

Army Aviation

November, 1972

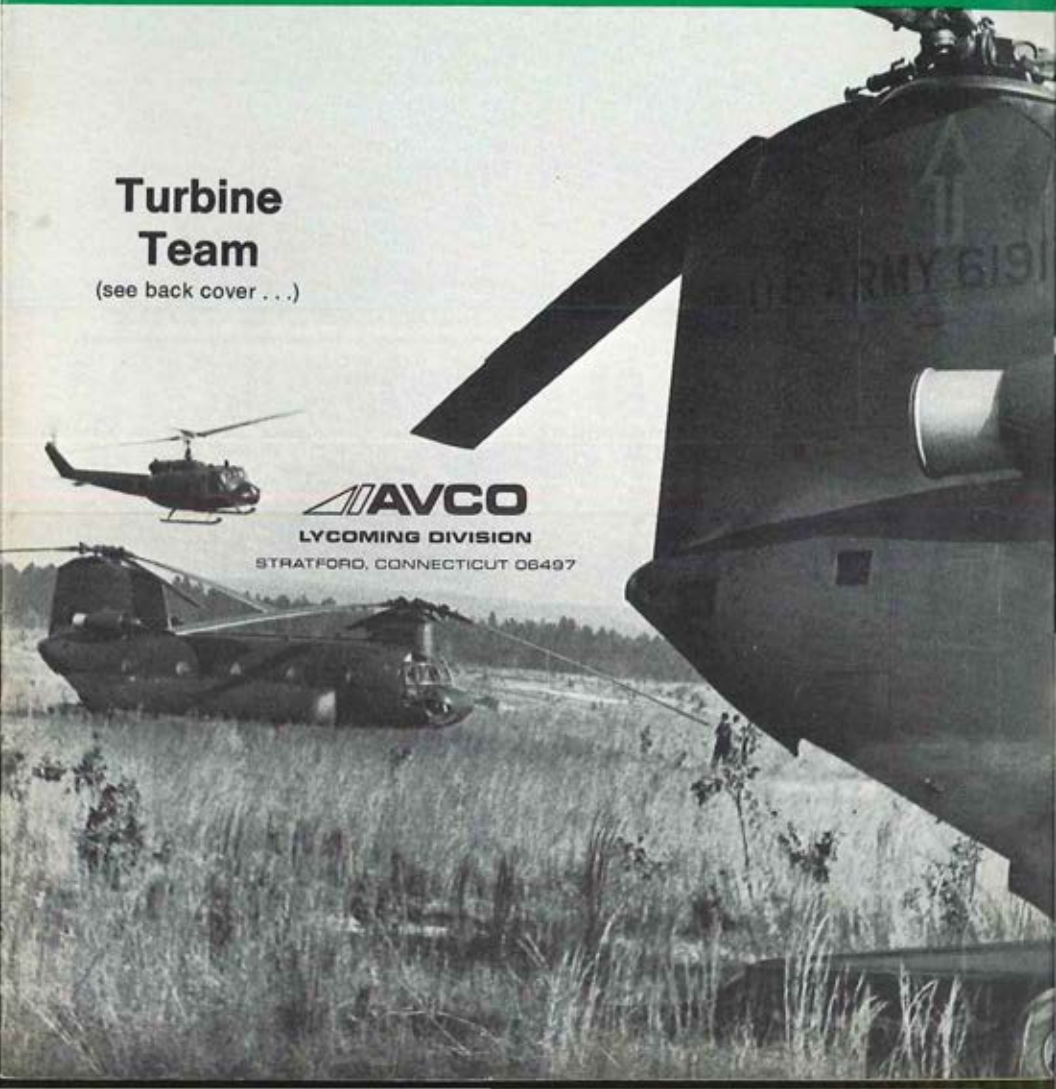
Turbine Team

(see back cover ...)

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AAAA CONVENTION REPORT

A full report of the October 11-13, 1972 National Convention of the Army Aviation Ass'n will appear in the December, 1972 issue. The report will cover many of the professional and social activities that took place at the mid-October gathering in Washington, D.C., and will include several of the key presentations made during the course of the convention.

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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.

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General Oden Elected as 10th AAAA President



INSTALLED at a National Board meeting held upon the conclusion of the 14th AAAAA National Convention in Washington, D.C., a new 50-member National Executive Board slate looks ahead to renewed '73-'74 activity at a general business meeting to be held February 26-27, 1973, in St. Louis, Mo.

Major General Delk M. Oden, USA (Ret.), an executive with the Horizon Corporation, was elected as the 10th National President of AAAAA, succeeding Lieutenant General Harry W. O. Kinnard, USA (Ret.). Brigadier General Edwin L. Powell, Jr., USA (Ret.), of Bel Air, Md., was elected as Senior Vice President.

The new governing board also installed Colonel Edward L. Nielsen, USA (Ret.), of Moylan, Pa., as Secretary-Treasurer.

Incumbent Board members who'll serve as National Vice Presidents include Brigadier General Eugene M. Lynch, Colonel John W. Marr, and Chief Warrant Officer (W4) Robert L. Hamilton, all of Washing-

ton, D.C.; Wayne R. Smith, St. Louis, Mo.; and Chief Warrant Officer (W4) Donald R. Joyce, Ft. Eustis, Va.

Newly-elected Vice Presidents are Colonel John C. Geary, of St. Louis, Mo., and Clifford J. Kalista, of Ft. Worth, Tex.

Completing the full Board are Arthur H. Kesten, Executive Vice President of Westport, Conn., an appointee; Past Presidents Brigadier General Robert M. Leich, IGR, Evansville, Ind.; Bryce Wilson, Glenbrook, Nev.; Darwin P. Gerard and Brigadier General O. Glenn Goodhand, USA (Ret.), both of Washington, D.C.; General Hamilton H. Howze, USA (Ret.), Ft. Worth, Tex.; Colonel Richard L. Long, USA (Ret.), St. Louis, Mo.; and Lieutenant General Harry W. O. Kinnard, USA (Ret.), Hawthorne, Calif., along with USAREUR Regional President, Colonel Walter F. Jones; twenty-four CONUS Chapter Presidents who serve as Chapter Members-at-Large; and eight National Members-at-Large appointed by the President.

