

# Army Aviation

SEPTEMBER, 1973



## Doubling up

(see back cover)



**AVCO**  
LYCOMING DIVISION

STRATFORD, CONNECTICUT 06497



## RESOLUTION

WHEREAS, the proposed legislation on flight pay, HR 8593, presents the minimum essential incentives to attracting and maintaining a combat-ready aviation force, and

WHEREAS, Warrant Officers and Commissioned Officers in aviation units fly side by side in the cockpit and share equivalent flight responsibilities and demands on their skills, experience and judgment, both in peacetime as well as in combat, and

WHEREAS, there exists an implied contract in the payment of flight pay throughout a military career,

BE IT RESOLVED that the Army Aviation Association of America, Inc. (AAAA) encourages and supports the passage of HR 8593, and additionally requests Department of the Army to undertake whatever action is necessary to equalizing the flight pay of a Warrant Officer to the Commissioned Officer.

(This Resolution was approved by the National Executive Board of the AAAA on 17 August 1973. A copy of the Resolution has been sent by the President of the AAAA to the Secretary of the Army.)

# Now Serving Eight Nations



Canada has just selected the Boeing CH-47C Chinook. The unique capabilities of this universally recognized helicopter have also met the needs of the Armed Forces of Australia, Iran, Italy, South Vietnam, Spain, Thailand, and the United States. Chinook performance can satisfy the requirements of all nations.

**BOEING HELICOPTERS**  
BOEING WESTLAW COMPANY



# THE PROFESSIONAL APPEAL OF AAAA AND AUSA

By BRIGADIER GENERAL  
EDWIN L. POWELL, JR., Ret.

**T**HE annual convention of the AAAA is approaching rapidly and I urge everyone who can possibly fit it into his schedule to make early plans to attend. Each year the program has grown in scope and importance. I'm sure you will find this year's program interesting and worthwhile.

No matter what profession a person chooses, he will find some reason to associate with those in a similar field. As a flying soldier you have two organizations that deserve your support and active participation — the AAAA and the AUSA.

The former is dedicated to the special interests of Army Aviation; the latter encompasses the broad goals of the total Army, of which aviation is such an integral part. The two associations have complemented each other from their beginning and the timing of their annual conventions has been no accident.

**A former Director of Army Aviation and AAAA's Senior V.P. details the interrelationships and complementary nature of AAAA and AUSA on the eve of the back-to-back conventions of both organizations late next month in Washington, D.C.**

I have watched the growth of the AAAA over the years and have seen the intangible benefits of active membership in the Association, as well as the obvious benefits of flight pay insurance and the pure social aspects of hangar flying.

When the organization was in its formative stage, there were those who were concerned that such a group would be considered divisive with all the connotations of "another Air Corps", "the fly-boys", etc. The history of the Association has proved such concern unfounded, and I am particularly pleased by the number of senior non-rated members of the military who are among Army Aviation's staunchest supporters.

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## No higher tribute

To quote General Abrams on the occasion of the 1st Army Aviation Brigade's anniversary: "It has always been interesting for me to note here that the aviators and the men of this Brigade have been taken into the brotherhood of the combat arms — not by regulation and not by policy — but they have been voted in by the Infantry who are the charter members of that secluded group, the combat arms. You have made great history for Army Aviation and great history for the Army."

These remarks have been echoed by hundreds of our comrades-in-arms who have watched and participated in aviation operations in combat. There could be no higher tribute to the maturity of Army Aviation than its acceptance as a full-fledged member of the combined arms team. The AAAA and AUSA symbolize this relationship. We are proud to be aviators and equally proud to be Army. No dichotomy exists.

(Continued on Page 19)



# The T700... bred to be in the Army.

The T700 turboshaft engine was specifically designed for the Army aviation environment. That's one reason why it was chosen to power all the prototypes being evaluated for both UTTAS and AAH.

The T700 is designed for improved maintainability, reliability and reduced cost of ownership. It can be maintained in the field, when required, with only 10 standard Army tools.

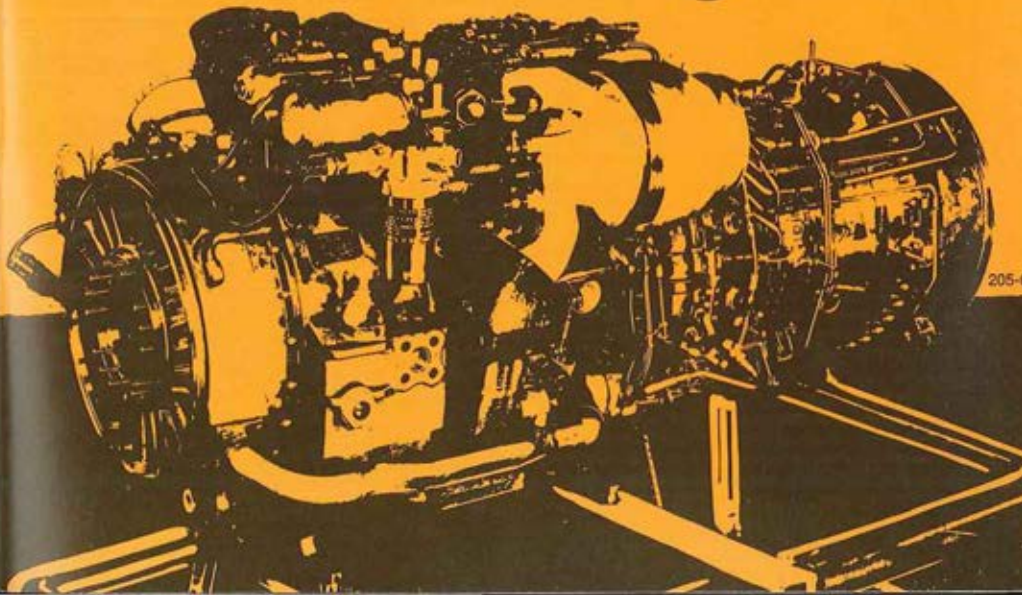
# And proving it for UTTAS and AAH.

The first T700 went to test ahead of schedule last February. Since then, three more engines have joined the test fleet.

To prove the features designed into the T700, over 7,000 development test hours will be completed before the engine is qualified for production in 1976. First for UTTAS.

Now for AAH too.

GENERAL  ELECTRIC



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## PROFESSIONAL APPEAL

(Continued from Page 4)

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The *Army Aviation Association* is the primary vehicle for giving recognition to the outstanding individuals and organizations in our aviation program. The AAAA annual awards are expressions of the pride we have in the dedication and professionalism of our people. The stature of these awards grows every year among the other members of the aviation community. This stature has been enhanced by the high officials who have consistently made the presentations. (Ed see on this page.)

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### An unofficial "voice"

Over the years, the AAAA has provided a useful, unofficial voice for the Army Aviator and a valuable means to exchange information. To give you some idea of the growth of Army Aviation, some 15 years ago the editors of this AAAA-endorsed magazine found it feasible to publish a list of every aviator, his flight qualifications, and approximately twenty other bits of personal information, including the names of his wife and children. Today, such a task would be almost impossible and would be about the size of the Washington phone book.

The obvious fact is that the program has long passed the time when Army Aviation was a cozy


little community where everybody knew everybody else. Some old-timers might view this change with a certain nostalgia, but change and growth are measures of progress. We can look back at our past with fondness, but the future is our true concern. The AAAA has grown and matured in direct proportion to the Army Aviation program. This is as it should be.

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### Don't be passive!

Perhaps there are some among you who feel the AAAA (or AUSA) is not doing enough at the local or national level, or feel that such organizations are not truly facing up to your needs. The best way to influence any change you feel is necessary is to be part of the organization and actively fight for what you believe is necessary. The passive measure of non-participation is *not* your best means of expression.

To the many young men who are just entering our program, I urge you to join and participate in your local AAAA chapter. I believe you will find it worthwhile professionally and enjoyable. As you move forward in your career, you will find that the organization is more than social. At the same time, I urge you to become a member of the AUSA which has broader goals and serves the Army as a whole. The loyalty a man may have to his parent division, for example, does *not* diminish his loyalty to the Army.



## New Helicopter Air Sea/Land Rescue Net and Folding Litter.

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# We're at work on the Army's Advanced Attack Helicopter.



Our AAH is light in weight but it packs a heavy-weight punch — fast, highly maneuverable, hard to spot and harder to hit.

It will be armed with our lower-cost "chain gun," reducing the weight of the ordnance system 280 pounds and the drag by 70 percent (we're the only company in the world that manufactures both guns and helicopters).

