O. Glenn Goodhand, Ret. .... COL John C. Geary

### Honors Luncheon Reception

William G. Rutherford ..... COL Ted A. Crozier

### 1972 AAAA Honors Luncheon

George W. Fey ..... COL Robert L. Cody

Diehards' Reception ..... John A. Kendrick

(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.)



BG Goodhand



COL Anderson



**PROGRAM**  
**FOURTEENTH ANNUAL HONORS LUNCHEON**  
**OCTOBER 13, 1972**

*Welcome*

President, Army Aviation Association of America

*Invocation*

Deputy Chief of Chaplains, U. S. Army

*Presentations*

The "Outstanding Aviation Unit Award"

*and*

The "Outstanding Reserve Component Aviation Unit Award"

*Presented by the*

Chief of Staff, U. S. Army

The "James H. McClellan Aviation Safety Award"

*Presented by the*

President, James H. McClellan Foundation

The "Army Aviator of the Year Award"

*Presented by the*

Vice Chief of Staff, U. S. Army

The "Aviation Soldier of the Year Award"

*Presented by the*

Under Secretary of the Army

*Transfer of Gavel*

*Benediction*

Deputy Chief of Chaplains, U. S. Army



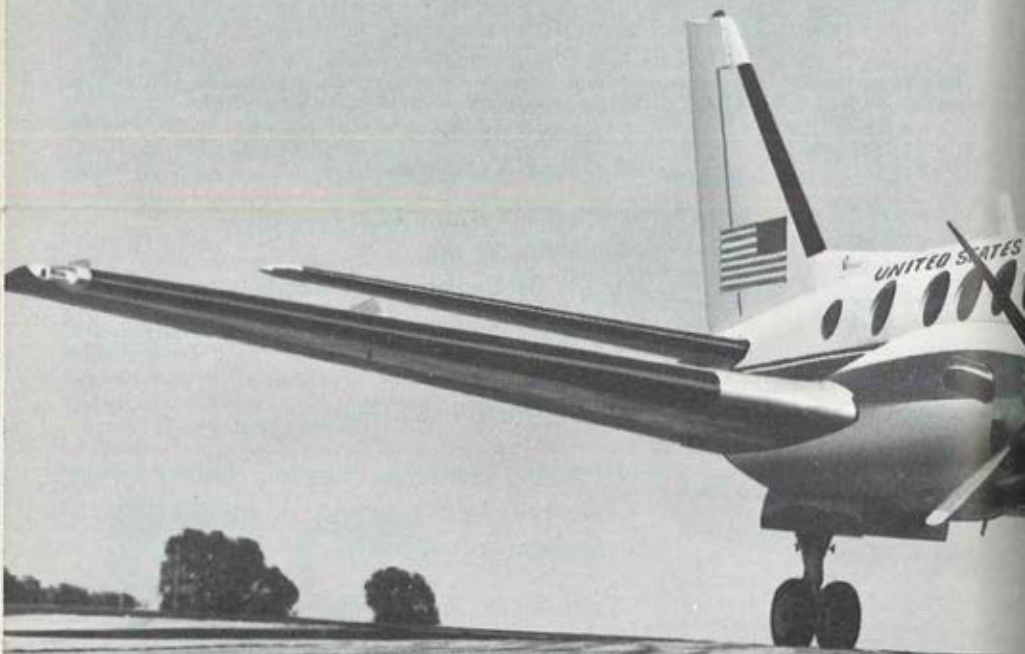
## This off-the-shelf Beechcraft U-21F meets or exceeds all CX-X(U-X) requirements

**It's ready now...no need for experimental work...no special tooling...no waiting. Off-the-shelf delivery can start tomorrow.**

**This roomy, pressurized twin turboprop is serving business airlines and governmental agencies worldwide. Its remarkable performance is a matter of record, with more than 1,000 in service today.**

**The U-21F is a versatile "quick-change" transport...from V.I.P. comfort, to high-density seating, to cargo, to special assignments with minimum downtime... maximum utilization.**

**Short, rough field operation is a special capability of this rugged bird. With full pressurization and all-weather instrumentation this offers the true go-anywhere-any-time performance expected from the CX-X(U-X).**



## Plus these exclusive Beech extras:

**Worldwide service and supply network.** Wherever in the free world the U-21 flies, there's a Beechcraft establishment nearby ... support and logistic requirements are reduced to a minimum.

**A thirty-year record of service to the Military** has established Beech as a dependable, on-time supplier of aircraft and related products and services.

**Beech turboprop aircraft experience** is unmatched in the CX-X(U-X) category. Beech-built means **better** built for long, tough, continuous service.

**Write or call for complete, detailed information to:** Aerospace Marketing, Beech Aircraft Corporation, Wichita, Kansas 67201. Phone (316) 685-6211.



BEECH AEROSPACE DIVISION  
WICHITA, KANSAS  
BOULDER, COLORADO





MAJ Eliasson



COL Inskeep



R. L. Thomas



COL Neel



COL Stansberry



## 1959-1971 WINNERS OF THE "JAMES H. McCLELLAN AVIATION SAFETY AWARD"

1959

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

1960

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

1961

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

1962

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

1963

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

1964

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

1965

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

1966

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



R. B. Greenway



G. M. Bruggink



CPT Ramage



F. P. McCourt



COL Bonasso

1967

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

1968

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

1969

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

1970

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



Bailey



Conrad

1971

Colonel Eugene B. Conrad, Director of the U.S. Army Board for Aviation Accident Research, Ft. Rucker, Ala. was the 1971 winner.





## **AAAA NATIONAL AWARDS**

### **1971-1972**

#### **THE OUTSTANDING AVIATION UNIT AWARD**

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

**F BATTERY (AFA), 79TH FIELD ARTILLERY, 3D BRIGADE**  
*and accepted for the unit by*  
**MAJOR LAWRENCE E. MCKAY, JR.**  
**SERGEANT FIRST CLASS LIONEL S. McDONALD**

#### **THE OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD**

*Sponsored by the Army Aviation Ass'n of America  
Presented to the*  
**997TH AVIATION COMPANY (ASSAULT HELICOPTER)**  
*and accepted for the unit by*

**MAJOR JAMES H. COWAN, ARIZONA-ARNG**  
**FIRST SERGEANT DALE S. SWENSON, ARIZONA-ARNG**

#### **THE JAMES H. McCLELLAN AVIATION SAFETY AWARD**

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

**BRIGADIER GENERAL WILLIAM W. SPRUANCE, DELAWARE-ANG**

#### **THE ARMY AVIATOR OF THE YEAR AWARD**

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

**CAPTAIN RONALD A. RADCLIFFE**

#### **THE AVIATION SOLDIER OF THE YEAR AWARD**

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

**SPECIALIST FIVE RICHARD G. HATCH**



CPT Kerr



CWO Turvey



CWO Madden



LTC Molinelli



CPT Knight



## 1959-1971 WINNERS OF THE AAAA ARMY AVIATOR OF THE YEAR AWARD\*

1959

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

1960

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

1961

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

1962

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

1963

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

1964

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

1965

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

1966

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

1967

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

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

1968

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



MAJ Brady



2LT O'Sullivan

1969

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

1970

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

1971

**General Bruce Palmer, Jr.**, Vice Chief of Staff, presented the 1971 "Army Aviator of the Year Award" to **LTC Robert F. Molinelli**, 2d Squadron, 17th Cavalry, 101st Airborne Division (Airmobile).



MAJ Hilbert



MAJ Bloomquist



CPT Scott



CWO Daly



CPT Miller



MSG Young



SFC Dykes



SFC Brock



SFC George



MSG Manning



## 1961-1971 WINNERS OF THE AAAA "AVIATION SOLDIER OF YEAR AWARD"

1961

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

1962

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

1963

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

1964

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

1965

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

1966

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

1967

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

1968

Secretary of the Army Stanley R. Resor presented the

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

1969

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

1970

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

1971

Secretary of the Army Robert F. Froehke presented the 1971 Award to Specialist Fifth Class Dennis M. Fujii, 237th Medical Detachment (Air Amb).



SP5 Dennis M. Fujii, the 1971 AAAA "Aviation Soldier of the Year," is shown at the left of Secretary Froehke and LTG Kinnard, AAAA President during the 1971 AAAA Honors Luncheon.



SFC MacNevin



SP5 Falo



SFC Dodson



SFC Baum



SP5 Jantz



## DISTINGUISHED GUESTS

FOURTEENTH ANNUAL AAAA HONORS LUNCHEON

### HEAD TABLE

GENERAL CREIGHTON W. ABRAMS, JR.  
HONORABLE KENNETH E. BELIEU  
MAJOR GENERAL ALLEN M. BURDETT, JR.  
MAJOR JAMES H. COWAN  
LIEUTENANT GENERAL WILLIAM E. DUPUY  
LIEUTENANT GENERAL CHARLES G. DODGE, USA (RET.)  
LIEUTENANT GENERAL WILLIAM C. GRIBBLE, JR.  
SPECIALIST FIVE RICHARD G. HATCH  
MR. HOWARD E. HAUGERUD  
LIEUTENANT GENERAL JOSEPH M. HEISER, JR.  
LIEUTENANT GENERAL HARRIS W. HOLLIS  
HONORABLE HADLAI A. HULL  
HONORABLE ROBERT L. JOHNSON  
MR. ARTHUR H. KESTEN  
LIEUTENANT GENERAL HARRY W. O. KINNARD, USA (RET.)  
MAJOR GENERAL FRED KORNET, JR.  
BRIGADIER GENERAL ROBERT M. LEICH, IGR  
BRIGADIER GENERAL WILLIAM J. MADDOX, JR.  
HONORABLE JOHN L. MCCLELLAN  
SERGEANT FIRST CLASS LIONEL S. McDONALD  
CHAPLAIN (BRIG. GEN.) ALOYSIUS J. McELWEE  
MAJOR LAWRENCE E. MCKAY, JR.  
HONORABLE DUDLEY C. MECUM  
LIEUTENANT GENERAL JOHN NORTON  
GENERAL BRUCE PALMER, JR.  
CAPTAIN RONALD A. RADCLIFFE  
LIEUTENANT GENERAL G. P. SENEFF, JR.  
BRIGADIER GENERAL WILLIAM W. SPRUANCE  
FIRST SERGEANT DALE S. SWENSON  
LIEUTENANT GENERAL JOHN J. TOLSON, III  
LIEUTENANT GENERAL JOHN M. WRIGHT, JR.  
LIEUTENANT GENERAL MELVIN ZAIS



## 1960-1971 WINNERS OF THE AAAA "OUTSTANDING AVIATION UNIT AWARD"

1960

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

1961

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

1962

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

1963

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

1964

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

1965

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

1966

The 1966-1967 "Outstanding Aviation Unit" was the

1st Cavalry Division (Airmobile), U.S. Army, Vietnam. General Harold K. Johnson, Army Chief of Staff, presented the trophy to Major General Harry W. O. Kinnard and Sergeant Major Kenneth W. Cooper, division representatives.

1967

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

1968

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

1969

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

1970

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

1971

General William C. Westmoreland, Chief of Staff, presented the 1971 Award to COL Robert H. Nevins, Jr. and CSM John F. Adams, Jr., representing the 1st Squadron, 9th Cavalry, 1st Cavalry Division (Airmobile).

BASIS

Sponsored by the Army Aviation Association, the award is presented to the enlisted man serving in an Army Aviation assignment who has made an outstanding individual contribution to Army Aviation during the awards period ending the previous March 31.

