

Army Aviation

December, 1972



Boeing Vertol model 222
tilt-rotor
helicopter research vehicle

TILT!

see back cover



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AAAA plans May, '73 Group Flight to Paris Air Show

The AAAA will coordinate a 15-day group flight to the 1973 Paris Air Show for interested members and their wives with departure by Pan Am / TWA jet from JF Kennedy Airport, N.Y., on Monday, May 28, and return from London on Monday, June 11. The flight is timed to bring participants to Paris just prior to "Helicopter Day" at the Air Show on Wednesday, May 30. An optional motor tour of Belgium and the Netherlands will be taken by a limited group of 36 persons prior to a June 5-11 stay in London. Exact costs (economy airfare) and details of the optional motor tour will be furnished after January 20. If interested, write to AAAA National Office, 1 Crestwood Road, Westport CT 06880 prior to February 15.

Collins Radio Company 5
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Why Hughes believes a good small helicopter is better than a good big helicopter

A small helicopter has a better attack capability. It can take cover more completely and maneuver more quickly. It has more reserve power for emergencies.

A small helicopter is harder to see or hear, or to detect with radar or infrared. It is easier to armor and equip with redundant systems. The greater inherent strength of its compact structure means greater crash safety for its crew. And so it survives when a big helicopter would not.

Finally, a good small helicopter costs less than a good big helicopter.

We proved our point with the Army's OH-6A Light Observation Helicopter. It did everything the Army expected—and a lot more. With more than two million combat hours in Vietnam, it has been the

tough machine the Army needed for a tough war—simple, rugged, easy to maintain, able to keep flying when shot full of holes, very kind to its crew.

Now we are designing an Advanced Attack Helicopter that will pack all the performance and firepower the Army wants, yet retain the small-helicopter advantages of the OH-6A. It will blend the combat-proved features of the OH-6A and the lessons we have learned in Southeast Asia with some exciting new technology we have developed for both helicopters and ordnance systems (we are the only company that builds both).

We are confident that our Advanced Attack Helicopter, like our OH-6A, will perform the Army's mission with distinction.

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& Ordnance Systems**



VIETNAM WRAPUP: A Look at Army Airpower

BY LIEUTENANT GENERAL MELVIN ZAIS

Commander, Third U.S. Army, Ft. McPherson, Georgia

IN my three-decades-plus as an Army officer I have formed many friendships, affiliated with many groups, and joined in much fellowship, but there are none of which I am more proud, or which have given me more pleasure over the years, than my membership in the fraternity of Army Aviators. And who doesn't enjoy a reunion with his old buddies?

It is, therefore, a genuine pleasure for me to have this opportunity to see so many of my friends, and to speak to this distinguished group.

Aside from the old friendships and mutual interests we share, another reason I've been looking forward to this occasion is that I was assured of a friendly and receptive audience among members of the Quad-A.

They say you can always tell how well informed and sagacious a person is by how closely his views jibe with your own, and I can tell that this is an extremely well-informed group! Well, I don't know if I can make you much better informed, but perhaps I can leave a few thoughts with you anyway.

Consolidation, assimilation

It's a truism in our profession that we always learn a great deal from any conflict. That's certainly true of Army Aviation. World War I saw the initial use of aircraft in combat, a mere decade after the Wright brothers' initial flight. There followed two decades of consolidation, assimilation, and planning, and then World War II saw airpower play a really decisive role, with major strategic elements introduced for the first time.

Korea saw the first wide-scale use of jets (by now, of course, in the hands of that child of Army Aviation known as the U.S. Air Force) and the employment of helicopters in support roles. Vietnam advanced Army Aviation by yet another quantum jump in that the full potential of helicopters in ground combat was realized.

Now we are well into the post-Vietnam phase-down, and we are entering another period of consolidation and assimilation, having just finished

one of the most challenging, exciting, and, I think, profitable learning periods in the nearly seven decades since Army Aviation sprang into existence.

In the next few minutes I'd like to review for you some of the more recent developments in Vietnam, and the role played therein by air power, in an attempt to put our recent lessons into perspective. Properly digesting those lessons will be one of our major tasks for years to come, and the subject should be of interest to every Army Aviator.

It has been six months since the North Vietnamese launched their most recent massive invasion of South Vietnam. No one, except the North Vietnamese themselves, can say for sure what their basic goals were. It has been speculated that, in an election year, they hoped to wrest a significant part of the population from the control of South Vietnam.

Perhaps they hoped that large numbers of South Vietnamese would rise up against their government. If so, they grossly underestimated the nationalism of the people involved, for instead of revolting they took up arms and defended their villages and hamlets against the invaders from the north. And when they couldn't do that they fled to areas still under the control of the South Vietnamese government. I think there must have been some people in North Vietnam who were quite surprised!

They were probably equally surprised at the failure of their mass armor, introduced by them for the first time in this offensive.

One word description: failure

There is just one description for the North Vietnamese offensive — failure. It's always a little risky to describe a military campaign while it is still being fought as this one is, and yet I can't escape the conclusion that the current North Vietnamese invasion has failed on all major fronts.

The enemy failed to capture Kontum; they didn't succeed in taking Pleiku; they did not take Anloc despite a siege of about 80 days, which even surpassed the 72-day siege of Khe San in 1968. They did make some advances in Binh Dinh Province, but they are now on the defensive there. They did capture Quang Tri City, and for many weeks their

Presentation made by LTG Melvin Zais at the 1972 AAAA Annual Meeting, Oct. 12, 1972.



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For more information about how Collins' new nav system can aid in low level missions and all-weather landings, see your Collins sales engineer. Or contact Collins Radio Company, Cedar Rapids, Iowa 52406. Phone 319/395-1000.



VIETNAM / Continued from Page 4

forces threatened the ancient capital of Hue, but at the moment the threat to Hue has subsided, and the South Vietnamese have recaptured Quang Tri.

At some time in the future, these or other points may again be threatened by enemy action, because the North Vietnamese still retain considerable offensive capability. However, there is little question that the current offensive *must* be described as a failure—and a costly one at that! They've lost 70% of the tanks with which they began, and they've lost a major portion of their invasion force: more than 60,000 killed and thousands more wounded.

I believe that some of the reasons for this failure are pretty obvious. First, the effectiveness of the Vietnamization Program has apparently been much greater than was generally thought. There were only two American ground combat units in-country at the time of the invasion, so the South Vietnamese bore the brunt of the attack.

By and large, after some initial reverses, the South Vietnamese Army has acquitted itself very well under some rather difficult conditions. There are the inevitable exceptions, but, generally speaking, our advisors are very proud of the way ARVN troops have responded to good leadership.

Army Aviation was there!

In this, the Air Force and Navy contributed heavily. But so did Army air support. The heroic efforts of Army Aviators contributed strongly to the defeat of the northern forces. I'll give you a few examples.

At Anloc, on 12 April, armed helicopters met the initial onslaught of tanks in the city. Utilizing only standard aerial rockets and automatic weapons, the attack helicopters destroyed the first six tanks to enter the city. The remaining tanks backed up into the surrounding rubber plantations and did not reappear in strength for about a month.

Our resupply helicopters braved intense anti-aircraft fire to enable the Vietnamese defenders of Anloc to withstand 80 days of siege during which they were outnumbered and outgunned on the ground.

On 26 May at Kontum Army gunships attacked an enemy tank formation which had penetrated the eastern portion of the city. Ten of the 12 enemy tanks and track vehicles were destroyed by helicopter fire, and this action undoubtedly contributed to stopping a strong enemy thrust. Scout helicop-

ters in Quang Tri Province performed reconnaissance of landing zones and beachheads for raids to be conducted the following day.

In this action, large numbers of enemy troops were sighted by the scouts; their strength and dispositions were forwarded; and the area was targeted for B-52 strikes the same evening. Incidentally, one scout pilot is credited with destruction of a North Vietnamese tank in this action by hovering over the tank and dropping a white phosphorus grenade down the hatch! He's your "Army Aviator of the Year," Captain Ronald A. Radcliffe!

Now all this is not by way of saying that the helicopter has become the champion of the battlefield. But I am saying it has assumed a most important role! While Army Aviators are the first to admit they could not perform on the ground if it weren't for the soldier down below meeting the enemy face-to-face, they are proud of their combat role, and know they are full-fledged members of the team, as opposed to the mere relief role they once played.

Among the first to arrive

We Army Aviators have been in the thick of the Vietnam action all along. We were among the first to arrive, and we'll be among the last to leave. We've come a long way since the 57th Transportation Company arrived in 1961 with CH-21's to support the Army of Vietnam.

At our peak we had 144 Aviation Companies and 8,000 aviators in-country. To keep pace with this build-up, the Aviation School increased aviator output from 125 per month in 1966 to over 600 per month in 1968.

At no other time in history, even during the height of World War II, has a service approached this number of aviators produced from a limited training base. Concurrently, 1,500 VNAF aviators were trained by the Aviation School. This marks a significant accomplishment, both by the Vietnamese and by their American instructors.

Now, with the Vietnamization Program in full swing and the phase-down of U.S. combat troops, we are reverting to our pre-1965 primary role of supporting our Vietnamese allies. We have consequently reduced our aviation strength to one-sixth of what it was during the peak year of 1969.

As we continue to march into the seventies, Army Aviation, in both airborne divisions and separate aviation units, must uphold the outstanding reputation it has achieved. We've sparked the average soldier's imagination in a way that is unparalleled in recent history. And I firmly believe that air mobility, as developed by Army Aviators, will have as lasting an effect on the complexion of warfare as did the development of gunpowder, armor, and the repeating rifle.