It will give its crew even greater safety

than our OH-6A, which set new standards during more than two million combat hours in Vietnam.

It's a small, tough machine, designed for treetop combat, day and night.

We're confident it will perform the Army's attack helicopter mission better. We know it will cost the Army less.

**Hughes Helicopters  
& Ordnance Systems**





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# THE NEW LANGUAGE

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By MAJOR GENERAL WILLIAM J. MADDOX, JR.  
Director of Army Aviation, OACSFOR, Dept. of the Army

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**N**OT only do we have "New Direction" as the theme for the 1973 AAAA National Convention in Washington, we have new language in the Pentagon. The new vocabulary comes as part of new materiel acquisition procedures which have been instituted in all the Services over the past few months.

In July I reported that the Army's *Advanced Attack Helicopter (AAH)* development program had finally gotten off the ground. A term often used in connection with the program is "*design-to-cost*." This term represents the tip of an iceberg — a completely new approach to military hardware acquisition.

Because of the impact this new system will ultimately have on our future aircraft fleet, it deserves special mention as does the new vocabulary of interrelated terms that you will hear increasingly. A partial list of the new language includes "*bands of performance*", "*hi-low mix*", "*fly before buy*", "*RAM*" and "*escalated dollars*."

The genesis of this vocabulary is based on the fact that weapons prices, particularly aircraft prices, have made phenomenal advances over the past few years. At the same time, the defense budget has leveled off and real purchasing power has

declined. For several years defense planners have been accused of using new technology to improve performance rather than concentrating on keeping costs within reasonable bounds.

It is argued that the Services preferred systems that performed many missions against many advanced threats. Demands for increased performance automatically led to increased costs. Also, technology was bought before it was even developed. Thus, there was a built-in conflict between rising acquisition cost and budgetary realities. To break out of this cost spiral, defense planners were pressed to find a better way to provide the equipment we need and can afford.

The technique selected, *design-to-cost*, is not new. For many years businessmen have designed and built new items to sell at prices which market analysis indicates the customer is willing to pay. Similarly, *design-to-cost* in the military Services is the establishment of a production price that the budget will allow. This does not mean a "cheap" piece of equipment. Rather, it means items that satisfy basic military needs will be competitively developed using standard, technically sound components. For example, the same engines will be used in the AAH and the UTTAS.



To initiate the process the Army determines "bands of performance", a tolerance for each performance objective that will allow the designer to keep cost down. For example, a proposed aircraft may have a design cruise airspeed band of 140-180 knots and the band for engines may give the contractor the choice of building either a twin engine aircraft or one with a single engine. If the designer can attain a cruise speed of 140 knots with a single engine aircraft and still meet all the other bottom or "floor" requirements, the savings would be significant.

This might, in turn, enable him to spend more money on an armament subsystem that would make his product more competitive. Thus, we would have a "hi-low" mix, that is, a mix of a few high technology, high cost systems and a larger quantity of reduced performance systems. We would have exchanged performance that we did not need at all times for a capability we did need, and at the same time remained within the boundary of the design-to-cost and the bands of performance.

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## Increased Emphasis

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This new approach to materiel acquisition thrives on innovation, cost avoidance, new techniques and, above all, imagination. In the case of the AAH, contractors were given the opportunity to make tradeoffs below the approved bands of performance if they could show a substantial cost reduction. In other words, the Army agreed to accept less than it wanted when there was a big cost advantage. The burden of proof was on the bidder because he knew he was providing the Army less than it asked for.

As it turned out, each of the five bidders in the AAH competition was able to compress his estimated production cost within the design-to-cost goal established by the Army without making major tradeoffs below the stated Army required bands of performance.

At this point, you are probably wondering how this magic design-to-cost figure is derived. It involves a lot of work by top Army management which must achieve a balance between available funds, tactical requirements and technological capabilities. Specifications are written that allow the competitors as much flexibility as possible while encouraging standardization.

The next step is to select two or more companies to build flying prototypes. By flying aircraft before we buy it, we can check "RAM": Reliability, Availability and Maintainability. This permits the Army to determine if the designer traded off system performance to an unacceptable level in order to keep his cost within the limits set by the Army. Thus, we use "RAM" testing as a quality control tool before a production decision is made.

The "escalated dollar" is a fallout of the continuous inflation in our economy. No contractor in his right mind would sell us an aircraft to be de-

livered in 1980 at the price it would cost him to build it today. Therefore, when we program the buy over several years, it is necessary to figure in the expected inflation rate. This procedure not only keeps our books straight, but keeps Congress informed on the expected cost of a new aircraft.

Both the UTTAS and the AAH are being procured under the design-to-cost process. Therefore, our aviation hardware future hinges on competitive development, manufacturing innovation and the other techniques of design-to-cost.

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## NOE Flight-Training

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Training Circular 1-15, *Nap-of-the-Earth Flight Training*, scheduled for distribution in July 1973 has been delayed because of difficulty in the printing of a supporting map.

This new training circular incorporates most of the knowledge and experience gained thus far in NOE flight training at various installations throughout the country. Its purpose is to serve as a guide to commanders in establishing individual and unit training programs in both day and night NOE helicopter flight and operation. The circular prescribes necessary training for both initial qualification and annual re-qualification of aviators in NOE flying.

TC 1-15 will contain revised and greatly clarified definitions of NOE, low level, and contour flight. Additionally, it provides training objectives, techniques of instruction, and a qualification program of instruction.

The circular will be a valuable tool in the hands of aviation commanders and will go far toward providing guidance and much needed central direction. Proficiency in NOE flight is an absolute necessity. To paraphrase the words of General Bruce Palmer, when he was Vice Chief of Staff, "*Survival on the mid-intensity battlefield will depend upon how smart the pilot is and the tactics and techniques he uses. Certainly it is quite clear that the only way you can survive is to stay low.*"

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**"DESIGN-TO-COST"**

**"BANDS OF  
PERFORMANCE"**

**"FLY BEFORE BUY"**

**"HI-LOW MIX"**

**"RAM"**

**"ESCALATED  
DOLLARS"**

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## Career Management

OPMS is another example of the new speak. It means Officer Personnel Management System. Its basic managerial framework is built around a list of specialties available to officer personnel. Under the OPMS specialty system, commissioned officers of all branches, except the Medical department, Judge Advocate General Corps and Chaplains, will be placed on a "dual track basis."

This means that the officer will develop an additional specialty beyond his basic branch qualification. A total of 47 OPMS specialties have been designed (see box). Each specialty contains sufficient duty positions to support progression to the rank of colonel.

Officers will enter a basic entry specialty related to their branch when they are commissioned. They will develop their qualifications in this area during the company grade period.

An officer's alternate specialty normally will be designated prior to his promotion to major. Under "dual track", the officer will be given assignments of increased responsibility in each specialty. In the senior field grade years, the officer may be channeled primarily into a single specialty in which he is qualified.

Related to the aviator, flying is considered an additional skill which complements a number of specialties. In other words, aviation is not a specialty in itself. This provides the aviator with a broad range of career opportunities. He has his normal aviation opportunities plus the same two options which are available to all other officers.

Shown at ribbon-cutting ceremonies at the recent opening of the new USAAVS Building at Ft. Rucker are, l-r, Congressman William L. Dickinson of Alabama; COL Francis McCullar, USAAVS commander; MG William J. Maddox, Jr., Director of Army Aviation (at lectern); MG Allen M. Burdett, Jr., Commander of USAAVS; and COL Warren R. Williams, USA (Ret.), a former USAAVS commander.

### Officer Personnel Management System Specialties

- \*Air defense artillery
- \*Armor
- \*Atomic energy
- \*Automatic data processing
- \*Audio-visual instructional technology
- \*Comptroller
- \*Finance
- \*Education
- \*Engineer
- \*Field artillery
- \*Foreign area officer
- \*Infantry
- \*Information
- \*Counterintelligence and HUMINT†
- \*Cryptology
- \*Tactical and strategic intelligence
- \*Military law enforcement
- \*Criminal investigation
- \*Missile materiel management
- \*Munitions materiel management
- \*Tank and ground mobility materiel management
- \*Armament materiel management
- \*Aviation materiel management
- \*Petroleum, oils, and lubricants management
- \*Denotes basic entry specialties in which newly commissioned officers may receive their initial development depending on their basic branch.
- †The intelligence collection function which uses human beings as both sources and collectors.
- \*Combat communications—electronics
- \*Communications—electronics engineering
- \*Fixed telecommunications systems
- \*Food management
- \*General troop support materiel management
- \*Communications—electronic materiel management
- \*Chemical
- \*Highway and rail operations
- \*Marine and terminal operations
- \*Traffic management
- \*Maintenance management
- \*Transportation management
- \*Supply management
- \*Logistics services management
- \*Procurement
- \*Logistics management
- \*Operations and force development
- \*Personnel administration
- \*Personnel management
- \*Club management
- \*Construction and marine materiel management
- \*Research and development
- \*Operations research and systems analysis



## **This is the YAH-63:**

**Bell's winning design in the Army's advanced attack helicopter competition.**

Lean and tough. A sound balance of performance, firepower, survivability and cost.