## 1970-1971 WINNERS OF THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"

1970

In 1970, at the request of LTG William R. Peers, then Chief of Reserve Components, the AAAA established an award for the "Outstanding Reserve Component Aviation Unit of the Year." The initial award trophy was won by the 1105th Aviation Company (Assault Helicopter) of the Iowa-ARNG, and was accepted from GEN William C. Westmoreland by MAJ Robert C. Cummings, unit CO, and ISG Arnold J. Newsom, senior NCO of the 1105th.

1971

The 24th Medical Company (Air Ambulance), Nebraska

Army National Guard, was awarded AAAA's "Outstanding Reserve Component Aviation Unit Award" in 1971. MAJ Roger W. Fosbender and ISG Andrew M. Alexander accepted the trophy at Honors Luncheon ceremonies from GEN William C. Westmoreland, Army Chief of Staff.

BASIS

Sponsored by the Army Aviation Association, the award is presented to the Reserve Component aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the normal mission assigned to the unit during the awards period ending the previous March 31.

# DISTINGUISHED GUESTS AND PANELISTS

FOURTEENTH ANNUAL AAAA HONORS LUNCHEON

MR. WILLIAM A. ANDERS  
COL. JOHN E. BAKER  
MAJ. GEN. SIDNEY B. BERRY  
MR. PETE BONNER  
MAJ. GEN. CHARLES P. BROWN  
BRIG. GEN. SAMUEL G. COCKERHAM  
SGT. MAJ. SILAS L. COPELAND  
MR. CHARLES CROMWELL  
MAJ. GEN. PHILLIP B. DAVIDSON, JR.  
BRIG. GEN. HANS DREBING  
MAJ. GEN. CHARLES FERNALD  
MR. HYMAN FINE  
MR. JOHN J. FORD  
BRIG. GEN. EUGENE P. FORRESTER  
MR. GEORGE FOSTER  
MR. BEN J. GILLEAS  
MAJ. GEN. FRANCIS S. GREENLIEF  
MAJ. GEN. HAROLD I. HAYWARD  
BRIG. GEN. RALPH F. HERBERT  
MR. VINCENT P. HUGGARD  
MAJ. GEN. IRA A. HUNT, JR.  
MR. JAMES T. KENDALL  
MR. EDWARD B. KENNEY  
BRIG. GEN. MANOCHEHR KHOSROWDAD  
MAJ. GEN. JOHN A. KJELLSTROM  
MR. DON L. LYNCH  
COL. WILLIAM L. MCKEOWN  
BRIG. GEN. CAMILLE A. METZLER  
BRIG. GEN. FABIO MOIZO  
MR. EARL J. MORGAN  
MR. PETER J. MURPHY  
MR. WILBUR B. PAYNE  
BRIG. GEN. JACK T. PINK  
MR. CHARLES L. POOR  
MR. SAMUEL R. PRESTON  
MAJ. GEN. GEORGE W. PUTNAM, JR.  
MAJ. GEN. DONALD V. RATTAN  
MR. VORLEY M. REXROAD  
MAJ. GEN. THOMAS B. RICHARDSON  
MAJ. GEN. ELVY B. ROBERTS  
MAJ. GEN. J. MILNOR ROBERTS  
MAJ. GEN. BERNARD W. ROGERS  
MR. JAMES F. SHUMATE  
MR. FRANK M. SLATINSHEK  
COL. W. J. SLOCOMBE  
MR. THOMAS R. STUELPNAGEL  
MR. RICHARD J. TRAINOR  
BRIG. GEN. LEO D. TURNER  
MR. WILLIAM W. WOODRUFF



# AAAA NATIONAL OFFICERS 1971-1972

*President* — LIEUTENANT GENERAL HARRY W. O. KINNARD, RET.  
*Executive Vice President* — ARTHUR H. KESTEN  
*Senior Vice President* — MAJOR GENERAL DELK M. ODEN, RET.  
*Secretary-Treasurer* — COLONEL EDWARD L. NIELSEN, RET.

## *Vice Presidents*

LT. GEN. G. P. SENEFF, JR.	WAYNE R. SMITH	COLONEL JOHN W. MARR
BRIG. GEN. EUGENE M. LYNCH		CW4 ROBERT L. HAMILTON
BRIG. GEN. EDWIN L. POWELL, JR., RET.		CW4 DONALD R. JOYCE

## *Past Presidents*

GEN. HAMILTON H. HOWZE, RET.	COLONEL RICHARD L. LONG, RET.
BRIG. GEN. O. GLENN GOODHAND, RET.	BRYCE WILSON
BRIG. GEN. ROBERT M. LEICH, IGR	DARWIN P. GERARD

## *National Members-at-Large*

MAJ. GEN. ALLEN M. BURDETT, JR.	COLONEL ROBERT O. LAMBERT
MAJ. GEN. FRANCIS S. GREENLIEF	COLONEL LLOYD I. PICOU
COLONEL TED A. CROZIER	CW3 RALPH G. BATTLE      DONALD F. LUCE

## *Regional Members-at-Large*

COLONEL WALTER F. JONES

## *Chapter Members-at-Large*

BRIG. GEN. JOSEPH B. STARKER	LT. COL. CLYNNE T. JONES
COLONEL THOMAS E. ANDERSON	LT. COL. CHARLES E. LEEDS, RET.
COLONEL EDWARD P. DAVIS	LT. COL. CHARLES R. PALMER
COLONEL ROBERT A. FILBY	LT. COL. CONRAD J. PROVENCHER
COLONEL ROBERT M. GROW	LT. COL. RICHARD C. STRUDEMAN
COLONEL HARRY L. JONES	MAJOR JAMES R. COX
COLONEL EDWARD P. LUKERT, JR.	MAJOR JOHN F. HOPKINS
COLONEL FRANK W. NADEAU	MAJOR REX M. TURNER, JR.
COLONEL A. T. PUMPHREY	MAJOR WILLIAM E. WHITWORTH
COLONEL WILLIAM R. TUCK, SR., RET.	CW3 THOMAS W. PETTIT
COLONEL HAROLD T. SMITH	MICHAEL S. SABOE      NORMAN C. TAYLOR

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



## 1972 DELEGATES REPRESENTING 29 OF AAA'S 44 CHAPTER ACTIVITIES

**AIR CAVALRY CHAPTER**  
MAJ JAMES E. HYERS  
CPT JAMES HAMILTON  
CPT DAVID H. MARLOWE  
CPT PHILLIP E. RASCHKE

**ALAMO CHAPTER**  
LTC EDWARD A. STEWART, RET.  
MAJ DORRIS C. GOODMAN  
MAJ LESLIE J. VALOUCHIE, JR.  
MAJ DAVID W. L. WIK  
CPT TERRENCE D. JORGENSEN

**ARMY AVIATION CENTER CHAPTER**  
COL EUGENE B. CONRAD, RET.  
LTC THOMAS J. SABISTON, RET.  
LTC WILLIAM A. HOWELL, RET.  
LTC T. P. BERRY  
LTC JONAH B. DAVIS, JR.  
LTC C. H. WOLIVER  
LTC JOHN PERSCH  
MAJ JERRY W. MANLEY, JR.  
MAJ LOUIS L. SHARE  
MAJ JOHN DUFF  
CPT GEORGE R. LINTHICUM  
CPT ROBERT P. WATTS  
CW4 J. F. CAIN  
CW4 JOHN DANEKER  
CW4 L. SIMS  
MISS PEGGY HOOD

**ARMY FLIGHT TRAINING CENTER  
CHAPTER**  
LTC DONALD R. JORDAN  
LTC SIDNEY L. STRICKLAND  
MAJ DAN A. ELLETT  
CPT ROBERT E. BRANNAN III  
CPT RAYMOND J. CONNELLY  
CPT ROBERT J. HEISTERMAN  
CSM EUGENE E. BORDNER

**BONN AREA CHAPTER**  
MR. ULRICH L. SCHUBERT

**CHICAGO AREA CHAPTER**  
LTC GLENN R. REASER

**CONNECTICUT CHAPTER**  
MR. MICHAEL SABOE\*  
MR. KENNETH E. HORSEY  
MR. EUGENE J. TALLIA  
MR. LEE WILHELM

**CORNHUSKERS CHAPTER**  
MAJ JAMES L. SWEETMAN\*  
CPT DONALD A. GROSS

**DAVID E. CONDON CHAPTER**  
CPT WILLIAM A. BADOOD  
CPT RAYMOND R. KLETT  
MR. WILLIAM L. STEWART

**DELAWARE VALLEY CHAPTER**  
LTC JAMES L. SUPPLIZI  
CPT CLIFFORD W. HOLGATE

**EMBRY-RIDDLE CHAPTER**  
CW3 THOMAS W. PETTIT\*  
LTC WILBUR A. MIDDLETON, RET.  
CPT STEVEN RIDDLE  
CW3 RICHARD L. McLAUGHLIN  
CW4 RICHARD L. PIETY

**FORT BENNING CHAPTER**  
COL ROBERT M. GROW\*  
LTC JAMES E. MILLER  
MAJ JAMES H. PARISH  
CPT CHARLES A. McANARNEY  
CPT BERCHARD R. SHIPLEY  
SFC MERRIL W. TAYLOR

**FORT BRAGG CHAPTER**  
COL JOHN W. CAMPBELL  
MAJ RAYMOND E. McCABE  
MAJ R. R. STONE  
CPT MEYERS  
CW4 L. W. PACKARD  
CW2 PAUL

**FORT HOOD CHAPTER**  
LTC WILLIAM E. BEATY  
LTC GEORGE BURROW  
LTC A. J. ILLER  
LTC J. F. MORAN, JR.  
LTC JOHN STIPE  
MAJ B. H. FREEMAN  
MAJ GEORGE HOLLWEDEL\*  
CPT RYON WOODINGTON  
CSM JOHNNIE E. LOVE

**FT. LEAVENWORTH AREA CHAPTER**  
LTC RICHARD C. STRUDEMANN\*

**FORT MONROE CHAPTER**  
LTC RONALD A. JONES\*

**FORT RILEY CHAPTER**  
CPT BRYAN CALLAHAN  
CPT RICHARD SHREVE  
WO1 JAMES TOOLE

**FORT SILL CHAPTER**  
MAJ CARLIE E. BRYANT  
CPT LARRY V. EADS  
CPT LARRY L. GULLICKSON  
CPT EDWIN M. NAKASONE  
CW3 KENNETH W. HILL  
CW3 HOLLIS B. SCOTT

**LATIN AMERICAN CHAPTER**  
CW3 WYBURN H. BURROUGHS  
CW3 JOHN R. DAVIDSON  
CW3 WALTON R. MELSON  
CW2 LARRY I. SYLVESTER

**LINDBERGH CHAPTER**  
COL JOHN C. GEARY  
LTC MARK HILBERT  
LTC ULYSSES S. LARGE  
CPT BRENDAN P. BLACKWELL  
CPT STUART W. GERALD  
MRS. THYRA BONDS  
MISS LORAIN O'BRIEN

**LINDBERGH CHAPTER (CONT.)**  
MR. CARL D. STEPHENSON  
MR. HUGH WALKER

**MISSISSIPPI VALLEY CHAPTER**  
MAJ ROBERT C. CUMMINGS  
SFC RONALD D. BUTTGEN  
SP6 ROBERT A. ERTZ  
CW4 HENRY S. LUCHNER

**MONMOUTH CHAPTER**  
LTC CONRAD J. PROVENCHER\*  
CPT HUGH W. WALLER  
MR. KENNETH K. KELLY  
MR. PATRICK J. RAFTERY  
MR. ALFRED F. SMITH  
MR. GEORGE VOIGT

