

# Army Aviation

APRIL, 1973

**The PLT 27A gives  
Extra Power,  
Extra Punch  
for the AAH**



**AVCO**  
LYCOMING DIVISION

STRATFORD, CONNECTICUT 06497

# ARMY AVIATION

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Some 90 members of AAAA's Air Cavalry (Fl. Knox) Chapter are shown attending a recent professional luncheon meeting at which Hughes Aircraft Company representatives provided an updated TOW presentation.

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## COMMAND & STAFF

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

**Lieutenant General John J. Tolson, III, USA (Ret.)**, to 7005 Sandy Forks Road — Apartment 3A, Raleigh, NC 27609.

**Major General Jonathan R. Burton**, Commander, 3rd Armored Division, APO NY 09039.

**Brigadier Maxwell B. Simkin**, as Australian Army Attache, 1601 Massachusetts Avenue, Washington, D.C. 20036.

**Colonel Donald W. Moreau, Ret.**, to Phylpot Corporation — Box 582, Hartford City IN 47348.

**Colonel A. T. Pumphrey, USA (Ret.)**, to 524 Genesee Road, San Antonio TX 78209 (Eff 1 Apr).

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# Boeing's UTTAS Means More AAH For The Money



#### COMPOSITE ROTOR STRUCTURES

- SP 250-SF1 glass-fiber spar and skins with Nomex honeycomb core
- Low cost, long life
- Fail safe, durable, high fatigue strength
- Survives impact with 6 inch pine trees
- Survives direct hits from 23mm HEI

#### HINGELESS ROTOR

- Boeing developed VR-7/VR-9 advanced airfoil—5% higher efficiency, 20% more payload
- Simple, all hinges eliminated—increased reliability, reduced maintenance
- Minus 1g capability with no control reversals—nap-of-the-earth exposure cut in half

#### FLEX STRAP TAIL ROTOR

- Rugged, impact resistant glass-fiber blades
- Boeing developed VR-7 advanced airfoil coupled with optimized placement—30% increase in thrust and excellent crosswind control
- Simple bearingless flex strap hub—60% fewer parts
- Performance confirmed by large scale wind tunnel tests throughout flight range

#### COMPLETE TEST PROGRAM

UTTAS development and flight test program provides at no AAH program cost:

- 8500 test hours on major AAH components
- Total dynamic system qualifications
- 7 months testing lead time, 62 additional aircraft flight testing months and 300% increase in flying hours on major AAH components

#### DRIVE SYSTEM

- Gears from Boeing Material Specification 7-223—a high strength material with built-in growth
- Two hour main transmission operation after prime lube system loss
- Boeing dry-run bearing cages survive 23mm AP hits

#### PRODUCTION AND LOGISTICS

- UTTAS/AAH commonality results in:
- 52% common components by weight
  - Reduced training and spares costs
  - Reduced GSE requirements

**BOEING HELICOPTERS**  
BOEING VERTECAL COMPANY  
**GRUMMAN AEROSPACE**



# "News Briefs"

Fatal accidents within general aviation rose from 665 in '71 to 692 in '72, resulting in 1,398 fatalities as compared to 1,373 in 1971. National Transportation Safety Board figures also show the 1972 total accident rate per 100,000 hours as 16.3, and 2.53 fatal accidents per 100,000 hours.

\* \* \*

The officers and men of the 7th and 8th Air Forces of the USAF and Task Force 77 of the U.S. Navy have been designated as the recipients of the 1972 Robert J. Collier Trophy for carrying out "Operation Linebacker II", last December's successful air campaign against North Vietnam's key military targets. Floyd D. Hall, Chairman and Chief Executive Officer, Eastern Airlines, chaired the 26-member selection committee of distinguished aerospace leaders.

\* \* \*

Headhunting continues to grow! There are now some 50 airports that impose "per capita" taxes, ranging to a high of \$3 per passenger per trip.

\* \* \*

Formation of Bell Helicopter International, Inc., a totally-owned subsidiary of Textron, Inc., has been announced. BHI will be responsible for the performance of a training program and any subsequent in-country services rendered to the Government of Iran.

The initial program focuses on training 50 pilots and almost 500 maintenance personnel during a one-year period beginning in mid-April. Approximately 40 BHI members departed for Iran April 1, including MG Delk M. Oden, USA (Ret.), president of the new firm.

Serving on BHI's board of directors are Bell Helicopter President Jim Atkins; Oden; GEN Hamilton H. Howze, USA (Ret.); Bell Senior Vice President Hans Weichsel, Jr., and International Marketing



GEN Walter T. Kerwin, Jr. (r.), Commander, USCONARC, is briefed on a training aid by N.J. Otto during a late March visit to Ft. Rucker, Ala. (USA photo)

Vice President Frank M. Sylvester.

The Government of Iran has provided facilities for two schools. Maintenance training will be at Teheran with pilot training at Isfahan, about 200 miles southwest of Teheran.

\* \* \*

AAAA's Chicago Area Chapter held a unique meeting recently . . . Its members heard a four-member panel cover "Job Opportunities in Aviation." Speakers included key reps from United Airlines, Bell Helicopter, the U.S. Civil Service Commission, and the FAA.

\* \* \*

Members of AAAA's May 28-June 11 Excursion to the 1973 Paris Air Show and the United Kingdom have been invited by Major General T. A. Richardson, M.B.E., Director of Army Aviation, British Army, to tour Middle Wallop, and will visit the aviation facility on June 7.

\* \* \*

The largest number of AAAA members to attend a Fort Benning Chapter in the past three years — 146 — heard Ralph Alex, Chief of R&D Marketing at the Sikorsky Aircraft Division, report on his company's UTTAS proposal at a late January Quad-A meeting.



## pilot-ability with Collins' new nav

Free the pilot from a host of routine cockpit chores with Collins' new helicopter navigation and instrumentation system. It's just the thing for the demanding missions of tomorrow's aircraft — armed aerial scout, UTTAS, advanced attack.

Integrated into a 39-pound system are flight director, nav receiver, radio altimeter and precision airspeed sensor. The system provides:

- Condensed and improved instrumentation.
- Computed steering commands — fewer mental calculations.
- Accurate terrain clearance from 2,000 ft. AGL to touchdown.

- Stable, precise (to 1%) airspeed indication.
- Double the reliability of earlier equipment.
- Capability of flying ADF in the same way as VOR.

This is a navigation capacity not available before. The system is cost-effective and obtainable off-the-shelf.

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.



# Our AAH: It all of the Army's almost two

The dead weight we've stripped from our Advanced Attack Helicopter results in two very real advantages for the Army: our AAH will perform the mission much more effectively than conventional designs — and it will cost considerably less.

Our AAH is faster. It has more reserve power for emergencies. Its rate of climb is two and a half times better than the requirement, its lateral acceleration twice as good. It can take cover in areas too confined for bigger helicopters.





# meets or exceeds requirements. Yet it's tons lighter.

Its rollbar, static main rotor mast, and energy-absorbing structure give it even greater crew safety than the OH-6A.

Its ordnance system packs a full punch but is 280 pounds lighter than "standard" — and we've reduced drag by 70 percent.

Its advanced co-pilot/gunner visionics and pilot's night vision system uses a thermal imaging device already proven in nap-of-the-earth night flight.

It's a small, tough machine made to order for treetop combat, day and night.

It is unmatched in performance, unmatched in price.

## HUGHES HELICOPTERS & ORDNANCE SYSTEMS

Combat-proved rotor system

Advanced technology  
T-700 engines

Quiet tail rotor.

Exceeds payload requirements by 39%

Goes aboard the C-141 in half the allotted time



The Sap is Flowing!

The Sap is Flowing!

# The Sap is

**I**n the spring the sap begins to flow and about this time of year the materiel people usually begin to stimulate the flow of technology. This spring, in the months of March and April, the Army is issuing five requests for proposal for airmobility materiel.

The requests cover a wide variety of items, each of which should contribute to improved safety or operational capabilities of our aircraft. These items are:

● *Closed Loop Fire Control System.* This project is a feasibility demonstration utilizing an XM-197 20 mm cannon on a *Cobra* airframe and relates to improved accuracy through the sensing of the flight path of the previous burst.

● *Attack Helicopter Simulator.* This is an operational flight simulator which will provide flight simulation training through a visual as well as an instrument display. Our current synthetic flight trainers, which will be discussed below, provide only an instrument flying display. The attack heli-

copter simulator also will have a capability to display the effects of weapons firing during simulated flight. In other words, it will also be a weapons trainer.

● *Absolute Altimeter.* Although radar altimeters exist in a few of our aircraft at present, they are either unmilitarized commercial versions or have been adopted from the other military Services and are heavy and expensive. The new developmental effort is designed to provide a low cost, light weight military altimeter compatible with Army helicopters.

● *Rotor System Research Aircraft.* This is a joint Army/NASA developmental effort to fabricate a universal test bed for testing new concepts in rotor design. At present, rotors are designed for individual aircraft in the inventory because there is no standard facility for doing advanced rotor research.

● *Crashworthy Troop Seats.* The *United States Army Agency for Aviation Safety (USAAAVS)* has developed a candidate crashworthy seat for universal application in passenger-carrying helicopters. This proposal is a relatively small effort to determine if the new seat will provide improved safety and protection for utility and cargo aircraft.

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

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# Flowing!

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## Flying Time

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It is very fashionable today, and good business as well, to utilize synthetic trainers in our flight training programs. To date the Army is utilizing a sophisticated UH-1 instrument flight simulator designated the 2B24.

Manufactured by the Singer Link Company, it is the first of eight trainers that has been undergoing test at Fort Rucker. The trainer consists of a central computer console which controls four aircraft simulators. Much of the training is automated and can be presented on tape, thus reducing demands on the controller.

The Army is developing operational flight simulators for the AH-1G *Cobra* (see above) and the CH-47 *Chinook* for simulated visual flight as well as instrument work. Through the use of prisms and camera film, visual approaches and nap-of-the-earth flying is done in the same manner that the aviator would actually experience in a real aircraft. In addition to weapon firing with the *Cobra* simulator we expect to pick up sling loads with the *Chinook* trainer.

During the Fort Rucker tests, the simulator showed remarkable talent for reducing flight time necessary to prepare a stu-

dent for an instrument rating. The Aviation Center states that 36 hours of flight time and 26 hours of previous synthetic trainer time can be replaced in the instrument training program.

It proposed that a substantial reduction be made in the total flight time required for an aviator rating for initial entry students.

Until this past Congressional session, the requirements for initial aviator ratings were a matter of law. They were set at 210 hours for all Services. By special legislation the Congress transferred the responsibility for establishing initial entry flight training requirements to the Secretaries of the individual Services. Subsequently, the Secretary of the Army established the requirement for 200 flight hours for initial ratings. The savings of ten hours were attributable to the use of flight trainers in the instrument phase of instruction.

While it is agreed that more than 10 hours can be reduced in the instrument training program, the Department of the Army felt that at this time we should retain some of our savings in the initial rating requirement to be used in other portions of the training program. Specifically, tactical training requires more time than it

## THE SAP IS FLOWING!

(Continued from Page 9)

was allocated under the old program of instruction.

Initial entry flight students may now expect to fly a total of 200 hours and to receive 17.5 hours of simulator training time. They will get substantially more tactical training in nap-of-the-earth flight and the techniques of utilizing helicopters in the field.

The Army was reluctant to reduce training time below 200 hours both because it recognized tactical deficiencies in the training program and because the close supervision of a training environment is very helpful to young aviators. We all recall the old rule of thumb that most accidents occur in the first 500 hours.

By way of comparison, the other Services require 200 hours for initial rating and then move their pilots into advanced flight training where they transition into operational aircraft before arriving at their first unit of assignment. This system soaks up considerably more of the first 500 hours in a training environment and obviously takes a substantial training load off the receiving unit.



### The 1st Returns!

The U.S. Army has transferred its largest Vietnam aviation unit to Ft. Rucker, but the move was purely administrative. One officer and two enlisted men accompanied the 1st Aviation Brigade colors, records and files to the unit's new home.

The three-man contingent was tentatively scheduled to arrive at Ft. Rucker March 24, on which date the brigade was to immediately be reduced to and retained as an active Army unit with no personnel assigned.

One of the unit's former commanders, Major General Allen M. Burdett, Jr., now commander of Ft. Rucker, was among the many ex-1st Brigade men on hand to welcome the colors with appropriate ceremonies.