We've added a new dimension to ground warfare, and it's up to us — to you in Quad-A — to carry forward what has been so well begun.

HAPPY BIRTHDAY!

USAREUR's 4th Aviation Company (ASH) is celebrating its 20th year in Army Aviation. The unit has flown H-19, H-34 and H-37 aircraft, and is now the only CH-47 Company in Europe.

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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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A KEY TO ARMY AIRMOBILITY:



THE ADVANCED ATTACK HELICOPTER

BY Army directive, Santa Claus does not arrive by helicopter. Rather than delivering the goods just once a year, aviation provides its benefits to the Army on a year-round basis. However, at Christmas-time, it is pleasant to reflect on how much technology and dedicated people mean to our whole effort. We have both—and *in abundance*. Therefore, we can look at the whole world with confidence and sing out our Season's Greetings with conviction: *MERRY CHRISTMAS!*

Rekindling the fire

The Army officially is back in the *Advanced Attack Helicopter (AAH)* business. The fire which was extinguished on 9 August when the Army killed the *Cheyenne* was rekindled by *Kenneth Rush*, the Deputy Secretary of Defense, in approving release of Requests for Proposal (RFP) to industry on 10 November.

The DOD decision culminated extensive discussions between the Army and the Defense Department during October and early November. During this time period the basic requirement for the

aircraft, its characteristics and capabilities, and the method of conducting the new development program were resolved.

The new program should result in an aircraft that will be optimized for agility, nap-of-the-earth flight, and the medium speed range. The *AAH* should be smaller, less sophisticated, and less costly than its predecessor program.

The helicopter will be asked to provide vertical flight performance of 500 ft. per minute climb at pressure altitude of 4,000 ft. and a temperature of 95°. It should have an endurance of approximately two hours and carry TOW missiles, 30 mm high rate of fire automatic cannon, and 2.75" aerial rockets. The aircraft will have one turret and four wing stations for ordnance.

The Army, in line with the *AAH* requirements evaluation task force headed by *Major General Sidney M. Marks*, agreed to accept relatively simple fire control and navigation systems. This means that a relatively simple computer will be required, thus lowering anticipated production costs. Another large saving was made when the Army accepted a speed range of about 150 knots. This requirement can be satisfied by a simple helicopter because no auxiliary propulsion system is needed.

The new *AAH* is expected to weigh about 15,000 lbs. at maximum gross weight although there may be attractive proposals for lighter weight airframes. In his decision, *Secretary Rush* prescribed a rigid design to cost goal for the flyaway or "over the

**By Brigadier General
WILLIAM J. MADDOX, JR.
Director of Army Aviation,
OACSFOR, D/A**

fence" cost of the helicopter. The cost goal is designed to increase competition among potential contractors and to insure that highest degree of cost realism in industrial proposals.

Six prime helicopter manufacturers have picked up copies of the RFP which was released on 15 November. These contractors are: the Bell Helicopter Company, Boeing Company Vertol Division, Hughes Tool Company — Aircraft Division, Kaman Aircraft Corporation, Lockheed Aircraft Corporation, and Sikorsky Aircraft Division of United Aircraft Corporation. An additional ten contractors also picked up RFPs.

Under the program schedule, contractors will have three months in which to submit responses to the Aviation Systems Command (AVSCOM) in St. Louis. The Army has selected a *Source Selection Evaluation Board* and a *Source Selection Advisory Council* to conduct the evaluation of proposals which must be concluded by 15 May.

The Army then must make a decision which will be subject to review by the Secretary of Defense and for Congressional approval on the same basis as special interest reprogramming requests. Once these hurdles have been cleared, the Army plans to make contract award — hopefully prior to the end of the fiscal year (30 June).

Although the Army reserves the right to award the contract to a single manufacturer, it is more likely that two contractors will be selected to initiate the development program.

There are two phases in development of the AAH. The first is fabrication and testing of airframes without integrated weapons, navigation, and night vision systems. One contractor would be selected from this phase to pursue Phase II which involves the integration of systems into the winning airframe.

The result of this development program should be a production decision late in this decade for

the helicopter which the Army considers to be the key to airmobility.

Night capabilities

While I did not highlight the night capabilities of the AAH, they will be highly important to the operation of that aircraft. The probability is that some form of infrared sensors will be utilized in the aircraft. It is also likely that future aerial scouts, and selected aircraft throughout the inventory, eventually will be equipped with night vision capabilities.

While we in the Army habitually point to the response of Army aircraft as being one of their key capabilities, continuity is becoming an equally important ability. During the discussions leading to the AAH decision, I justified the aircraft on the basis that no other aerial system has the same capabilities. The helicopter is organized into organizations as far forward in the battle area as the commander has a full time need for it. The helicopter is not a transient visitor to the battlefield; it is not designed to carry gross tonnage which it drops generally in one location so that it can return for another gross load to deliver again in a short period of time.

Instead, one of the attack helicopter's main features is its continuity in its area of operations. It is task-organized for combat and it remains in the same task organization until the mission of its parent unit has been completed. With night vision, the continuity of the attack helicopter will be extended *around the clock*. Infrared systems also provide new capabilities to navigate and acquire targets during adverse weather, and through smoke and haze. Additionally, infrared devices are useful in unmasking camouflage equipment which otherwise could not be detected by the naked eye.

The technicians tell me that technology is moving very rapidly in night vision. Systems are becoming better and their costs are dropping sharply. This means that effective operational systems should be available at reasonable cost in the near future.

For the past year the Army has pursued an active program to learn more about what night vision equipment for aircraft must do. The project is called *RAVE*, an acronym for *Research Aircraft for Visual Environment*. *RAVE* belongs to U.S. Army Electronics Command (ECOM) and is under the direction of LTC Dick Richards, Chief of the Avionics Laboratory at ECOM.

The project is working out of Patuxent Naval Air Station and currently is flying missions in the West Virginia foothills of the Blue Ridge Mountains. *RAVE* utilizes a Marine Corps CH-53 helicopter as a test bed for night vision equipment. To date, the project has utilized television displays transmitted to the cabin portion of the aircraft, where the pilot actually flies with a third set of controls. Two safety pilots ride in the cockpit and maintain visual contact with the terrain. Of course, the safety pilots



PICK-UP POINT

The Boeing Vertol BO-105 lifts off at Fort Hood's Gray Lake picnic area during the Hood Chapter's Annual AAAA Picnic. Some 250 dependents received rides in the Boelkow during a five-hour stretch on Oct. 28. Some 600 members, wives, and guests took part in the full day's doings. (USA photo)

have an override capability in the event the remote control pilot needs assistance.

The Army's night vision labs at Fort Belvoir provide Mr. Chuck Nay as the field site director. Systems engineer is CWO Ted Nietzold from the Avionics Laboratory at Fort Monmouth. Other ECOM management personnel are William Kenneally, Program Director; Major Clifford Fredstead, Program Manager; and Joseph Milelli, Project Officer. Army pilots and technicians are integrated in with Navy and Marine aircraft crew members.

The RAVE research effort will continue for an additional two years. It will endeavor in the coming year to begin tests on Forward Looking Infrared (FLIR) systems which are suitable for the aerial scout and AAH programs.

I flew with the RAVE team recently and found that low level flight could be conducted satisfactorily with 180° field of view. The field of view was presented by three television sets placed around the pilot. Flight at 50 ft. of altitude in very difficult terrain was possible although the pilot must work considerably harder than he would under normal visual conditions.

The RAVE effort should do much to define our technical requirements for night vision capability in our new aircraft. In my view, one of these days night vision devices will be "discovered." At that time, they will enjoy the same instant success as the TOW missile did during the recent North Vietnamese offensive.

Checking the status

The Directorate is preparing for the third Army Aviation Program Review (AAPR) to be conducted at Fort Rucker on 13 and 14 December. The review will be chaired by General Bruce Palmer, Vice Chief of Staff, and will consider our major activities and problem areas across the board.

Last year's program review was conducted in conjunction with the Infantry at Fort Benning in November. It set the stage for many of this year's staff actions. Attendance this year will be limited to about 45 senior invitees and a designated number of backup personnel.

Meeting the goal

About a year ago the Army set a goal whereby all of its aviators, except those in an excused or prohibited flight status, should qualify for a standard instrument rating by the end of calendar year 1972. In my travels throughout the aviation community, I have seen excellent examples of training programs and a great deal of improvisation and problem solving dedicated to meeting the Army's goal. It is obvious that some difficulties cannot be overcome by 31 December. In these cases, the deadline will be extended but the requirement will remain.

In preparation for the Army Aviation Program Review (AAPR), the Department of the Army re-

With the Shoreham Hotel as its 1973 site, AAAA will hold its 15th National Convention in Washington, D.C., during October 17-19, 1973. Attendance will be by invitation and will be limited to 1959-1973 individual and unit awardees, AAAA Chapter and Past Presidents, present and former National Officers, and specific military and industry members.

quested a status report of each of its major commands and reporting units. As of mid-November the following units reported 100% completion of the instrument qualification requirement: Commander, Carlisle Barracks, Pa.; Chief, MAAG Taiwan; JUSMAAG, Thailand; U.S. Army Japan; Army Support Command, Thailand; Fort Huachuca; and the U.S. National Military Representative, SHAPE, Belgium.

Many major units will be reporting completion through major commands. Individual aviators should understand that their flight qualifications are an important element in the personnel management process. Therefore, the full responsibility for gaining a current instrument card does not rest solely with the local Aviation Commander.