Reviewing the many accomplishments of Army Aviation over the past decade, General Abrams expresses . . .

A debt of gratitude

GENERAL Kinnard, distinguished guests, friends. It's an honor to be here today in this distinguished company.

This is the kind of occasion when you need have no fear of laying it on a little too thick. In this group the only thing you can do wrong is picking inadequate words to describe what Army Aviation has accomplished, what it stands for and for its future.

I realize that this is quite a mixture here today. First of all there are a good many here, some retired, some older who had faith in Army Aviation and the helicopter especially, through thick and thin in the past and a lot of it mighty thin. Their faith was strong enough, their professional conviction deep and hard enough, and their character unwavering enough, so that Airmobility came to fruition. We all owe them a great debt of gratitude.

Also here are the representatives of in-



dustry who put these machines together and built the reliability and flyability into them. They are a great credit to our country, to industry, and to the talent and skills of Americans, and we owe much to them.

There are also a lot of fellows here — some of whom I recognize — who have participated in writing one of the most brilliant chapters in the history of our Army.

I guess at one time we had about 4,000 — plus flying machines in the Army in South Vietnam. Their contribution was great. It's hard to see how it all would have been possible without them. It's not only those who flew them and those who commanded them, but also those who took care of them, patched them up, filled them up, and checked them out so they were going every day.

The men of the 34th Group . . . I remember in *Lam Son 719* that the environment got a little stiff and there had been a lot of holes in our aircraft. When you have an outfit like the 34th Group who

(Continued on Page 24)

Remarks of General Creighton W. Abrams, Jr., at the AAAA Honors Luncheon held at the Sheraton-Park Hotel, Wash., D.C. on Oct. 13, 1972.

IGOR I. SIKORSKY DIES AT 83; Pioneer Advanced Army Airmobility



RUSSIAN-BORN aviation pioneer Igor I. Sikorsky, the designer, builder, and pilot of the first practical helicopter, died at his home in Easton, Conn. on October 26. He was 83.

One of the best known and respected figures in international aviation circles, Sikorsky had received more than 90 major awards and honors. He experienced three separate, distinct careers in aviation, building and flying the world's first multi-engine transport plane in Russia in 1913. He launched a second career in the U.S. in the '20's becoming famous for his ocean-spanning Flying Clippers.

Incorporating most of the features of his VS-300 helicopter in a 1931 helicopter patent, Sikorsky turned to vertical lift in 1939, developing the strange-looking tubular skeleton which rose a few feet off the ground on Sept. 13, 1939.

Symbolic of Army

Best known for this last accomplishment, Sikorsky began large-scale manufacture of the R-4 in 1943, the world's first production helicopter. Establishing its versatility in the Korean War, the helicopter became the symbol of the Modern Army and through the '50's and '60's, Sikorsky produced many helicopters for Army-wide use, to include the H-19, CH-34 Choctaw, CH-37 Mojave, CH-54A Tarhe and CH-54B Flying Cranes. Army crews also flew its VH-3A Presidential aircraft.

Survivors include his wife, Elizabeth; four sons, Sergei, a United Aircraft Corp. executive in Speyer, Germany; Nikolai, of West Hartford; Igor of Simsbury, Conn.; and George, of Poughkeepsie, N.Y.; and a daughter, Mrs. Tania von York of Easton, Conn. Burial took place at St. John's Cemetery in Stratford, Conn. on October 30.



RIGHT: LTG (then BG) William B. Bunker (left), CG of the Transportation Supply and Maintenance Command, St. Louis, Mo., chats with Igor Sikorsky by a CH-37 Mojave during an early 1957 visit to the Sikorsky Plant at Bridgeport, Conn.





ABOVE: MG (then BG) Delk M. Oden (center), Director of Army Aviation, inspects the first production model of the CH-54 Sky Crane accompanied by Igor Sikorsky (right), Walter Lysak (left), S-64 project engineer, is shown during the mid-February, 1962 visit to the Stratford, Conn. plant. **BELOW:** Igor Sikorsky (left) congratulates COL H. Franklin Gregory, U.S. Army Air Corps at the May, 1942 acceptance of the X-R4 at Wright Field as Orville Wright (center) looks on.



ABOVE: Lee S. Johnson (right), then Division Vice President of Sikorsky, chats with the Boss on the flight line at Stratford, Conn. in front of Sky Crane No. 1.

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

THE Army has a new Chief of Staff, and the new Chief's first official public appearance was at the AAAA Honors Luncheon in Washington, D.C. on 13 October. One day after being confirmed for his new position, *General Creighton W. Abrams* delivered a direct and personal address to more than 925 luncheon attendees in the Sheraton-Park Hotel.

He did this as part of the presentation of the Army Aviation Association's trophy to the "Outstanding Aviation Unit of the Year," F Battery, 79th Artillery. (Details and photos of all five AAAA National Awards will appear in the December, 1972 issue).

The full text of *General Abrams'* remarks are carried on page 13. However, the main theme is contained in the following excerpt. *General Abrams* said:

"The aviator was the brother, the friend, the fellow who lived and worked with the men on the ground . . . There was more than cooperation; there was more than team work. Those are sort of

formal words. In a way, it was an affair of the heart — in the planning, in the work, and in the fighting.

"That's why we *must* have, we *have* to have *always*, Army Aviation."

Address tied to theme

General Abrams spoke without script and it was clear to everyone present that he spoke from his own heart. His theme fitted precisely with the theme of the convention, "Dedicated to Land Combat." The professional presentations by 25 senior officers, most being generals, were heard intently each day by nearly 500 aviators and supporters of aviation. Transcripts of many of the presentations will be carried in this and subsequent issues of "Army Aviation Magazine."