## Cadet Flight Training

The Department of the Army has completed a review of the pre-commissioning flight training program whereby ROTC students participate in a 36.5 hour flight instruction program during their senior year in college. United States Military Academy cadets also may apply for a 40 hour helicopter training program during their second summer at the Academy.

At present only 52 Military Academy cadets may participate per year while a total of 756 ROTC cadets take flight instruction this year. The program has trained as many as 1,400 cadets a year in previous years.

In its review, the Army found that the flight training programs are well received and perform a valuable screening function. They help channel cadets into the aviation program and also permit officer procurement agencies to compete with other Services for young men who are interested in a flying career. In the past the most often stated reason for declining an appointment was that the individuals wished to fly.

The reaction of ROTC-student institutions and ROTC staffs is that the flight training program is of equal importance to the ROTC program itself. This is particularly true where Navy and Air Force ROTC units are located on the same campus. Some concern has been expressed about the effect on recruiting of the current policy that Regular Army officers serve one year in a ground assignment before attending flight school.

Apparently this policy does not dissuade cadets from wanting to fly in the Army, particularly if they have an opportunity to do pre-commissioning flying. The one year requirement gives the new officer a solid grounding in his basic branch so that he can better do his aviation job after flight school.

Statistically, the ROTC flight instruction program has successfully identified cadets with flying aptitude. Training attrition since 1957 indicates that approximately 18% of flight trainees who did not partici-



pate in the ROTC flight program failed to complete aviation training. This compares with only 6% for those who completed the ROTC flight instruction.

Accordingly, the Army intends to continue both the ROTC and Military Academy cadet flight training programs.

### Command List

As a result of recent board action, the Army has identified colonels for command of brigades, groups, and similar organization for the coming fiscal year. This is the first official command list since the new Officer Personnel Management System was placed in effect last year. Letters have been sent to those who were selected.

While the list has not been released to date, my information is that the rate of selection for aviators was higher, across the board, than for non-aviators. A board for lieutenant colonels has met but the results have not been announced and no letters have been issued to date.

### Uttas Engine

The General Electric Company's T-700 engine being constructed for the *Utility Tactical Transport Aircraft System (UTTAS)* ran for the first time in late February, a week ahead of schedule. It is the pacing item in the UTTAS development and further tests in March indicate that a successful development is at hand. Its engine components accumulated 8,000 dynamic test hours before they were assembled as a complete unit.

The T-700 was designed for ease of maintenance. Field and organizational maintenance can be performed with only ten common tools, currently in the general mechanic's tool set. The 1,500 HP engine is also a candidate for installation on the *Advanced Attack Helicopter (AAH)*. Both the AAH and the UTTAS will be powered by twin engines.

### Helicopter Instrument Conference

To focus attention on the helicopter instrument program, Mr. Charles Crawford, Chief of Flight Standards at the Aviation Systems Command in St. Louis, conducted

### IMPROVED DOOR GUNNER SEATS UNDER STUDY

Boeing's Vertol Division will develop low weight, low cost, crashworthy seat designs for Army helicopter door gunners, under a one year \$80,000 research contract.

The company will survey the current door gunner seat provisions and design factors affecting the overall seat design. Based on this survey and a proposed draft military specification, the contractor will design at least eight armored and unarmored gunner seats for potential installation in future Army utility and cargo-type helicopters equipped with window, pintle-mounted machine gun armament.

The contractor will also design a gunner seat for the Army CH-47 Chinook.

a helicopter instrument conference at Edwards Air Force Base in California in late January. I attended this conference to present the Army requirements for instrument flight. I was highly gratified with the attendance. Some 250 industrial representatives and individuals from our major commands and agencies attended. All of the major helicopter manufacturers and avionics companies were represented.

The meeting focused attention on the fact that our hardware preparation for instrument flight has not kept pace with our personnel training program. We can foresee that almost all of our aviators will be instrument qualified by the end of this year. However, our aircraft, particularly the light observation helicopters, are not qualified for instrument flight. The *Huey*, *Chinook*, and *Crane* are instrument capable. A modification program to qualify the *Cobra* is under way.

At present the *Helicopter Association of America (HAA)*, which is a group of private helicopter operators, has joined with several manufacturers to press the Federal Aviation Administration into recognizing that helicopter instrument flight is here to stay. The FAA is much more strict in regulations governing helicopter instrument flight than it is for fixed wing aircraft. The *U.S. Army Agency for Avia-*



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tion Safety (USAAAVS) is preparing statistics on our past instrument flight experience for use in discussions with the FAA.

At the conference at Edwards, a strong feeling developed that special helicopter instrument approaches should be established at major airports so that helicopters could be expedited out of the incoming stream of fixed wing aircraft. The helicopter does not need to make the long approaches that fixed wing require. If the helicopter can be removed from the fixed wing traffic pattern, those approaches could be speeded up substantially.

I should explain that Edwards Air Force Base was selected not because the weather is better in California but because it is the site of the *Aircraft Systems Test Activity (ASTA)*, a subsidiary organization of U.S. Army Aviation Systems Command. ASTA is involved in a test program of various instrument flying aids on helicopters. These were demonstrated to the attendees.

ASTA is commanded by COL Dean E. Wright. His chief project officers on instrument flying are MAJ John Smith, War-

ren Griffith, and Roger Waddell. The latter two are on the lieutenant colonels promotion list. These aviators are becoming our best experts on the requirements for instrument flying.

### Instrument Lighting

During the conference, I was approached by several industrial representatives who indicated that the Army seems to be hung up on red instrument and cockpit lighting while the other Services tend to favor the new blue-white lights. So that we are abreast of the latest trends, research was done by one of my action officers to review the matter of lighting in our aircraft. The answer came back loud and clear that the Army knows what it is doing.

In short, the answer is that blue-white lighting is acceptable in airfield-to-airfield type flying. It actually is easier on the eyes as the aviator's age increases. However, red lighting is essential when night vision is required. Pilot night vision is much better when he utilizes red light. He can adjust to darkness very rapidly from red light, but the adaptive cycle from white light takes 10 to 30 minutes. This is unsatisfactory for the helicopter pilot on night missions where his eyes must be attuned rapidly to a dark environment.

Therefore, we must retain red lighting in our tactical aircraft and adapt our map coloring so that maps may be read readily under red lights.

Technically, the rods of the eye which provide our night vision are very sensitive to light. The cones, however, are less sensitive and provide our daylight color perception and detail. Red lighting allows the rods to dark adapt through chemical changes which require approximately thirty minutes. During this period of dark adaption, pilots should avoid any white or blue lights.

Our research reveals that cigarette smokers have two strikes against them when they fly. First of all, they destroy their light adaption when they fire up with a match or lighter; secondly, cigarettes can degrade your light discrimination



FT. RUCKER, AL — MG Allen M. Burdett Jr. (center), CDR USAAVNS, Post CSM Clifton A. Wagner (right), and Combat Developments Command Aviation Agency SGM Robert D. Jones cut the cake during a February ceremony marking the Agency's return to the jurisdiction of USAAVNS.

**Bell Helicopter Company fully supports the Army's Advanced Attack Helicopter Program and seeks to again serve the Army with an innovative and creative design providing balanced consideration of acquisition costs, technical performance, and operating life cycle costs.**

**Bell**  
HELICOPTER

A **Textron** COMPANY

## THE SAP IS FLOWING!

(Continued from Page 12)

more than 10%; three cigarettes are equivalent to running your body altitude up to 8,000 feet. Such degradation, coupled with a scratched or dirty windshield in a tight situation, can make the aviator wonder if he chose the right profession.

You aviators might do well to discuss this further with your flight surgeon. It also might be a good topic for your next unit safety meeting.

### Personnel

● *Lieutenant General John J. Tolson*, Deputy Commander of CONARC and former head of the 1st Cavalry Division, and Director of Army Aviation during the period May 27, 1963 to February 28, 1965, retired from the Army on the last day of February. His retirement ceremonies were held at Fort Bragg, NC, by the XVIII Airborne Corps, another of *GEN Tolson's* former commands. He leaves the Army for a cabinet level position with the State of North Carolina where his title will be Secretary for Military and Veterans Affairs with duty station at Raleigh.

● *Brigadier General Samuel Cockerham*, Deputy Commander at USAVSCOM, received his Master Army Aviator wings

### CONGRATULATIONS!

Just after we went to press, Brigadier General "Bill" Maddox was to receive his second star in promotion ceremonies to be held at the Pentagon Building on 2 April. Our by-lining is not premature!

during the AAAA/AOA Advanced Planning Briefing for Industry at St. Louis the last day of February.

### Ridiculous Flight of the Month

Back in the 1940s there was a very popular song entitled, "I think I've heard that song before." It fits admirably our "Ridiculous Flight" crop for this month! How many times have you heard this song before?

- Aircraft was making an approach to fire support base when tail rotor struck concertina wire causing anti-torque failure. Aircraft landed hard, spreading skids.
- On post flight, crew discovered damage to tail rotor shaft cowling and drive shaft couplings. Damage caused by socket wrench extension that was left underneath the drive shaft.
- Straight and level flight; pilot was flying at the treetops when the aircraft impacted with the trees.

TRUE STRAIGHT AND TRUE LEVEL.  
STAY ALERT AND SAVE THOSE ROTOR  
BLADE CHANGES!

## High Society

SEVERAL YEARS AGO the last of the major Service-oriented periodicals dropped its social column. Since that time I have heard a fair amount of grumbling over the fact that there is no ready channel for Service social news.

It occurs to me that the Army Aviation community is a sufficiently large and well defined segment of the U.S. Army that could support a regular social column in its Association magazine. Not only do our people have the common bond of aerial flight, they also have a wide acquaintanceship within the aviation community. Many wives tell me that they read the magazine regularly, or at least scan it, to try to keep abreast of their husband's profession.

I contacted Editor Art Kesten with this proposal because I could not remember that it ever had been tried on a serious basis before. I suggested that the "Army Aviation Maga-

zine" carry a social column as part of an overall personnel section, which includes "takeoffs" and "landings" as well as permanent departures from our ranks. The social column could deal with the happier aspects of human events such as weddings and births. Art, who normally takes a positive approach to all matters, readily agreed that we should try the column as a means of passing our happy news around the circuit and increasing our service to the readers.

Success of the column, of course, rests with the members of the Association. You must provide the input that keeps the column alive. Individuals with such news should provide it directly to the magazine. Local secretaries of our chapters could well monitor reportable events within the chapters and provide input to the column. Here's to a new start. Let's keep it flying!

—BG "Bill" Maddox



# A low-risk AAH is vital.

**Spherical elastomeric bearings** for main rotor head. Improves reliability at lower cost. Proven on the H-53.

**BIM®** (blade inspection method.) Lets maintenance people see blade integrity at a glance. So replacements are made only when needed. Proven in more than 10 years of field operations.

**Identicality with UTTAS.** All of the important dynamic components—transmission system, engines and blades—are the same ones used in our Army UTTAS, already well into development.

**Maneuverability.** Our S-67 Blackhawk™ recently completed rolls and split-S turns. In 1968 the CH-53 also did loops and rolls. Which proves we can combine maneuverability with payload.

**Bifilar.** Our exclusive self-tuned vibration absorber. Has doubled aircraft availability. Proven in over 6,000 flight hours on 15 H-3's.

**Experience in weight class.** We've built 2,947 helicopters of the 6 to 9 ton weight. More than anyone else. And our CH-53 and Skycrane® are even bigger. So we're scaling down, rather than up.

**Our AAH is lowest risk  
because we are  
scaling down not up  
and our components are  
under development.**

Sikorsky Aircraft

U  
A.

DIVISION OF UNITED AIRCRAFT CORPORATION

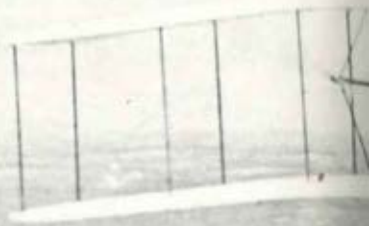
FIFTY YEARS OF  
1923-1973  
FIRSTS IN FLIGHT

# Kitty Hawk was a lady

*a kid's eye-view of  
aviation history*

**BY GREG ROGERS**

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COWLES PUBLICATIONS, INC.  
FROM "ON ARRIVAL MAGAZINE"



**D**ID you know that the first lady aviator was Kitty Hawk? That spinning jennies were flying jennies that did not work? Or that the three main crew members on a plane are the pilot, navigator and percolator?