Extended Director

Just to demonstrate how fast-moving and volatile the aviation program is, the Army Aviation Directorate has been in existence almost eighteen years and has had fourteen Directors. Although I was on orders for a new assignment last summer, I became a "redirected Director" when those orders were cancelled. That change has permitted me to hold the longest tenure of any of my predecessors.

In mid-November I passed Major General Clifford F. von Kann, who served 26 months in the office (1959-1961). While General Hamilton H. Howze headed the aviation effort for about three years (1955-1957), one year of that time was as a Division Chief.

Brigadier General Jack W. Hemingway holds the record as the only Director who served on two occasions. During both periods he moved up from being Deputy Director. Shortest tenure was Colonel Delbert L. Bristol who served for two and one-half months.

AR 95-63

Last month, you enjoyed a "sneak preview" of AR 95-1; this month we'll preview AR 95-63, "The Army Aviation Standardization and Instrument Program," which should ride the coat-tails of AR 95-1 to the field.

AR 95-63 represents a major reorganization of content to encompass the Army Standardization Program as outlined in an AG letter, dated 29 June 1972. This regulation clearly defines the require-

A KEY / Continued from Page 11

ments for initial award of an instrument rating as well as flight examination procedures.

Aviators within six months of release from active duty are *not* required to renew instrument tickets. Instrument refresher training becomes a prerequisite to renewal of expired or *invalidated* instrument ratings. While on the subject of invalidated instrument ratings, you should note that the new regulation requires *immediate* invalidation of an applicant's instrument rating upon failure to pass an instrument flight examination — and, if the applicant fails the re-examination within the allotted 60 day time frame, the commander will initiate flight evaluation proceedings.

Instrument Flight Examiners with less than 50 hours of actual instrument condition flight time are accorded the same privileges as those pilots with 50 hours A.I. This rightfully recognizes the I.F.E.'s expertise as an instrument pilot and provides him added flexibility toward the conduct of instrument examinations.

The authority to grant one-time qualifiers for instructor pilots in the field has been deleted since nearly one year will have elapsed by the time this regulation becomes effective. This is ample warning for standardization folks to program instructor requirements against Fort Rucker I.P. course quotas.

We are still on schedule to get both AR 95-1 and 95-63 to the field by New Year's Day.

Multi-Engine airplanes

The Army has received responses from industry to its *Request for Proposal (RFP)* for a pressurized, multi-passenger utility transport airplane. This aircraft is carried under the budget line of "U-X"



Brigadier General William J. Maddox, Jr. (right), Director of Army Aviation, presents the Meritorious Service Medal to Colonel Ted A. Crozier on the completion of his tour with the Close Air Support Study Group. Colonel Crozier recently assumed the duties of Chief Aviation Warrant Officer Branch, OPO.

until the Army determines which proposal it will procure with its FY73 funds. Four contractors have submitted proposals. These are: Beech, Lear Jet, Swearingen, and Cessna.

The Beech U-21F and the Swearingen "Merlin III" are turboprop aircraft while the Cessna "Citation" and Lear Jet are true jets. The aircraft must be capable of carrying eight passengers, have a range of 1,000 nautical miles, and the capability to clear a 50 ft. obstacle at approximately 2,800 ft. of takeoff run.

The initial contract will call for the Army to receive 40 aircraft to be produced in FY 73 and FY 74 with options for renewal for as many as 20 aircraft per year through FY 77. No difficulty is foreseen in meeting the projected first model delivery date of November 1973. Additionally, the Army has been designated by DOD as the procuring agent for the USAF buy of 14 aircraft in FY 73 and 16 aircraft in FY 74. Although the Air Force version of this aircraft will differ slightly in the seating arrangement and the avionics configuration, the similar requirements of both of the services have enabled the joint competitive procurement which should result in substantial DOD savings in cost, administration, and logistics.

Because the Army is seriously short of multi-passenger utility airplanes, the Army is in the process of taking title to approximately 60 excess U-3 aircraft from the Air Force. The U-3 will be issued to Reserve Component units throughout the U.S. to replace obsolescent *Beavers* and *Otters* and to fill equipment shortages.

A multi-path plan for transition training of pilots has been implemented. It includes flight instruction from Air Force, active Army, Reserve Component, and FAA-approved civilian flight school instructors. The Air Force has presented organizational maintenance training to Reserve Component personnel. It is expected that backup maintenance will be accomplished by local civilian contractors.

The U-3 is a Cessna twin engine, low wing airplane with retractable tricycle gear. It seats five people and has performance capabilities similar to the U-8D "Seminole."

More NOE

During a recent trip to Fort Rucker, I reviewed the *Nap-of-the-Earth (NOE)* work being accomplished by the Department of Standardization and Instructor Training under the direction of Colonel Robert D. Bretz. This organization has prepared a training circular for use by the entire Army in implementing NOE flight training.

The following individuals were instrumental in developing the direction of our NOE program: Majors Darryl M. Stevens and Patrick W. Merten; Captains Louis B. Niles, Alton D. Williams, Gary W. Eldridge, Ronald Dillard, Daniel M. Coon, Woodson McFarlin and Raymond Kane; CWOs James Rand and Richard Hutson; and First Sergeant Robert Newman.



Hits any target the pilot can see.
And many he can't.

Army Laser Hornet is a lightweight, laser-guided, direct-hit missile with an impressive record of consistency against stationary and moving tanks and other difficult ground targets.

Laser Hornet has been successfully launched from ground platforms as well as hovering and moving helicopters. In a series of guided launches, it has scored direct hits on the aim point from long ranges. Aided by a ground laser beam, Laser Hornet's guidance system is so effective, it can hit any target a pilot can see—and many he can't see.

The Missile Systems



Division of North American Rockwell is working with the U.S. Army Missile Command, Redstone Arsenal, Alabama, to supply missile airframes and laser guidance systems

for the Army Laser Hornet demonstration program.

MSD has a proven record of experience in developing and producing fire control systems; and laser, electro-optical, infrared and radar guided missile systems. They have developed the highly successful electro-optical modular guided bombs (HOBOS) for the Air Force and Condor for the Navy. With its demonstrated reliability and versatility, Laser Hornet proves we're right on target again.



Missile Systems Division
North American Rockwell

Ridiculous flight of the month

You can have your choice of ridiculous flights again this month. Unfortunately, more than one stupid act is committed every thirty days.

● **U8F:** The main runway was closed for ILS and FAA checks and the pilot was instructed to land on the sod runway. The pilot was familiar with sod runways. The pilot got his first indication of the wet grass and used braking action upon touchdown. At the end of the sod runway, the pilot noticed a water-filled trench which looked like an overrun from a distance. As the aircraft entered the water, both engines had a sudden stoppage when the propellers struck the water.

● **UH-1D:** Main rotor blade was untied and pulled 90° to the aircraft but the tiedown was left hanging on the main rotor blade. The main rotor blade rotated causing the tiedown to strike the tail rotor and FM radio antenna.

● **OH-58:** Hovering to park. Aircraft had just

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.

AVSCOM-AOA-AAAA Advanced Planning Briefing Set for St. Louis in Feb., 1973

The U.S. Army Aviation Systems Command (AVSCOM) is sponsoring an Advance Planning Briefing for Industry (APBI) to be held 28 February-1 March 1973 in St. Louis, Mo. Co-sponsors are the Army Aviation Ass'n (AAAA) and the American Ordnance Ass'n (AOA). The theme is "Army Aviation Systems."

Classified through SECRET

The two-day session will provide an overview of Army requirements, encompassing aviation systems as well as major system developments, and will feature a number of project management program update presentations. Briefings will be classified through SECRET. The APBI objective is to assist industry in planning the direction of independent research and development effort for the responsive fulfillment of long-range Army Aviation needs.

The deadline for the receipt of application-regis-

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

landed from a search and rescue mission which was 2 + 55 minutes in duration. Airport manager asked aircraft to move to another location. The pilot, with the use of a ground guide, picked the aircraft up to a hover. There was a light rain falling at the time and the landing light was in use. The inside of the windshield was fogged. The aircraft started oscillating and the pilot, feeling he might strike the ground, took off so he could attempt another approach. Witnesses stated that the aircraft on downwind leg was seen to go into a dive. A pilot running up another helicopter radioed the pilot telling him he was in a dive. The pilot acknowledged, saying he was going to level. The aircraft was then seen to disappear behind a knoll. Personnel then proceeded to the crash site.

The lesson in each of these accidents is: **THINK ABOUT WHAT YOU'RE IN THE AIRCRAFT TO DO BEFORE YOU DO IT.**

Again, Merry Christmas and a safe Holiday Season.

tration forms and security forms is 1 February 1973. Information regarding overall program planning, security, and registration is included in the invitational mailings.

APBI Contacts

Additional questions should be addressed to one of the following:

Chairman (AVSCOM): *Mr. Paul L. Hendrickson*, USA Aviation Systems Command (AVSCOM); ATTN: AMSAV-E; P.O. Box 209 — Main Office; St. Louis, Mo. 63166. (Telephone: 314-268-5546).

Co-Chairman (AOA): *COL Paul H. Scordas (Ret.)*, Asst Director, AOA Advisory Service, Union Trust Bldg, 15th & H Streets, N.W., Washington, D.C. 20005. (Telephone: 202-347-7250).