Seven foreign directors of aviation, or their equivalents, were present throughout the AAAA Convention and each delivered an informative presentation on the status of Army Aviation in his country. The following countries were repre-



An affair of the heart

BY

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

AN AFFAIR OF THE HEART

(Continued from Page 9)

sented: Australia — Colonel William J. Slocombe, OBE; Canada — Brigadier General Ralph F. Herbert; France — Major General Camille A. Metzler; Germany — Brigadier General Hans Drebing; Great Britain — Brigadier General T. A. Richardson; Iran — Brigadier General Manooch Khosrowdad; Italy — Brigadier General Fabio Moizo.

Because Lieutenant General Minh, the Chief of Vietnamese Air Force, was unable to attend, the VNAF helicopter and observation effort were described by Major General Leslie Bray, USAF, of the Air Staff, who is Special Assistant to the Secretary of the Air Force for Vietnamization.

Guidelines

The results of nearly a year's effort are about to culminate in the publication of two Army Regulations which form the basis for how we carry out our aviation tasks. *Army Regulations 95-1* and *95-63* should be disseminated to the Army in December with an effective date of 1 January 1973.

The intention in redrafting the regulations was that they be simplified, streamlined, and brought up to date. Some of the provisions of the current regulations are holdovers from past decades when our fleet composition and method of operation were substantially different than they are today. AR 95-2 will be merged into 95-1.

Before I describe the new provisions of AR 95-1, I should first explain the process by which a regulation is published. Regulations are subject to annual review and changes are published from

time to time as appropriate. Periodically, regulations are reviewed to determine if republication is warranted because of substantive changes or because of a volume of minor changes.

The need to reorganize and consolidate AR 95-1 was justification for the complete rewrite. The Aviation Directorate is proponent for the regulation, which is further assigned as the responsibility of a field grade action officer. Because of personnel turbulence, three action officers have shared the responsibility for the rewrite of AR 95-1.

Initial draft regulations are circulated in the Directorate and with such other outside advisory agencies as desired by the Director. This year, I sent drafts to Europe, Hawaii, CONARC, and Davison Army Airfield at Fort Belvoir. Appropriate comments were incorporated into the regulation and a clean draft was provided other staff agencies on the Army Staff.

Once a final draft was achieved, a copy of Chapter 2, pertaining to proficiency flying, was submitted to the Office of the Secretary of Defense for approval. Additional rewriting of that chapter ensued. When a final, final draft was written, it was submitted to The Adjutant General for editing and publication.

The actual process of printing is relatively fast once the regulation reaches its place at the head of the line. Normally, regulations must remain in a backlog status awaiting their turn. This ensures a constant flow of work for the printer.

You know, of course, that the regulation, once printed, is disseminated by AG Publications Centers according to prearranged pinpoint distribution lists.

A review of restrictions

The new regulation addresses proficiency flying in detail. A review of restrictions that have been placed on proficiency flying in the past few months is in order before we discuss the new regulation. First of all, the following individuals may not perform and log flight time:

- Those performing duties not requiring aviator experience.

AAAA GOLF TOURNAMENT

With many on-post golf pros yet to return their completed (or blank) scorecards for the 1972 Worldwide AAAA Scholarship Golf Tournament, a "Winners' Posting" is not possible as yet. The list will appear in the December, 1972 issue.

● Those attending formal courses of instruction of 90 days duration.

● Colonels.

● Those separating or retiring from the Service within their last six months of active duty (may fly but need not perform proficiency flight).

Exceptions to restrictions

Exceptions to the restrictions just listed are as follows:

● Those in a combat zone with a need to fly in performance of their duties.

● Lieutenant Colonels and below with under 1,500 hours.

● Promotable colonels.

● Colonels in command of units which contain aircraft.

● General officers when required in performance of their duties.

● Qualified flight examiners when actually performing examiner duties.

● Those separating or retiring when otherwise qualified and when joining a Reserve component aviation unit.

● Those on orders to a TO&E aviation assignment.

The requirement that those attending school for periods in excess of 90 days is a statutory provision, i.e., it is contained in the 1972 *Appropriations Act* and, therefore, cannot be waived except in the case of those individuals whose schooling is directly related to an aeronautical requirement such as individuals engaged in aeronautical research studies.

Premise: Flying is flying

The new AR 95-1 is based on the premise that flying is flying. It tends to reduce the artificial barriers that have been built up between civilian and military aircraft and rotary wing and fixed wing aircraft. It also reflects the philosophy that an aviator should utilize whatever aviation assets are available to him to get as much training as is possible.

Thus, the aviators with an aircraft not fully qualified for actual instrument flight can still utilize that aircraft for instrument training. This will better prepare the avia-



FT. STEWART, GA. — LTG John J. Tolson, III (right), Deputy Commanding General of US-CONARC, presents the third annual Daedalian Army Aviation Flight Safety Award to LTC Ronald C. Perry, Director of the Attack Helicopter Training Department. The trophy is presented annually to the Army Aviation unit with the best safety record. (USA photo)

tor for the day when he does operate a fully instrument qualified aircraft.

For those aviators in excused status, the new regulation requires that each take the annual written examination and have a current flight physical examination. This ensures that the excused aviator drawing flight pay is required to do more than the non-aviator who does not draw flight pay. More than this, it keeps his interest in aviation and better prepares him to rejoin the active flying community. Relative to annual flight minima, the regulation brings the requirement up to date and includes an expanded unit proficiency flying program as a sample to be fitted to local needs.

The major changes

Following are the major changes:

● Night flying requirements increased to 20 hours.

● Cross country flight abolished as being relatively ineffective in sharpening aviator proficiency.

● Tactical flight requirements are established. This is a point of entry for aviation units to train mid-intensity combat flight tactics such as nap-of-the-earth.