This information has come to me in test papers and essays during the 15 years that I've taught elementary school youngsters. Some of the kids' observations about air travel have been hilarious; all have been expressed in the delightfully original style of children.

In commenting on the duties of the navigator, one chap wrote this explanation: "The navigator figures out the latitude and the longitude. Latitude tells him where he is and longitude tells him how long he can stay there."

Kids have a knack for discarding everything but what they consider to be the most essential information. After studying the history of aviation for a week, one young fellow brusquely wrapped up all of his information in this neat one-sentence package: "In aviation history there was first the Wright brothers, then Lindbergh, then on to now."

But other children, with a little more interest in details, absorbed enough of my talk about the Wright brothers to comment:

"Orville Wright was born in 1871, supposedly on his birthday."

"The Wright Brothers first flew on a Kitty Hawk."

"They both lived in the pre-me times."

Last year I received this zany answer on an examination paper: QUESTION: "On his first flight, how long was Wilbur Wright in the air?" ANSWER: "I'm not sure. Five feet something with his shoes on."

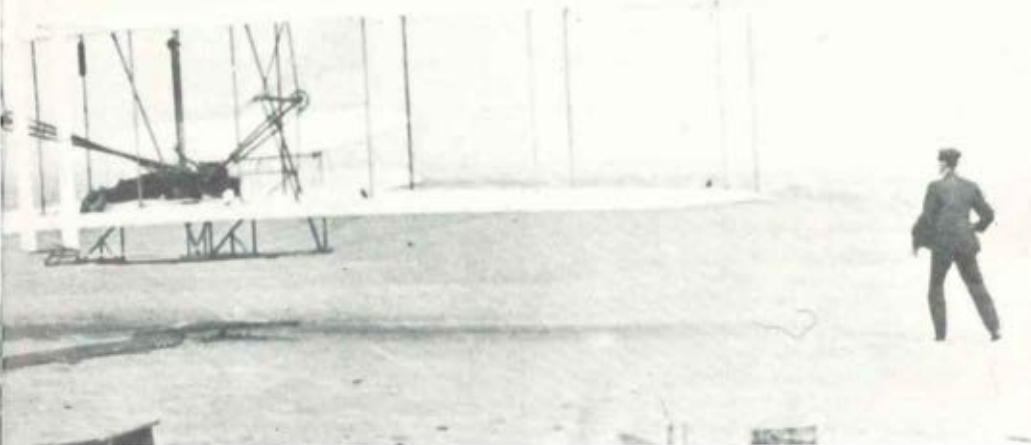
There is usually at least an element of truth in the most absurd answer. Sometimes they aren't wrong at all; it's just their point of view that's so funny:

"During the '20s people started walking on airplane wings and the like. I know it is crazy, but this was before television or anything so what else was there to do?"

"Floyd Bennett comes from the year 1926. He is a famous aviator few people have ever heard of."

"Back in 1924 eight men tried to fly

Greg Rogers, who teaches in a St. Louis public school, has compiled this article from the delightful ideas of his fourth graders over the past few years.



around the world, but they only ended up where they started."

"One thing you should always do in finding directions from the north star is hope it is night time."

I'm sure this next statement is perfectly true—if I could only figure it out: "Aviation will not be like it should be until it gets like it was when we did not have any and appreciated all the things aviation had to offer."

Different types of aircraft present no mystery to some youngsters:

"Jet planes fly faster but helicopters can fly straight up and down, so it is about six of one and one for all."

"Propellers are so long and heavy they are really not good for anything except being propellers."

I get a dizzy feeling every time I read another tyke's comment: "Look at a jet plane. Does it have a propeller? Then it is not a jet plane."

Much of the juvenilia that I've gleaned through the years has been devoted to thoughts about Charles Lindbergh's historic first flight over the Atlantic. Here are some of my favorites:

"Charles Lindbergh was the first to fly to Paris. He did it by the airplane method."

"When they asked Lindbergh if he would like to fly to Paris, he rolled his eyes and flashed his teeth and said Sure."

"A straight line is the shortest distance between two points unless you are going with Lindbergh to Paris. Things are different there."

"Charles Lindbergh is the most famous aviator in the world and so is Admiral Byrd."

QUESTION: "When did Lindbergh's flight to Paris take place?" ANSWER: "On page 32."

Our discussion of flight invariably leads to the subject of birds. This is a report on the ostrich that I received earlier this school year: "Here is a queer-type bird. A ostridge that does not fly but runs like a horse. Except he uses only two legs which makes him a queer-type horse too."

More and more, I'm convinced that the funniest comedians in the country are all in grade school. When they turn their attention to definitions, youngsterisms seem to come as thick as chalkdust:



## KITTY HAWK (Continued from Page 17)

"A vicarious trip means if I don't want to go somewhere I don't have to. I can just send me in my place."

"A visa is a passport that lets a person go to another country. For round trips, you need a visa versa."

Sometimes they don't know and they know they don't know — but that doesn't keep their answers from being charming:

"I know what a sextant is but I had rather not say."

"A gyroscope is something only encyclopedias know for sure."

Here's one from a girl who seems to be giving it all she has: "Correct my being wrong but tell me true or false. As an airplane is flying, does the high pressure air sweep over the plane's wing or under it? I wrecked my brain trying to think which."

But I'm afraid others are more nonchalant in their pursuit of knowledge: "Where the airplane flaps are located is on the wings in case I ever what to know."

**T**HE subject of altimeters has stumped more than one eager young scholar. Three struggling students wrote:

"I thought out twice how the altimeter works only I forgot it three times."

"Pilots always carry altimeters with them. I forgot what they use them for, but they remember and that is what is important."

"An altimeter is a thing in an airplane. Maybe it is for pilots to look at. Maybe it is for passengers to look at. I do not know. It takes all my knowing to know it is a thing in an airplane."

Discussion of jet planes always results in an explanation of the action-reaction principle. When force is exerted in one direction, the jet travels in the other. Or as one chap put it: "Any time there is a force pushing one way, there is another pulling the other way. Only jet planes can understand this well enough to make it work for them."

By referring to balloons, here's the way

one of his classmates didn't explain it:

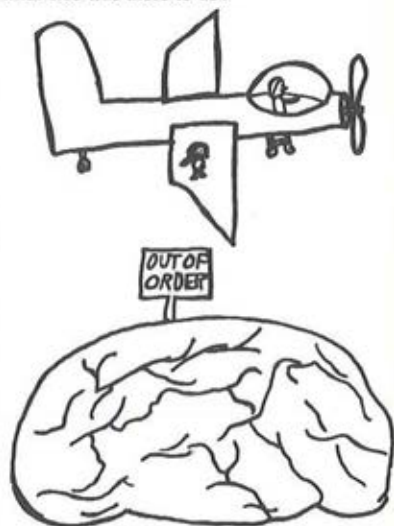
"Get a balloon. Blow it up. Let it go through the air. Then yippee, because now you understand how jet planes work."

No one looks to the future as eagerly as youngsters do. I once received these predictions about future air travel:

"Thanks to what we are learning from aviation, we should soon be able to look forward to having ceilings made out of fog."

"So far planes have only been able to

"During the '20s people started walking on airplane wings and the like. I know it is crazy, but this was before television or anything so what else was there to do?"



"As an airplane is flying, does the high pressure sweep over the plane's wing or under it? I wrecked my brain trying to think which."

fly in circles of no more than 360 degrees. This could be the next big break-through in air travel."

Then I don't suppose I'll ever forget the moppet who reported: "Many of the things about airplanes that were once thought to be science fiction now actually are." She concluded: "From now on I will put both gladness and wonder in my same thought about flying."

Me, too!

# On Guard!

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**I**N a letter dated 28 February, CONARC provided guidance and established general training priorities for Reserve Component Aviation.

The majority of training programs discussed pertained mostly to individual aviator programs, and did not specifically address two major elements that should be included in ARNG Aviation Training plans. The two elements recommended for continued emphasis include training/support for airmobile operations and ATT preparation.

Considerable emphasis had been given previously to ARNG participation in airmobile training and this should definitely be continued. In addition, it is most important all aviation units prepare for taking or participating in an Army Training Test (within 3 years of unit re-organization.)

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## Gunnery, NOE

CG USACONARC has established a goal that all Reserve Component attack helicopter crews qualify prior to the end of AT 73. Ranges are being constructed at several locations — Camp Drum, Camp Pickett, Camp McCoy, Camp Grayling, and Boise, Idaho — and should be completed by late spring.

In addition, there are ranges located at active Army posts that can be utilized by the ARNG for firing. Each CONUSA has developed a training plan and will approve the ranges prior to their use by ARNG units. CONARC will provide an active Army Assistant Range Control Officer and Armament Specialist to each unit during the initial firing.

In addition, up to four Gunnery Instructor Pilots may be provided to those units that do not have sufficient Instructor Pilots. CONARC will consider requests for waiver of the firing requirement for AT-73 when sufficiently justified.

Department of the Army has tasked CG CONARC to insure that *nap of the earth* (NOE) training and emergency procedures are provided initial entry students; appropriate training literature is prepared; and that NOE training is included in ATP, ATT, and ORTT.

A NOE training circular is to be published by CONARC in late spring. In addition, Department of the Army tasked Commanders at all levels responsible for tactical training of Army Aviators to insure that NOE techniques and procedures are fully considered in the development of unit training altitudes to take full advantage of terrain protection.

Such training can only be conducted in carefully selected areas and specified courses. It must be closely supervised and at all times under controlled conditions. NOE training should be deferred until appropriate training guidance and tactical doctrine is received and adequate NOE courses can be established. Maximum use of active Army NOE courses should be utilized.

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## Instrument Rating Deadline

Department of the Army has established the goal that all Army Aviators attain and maintain a standard instrument rating. A

# Hq, CONARC Sets Training Priorities For ARNG Aviation

By LTC CHARLES R. JONES  
Chief, Army Aviation Branch  
National Guard Bureau



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## ARNG AVIATION

Continued from Page 19

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deadline was established for the Reserve Components of 31 December 1973; however, waiver authority was granted to CNGB. NGB has authorized instrument training courses to be conducted locally to fulfill the DA requirement. Due to funding constraints it appears meeting the deadline will be most difficult.

In this regard the revised NGR 95-1 that is currently being staffed will require that all Standardization Instructor Pilots, Instructor Pilots, and aviators maintaining currency in fixed wing or twin engine aircraft must possess an instrument rating by 31 December 1973.

All other aviators must obtain and maintain a standard instrument rating when resources permit. A waiver will be required after 31 December 1973 for those aviators who were not able to obtain an instrument rating due to the lack of resources.

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### Flying Hour Program

The *Flying Hour Program* is based on the fact that the ARNG aviator averages approximately 120 cockpit hours per year. A determination was made as to what amount of that cockpit time is flown as pilot, copilot, or Instructor Pilot.

This breakdown was then applied to the number of aviators designated to fly each mission, type, and design aircraft. The States were asked to provide the number of aviators they designated to fly each mission, type, and design aircraft and the percentage of flying time they programmed to be flown each quarter.

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### Re-evaluation in March

As of 31 December 1972, 21 States had *over-flown* the program and 31 States had *under-flown* the program for a total of 7,411 hours under the FY 73 ARNG *Flying Hour Program*. The FY 73 program will be re-evaluated during March and both flying hours and funds will be reallocated between the States to fulfill the requirements.

It is essential all States meet *Flying Hour Program requirements* by  $\pm 2\%$ . Any short-fall greater than 2% nationwide will be extracted from future budget programming with no excuses for failure considered by budget analyst.

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### Enlisted Flying Status

Flying status for non-aviator crewmembers and non-crewmembers continues to fall short of the number authorized. Current authorizations are 1,423 crewmembers and 283 non-crewmembers for a total of 1,706. As of 12 March 1973, a review of records indicates 1,029 crewmembers and 226 non-crewmembers on flight status, or 1,255.

This leaves a shortage of 451 authorized flying positions; positions that would enhance recruiting/retention programs in addition to providing individual EM the status and pay due him. While we continue to experience some difficulty in getting medical examinations for enlisted personnel assigned to flying positions, I encourage you to review this program and take action to fill the positions and avoid shortages as the inventory and authorized spaces increase.