Co-Chairman (AAAA): *Mr. Wayne R. Smith*; USA Aviation Systems Command (AVSCOM); ATTN: AMSAV-SA (TDC); P.O. Box 209 — Main Office, St. Louis, Mo. 63166. (Telephone: 314-268-2546).



ABOVE: GEN Abrams (right) presents AAAA's "Outstanding Aviation Unit Award" to MAJ Lawrence E. McKay, Jr. (left), and SFC Lionel S. McDonald, of F Battery, 79th Field Artillery (AFA). LEFT: An informal photo of several F/79th members present.



F Battery, 79th Field Artillery (AFA) Chosen as "Outstanding Unit"

■ Remarks of Lieutenant General Harry W. O. Kinnard, USA (Ret.), AAAA National President: "We gather at this time to honor Army Aviation's outstanding individuals and units. Regarding the first award we always face a very difficult chore in the selection of the 'Outstanding Army

Aviation Unit of the Year,' and, believe me, this is quite tough to do when all of the units are so good. But having gone through our deliberations we have picked as this year's 'Outstanding Army Aviation Unit,' F Battery (AFA), 79th Field Artillery, 3d Brigade, and I'm going to ask our Chief of Staff, General Abrams, to make that presentation" . . . (The remarks of General Abrams were carried in the November, 1972 issue of ARMY AVIATION).

■ Remarks of Major Lawrence E. McKay, Jr., Commander of F Battery (AFA), 79th Field Artillery, 3d Brigade:

"The Army Aviation Association has kindly recognized the efforts of three groups by presenting this award to F Battery, 79th Field Artillery. You have honored a small, unselfish unit that was dedicated to supporting the infantrymen on the ground.

"Secondly, you acknowledge the success in the development and the employment of Aerial Field Artillery by the long, proud line of men privileged to have been part of the 'Blue Max,' and finally, you pay homage to the team of Army Aviation units that performed so courageously during the 1972 Spring Invasion.

"It has been said of these units that never have so few done so much for so many. For this award we of F of the 79th are humbly grateful. Thank you very much."



THE OUTSTANDING AVIATION UNIT AWARD

CITATION

F Battery, 79th Artillery (AFA), 1st Cavalry Division (Airmobile) has been selected as the "Outstanding Aviation Unit" for 1971-1972.

The last aerial field artillery unit remaining in the Republic of Vietnam, the 79th AFA's mission was to support the U. S. Army and Navy, and allied troops including ARVN, Thai, Australian, and Cambodian forces.

On two occasions since August 1971, the unit demonstrated its capability to relocate on short notice and be 100 percent operational on arrival. This unit was a part of "Task Force Garry Owen," which carried out major operations in support of key U. S. and ARVN fire support bases in Tay Ninh Province. The high readiness and continuous day and night firepower support of the "Blue Max" battery enabled U. S. armored cavalry units to secure the route to besieged fire support bases, allowing their safe relocation.

The enemy spring offensive highlighted the AFA unit's accomplishments for the year. As an enemy offensive was launched to capture the city of An Loc and expand North Vietnamese control over the population, the full assets of the Aerial Field Artillery were committed in defense of the city. This support was provided in an area that contained the most intense and sophisticated automatic ground-to-air fire ever arrayed against Army aircraft. Spearheaded by an armored tank regiment, three enemy divisions attacked the city.

In spite of antiaircraft fire from multiple positions around the city, the Cobra helicopters of F Troop battled their way through the enemy threat and engaged the attackers. Six T-54 and four PT-76 Soviet tanks were destroyed and six T-54's were severely damaged and abandoned by the enemy.

Shown that the Soviet tanks could be defeated, AVRN soldiers were spurred to attack the remaining armor with antitank weapons and prevent a superior enemy force from gaining its objective. In the ensuing months the battery provided highly accurate close air support at An Loc.



MAJ McKay

■ Remarks of Sergeant First Class Lionel S. McDonald, representative NCO of F Battery, 79th Field Artillery (AFA):

"Major McKay has always been the public relations man of the unit and so, for myself, I'd just like to say that F of the 79th was my first opportunity to work with an AFA unit, and in my short experience in Army Aviation, I've never found a unit with the amount of pride, the motivation, and the professionalism that I saw among its pilots.

"Major McKay is, without a doubt, the finest officer I've ever had the pleasure to work with and it has been a pleasure to have been part of what I consider to be the finest unit in Army Aviation. Thank you."



SFC McDonald

The AAAA Trophy, sponsored by the Hughes Tool Co-Aircraft Division, will be retained at Ft. Hood during 1972-1973.

997th Aviation Co (Aslt Hel) Selected "Outstanding Unit" in ARNG-USAR

■ Remarks of General Creighton W. Abrams, Jr. Chief of Staff:

"I'm happy to participate in this ceremony and I congratulate this Association for putting some substance into the *One Army concept* because that is what it is and that is what we must have.

"I'm delighted to be a part of this recognition this afternoon and call on the unit commander, Major James H. Cowan, and the unit's non-commissioned officer representative, 1st Sergeant Dale S. Swenson, to come forward, and if General Harris Hollis, Chief of the Office of Reserve Components on the Army Staff, would assist me, I'd appreciate it."

■ Remarks of Major James H. Cowan, Commander of the 997th Assault Helicopter Company:

"Thank you, General Abrams. The Governor of Arizona, the Honorable Jack Williams, has asked me to congratulate you and to wish you Godspeed on your appointment. . . .

"I am extremely proud to accept this award on behalf of the 250 officers and men of the 997th.

These weekend warriors, who work at full-time civilian jobs, give of their leisure hours with dedication and with professionalism. They fly the same minimums and maintain the same proficiency as do their active Army counterparts. They mold together as an operating team and they're ready for community assistance for disaster, search and rescue, riot control; and by no means last, for national defense.

"I am especially gratified to have their devotion to duty recognized, and I know they will accept with distinction their ever-growing responsibility as time goes on.

"We in the Guard believe in the slogan we now use, *"The Guard belongs."* We are proud to be here with so many old friends from New Mexico Military Institute and from our days on active duty. Thank you very much."



MAJ James H. Cowan

■ Remarks of 1st Sergeant Dale S. Swenson, non-commissioned officer representative, 997th Assault Helicopter Company:

"General Abrams, President Kinnard, ladies and gentlemen. On behalf of the enlisted men of my unit and for the unit, it is with a great sense of pride and humility that I am able to accept this trophy along with Major Cowan.

"There are too many people, of course, to acknowledge here today, but I think special recognition should go to Colonel Russell Hall, our Staff Aviation Officer for Arizona, who provided so much in the way of support, guidance and help in general since we were first organized as an Aviation Company. I think that I owe a special vote of thanks to all of my non-commissioned officers who greatly assisted the commander and myself in carrying out the assigned tasks.

"Being here today confirms my belief that I made the right decision five years ago to join the best team . . . Army Aviation. Thank you."

■ Remarks of Lieutenant General Kinnard:

"As we continue here — as happens every year — life goes on in the Concrete Carousel. I believe that we've kept our Chief of Staff on schedule



GEN Abrams (right) and LTG Harris W. Hollis, Chief of Reserve Components (2d from right), made joint trophy presentation to MAJ James H. Cowan (left), and 1SG Dale S. Swenson of the 997th Aviation Co (ASH), Arizona-ARNG.

and excuse him now so that he can go back and engage in the fun and games on his home grounds. Thank you, General Abrams . . . I'd like to ask Lieutenant General Harris Hollis to come forward and to comment briefly on the Reserve Components and what they're doing."

■ Remarks of Lieutenant General Harris W. Hollis, Chief of the Office of Reserve Components, Dept. of the Army:

"Ladies and gentlemen. I represent all reservists — not only the National Guard, but the Army Reserve as well, and the fine aviation units in both of these components. I feel a tremendous sense of pride in the accomplishments of the units and the persons who are incorporated in this particular award.

"They stand in the tradition of the first citizen soldier in history, *Cincinnatus*, who — as you remember in the Roman Republic — left his plow, went into the services of the state, and after the job was done returned to his civilian pursuit. We have today an evidence of *Cincinnatus*, not only in these gentlemen who accept the award today, but in the host of citizen soldiers throughout who do such a great job for their country. I'm happy to represent them and also to express our apprecia-



LTG Harris W. Hollis

tion to this great Association for recognizing the marvelous contributions of these gentlemen.

"In our audience today, we have as representative of the Army National Guard component segment, more than one hundred State Aviation personnel from the many Army National Guard units throughout the land. I'd like to introduce these gentlemen to this Association at this time and ask them to stand . . . As you can see, we are all "One Army"! Thank you."

THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"

CITATION

The 997th Aviation Company (Assault Helicopter) of the Arizona Army National Guard so distinguished itself in all phases of its activities during the period 1 April 1971 through 31 March 1972, it is named the "Outstanding Reserve Component Aviation Unit of the Year."

The 997th Aviation Company, well prepared for fulfilling its military mission as shown by the "excellent" rating it received for Annual Training 1972, has at the same time performed outstanding service to the state and to the nation in the areas of domestic actions and mutual support of other military components and governmental agencies.

The unit contributed personnel, aircraft and many hours of flying flood relief in Scottsdale, Elroy, and Tucson; flew search and rescue missions, including the saving of lives in the desert; provided medical evacuations from isolated Indian Reservations; and transported supplies to remote reservations, such as the Supai Village in the Grand Canyon.

In supporting other governmental agencies, the 997th assisted the Arizona Department of Public Safety, the Federal Bureau of Narcotics, and the Department

of Treasury, and also aided the FBI and the USAF. The unit participated in other programs to aid civilian governmental agencies too numerous to list.