**NORTHERN LIGHTS CHAPTER**  
MAJ BURL A. ZORN  
CPT NORRIS C. BROCK  
CW2 EDGAR L. BARDTRIEF

**PIKES PEAK CHAPTER**  
MAJ REX M. TURNER, JR.\*  
LTC CHARLES A. STEPHENSON  
MAJ WILLIAM D. SWIFT  
MAJ HARRY E. ZIEGLER, RET.  
CPT LYLE W. ERICKSON

**RHINE VALLEY CHAPTER**  
CWO TIMOTHY P. ROBBINS  
CWO OLIVER C. THOMSON

**RICHARD BITTER CHAPTER**  
COL JOHN W. MARTIN  
LTC BILLY R. HAWKINS  
CPT BENNY C. ROGERS  
CPT NEIL M. HUGG  
CW4 CHARLES R. GREABER  
MR. JERRY D. WILSON  
MRS. ETHYL F. HEICKMAN

**SHARPE ARMY DEPOT CHAPTER**  
CPT DAVID J. BLUMEN

**SUNCOAST CHAPTER**  
COL SIDNEY W. ACHEE, RET.  
LTC SYLVESTER C. BERDUX, JR.  
CPT RUDOLPH R. RIBBECK  
CPT EDDIE G. WALKER

**WASHINGTON, D. C. CHAPTER**  
COL THOMAS E. ANDERSON\*  
LTC EDWARD BAUERBAND  
LTC JACK C. CARLISLE  
LTC CHARLES NICKOLLS  
LTC JAMES PYATT  
LTC BILLY G. SIMS  
LTC JACK SLATTERY  
LTC RONALD J. STEVENS  
LTC ROBERT B. TREAT  
CW4 ELMER M. COOK  
MR. DONALD L. MILLER  
MR. EARLE MONTGOMERY  
MR. JERRY E. REIDER  
\* PRESIDENT



*New*

## ARMY AVIATION CLASS RING\*



16 MILLION AMERICANS  
WEARING A JOSTEN RING  
CAN'T BE WRONG...

or Write for Free Catalog to

**JOSTEN'S MILITARY SALES DIVISION**

P.O. Box AC

Denton, Texas 76201

\* Copyright by Josten's

**We have a new name . . .**

# **NORTHROP WORLDWIDE AIRCRAFT SERVICES, INC.**

**Formerly Page Aircraft Maintenance, Inc.**

**PROVIDING TOTAL SYSTEMS SUPPORT FOR HIGH  
PERFORMANCE JET AIRCRAFT, LIGHT AIRCRAFT,  
AND HELICOPTERS . . . . WORLDWIDE!**

**FOR INFORMATION WRITE:**

**P. O. BOX 108**

**LAWTON, OKLA. 73501**





## 1972-1973 AAAA INDUSTRY (CORPORATE) MEMBER FIRMS

- Aeronautics Division, Philco-Ford Corporation**, Newport Beach, Calif. Mr. R. W. Menzel, Manager-Marketing; Mr. R. C. Schappert, Army Programs, Aerospace & Defense Systems Marketing.
- Air Logistics Corporation**, Pasadena, Calif. Mr. D. L. Buckley, Director of Engineering; Mr. George C. Stewart, Vice President and Eastern Representative.
- AEL Service Corporation**, Colmar, Pa. Edgar C. Huff, Operations Manager; Mr. B. Bernard, Vice President-Marketing.
- Aveo Locomotive Division, Stratford, Conn.** Mr. Paul A. Deegan, Vice President-Administration; Mr. L. H. Sample, Vice President and Washington Representative.
- Beech Aircraft Corporation**, Wichita, Kan. Mr. Jack L. Marinelli, Vice-President, Aircraft Research & Development; Mr. R. H. McGregor, Vice President-Marketing.
- Bell Helicopter Corporation**, Fort Worth, Tex. Mr. Clifford J. Kalista, Vice President U. S. Government Marketing; Mr. Warren T. Rockwell, Vice President-Washington Operations.
- Boeing Company**, Seattle, Wash. Mr. Thomas M. Brennan, Aerospace Group Representative; Dr. Richard A. Montgomery, Army Systems Division Manager.
- Boeing Company-Vertol Division**, Philadelphia, Pa. Brig. Gen. O. Glenn Goodhand, USA (Ret.); Mr. W. Thomas H. MacNew, Manager of Communication.
- Cessna Aircraft Company**, Wichita, Kan. Mr. Derby D. Frye, Vice President-Military Relations. Mr. Lee Zuker, General Manager, Aircraft Radio Corp.
- Chandler Evans Control Systems Division, Colt Industries**, West Hartford, Conn. Mr. Leo J. Shannon, Manager-Product Support; Mr. A. M. Mazur, Mgr.-Finance and Budget.
- Collins Radio Company**, Dallas, Tex. Mr. T. A. Campobasso, Vice President, Marketing; Mr. W. C. Strathern, Vice President.
- De Havilland Aircraft of Canada, Ltd.**, Toronto, Ontario. Mr. R. T. Heaslip, Military Sales Representative, U.S.A.; LTC Robert B. Bieck, Ret., Washington Representative.
- Detroit Diesel Allison Division**, Detroit, Mich. Mr. R. A. Pejeau, Washington Representative-Army.
- Dynaloc Corporation**, Washington, D.C. Mr. Dan R. Bannister, Vice President, Operations; Mr. Jack Vestal, Division Manager, AOD.
- Emory-Riddle Aeronautical University**, Daytona Beach, Fla. Mr. Wil Middleton, Director of Residence Centers; Mr. Robert W. Cessna, Director of Development.
- Emerson Electric Company**, St. Louis, Mo. Mr. E. M. Oliver-son, Vice President-Marketing.
- Garrett Corporation**, Los Angeles, Calif. Mr. R. J. Wright, Director of Military Relations.
- General Dynamics Corporation**, St. Louis, Mo. Mr. E. H. Heinemann, Vice President-Special Projects; Mr. E. J. Lefevre, V.P.; Mr. W. J. Pattison, Exec. Vice President, Sales & Service.
- General Electric Company**, Lynn, Mass. Mr. Anthony L. Rodes, Manager-Operational Planning, Military Advanced Engine Department; Mr. Ronald E. Krape, Manager, Army Engine Programs, EFO.
- Grumman Aerospace Corporation**, Bethpage, N.Y. Mr. Ronald D. Spencer, Business Development; Mr. Darwin P. Gerard, Washington Representative.
- GTEsylvania, Electronic Systems Group**, Waltham, Mass. Mr. W. T. Rigby, Manager, Marketing Services.
- Gyrodyne Company of America, Inc.**, St. James, N.Y. Peter J. Papadakos, President; Maj. Gen. Louis A. Walsh, Jr., Ret., Washington Technical Liaison.
- Hayes International Corporation**, Birmingham, Ala. Mr. G. A. Lindholm, Vice President/Division Manager, Dothan, Ala.; Mr. R. D. Rowland, Assistant to the President.
- Hughes Aircraft Company**, Culver City, Calif. Mr. A. J. Freytag, Manager, Administration; Mr. B. A. Ockerman, Manager Policies & Administration; Mr. Reginald R. Ward, Manager Army Liaison, Washington District Office.
- Hughes Tool Company-Aircraft Division**, Culver City, Calif. Mr. Carl D. Perry, V.P., Marketing; Mr. Harold S. Stall, Manager, Public Relations & Advertising.
- Lear Siegler, Inc.** Santa Monica, Calif. Mr. K. Robert Hahn, Senior Vice President; Mr. Kimberly C. Hallamore, Director of Government Relations.
- LTV Aerospace Corporation**, Dallas, Tex. Mr. Beal Box, Corporate Director, Public Relations and Advertising; Mr. Harry T. Shiveley, Washington Representative-Army.
- Litton Systems, Inc. Guidance & Control Systems Division**, Woodland Hills, Calif. Mr. C. A. Christofferson, Manager, Customer Public Relations; Mr. Earle B. Montgomery, Manager, Army Programs-Eastern.
- Lockheed Aircraft Corporation**, Burbank, Calif. Mr. J. V. Guthrie, Director of Corporate Area Offices and Military Liaison; Mr. D. M. Wood, Marketing Assistant to Vice President-Eastern Region.
- Martin Marietta Corporation**, Orlando, Fla. Mr. G. A. Robertson, Manager, Fire Control Systems Marketing; Mr. William H. Campbell, Senior Marketing Repr., Fire Control.
- McDonnell Douglas Corporation**, St. Louis, Mo. Mr. John R. Allen, Corporate Vice President, Eastern Region; Mr. R. C. Little, Vice President-Marketing.
- Northrop Corporation**, Los Angeles, Calif. Mr. W. H. Habblett, Assistant to the President, Community Relations; Mr. James V. Holcombe, Vice President & Manager, Eastern Regional Office.
- Northrop Worldwide Aircraft Services, Inc.**, Lawton, Okla. Mr. S. O. Bogue, Manager, Fort Rucker Division; Mr. Ed A. Bridges, Manager, Fort Huachuca Division.
- RCA Government & Commercial Systems**, Moorestown, N. J. Mr. J. G. Mullen, Mgr., Cust. & Mktg. Rel.; Mr. N. F. Pensiero, Manager, Government Marketing Services.
- Research Analysis Corporation**, McLean, Va. Dr. J. Ross Heverly, Vice President (Acting); Mr. William R. Beckert, Vice President & Treasurer.
- Singer Company**, New York, N.Y. Mr. J. Gilbert Nettleton, Jr., Vice President, Marketing, Aerospace & Marine Systems Group; Mr. J. W. Barron, Vice President, Marketing, Education & Training Group.
- Solar Division, International Harvester Corporation**, San Diego, Calif. Mr. John J. Ford, Jr., Manager, Military Turbine Sales; Mr. Michael A. Mooney, Regional Manager, Washington, D.C.
- Southern Airways Company**, Atlanta, Georgia, Mr. Jesse M. Childress, President; Mr. Wallace E. Congdon, Assistant to the President.
- Southern Airways of Texas, Inc.**, Fort Wolters, Texas. Mr. Wayne S. Schwalm, General Manager.
- TRW, Inc.**, Cleveland, Ohio. Mr. Benjamin E. Anderson, Washington Representative.
- United Aircraft Corporation**, East Hartford, Conn. Mr. Allan K. Poole, Division Vice President, Military Marketing; Mr. George W. Fey, Washington Representative.
- Westinghouse Electric Corporation, Aerospace & Electronic Systems Division**, Baltimore, Maryland. Mr. H. B. Smith, Vice President & General Manager, Aerospace Division; Mr. A. L. Spencer, Manager, Adv. Dev. Programs Marketing.



# It doesn't always shine!

## **ASK A FORT EUSTIS CAPTAIN!**

This 27-year-old Army Aviator was involved in a single car accident, in which his car went out of control and struck a guard rail. He fractured his left ankle and right tibia, and suffered other multiple bruises and contusions. He's since received flight pay insurance indemnities for seven months to date! . . . If you were involved in a car accident today, would you be protected by flight pay insurance?

## **ASK A FORT RUCKER LIEUTENANT COLONEL!**

"My accident took place at 7:45 p.m. . . . My neighbor's children and my own were shooting fireworks some 200 feet from where I was in my neighbor's yard . . . A rocket plunged directly at me and hit me in the left eye. The rocket did not explode; the entire damage to the eye was caused from impact." . . . Although qualified under the flight excusal program, this 15-year aviator stood to lose flight pay on being suspended from flying status, and now collects FPPP checks to cover the flight pay he would have lost . . . Would you?