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### Army Directorate Visits

Director of ARNG, *MG LaVern Weber*, has started "team" visits to the ARNG. Accompanied by 12 to 14 representatives from the Directorate Divisions, *General Weber* has already visited Alaska, Washington, North and South Dakota, and Montana.

Plans call for visits in April to Colorado, Utah, Wyoming, Nevada, South Carolina, Georgia, and Florida. The exchange of information and discussion of problem areas has been most beneficial to both the DARNG staff and the States; the Aviation element usually consists of the Safety Manager, an ALC, and Aviation Branch representative.

Enroute to Alaska, the entire team stopped over at Ft. Huachuca where they were given an outstanding OV-1 *Mohawk* briefing by *COL Richard L. Powell* and his staff.



**T**HE following "draft" Minutes were transcribed from longhand notes taken during the Executive Board meetings held 26-27 February 1973 at Hq, AVSCOM, St. Louis, Mo.

#### ■ 1. CALL TO ORDER

a. Roll Call for Quorum. The following Nat'l Board members were present in person: MG DM Oden, AH Kesten, COL EL Nielsen, CW4 RL Hamilton, CW4 DR Joyce, CJ Kalista, COL JC Geary, BG RM Leich, BG OG Goodhand, RL Long, LTG HWO Kinnard, MG FS Greenlief, MG JC Smith, COL J Dibrell, COL DH Jersey, DF Luce, COL HT Smith, MS Saboe, BG JB Starker, COL RA Filby, MAJ RM Turner, Jr., MAJ JF Hopkins, COL WR Tuck.

b. The Board APPROVED the presidential appointment of eight National Members-at-Large.

c. The Acting President ANNOUNCED that CW3 RL McLaughlin (Embry-Riddle Chapter), and COL HD Prather, Ret. (Mt. Rainier Chapter) had been elected to the National Executive Board as new Chapter Members-at-Large.

d. The Acting President ANNOUNCED that BG JB Starker and COL DH Jersey were attending as "First Timers"; that COL JL Marinelli, JW Oswald, CD Stephenson, and Al Rodes were attending as former NEB members; and that CW4 HS Luchner (President of the Mississippi Valley Chapter) and LTC CR Jones (NGB) were attending as observers.

#### ■ 4. ADMINISTRATIVE ANNOUNCEMENTS

a. Individual Board members COMPLETED various reporting forms and RETURNED them to the recording secretary as requested.

b. The Board RECOGNIZED, APPROVED, and CHARTERED the **Marne Chapter** of AAAA, the Association's 46th currently active Chapter.

#### ■ 5. STANDING COMMITTEE REPORTS

##### a. AWARDS COMMITTEE

(1) BG RM Leich REPORTED on the 1973 AAAA Scholarship Foundation Awards Program, and CITED that the AAAA National Awards Committee would meet in Washington, D.C. on 9-10 March to select the 1973 scholarship and achievement award winners.

(2) The Board NOTED the proposal of CW4 HS

Luchner regarding the establishment of a "Reserve Component Aviator of the Year Award" and a "Reserve Component Aviation Soldier of the Year Award"; the President REFERRED the proposal to the National Awards Committee for review, and REQUESTED the Committee to report its action at the June, 1973 Board meeting.

(3) The Board DISCUSSED the general subject of AAAA Scholarship Awards, and the basis on which such awards have been made, i.e., with the emphasis on "merit," rather than "need," solely because of the difficulty of the Awards Committee to obtain detailed fiscal data from the parents of applicants. The President SUGGESTED that the Chairman of the Awards Committee and the President of the Scholarship Foundation DISCUSS the subject at greater length, and report back to the Board as to their discussions.

##### b. BY-LAWS & LEGAL COMMITTEE

(1) The Board APPROVED a petition to amend Section 4.23 of the AAAA By-Laws, to include deleting the words, "annual new or renewal dues of \$12.00," and substituting the words, "appropriate new or renewal dues."

(2) The Board APPROVED a petition to amend Section 4.42 of the AAAA By-Laws, as submitted.

(3) BG OG Goodhand, Chairman, INDICATED that USAREUR Regional By-Laws had been approved by his committee, and that pending a March re-draft, the Regional By-Laws would be ready for Nat'l Board approval.

##### c. CHAPTER ACTIVITIES COMMITTEE

(1) The President INDICATED that he had established a new standing committee to monitor, assist, and develop Chapter activities/programs, and that he HAD APPOINTED MG JC Smith as Committee Chairman; the Chairman REPORTED that General Smith had accepted the chair as a responsibility, and having just completed a PCS was now in the position to take action in this area.

(2) The Acting President REPORTED that a program involving UTTAS presentations at 19 separate Chapter meetings had been coordinated through the National Office, and that both industry firms (Boeing Vertol/Sikorsky Aircraft) were well pleased with the overall Chapter response to the presentations.



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# MINUTES

## OF THE 26 FEBRUARY MEETING OF THE AAAA NATIONAL BOARD IN WASHINGTON, D.C.

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(3) On the basis of 11 January 1973 "Membership Totals" at 45 Chapter activities, **MG Smith** REPORTED that membership at 19 Chapters was down slightly, membership at 15 Chapters was up slightly, membership remained the same at five Chapters, and that membership fluctuated widely at only six Chapters; he further REPORTED that the membership total at all Chapters was down slightly — less than 3 percent.

(4) The Board members WERE BRIEFED by **COL RA Filby** on the need for having Chapters conduct professional and social meetings that are clearly identified with the AAAA, and are not joint meetings; **COL DH Jersey** SUGGESTED that Chapter boards contact newly-arrived members on post, and make an extra effort to have these newcomers attend the next immediate Chapter meeting; **AH Kesten** INDICATED that in lieu of a "Speakers' Bureau," the Nat'l Office PROVIDES semi-monthly mailings to both Chapter Secretaries and VPs for Programming in which 10-15 distinct Chapter meeting notices list speakers' names, organizations, and subjects; **CW4 RL Hamilton** SUGGESTED that Chapters report back to the Nat'l on having a particularly good meeting or speaker, and having the Nat'l Office disseminate these "This was great!" post-mortems.

**d. CONVENTION COMMITTEE**

(1) **AH Kesten**, Convention Committee Chairman, SUBMITTED reports on the 1972 AAAA National Convention to include a legal report, an administrative report, a post-Convention promotional report (Cover letter by **BG WJ Maddox, Jr.** with verbatim transcript of **GEN Abrams'** address as sent to all Chapter Presidents/Secretaries, and an overall attendance report covering specific attendance at each Convention function/registration for the 1967-1972 six-convention period.

(2) **EL Nielsen**, Secretary-Treasurer, SUBMITTED the 1972 Convention fiscal report as prepared by the Convention Chairman.

(3) **AH Kesten** BRIEFED the Board members on the Post-Convention Evaluation made by Nat'l Board members and some 170 Chapter Delegates, the evaluation including attendee comments on all Convention programming/services/functions.

(4) The Convention Chairman BRIEFED the members on survey results, the need for a mail ballot on a 2½ day 1973 convention agenda, the report of mail ballot and approved 1973 Convention agenda, and the formal reservation of additional hotel public and sleeping space.

(5) **COL DH Jersey**, reporting for **BG WJ Maddox, Jr.**, Programming Subcommittee Chairman, INDICATED that the '73 programming theme was under study and that the Chairman would be able to provide a programming outline shortly; **AH Kesten** SUGGESTED that the detailed program, to include speakers and subjects, be developed no later than 1 June so as to generate substantial military and industry interest in the '73 Convention well in advance of its scheduled dates.

**e. EXECUTIVE COMMITTEE**

**MG Oden** REPORTED that he had convened an executive committee meeting (President, Exec. Vice President, Secretary-Treasurer, and Chairman, By-Laws & Legal Committee) at the home of the Secretary-Treasurer in Moylan, Pa., on 25 January, and that the committee REVIEWED proposals concerning the 1973 APBI, the 1973 National Convention expanded programming, a 50 percent increase in authorized Chapter Delegates, the underwriting of certain Convention expenses, and the extension of the contract between the Ass'n and the contractors providing administrative support to the Ass'n had been reviewed in detail, and had been conveyed to the full Board by committee minutes distributed on 5 February 1973.

**f. FISCAL COMMITTEE**

(1) **COL EL Nielsen**, Chairman, COMMENTED on the Statement of Assets, Liabilities, and General Fund, as at 30 September 1972, as compared to 30 September 1971, indicating that the General Fund was approximately \$22,000 more in Sept 72 than in Sept 71; the Board WAS INFORMED that the General Fund would diminish somewhat during the second six-month period (Oct-Mar) of the year, as it had in many previous years, but that a substantial net gain in the General Fund, approximating \$10,000-\$12,000, would be realized.

(2) A review of the 1972 AAAA National Convention fiscal data had been discussed under item 5d (2).

(3) The Executive Vice President REQUESTED permission to assume the premium cost of the "double indemnity" accidental death portion of the coverage held by the Ass'n on his life, with the Ass'n to retain the basic \$100,000 straight coverage and the additional \$100,000 "accidental death on a common carrier" coverage; the President DIRECTED the Chairman of the Fiscal Committee to discuss the matter with other interested Board members during

ARNG AVIATION BOX SCORE (FEBRUARY, 1973)		
	AUTH.	ON HAND
<b>AVIATORS</b>		
Rotary Wing .....		2,490
Fixed Wing .....		126
Dual Qualified .....		1,148
<b>Total</b> .....	4,066	3,764
ARNG AVIATION FACILITIES		
AASFs .....		65
AAFAs .....		13
TARS .....		4
AVIATION UNITS IN ARNG		
Detachments and Sections .....		171
Company-Size Units .....		74
Maintenance Companies .....		23
<b>Total</b> .....		268



the course of the day, and to report back his findings to the Board at the 27 February meeting.

#### **h. HALL OF FAME COMMITTEE**

**AH Kesten** REPORTED that the National Awards Committee would establish a suspense date for the submission of "field" nominees at its 9 March 1973 meeting in Washington, D.C., and having this, the National Office was prepared to implement the field solicitation for nominees.

#### **i. INDUSTRY AFFAIRS COMMITTEE**

(1) **CJ Kalista**, Chairman, PROVIDED the Board members with an up-to-date list of Industry (Corporate) Member firms as at 15 January 1973; REPORTED that the Garmisch Convention scheduled for March 1973 had been cancelled; and INDICATED some concern about the re-establishment of the Regional Convention in March, 1974; the President REPLIED that he'd forward a letter of inquiry to the Aviation Officer, Hq, USAREUR & Seventh Army, and to the outgoing Regional President, asking that they firm their 1974 convention dates/accommodations as soon as possible.

(2) The Board DISAPPROVED a proposal to establish an Associate Industry Member category of membership for those small businesses having substantially less than 12 members contacting those within Army Aviation, and APPROVED an administrative procedure wherein the Industry Affairs Committee members and other Ass'n members, rather than the Executive Vice President, would be solely responsible for contacting industry firms regarding Industry (Corporate) Membership in AAAA.

#### **j. JUNIOR OFFICER/WARRANT OFFICER COMMITTEE**

**CW4 RL Hamilton** SUGGESTED that he and **CW4 DR Joyce** meet with young AWOs whenever possible, and discuss with them those problem areas in which the Ass'n might be of assistance; he INDICATED that "equalization of flight pay" was still the primary problem area, and that this was being addressed by DA in its recent pay proposals to OSD.

#### **m. MEMBERSHIP ENROLLMENT COMMITTEE**

(1) The President INDICATED that renewal mailings included a copy of the previous year's "Annual Report"; that he had DIRECTED a personal letter to each Chapter Vice President for Membership Enrollment on 8 December 1972, calling for individual suggestions on membership enrollment programs, membership retention programs, and National Office assistance.

(2) **CW4 DR Joyce**, Membership Enrollment Committee Chairman, PROVIDED members with a copy of his 16 January 1973 letter to VPs for Membership Enrollment, outlining the Chapter membership standings as at 11 January 1973, and PROVIDED members with the National Office's 48-month consolidated report on membership billings, lapses, renewal percentages, new members, and net monthly membership gains or losses.

(B) **CW4 DR Joyce**, Chairman, BRIEFED the Board members on his 23 Feb 1973 proposal to recruit sub-

#### **WHO PAYS THE BILLS?**

Make no mistake about it — the advertisers in **ARMY AVIATION** pay a lion's share of your publication and distribution bills! It goes without saying that the greater the ad revenues **ARMY AVIATION** receives, the larger and more comprehensive are the issues you receive!