An outstanding example of its mutual support to other military organizations was in providing all aviation support to the 7th Special Forces during its participation in CABLE RUN III. The 997th flew more than 400 hours in serving with the 7th Special Forces during the entire exercise.

Additionally, the unit supported other military forces with airlift on many occasions during the year, including the provision of training missions for the Phoenix Field Office of Military Intelligence. All of these tasks were performed without loss of regular training time.

Other activities of the 997th in the field of community service included sponsorship of a Boy Scout Explorer Post and supporting Scout Camps and programs; assisting at a Job Corps Camp; providing tours of aviation facilities for underprivileged children, and assisting in refurbishing a camp for such children.

For superlative performance, the 997th Aviation Company, Arizona ARNG, fully merits the title of "Outstanding Reserve Component Aviation Unit of the Year."

AAAA Names Air Nat'l Guardsman for its "McClellan Safety Award"

■ Remarks of Lieutenant General Harry W. O. Kinnard, USA (Ret.), AAAA National President:

"The next award is the 'James H. McClellan Aviation Safety Award' and for this presentation I'll call on a man who I'm delighted is a hardy perennial at these gatherings, and for a presentation to which I always look forward."

■ Remarks of the Honorable Howard E. Haugerud, President of the James H. McClellan Foundation:

"Harry, I'm glad that you said some nice things about your Executive Vice President before I arrived on the podium, because I have a couple of other things to say to him. . . . After seven years of being 'Honorable' I note in the luncheon program that suddenly I am 'Mr. Haugerud' . . . Now if I were a vain person or had any pettiness in me at all, or if ego played any part in my life, I might be upset, but I'm not . . . but, Kesten, get it together or find yourself a new boy next year!

Mr. President . . . General Abrams and Secretary BeLieu, in absentia . . . good friends and colleagues in Army Aviation. I was glad to see Abe here. He is a fine general, but he could have been better as a coach. Anyone who can beat the Senators, 84-2, is doing alright . . . Especially when you have the Church against you.

It's good to see all of you again. I enjoy these



LTG Elmer H. Almquist, ACSFOR; LTG Harris W. Hollis, CORC; the Hon. Howard E. Haugerud; BG William W. Spruance, Del-ANG.

occasions to renew our acquaintanceship once a year — that's just about enough — and as I look over the audience I'm somewhat saddened to reflect that this may be the last time for many of us. While I have no strong premonition about my own early demise or of yours I have a feeling that next year — under President McGovern — this



BG William W. Spruance

Association may well meet on Pennsylvania Avenue . . . in a stretched-out phone booth.

I do want to warn you against the dire predictions you're hearing from Mr. Laird these days about how the Senator, when he's elected, will cut into the muscle of our defense forces. This isn't true at all. I've known George McGovern for nearly 20 years, and I've been privileged to see some of the real plans that he has for you. I know that you in Army Aviation will be grateful to know that, largely through my personal intervention, your future is assured. I have it on good authority that at a minimum Army Aviation next year will consist of two companies of modified L-5's! . . . But each observer will have an Enfield rifle.

"I have a stake in this. Senator McGovern has talked to me about being his Secretary of the Army, and I haven't decided as yet. I'm somewhat concerned; I'm not getting any younger; and sometimes I wonder whether I have the intellectual and the physical capacity to administer to an entire battalion!

On the other hand, I think that the gloom and doom agents among you are not doing a service to the future President by talking about massive unemployment in the officer ranks. He has a program for re-training (officers) and we're reasonably certain many of you will be happy assembling anti-pollution devices for Honda motorcycles in Rapid City, South Dakota. . .

"Then too, there are plans afoot to have on-the-job training for short periods with the Mafia for those who want to run officers' clubs or work for the USO in Vietnam.

But I think you must get ready and be flexible, and be prepared for new terms and new concepts. When you hear old institutions referred to, you



FT. KNOX — Clifford J. Kalista, Bell Helicopter's VP for Gov't Marketing, addresses attendees at the new General George S. Patton Museum during November 11 ceremonies at which Bell donated the first attack helicopter in U.S. military combat history — the AH-1G — as a permanent exhibit. Cobra #N209J now rests on a prominent display pad in front of the museum.



FRANKFURT — MAJ Don Hayes (right), Commander of the 334th Aviation Company (Attack Helicopter), greets members of his unit on their arrival at Rhein Main Airport in Frankfurt. Formerly stationed at Ft. Knox, the 334th moved to Fleigerhorst Kaserne in Hanau, Germany, in mid-November.



MOFFETT FIELD, CA. — Shown during a late November visit to the Army Air Mobility R&D Lab (AMRDL) at Ames Research Center, LTG (then MG) Fred Kornet, Jr. (center) meets with four AMRDL staffers. L-r are: Dr. Richard Carlson, Adv Sys Research Off; Paul F. Yaggy, Lab Director; LTG Kornet; COL Norman L. Robinson, Dep Lab Dir; and S. A. Augustine, Prog and Resources Off.



FT. ORD — When Sergeant Wayne Jepson (center), of the 155th Aviation Company (Atk Hel) desired to reenlist for another six years, he requested that he be sworn in on horseback wearing his cavalry hat and his dress blues. It was done! Here, COL Alfred A. Zamparelli, Brigade Commander (right), officiates as Sergeant Edward P. Alford (left) serves as a witness. The AH-1G adds the modern touch to this cavalry scene.



WASHINGTON, D.C. — BG William J. Maddox, Jr., Director of Army Aviation, OACSFOR, is shown presenting the Legion of Merit to LTC Samuel J. Hubbard (left) for meritorious service while with the 101st Airborne Division in Vietnam. LTC Hubbard is presently assigned to the Close Air Support Study Group within DA.



FT. CHAFFEE, ARK. — Explorer Scout Gerald D. Brush, 16, (center), of Tucumcari, N.M., one of more than 200 teenagers who learned the principles of flight the past summer from Army Reserve CWO Jimmy L. Ratcliff (right) and 24 other veteran USAR aviators, are shown at Ft. Smith, Ark. airport with FBO John H. Ross (left). The instruction took place at five locations and was resigned to prepare the teenagers for the FAA private pilot examination.



FT. EUSTIS — Ralph Alex (cen.), Chief of Marketing R&D Applications at Sikorsky Aircraft, shows LTC Jack Thompson (left) and COL J. E. Coleman (right), Ft. Eustis commander, plans for a new UTTAS being developed by his company. Alex was guest speaker at AAAA's David E. Condon Chapter on November 15.



FT. CAMPBELL — Five of the officers of AAAA's newly-activated TENN KY Chapter at Ft. Campbell are, l-r, COL Edward P. Lukert, Jr. (Pres); LTC Charles A. Bullock (ExVP); MAJ Danny C. Farmer (Trea); CPT Donald E. Derby (VP, Memb Activ); and LTC Edwin M. Aguanno (VP, Programming). The members heard a Boeing Vertol UTTAS presentation by John McMinn on October 25.



FT. WOLTERS — CWO Eugene Spivey (left), USA-PHC Community Relations officer, briefs six Junior ROTC cadets from Dallas' David W. Carter H.S. on an Army TH-55 helicopter prior to their receiving orientation rides in a UH-1. No, the Army isn't accepting female students as warrant officer candidates, but women are now an accepted part of the overall ROTC program at the college level.

THE MONTH'S PHOTOS



LOS ANGELES — CWO Lester M. Whiteis, Jr. (left) receives the 1972 Military Kitty Hawk Memorial Award, "Sands of Time," from W. Morton Jacobs, President, L.A. Chamber of Commerce, during the annual Wright Brothers Memorial Banquet, Dec. 1. Whiteis was selected by the Chamber for his part in the development of the helicopter-launched TOW missile system and for his employment of the system in Vietnam.



DOUBLEPLAY — LTG Fred Kornet, Jr., (left) former AVSCOM commander at St. Louis, Mo., has assumed the duties of Deputy Chief of Staff for Logistics, DA. His replacement at AVSCOM is MG Frank A. Hinrichs (right), formerly Director of Requirements and Procurement, Hq, USAMC, Washington, D.C.

should be ready to understand what people are talking about. Next year, when someone refers to the Joint Chiefs, it may well be four warrant officers smoking grass!

On the other hand, all of this may not come about if the President can get some more of the shrewd kind of help he's receiving from some members of the *Committee to Re-Elect the President*. He may pull this thing off yet against great odds! While I'm not privy to all of the secrets in Washington, I do get around a bit and I know who the person is who masterminded the *Watergate Capet*, and while the Court has said that we must not discuss his name or much about him, I thought I might cite one incident that would give some insight into his general level of intelligence and to how dangerous a person he can be.

"Bob Leich may not even know this and he's from the Greater Indianapolis Area, but this person



BG William Spruance, BG "Bob" Leich, the Hon. Howard E. Haugerud at October 12 awards presentation.



The Hon. Howard E. Haugerud

raced at the Indianapolis Speedway last year under a pseudonym. He used improper influence to get a car, but he was in the race, and unknown to the press he set a new world's record for pit stops! . . . He made forty pit stops! . . . Twice to fill up with gas, and 38 times to ask directions!

"I'm sorry your new Vice Chief (General Alexander Haig) isn't here today. We go back a long way. He was a major in the Pentagon in 1961 when I was Deputy Under Secretary of the Army. I spotted his talents very early, and people thought it was funny and strange that I always called this major, "Sir." . . . I think the Army is to be congratulated for getting this young man as its Vice Chief. I think it will certainly enliven your lives—who else could have as their Vice Chief a man

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

CITATION

For aggressive and selfless dedication to the armed forces aviation accident prevention program, Brigadier General William W. Spruance is cited by the Army Aviation Association of America as the recipient of the "James H. McClellan Safety Award" for 1972.