The YAH-63. From Bell Helicopter.

A good way to go.

peacekeepers  
the world over  
depend on **Bell**  
HELICOPTER

A **Textron** COMPANY



The OPMS command selection process recently has been expanded and modified. Major features of the revised system are as follows:

- Department of the Army command selection boards will select commanders under separate lists and criteria for troop commands, logistics commands, and as district engineers.

- Separate boards will be convened for combat arms, combat support arms, and logistics.

- The combat arms troop command selection board will select officers to fill aviation troop command positions. Qualified aviators will be considered for aviation troop commands in addition to branch troop command.

- The logistics command selection board will prepare two command lists: troop command and logistics command. Logistics commands include designated depots, arsenals, laboratories, and terminals.

- The combat support arms command selection board will prepare a troop command list and a district engineer list.

- Originally, OPMS limited consideration of officers desiring command duty to two years; however, officers now retain eligibility for battalion and brigade-level command as long as they remain lieutenant colonels or colonels, respectively.

- Commands are designed position requirements within the 47 OPMS specialties. Command is not a specialty in that selection for troop command, logistics command, and district engineer positions does not constitute either a primary or an alternate "command track" specialty. Officers selected for command will serve in type command positions commensurate with their specialties.



**CLOSEUP!** — Student helicopter pilots from Ft. Wolters, Tex., view a rotor blade being readied for the bonding process at Textron's Bell Helicopter Company. They're members of the final class at the Army's Primary Helicopter School and are slated for graduation in November. More than 10,000 USAPHS student pilots have visited the Bell facility in the past nine years.

While the aviator may feel that his aviation relationship has been reduced, he is being prepared as a well rounded officer, capable of moving into two specialties while retaining his aviator qualification and enthusiasm. This change in personnel management procedures is in keeping with our basic philosophy that aviation is woven through the warp and woof of the Army.

## Continuing goal: Command!

The people in Military Personnel Center Command (MILPERCEN) tell me that aviation is treated as a skill much in the same manner as the airborne and ranger qualification. Consequently, a young officer should seek branch duties at every opportunity. A continuing goal should be to command within your basic branch, especially during the company grades. You could well command a rifle company or artillery battery as a captain and then move to command of an aviation company as a major. This provides the best of both worlds and provides the opportunity to move as a lieutenant colonel to either a basic branch or an aviation battalion. Obviously, assignments as battalion executive officer or S-3 will also prepare the major for battalion command.

By performing duties in a branch unit, the aviator keeps a close association with his branch contemporaries and an awareness of tactics that could make all the difference in response and mission accomplishment in an aviation assignment. To keep maximum flexibility, be known as an infantryman, artilleryman, engineer, or tanker who is also aviation qualified. The last bit of advice for the aviator is very obvious; promotions, schools, and job opportunities are based on performance of duty in every job assigned.

## Aviator Advisor Jobs

In case you missed it, the *Army Personnel Newsletter* carried the following item which may be of interest to you:

"At least one Army Advisor is authorized in the Army National Guard in every state and in Puerto Rico. Where aviation activities are sizeable, there may be as many as six aviator advisors. These officers work with their Army National Guard (ARNG) counterparts, advising and assisting them in Army Aviation matters. Their expertise is welcomed by the Army Guard aviators, most of whom have served in the active Army prior to joining or re-joining the ARNG. The advisory job is a challenging one, requiring a great deal of technical knowledge knowhow, tact, and diplomacy.

"To qualify for one of these assignments, officers must be in the grade of captain, major or lieutenant colonel, currently on flight status, have attended their branch career course, have at least one year retainability on station, be nominated by their branch and accepted by the ARNG Bureau.

"Interested personnel should contact the branch aviation assignments officer. The Officer Assign-



Celebrating the recent pinning of two Master AA's (LTC Jim Thompson and LTC William Kester) in the 25th Inf Div are a few of the other AA's working in Div Hq. From l-r, LTC Bobby Ramsay (Cdr, 25th Avn Bn); CPT John Lama (ADAO); CW4 Kenneth Ellard (ADAO), COL V. M. Robertson (CofS); MG Robert N.

Mackinnon (CG); LTC Thompson (Cdr, 1st Bn, Inf); LTC Kester (XO, 45th Spt Gp); MAJ Jack Cox (ADAO), MAJ Howard Stiles (SGS), CPT Irvine Potter, III (Asst S-3); CW4 Phillip Pettit (ADAO); CPT Don Horlacher (S-3, 45th Spt Gp); MAJ Ed Underwood (Asst S-3).

ment Preference Statement (DA Form 483) has a block to indicate National Guard Advisor and room to specify a particular area, if desired."

### Reserve Flight Requirements

In the past, Reserve Component aviators had not been able to bank their flying time. A recent executive order, dated 13 July, now permits "... hours of aerial flight performed during the preceding five calendar months and not already used to qualify for incentive pay may be applied to satisfy the aerial flight requirement for that month." The two-hour per month requirement for flight pay in a calendar month remains in effect.

### Technological Breakthrough

CWFS is new language for technological breakthrough. It stands for "crashworthy fuel system" which now is being installed on all UH-1, AH-1, and OH-58 aircraft. Installation of the new fuel cells on the *Chinook* will commence in the near future.

Statistically, the CWFS is a great technological accomplishment. In the period from 1 July 1969 to 1 June of this year, aircraft without the new fuel cells were involved in 813 accidents. These resulted in 77 post-crash fires, 60 deaths, and 45 injuries from fire. The record for aircraft equipped with the crashworthy cells is 122 accidents with five post-crash fires and zero deaths or injuries from fire. Some of the five fires resulted from hot engines contacting dry grass and similar occur-

rences where the aircraft fuel was not the primary factor in the fire.

Thought you would like to know that your welfare has been enhanced by some smart technical work. The Goodyear Rubber Company was responsible for the development of the CWFS.

### Technical Accomplishment

Another technical accomplishment of note was performed by Boeing Vertol built it for the Heavy Lift Helicopter (HLH) program, which is planned for first flight in August 1975. The spar incorporates a titanium nose cap which in itself has set a size record. While it originally was designed to be a tool proving specimen, it meets requirements to be used in actual fatigue tests. These will take place on the Boeing Vertol whirl tower later this year.

This spar weighs 750 pounds and is 41½ feet in length. Boeing Vertol built it for the Heavy Lift Helicopter (HLH) program, which is planned for first flight in August 1975. The spar incorporates a titanium nose cap which in itself has set a size record. While it originally was designed to be a tool proving specimen, it meets requirements to be used in actual fatigue tests. These will take place on the Boeing Vertol whirl tower later this year.

### Reorganization

I recently described the nine Army Readiness Regions that supervise Reserve component activities and report to the three CONUS Armies still in being: First Army at Fort Meade, Maryland; Fifth Army at Fort Sam Houston; and Sixth Army in San Francisco.



Each readiness region is authorized a colonel Aviator Coordinator. The regions and coordinators are as follows:

| REGION and LOCATION              | COORDINATORS              |
|----------------------------------|---------------------------|
| I — Fort Devens —                | COL Charles A. Dawdy, Jr. |
| II — Fort Dix —                  | COL Robert W. Siegert     |
| III — Fort Meade —               | COL Lawrence H. Johnson   |
| IV — Atlanta Army Depot —        | COL Harold G. Keebaugh    |
| V — Fort Sheridan —              | LTC Walter N. Wharton     |
| VI — Fort Knox —                 | LTC David L. Doyle        |
| VII — Fort Sam Houston —         | LTC (P) Larry J. Baughman |
| VIII — Rocky Mt. Arsenal —       | Unfilled                  |
| IX — Presidio of San Francisco — | Unfilled                  |

## Operational Accomplishments

Two recent actions by helicopter crews have enhanced our image for public service. In the first, two cable cars became stranded several hundred feet above the Sandia Mountains near Albuquerque, New Mexico when the supporting cables jumped the track. Thirty-eight tourists spent a windy night stranded in the cars. A Sikorsky Sky Crane from the 291st Aviation Company at Fort Sill solved the problem early the next day by untangling the cables and lifting them back onto the pulley wheels.