Carrying their ad messages to you during April 72-March 73 were the following 16 full-page advertisers: Bell Helicopter (16 pages), Lycoming (12), Sikorsky Aircraft (9), Boeing Vertol (6), Beech (5), Hughes Helicopters (5), Northrup (4½), Computing Devices (4), Teledyne Ryan (3), GE (2), Grumman (2), Lockheed (2), Antekna (1), Collins (1), Driclad (1), Embry-Riddle (1), and Hoffman Electronics (1).

stantial members; CALLED for an all-out drive to recruit the many thousands of enlisted professionals in AAAA; and SOLICITED Board approval of Items 1 through 6 of his proposal. The Board APPROVED Items 1 through 3 of the 23 Feb 73 proposal.

(4) The President SUGGESTED that a sustaining article/column on enlisted affairs/activities be incorporated in the monthly magazine, and CALLED ON the appropriate official agencies to lend the AAAA editorial support in this area; the motion of **COL RA Filby** calling for official AAAA encouragement of enlisted membership in all ass'n activities was approved.

(5) The Board APPROVED the policy of the National Office encouraging the Chapter activities to conduct their meetings on a "Members only" basis.

#### **p. PUBLICATIONS COMMITTEE**

(1) **DR Luce**, Chairman, INDICATED that his committee had worked hard to obtain additional advertising support for the Ass'n-endorsed magazine since the inception of the committee; that overall results had been disappointing despite the effort of the magazine staff and the committee to point out the advertising effectiveness of the magazine among senior officer readers; and CONCLUDED that the committee could best serve the ass'n by forwarding leads to the publisher, rather than making direct solicitations for ad support. The Chairman SUGGESTED that **JL Marinelli** and **WR Tuck** be added to his committee, and that he work with the latter regarding the development of "leads" attending the 1973 APBI.

(2) The Chairman SUBMITTED the advertising revenue report for the April 1972-March 1973 Ass'n fiscal year, indicating that the total ad support fell eleven full page ads short of the contract advertising base; the President INDICATED that an Executive Committee (see Item 5e) HAD REVIEWED a similar report as projected in Jan 1973 and that



**The United States Army has  
than any other orga  
It knows wh**



**The Lockheed AAH ca  
And provide fu**

Lockheed-California Company, Burbank, California

**more helicopter experience  
nization in the world.  
at it needs.**



**h fill the Army's needs.  
ture capability.**

A Division of Lockheed Aircraft Corporation.

the Committee HAD RECOMMENDED that the AAAA-Publications contract be extended through the April 1973-March 1974 fiscal year without change, and that the Fiscal Committee review the advertising situation again in Nov-Dec 1973; the Executive Vice President INDICATED that the outlook for a substantial increase in ad support in the future was bleak, and that the Ass'n receipt-disbursement outlook could be brightened by maintaining the 1973 ad support level and increasing overall Ass'n membership revenues by 15 or more per cent.

(3) The Board DISCUSSED the many possible reasons for the minimal advertising placed in the Ass'n-endorsed magazine with various industry members regarding the advertising as a charitable donation, and others considering it as one of many effective marketing tools; the Executive Vice President COMMENTED on the absence of many former 1962-1968 advertisers from the Army Aviation scene (DeHavilland, Kaman, Cessna, ARC, Hiller, etc.) the rollback of many regular "two page spread" advertisers in the '60's to periodic or infrequent single page insertions, and the diversion of reduced advertising and sales promotion dollars for increased convention exhibits, travel expenses, convention expenditures, and national media ad space.

(3) **CJ Kalista** COMMENTED on the mid-month distribution schedule pursued by the magazine and INDICATED that this worked to the disadvantage of many advertisers; **AH Kesten** INDICATED that he was aware of this problem, that it was an internal production matter that may be solved by the recent employment of a part-time editor, and that he hoped to be on a "first of the month" schedule by late Spring.

#### THE NUMBERS GAME!

The total membership of many of AAAA's 45 Chapter activities underwent considerable change during the Jan 72-Jan 73 calendar year just ended.

The Association's "Avis", the Washington, D.C. Chapter, became No. 1 with 867 affiliated members, replacing the Army Aviation Center Chapter with 821. Sharp membership increases were experienced by the Fl. Bragg Chapter (from 17th place in Jan 72 to 7th place in Jan 73), the Air Cavalry (Fl. Knox) Chapter (from 24th place to 8th place), and the Fl. Wolters Chapter (from 18th place to 11th place). Sharp membership drops were in evidence at the Richard H. Blitter (Corpus Christi) Chapter (5th to 14th place), the Coastal Empire (Hunter-Stewart) Chapter (from 7th to 17th place), and the Monterey Bay (Fl. Ord) Chapter (from 11th to 22nd place).

(4) **AH Kesten** BRIEFED the members on the magazine's receipt of requests for support from O-6s on the "No Fly-No Pay" issue, the magazine's direct letter to 1,550+ majors through general officers on the 5 Feb 73 status of a DA proposal on the senior officer flight pay issue, the publication of **BG WJ Maddox's** pertinent remarks on the DOD survey of some 18,000 persons, and the direct mailing (individual letter and Feb 73 issue of **ARMY AVIATION**) sent to the 136 Senators and Congressmen serving on the Senate and House Armed Services and Appropriations Committees.

(5) Regarding editorial material, **LTC CR Jones**, NGB, INDICATED that with the completion of the reorganization of the aviation elements within the NGB, he'd have additional time to prepare and submit monthly articles on ARNG aviation matters, and anticipated that these columns would stimulate membership within the Army National Guard; **AH Kesten** REPORTED that he'd contacted **COL TA Crozier**, Chief of the Aviation Warrant Officer Branch, regarding sustaining material on AWO matters, and that the latter would endeavor to provide regular material for publication.

#### r. RESERVE COMPONENTS COMMITTEE

(1) Reporting for **COL JW Marr**, Chairman, **AH Kesten** INDICATED that the Committee had not met due to the retirement, recall to AD, and heavy involvement of the chairman in pay study matters; **MG FS Greenleaf** again SUPPORTED the concept of ARNG-USAR Fly-In meetings at appropriate active Army installations wherein the local AAAA Chapter would support the exercise administratively and socially, whereas the active Army facility would be responsible for a program of professional activities, tours, etc. tied to the Fly-In; the Executive Vice President RESPONDED that the National Office could support the program fully by providing both Reserve Component and AAAA Chapter promotional publicity; **BG JB Starker**, Ft. Hood Chapter President, on behalf of **LTG G. P. Seneff, Jr.**, Commander of Fort Hood, EXTENDED an invitation to all Army Area Reserve Component personnel to visit Fort Hood on the initial Fly-In, and asked for sufficient lead time to develop a worthwhile professional and social program tied to the Fly-In; **MAJ RM Turner, Jr.**, SUGGESTED that similar Fly-Ins for Reserve Component personnel be held in all Army Areas, pending the conduct of the initial gathering at Ft. Hood; the President REQUESTED the Committee Chairman to maintain close liaison with **BG Starker** on this '73 activity.

(2) Regarding the conduct of an ARNG Safety Conference held in conjunction with the 1973 AAAA National Convention at the Shoreham Hotel, Washington, D.C., 16-19 October, **MG FS Greenleaf** INDICATED that plans were underway to conduct such a conference, but that the funding decision had not as yet been made; **MG JA Smith** SUGGESTED the possibility of expanding the Reserve Components Program during the '73 National Convention, and to rewrite the criteria to enable more key Reserve Component aviation personnel to attend both their



component programming and the AAAA professional programming; **MG Greenlief** INDICATED that he favored such expanded programming if funds permit.

#### s. SCHOLARSHIP FOUNDATION

(1) Reporting for **B Wilson**, Foundation President, **AH Kesten** INDICATED that some \$4,500.00 in Foundation funds would be made available for 1973 scholarship awards, and that the Awards Committee would meet in Washington, D.C., during 9-10 March to review the 105+ applications received.

(2) Additional Foundation item is covered under 5a. (3).

#### ■ 6. OLD BUSINESS

a. "Cancellation of the 1973 USAREUR Regional Convention." Covered under Item 5i. (1).

b. "1973 Co-Sponsored Advanced Planning Briefing for Industry (APBI)." **COL JC Geary** REPORTED that a recent DOD Directive prohibited a civilian agency from using its relationship with government agencies to further its own objectives, and that henceforth, various associations would no longer be able to serve as co-sponsors of military activities. The President INDICATED that he had extended luncheon invitations to **MG FA Hinrichs**, AVSCOM Commander, and **BG SG Cockerham**, Deputy Commander, and that both would join the Board at the Stadium Club for luncheon later that day, and would also attend the open house, pay-as-you-go reception in the AAAA suite the next night. The Board members REVIEWED the 1973 APBI programming summary as provided.

#### ■ 7. NEW BUSINESS

a. "AAAA participation in the selection of the 1972 recipient of the Robert J. Collier Trophy presented by the NAA." The President INDICATED that in his absence **AH Kesten** would represent the Association at the 21 March 1973 selection meeting in Washington; **COL DH Jersey** REPORTED that **MG GW Putnam, Jr.**, would represent the U.S. Army, and **BG WJ Maddox, Jr.** would represent U.S. Army Aviation at the meeting, and that the Army would not nominate a candidate this year.

b. "AAAA Excursion to the 1973 Paris Air Show." **AH Kesten** REPORTED that 12-15 persons had expressed an interest in the group flight, that a majority had made the necessary room deposits, that air fares were still in a state of flux but that Pan American had assured the group of a competitive, equivalent fare, and that arrangements were being made for the group to visit Middle Wallop, the British Army Aviation Center, during the course of their United Kingdom tour.

c. "Bulk purchase of National AERONautics, NAA's quarterly publication, by the Ass'n." The President REQUESTED that the National Office provide NAA with a name and address list of the full Nat'l Board and have NAA mail each Board member a sample copy of "National AERONautics" prior to any formal discussion of a group purchase.

#### ■ 8. SITE AND DATE

a. The Board REVIEWED and ACCEPTED the detailed report submitted by an ad hoc "Site and Date



**FIRST SALE** — **COL Harold T. Smith**, Aviation Center Chapter President, sells the first ticket to the AAAA's Annual Dinner Meeting to **MG Allen M. Burdett, Jr.** (left), post commander. Newly-elected AAAA officers were installed at the March 26 function at which **COL Leslie Gilbert** of Hq, AMC, was the evening's guest speaker.

Committee" composed of **JW Hopkins**, Chairman; **WR Tuck** and **DF Luce**, members — a report that studied the convention policies and practices of eight national associations (AUSA, AFA, NDTA, Navy League, AOA, Amer. Soc. of Mil. Engineers, Amer. Soc. for Quality Control, and the Amer. Soc. of Ass'n Execs) and summarized as follows:

(1) **Conclusions:** Holding the AAAA Convention in Washington, D.C. should be the normal practice; there is some merit in a change of scene to hold the AAAA Convention out of Washington. However, AAAA has never actually tried it."

(2) **Recommendations:** "That a committee be appointed to select a year and a place for a convention in a place other than Washington, D.C.; that the membership be polled to determine its preference for Washington or the alternate site selected for the time indicated.

b. The Board APPROVED the selection of San Antonio, Texas, as the site for its 21-23 June 1973 business meeting; the President ASKED **COL J Dibrell** to select an appropriate hotel for meeting room/social activities, and to coordinate the full 2½ day program with **AH Kesten** at the earliest possible date.

c. **AH Kesten** REPORTED that **LTC WA Middleton (Ret.)**, Secretary of the Embry-Riddle Chapter in Daytona Beach, Fla., had extended an informal invitation to the National Office to have the National Board conduct its 1974 (Feb-Mar) meeting in the Daytona Beach area, and that **COL MH Mierswa**, Commander of the U.S. Army Training Device Agency, Naval Training Equipment Center, Orlando, Fla. would also like the Board to view this Army facility; **AH Kesten** INDICATED that early reservations on the Washington, D.C.-Sanford, Fla. "Car Train" could be made as soon as a firm meeting date was known and would poll the D.C./Va./Pa./Conn. Board members on "Car Train" interest; the President DIRECTED **AH Kesten** to coordinate with **WA Middleton** at the earliest opportunity, and to firm plans for a late Feb-early March 1974 meeting in the Central Florida area.