General Spruance has carried out an unparalleled personal crusade for flight safety and aircraft crash survival. After a near fatal crash in a T-33 jet trainer in June 1961, his superb personal courage and will to live were factors in General Spruance's miraculous recovery from his burns. Qualified for disability retirement, he declined it and remained active in the Air National Guard. He is presently serving as the Assistant Adjutant General for Air, Delaware Air National Guard.

In December 1962, General Spruance launched his safety campaign. Because of dynamic presentation and the fact that his message is based on personal experience.

his reputation has spread around the world. In the ten years since his first presentation, General Spruance has given over 500 lectures on crash survival and flying safety to more than 50,000 airmen of the armed services. He has given his aviation accident prevention message to most of the nearly 20,000 aviators in the United States Army.

He has made four training films and many audio tapes, and has written articles for aviation publications of the armed forces. He has received hundreds of letters of appreciation from aviators, commanders and safety officers, and from others who attest that he saved their lives.

General Spruance's reward for the time, the expense, and the inconvenience of extensive travel has been the knowledge that he has in his own way contributed to the saving of lives and planted the will to live in many grievously injured accident victims. His remarkable achievements reflect the highest credit on himself, his aviation compatriots, and the military establishment.

who is Deputy Daddy to every starlet in Hollywood! "It's always a rewarding time for me to be able to be present to sponsor this presentation of the McClellan Award for my dear friend, Jimmy McClellan. Many times I feel that the frivolity and the fun in connection in it may not be terribly fitting, but then I remember Jimmy McClellan and I don't feel badly about it. At this time I would like to give a serious aspect to the presentation and try to divorce it from the fun we've just had, and so I'd like to call on Bob Leich to read the citation awarding Brigadier General William Spruance his honor."

■ Remarks of Brigadier General William W. Spruance, Delaware-ANG:

"Part of my philosophy is to do something for somebody every day, and if you get found out, it doesn't count. I got found out today, I guess. I'd like to give some of the credit (for this award) to people like General Patton who was commanding the Second Armored Division when he and I were learning to fly with the same instructor—flying our own civilian airplanes—pioneering and experimenting with close support tactics.

"He inspired me to an aviation career, which darn near was terminated, except for the skill and cunning of those doctors at the Army Burn Center

and the Air Force medics. I think they could put Humpty Dumpty back together again. They inspired me to do something constructive after I got out of the hospital, and to parlay this into something for my fellow aviators.

"I really owe a debt to many of them; the ones who came to see me who had been in comparable crashes. They inspired me to have the will to live. But all of my desires to tell other people my story wouldn't have been possible without the unprecedented support of the USAF, the National Guard Bureau, the Air National Guard, and people in the Army like (COL) Guy Jones, and General Seneff, General Williams, and General Kinnard.

"They made it possible for me to go out and talk to the great guys who were flying airplanes in Vietnam, and have them make the contribution of telling me how I had saved their lives and how some of the things in my pitch had been parlayed into something constructive to save more lives of guys who fly airplanes.

"I accept this award on behalf of all of the people in aviation who are doing something about safety in the hope that this award memorializing Senator McClellan's son, Jim, will be effective in motivating other people, and that that may be of some consolation to Senator McClellan. Thank you."

USAREUR's AAAA Region Opens 1973 Garmisch Convention Registration

FEATURING military and industry presentations of current professional interest, the 14th Annual AAAA USAREUR Region Convention will be held at the U.S. Army Recreation Center at Garmisch, Germany, during Wednesday, March 7, through Saturday, March 10, 1973.

Attendees will be a cross-section of the 800-1,000 USAREUR Army Aviation personnel meeting for the purposes of reorientation and updating on new technological advances in Army Aviation R&D and employment.

A March 10 Banquet will feature AAAA Regional Awards to USAREUR's "Aviation Soldier of the Year," "Aviator of the Year," "Outstanding Company-Size Aviation Unit," "Outstanding Detachment-Size Aviation Unit," and "Outstanding Aviation Support Unit."

As in past years, the Quad-A Garmisch Gathering will include a full social program for AAAA members and their families, to include an optional Ski Week (March 4-10). Daily activities have been scheduled for both ladies and children.

Limited to AAAA Members

Because of limited facilities in the face of a high demand, the USAREUR Region will limit attendance to AAAA members only. Registrations will be checked against a Feb. 26 AAAA National Office list on arrival at Garmisch; AAAA application forms will be available at convention headquarters and may be completed as part of the registration process.

"Request for Reservations" forms have been airmailed to each individual member; non-members may secure them from the local AAAA Chapter Secretary, or write to: CPT Stephen W. Lange, Registration Chairman, 173d Aviation Company, APO N.Y. 09165.



ONE OF US! — GEN Michael S. Davison (left) receives "Honorary AAAA Master Wings" from COL Walter S. Jones, USAREUR Region President.

Air Cav Aviator Chosen as '71-'72 "Army Aviator of Year" by AAAA

■ Remarks of Lieutenant General Harry W. O. Kinnard, USA (Ret.), AAAA National President.

"This brings us to a coveted individual award — the 'Army Aviator of the Year Award' sponsored by this Association. It's always been a tough choice for the Awards Committee, and we always wind up with a tremendous man, as we have done this year. He's Captain Ronald A. Radcliffe. I'll ask our Vice Chief of Staff, General Bruce Palmer, Jr., to make the presentation."

■ Remarks of General Bruce Palmer, Jr., Vice Chief of Staff:

"Ladies and gentlemen. It has always been more than just a privilege to come here before you each year — and I think this is my fifth straight year at an AAAA national awards luncheon — but the kind of thing it does to you — at least, to me — is simply that it rejuvenates my faith in our fellow man, and at the same time it tells me something about this wonderful group of people who make up our Army Aviation family.

"I've been sitting next to the recipient of the 'Army Aviator of the Year Award,' Captain Ronald A. Radcliffe, and I've just been enthralled listening to this young man. Before I call him up, I'd like to tell you a little bit about him. His hometown is

Chicago, Ill., and although he's only a Captain, he has 11 years' service. As a pilot, he has 2,300 hours, 1,900 of that in Vietnam. He's had four tours overseas already, one in Europe and three in Vietnam.

"On his first tour in Vietnam, he was a military policeman with the 504th MP Battalion. This was



GEN Creighton W. Abrams, Jr. (center), and AAAA National President, LTG Harry W. O. Kinnard (left), chat with CPT Radcliffe prior to the head table assembly.

the time of the buildup there in '65 and '66. On his second tour, he became an officer and then a pilot flying a slick with the 173rd Aviation Company. You remember the old *Robin Hoods* who flew mostly in Military Region III.

"Then, he had his third and last tour in Vietnam with one of the Air Cav Troops. Let me say here for a moment — and if General Abrams were here I know he'd agree with me — although the ground combat units of the U.S. Army have left Vietnam, there is still plenty of combat going on for our Army Aviators, and man for man, pound for pound, aircraft for aircraft, these Air Cavalry Troops are worth their weight in gold. They're worth more than any comparable unit in Vietnam and I'm talking in terms of what they can do on the battlefield.

"This young man served in *F Troop of the 4th Cav*, and they were in Military Region III — near Saigon — when the current enemy offensive started on the 30th of March. On the 1st of April his outfit was up at Quang Tri fighting for their lives. They moved there in less than a day!

"Captain Radcliffe soon became known as not only the most skillful LOH pilot in that Air Cav outfit, but the luckiest, and the observers and the crew members in *F Troop* used to fight to fly with him, because where the average LOH pilot in that particular unit lasted only about two months, Captain Radcliffe flew for something like eight months before he was finally wounded and knocked out of combat.

"But even when he was in the final action which put him in the hospital, he brought his LOH back



GEN Bruce Palmer, Jr. (left), Army Vice Chief of Staff, presents AAAA's "Army Aviator of the Year" cube medallion to CPT Ronald A. Radcliffe, during the 1972 AAAA Honors Luncheon.

RIGHT: In an informal post-lunch-
 eon photo are, l-r, Under Secretary
 of the Army Kenneth E. Belieu;
 newly-installed AAAA National
 President, MG Delk M. Oden, Ret.;
 "Soldier of the Year" SP5 Richard G.
 Hatch; LTG Melvin Zais, Commander,
 Third U.S. Army; "Aviator of the Year"
 CPT Ronald A. Radcliffe; and GEN
 Bruce Palmer, Jr., Army Vice
 Chief of Staff.



safe and sound and his two observers were unscratched. So as far as they were concerned, he still was the luckiest guy in the outfit!

"Let me tell you about just one action at Quang Tri. I think he's the only LOH pilot credited with an enemy tank kill, and they knocked this tank out by practically sitting on top of it and dropping white phosphorus grenades into the tank. The tank tried everything it could — including firing its main gun — to get away from the LOH.

"In May of this year he was badly wounded, ending up in the Great Lakes Naval Hospital, where he is still recuperating. He's still got a few months to go before he can come back to active flying duty again. Ladies and gentlemen, it is my honor

and my privilege to introduce to you the 'Army Aviator of the Year,' Captain Ronald A. Radcliffe."