● Time flown in civil aircraft may be logged.

AN AFFAIR OF THE HEART

(Continued from Page 11)

● Pro rata flight time must be accomplished at the time an aviator makes a permanent change of station. This insures that aviators do not reach the end of the proficiency year with large amounts of proficiency time still to be flown.

● Waiver authority is granted major commanders but with the stipulation that waivers will be closely controlled.

The new AR 95-1 has been changed appreciably relative to instrument flying. The philosophy behind the changes is that a basic instrument card be instituted from which the aviator can move by virtue of check rides from fixed wing to rotary wing, or vice versa, with relative ease. As instrument flight procedures are similar for both categories of aircraft, and the aviator should already possess the basic flying skill for the category of aircraft involved, a preliminary check ride should be adequate to accomplish the transition. This provision, of course, depends on the aviator being qualified in both categories of aircraft.

Co-pilot requirements

The requirements for copilots have been relaxed to facilitate the conduct of business in small detachments and to provide more realistic rules of the road. After all, the pilot in command of the aircraft is supposed to be fully aircraft qualified. The copilot logs copilot time and becomes a crew member solely to perform copilot duties. He is not expected to operate as pilot in command or to have the same qualifications.

Therefore, the new regulation requires that an aviator may fly as copilot if he is

properly prepared to perform those actions required of copilots. In short, if the copilot is required to do navigation, operate radios, and raise the gear, this is the extent of the mandatory training he should have before flying. If he is expected to take control of the aircraft when the pilot in command gets vertigo, then the pilot in command of the aircraft should not perform the flight in the first place.

Instrument flight

Instrument flying changes in the new regulation are:

- Special instrument card eliminated.
- Basic instrument card established.
- Zero-zero takeoff rules established.

In practice, the zero-zero takeoff authority was the only advantage of the special instrument card. Zero-zero takeoffs can be performed as before by those individuals who have logged 50 hours of actual instrument flight.

● "Appropriate" navigation equipment required. No longer will all aircraft need omnirange equipment when none is available in the area. This change applies primarily to those individuals in foreign areas where ADF may be the primary instrument facility.

● Alternate designation will be required when the only letdown facility is a radar approach.

The regulation also contains safety procedures.

● Live armament rules are established for the first time for armed aircraft.

● Standard checklists being established under the new standardization program.

● Single engine training restrictions are established which insure that sufficient altitude is available for recovery in the event mistakes are made.

● Landing lights for fixed wing aircraft on final approach are required.

● Crew chief runups of rotary wing aircraft are prohibited. Runups formerly were required to check mags on reciprocating engines. No current first line aircraft have reciprocating engines. Therefore, in the

LONG DISTANCE ATTENDANCE

Attendees at the recent 1972 AAAA National Convention included COL and Mrs. Nelson A. Mahone from Hawaii; MAJ Harold E. Preusz, representing USAREUR's eight active chapters; and guest speakers, BG Manoochehr Khosrowdad from Teheran, Iran; and COL William J. Slocombe from Canberra, Australia.

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AN AFFAIR OF THE HEART

(Continued from Page 12)

interests of safety, aircraft will be started only by qualified pilots.

- Weather minima are established for demonstrations.

- Anticollision lights are required for the first time.

- Over-the-top VFR flight is limited to a maximum of 30 minutes with the assurance that non-instrument rated aviators can return below the clouds by visual descent.

- Passenger controls for high risk activities are catalogued. Under proper conditions, passengers with a need to fly may participate in nap-of-the-earth. No passengers may be flown in high risk activities such as maintenance test flights.

This gives you a preliminary glimpse into the new AR 95-1, which will become effective on 1 January. Readers should not revise their flight rules and procedures based on this article alone. AR 95-63 will be discussed in the next issue.

Personnel Notes

Lieutenant General Harry W. O. Kinnard, Ret., President of Dynalite, Inc., completed his second year as President of the Army Aviation Association, being succeeded at the 1972 AAAAA Convention by *Major General Delk M. Oden, Ret.*, of Dothan, Alabama.

General Kinnard provided strength and cohesiveness to the Association during the past two years when industrial activity decreased and active aviator strength was on the decline. *General Oden* takes the helm of the 12,000-member organization



MG D. M. ODEN



COL J. C. HUGHES

at the same time his former commander, *General Creighton W. Abrams*, becomes Chief of Staff of the Army — and we're solidly behind both of them!

Colonel Howard M. Moore, lately of J-5, the Joint Staff, has departed the Pentagon to command Fort Wolters. He replaces *Brigadier General Leo Soucek* who has just become Chief of the Army Section of MAAG/Iran under *Major General Ellis W. Williamson*, Chief of the Joint Advisory Group.

Although AAAAA supports a reduction in smoking by its membership, it should take cognizance of an honor accorded one of its senior members. The 24th Annual Convention of the International Association of Pipe Smokers Clubs has designated *Colonel John C. Hughes* of CDC as "Pipe Smoker of the Year." *Colonel Hughes* attained this distinction following a pipe smoking contest where participants were provided with 3.3 grams of cube cut burley and two wooden matches, with a goal of determining who could smoke his pipe the longest.

While *Colonel Hughes*, known to thousands as "Corn Cob Six," did not win the contest, he kept his pipe going for 47 minutes, 14 seconds. During his career, "Corn Cob Six" has given away more than 11,200 corn cob pipes, some of which probably have been retrograded through NVA tech-intel channels.

Congressional Circuit

In its last days the 92d Congress passed an *Appropriations Act* which generally followed the lead set in the Authorization Act. The aviation program emerged generally intact. The *Appropriations Act* contains the following provisions:

- Provides \$20 million for initiation of the *Advanced Attack Helicopter (AAH) program*. It also provided \$4 millions for termination of the predecessor *Cheyenne* program.

- Provided \$5.3 million for advanced production engineering effort in preparation for procurement of kits to retrofit the

TOW antitank missile to the *Cobra* attack helicopter.