In the second event, the 120th Aviation Company (Atck Hcptr) supported by an ordnance-carrying CH-47 from the 242d Aviation Company, were called out on an avalanche prevention mission in Alaska. The aircraft moved to Marathon Mountain overlooking Seward, Alaska to trigger a controlled

avalanche. CPT Terry M. Dorando put his 2.75" rockets on target to start a minor snowslide and to help anchor the snow to reduce the danger of a major avalanche.

*Good work on both counts!*

## Slack Off?

In recent months there has been a rash of suggestions arriving through official channels that the Army take a more relaxed approach to proficiency. The suggestions usually take the form of cutting back on flying hours, eliminating the annual written examination, and other means of doing less than we now require.

I want to assure everyone that our flight time requirements are carefully thought out and should be followed in units in a forthright and well supervised training program. While flight time and written examination requirements may be onerous, they are similar to infiltration courses and obstacle courses which infantrymen are required to run to enhance their capability to do the job.

## Directed Director

Now that I am on orders for Fort Rucker and will depart my current duties on 20 September, I am busy trying to tie up as many loose ends as possible. One task is to complete the extensive Army aircraft model collection which decorates the walls of the Director's office. The display begins with the E model H-13 and the H-23-B, and the L-19. It is complete for all aircraft that entered the inventory later.

However, there is no L-4 *Cub*, L-5 *Sentinel*, L-13, L-17 *Navion*, or LC-126. I would appreciate any contributions to the collection so that all of our principal aircraft since 1942 are represented.

## Ridiculous Flight of the Month

This list provides a good spread of useless waste of resources.

● Aircraft was simulating firing from hover; pilot heard noise. On post-flight inspection, found tail rotor struck 1/8" power line.

● Aircraft flew through water fountain approximately 100 feet high. Right greenhouse and chin bubble broken; facial lacerations to crew members.

● Aircraft struck four wires across Yellowstone River, approximately 30 feet above river. After contact, aircraft pitched up, yawed left and crashed on north bank.

● Pilot hovered aircraft under wires; rotor blade struck wires, aircraft nosed down; main rotor blade struck ground; aircraft went inverted in ditch.

Please note that weather was not a factor in any of these accidents. Stupidity was the order of the day. This is old language that we have heard before. Let's start applying the new language for better results:

**THINK STRAIGHT — DRIVE SAFE!!!**



**RACING PULSE?** — "Hot Lips" Houlihan, the passionate nurse of the TV show, M\*A\*S\*H, took time out from her TV world to meet the troops at Sharpe Army Depot recently. Loretta Swit (her real name) is shown taking the pulse of a real-life Army Aviator, CPT Harold Franklin. Miss Swit also presented a whimsical award to a Sharpe unit that repairs Army medical equipment: the "1973 Hot Lips Houlihan Medical Mess Kit Repair Unit of the Year Award."



# "News Briefs"

## Lindbergh Chapter to conduct Product Support Symposium

The Lindbergh Chapter of AAAA is sponsoring a Product Support Symposium on September 27-28, 1973, at the Marriott Hotel in St. Louis, Missouri.

The Symposium approach and technical coverage are based on the responses to a survey of Government and Industry. It will feature both Government and Industry speakers, and will provide for open exchange of viewpoints during panel discussions following each group of presentations. Government participants will include key personnel from the Department of the Army, Army Aviation Systems Command, and the Navy Aviation Supply Office.

A partial list of the presentation titles includes: *Contractor vs Government Repair and Overhaul, Life Cycle Costing & Failure Free Warranty, On-Board Diagnostic and Prognostic Systems, Repair vs Throwaway, Reliability Influence on Maintainability, and Actual vs Projected Reliability and Maintainability.*

Also, *The Biggest Headaches in Army Aviation Materiel Support, Govt./Industry Data Processing Interface: Improved Communications, ILS: What Army Really Wants, and ILS: What Industry Can Provide.*

Additional information may be obtained from Don Luce (314-436-2070), Lindbergh Chapter, AAAA; 1139 Olive Street — Suite 700; St. Louis MO 63101.

The beginning of a new correspondence course in the aviation field was announced recently by the Department of Army-Wide Training Support at Ft. Rucker. The Aviation Warrant Officer Intermediate Course is being offered to aviation warrant officers who have completed three years as a rated aviator or as an aircraft repair technician that is nonrated. The course totals 447 hours of 75 subcourses and is open to Reserve, National Guard and active duty personnel meeting the set criteria. A diploma will be presented to students successfully completing the course.

A new CH-47 Test Flight Handbook has been published recently, reflecting the latest test flight procedures with much more detail. Graduates of the CH-47 Course who have not received the new handbook should write to the Test Flight Branch, AMTD, USATSCH, Ft. Eustis VA 23604 as soon as possible.



**THE BIGGEST!**—The Boeing Vertol Company achieved a milestone last week with the fabrication of the free world's largest helicopter rotor blade. One of eight on the Army's XCH-62 Heavy Lift Helicopter, the big blade is 41.5 feet long and will weigh 750 pounds in its flight configuration.

The Sikorsky Aircraft Division has been selected by NASA to negotiate a contract to design and build two high-speed multi-purpose research helicopters. Designated Rotor Systems Research Aircraft (RSRA), the two helicopters will be used in a joint NASA/Army program to develop and test a wide variety of existing and forthcoming helicopter rotor systems. The contract is expected to be worth about \$25 million.

The Army Aviation Precision Demonstration Team is accepting resumes from Aviation Warrant Officers and Commissioned Officers through the grade of Major to fill expected losses in the "Silver Eagles" in the near future. Prerequisites include four years' military aviation experience, 1,500 hours of rotary wing flying, and demonstrated proficiency in observation-type helicopters. Inquiries should be addressed to: Commander, USAAPDT, P.O. Box 517, Fort Rucker, Ala. 36360.

The U.S. Army Air Mobility R&D laboratory (USAAMRDL) is sponsoring a Helicopter Reliability and Maintainability (R&M) Symposium at the Hilton Inn, Williamsburg, Va., on November 7-9, 1973. Additional information may be obtained from the Eustis Directorate, USAAMRDL, Attn: R&M Symposium, Ft. Eustis VA 23604.

# Attend the 1973 AAAA Convention!

SHOREHAM HOTEL, WASHINGTON, D.C.

## TUESDAY, OCTOBER 16

Early Birds' Reception

## WEDNESDAY, OCTOBER 17

General Membership Business Meeting  
National Elections — Committee Workshops  
AAAA-Industry Member Luncheon  
Viewing AUSA Aerospace Exhibits  
Committee Reports  
Club Club Reunion; Unit Reunions

## THURSDAY, OCTOBER 18

Professional Programming  
"NEW DIRECTIONS"  
"The Army Moves Out!"

General Membership Luncheon  
(Open to all attendees)  
President's Reception

## FRIDAY, OCTOBER 19

Industry Member Presentations  
Career Guidance and Counseling  
AAAA Honors Luncheon Reception  
1973 AAAA Honors Luncheon  
Diehards' Reception

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

—General Dreighton W. Abrams, Jr.



# 1973 AAAA National Convention Advance Registration Form\*

I plan to attend the functions of the 1973 AAAA National Convention indicated below and have enclosed a check made payable to AAAA to cover the cost of my attendance. I understand that the Registration Fee covers my AAAA Registration and my attendance at all Oct. 16-19 AAAA professional presentations.

| Function   | Quantity Desired | Military Member ** | Civilian Member | Non-Member | Amount  |
|--|------------------|--------------------|-----------------|------------|---------|
| 1. Registration (a) .....  |                  | \$6.00             | \$10.00         | \$15.00    | \$..... |
| 2. AAAA-Industry Members Luncheon<br>Noon-1:30 p.m., Oct. 17 .....   |                  | \$5.00             | \$ 8.00         | \$15.00    | \$..... |
| 3. Ladies' Brunch<br>10:30 a.m.-Noon, Oct. 18 .....  |                  | \$4.50             | \$ 4.50         | \$ 4.50    | \$..... |
| 4. General Membership Luncheon<br>Noon-1:30 p.m., Oct. 18 .....  |                  | \$8.00             | \$12.00         | \$15.00    | \$..... |
| 5. The President's Reception<br>7 p.m., Thursday, Oct. 18 .....  |                  | \$5.00             | \$ 6.50         | \$15.00    | \$..... |
| 6. Honors Luncheon and Reception<br>11 a.m.-2 p.m., Oct. 19 .....  |                  | \$9.00             | \$12.50         | \$15.00    | \$..... |
| 7. Honors Luncheon Table Reservation<br>(Per 10-seat table with 4 company seats) .....   |                  | N/A                | \$25.00         | N/A        | \$..... |
| 8. Advance Registration Discount*  |                  |                    |                 |            |         |
| AAAA members. Items 1, 2, 4, 5, 6 .....  |                  | \$31.00            | \$46.00         | N/A        | \$..... |
| AAAA wives. Items 1, 2, 3, 5, 6 .....  |                  | \$21.50            | \$21.50         | N/A        | \$..... |
| *Not valid after Oct. 1. "Military" includes active Army, Retired, Reserve Component, and DAC personnel. **All wives pay military rates. |                  |                    |                 |            |         |
| <b>Total —</b>   |                  |                    |                 |            | \$..... |

Name ..... Rank .....