■ Remarks of Captain Ronald A. Radcliffe, the "Army Aviator of the Year" for 1971-1972:

"It's a great personal honor and privilege for me to receive the 1972 'Army Aviator of the Year Award.' I know that it's an individual award, but I could not have won this award without the combat support and the maintenance support of the officers and men of my unit — *F Troop, 4th Cavalry* — and other supporting units. The outstanding — actually astounding — performance of the OH-6 helicopter is also a factor. Once again, thanks to all of you."

THE ARMY AVIATOR OF THE YEAR AWARD

CITATION

The "Army Aviator of the Year Award" is presented to Captain Ronald A. Radcliffe for his outstanding performance of duty and repeated valorous exploits as a scout pilot with F Troop, 4th Cavalry, 1st Aviation Brigade, while operating in Military Regions I and III RVN, and in Cambodia.

In February 1972, Captain Radcliffe distinguished himself by rescuing the copilot of a downed helicopter. Learning by radio that an aircraft had been downed and that the copilot was still alive, Captain Radcliffe first located the wreckage, then, under intense small arms fire, landed and successfully extracted the injured aviator.

In March 1972, Captain Radcliffe again distinguished himself when he uncovered a large bunker complex in Eastern Cambodia, 90 miles West of Saigon. He attacked the complex and called for tactical bombers. When the bombers arrived, he flew again over the complex, under intense small arms and automatic weapons fire, and marked the area for destruction. Although wounded in this engagement and flying a damaged helicopter, Captain Radcliffe managed to maneuver his aircraft to a safe location.

In April 1972, during the height of the enemy Spring offensive, Captain Radcliffe flew reconnaissance missions in support of

Vietnamese forces in the vicinity of Quang Tri city. On one mission, he noted tank tracks leading toward a village. He called attack helicopters on the target, and despite intense enemy fire, maneuvered to a position so that the crew chief could mark the target. The attack helicopters destroyed the tank. A second tank was detected nearby, and Captain Radcliffe maneuvered his scout helicopter to mark the target. One grenade landed in the open hatch of the tank destroying it. One of the attack helicopters was shot down and crashed in flames. Captain Radcliffe noticed that although the pilot had been killed the aircraft commander had been thrown clear and appeared to be alive.

Braving small arms fire from a nearby woodland and intense heat and exploding rounds from the burning wreck, Captain Radcliffe maneuvered his observation helicopter to within ten feet of the flames so that the injured aviator could be rescued.

Captain Radcliffe was seriously injured in May 1972, while scouting hostile territory for landing areas suitable for airmobile operations as part of the campaign to regain Quang Tri Province.

His continuous, extraordinary heroism, devotion to duty, and combat initiative have earned him the title, "Army Aviator of the Year."

USAREUR Crewman Wins Coveted AAAA "Aviation Soldier of Year" Award

■ Remarks of Lieutenant General Harry W. O. Kinnard, Ret., AAAA National President:

"We come now to the final 1972 national award, that of the 'Aviation Soldier of the Year,' sponsored by this Association. We are indeed honored to have a most distinguished member of the Army team make this presentation — the Honorable Kenneth E. BeLieu, the Under Secretary of the Army.

■ Remarks of the Honorable Kenneth E. BeLieu:

"Ladies and gentlemen . . . and Honorable Haugerud . . . I'll say it again, Honorable Haugerud — it may be the last time that this will ever happen. Temporarily I am also entitled to that accolade and so, Brother Haugerud, we have something in common. I'm glad I left the podium when I did, i.e., at the time of your speech. It's probably the wisest thing I've done for a long time. Really I wanted one soldier to meet another (backstage) for the opportunity of introducing the 'Aviation Soldier of the Year' and I wanted him to meet our top soldier, General Abrams.

"You may have noticed that the Under Secretary



LTG Kinnard, Secretary BeLieu, SP5 Hatch

broke ranks (in marching in) here today. Someone had the timidity to play, 'You're in the Army now!', and I simply charged the podium and everybody followed. That shows you the Army is in pretty good hands in some way or shape.

"I hope you've read the citation about the man I'd like to honor. His name is Specialist Five Richard G. Hatch . . . It seems to me that if there is anything in America at all — or if there's anything in the Army at all, it's the individual. We belong to a unit, and the applause today for our new Chief indicates our admiration, our affection for, and our belief in that unit, the *United States*



"Aviation Soldier" Hatch, seasoned veteran BeLieu



SP5 and Mrs. Richard G. Hatch

Army. Yet that's a simple thing because it serves a country called the United States of America.

"I was interested because we gather together in a place like this today to gather strength from each other perhaps, and I suddenly found myself seated by a young soldier — and I know no higher honor in a name than 'Soldier.' Sitting by him, I suddenly gained strength because he — at 20 —

has conviction and belief and thoughts about this country that make me humble.

"I found that we had much in common. I, of a different generation whom some of you would call an 'old soldier,' although I would prefer to be called a 'seasoned veteran,' and he, a young soldier. I found out that we had much in common until I began to ask him the size of the stock uniform he wore, and you know, he can walk into a store and get a 38 Long from Associated Military Stores, if they're still in existence. I know of only two people here who could probably do that—Bruce Palmer and Phil Seneff. Certainly Delk Oden and I can't. I can't even get into a 44 comfortably.

"Rich, it is an honor to be in the Army in the position I am to have the opportunity to present an award to the 'Aviation Soldier'—and I said, 'Soldier,' mind you—and I'd like to have you come up here, Rich, and I'd like to have you stand for that 'Soldier.'

■ Remarks of Specialist Five Richard G. Hatch, "Aviation Soldier of the Year" for 1971-1972:

"Mr. Under Secretary, departed General Abrams, President Kinnard, distinguished guests, ladies and gentlemen. I'd like to thank you for the honor which you have bestowed on me and I accept this award with humility. Even though I've been honored as an individual, I fully recognize that today I'm representing all of our Aviation Soldiers in the U.S. Army.

"This moment will be remembered always by my wife, Victoria, and myself. I sincerely wish to



Under Secretary Kenneth E. BeLieu

thank my Chapter President, General Starker; the Convention Chairman, Mr. Kesten; the Selection Committee; and those individuals who nominated me for this highly coveted award, and you, the members of the Army Aviation Ass'n of America.

"I wish to personally put forward my sincere appreciation for everything all of you have done. I wish to recognize the units and the individuals who have received the previous awards today, especially the unit from Phoenix, Ariz., my home town. This moment and everything involved with it shall be remembered right along with the award for the rest of my life. Thank you very much."

THE AVIATION SOLDIER OF THE YEAR AWARD

CITATION

The "Army Aviation Soldier of the Year Award" is presented to Specialist Fifth Class Richard G. Hatch, United States Army.

Following recognition as a distinguished graduate from basic training, distinguished graduate of the aircraft maintenance entry course, and honor graduate of the CH-37 helicopter repairman course, Specialist Hatch was assigned to the 4th Aviation Company (Medium Helicopter, CH-37) in Germany. Continuing to display drive, initiative, and dedication to duty, he gained an accelerated promotion and was selected to represent his company in a joint U.S.-German airborne training program where he was awarded German airborne wings.

Later, he graduated from CH-47 helicopter transition maintenance school with an academic average of 98.2%, and shortly thereafter won the 15th Aviation Group Soldier of the Month Award.

Specialist Hatch and his aircraft were selected to represent Army Aviation at local European air displays and at the in-

ternational air shows in 1971 in Paris, France, and London, England.

In the past year Specialist Hatch completed two years of college level courses at the University of Heidelberg during off duty time. He also served as the enlisted educational counselor for his company and participated in activities enhancing German-American relations.

Reassigned to the 362d Aviation Company (assault support), 229th Assault Helicopter Battalion in Vietnam, Specialist Hatch entered combat with the 3d Brigade (separate) 1st Cavalry Division (airmobile). His enthusiasm and ability earned him the title and duties of flight engineer, responsibility for a CH-47 aircraft, and a promotion to Specialist 5th Class within 30 days of his assignment to his new unit.

Specialist Hatch's extraordinary devotion to duty, professionalism, and initiative in discharging responsibilities beyond his grade and service, has won for him the respect of superiors and subordinates alike and reflect great credit on himself, U.S. Army Aviation, and the U.S. Army.

THE IN BOX

Signed "Letters to the Editor" are welcomed from all ARMY AVIATION readers, and should be submitted to ARMY AVIATION, 1 Crestwood Road, Westport CT 06880.

Dear Editor:

As a former DUSTOFF pilot (Feb 70-Feb 71), I can't understand why the Army hasn't gone all out in publicizing DUSTOFF. Since I've been home I haven't met one non-vet yet who has even heard of the word.

Why hasn't the DUSTOFF mission, its lack of arms, and its vulnerability been publicized? Why haven't the figures on DUSTOFF crews killed and wounded been plastered all over the papers the way the figures on the POW's have been published?

It gripes me no end to think of the many crewmen who have been hurt and killed trying to save people they didn't even know, and then having to react to comments like, "Dustoff? Never heard of it!" It irks me to hear about the supposed U.S. violations of the Geneva Convention when I personally remember my clearly-marked aircraft receiving fire 40 or more times. Why do I have to

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TOP: COL Edward P. Davis, President of AAAAA's Air Cavalry Chapter at Ft. Knox, congratulates MAJ Don Hayes, CO of the 334th Attack Helicopter Co for recruiting 35 new AAAAA members during a 60-day period. With MAJ Hayes are, l-r, CPTs Michael O'Conner, Al Apel and Joe Doyen. BELOW: Bell Sales Engineer Dan Tisdale points out the new rotor design on the "Scout" helicopter brought to Ft. Knox as part of a presentation to local AAAAA members. (Photos by CPT Phillip Raschke)



defend the good side of Army story, the Army Aviation story?