## **ASK A CHIEF WARRANT OFFICER INJURED IN VIETNAM!**

This CW2 was taking off from a strip in South Vietnam when the co-pilot raised the flaps. The aircraft "bellied in off the end of the runway" and crashed, the claimant receiving a compound fracture of the right tibia, a fracture of the left tibia and fibula, and a right distal femur fracture. Protected under the FPPP for up to 24 months' loss of flight pay due to an Army Aviation accident, this warrant officer has received seven months' insurance indemnities to date . . . Under the same circumstances, would you?

## **ASK 4,000 OTHER ARMY AVIATOR INSUREDS WORLDWIDE!**

Day in and day out, aviators are suspended from flying status for reasons of illness or accidental bodily injuries, regardless of the number of hours flown, flight excusal status, etc. and stand to lose government flight pay . . . The ones who won't lose it are those who purchase AAAA-endorsed flight pay insurance, and who are willing to forego 2½% of their annual flight pay as an insurance premium to protect the remaining 97½%!

---

**LADD AGENCY, INC. — 1 CRESTWOOD ROAD — WESTPORT, CONNECTICUT 06880**  
**PROVIDING INSURANCE TO OVER 4,000 ARMY AVIATORS AND THEIR FAMILIES**

---

## GOLDWATER/Cont. from Page 18

lapping, then collectively, these forces should provide a unified, mutually-supporting combat team. Through this joint approach, economy is promoted, duplication eliminated, and most importantly, more effective combat power is realized.

Close Air Support has remained an Air Force responsibility throughout numerous discussions, studies, and agreements. Every major ground force commander in World War II, Korea, and now Vietnam, has stated his utmost satisfaction with the Close Air Support given their ground forces. The country does not need, nor can it afford, the unnecessary luxury of duplicating combat capabilities among the Services. The Air Force has clearly demonstrated its ability to perform the Close Air Support mission and should be reaffirmed as the Service responsible for this mission.

### Survivability questionable

The helicopter is a vulnerable aircraft. This was proven in Lam Son 719 where losses ran high and operations were curtailed in the higher threat areas. Unless proof is offered to the contrary and offered soon it will be my opinion that helicopters operating as close air support weapons in a sophisticated European environment will not be able to survive the high intensity ground fire they will most certainly encounter.

There are no questions on the armed helicopter's role in escorting troop-carrying helicopters. Nor are there any on the advantages offered by rotary wing aircraft in performing observation and rescue missions. However, a \$4 million plus helicopter gunship with its associated sophisticated equipment is a luxury we cannot afford nor one that we need. Accordingly, it is my recommendation that if the only purpose of the advanced helicopter gun-



DAYTONA BEACH — CW3 Tom Pettit, Embry-Riddle AAAA Chapter President (foreground) and other Chapter members listen intently as Kirby Grant, "Sky King" of the T.V. series, speaks on his early years of flying and a new T.V. series. LTC Donald Bissell, USAAVS, also spoke on aviation safety at a meeting held at the home of Jack Hunt, President of E-RAU.

ship is to provide Close Air Support, that this entire program be terminated at once.

As long as the Navy continues to operate carriers, we can support their request for carrier-based aircraft to perform missions other than Close Air Support, such as interdiction. But it would be duplication, in my opinion, to call upon the Navy Air for Close Air Support when it can be provided by the Air Force. As long as Marine aviation is dependent upon the Navy carriers, they should operate aircraft that are organic to the Navy as they have historically done.

### Cost analysis

In order to give the reader an idea of the cost involved as accurately as possible, the following is provided:

1. The cost figures are broken down into two aircraft categories:

(a) Current Aircraft in the Inventory and the money which is currently being and has been spent.

(b) The Programmed Aircraft, except 60 Harriers, are still on paper and these figures are the most current estimates available.

2. For further clarifications, Procurement Unit Cost includes the following:

Basic Airframe.

Engine.

Electronics.

Armament.

Other Installed Government Furnished Equipment.

Peculiar Ground Support Equipment.

Peculiar Training Equipment.

Publications.

Technical Data.

Contractor Technical Services.

Installation and Checkout.

Factory Training.

Initial Spares.

3. Program Unit Cost includes all of the above plus Research and Development costs and any military construction associated with the system.

#### AIRCRAFT COSTS

(In millions of dollars)

	Current aircraft	Number of aircraft	Procurement unit cost	Total procurement cost	Program unit cost	Total program cost
A7D .....		387	3.4	1,315.8	3.6	1,393.2
F4C.D. & E. ....		2,115	2.4	5,076.0	2.4	5,076.0
A5E .....		180	4.6	828.0	8.3	1,494.0
Cobra .....		800	.5	400.0	.5	400

	Programmed aircraft	Estimated number of aircraft	Estimated procurement unit cost	Estimated total procurement cost	Estimated program unit cost	Estimated total program cost
AX .....		720	1.9	1,378.0	2.2	1,584.0
Harrier .....		110	4.6	506.0	0	0
Cheyenne .....		465	3.4	1,579.0	4.1	1,906.5



# On Guard!

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

**M**AJOR Charles R. Strickland of the California Army National Guard has been selected to head the ARNG Aviation Safety Program. Major Strickland was named to the position after an NGB Selection Committee screened 17 applicants and then interviewed five of the 17 applicants for the technician position.

Major General LaVern E. Weber, Director of the Army National Guard, headed the Committee. Major Strickland reported to his assignment 18 September 1972.

## Audio-Visual Learning Centers

Now in the planning stage, but with an operational target date of not later than 1 January 1973: An Audio-Visual Learning Center program that will establish this proven training system at all Army Guard Flight Activities, Support Facilities and TARS Shops in the 50 states, the District of Columbia and Puerto Rico.

The program will use a cassette tape player and a 35mm slide projector to present the training material to either groups or individuals. Faster comprehension and longer retention of subject matter have been but some of the results of this technique, which combines color with sound to add life to the subject matter.

A limited number of programs will initially be produced by CW2 Kirby D. McIntosh of Colorado, an audio-visual training professional with United Air Lines in civilian life, who will head the program. The development of a complete library of aviation-oriented training materials will be the goal of a continuing program.

## Helicopter Gunnery

A survey of the 24 states participating in the program of helicopter gunnery shows that most will be ready to fire by the end of the 3rd quarter, FY73.

A few units already have received CONARC/NGB approval to conduct qualifying programs on Active Army Ranges under Active Army Control. CONARC has established the goal of having ARNG helicopter gunship qualified crews by the end of FY 73.

## CONARC Statutory Tours

Two ARNG statutory four-year tours have been established for the CONARC Army Aviation Office at Fort Monroe, Virginia. The job description and prerequisites have been announced. Generally, the positions will call for LTC/MAJ with strong aviation unit training experience.

LTC Chester Howard and MAJ Bob Watling have been serving at CONARC on a short tour interim basis. Both have indicated they won't be applying for the four-year tour.

## Statistics Up-Date

Aviators on hand .....	3,617
Aircraft .....	1,739



GEN William C. Westmoreland, Army Chief of Staff, chats with CPT James Viele just before 40-mile "Huey" flight from Burlington, VT, to Norwich University where he delivered commencement address. Now a Pilot with the Vermont Army Guard's 186th Avn Co, Captain Viele had flown the General when serving in Vietnam. (The GUARDSMAN)

## Flood Relief Activity

Tropical storm Agnes created rescue work for ARNG aviators from Florida to New York, and the Rapid City, South Dakota flash flood also saw Guard pilots in action in its aftermath.

The major effort was in Pennsylvania where ARNG pilots logged over 1,000 hours in approximately 1,500 missions. In the South Dakota inundation, ARNG aviators chalked up 390 sorties and logged 506 hours of flying time.

A complete tabulation of other flood assistance participation has not been made, but ARNG aviation was also active in Florida, North Carolina, Maryland, New York and West Virginia.

## NGB office moved

The Army Aviation Branch of NGB was moved to Room 2E389 (next door to NGB conference room) in the Pentagon. Telephone numbers remain the same.

## Congratulations!

NGB congratulates Arizona's 997th Assault Helicopter Company for being designated AAAA's "Outstanding Reserve Component Aviation Unit!"

# Command and Staff

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

**LTG Robert R. Williams**, as Deputy CINC & Chief of Staff, USARPAC, APO S.F. 96558.

**BG John G. Hill, Jr.**, as Chief of Staff, Hq, Fifth U.S. Army, Ft. Sam Houston TX 78234.

**BG Eugene M. Lynch**, as Mil Asst to Dep Dir (Tactical Warfare Programs), OSD, Washington, D.C. 20301.

**BG Leo E. Soucek**, to Hq, USA Element, ARMISH-MAAG, Iran, APO NY 09205.

**COL William A. Bearden**, as Professor of Mil Science, Army ROTC Unit, TCU, Ft. Worth TX.

**COL Lloyd G. Huggins, USA (Ret.)**, as Field Representative, United Service Life Insurance Co., 1835 N. Westchester Drive, Petersburg VA 23803.

**COL Joseph H. Masterson**, as Ch, Doct & Orgn Div, CDCIA, Ft. Benning GA 31905.

**COL William R. Mathews (Ret.)**, to 9202 Windview Drive, San Antonio TX 78239.

**COL Norman W. Paulson**, as CO, SUPACT, Seckenheim, APO NY 09333.

**COL Christopher B. Sinclair**, as CO, USA Armor Agency, CDC, Ft. Knox KY 40121.

**COL Valentine B. Sky**, as CO, US Health Clinic, Oakland Army Base, Oakland CA 94626.

## FOR THE RECORD

The Army Deputy Surgeon General, **Major General (Dr.) Spurgeon H. Neel, M.D.**, is the first Army officer ever to be named President of the prestigious Aerospace Medical Association. He was installed May 11. The private association is "primarily concerned with the medical aspects of flying and the adaptation of man to unusual operations environments."



**MG Neel**

is recognized as the "father" of the Army's contemporary aviation medicine program. He is credited with developing the helicopter ambulance system used in the Republic of Vietnam and the model for the highly-effective, civilian-oriented Military Assistance to Safety in Traffic (MAST) program.

**General Neel** won Army Aviation's top safety award, AAAA's "James L. McClellan Trophy," in 1962.



## CO-RECIPIENTS

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

**COL Charles L. Smith**, as Dir of Mat Mgt, USAVSCOM, PO Box 209 — Main Office, St. Louis MO 63166.

**COL Robert J. Standley**, as Dir, Mat Test Directorate, Hq, MASSTER, Ft. Hood TX 76544.

**COL Selmer A. Sundby**, Dir, Avn Maint Dept, USATSch, Ft. Eustis VA 23602.

**COL John A. Todd**, as Dep CO, Ft. Rucker AL 36360.

**COL Jesse G. Ugalde**, as Ch, North Coast (S.A.), OASD / ISA / Inter-American Region, Rm 4B-856, Pentagon, Washington, D.C. 20310.

**COL Robert H. Williams**, as Dep Commander, ARADMAC, Corpus Christi NAS TX 78419.

## JOB OPENING

**WANTED: Aero/mechanical engineer, Aviator with recent R & D experience, three to eight years' total service. Write Army Aviation Magazine, Box FAI, 1 Crestwood Road, Westport, CT 06880.**

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!