Unit or Firm .....

Street .....

City ..... State ..... Zip .....

\* Advance Registrants receive preferential seating at all reserved seating functions. Return prior to Oct. 1 with check made payable to AAAA to: AAAA, 1 Crestwood Road, Westport CT 06880.





1973 AAAA NATIONAL CONVENTION

# PLAN TO ATTEND!

SHOREHAM-AMERICANA HOTEL, WASHINGTON, D.C.  
17 OCTOBER - 19 OCTOBER 1973

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## PROFESSIONAL-SOCIAL PROGRAM FOR THE 1973 AAAA NATIONAL CONVENTION

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

### TUESDAY, 16 OCTOBER 1973

- 1200-1900 Registration. Executive Room.  
1330-1630 Visit AUSA Military and Aerospace Exhibits. Sheraton-Park Hotel.  
1330-1630 AAAA Convention Committee coordination meeting. Staff Suite.  
1900-2200 AAAA Early Birds Reception. Palladian Room.

### WEDNESDAY, 17 OCTOBER 1973

- 0800-1900 Registration. Executive Room.  
0900-1700 Career Guidance. Personnel and records assistance. Press Room.  
0900-1000 General Membership Business Meeting. Election of National Officers. Annual Report. Regency Ballroom.  
1000-1130 Open Discussion Meeting. Delegates and Members. Workshop Assignments. Regency Ballroom.  
1130-1200 Refreshments. Regency Ballroom.  
1200-1330 AAAA-Industry Member Luncheon for General Membership. Luncheon seating in workshop groupings. Regency Ballroom.  
1330-1530 Visit AUSA Military and Aerospace Exhibits. Sheraton-Park Hotel.  
1330-1530 AAAA National Executive Board Meeting. Club Room A.  
1530-1700 Wrap-Up Meeting. Reports by workshop groups. Regency Ballroom.  
1700-2200 Unit Reunions, AAAA Reception. Diplomat Room.

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### THURSDAY, 18 OCTOBER 1973

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- 0800-2000 Registration. Executive Room.  
0800-0900 AAAA Scholarship Foundation Board of Governors Breakfast Business Meeting. Staff suite.  
0900-1700 Career Guidance. Personnel and records assistance. Press Room.

### 1973 AAAA PROFESSIONAL PRESENTATIONS "NEW DIRECTION" — "THE ARMY MOVES OUT"

- 0900-0905 Welcome by MG Delk M. Oden, USA (Ret.), AAAA National President. Regency Ballroom.  
0905-0930 "New Direction — The Army Moves Out." Keynote address by Major General William J. Maddox, Jr., Commander, U.S. Army Aviation Center and Commandant, U.S. Army Aviation School. An introduction to the Convention presentations by the Chairman of the Presentations Committee. Introduction of the guest speakers and panelists.

### THE NEW DIRECTION IN HARDWARE

- 0930-0940 The Advanced Attack Helicopter (AAH) BG Samuel G. Cockerham, Project Manager, AAH, U.S. Army Aviation Systems Command, St. Louis, Mo. Scope: Status of development.  
0940-0950 The Utility Tactical Transport Aircraft System (UTTAS). BG Leo D. Turner, Project Manager, U.S. Army Aviation Systems Command, St. Louis, Mo. Scope: Status of development.  
0945-1130 Ladies Brunch. Diplomat Room.
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# PROFESSIONAL-SOCIAL PROGRAM FOR THE 1973 AAAA NATIONAL CONVENTION

**0950-1000 The Heavy Lift Helicopter (HLH).** BG Jerry B. Lauer, Project Manager, U.S. Army Aviation Systems Command, St. Louis, Mo. Scope: Status of development.

**1000-1020 Coffee Break.** Rear of Regency Ballroom.

**1020-1030 Advanced Scout Helicopter (ASH).** Major General Donn A. Starry, Commander, U.S. Army Armor Center and Commandant, U.S. Army Armor School, Ft. Knox, Ky. Scope: Status of development.

**1030-1040 Aircraft Weapons Systems.** Brigadier General Jack V. Mackmull, Deputy Commander, U.S. Army Aviation Systems Command, St. Louis, Mo. Scope: A discussion of the present and planned weapon systems for Army aircraft.

**1040-1050 Advanced Hardware Concepts.** Paul F. Yaggy, Director, U.S. Army Air Mobility Research and Development Laboratory, Moffett Field, Calif. Scope: Status of development of new hardware concepts in Army Aviation, i.e., ABC, Tilt Rotor, etc.

**1050-1100 New Maintenance and Logistics Concepts and Organizations.** Mr. Joseph P. Cribbins, Assistant to the Deputy Chief of Staff of Logistics, ODCSLOG.

**1100-1145 Panel on Army Aviation Hardware.** Brigadier General James H. Merryman, Director of Army Aviation, Moderator. Major General Starry; Brigadier Generals Cockerham, Lauer, Mackmull, and Turner; Mr. Cribbins and Mr. Yaggy; and representatives from the Bell Helicopter Co., the Boeing Vertol Co., Hughes Helicopters, and the Sikorsky Aircraft Division, members. Brief remarks followed by questions from the floor.

**1145-1215 Refreshments and social break.** Pay-as-you-go bar. Rear of Regency Ballroom.

**1215-1400 AAAA General Membership Luncheon.** Non-members invited. Admission by ticket. Blue Room (attendance limited to 500 by Blue Room seating capacity).

**1230-1310 Registration of Army National Guard Aviation Safety Conference attendees.** Executive Room.

**1310-1700 Army National Guard Aviation Safety Conference.** (First session). Limited to invitees and NGB staff. (See separate detailed program). Diplomat Room.

## "NEW DIRECTION — THE ARMY MOVES OUT!"

(Continuation of morning presentations, Regency Ballroom)

### THE NEW DIRECTION IN OPERATIONS AND TRAINING

**1400-1420 Russian Helicopter Technology — A special insight.** Mr. Sergei Sikorsky, Division Vice President.

**1420-1435 USAREUR Aviation.** Colonel Nicholas G. Psaki, Aviation Officer, Hq, U.S. Army, Europe, and Seventh Army. The status of aviation operations, training, maintenance, and personnel in Europe.

**1435-1450 USARPAC Aviation.** Colonel Nelson A. Mahone, Jr., Aviation Officer, U.S. Army, Pacific. Status of operations, training, maintenance, and personnel in USARPAC, and a brief account of the standoff in RVN.

**1450-1505 The Iranian Aviation Program.** Brigadier General Manoochehr Khosrowdad, Director, Iranian Army Aviation. Status of development.

**1505-1525 Coffee Break:** Rear of Regency Ballroom.

**1525-1535 Reserve Component Army Aviation.** Major General Donald V. Rattan, Deputy Chief of Reserve Components, Department of the Army. Status of aviation activities in the Reserve Components. Regency Ballroom.

**1535-1545 Aviation Testing.** Major General Elmer R. Ochs, Commander, Operational Test and Evaluation Agency (OTEA), Ft. Belvoir, Va. A discussion of the results of recent aviation testing at CDEC, MASTER, and AASTA.

**1545-1600 Individual Training.** Colonel (P) James M. Leslie, Training and Doctrine Command, Ft. Monroe, Va. A discussion of SFTS, Aviation School consolidations, changes to the Program of Instruction (to include Nap-of-the-earth training), etc.

**1600-1615 Unit Training.** Colonel Arnold R. Pollard, U.S. Army Forces Command, Ft. McPherson, Ga. Discussion of the status of the instrument qualification program, NOE training program, aviation Army training tests, and the noise abatement program.