I feel that the Army has completely failed to advance the positive roles the Army and Army Aviation have played in Vietnam.

CW2 John D. Goodwin
Tesuque, New Mexico

(Ed Note: The word, "Dustoff," is difficult for the non-vet to associate with the air ambulance mission, and an in-house term that has no meaning to the general public. The contraction, "Med-ovac," is more descriptive of the actual mission, and perhaps it should have been used. We disagree with the writer; the day-by-day, month-by-month TV coverage over the years continually spotlighted the presence and heroic participation of helicopter ambulance crews.)

AAAA CONVENTION PHOTOGRAPHS

All photographs taken during the 1972 AAAAA National Convention in Washington, D.C. were taken by Miss Rosemarie Vernell, Creative Services International, 1748 "M" Street, N.W., Washington, D.C. 20036.

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The Light Side

The Winner!



"I want a million peanuts and a cargo chute, and fly me to Bangkok!"

The winning caption — prize is a 1972 bound volume of ARMY AVIATION — was submitted by CW4 David A. Brennan, 46 Wheeler, Fort Leonard Wood MO 65473.

Write a caption!



Write a gag caption for the above photo and win a bound volume of the 1972 issues of ARMY AVIATION. Submit ONE caption only. Send it to ARMY AVIATION, 1 Crestwood Road, Westport CT 06880, and watch this page for the name of the winner.

... and the runners-up!

The August, 1972 GAG PHOTO brought out the best from our many readers. Here are the captions submitted by our worldwide contestants:

"OK, fella. What did you do with the check list?" CW2 Michael D. Shakallis, Newport News VA.

"Give him some peanuts! We might get this chopper started yet!" WO1 LeRoy D. Potter, Manteca CA.

"Now when I say, 'Ready!', you start running and flapping your ears!" L. L. Banks, Amarillo TX.

(Two). "Watch it, Dumbo! I'm not your Mother!" — "I know I need a bath, but this is ridiculous" COL William R. Watson, Jr., Ft. Belvoir VA.

"Give me a peanut, Mac, or I'll let you have a snout full!" Isabelle T. Morrison, Washington, D.C.

(Four). "Go on. Give me the key. I can fly it!" — "I'll turn you loose if you say, 'Uncle.'" — "I'll teach you to keep peanuts in your money belt." — "I could eat more peanuts if I had two snoots like your helicopter." Jack H. Hipps, St. Louis MO.

(Three). "I'm sorry. I thought it was my Mother." — "Just tell Mr. Nixon I'm not riding in that thing until they fix the noise." — "I'm sure I said '747.'" CW4 James L. Jones, Ft. Wolters TX.

"I flew with the Pachyderms in Nam, but they weren't having babies then." CW2 Barry A. Box, Fayetteville NC.

"No peanuts until you pull it all the way back to the maintenance area!" CPT Thomas Sinclair, Ft. Rucker AL.

"I don't care if you have a good memory. You still have to use a checklist!" LTC Wayne C. Hogan, Ft. Lewis WA.

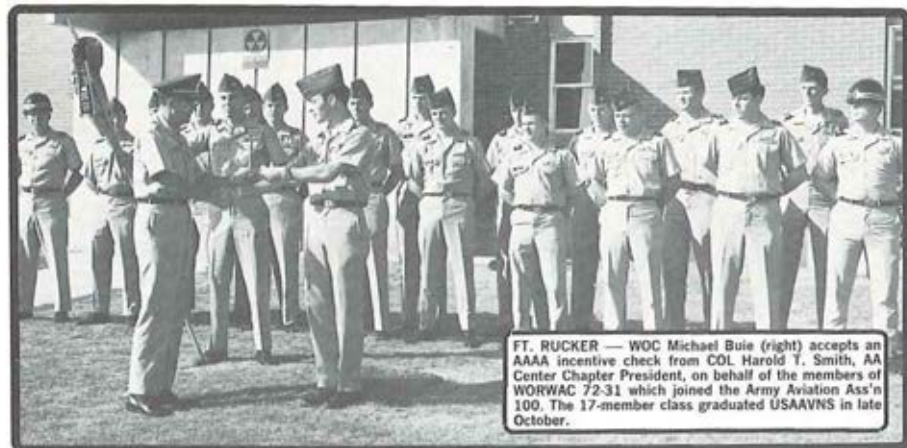
"Meet R&D's replacement for the line tug. Economical, too, it runs on peanuts!" CW3 Dwayne L. Peters, APO NY 09224.

(Five). "Let's renegotiate! Five peanuts per mile to haul this circus wagon isn't enough!" — "If that's my mother, are you my father?" — "Don't feel bad, Lieutenant. I'm more fun to drive than that wagon!" — "Lieutenant, how long do we have to put up with this Pentagon fuel saving program?" — "You didn't tell me I had to bring it back when you gave me that ride." Henry W. Halverson, Stratford CT.

"C'mon, flyboy! Gimme the peanut before I flip the lid on my trunk!" COL Glenn E. Fant, Ret., Fairfax VA.

(Three). "OK, OK. You can fly the right seat!" — "You don't expect me to fly this bird?" — "Aw, c'mon, fella. We'll never get off the ground in 79." K. Thompson, Ft. Eustis VA.

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!



FT. RUCKER — WOC Michael Buie (right) accepts an AAAA incentive check from COL Harold T. Smith, AA Center Chapter President, on behalf of the members of WORWAC 72-31 which joined the Army Aviation Ass'n 100. The 17-member class graduated USAAVNS in late October.

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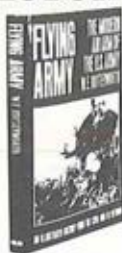
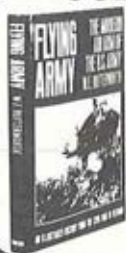
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COLLECTOR'S ITEM



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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.

The In Box

WHILE I agree that we should do our very best to avoid these mental lapses that bring on injuries and fatalities, the magazine section entitled, "Ridiculous Accident (Flight, Non-Flight) of the Month" is a little difficult for the novice to understand at times.

For example, a considerable portion of the August, 1972 issue was devoted to convincing the cautious folks that low-level flight is the greatest thing going since sliced bread. A page 2 statement indicates that Dept. of the Army imposes no restrictions on low-level, nap-of-the-earth flight, except as outlined in FAR's. And there is a statement (page 12) that says we must be willing to bear the cost of an increased accident rate as a result of NOE flight. Then, one of the ridiculous accidents of the month (page 18) concerns an OH-58 striking telephone wires while flying low-level. Wouldn't this be an example of "drinking wet and voting dry?"

Discretionary use

The necessity for low-level flight proficiency has been justified, particularly in the area of navigation. It's not very difficult to teach an aviator how to fly down close to the trees, and even the fervent low-levelers will admit this. Therefore, wouldn't it be appropriate to caution our aviators against unnecessary low-level flights? This would probably prevent many of the ridiculous low-level accidents from happening.

For example, if an aviator usually makes the 100-mile trip from Caliche Corners to No Trees twice a week, it would be difficult for him to justify a 50-foot flight altitude at all times. Low-level, NOE training should be conducted as a specific training exercise. Little, if any, benefit is gained by the individual aviator in mass low-level flights, in our opinion. And it would seem sensible to avoid carrying passengers or unnecessary crewmen while engaging in such training.

On "Drinking wet and voting dry"

NEW MEMBER

Second Lieutenant Andres E. Borden, the first U.S. Army-trained helicopter pilot in the Venezuelan Army, recently joined AAAA while undergoing Maintenance Officer Training at Ft. Eustis. The enroller? AAAA's "Super Fly," CW4 Don Joyce.

In the October issue, the writer states that one of the basic rules of flying is that you should never believe the fuel gauge. Then, in the first example, the pilot did not believe his fuel gauge (or warning light, in this case) and crashed. From the information given, it appears as if he followed the rule.

We're fortunate today in having fuel gauges that are a little bit more reliable than the "old bent wire and cork." It's time that we revoke, rescind, or erase this rule about never believing the fuel gauge. There are many occasions when we must believe the gauge!

When we accept the fact that the gauge is a necessary piece of equipment, we'll stop in this nonsense of people flying aircraft with inoperable fuel gauges. Most people don't like to drive a car without a fuel gauge. Yet, some aviators will jump into a helicopter without an operable gauge and take off with hardly a second thought. "So long as I don't exceed two hours, it's O.K."

In the same October issue, the writer gives, as a second rule, the information that one should not fly near the crest of hills, because of updrafts and downdrafts. Then, in another ridiculous accident, we note that the pilot experienced a partial power failure while crossing a mountain range (evidently low-level) and crashed.

Did the updrafts or downdrafts cause the partial power failure, or was it a case of the pilot engaging in non-essential low-level flight and he just happened to be crossing a mountain range when the power failure occurred? Would the results have been the same — a crash — if he had been flying low-level over flat, wooded terrain?

A little more emphasis on "before the fact" guidance would help clarify policy, particularly for the new aviator. In the mountain crossing accident just mentioned, if the flight had been successful, would the aviator have been chastised for bending the rules — at least, bending the rules of common sense? Or would he have been held up as an example of one who is gung ho and mission-oriented?

Statements made by prominent people are taken seriously sometimes by the new aviator. They should be consistent with current policy.

—CW3 Carl L. Hess
Ralston, Nebraska

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