# Takeoffs

## GENERALS

SOUCEK, Leo E., BG  
ARMISH-MAAG, Iran  
APO New York 09205

## COLONELS

CAMPBELL, Bruce R.  
91 New Wickham Drive  
Penfield NY 14526  
CILEY, Colin D., Jr.  
627 Canby Road  
Schofield Brks HI 96507  
DAVIDSON, Kenneth E.  
12225 Interlaaken Dr., SW  
Tacoma WA 98498  
LEHMAN, Raymond G., Jr.  
15 15th Lane  
Rt Rucker AL 36360  
LESLIE, James M.  
24 Logan Street  
Ft Rucker AL 36360  
MARTIN, Stephen G.  
201 Duke Street  
Alexandria VA 22314  
MASTERSON, Joseph H.  
411 Lumpkin Road  
Ft Benning GA 31905  
MAYSE, Harvey C.  
8012 Oakbrook Lane, S.W.  
Tacoma WA 98498  
TUGGIE, Howard J.  
107 King Drive, NAS  
Corpus Christi TX 78419  
WRIGHT, Dean E.  
6739 Doolittle Drive  
Edwards CA 93523

## LT COLONELS

ADESSA, Anthony J.  
Box 3, Stu Det, USAWC  
Carlisle Brks PA 17013  
ANDERSON, Jack W., Jr.  
USAARMS, S and F  
Ft Knox KY 40121  
BAYER, William S.  
1303 Villas  
Leavenworth KS 66048  
BOLAM, Paul F.  
4982 Blue Sage Trail  
Florissant MO 63033  
BRASSFIELD, Bobbie A.  
205 Hancock  
Ft Leavenworth KS 66027  
COLBURN, Edward A.  
57 Delafield  
Ft L. Wood MO 65473  
COOPER, Gordon D.  
455-A Jadin Loop  
Ft Belvoir VA 22060  
COZAD, Jack G.  
44 Megill Circle  
Eatontown NJ 07724  
CROAK, Anthony O., Jr.  
EA Mtmnts, Dir Inland Trfc  
APO New York 11250

## PCS — LTCS

DELAHANTY, Raymond A.  
6924 Stoneybrook Lane  
Alexandria VA 22305  
DENNISON, Gary V.  
7620 N.W. Milroy  
Kansas City MO 64152  
DIETDERICH, Wallace R.  
Quarters 2306  
Ft Lewis WA 98433  
DISTEFANO, Joseph  
7008 Hazelhurst Court  
Tampa FL 33615  
DOBSON, Dale E.  
7612 76th Avenue, S.W.  
Tacoma WA 98498  
DOTY, Benjamin E.  
Box 405 USAWC  
Carlisle PA 17013  
FELLERHOFF, John H.  
1024 South Grand  
Bozeman MT 59715  
GIBBS, Robert M.  
4 Crew House Rising  
Hampton VA 23369  
GONZALES, Ralph V.  
Cb Protocol, UNC, USFK  
APO San Francisco 96301  
HARTERT, Richard A.  
53 Stanley Drive  
Newport News VA 23602  
HAUFIELD, Charles F.  
2041 Ottawa St., Apt 104A  
Leavenworth KS 66048  
HAWS, Elbert D.  
Hq, USATRANSCOM  
APO New York 09451  
HAYES, William M.  
445 Graham  
Ft Sam Houston TX 78234  
HERRICK, Leroy C.  
93 3rd Infantry Road  
Ft Leavenworth KS 66027  
HOBBS, Harry V.  
Hq, USA TAMMC  
APO San Francisco 96248  
HOSTLER, Howard K.  
Box 88, Stu Det, USAWC  
Carlisle Brks PA 17013  
KAISER, Phillip E.  
1318 3d Avenue  
Leavenworth KS 66048  
KAVANAUGH, Richard D.  
Quarters 107  
Aberdeen PG MD 21005  
KILLETTE, James L.  
2710 South 17th Street  
Moorhead MN 56560  
KNIGHT, Daniel B., Jr.  
Box 102, Stu Det, USAWC  
Carlisle Brks PA 17013  
KNIGHT, Emmett F.  
12715 Carte Drive  
Tampa FL 33618  
LAMPKIN, Albert L.  
501 Morris Road  
APO San Francisco 96557

## PCS — LTCS

LANGSTON, Gary E.  
2808 Bancroft Road  
Columbia SC 29206  
LAUTZENHEISER, R.D.  
1586 Geo. Washington Dr.  
Dayton OH 45432  
LOPES, Francis J.  
10602 Ocean Drive  
Corpus Christi TX 78419  
LUCK, Bennie E., Jr.  
Hq, USA TAMMC  
APO San Francisco 96248  
McCHESNEY, Frank L.  
34 Jenkins Road  
Franklin NJ 07416  
McDONALD, Malcolm G.  
P.O. Box 465  
Ft Belvoir VA 22060  
MIDGETT, Carl G.  
222 Truesdell Hall  
Ft Leavenworth KS 66027  
NOWALK, Charles L.  
2B Van Buren Road  
Newport RI 02840  
OSBORNE, Walton H., III  
Hq, 18th Abn Corps  
Ft Bragg NC 28307  
OSTERLOH, Karl L.  
5000 Dublin Avenue  
Oakland CA 94602  
PACCELLI, Vincent A.  
Hq, USAREUR CSTC  
APO New York 09172  
PERSONS, John E.  
228 Haverhill  
Fayetteville NC 28304  
PIERCE, James H.  
P.O. Box 53  
Dahlongga GA 30533  
PROIETTI, Raymond A.  
16 Dayton Lane  
Manalapan NJ 07726  
PULLIAM, Nathan M.  
Hq, 2d Bde, 1st Cav Div  
Ft Hood TX 76545  
REDMAN, William W., Jr.  
2764 Fergusson Circle  
Ft Eustis VA 23604  
SANDERS, Curtis M., Jr.  
Hqs, 2d Trans Group  
APO San Francisco 96259  
SANTULLI, John P.  
514 Grant  
Ft Leavenworth KS 66027  
SARNECKI, Aloysius  
Hq, AAG USMACV, Fld  
APO San Francisco 96222  
SCHNEIDER, Wyatt L.  
37 Logan Street  
Ft Rucker AL 36360  
SEMMER, Phillip D.  
1017 Whiteoak Drive  
San Jose CA 95129  
THURLOW, David B.  
American Embassy, IAGS  
APO New York 09893

## PCS — LTCS

TOLPA, Edward, Jr.  
18 McLean Street  
Wellesley Hills MA 02181  
UNDERWOOD, Joe D.  
1860 Robinson, Apt 206  
Grand Prairie TX 75050  
UTZ, John S.  
8112 Ainsworth Avenue  
Springfield VA 22152  
VAN WINKLE, Daniel G.  
811 Lipton Drive  
Newport News VA 23602  
VINCENT, Samuel M.  
USMTM, RIYAH  
APO New York 09616  
WEEKS, Jimmy D.  
1006 Metropolitan Avenue  
Killeen TX 76541  
WELSCH, Hanno F., Jr.  
1014 Drava Lane  
Houston TX 77090  
YANAMURA, Kenneth K.  
Hq, CONARC, AG Mail Rm  
Ft Monroe VA 23351  
YOUNG, Ray A.  
6810 Landor Lane  
Springfield VA 22152

## MAJORS

ABNEY, Robert O.  
402 Shardonale Road  
Savannah GA 31406  
ADAMS, Bobby R.  
2113 Ottawa Street  
Leavenworth KS 66048  
ADKINS, Donald V.  
225 Barnard Loop  
West Point NY 10996  
AKIN, Robert F.  
USAAVNTD  
Ft Rucker AL 36360  
ALLESON, Samuel C.  
48 Hancock Avenue  
Ft Leavenworth KS 66027  
ANDERSON, Charles E.  
HHB, 2d Bn, 41st FA  
APO New York 09330  
BRAN, Roger K.  
21-D Northwood Lake  
Northport AL 36476  
BEHRENS, Helmer H.  
431 Arlington Drive  
Granite City IL 62040  
BISBEY, Jay B.  
8809 Burbank Road  
Annandale VA 22003  
BOLES, John L.  
Hq, 3d US Army  
Ft Buchanan PR 00934  
BOZNAK, Rudolph G., Jr.  
311 Hancock Avenue  
Ft Leavenworth KS 66027  
BRESETTE, Allen A.  
80 5th Artillery Road  
Ft Leavenworth KS 66027