**1615-1700 Panel on Army Aviation Operations and Training.** Brigadier General James H. Merryman, Moderator. Major Generals Ochs and Rattan; and Colonels Leslie, Mahone, Pollard, and Psaki, members. Brief opening remarks followed by questions from the floor (NOE, gunnery, night, instrument qualification, unit vs. individual training, post graduate training, etc.)

**1700-1705 Administrative Announcements.** Adjournment.

**1900-2030 The President's Reception.** Admission by ticket only. (Business suits, cocktail dresses). Cheese dips. Regency Ballroom.

## FRIDAY, 19 OCTOBER

**0800-1200 Registration.** Executive Room.

**0900-1045 Career Guidance.** Personnel and records assistance. Press Room.

**0800-1050 Army National Guard Aviation Safety Conference.** (Second session). Limited to invitees and NGB staff. See addendum for separate detailed program. Diplomat Room.

**0900-1045 Panel Presentations on Personnel Matters.** DCS-PER panel members to be announced. Brief five-minute talks on Flight Pay (to include an explanation of the determination of operational flying positions for O-6 and above); OPMS — Career Opportunities; the Aviation Warrant Officer career program; aviation medicine; and the overall personnel picture for Enlisted, Warrant Officer, and Commissioned Officer personnel in Army Aviation. The approximate 30-minute "talk" session will be followed by an open period in which the panelists will answer questions from the floor. Blue Room.

**1100-1145 AAAA Honors Luncheon Reception.** Ambassador Room.

**1200-1400 1973 AAAA Annual Honors Luncheon.** Presentation of AAAA National Awards. "Army Aviator of the Year." "Aviation Soldier of the Year." "James H. McClellan Aviation Safety Award." "Outstanding Aviation Unit of the Year." "Outstanding Reserve Component Aviation Unit Award." The award presentations are expected to be made by the Secretary of the Army, the Chief of Staff, the Vice Chief of Staff, and a representative of the James H. McClellan Foundation. (Uniform is green). Regency Ballroom.

**1420-1630 Army National Guard Aviation Safety Conference** (Third session). Limited to invitees and NGB staff. See addendum for separate detailed program. Blue Room.

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

**1800-2000 Diehards' Reception.** Diplomat Room.



# PROFESSIONAL-SOCIAL PROGRAM FOR THE 1973 AAAA NATIONAL CONVENTION

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

**ARMY NATIONAL GUARD AVIATION SAFETY CONFERENCE**  
Shoreham-Americana Hotel, Washington, D.C.—18-19 August

**THURSDAY, 18 OCTOBER**

**1230-1310 Registration of ARNG Aviation Safety Conference attendees.** Executive Room.

**1310-1700 ARNG Aviation Safety Conference.** (First session). Diplomat Room.

**1310-1340 Welcoming Remarks.** Major General Francis S. Greenleaf, Chief, National Guard Bureau.

**1350-1445 National Guard Bureau Aviation Safety Program.** Major Charles Strickland, Aviation Safety Manager, NGB.

**1445-1500 Coffee break.** Lower Lobby.

**1500-1600 Burn Safety.** Captain Charles Knowland, 507th Medical Company (Air Ambulance), Ft. Sam Houston, Tex.

**1615-1700 Panel on Army Aviation Operations and Training.** Brigadier General James H. Merryman, Moderator. Major Generals Ochs and Rattan; and Colonels Leslie, Mahone, Pollard, and Psaki, members. Brief opening remarks followed by questions from the floor (NOE, gunnery, night, instrument qualification, unit vs. individual training, post graduate training, etc.)

**1610-1615 Administrative announcements.**

**1900-2030 The President's Reception.** Admission by ticket only. (Business suits, cocktail dresses). Cheese dips. Regency Ballroom.



**FRIDAY, 19 OCTOBER**

**0800-1050 ARNG Aviation Safety Conference.** (Second session). Diplomat Room.

**0800-0940 Aviation Division, NGB presentation.** Lieutenant Colonel Charles R. Jones, NGB; CPT Kenneth Boley. The Ground Commander and Prevention. The Aviator and Prevention. The OSHA (Occupational Safety & Health Act). Multi-media briefing. Diplomat Room.

**0950-1050 The Aviation Logistics Center.** Colonel John Stanko.

**1100-1400 The 1973 AAAA Annual Honors Luncheon and Reception.** Ambassador Room. (See AAAA Program for additional details).

**1200-1400 1973 AAAA Annual Honors Luncheon.** Presentation of AAAA National Awards. "Army Aviator of the Year." "Aviation Soldier of the Year." "James H. McClellan Aviation Safety Award." "Outstanding Aviation Unit of the Year." "Outstanding Reserve Component Aviation Unit Award." The award presentations are expected to be made by the Secretary of the Army, the Chief of Staff, the Vice Chief of Staff, and a representative of the James H. McClellan Foundation. (Uniform is green). Regency Ballroom.

**1420-1630 ARNG Aviation Safety Conference.** (Third session). Blue Room.

**1420-1500 Collateral Investigations.** Speaker to be announced.

**1510-1600 Aircraft Accident Prevention.** Major Charles R. Strickland.

**1600-1630 Discussion period,** floor questions, conference summary.

**1800-2000 Diehards' Reception.** (Optional). Diplomat Room.





**PHASE-OUT** — The casing of the colors of the Aircraft Maintenance Brigade at Hunter AAF on Aug. 16 marked the final phase-out of the unit activated in Oct., '68. Preparing to case the colors are 1SG Chester D. Robinson (left) and LTC James T. Radford, Battalion Commander. Observing at the right is COL Frank L. Dietrich, Fort Stewart Commander. (USA photo)



**NEW SLATE** — Shown following installation ceremonies, Aug. 16, at AAAA's Aloha of Hawaii Chapter are, l-r, COL "Doug" Ciley, '73-'75 President; COL "Bill" Chandler, outgoing President; CPT Jim Hanna, VP-Programs; and CPT John Lama, Chapter Secretary. The 154-member Chapter continues to be one of AAAA's most active organizations.



**FULL CYCLE** — A spring, '68 photo shows E. J. Ducayet, left (then Bell Helicopter president), presenting Mikel Oswald with a \$250 AAAA Scholarship. Mikel recently graduated from Texas A&M with distinction as a Doctor of Veterinary Medicine. Also shown are GEN Hamilton H. Howze (center), '68 AAAA Nat'l President; and COL (Ret.) and Mrs. John W. Oswald, Mikel's parents.



**TWOSOME** — Michelle Haley (left), an assembler at Bendix Corporation's Avionics Division, holds a large scale integration circuit assembly in her right hand which shows why air traffic control transponders are getting smaller in size. Mrs. Pat Marlin (left), a fixture in AMC's Aviation Office, retired recently after a long career with the government and those in Army Aviation.

## COMMAND & STAFF

**Major General H. G. Moore**, as Commander, USA Military Personnel Center, 2461 Eisenhower Avenue, Alexandria VA 22331.

**Major General William E. Shedd, III**, as Vice Director, Plans & Policy, J-5, OJCS, Washington DC 20301.

**Brigadier General Robert A. Holloman, III**, to 2d Infantry Division, APO San Francisco 96224.

**Brigadier General James M. Leslie**, as Assistant Commandant, USA Aviation School, Ft. Rucker AL 36360.

**Colonel Thomas E. Anderson**, as Chief, Aviation Operations Division, Army Aviation Directorate, OACSFOR, DA, Washington DC 20310.

**Colonel John E. Bell**, as Chief, Maneuver Division, Cmbt & Spt Sys Directorate, ODCofS for Combat Development, Hq, TRADOC, Fort Monroe VA 23351.

**Colonel Crawford Buchanan**, as Deputy Commander, USAAVNC, Ft. Rucker AL 36360.

**Colonel John P. Casey, Jr.**, as Deputy Director of Army Aviation, OACSFOR, DA, Washington DC 20310.

**Colonel Gordon F. Ferris**, as Commander, USA Engineer District S.A. (0-1), APO N.Y. 09038.

**Colonel William K. Gearan**, as Commander, Davison US Army Airfield, Ft. Belvoir VA 22060.

**Colonel William S. Hawkins**, to Hq, USMILGP — Brazil, Retired Mail Section, APO NY 09676.

**Colonel Donald H. Jersey (Ret.)**, to 9022 Old Mt. Vernon Road, Alexandria VA 22309, effective 30 September 1973.

## USSR Takes R/W Title

The USSR swept world honors at the Second World Helicopter Championships held at Middle Wallop, England, July 23-28, garnering 847 of a possible 900 points in five individual events. Teams from the U.K., Austria, and Germany finished 2d, 3d, and 4th while U.S. teams took 7th, 20th, 21st, and 23d positions. M. Meger flying an Enstrom F28A won the Free Style Event for the U.S., with the Gold Medal of the F.A.I. going to Alex Kapralov of the USSR. Timed Arrival, Navigation Exercises, Freestyle, Precision, and Rescue Events were flown by teams from eight nations.