● Insured adequate funding for a prototype *Heavy Lift Helicopter program* to be undertaken by Boeing Vertol of Philadelphia. The prototype will incorporate the three advanced technology components: Flight controls, cargo handling, and power train.

● Contained restrictive language concerning the number of flying prototypes in the *Utility Tactical Transport Aircraft System (UTTAS)*, or true aerial infantry squad carrier. Development is based primarily on reliability and maintainability which reduced life cycle costs. Because the testing associated with the prototypes is so important to the program, further justification will be provided the next Congress.

● Furnished funds for the purchase of twenty U-X executive transport aircraft. The U-X will be procured competitively by the Army in conjunction with the Air Force which also will buy fourteen airframes for its attaché fleet. Both turbo-prop and pure jet aircraft will compete to fill the type of requirement now being met by the Beech U-21.

● Provided for procurement of six VH-1N aircraft to be utilized by the Army and Marine Corps Executive Flight Detachments. At the same time the Navy was funded for six Sikorsky CH-53 aircraft, half of which will be operated by the Army.

● Failed to fund \$9.1 million for further work on the *Aerial Scout program*. The program was competitive with both the Hughes OH-6 and the Bell OH-58 configured with night vision and appropriate navigation and target acquisition equipment. The Army now must realign the program to ensure that in FY 74 it will be able to rejustify the need for a scout aircraft to operate with attack helicopters.

● Established 1 June as the date for termination of flight pay for colonels and generals. The Act considers that the Con-

THE SMOKING LAMP

According to the American Cancer Society, the fatality rate associated with lung cancer is 91%. Deaths due to lung cancer account for approximately 25% of all cancer-related deaths.

gress will be able to address revised flight pay tables before the 1 June deadline. The new tables result from studies already run within the Defense Department which recommended that flight pay be based on length of service rather than grade. These tables probably would not completely zero out either colonels or generals.

Commanders' Course

Because of the complexity and high dollar cost of equipment, and the special career requirements on aviation commanders, CONARC has directed Fort Rucker to establish an *Aviation Command and Resources Course*. Purpose of the course is to provide potential company and battalion level commanders and their operations and executive officers with a working knowledge of the requirements and responsibilities placed on the aviation commander.

Approximately 100 officers per year will be trained in classes which will commence in the third quarter FY 73 at Fort Rucker. A total of 60 academic hours will be scheduled and classes are planned to begin each two weeks.

This type of training is broader in scope than the commanders' supply and maintenance course run during the Vietnam war at Fort Eustis. Graduates should add significantly to overall professionalism when they assume their command and staff duties.

Signal Activities

It is gratifying to see the broad scope of duties being performed by aviators in this Army. Last year when I visited the Transportation Center at Fort Eustis, I found that the Transportation Terminal Command and its subordinate railroad

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BEECH AEROSPACE DIVISION
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AN AFFAIR OF THE HEART

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and water craft battalions were all commanded by Army Aviators.

In October I addressed the graduation of the Signal Officer Basic Course and the Avionics Maintenance Officer Course at the Southeastern Signal School at Fort Gordon. There I found three aviators serving as directors on the school staff and learned that aviators are commanding each of the six signal battalions on post.

The directors are *Lieutenant Colonels Lowell F. Baltzell, Lee B. Cannon, Jr., and Roy P. Rhodes*. The battalion commanders are *Lieutenant Colonels Pearce A. Lane, Willie L. Davis, Walter F. D. Allan, Glenn A. Leister, Fred W. Leuppert, and Joseph G. Mikula*. All command training battalions with the exception of *Colonel Mikula* of the 67th Signal Battalion.

Traffic Control Award

We often tend to forget the guy in the tower who does so much to keep us straight when we fly. Accordingly, the Army has established an "Army Air Traffic Controller of the Year" award. Provisions are contained in AR 95-37 which is designed to afford recognition of the efforts of our controllers.

The first award was presented to *MSG Russell G. Ritter*, Air Traffic Control Chief at Gray Army Airfield at Fort Lewis. It was presented in conjunction with the graduation ceremony of the October class of the Air Traffic Control Course at Fort Rucker. *Colonel James B. Gregorie, Jr.*, Director of the U.S. Army Aeronautical Service Office, presented the award.



COL GREGORIE



MSG RITTER

OBITUARIES

Mrs. Bailey Harper, wife of Lieutenant Colonel William B. Harper, Commanding Officer of the 4th Aviation Battalion, Ft. Rucker, Ala., died October 22 at the U.S. Army Hospital at Ft. Rucker after a brief illness. The former Bailey Walker of Macon, Ga. is also survived by a daughter, Blair, and a son, Billy; and her parents, Mr. and Mrs. E. Sanders Walker. Burial took place in Macon, Ga., on October 24.

Ridiculous Flight of the Month

Fortunately, accidents are down this month but I have had a lot of help in selecting the "Ridiculous Flight." Rather than try to make the final choice myself, I thought you readers might take your own pick.

Following are the brief sketches carried in paragraph 11 of the crash facts messages which passed over my desk in October.

- Aircraft was making a precautionary landing due to weather when he ran into a tree. Pilot had not obtained a weather briefing prior to the flight.

- Assorted equipment stored in avionics compartment shorted the tail light wire. Shorted wire, helmet bags, engine covers, etc., caused sufficient fire to damage the airframe vicinity station 185.

- During a simulated engine out procedure, the aircraft was landed with gear up. Pilots stated that they made before landing checks and gear indicated down. Check of the system failed to show any discrepancy.

- During takeoff from confined area while avoiding flock of large birds, made left turn and struck tree limbs.

- Left front door came off in flight on return trip after medevac mission. Copilot does not remember or believe he pulled the door jettison handle, however, his hand was in that area at the moment of separation. . . . The breakaway wire was intact during preflight, broken when inspected after landing.