**PCS — MAJORS**

BROWN, Charles L., Jr.  
3206 Norwich Terrace  
Alexandria VA 22309

BROWN, George P.  
5 Magnolia Apts., Houston  
Ozark AL 36360

BRYCE, Ronald H.  
537 Lennox Drive  
Fayetteville NC 28303

BUFFORD, William C.  
226 Hancock  
Ft Leavenworth KS 66027

CATT, Jackie D.  
620 Perkins Street  
Ft Benning GA 31905

CHILDERS, Jerry W.  
18th Aviation Co (Corps)  
APO San Francisco 96215

CHILDREE, William C.  
112 Luzon  
Ft Bragg NC 28307

COOPEL, Nelson J.  
9 Dragoon  
Ft Leavenworth KS 66027

CRAWFORD, George S.  
321 Peninsula Drive  
Lunenburg MA 01462

CURTIS, Danny D.  
27 Bobsted Drive  
Needham MA 02192

DALY, Jerome R.  
631 McClellan Av., Apt 4  
Ft Leavenworth KS 66027

DANILOFF, Frederick D.  
MOQ 918B, Patuxent NAS  
Patuxent River MD 20670

DANTZLER, William D.  
R.F.D. 1, Box 194  
Holly Hill SC 29059

DAVIS, Lamont P.  
4102 Falsion Avenue  
Fayetteville NC 28304

DIERKING, Irwin S.  
7513 90th Avenue, S.W.  
Tacoma WA 98498

DODSON, Richard E.  
10408 Ocean Drive, NAS  
Corpus Christi TX 78419

DOUBRAVA, Roy G.  
132 5th Artillery Road  
Ft Leavenworth KS 66027

DOWNING, Earnest  
PSD, DPCA, HQ, USAG  
Ft Sam Houston TX 78234

DUBOV, Bruce J.  
10 Dragoon Drive  
Ft Leavenworth KS 66027

EDMOND, Holman, Jr.  
25 3d Infantry Road  
Ft Leavenworth KS 66027

ELLIOTT, James R.  
HHC, 1st Bn, 30th Infantry  
APO New York 09033

FOORE, Larry L.  
14580 Pueblo Drive  
Manteca CA 95336

FOURNIER, Albert L.  
USA CGSC  
Ft Leavenworth KS 66027

**PCS — MAJORS**

GOTTLIEB, William J.  
1377 Marigold, N.E.  
Salem OR 97303

GRANT, Horrace E.  
13109 Largo Drive  
Savannah GA 31406

GRAVES, Lawrence D.  
1329 Mears Drive  
Colo Springs CO 80915

GRAYSON, Eugene H., Jr.  
107 Rebel Ridge Road  
Lexington VA 24450

HANCOCK, Barney P.  
57 Endl Avenue  
Ft Rucker AL 36360

HARRIS, Franklin N.  
539 Cimarron Drive  
Fayetteville NC 28303

HARRIS, Peter R.  
4405 Argonne Drive  
Fairfax VA 22030

HESTER, Thomas L.  
Hq, G3 CENTAG  
APO New York 09099

HITES, Robert D.  
3d Infantry Div, Avn Co  
APO New York 09031

HOLCOMBE, Jerry V.  
101 Cureton Street  
Greenville SC 29605

HOLDEN, Joseph B.  
4771 Jones Road, S.E.  
Salem OR 97302

HOPE, William E.  
604 South 10th Street  
Killeen TX 76541

HOWE, Michael B.  
2d Bn, 60th ADA, Bx1656  
APO New York 09009

HUGHES, James R., Jr.  
DIRSM, USARHAW  
APO San Francisco 96557

IRBY, Dewitt T., Jr.  
23 Dragoon Drive  
Ft Leavenworth KS 66027

JONES, Billy G.  
Qtrs 10, 3d Infantry Rd.  
Ft Leavenworth KS 66027

KELLER, Paul D.  
117th Avn Co, Aslt Hel  
APO San Francisco 96358

KLEIN, Frank J., Jr.  
1st Aviation Bde  
APO San Francisco 96384

KNIGHT, Robert C.  
9423 Tomahawk Blvd  
Omaha NE 68134

KRAUS, George F.  
5535 Cache Road, Apt 7C  
Lawton OK 73501

LANE, Duane M.  
48 4th Artillery Road  
Ft Leavenworth KS 66027

LIVENGOOD, Delmer H.  
77 4th Artillery Road  
Ft Leavenworth KS 66027

MADIGAN, John E.  
6232 Dorsett Avenue  
Fayetteville NC 28303

**PCS — MAJORS**

MARSH, Caryl G.  
1364 Devonshire  
Montgomery AL 36111

MAXSON, Ronald G.  
317-4 Pope Avenue  
Ft Leavenworth KS 66027

McGEE, Albert P.  
114th Aviation Co (AHS)  
APO New York 09827

McGOWAN, James A.  
1810 South Yank Court  
Lakewood CO 80228

McKAY, Lawrence E., Jr.  
321 Rippling Stream Road  
Durham NC 27704

McMILLAN, Roy F.  
6146 Charing Drive  
Columbus GA 31904

MEASELS, David A.  
243 Reilly Rd., Apt 101  
Fayetteville NC 28303

MERRITT, Donald E.S.  
5876-2 McCully Street  
Ft Hood TX 76544

MILLER, Ronald A.  
149 Linbrook Drive  
Newport News VA 23602

MILLER, Stuart A.  
23 4th Artillery Road  
Ft Leavenworth KS 66027

MOORE, Robert D.  
48 3d Infantry Road  
Ft Leavenworth KS 66027

MYERS, James R.  
Hq, DCSLOG, SM, AV  
APO New York 09403

OLIVER, Robert T.  
147-B Juneau  
APO Seattle 98749

OWENS, Bennett G., Jr.  
305 Hancock Avenue  
Ft Leavenworth KS 66027

PHELPS, Jon H.  
Hq, USAJ  
APO San Francisco 96343

PRATT, Robert H.  
1105 Felton Lane  
Auburn AL 36830

PRICE, David H.  
3426A McCormack Road  
APO San Francisco 96557

PULVER, Allen F.  
5145 Holbrook Drive  
Columbus OH 43227

RANDALL, Thomas  
P.O. Box 7150, USAADS  
Ft Bliss TX 79916

ROBERTS, James F., Jr.  
25 Boyce Lane  
Ft Rucker AL 36360

ROBINSON, John D.  
135 5th Artillery Road  
Ft Leavenworth KS 66027

ROSS, Bill R.  
128 8th Artillery Road  
Ft Leavenworth KS 66027

SANDON, Rex E.  
1264A Herian Drive  
APO San Francisco 96558

**PCS — MAJORS**

SEERY, Joseph P.  
467 Turner Loop  
Ft Campbell KY 42223

SHACKELFORD, Wm. L.  
7304 Brad Street  
Falls Church VA 22042

SIEGLING, Wm A., Jr.  
14 Hancock Avenue  
Ft Leavenworth KS 66027

SMITH, John A.  
Hq, AADCOM (G4)  
APO New York 09227

SMITH, Paul M.  
UA Army Recr Main Sta  
Houston TX 77001

STANFORD, Harold D.  
6 Dragoon  
Ft Leavenworth KS 66027

THACKER, James H.  
7338 BCB  
Ft Campbell KY 42223

VEAL, Monte R.  
731 Duncon Street  
APO San Francisco 96557

WHITE, Clardie A.  
P.O. Box 544  
Prague OK 74864

WILSON, Donald E.  
9703 Galsworth Court  
Fairfax VA 22030

WOOD, John L.  
60 3d Infantry Road  
Ft Leavenworth KS 66027

WOODS, Thomas V.  
702 Bjornstad Street  
Ft Benning GA 31905

YATES, Walter H.  
5A Van Buren Road  
Newport RI 02840

ZORN, Burl A.  
4376-R White Street  
Ft Wainwright AK 98731

**CAPTAINS**

APEL, Albert L.  
P.O. Box 379  
Ft Knox KY 40121

BARRETT, Thomas P.  
549 Organ Avenue  
Ft Leavenworth KS 66027

BECK, Silas E.  
2022A Werner Park  
Ft Campbell KY 42223

BELL, Douglas J.  
1700 Carmelita Drive  
Sierra Vista AZ 85635

BELL, William L.  
5685A Brett Drive  
Ft Knox KY 40121

BENDER, William R.  
6435 Compass  
Lawton OK 73501

BLAMEY, John A., Jr.  
3412 Pioneer Blvd  
Lawton OK 73501

BLANCHARD, Russell H.  
40 Kirby Street  
Ft Rucker AL 36360



**THE LIGHT SIDE!**  
 Write a gag caption for this photo and win a 1971 Grand volume of ARMY AVIATION. Send your gag to ARMY AVIATION, 14 Chestwood Road, Westport, Conn. 06880 prior to November 15.

**PCS — CAPTAINS**

BLOMGREN, Paul B., Jr.  
 619 Whitaker  
 Missoula MT 59801  
 BONEBRAKE, Charles O.  
 Ft Bliss TX 79916  
 BOURDO, Henry N.  
 706 Gunby Road  
 Newport News VA 23601  
 BOWERS, Frame J., III  
 358th Aviation Det  
 APO San Francisco 96309  
 BREWER, Larry K.  
 3102 Greenlawn Parkway  
 Austin TX 78757  
 BROWN, James T.  
 Hq, 4th Bn, 62d Arty  
 Ft Bliss TX 79916  
 BURLEY, Keith E.  
 General Del., Post Office  
 Ft Sill OK 73503  
 BYNUM, Thomas J.  
 1332A Werner Park  
 Ft Campbell KY 42223  
 CAMP, Ivan C., III  
 1st Basic Cmbt Troop Bde  
 Ft Jackson SC 29207  
 COCHRAN, John C., Jr.  
 38 Maas Drive  
 Ft Bragg NC 28307  
 COOPER, Robert L.  
 101 Corridor Road  
 Ft Monmouth NJ 07703  
 CRITCHFIELD, John B.  
 8443 Greyfield Road  
 Fayetteville NC 28303  
 DECKER, Dexter K.  
 201 Coral Way  
 Enterprise AL 36330  
 ELEAN, Gerald L.  
 5209 Kodlak  
 El Paso TX 79924

**PCS — CAPTAINS**

FLOCK, Earl L.  
 536 Morrison Drive  
 Clarksville TN 37040  
 FULLER, John R., Jr.  
 5330-H Brett Drive  
 Ft Knox KY 40121  
 GLANCY, Eugene E.  
 5438-C Brett Drive  
 Ft Knox KY 40121  
 GRUNDBORG, Robert B.  
 8328 Penway Road  
 Bethesda MD 20034  
 GRYSER, Joseph E.  
 8151 East 8th Street  
 Buena Park CA 90621  
 HAKES, David H.  
 6745 Iowa Street  
 Detroit MI 48212  
 HARTLEY, David C.  
 5535 Cache Rd., Apt 8D  
 Lawton OK 73501  
 HAYNES, Thomas R.  
 10536 Ellison Plaza, #9  
 Omaha NE 68134  
 HENDRICKSON, John F.  
 2136 Friendship Place  
 Colo Springs CO 80904  
 HILL, Lyle R.  
 204 South Main  
 Leon IA 50144  
 HOLER, Thomas R.  
 2064-B Werner Park  
 Ft Campbell KY 42223  
 HOVERMAN, Raymond L.  
 719 S. Beach St., Apt 311B  
 Daytona Beach FL 32014  
 JACKSON, David C.  
 377th Med Co (AA)  
 APO San Francisco 96358  
 JACKSON, Jerry D.  
 HHB, 4th Bn, 57th AD  
 APO New York 09177

**PCS — CAPTAINS**

JENKINS, Glenn A.  
 Lot 74, Hidden Valley Rd  
 Radcliff KY 40160  
 JENNINGS, Ernest J.  
 US Army Garrison  
 Ft Campbell KY 42223  
 KARR, James B.  
 245 Elm Park, Apt 4  
 Elmhurst IL 60126  
 KING, James D.  
 502 Holland Place  
 Mount Holly NJ 08060  
 KOKENES, Gerald P.  
 30 Johnson Street  
 Ft Rucker AL 36360  
 LACEY, Thomas A.  
 8115 Golden Forest  
 San Antonio TX 78239  
 LAMA, John  
 147th Avn Co (ASH)  
 APO San Francisco 96557  
 LANCASTER, Michael S.  
 441 Henry Clay Blvd  
 Lexington KY 40502  
 LANG, Albert G.  
 866 Frederick Street  
 Hagerstown MD 21740  
 LAWS, Jerry L.  
 111 Meadow Lane  
 Lansing MS 66043  
 LAZICKI, Daniel R.  
 120 N.W. 44th St., Apt 3A  
 Lawton OK 73501  
 LEE, Stephen B.  
 902 South 57th Street  
 Omaha NE 68106  
 LOCKHART, Roosevelt  
 Hq, TUSASPT Element  
 Ft McPherson GA 30350  
 LUCAS, Gary L.  
 4418 Flintridge Drive  
 Colo Springs CO 80907

**PCS — CAPTAINS**

MARTIN, Douglas J.  
 Hq, USARJ GO-OT  
 APO San Francisco 96343  
 MAYS, Audie L.  
 258B Eatoncrest Drive  
 Eatontown NJ 07724  
 MELO, Michael J.  
 CMR 2, Box 6753  
 Ft Rucker AL 36360  
 MILLER, Charles D.  
 P.O. Box 260  
 Ft Knox KY 40121  
 MILLER, Michael K.  
 15585 Charter Oak Blvd  
 Salinas CA 93901  
 MILLETT, Roman L.  
 5252B So. McNeil Drive  
 Ft Bliss TX 79906  
 MITCHELL, Bryan D.  
 D Troop 4/7th Cavalry  
 APO San Francisco 96251  
 MORRIS, Dennis L.  
 1313 Killian Street  
 Daytona Beach FL 32014  
 MORROW, Thomas O., Jr.  
 6567 Lutes Circle  
 Ft Bliss TX 79916  
 MUMBY, Roger L.  
 5611-B Gilkey Loop  
 Ft Knox KY 40121  
 NADRAH, Kenneth S.  
 1113-D Thompson Circle  
 Newport News VA 23604  
 NICHOLS, Keith R.  
 C709 Holland Pl., Windmill  
 Mount Holly NJ 08060  
 ODOM, Marvin D.  
 Route 4, Box 4710  
 Belton TX 76513  
 OFHELLY, Jeremiah  
 HHC, 1st Avn Bde  
 APO San Francisco 96384