#### ■ 9. ADJOURNMENT

# Q.

Why do almost four thousand Army Aviators protect their flight pay with AAAA-endorsed flight pay insurance policies?

# A.

They recognize that an accident or illness can ground them for an extended period, and that during the course of their careers in aviation, the chances are that they will be grounded once for physical reasons. They're willing to pay 2½% of their annual flight pay as a premium to protect the remaining 97½%!

Each month, a certain number of uninsured Army Aviators forfeit their flight pay needlessly . . . Profit by their experience!



## LADD AGENCY, INC.

1 CRESTWOOD ROAD WESTPORT, CONN.

Gentlemen:

Please forward me the pertinent details of the AAAA-endorsed flight pay insurance coverage.

- I am on flying status with a U.S. Army unit.       I am an AAAA member.  
 I am a student pilot undergoing Army flight training.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

MY DATE OF BIRTH IS \_\_\_\_\_

# AAAA Activities

## AAAA National and Chapter Meetings during Feb.-Apr., 1973

**Air Cavalry Chapter** (Ft. Knox). Professional luncheon meeting. **Thomas J. Coyle**, Hughes Aircraft Co., Airborne TOW presentation. 28 February.

**Ft. Leavenworth Area Chapter**. Professional meeting (afternoon). **Ralph P. Alex**, Sikorsky Aircraft Div., UTTAS presentation. 6 March.

**Monterey Bay Chapter** (Ft. Ord). Professional dinner meeting. **Ron Ressler** and **John Kerr**, Hughes Tool Company, guest speakers. 9 March.

**Golden Gate Chapter** (San Francisco). Spring Caucus Party and Dance. 10 March. Chapter election meeting. 12 March.

**Mount Rainier Chapter** (Ft. Lewis). General Membership meeting. 14 March.

**Connecticut Chapter**. Professional dinner meeting. **BG Eugene M. Lynch**, ODDR&E, guest speaker. 15 March.

**Grand Canyon Chapter** (Ft. Huachuca). Professional luncheon meeting and chapter elections. 15 March.

**Southern California Chapter** (Los Angeles). Professional dinner meeting. **BG Leo D. Turner**, Hq, AVSCOM, UTTAS presentation. 15 March.

**Monmouth Chapter**. Professional dinner meeting. **BG Eugene M. Lynch**, ODDR&E, guest speaker. 16 March.

**Richard H. Bitter Chapter** (Corpus Christi). Social. 16 March.



**BG William J. Maddox, Jr.**, Director of Army Aviation, OACSFOR, DA, is shown addressing Quad-A members and their ladies at a recent dinner meeting held by the TENNKY (Ft. Campbell) Chapter. Discussing the past ten years of air mobility, he commented that actions taken at Ft. Campbell would have a definite bearing on the future of Army Aviation.



## General Oden to head new company in Iran

**Major General Delk M. Oden, USA (Ret.)**, AAAA National President, has assumed the office of President of Bell Helicopter International, Inc., with offices in Teheran, Iran. The new company is expected to handle many of the training and logistic responsibilities associated with the recent sale of 489 Bell modified AH-1Js and 16-place Model 214As to the Imperial Iranian forces. He departed on April 1, and is expected to remain in Iran for three years. General Oden will continue in office as Quad-A National President through the 1973 National Convention, and plans to attend the latter function in Washington, D.C. this coming October.

**Fort Riley Chapter**. Business meeting (afternoon). 21 March.

**Fort Bragg Chapter**. Professional meeting (after dinner). **John H. McMinn**, Boeing Vertol Co., UTTAS presentation. Installation of chapter officers. 22 March.

**Mississippi Valley Chapter** (Davenport, Iowa). Professional dinner meeting. Chapter elections. Bell Helicopter film. 24 March.

**USAAVNC Chapter** (Ft. Rucker). Professional dinner meeting. **COL William E. Crouch, Jr.**, Chief of Air Mobility, OADR-DA, guest speaker. 26 March.

**Pikes Peak Chapter** (Ft. Carson). Professional Luncheon meeting. **Arthur H. Kesten**, Executive Vice President, AAAA, guest speaker. 26 March.

**Air Cavalry Chapter** (Ft. Knox). Professional luncheon meeting. **Paul Domanovsky**, Vought Helicopter, Inc., Product presentation. 28 March.

**Mount Rainier Chapter** (Ft. Lewis). General Membership meeting. 28 March.

**Aloha Chapter of Hawaii**. Professional luncheon meeting. Chapter elections. 29 March.

**Latin American Chapter** (Canal Zone). Election business meeting (afternoon). Ballot count and installation of new officers. 30 March.

**Rhine Valley Chapter** (Heidelberg, Germany). Professional dinner meeting. **LTC Bob Gay**, USMC, Ret., guest speaker. 30 March.

**Morning Calm Chapter** (Korea). Welcome party for the 213th ASH Co. 31 March.



# AAAA Activities

**Tausus (Germany) Chapter.** Professional dinner meeting. Election of officers. 4 April.

**Norman, Oklahoma Area.** Chapter Activation meeting. 7 April.

**Fort Hood Chapter.** Election business meeting (afternoon). Ballot count and installation of new officers. 10 April.

**Lindbergh (St. Louis) Chapter.** General membership mail balloting for 1973-1975 Chapter officers. Installation of new officers to be conducted at a later membership meeting. Ballots due on 10 April.

**Monmouth Chapter.** General membership business luncheon. Nomination and election of Chapter officers. Gibbs Hall. 1200-1330 hours. Tuesday, 10 April.

**Fort Benning Chapter.** After dinner professional meeting. Mr. Chuck Brown, Columbus ATC facility, guest speaker. Installation of new Chapter officers for 1973-1975. Members only. 1900 hours. Ft. Benning Country Club. 12 April.

**Washington D.C. Chapter.** Professional luncheon meeting. MG William J. Maddox, Jr., Director of



Shown following a recent professional dinner meeting of AAAA's Ft. Wolters Chapter are, l-r, LTC Clynne Jones, Chapter President; Ralph Alex, Chief, R&D Marketing at Sikorsky Aircraft, the evening's guest speaker; COL Howard M. Moore, Wolters commander; and Wayne Schwalm, Southern Airways general manager whose Flight Dept. was 100% Quad-A as indicated in the banner in the photo.

## CATEGORIES OF AAAA MEMBERSHIP (Totals as at 31 March 1973)

Military membership .....	10,283
Non-military membership .....	987
Total AAAA membership .....	11,270

## MILITARY MEMBERSHIP (91.2% of total)

Rank or Grade	U.S.		Ret.	Total
	Army	ARNG- USAR		
GEN .....	0	0	4	4
LTG .....	10	0	3	13
MG .....	26	0	9	35
BG .....	18	4	9	31
COL .....	282	13	121	416
LTC .....	1,332	29	353	1,714
MAJ .....	1,244	73	90	1,407
CPT .....	2,204	124	12	2,340
LT .....	392	37	0	429
CWO .....	1,719	157	76	1,954
WO-WOC .....	740	27	2	769
ENL .....	364	28	11	403
DAC .....	770	0	0	770
Totals .....	9,101	492	690	10,283

## NON-MILITARY MEMBERSHIP (9.8% of total)

Aviation industry .....	702
Misc. (Honorary, other svcs, widows, etc.) .....	285
Total .....	987

Army Aviation, guest speaker. Ft. Myer OOM, 1115-1330 hours. 13 April.

**Alamo Chapter.** AAAA Spring Picnic. Members only. Finger Lickin' Barbeque; Bell Jet Ranger rides for wives and children of AAAA members. 1230-1700 hours. Kelly Army Heliport. Saturday, 14 April.

**David E. Condon Chapter (Ft. Eustis, Va.)** Professional luncheon and business meeting. COL William L. McKeown, Director, Eustis Directorate, USAMRDL. Election-installation of 1973-1975 Chapter officers. Members only. 1130-1300 hours. FEO-OM. Tuesday, 24 April.

**Delaware Valley Chapter (Philadelphia, Pa.)** Family Cultural Gathering at Philadelphia Museum of Art, 26th Street & Benjamin Franklin Parkway. Conducted tour of the Masters. 2-4 p.m., Saturday, 5 May.

**National Executive Board.** General business meetings; briefings, tour of Fifth U.S. Army and Hq, Health Services Command, St. Anthony Hotel, San Antonio, Texas. 21-23 June.

**Alamo Chapter.** Dinner Party in conjunction with visit of AAAA's National Executive Board to the Chapter area. 1830-2100 hours. Ft. Sam Houston NCO Club. Friday, 22 June.

**National Awards Committee.** Business meeting. Selection of 1972-1973 AAAA National Award winners. Shoreham Hotel. 17-18 August.

**1973 AAAA National Convention.** AAAA Workshops, followed by visit to AUSA Exhibits on 17 October; professional programming, membership luncheon, President's Reception, 18 October; professional programming, 1973 AAAA Honors Luncheon, 19 October. Shoreham Hotel, Washington, D.C.

**If you want  
to buy low-cost  
supplemental  
health insurance  
that returns extra  
cash even while in  
a gov't hospital,  
what's the best  
way to buy it?**

# Buy it through a reputable group plan at low group rates. UNICARE is the group plan.

## ■ What is UNICARE?

UNICARE is a comprehensive group plan of supplemental in-hospital insurance, the daily rate of which is intended to meet the many unanticipated "leftover" costs NOT met by a person's existing hospitalization plans.

## ■ Who is eligible?

UNICARE coverage is provided to all readers of ARMY AVIATION MAGAZINE and to the members of their families through the "UNICARE Insurance Trust," the insured group and the holder of the master policy representing all readers of ARMY AVIATION MAGAZINE.

## ■ Who underwrites UNICARE?

The plan is underwritten by the Charter National Life Insurance Company of St. Louis, Mo., a firm that has the coveted endorsement of the A. M. Best Company, the most impartial, highly respected insurance statistical and reporting organization in the U.S.

Charter National ranks in the top 15% of all life insurance firms in the country, having over \$600 million in assets. Specializing in group coverage, Charter National Life underwrites a wide variety of insurance programs for many fraternal, professional, and veterans organizations.

## ■ Who administers UNICARE?

UNICARE sales, policy issuance, and renewals are administered by the Kesten Agency of Westport, Conn., a six-member insurance agency licensed by the State of Connecticut. Its principals are a Cornell '44 husband and wife team, Arthur and Dorothy Kesten, who sell and administer a plan of military flight pay insurance.

Since 1957, the Kesten Agency has serviced two group health programs averaging more than 4,500 insureds during the 16-year span, while returning in excess of \$1.3 million to the program's 700+ claimants.

## UNICARE pays the "leftover" bills!

The plain fact is that as people leave hospitals today they are greeted by bills for "leftover" costs tied to their hospital stay, none of which are met by their existing "full coverage" plans (Blue Cross, C.M.S., etc.)

For starters, there may be bills for extra travel costs by family members; additional expenses for a housekeeper and babysitter; diets, medicines and/or special equipment; and hospital, doctor and nurses' bills NOT covered by existing insurance, as well as the possible loss of salary with on-going household costs.

That's why many people have now turned to low-cost supplemental insurance, and why many more insurance companies are making this type of coverage available.

UNICARE is such a plan . . . Its benefit provisions — all of which are described on the following pages in plain language that's not obscure — are most liberal, and equal or exceed the benefits now offered by many other plans . . .

UNICARE's premiums costs are exceptionally low because its promotional and administrative costs are low. Your premium isn't inflated by major marketing expenditures! You'll read about UNICARE in the ARMY AVIATION MAGAZINE and that's it!

Few offer our cancer benefit, for example — many have a "waiting period" that precludes payment for the first 3 to 5 days of one's hospitalization.

Cost comparison? . . . After you

compare UNICARE's benefits with other supplemental plans, check its benefit-premium ratio, that is, the \$33.33 daily benefit divided by the UNICARE premium you'd pay, and we know you'll find UNICARE to be an exceptional buy.

Review UNICARE's "Full Data" and "Money-Back" Guarantees . . . Satisfy yourself the coverage is everything we've said that it is — a sound and inexpensive plan of supplemental in-hospital insurance. One that will cover the many unanticipated expenses you'll incur when hospitalized, costs that are not covered by your present hospital insurance.