Apparently there are plenty of ridiculous flights and a whole raft of miserable alibis. Don't become a candidate for either category! **FLY SAFE!**



ARMY AVIATION WORLDWIDE

BY LIEUTENANT GENERAL JOHN J. TOLSON, III
Deputy Commanding General, U.S. Continental Army Command

I'D like to talk to you about redistribution of aircraft in the aftermath of Vietnam, and some of the actions being taken to assure that our full aviation potential will be available and ready for any future conflict.

The mission of Army Aviation was put to the ultimate test in the Republic of Vietnam and became essential to the Army's role in conducting land combat. In truth, Army Aviation added the third dimension to the functions of land combat.

During the period between FY 65 and FY 72, the number of aviation units in Vietnam rose from 30 in FY 65 to 144 in FY 69 and now stands at 30 in FY 72. As you can see then, aviation grew into a veritable giant by 1969, and has since wound down as the U.S. disengages in that theater.

As our combat role ceases, we must focus on the future of Army Aviation. Certainly, the main concern for Army Aviation is the mid- to high-intensity European

battlefield. In this connection, we must ask ourselves what is the best mix of Army units to be employed against a future adversary? We do not yet have the answers to these questions. However, when testing of the TRICAP Division and other MASS-TER evaluations at Fort Hood are completed, we should have learned considerably more on how Army Aviation can operate and survive in a mid-intensity conflict.

To fill the personnel requirements generated by the tremendous growth Army Aviation has undergone over the past decade, over 32,000 aviators were trained. The Army's aviator strength reached its peak in 1969-1970, when the total exceeded 24,000.

A rapid redistribution

The drawdown in RVN has resulted in the rapid redistribution of modern aircraft assets throughout the Army. Preferred assets such as the UH-1H, OH-58, AH-1G, CH-54A/B and CH-47B/C are being assigned to meet most requirements. As an example, 1,097 new production and overhaul aircraft have been assigned to CONARC during the past fiscal year.

These qualitative improvements have

Remarks of LTG John J. Tolson during the professional presentations made at the 1972 AAAA National Convention at the Sheraton-Park Hotel in Washington, D.C., during October 12-13, 1972.

ARMY AVIATION WORLDWIDE

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enabled us to eliminate 1,288 older, obsolete, and nonstandard types of aircraft from our inventory.

At the end of FY 71, there were 114 fixed wing aircraft of the following types: O-1, U-6, U-1A, U-10, C-45, and C-47. By the end of FY 72, we had reduced this FW fleet by 91 aircraft.

We had 1,431 RW aircraft of the following types at the end of FY 71: OH-13, OH-23, UH-1B/C/M, UH-1D, CH-54, and TH-55. This fleet was reduced by 1,097 helicopters by the end of FY 72 leaving us with 334 aircraft.

Essentially, this is a modernization program through which we hope to tidy up the system by minimizing the number and types of aircraft, and by phasing out low density types as well as the older nonstandard aircraft. We expect to standardize our light observation helicopters with OH-58's; our attack helicopters with AH-1G; our CH-47 fleet with CH-47B/C; and our Huey fleet with UH-1H's.

Along with the reduction of wartime activity in RVN comes a reduction in funding. We in the active Army are going to have to hitch in our belts. This means that

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(Continued from Page 2)

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Colonel Clement A. Wyllie, as CONARC Aviation Officer, Hq, USCONARC, Ft. Monroe, VA 23351.

TRUE BLUE!

"Just a quick note to tell all that the Atlanta Chapter of AAAA has recruited MG Joel B. Paris, III, The Adjutant General of Georgia, as a full-fledged member. He's Air Force, dyed blue all the way, and directs and administers the affairs of the Georgia Dept. of Defense, including the 12,000 Army and ANG, plus some 4,000 CD workers."

LTC Norman E. Scott, Sec.
Greater Atlanta Chapter, AAAA

NATIONAL OFFICE

The USA Warrant Officer Ass'n announces the activation of its national headquarters in Washington, D.C. The ass'n is specifically for Army Warrant Officers of all components. Any WO desiring information on application procedures should contact USA Warrant Officer Ass'n, Attn: CW4 Don Hess, P.O. Box 3765, Washington, D.C. 20007.

many aviation units with prime assets and personnel trained to operate them will be contained in the Reserve Component force structure.

Since reduction of the active Army began, the *One Army* concept has taken on added importance. As I pointed out earlier, the active aviation structure has been cut, so shortfalls must be met by Reserve Components.

The following reflects the Reserve Component aircraft forecast as it is planned for FY 74:

End of FY 70	933 aircraft
End of FY 71	1,353 aircraft
End of FY 72	2,059 aircraft
End of FY 73	2,279 aircraft
End of FY 74	2,569 aircraft

Since 1970, when the Reserve Component aircraft inventory was near 900, most of which were obsolete, over 1,000 first-line aircraft have been allocated and distributed to the reserves. Over 1,800 aircraft are currently in the hands of Reserve Components, and by end FY 74, they should be at 88 per cent of their approximate 2,900 authorized aircraft.

It now appears that by end FY 73, 59% of the Reserve inventory will be comprised of prime assets, such as UH-1, CH-47, CH-54, and OV-1 type aircraft.

The table above reflects the growth of National Guard and Reserve aviators from 1969, when increased emphasis was placed on the *One Army* aviation concept, to FY 74.

As more aircraft become available, recruiting experienced personnel may not be sufficient to meet all Reserve Component aviator requirements. Therefore, school quotas for Reserve Components have been increased which, coupled with recruiting of experienced personnel, should meet aviator requirements.

The increase in active Army and Reserve Component aviation assets outside the combat zone and the shift of training emphasis to a mid-intensity environment has precipitated a number of actions to improve professionalism in Army Aviation.

Army-wide standardization

At DA's direction, CONARC developed a *flight standardization program* for Army-wide application. The program, published by DA on 29 June 1972, provides for a hierarchy of standardization boards from DA to installation level to administer the standardization effort. Standard criteria for the selection and training of all instructor pilots is provided as well as a system for semi-annual or annual flight evaluation of all aviators on flight status.