**PCS — CAPTAINS**

OLSON, Lawrence A.  
Box 3, Post Tralier Park  
FT Stewart GA 31313

O'TOOLE, James W.  
216 Nuttall Road  
Riverside IL 60546

PENROSE, Clifford E., II  
4th Bn, 69th Armor  
APO New York 09185

PENWELL, Robert D.  
929 29th Street  
W. Des Moines IA 50265

PERRY, Levi H.  
1423-B Compton Road  
Pres San Fran CA 94129

PIECH, Kenneth J.  
HHC, 1st Bn, 64th Armor  
APO New York 09031

PULLANO, Joseph F.  
11423 "R" Street  
Omaha NB 68137

RANELS, Edwin R.  
Trp D, 2/1 Cav, 2d AD  
Ft Hood TX 76546

REEDER, John J.  
Tio-Toc Apts., Apt H  
Daleville AL 36322

REIF, Jeffrey R.  
Pear Orchard Ests., #307  
Elizabethtown KY 42701

RHETT, Mark V.  
1524 Aralla Drive  
Columbia SC 29206

RIBAR, Frank A.  
USA Trans Corps School  
Ft Eustis VA 23604

RUSSELL, Lawrence R.  
3752-H Knight Avenue  
Columbia SC 29207

RYAN, Larry E.  
115 Windsor Arms  
Hinesville GA 31313

SCHAEFFER, Raymond L.  
104-B Butts Street  
Ft Benning GA 31905

SHARRER, Steven C.  
2816 North Hancock Drive  
Coto Springs CO 80907

SIMMONS, Robert W.  
185 Monterey Road  
Ft Ord CA 93941

SMEEEKS, Frank C., Jr.  
HHD, 37th Trans Group  
APO New York 09067

STRICKLAND, Robert M.  
Route 2, Box 63  
New Brockton AL 36351

VAN ROPE, Jeffrey W.  
1455 Pendell Place  
Jacksonville FL 32205

WARNOCK, Vernal G.  
413 Cottonwood Drive  
Copperas Cove TX 76522

WARREN, Lynn E.  
1662-B Filmore  
Ft Dix NJ 08640

WATERS, Joseph C.  
5402 Brookfield Drive  
Fayetteville NC 28303

**PCS — CAPTAINS**

WATTS, Olen C.  
571st Med Det (RA)  
APO San Francisco 96349

WESEMAN, Charles A.  
215 McCabe Ave., Apt 2C  
Bradley Beach NJ 07720

WILKOFF, James A.  
1055 Woodburn Drive  
Columbus GA 31907

WILLIAMS, Forrest D.  
3705 Fortune Avenue  
Las Vegas NV 89107

WILLIAMS, Robert B.  
825 Lawrence Drive  
Gretna LA 70053

**LIEUTENANTS**

BLOSSER, Peter R.  
22446 Marlin Place  
Canoga Park CA 91304

BOOZE, David  
498 Denbigh Blvd., #132  
Newport News VA 23602

BOWERS, Thomas E.  
1207 Potomac Lane  
Alexandria VA 22308

CANAVARRO, Gregory  
209 Soledad Place  
Monterey CA 93940

DANGELONE, John C.  
2552 Anastasia Drive  
South Daytona FL 32019

FONTENOT, Darryl J.  
HHC, 57th Signal Bn, Co C  
Ft Hood TX 76544

GREEN, Gerald D.  
334th Atk Helicopter Co  
Ft Knox KY 40121

GREENHALGH, Russell J.  
1500 Hartford Road  
Manhattan KS 68502

HINNERS, Michael R.  
939 Riverside Dr., F48  
Clarksville TN 37040

JANSEN, Leonard H.  
498 Denbigh Blvd., Apt 140  
Newport News VA 23602

LOWMAN, Charles J.  
2205 Silverway Dr., #209  
Killeen TX 76541

RENO, David  
498 Denbigh Blvd., #193  
Newport News VA 23602

RIDDLES, Jerry L.  
504 Kenny Drive  
Clarksville TN 37040

STEPHENS, James M.  
9030 Ohio St., Maple Vw #4  
Omaha NB 68134

WATERBURY, James A.  
HHT, 7/1st Air Cavalry  
Ft Knox KY 40121

**CW4'S**

COLE, Leland R.  
P.O. Box H, Albrook AFB  
APO New York 09826

**PCS — CW4'S**

HAMILTON, Robert L.  
Avn Directorate, ACSFOR  
Washington DC 20310

JARDINE, David C.  
12 Montith Lane  
Ft Rucker AL 36360

KYLER, Russell S.  
DIO Mainst  
Ft Sill OK 73503

LAMB, William T.  
1413 Horton Blvd  
Lawton OK 73501

MOORE, William E., Jr.  
Hq, USAFJ, GC-01  
APO San Francisco 96343

PINARD, Joseph L.R.  
107 Binnacle Drive  
Newport News VA 23602

**CW3'S**

BATTLE, Ralph G.  
86 Warwick Avenue  
Ormond Beach FL 32074

FIGUEROA, Josue  
USAAD, Metro Airport  
West Columbia SC 29169

FRENCH, Duman R.  
182 North Harris Drive  
Ft Rucker AL 36360

GUTSCHE, Walter W.  
P.O. Box 241  
Ft Hancock NJ 07732

HENRY, Thurman C., Jr.  
7324 Sunflower Drive  
Little Rock AR 72209

HOFFMAN, Hans W.  
38 Gal Lane  
Ft Rucker AL 36360

HUDSON, Joseph H.  
108 Nickles  
Ft Huachuca AZ 85613

KIMEL, Gerald D.  
10 Dowling Drive  
Daleville AL 36322

LOPEZ, Michael S.  
51 South Allison Drive  
Daleville AL 36322

MOORE, James R.  
213th Aviation Co (3A)  
Ft Benning GA 31905

NAKAMURA, Benson A.  
829 Ringold, Schofield Brks  
APO San Francisco 96557

PARNELL, James L.  
1105 S.E. 14th Street  
Mineral Wells TX 76067

PETERSON, Robert M.  
Quarters 2538D  
Ft Lewis WA 98433

SULLIVAN, Charles L.  
P.O. Box 6306  
Ft Bliss TX 79906

BARBER, Clarke R.  
5257A McNeal Drive So.  
Ft Bliss TX 79906

BIAS, James E.  
Star Rte, Hwy 100. Ex 22B  
Bullhead IL 32010

BORZEWSKI, Terrence L.  
1413 Park Circle  
Sun Prairie WI 53590

BROOSTROM, Lawrence R.  
555 Barton Avenue  
Gladstone OR 97027

BROWN, David M.L.  
768 West 10th Avenue  
Eugene OR 97402

CHAFFEE, Keith A.  
Route 9, Box 63-K-4  
Clarksville TN 37040

CHARBONNEAU, Thomas  
1696 Morehead Avenue  
Fayetteville NC 28303

CLARK, Jeffrey T.  
1st Signal Bde, Avn Det  
APO San Francisco 96530

CRAPARO, Robert H.  
Box 186  
Phenix City AL 36567

DAVIS, James M.  
Box 98, Avn Det, 1 Sig Bde  
APO San Francisco 96530

DICKERSON, Jay L.  
4861 Goldfield Rd., #88  
San Antonio TX 78218

DUNHAM, Philip R.  
2865 Sloat Road  
Pebble Beach CA 93953

ELMORE, Paul D.  
423 Albert Street  
Shreveport LA 71105

FISH, James E.  
349th Aviation Company  
APO New York 09177

GUFFY, Wayne S., Jr.  
3d Infantry Div Avn Co  
APO New York 09031

HALPN, Thomas P.  
3d Aviation Det  
APO San Francisco 96212

HENSELEN, Richard T.  
Trp D, 1 Sqd 1 Cav 1 AD  
APO New York 09177

HIGGINBOTHAM, Carter  
Route 2, Box 73  
Seneca SC 29678

HOFF, Virgil R., III  
2010B Shanahan  
Ft Campbell KY 42223

HOWARD, Cecil T.  
1003 West 9th Street  
Junction City KS 66441

JIMENEZ, Albert J.  
3848 Repl Co  
Ft Hood TX 76544

KATZ, David R.  
402 East Byrd  
Universal City TX 78148

KELLAWAY, William C.  
35 Anderson Trailer Ct  
Copperas Cove TX 76522

**CW2'S**

ADAIR, Ronnie L.  
166 Harris  
Ft Rucker AL 36360



**PCS — CW2'S**

KENNEL, Howard H.  
2814 Fremont Drive  
Colo Springs CO 80910

KIRBY, Lavelle J.  
10647 Ellington  
El Paso TX 79908

LAWTON, Jack  
Wilton Center  
Wilton NH 03086

LAXTON, Dennis A.  
4953 Fieldcrest Av., Apt D  
Fayetteville NC 28303

LUCAS, Donald R.  
342 Ramona Avenue  
Monterey CA 93940

MALONEY, John D.  
5761 Sampson Blvd  
Sacramento CA 95824

MARSHALL, Wm. T., Jr.  
53 Colony Square Apts  
Dothan AL 36301

MAULTSBY, Casel H.  
825 Kievin Street, Apt 1  
Anchorage AK 99504

McCLELLAN, Robt.E., Jr.  
309th Aviation Bn  
APO San Francisco 96301

McKKE, Dallas S.  
2236 Stanton Drive  
Fayetteville NC 28304

MEDSKER, Bill  
Rural Route  
Graham MO 64455

MICHAL, Paul T.  
Route 4, Box 334, Lot 55  
Savannah GA 31405

MORGAN, Jack D.  
5263-B McNeil N. Drive  
Ft Bliss TX 79906

MURRAY, John T.  
701 Harbour  
Killeen TX 76541

OLSON, Darrel E.  
1051-13 Gaffney  
APO Seattle 98731

PENTTILA, Eric D.  
1031 North Cows, Apt 3  
McMinnville OR 97128

PHILLIPS, Dennis J.  
18th Avn Bn, WCONAA  
APO New York 09165

ROE, Floyd T.  
Quarters 2852A  
Ft Lewis WA 98433

ROLLINS, Donald L.  
2530 Harry Wurzbach, 21J  
San Antonio TX 78209

ROSSITER, David R.  
Quarters 2506D  
Ft Lewis WA 98433

ROTHWELL, Kenneth F.  
36 Pool Road  
North Haven CT 06473

SAXON, George F.  
2074A Werner Park  
Ft Campbell KY 42223

SULLIVAN, Patrick J.  
242d Avn Co (ASH)  
APO Seattle 98731

**PCS — CW2'S**

TAGLIERI, Altmore N.  
3621-C Porter Loop  
APO San Francisco 96557

WENDT, Peter C.  
169 Reservoir Drive  
Boonton NJ 07005

**WO'S**

BOUCHER, Thomas R.  
Box 1197, Newgarden Sta  
Ft Knox KY 40121

BULMER, Michael B.  
P.O. Box 117, BOQ  
Ft Knox KY 40121

CONNER, Robert J.  
47 White Birch Lane  
Williston VT 05495

COOK, James H.  
127 South 7th Street  
Jacksboro TX 76056

CUNNARE, Richard D.  
22 Greenhill Lane  
Huntington NY 11743

DIBBLE, Robert L.  
3925 Dekalb Drive  
Orlando FL 32809

ELLISON, Everett A.  
2009-B Kessler Court  
Ft Benning GA 31905

FRY, Robert E.  
5413-C Chaffee Avenue  
Ft Knox KY 40121

JOHNSON, Dennis L.  
320 West Hallmark  
Killeen TX 76541

KAM, Melvin M.Y.  
40 Thunderbird Bldg E6  
Tacoma WA 98498

KENT, Paul L.  
1005 McCollum, Apt B3  
Manhattan KS 66502

MAGEE, Ronald C.  
HHC, 2d Avn Bn, 2d Inf Div  
APO San Francisco 96224

MARTIN, Vaughn K.  
7355-A CBA  
Ft Campbell KY 42223

McDONALD, Robert R.  
409 West 2nd Street  
McCook NB 69001

McPHERSON, Marvin D.  
Route 5  
Boaz AL 35957

MOON, Bernard E.  
P.O. Box 2426  
Clarksville TN 37040

MORRISON, Mark  
Paradise Pk., 6W, Hill St.  
Radcliff KY 40160

NIRMAIER, Clayton G.  
624 College St., Apt 28  
Clarksville TN 37040

OGDEN, Stephen M.  
622 Bedford Oaks  
Kirkwood MO 63122

ONYSHKO, John, Jr.  
9763 Monogram Avenue  
Sepulveda CA 01343

**PCS — WO'S**

OTTENS, Eric W.  
3608 Laguna Court  
Randallstown MD 21133

PACITTI, John M.  
1122 Dorchester Avenue  
Dorchester MA 02125

PARTRIDGE, Bernard  
1373 Arrow  
Upland CA 91786

PIROTTTE, Larry J.  
1211 Houston Street  
Manhattan KS 66502

RAKE, Richard D.  
2042B Werner Park  
Ft Campbell KY 42223

SHUPE, Stanley A., Jr.  
Fox Park Apartments  
Plymouth NH 03264

SOUCY, Andre R.  
5310 E. Gardner Avenue  
Ft Knox KY 40121

TEDFORD, Jon C.  
540 Navaho Dr., Apt H  
Radcliff KY 40160

THOMPSON, William D.  
Box 123  
Balboa, Canal Zone

VAHLE, Dirk K.  
20306 Ronsdale  
Birmingham MI 48010

WALLACE, Bruce W.  
R.R. 1  
Columbus IN 47201

WELSH, William R.  
1318 Ashland Street  
S. Greenburg PA 15601

ZUK, Anthony L.  
Route 1, Box 16  
Foristell MO 63348

**ENLISTED**

HEATH, Hulmer J., CSM  
5897-B Parker Lane  
Ft Jackson SC 29206

MOTT, Frank E., II, SP5  