If you're interested in this low-cost coverage, act quickly for the 90-day enrollment period ends on December 1 . . .



# Here's the UNICARE® fine print

## The benefits, exclusions, full data!

### WHAT UNICARE PROVIDES

**1** YOU MAY RECEIVE TAX-FREE CASH INCOME FOR UP TO ONE FULL YEAR OF HOSPITALIZATION — AS MUCH AS \$12,165.45 PER CONFINEMENT. The UNICARE Plan will pay you \$233.31 a week (\$33.33 a day) for as long as one full year of hospitalization. These benefits would begin on the FIRST day of hospitalization — there is NO WAITING PERIOD.

**2** YOU ARE COVERED FOR PRE-EXISTING CONDITIONS, i.e., illnesses or injuries which are in existence before your coverage takes effect provided you enroll in the UNICARE Plan on or before Dec. 1, 1972, and the UNICARE Plan reaches an enrollment of at least 250 members by that date.

**3** THERE IS NO LIMIT TO THE NUMBER OF TIMES YOU MAY RECEIVE THE MAXIMUM BENEFIT FOR UNRELATED ILLNESSES. If you're hospitalized for a full year, you'll receive the \$12,165.45 full year benefits. If you're hospitalized again for an unrelated condition, you'd continue to receive benefits for the length of that second hospitalization... up to one full year.

**4** THE UNICARE PLAN PROVIDES A SPECIAL CANCER BENEFIT. You would receive DOUBLE your daily \$33.33 benefit (or \$66.66 a day) for up to one full year if you are hospitalized as a result of cancer, to include Leukemia, Lymphoma, Hodgkin's Disease, mixed tumors and surgery or other treatment resulting from carcinoma-in-situ.

**5** BENEFITS ARE PAID DIRECTLY TO YOU. UNICARE checks are sent directly to you — not to any middleman, or doctor or hospital, unless you specifically request otherwise. This is money for you to use as you wish.

**6** THE UNICARE PLAN PAYS YOU IN ADDITION TO ANY OTHER INSUR-

ANCE COVERAGE YOU MIGHT HAVE WITH OTHER COMPANIES. Because the benefits under this group plan are pre-set at \$233.31 per week — and guaranteed at that level — deductions are never made because of any other insurance coverage that you might have.

**7** YOU MAY TAILOR THE UNICARE PLAN TO YOUR FAMILY NEEDS. Under this group plan you may elect to provide coverage for yourself, or your wife, or your children, or any combination thereof. If covered, your wife would receive the same full benefits of \$233.31 a week.

**8** ALL OF YOUR CHILDREN MAY BE COVERED UNDER THE UNICARE PLAN BY THE PAYMENT OF ONE "CHILDREN'S PREMIUM." Our low rate of \$8.02 quarterly (or \$30.88 annually) covers ALL of your dependent, unmarried children between the ages of 14 days and 21 years (23 years if attending school). This is NOT \$8.02 quarterly per child — it is \$8.02 quarterly for all of your children, no matter how many you now have or how many you may have in the future. The children's benefit is one-half the adult benefit — or \$116.65 per week.

**9** NO PHYSICAL EXAMINATION IS REQUIRED, AND THERE ARE NO HEALTH QUESTIONS TO ANSWER IN APPLYING FOR COVERAGE UNDER UNICARE... YOU ARE ABSOLUTELY GUARANTEED ACCEPTANCE. As long as you are over 18, you are guaranteed acceptance in this group insurance plan, regardless of health condition. Additionally, the coverage may NOT be cancelled due to age or health condition... and when you reach and pass age 65, you may continue your coverage with a plan designed to supplement Medicare.

**10** UNICARE PREMIUMS ARE LOW BECAUSE SALES AND ADMINISTRATIVE COSTS ARE LOW. A modest (but intensive) advertising campaign in a few service publications is the sole "marketing expense." There are no TV ads, celebrity endorsements, or nationwide full page newspaper ads tied to UNICARE; the promotional savings are reflected in lower premiums and in-

creased benefits. Then, too, the costs of all processing, paperwork, and administrative details will be handled by the small, efficient six-member Kesten Agency.

**11** YOUR COVERAGE UNDER THE UNICARE PLAN IS GUARANTEED.

As long as the group policy issued to the UNICARE Insurance Trust remains in force and you continue to pay the premiums when due or within the 31-day grace period, your UNICARE protection is guaranteed. Furthermore, your premium schedule CANNOT be increased unless it is similarly increased for everyone else in the same class of insureds under the group policy. You can cancel your insurance at any time by simply not paying your next premium.

**12** UNICARE IS OFFERED UNDER A MONEY-BACK GUARANTEE. We want you to be completely satisfied with this coverage. On receiving your certificate, you'll have 15 days to review it in the privacy of your home and consult with your lawyer, advisor, or insurance counselor. If you aren't completely satisfied, you may return the certificate for a FULL PREMIUM REFUND.

### WHAT UNICARE DOES NOT PROVIDE

**1** Pre-existing conditions, that is, illnesses or injuries which are in existence before the coverage takes effect, are not covered until your insurance has been in effect for two years, or after one year if you receive no medical attention for that disability.

**2** No benefits are payable under the UNICARE Plan for loss resulting from: suicide; pregnancy, childbirth, miscarriage or complications resulting therefrom; war, or an act of war, whether the war is declared or not; intentional self-inflicted injury; dental surgery or treatment except for the repair of injury to sound teeth; an insured being under the influence of a narcotic, unless administered at the advice of a physician; and confinement for nervous or mental disease or disorder, except while confined in a general hospital not specializing in the treatment of such disease or disorder.

UNICARE is underwritten by the Charter National Life Insurance Company of St. Louis, Mo., and UNICARE sales, policy issuance, renewals, and claims are administered by the Kesten Agency, Westport, Conn. Its principals are Arthur and Dorothy Kesten.



**I**N early February, the Publisher directed an individual letter to each of the 138 members of Congress serving on the Armed Services Committee and Appropriations Committee in the Senate and in the House.

The correspondence included a copy of the February, 1973 issue of ARMY AVIATION carrying

the "No Fly-No Pay" article by BG William J. Maddox, Director of Army Aviation, and an open letter submitted by five senior officers relative to the termination of flight pay for all O-6s and above on May 31.

The initial replies to this correspondence are reproduced below:

---

# Senior Officer Flight Pay

---

Mr. Arthur H. Kesten, Publisher  
"Army Aviation Magazine"  
1 Crestwood Road  
Westport, Connecticut 06880

Dear Mr. Kesten:

Thank you for sending me the copy of "Army Aviation" with the comments on flight pay.

I appreciate having this expression of your views.

Sincerely,  
Samuel S. Stratton  
Member of Congress  
29th District, New York

\* \* \*

Dear Mr. Kesten:

I certainly want to do what I can to alleviate the hardship that's going to result from the application of Section 715 of the '73 Appropriations Act. I don't think it's fair to have a man become accustomed to receiving a certain pay and then because he reaches an age past which someone has decided he can't fly that money is denied him.

I am sure this will be taken up at the Armed Services Committee and I'll certainly put my oar in.

Sincerely,  
Barry Goldwater  
United States Senator  
Arizona

\* \* \*

Dear Mr. Kesten:

Thank you for your letter concerning flight pay for military aviators.

I am quite familiar with the action of the Congressional Appropriations Committees regarding military flight pay. Since the Congress is waiting for a report from the Dept. of Defense, I believe it would be best to withhold any comment until I have had an opportunity to review that report.

I appreciate receiving a copy of "Army Aviation" and also your invitation to contribute to your publication.

Sincerely,  
Peter H. Dominick  
United States Senator  
Colorado

Dear Mr. Kesten:

Like you, I am deeply concerned about the retention in our armed services of men with professional skills and valuable experience. Your offer to carry my views on the impact of Section 715 of the 1973 Appropriations Act to your readers is greatly appreciated.

However, as a freshman Member of the House and a new member of the Armed Services Committee, I intend to defer public statements on this issue until I have had the opportunity to make a detailed evaluation of the situation.

Sincerely yours,  
Marjorie S. Holt  
Member of Congress  
4th District, Maryland

\* \* \*

Dear Mr. Kesten:

I appreciate your bringing this matter to my attention. I will certainly have to give these proposals more study before I could comment on them.

The problem of manpower costs in the armed forces is one that the Congress will give a great deal of attention during this session of Congress, and the question of flight pay is one of the many issues that will come under scrutiny.

Again, thank you for taking the time to write.

Sincerely,  
Thomas F. Eagleton  
United States Senator  
Missouri

\* \* \*

Dear Mr. Kesten:

Thank you for your letter of February 12, and for enclosing the February issue of "Army Aviation."

I share your concern with retention problems of highly skilled personnel in the all-volunteer force. As a newly appointed member of the Senate Appropriations Committee, I will be studying the issue closely.

Again, I appreciate your interest in contacting me.

Sincerely,  
Richard S. Schweiker  
United States Senator  
Pennsylvania





Humphrys  
Choat  
Speiser  
Hartert

Snyder  
Frizzell  
Sherwood  
Walsh

Doser  
Basom  
Jarvis  
Bourne

Schneider  
Koebel  
Oakley  
Holloman

McCullough  
Parker  
Lanznar  
Hayes

# 1973 AAAA Scholarship Foundation Award Winners



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## \$1,000.00 AAAA MEMORIAL SCHOLARSHIP AWARD

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**William B. Bunker Memorial Scholarship to Mr. James G. Humphrys**, Enterprise High School, Enterprise, Al., son of COL and Mrs. James G. Humphrys, (Fort Rucker, Al.). Career Goal: Engineering.

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## \$500.00 AAAA MEMORIAL SCHOLARSHIP AWARD

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**Joseph E. McDonald, Jr. Memorial Scholarship to Mr. Richard W. Doser**, Amos Alonzo Stagg High School, Palos Hills, Il., son of MAJ and Mrs. Andrew J. Doser, Jr., (IL ARNG). Career Goal: Ceramic Engineering.

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## \$250.00 AAAA SCHOLARSHIP AWARDS

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**Mr. Thon A. Basom**, Larned High School, Larned, Ks., son of LTC Darrel W. Basom, (Fort Benning, Ga.), and Mrs. Darrel Basom, Larned, Ks. Career Goal: Medicine.

**Miss Sonia R. Jarvis**, Bowie Senior High School, Bowie, Md., daughter of LTC and Mrs. William Hamilton Jarvis, (ORDP, State Dept.). Career Goal: Law.

---

## \$250.00 AAAA MEMORIAL SCHOLARSHIP AWARDS

---

**James P. Ervin Memorial Scholarship to Miss Janet C. McCullough**, D. M. Therrell High School, Atlanta, Ga., daughter of CW4 and Mrs. James L. McCullough, (Fort McPherson, Ga.). Career Goal: Nursing.

**Wallace H. Martin Memorial Scholarship to Mr. Mark C. Choat**, Heidelberg American High School, Heidelberg, Germany, son of LTC and Mrs. Buddy Jack Choat, (HQ, USAREUR). Career Goal: Politics.

**Eric H. Petersen Memorial Scholarship to Miss Viveca D. Parker**, Langley High School, McLean, Va., daughter of MG (Ret.) and Mrs. David B. Parker, McLean, Va. Career Goal: Acting.

**Robert W. Taylor Memorial Scholarship to Miss Sharon L. Frizzell**, North Country Union High School, Newport, Vt., daughter of CPT (deceased) and Mrs. Marshall Ray Frizzell, Island Pond, Vt. Career Goal: Teaching.

---

## \$500.00 AAAA AWARD FOR INDIVIDUAL MERIT

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**Mr. Quay C. Snyder, Jr.**, Carlisle Senior High School, Carlisle, Pa., son of LTC and Mrs. Quay Carlton Snyder, (Carlisle Barracks, Pa.). Career Goal: Army Doctor of Medicine.



**HARD AT IT!** — Awards Committeemen pour over the '73 scholarship charts and workbooks during their 9-10 March two-session selection meeting in Washington, D.C. From left are CW4 Ron Garrison, CW4 Don Joyce, and BG "Bob" Leich, the Committee Chairman. The committee reviewed the records of some 108 applicants in making the '73 selections.