The program also makes provisions for publication of standardized literature for flight training and operations. The formalization of flight standardization will enhance the maintenance of high standards of individual aviator proficiency and should result in reduced aircraft accident rates.

In March 1972, an *instrument qualification program* was established with an objective that all Army Aviators on flying status obtain a standard instrument rating by the end of the calendar year. In spite of numerous obstacles, excellent progress has been made toward this goal. Although the December deadline may not be met at all installations and activities, the many excellent local training programs promise early attainment of our goal during 1973.

Nap-of-the-earth

Revived emphasis has been placed on *nap-of-the-earth flight operations* as a means of enhancing aircraft survivability in the mid-intensity combat environment. The USAAVNS has revised rotary wing initial entry and rotary wing instructor pilot course POI's to include this training and is preparing training literature on the subject for dissemination to the field in the near future.



DOUBLETEAMING!

AAAA Executive Vice President "Art" Kesten (left) and Norman C. Taylor, President of AAAA's Delaware Valley Chapter, brief some 200 Delaware Army National Guard aviators and crewmen in a joint AAAA-Boeing UTTAS presentation held at New Castle Airport on October 14. The combined film-oral presentation took place in the main hangar after completion of a weekend drill.

Army Aviation, to include nap-of-the-earth flying, is meaningful to the extent that it supports ground units in the accomplishment of their missions. Proficiency flying by individual aviators, if not mission oriented, fails to contribute to this objective.

Therefore, to make sure that our training efforts are productive, unit training programs must be developed that insure realistic, tactically sound training and yet provide adequate control to minimize the risks inherent in low-level flight operations. Department of the Army and CONARC have recently published an abundance of policy and guidance aimed at assisting aviation units in the establishment of safe and effective nap-of-the-earth training programs.

Some time ago, CONARC recognized that we had aviation unit training programs for all types of aviators except one — the attack helicopter crew. Anticipating an increase in CONARC aviation assets resulting from the drawdown in RVN, which was then starting and subsequently accelerated, first Fort Knox and then the CONUS Armies were tasked to develop an attack helicopter crew gunnery training course. The result was a viable attack helicopter *gunnery crew qualification plan*

ARMY AVIATION WORLDWIDE

(Continued on Page 21)

that we implemented within CONARC during August 1972.

The plan includes details of firing ranges, ammunition requirements, firing tables, and courses of instruction to be completed before arrival at the firing range, and should enable CONARC to meet our attack helicopter crew training objective — to fire, for qualification, each attack helicopter crew in CONARC, active Army, and Reserve Component by end of FY 73. Thus, CONARC units with attack helicopters now have a training program that will enable them to attain and maintain readiness.

An Army Aviation *mutual support program* for active Army and Reserve Component aviation units has been established to insure optimum use of aviation assets and expertise and to promote the conduct of airmobile training for Active

Army and Reserve Component aviation and ground units. The *One Army* program as it pertains to Army Aviation has, thus, received an unprecedented boost. Regulations and training guidance focused solely on the Reserve Components are rapidly falling by the wayside and are being replaced by policies that are applicable to all components.

Additional safety emphasis

We are placing *additional emphasis on safety* within aviation training by:

- Documentation of the requirement for a safety officer position in each aviation company-sized unit, airfield command, and flight detachment TOE/TDA. This documentation will authorize trained safety specialists who can establish and conduct sound unit accident prevention programs.

- Establishing the requirement for commands to requisition school-trained safety officers, commissioned or warrant as appropriate, for assignment to units which do not have a trained individual assigned and do not have quotas to the University of Southern California safety course.

- Emphasizing the use of aviation accident prevention surveys and assistance visits to determine the effectiveness of unit and installation aviation safety programs.

- Establishing guidance, based on accident trends, to reduce aircraft accidents during ferry flights, combat readiness flights, and transition training.

In addition CONARC has recently taken action to establish an *Aviation Command and Resource Management Course* at Fort Rucker, Alabama. The purpose of this course is to provide potential aviation commanders with a working knowledge of the principles of aviation accident prevention and management with respect to aviation assets.

In the development of the program of instruction, the Aviation School is closely coordinating with USAAVS to insure that future commanders make effective and



FT. RUCKER — The huge, new \$2,494,000 aircraft maintenance instruction building at Guthrie Field was officially unveiled recently. COL Earl W. Fletcher, right, Asst Comdt of USAAVNS, discusses the 123,444 square foot building with SFC Charles F. Piper, an instructor in the maintenance course. With 67,000 square feet of shop space, students can practice what they've been taught in one of the building's 28 air-conditioned classrooms. Some 30 aircraft and many mock-ups are in the facility that theoretically could store 21,000 compact cars packed in their crates. The combined worth of the training aids is estimated at over \$8 million. Work began on the building in December, 1970, and was completed in September, 1972.

efficient use of all safety and accident prevention tools available to them. The annual training requirement for this course is estimated to be 100 commissioned officers and the first class should be conducted during February 1973.

In summary, the *One Army* concept is a reality! The Reserve Components have made remarkable progress in recruiting experienced personnel, issuing aircraft, and establishing training programs. The goal of the Reserve Components is the same as that of the Active Army — to provide fully combat ready, instantly deployable aviation units, wherever and whenever needed to preserve the security of the United States.

A challenge for all!

Army Aviators have excellent reasons for facing the future optimistically. We have a wealth of professional experience and a vastly improved aircraft fleet. With these ingredients, we can move confidently to meet any challenges the future holds.

Most importantly, we have air minded,

airmobile commanders with a whole generation of experience in Vietnam behind them. They will never be satisfied without a "*Three Dimension Army*," which they will adapt to the situation facing them.