8048 Worthy Dr., Apt C  
Westminster CA 92683

**RETIRED**

HAID, Donald J., LTC  
2943 Las Campanas  
Dallas TX 75234

HOLDEN, F.W., Jr., LTC  
2103 Zinser Drive  
Hampton VA 23363

LONG, William L., CWO  
R.R. 776, Box 1000  
Caguar PR 00625

McCARTNEY, Dan A., COL  
1201 Madiera S.E., Apt 204  
N. Albuquerque NM 87108

MOYERS, George A., LTC  
4312 Hartford Hills Drive  
Sulitland MD 20023

PICKENS, Robt.B., Jr., LTC  
1904 Southland Center  
Dallas TX 75201

**PCS — RETIRED**

THURMOND, W.N., CW3  
3910 North 83d Street  
Scottsdale AR 85253

STANSBERRY, C.L., BG  
Box 1111  
Ft Myer VA 22211

TYSON, Robt M., Jr., LTC  
P.O. Box 598  
Robertsdale AL 36567

WATERBURY, J.W., LTC  
P.O. Box 31817  
Aurora CO 80010

**ASSOCIATES**

ALLEN, George W.  
102 Magruder  
Mineral Wells TX 76067

BISHOP, L.L.  
Route 1  
Hillsboro MO 63050

BRAGG, William D.  
P.O. Drawer AM  
Warner Robins GA 31093

COMBS, Dennis W.  
Unit 1, Mt. View Dr., RFD 2  
Chambersburg PA 17201

DENTON, Duane F., Mrs.  
5601 Scottsdale Avenue  
Memphis TN 38118

EPPS, Bob C.  
2d Air Troop, ACR  
APO New York 09093

FERNER, James C., Jr.  
AVSCOM Technical Asst.  
APO New York 09028

FLANARY, Kenneth J.  
2819 Las Vegas Trl., #109  
Ft Worth TX 76116

GARDNER, Robert E.  
193 Mayfield Street  
Auburn AL 36830

HADDOCK, Jimmie J., Mrs  
425 Roosevelt Avenue, #4  
Montebello CA 90640

HARDIMAN, Robt.R., Mrs.  
8 Dragon  
Ft Leavenworth KS 66027

HARTLEY, Robert H.  
3435 South Gary Avenue  
Tulsa OK 74105

MOSBORG, Henry L., Mrs.  
25001 Mackenzie  
Laguna Hills CA 92702

MURPHY, James G.  
1311 Callahan  
Amarillo TX 79106

PETERSON, Herbert E.  
P.O. Box 45587  
Tulsa OK 74146

PHELPS, Howard B.  
P.O. Box 314  
Medina VA 98039

PHELPS, Robert E., II  
3000 W. Adams, Apt 126  
Temple TX 76501

POHLER, J.J.  
1306 Titania Lane  
McLean VA 22101

## WARRANT/Continued from Page 6

The career development program attempts to negate individual competitiveness between warrant officers for additional aviation skills and substitute instead a spirit of competitiveness for technical excellence between career fields, thus providing greater self satisfaction for the individual as well as a more highly qualified corps of technicians within the aviation warrant officer field.

Smaller programs available to the aviation warrant officer have been incorporated into the appropriate career field. For example, the Army Test Pilot program will draw from the O&T field. The limited number of Air Traffic Control requirements are also included in the O&T field. The positions our aviation warrant officers occupy in AVSCOM are part of the Maintenance and Resource Management Field. USAAVS is provided with highly qualified aviation safety technicians from within the flight safety career field.

### A degree of flexibility

The new career pattern for aviation warrant officers provides the flexibility of accommodating the technical skills inherent in a warrant officer career as well as offering a choice of functional

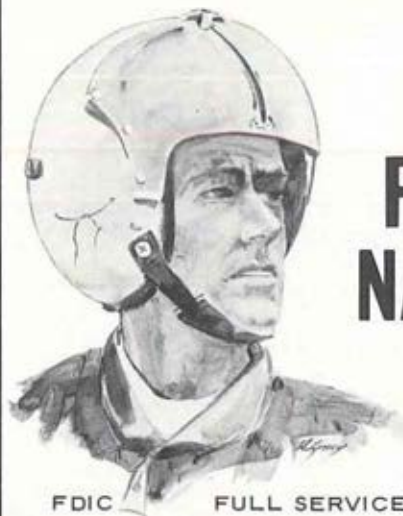
### JOB OPENINGS

**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.

**WANTED:** Aero/mechanical engineer, Aviator with recent R & D experience, three to eight years' total service. Write Army Aviation Magazine, Box FAI, 1 Crestwood Road, Westport, CT 06880.

areas of development. The program provides a basis for determining specific requirements in both numbers and skills. It insures that career progression, both in potential and rank, is **not** based upon aircraft qualification, but is based on manner of performance of assigned duties.

The aviation warrant officer will continue to provide the Army with long term, repetitive utilization in repetitive aviation cockpit assignments. By virtue of this long term utilization within specific technical fields, he will be increasingly in demand at all levels of the Army structure. The potential of the aviation warrant officer has barely been tapped and his future in the Army Aviation structure is assured.



*We can handle all of your  
financial needs, no matter  
where you are.*

# FORT RUCKER NATIONAL BANK

"SERVING THE BEST"

*THE BANKING  
DEPARTMENT*

FDIC FULL SERVICE BANK

TELEPHONE

P.O. BOX 368 □ FORT RUCKER, ALABAMA 36360 □ AC 205 255-5122

# Policy

(Extracted from Pages 80-81 of the September 11, 1972 Report of the House Appropriations Committee on the Department of Defense 1973 Appropriation Bill. The Report of the Senate Appropriations Committee on the same bill is expected to be released on or about September 28. If the Senate version differs from the House Report, the bill will go to a joint conference to resolve any differences. If the Senate takes similar action on this question of flight pay, the senior officer flight pay will be phased out as agreed between the two bodies.)

**T**HE Committee has been concerned with the cost of proficiency flying and other problems associated therewith for a number of years. Section 715 of the bill permits proficiency flying only in those cases where it is anticipated that the rated officer shall be reassigned to combat operations; except students assigned to a course of instruction of 90 days or more. These conditions were established by the Congress in the Department of Defense Appropriations Act for fiscal year 1972.

In reporting the Defense Bill for fiscal year 1972, the Committee was, and still is, interested in holding proficiency flying to a minimum for rated personnel who are assigned to duties which do not require the maintenance of basic flying skills. Millions of dollars have been saved by limiting proficiency flying to those personnel who can reasonably be expected to be reassigned to flying duties.

Last year's Act allowed the payment of flight pay to rated officers irrespective of the restrictions on the performance of proficiency flying. This year the Committee is recommending that a provision be included in Section 715 of the bill which will discontinue the payment of flight pay to rated officers in the rank of Colonel and above while in non-combat assignments.

During hearings on the fiscal year 1973 budget request the Committee discussed, with all the Military Services, the payment of flight pay to personnel who are in non-flying assignments.

The payment of flight pay is generally justified

for three specific reasons: (1) to retain younger rated officers; (2) as an inducement to continue with a career in the service; and (3) as a reward for an earlier flying career.

The Committee can understand the rationale for paying flight pay to younger rated officers and to officers that are expected to be returned to active combat units. However, the payment of flight pay to senior officers where there is little likelihood of their ever returning to a position which requires operational flying is not justified. Other types of hazardous duty pay are discontinued when a person is reassigned to a position that does not require hazardous duty specialty.

For example, personnel who have drawn parachute pay or spent 15 to 20 years on a submarine, or who have performed demolition duty, are not allowed to draw hazardous duty pay once their assignment to these positions terminates. If these persons continue their careers in the service without receiving the extra pay they were awarded when performing hazardous duties, then rated officers in the ranks of Colonels and Generals should and will be willing to continue their careers without receiving flight pay when assigned to non-combatant positions.

It is noteworthy that there are many higher ranking officers making a career of the Military Service who are non-rated and who are not drawing other hazardous duty pay. A morale problem has been created among non-rated personnel who receive less pay for doing the same jobs than rated personnel receive. There cannot continue to be a distinction in pay between rated and non-rated higher ranking officers when performing non-flying assignments.

The Services have estimated the annual cost of flight pay for colonels and generals assigned to non-combatant operational assignments to be at least \$13,500,000. The Committee has only removed one-sixth of that amount from the fiscal year 1973 request, giving the services until May 1973 to phase out this pay.

## Flight Pay for Colonels and Generals



# ARMY AVIATION

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

**THE P.O. DOES NOT FORWARD  
ISSUES IF YOU CHANGE YOUR  
ADDRESS! TO RECEIVE ISSUES,  
SUBMIT A "CHANGE" NOTICE!**



## **The new 600 horsepower LTS 101 engine**

- \*low priced**
- \*compact**
- \*simple**
- \*rugged**

Here's the best of all worlds. It's the result of years of development for low price, low specific fuel consumption in a 600 horsepower turboshaft.

The new Avco Lycoming LTS 101 operates at conservative temperatures and shrugs off adverse environments because it is designed for safe operation in sand, rain, dust, snow or ice.

This single stage axial/single stage centrifugal, compressor gas turbine produces more than 600 horsepower, with a nominal output speed at 6,000 rpm.

The LTS 101 is the choice of Bell and Hughes for their aerial scout helicopters and may be produced in larger quantities than any other in its class. The Hughes version is pictured on the cover.

**AVCO**

LYCOMING DIVISION

STRATFORD, CONNECTICUT 06497