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## \$250.00 AAAA AWARD FOR INDIVIDUAL MERIT

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**Bert Kesten Memorial Award for Merit to Miss Susan M. Schneider**, Columbia High School, Columbia, Il., daughter of Mr. and Mrs. Maurice D. Schneider, (AVSCOM). Career Goal: Statistician.

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## \$125.00 AAAA AWARDS FOR INDIVIDUAL MERIT

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**Barry M. Godfrey Memorial Award for Merit to Mr. Richard A. Hartert, Jr.**, Denbigh High School, Newport News, Va., son of LTC and Mrs. Richard A. Hartert, (Fort Eustis, Va.). Career Goal: Doctor of Medicine.

**John J. Miller Memorial Award for Merit to Miss Mary M. Oakley**, Denbigh High School, Newport News, Va., daughter of LTC and Mrs. Howard Hughes Oakley, (Fort Monroe, Va.). Career Goal: Nursing.

**William J. Sutton Memorial Award for Merit to Miss Cynthia A. Bourne**, George C. Marshall High School, Falls Church, Va., daughter of LTC and Mrs. Harold O. Bourne, (OACSFOR, DA). Career Goal: Engineering.

**Joel R. Graft Memorial Award for Merit to Miss Cherrlyn J. Sherwood**, Denbigh High School, Newport News, Va., daughter of CW4 and Mrs. Wallace L. Sherwood, (Fort Eustis, Va.). Career Goal: Medicine.



**J. Elmore Swenson Memorial Award for Merit** to **Mr. Robert R. Holloman**, Annandale High School, Annandale, Va., son of COL and Mrs. Robert A. Holloman III, (OASD, DA). Career Goal: Marketing.

**\$125.00 AAAA AWARDS FOR INDIVIDUAL MERIT**

**Miss Mary F. Koebel**, St. Thomas the Aquinas High School, Florissant, Mo., daughter of Mrs. Helen Marie Koebel, (AVSCOM). Career Goal: Teaching.

**Mr. Howard S. Lanznar**, Clayton High School, Clayton, Mo., son of Mr. and Mrs. Martin L. Lanznar, (AVSCOM). Career Goal: Law.

**Mr. James C. Speiser**, Afton Senior High School, Afton, Mo., son of Mr. and Mrs. Carl H. Speiser, (AVSCOM). Career Goal: Doctor of Medicine.

**Miss Linda M. Hayes**, Eisenhower Senior High School, Lawton, Ok., daughter of CW4 and Mrs. Patrick H. Hayes, (Fort Sill, Ok.). Career Goal: Teaching.

**Miss Cheryl A. Walsh**, Hazelwood Senior High School, Florissant, Mo., daughter of LTC and Mrs.

Eugene R. Walsh, (AVSCOM). Career Goal: Foreign Relations.

1973 APPLICATIONS RECEIVED			
Rank of Father	No. of Applicants	Pct. of Winners	No. of Winners
MG .....	1	0	0.0
COL .....	15	2	13.3
LTC .....	54	8	14.8
MAJ .....	4	1	25.0
CPT .....	1	0	0.0
CWO .....	6	3	50.0
Enl. ....	0	0	0.0
DAC .....	8	4	50.0
Civ* .....	3	0	0.0
Ret. ....	7	1	14.2
Dec. # .....	3	1	33.3
<b>Totals</b> .....	<b>102</b>	<b>20</b>	<b>100.0</b>

\*Non-military; #Deceased father.

## A closer look at AAAA's scholarship awards

IN FEBRUARY, the AAAA Scholarship Foundation implemented a major policy change in its awards, establishing clear cut guidelines for the provision of scholarship aid (based on need) and achievement awards (based on merit). At the same time, it directed the selection agency, AAAA's National Awards Committee, to make its 1973 selections on the basis of the new guidelines.

A 1963-1973 COMPILATION of the ranks of those AAAA members whose children have won cash awards over the 11-year period appears below, and ties quite closely to the general rank apportionment within the AAAA total membership, except for the

CWO category of membership, the children of whom have submitted few applications over the year (see 1973 table).

IN BEING ASKED to contribute to the AAAA Scholarship Fund, an AAAA member may now direct that his donation be provided to:

(1) a student who has indicated on his AAAA application form that he intends to apply for financial aid at college, (or is the son or daughter of a deceased member), to

(2) a student who, while not indicating a need for financial assistance, may qualify for a merit award solely on the basis of outstanding academic and personal achievement, or to

(3) the general scholarship fund of the Foundation to be employed for "need" scholarships or "merit" awards as the Foundation sees fit.

IN MAKING this policy change, the Foundation wishes to stress that both scholarships and merit awards have been, and will continue to be made available to all categories of membership. The donor is asked to consider that the preponderance of the applicants logically must be the college-age children of AAAA's senior members (LTCs, CW4s, GS-14s, etc.).

THE FAIRNESS of the AAAA Awards Committee's "blind" selection system (numbered files and heavily-censored documents from which all name/rank data has been eliminated) is known to many, and the Foundation intends to support this method of selection.

**11-YEAR ('63-'73) AWARDS**

Rank of Memb.	'63-'73 Cash Totals	'63-'73 Award Totals	'63-'73 Win %
GEN .....	0	0	0.0
COL .....	\$ 5,220	15	11.4
LTC .....	\$15,175	48	36.6
MAJ .....	\$ 3,800	10	7.6
CPT .....	\$ 100	1	0.8
CWO .....	\$ 1,650	6	4.5
Enl. ....	\$ 500	1	0.8
DAC .....	\$ 6,125	19	14.5
Civ* .....	\$ 1,050	5	3.8
Ret. ....	\$ 2,125	14	10.6
Dec # .....	\$ 3,550	12	9.1
<b>Totals</b> .....	<b>\$39,300</b>	<b>131</b>	<b>100.0</b>

\*Non-military; #Deceased



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FT. EUSTIS, VA — BG William J. Maddox, Director of Army Aviation OACSFOR, and COL Harry L. Jones, President of the David E. Condon Chapter of AAAA (both center), congratulate SP5 and Mrs. John T. Coffee (left) and SP6 and Mrs. Steven Olmstead (right). Coffee was February's outstanding aviation enlisted trainee at the Transportation School and Olmstead was the outstanding aviation maintenance soldier of the 355th Aviation Company.

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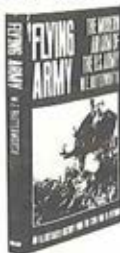
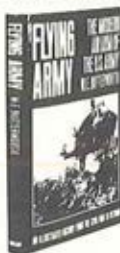
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**EXPERTS** — Cobra pilots of Company B, 82nd Aviation Battalion answer 82nd Airborne Division troop's questions about the capabilities of the aircraft. The static display of the three helicopters within the All American Division was part of recent airborne training conducted within the Division.

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**GREETINGS!** — The Honorable Robert F. Froehke, Secretary of the Army, chats with PVT Brent Burns (right), during a February inspection tour of the Bismark Barracks at Schwaebisch Gmeund, Germany.

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CONGRATULATIONS! — Receiving the Small Unit Aviation Safety Award from V Corps Chief of Staff, COL Kenneth D. Martel, are CW2 James Pringle (left), and CPT Emmett Hardee (center), both of the 130th Engineer Brigade Aviation Section.

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# Current Test

**A** new concept in crashworthy troop seats for Army helicopters — designed to minimize injuries in the event of aircraft accidents — was announced by officials of the U.S. Army Agency for Aviation Safety (USAAAVS).

The unique, energy-absorbing seats were designed and developed jointly by USAAAVS, the U.S. Army Aeromedical Research Laboratory (USAARL) at Ft. Rucker, and the U.S. Army Aviation Systems Command (USAAVSCOM), St. Louis.

Featuring a number of innovative "load-limiting" devices, the seats were designed to safely attenuate crash forces up to 48 "G's". A USAAAVS design team, headed by Joe Haley of the Systems Research and Technology Division, was responsible for design and development. Acting under a \$17,000 contract from USAARL, Northrop Worldwide Aviation Services con-

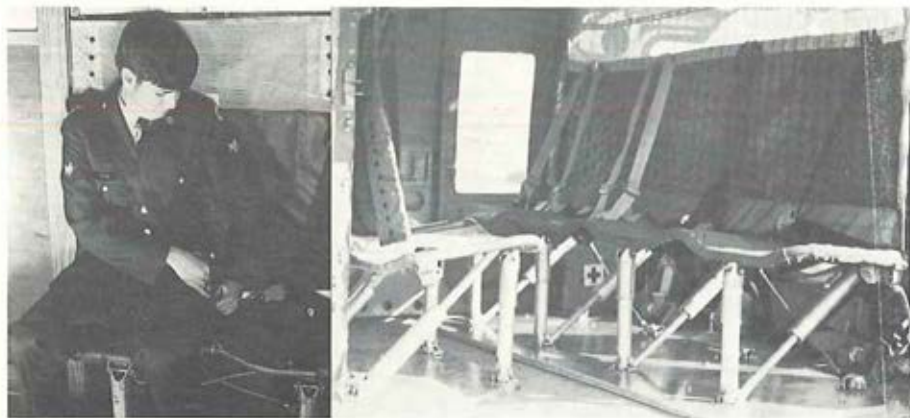
structed the seats at their Fort Rucker shops.

The USAAAVS design team focused their efforts on both forward and rearward-facing seats. Sideward-facing seats were ruled out early in the concept formulation stage due to the difficulty of providing adequate lateral restraint to seat occupants.

Physically, the new seats represent an innovative mix of specially designed, energy-absorbing devices and occupant restraints. The most noticeable departure from conventional design practice is that the seats are suspended from the aircraft ceiling by a series of stainless steel cables.

Other seat features include:

*Stainless Steel Wire Mesh Seat Pans* designed to deform under impact loading without providing an impulse rebound to



## Joint effort develops crashworthy seats

the seat occupant. SAE 4130 steel seat frames are dished slightly to provide a measure of lateral restraint.

**Restraint Harness.** A special combination of torso and lap belts, similar to the automotive variety, has been devised. The belt features a spring retractor which eliminates manual adjustment and permits easy, one-handed locking or unlocking.

**Overhead Storage.** The new seats are easily folded and secured to the ceiling of the aircraft, thus leaving the helicopter cabin deck uncluttered.

**"Inverted Tube" Aluminum Seat Legs** — (General Motors-developed energy absorber). Used to anchor the new seat to the floor of aircraft. The inverted tubes provide excellent impact attenuation by directing load paths to plastically compress the seat legs without breaking.

**Weight.** While the experimental troop



**AIRPORT ON A CUSHION** — History's first airborne landing pad has been successfully tested by the Canadian Coast Guard and Northern Transportation Company Limited (NTCL), of Ottawa. Above, a Canadian Coast Guard JetRanger helicopter on its 44- by 34-foot forward deck docks on a NTCL's Voyageur Air Cushion Vehicle on Lake Ontario late last year, while the Voyageur is floating off-cushion. When underway, the craft rides on a four-foot cushion of air retained by its flexible skirt. Helicopter landings at dockside and at sea were performed in the tests, proving the ACV's capability to serve as a mobile VTOL landing platform. NTCL's Voyageur is currently operating at Tuktoyaktuk, Northwest Territories, for Arctic trials.

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seat will weigh slightly more than the present variety, the slight weight increase associated with the new seats will be negligible in comparison with present seats. Also, the new helicopter systems procured by the Army will have more than sufficient strength to anchor the seats at ceiling formers since increased structural strength — for both medical litter use and in the event of roll-over — is a firm requirement for new Army aircraft.

At present two rearward-facing seats and one forward-facing seat have been completed at Ft. Rucker, and are installed in USAARL's Bell JUH-1 helicopter for ingress and egress testing.

The Directorate for Research Development & Engineering, AVSCOM, will fund the construction of five additional seats. Both the first and second batch of seats have been earmarked for advanced dynamic testing by the U.S. Navy Aerospace Crew Equipment Laboratory, Warminster, Pa. Anthropometric dummies weighing up to 265 lbs. will be used during this test phase.



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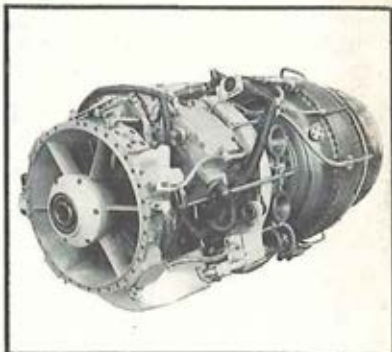
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