In conclusion, let me remind and emphasize that in the fifties and early sixties all of the original doctrine and tactics for employment of organic Army Aviation in achieving battlefield tactical air mobility, were developed for the minimum of a mid-intensity environment. All of our early tests, to include those of the 11th Air Assault Division, validated the soundness of our concepts in this environment!

Many people forget that during our tremendous growth in Vietnam we demonstrated our terrific inherent flexibility by adjusting and modifying our tactics to an entirely different environment. Now, we must go back to many of our original practices such as "nap-of-the-earth" flight, maintenance in dispersed field conditions, camouflage, etc. We must actually unlearn many procedures we used during our recent years of combat in Vietnam. The challenge is for all and I know it will be met.

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

ARTHUR H. KESTEN
Publisher
Army Aviation Magazine

A DEBT OF GRATITUDE

(Continued from Page 5)

really know their business and who know where to find the skills to get all that done, it's a great feeling. You've got to have something like that if you're going to fly where it's tough. That's a great bunch.

"A very difficult task"

I feel very happy and relieved that I did not have any part in the selection of the outstanding unit because that would be a very difficult task. It's kind of like picking the best out of the hundred Congressional Medal of Honor winners. It surpasses the frailties of human judgment. They're all great.

I think I should say one word, too, a special word, about the "Dustoffs" — the Med-evacs. This was a great group of men. All those who flew them, all those who did it. Courage above and beyond the call of duty was sort of routine to them. It was a daily thing, part of the way



TRANSPORTABILITY — An airlift capability characterizes tomorrow's UTTAS. Here two Boeing UTTAS helicopters with rotor blades and tail booms folded are airlifted easily in a C-141.

they lived. That's the great part and it meant so much to every last man who served there. Whether he ever got hurt or not, he knew *Dustoff* was there. It was a great thing for our people.

Finally, something which I hope those in Army Aviation will hold close and dear to their hearts forever — the aviator was the brother, the friend, the fellow who lived and worked with the men on the ground. And everywhere we always had something that was more than cooperation, something more than teamwork. Those are sort of formal words. In a way it was an *affair of the heart* — in the planning, in the working, in the fighting.

That's why we *must* have, and we *have* to have *always*, Army Aviation.

There's no way that you can manufacture that outside. It won't work. They all have to be of the same suit, and all of the same, you might say, all of the same father and mother. Just one blood line that runs through it all.

And then when the going gets tough, and when each has to depend upon the other, they do it with confidence. They know that everybody on the team is going to give more than his share in getting the job done. And the test always comes when it's the hardest going and that's the kind of a team we had and that's what we *must* always have and must preserve.

New Chapter



DAVENPORT, IOWA — Officers of the newly-activated Mississippi Valley Chapter of AAAA are shown Sept. 16 following their activation meeting. Front, l-r, are Mrs. Carol McDowell, Sec; CW4 Henry Luchner, Pres; CPT Donald Kisling, ExVP; & CPT R. Don Taylor, Treas. Rear, 1st Arnold Newsom, VP, Prog; CPT Robert Maynard, VP, Pubi; SSG Robert Jewell, VP, Memb All; LTC Donald Leeham, Ret., VP, Indus Aff.

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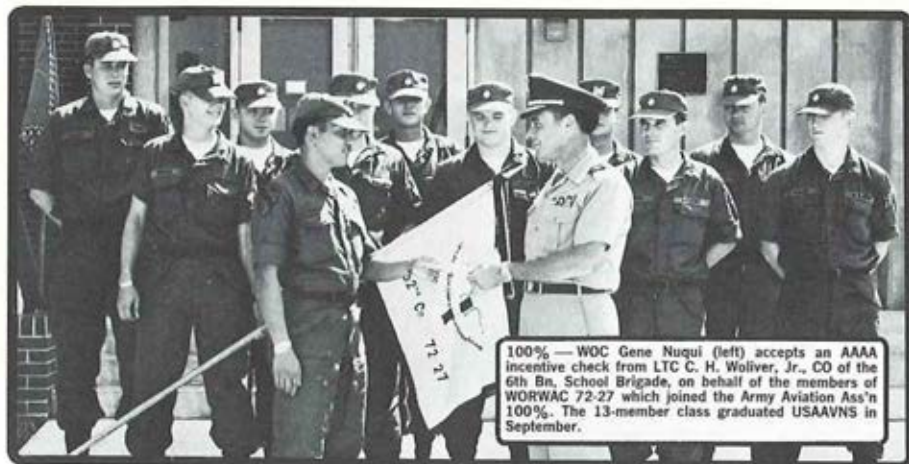
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100% — WOC Gene Nugui (left) accepts an AAAA incentive check from LTC C. H. Wolfver, Jr., CO of the 6th Bn, School Brigade, on behalf of the members of WORWAC 72-27 which joined the Army Aviation Ass'n 100%. The 13-member class graduated USAAVNS in September.

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100% — Warrant Officer Rotary Wing Aviator Class 72-73 at Ft. Rucker receives a cash refund incentive check from the Army Aviation Ass'n for having 100% membership in the organization. COL Harold T. Smith (left), president of the Aviation Center's AAA Chapter, presents the check to class leader Jodies R. Glover.

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AAAA FOUNDATION OFFERS \$4,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,500 in 1973 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1972.

Students applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1973 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: (1) the son or daughter of a member or a deceased member with an effective date of membership on or before March 31, 1972; (2) a high school graduate or senior who has made application to an accredited college or university for Fall, 1973 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall of 1973; and (3) unmarried and a citizen of the U.S.

FINAL SELECTION

Selection of scholarship award winners will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1973, with the winners to be notified not later than April 15, 1973.

BACKGROUND

A separate non-profit educational activity created to administer scholarship assistance for the children of members, the AAAA Scholarship Foundation, Inc., was incorporated in December, 1963. With the provision of 16 scholarships in 1972, the Foundation has furnished \$35,900 in direct aid to 113 children of members or deceased members since the program's start in 1963.

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