**Colonel Walter A. Johnson**, as Director of Reserve Affairs, Fort Polk LA 71459.

**Colonel Arthur J. Junot**, to Hq, MASSTER, Ft. Hood TX 76544.

**Colonel Harold G. Keebaugh**, as Inf/Avn Coordinator, IV Army Readiness Region — Atlanta General Depot, Atlanta GA 30330.

**Colonel Howard E. Kessinger, Jr.**, to AMIS, USA Japan, APO San Francisco 96343.

**Colonel Jimmie King**, as Commander, School Brigade, USA Southeastern Signal School, Ft. Gordon GA 30905.

**Colonel Gerald W. Kirklighter**, as Commander, USA Field Artillery Aviation Command, Fort Sill OK 73503.

**Colonel Emil E. Kluver**, to Tooele Army Depot, Tooele UT 84074.

**Colonel Edward P. Lukert, Jr.**, to Staff & Faculty, USA War College, Carlisle Barracks PA 17013.

**Colonel Arnold R. Pollard**, to Aviation Division, DCSOPS, Hq, FORSCOM, Ft. McPherson GA 30330.

**Colonel DeLyle G. Redmond**, to JCS, NEACP, Andrews AFB, Washington DC 20331.

**Colonel Foy Rice**, as Chief, Surface Systems Division, AMCRD-G, Hq, USAMC, 5001 Eisenhower Drive, Alexandria VA 22304.

**Colonel William C. Rouse**, as Commander, 1st Brigade, 1st Armored Division, APO NY 09140.

**Colonel Robert W. Siegert, Jr.**, as Aviation Readiness Coordinator, Army Readiness Region II, Ft. Dix NJ 08640.

**Colonel Benjamin S. Silver**, as Director, Directorate of Industrial Operations, Fort Hood TX.

**Colonel Story C. Stevens**, to 1st Support Brigade, APO NY 09086.

**Colonel William R. Watson, Jr.**, as G-5 of the XVIII Abn Corps, Ft. Bragg NC 28307.

**Mr. Phil C. Norwine**, as Director of Military Marketing, Bell Helicopter Company, PO Box 482, Ft. Worth TX 76101.



**FT LEWIS, WA** — CW4 Lester Feutz (left), 4th Region Headquarters, receives his Master Army Aviator Wings from BG Sinclair Melner, CDR, 4th ROTC Region. Mrs. Feutz looks on during the July ceremony.



# On Guard!

**A**CTION is being taken by Congress to consider making *MAST* a mission using Department of Defense assets. It is not now a mission nor is it to be expanded beyond the current test sites unless or until it is specifically made a DOD mission.

ARO-A will publish *MAST* information at a point when all aspects of the program have stabilized. It appears that only medical evacuation units (Air Ambulance) will be considered for the initial expansion.

NGB has indicated that ARNG participation would be contingent on the following essential elements:

- Unit has achieved an appropriate degree of readiness.
- Local community acceptance of less than full-time *MAST* support.
- Legal liability protection equivalent to that afforded active duty personnel has been secured.
- Approval of Governor of the State concerned has been secured.

## Audio-Visual Program

Fort Rucker has agreed to have the ARNG Audio-Visual office co-located at or near their Aviation Learning Center. Job announcements have been advertised for the Manager, Photographer, and Illustrator (three positions) and interviews have been conducted.

It is anticipated that the equipment will be purchased soon and provided to each aviation facility. It's planned to schedule a conference where the equipment will be issued and directions for operation will be given.

This conference may be held at Fort Rucker and attended by the facility technician who will oversee the mini-learning center. Dates, time, and place will be furnished with an anticipated date well before the ANGUS National Conference. In addition, it is planned that the initial programs will be furnished at this conference.

## Operating Activities Center

Plans for establishment of a field support center at Edgewood is at the stage where some technician job positions have been announced. It is planned that the Army Aviation Branch, along with other Bureau functions, will be moved from the Pentagon to the OAC.

As a result of the move, Aviation will be increased by four spaces from the present branch configuration: Aviation Division Chief, Ass't Safety Officer, Aviation O & T Officer and Flight Certification Officer. More information will be furnished when the plans are finalized.

## Standing Aviation Committee

The Brooks Committee, advisor to DARNG, is now comprised as follows:

*BG James Brooks*, Ass't AG, Idaho (Chairman); *COL Neal Baldwin*, SAO, New York; *COL Claude Biehn*, O & T, Oregon; *COL Lynwood Hoxsie*, US-PFO, Rhode Island; *COL Charles Willis*, AASF Cmdr, Florida; *LTC Bernard Blair*, SAO, Texas; and *LTC Sam Workman*, TARS Cmdr, California.

The Alternate is *LTC James Sulpizi*, AASF Cmdr, Delaware. *LTC Tom Miller* was medically retired earlier this year and is replaced by *LTC Workman*. *COL Hoxsie*, US-PFO, Rhode Island, replaces *COL Clair Stauffer*. The Committee meets at Edgewood, 30 July-3 August 1973.

A member of the Standing Aviation (Brooks) Committee, *Colonel Clair Stauffer*, died suddenly on 12 June 1973. The US-PFO for Pennsylvania, *COL Stauffer* was not a rated aviator, but nevertheless had provided the program his vast knowledge and experience in the aviation field.

A Memorial Service was held on 15 June, 1973 at IGMR and was attended by representatives of ARNG aviation. Numerous NGB key personnel also attended, including *BG Joseph Jelinek*.

## Planned Conferences, FY 74

● *Aviation program Review — Safety — 9-10 August* (State Aviation Officers, TARS Commanders, Facility/Activity Commanders) Washington DC.

● *Audio-Visual Training Conference — Date not established* (Technicians who will supervise facility learning center), Fort Rucker, Alabama.

● *National Safety Conference — Tentative — same time and place as AAAA National Conference, 18-19 October* (State Aviation Safety Officers, Safety Officer/Instructor Pilots, Flight Surgeon), Washington DC.

● *Management Conference — Date time and place to be announced, estimated to be early 1974.* (State Aviation Officers, TARS Commanders).

# The Mast Mission

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



# It doesn't take a genius . . .

Mrs. Dorothy Kesten  
Ladd Agency, Inc.  
1 Crestwood Road  
Westport, Conn. 06880

Dear Mrs. Kesten:

After fifteen years of continuous participation in your flight pay insurance program I now find it necessary to terminate coverage. Although I have been fortunate in being selected for promotion to O6, I find myself - like others - in the unfortunate position of not drawing flight pay when promoted.

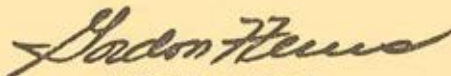
The intent of this letter, however, is not to elaborate on, or discuss present flight pay, but to express my sincere thanks to you for the security afforded by having been insured from loss of the flight pay over the past years.

It does not take a genius to compare the total cost of the premiums I've paid over the years versus the benefits I would have derived had I been grounded.

Even though I have never had the occasion to reap the benefits of the insurance in the past fifteen years, I still consider it to be a bargain!

Your organization provides a needed service and I will continue to urge younger aviators to participate. Keep up the good work!

Sincerely,



GORDON F. FERRIS  
LTC (P), IN  
Defense Mapping Agency  
Topographic Center

# Takeoffs

## GENERALS

BERRY, Sidney B., MG  
Qtrs 1541, Cole Park  
Ft Campbell KY 42223  
STARKER, Joseph B., BG  
437 Lewis Road  
Pres Monterey CA 93940  
WILLIAMSON, Ellis W, MG  
3616 North 36th Road  
Arlington VA 22207

## COLONELS

BURTON, Kenneth J.  
4543 English Avenue  
Ft Meade MD 20755  
BUSH, Harry L.  
3115 44th Street, N.W.  
Washington DC 20016  
CHANDLER, William W.  
5980 Seabright Road  
Springfield VA 22152  
DAWDY, Charles A., Jr.  
136 Walnut Street  
Ft Devens MA 01433  
FILBY, Robert A.  
7017 Hathor Drive  
Corpus Christi TX 78412  
JOHNSON, Albert A.  
8 Andrews Drive  
Daleville AL 36322  
KEEBAUGH, Harold G.  
137 Weatherstones Pkwy  
Marietta GA 30062  
McILWAIN, George W.  
1215 N. Ft Meyer Dr., #207  
Arlington VA 22209  
SIEGERT, Robert W., Jr.  
34 Holly Crest  
Ft Dix NJ 08640  
SILVER, Benjamin S.  
123 North 30th Street  
Gatesville TX 76528  
WALDRON, Garaid L.  
4925 Americana Dr., #102  
Annandale VA 22003  
WATSON, William R., Jr.  
430 Hallmark Road  
Fayetteville NC 28303

## LT COLONELS

ALTEKRUSE, Ernest B.  
206 Lafitte Crescent  
Ft Walton Beh FL 32548  
ANDERSON, Paul F.  
100 Allendale Place  
Williamsburg VA 23185  
BANKIT, Paul  
174 D'Lane Drive  
Newport News VA 23602  
BANKS, Douglas T.  
21 North Section Street  
Fairhope AL 36532  
BEAUMONT, Marion E.  
HHB, VII Corps Arty  
APO New York 09107

## PCS — LTCS

BERRY, Bobbie G.  
Dpt Mil Science, N IL Univ  
DeKalb IL 60115  
BOEHNKE, Roger H.  
10408 Ocean Drive, NAS  
Corpus Christi TX 7841F  
BOYLE, Dennis M.  
Hq, DA, DARD, DDA  
Washington DC 20310  
BROMAN, Ralph W.  
6000 Federal Pl., Rm 222F  
Louisville KY 40202  
BROWN, Raymond V.  
120 Castillo Avenue  
San Antonio TX 78210  
BURNISON, George E.  
ARMISH, MAAG Bx 700  
APO New York 09205  
CASS, Stanley D.  
5820 Broadmoor Street  
Alexandria VA 22310  
CHRISTIE, Thomas C.  
874 E. Costigan Drive  
Newport News VA 23602  
COLELLO, Joseph, Jr.  
OCLESE, Land Southeast  
APO New York 09224  
COLEMAN, Lynn F.  
113 Doe Run  
Macomb IL 61455  
DALTON, Leo J., Jr.  
P.O. Box 95  
Bayville NJ 08721  
DAVIS, Lauren S.  
3518 Fort Hill Drive  
Alexandria VA 22310  
DAVIS, Robley W., Jr.  
Route 1  
Fayetteville AR 72701  
DAVIS, Willys E.  
Box 34, Stu Det, USAWC  
Carlisle Brks PA 17013  
DRREHER, Henry E.  
10 Gridley Loop  
Ft L. Wood MO 65473  
EBERHARD, Floyd  
1004 Mayfair  
St Charles MO 63301  
ECKERT, William N.  
45-60 Falcon Courts, N.  
McGuire AFB NJ 08641  
GOODE, Franklin C.  
7501 Democracy Biv. B431  
Bethesda MD 20034  
GRIMINGER, Charles O.  
305 Tenderfoot Court  
Hampton VA 23669  
HARRINGTON, Regis A.  
12917 Windbrook Drive  
Clinton MD 20735  
HART, Rufus R.  
ALBE-DO, P&O  
Ft Polk LA 71459  
HEGDAHL, James O.  
4018 David Lane  
Alexandria VA 22311

## PCS — LTCS

HICKERSON, Charles M.  
Avn Unit, JUSMMAT  
APO New York 09254  
HILL, James F.  
3224 Wakefield Drive  
Decatur GA 30034  
HOLROYD, Donald E.  
475 Turner Loop  
Ft Campbell KY 42223  
HORTON, Edward J.  
406 Skyline Avenue  
Killeen TX 76541  
HOWARD, Lonnie T.  
2404 Londonderry Road  
Alexandria VA 22308  
HULL, Donald R.  
Hq, 31st Medical Group  
APO New York 09175  
JENNINGS, Robert H.  
15670 Charter Oak  
Saltinas CA 93901  
JONES, Robert J.  
137 Windemere Road  
Wilmington NC 28401  
KENYON, Robert B.  
534-C Catalpa Drive  
Maxwell AFB AL 36113  
KLOSE, John A.G.  
4217 Elizabeth Lane  
Annandale VA 22003  
KRZECZOWSKI, Thaddeus  
Avn Div, TAFT, Box 701  
APO New York 09205  
MASON, Arthur W.  
Hq, AUSCOM OPM, AAH  
St Louis MO 63166  
MCCALL, Leroy W.  
18 Madeline Drive  
Newport RI 02840  
McDONALD, Merle A.  
39th Signal Bn  
APO New York 09175  
McGUFFIN, Robert F.  
14 Tenth Street  
St Augustine Beh FL 32084  
McNIDER, Henry B., III  
1417 South 20th Street  
Arlington VA 22202  
MILLER, Frederick T.  
125-B Logan Loop  
Ft Sheridan IL 60037  
MODICA, Donald  
7807 Louisville Avenue  
Lubbock TX 79413  
NICHOLSON, Rowland J.  
400-C Alameda Del Prado  
Novato CA 94947  
NORTHBRIDGE, Henry R.  
Rural Route 2, Box C-54  
Carthage NY 13619  
NOWALK, Charles L.  
Box 15, Staff CINCPAC  
FPO San Francisco 96610  
O'LEARY, Arthur J.  
7 Norwich Drive  
Greenville SC 29609

## PCS — LTCS

OLSON, Vincent T.  
10101 Monaco Drive  
E1 Paso TX 79925  
PATNODE, Clarence A.  
15222 Kempwood Drive  
Chesterfield MO 63017  
PERRIN, William S.  
24 Alexander Drive  
Hampton VA 23664  
POTRAT, James D.  
3984 Pinehurst Place  
Decatur GA 30034  
POTTER, Floyd E.  
Sys Des Dir, LOG CEN  
Ft Lee VA 23801  
POWERS, Davies R.  
4 Holly Ridge Court  
Ballwin MO 63011  
SALMON, Ray W.  
Hqs, VII Corps, Surgeon  
APO New York 09107  
SETZER, Howard L., Jr.  
Box 152, Stu Det, USAWC  
Carlisle Brks PA 17013  
SMITH, Herbert M., Jr.  
79 Capitano Drive  
Novato CA 94947  
SNYDER, Quay C.  
Box 497, S-F, USACs  
Carlisle Brks PA 17013  
STALKER, Paul R.  
P.O. Box 80  
Ft Polk LA 71459  
STEVENS, Ronald J.  
Box 169, Stu Det, USAWC  
Carlisle Brks PA 17013  
STOKES, John H., III  
CMR 2, Box 5547  
Ft Rucker AL 36360  
STRUDEMAN, Richard C.  
General Delivery  
Ft Lewis WA 98433  
UTZMAN, Charles D.  
Off Insp Gen, 7A  
APO New York 09403  
VARNER, Velay J.  
Carter Hill Rd., Apt H  
Montgomery AL 36111  
WALTON, Warren J.  
110 Eames Avenue  
Ft Benning GA 31905  
WARR, Thomas J.  
ODCSOPS, Avn, 7A  
APO New York 09403  
WILKS, Clarence D.  
US Army Elm., CENTAG  
APO New York 09099  
WITHERS, Peter C.  
3697 Paddock Drive  
Decatur GA 30034  
WOOD, Douglas J.  
17 Faith Lane  
Ft Rucker AL 36360  
WRAY, Donald P.  
2424 Carey Lane  
Vienna VA 22180

**PCS — COLONELS**

YANAMURA, Kenneth K.  
102 Michele Drive  
Hampton VA 23669  
YOUNG, Raymond H.  
Hq, CENTAG  
APO New York 09099

**MAJORS**

ALLISON, Samuel C.  
HHB, 2d Bn, 39th FA  
APO New York 09033  
AMMONS, David C.  
P.O. Box 25  
Ft Rucker AL 36360  
ANDREWS, Raymond G.  
236 Hancock Avenue  
Ft Leavenworth KS 66027  
ATKINSON, Thomas J.  
Regular Course 73-74  
Ft Leavenworth KS 66027  
BARFIELD, John R.  
Qtrs 8849  
Ft Lewis WA 98433  
BARNES, Charles  
207 Blessing Street  
Ft Benning GA 31905  
BOSTDORF, John M.  
1702 S.E. 12th Street  
Mineral Wells TX 76067  
BOYD, Barclay  
5815 Elm  
Lawton OK 73501  
BRESSETTE, Allen A.  
Hq, US Army Garrison  
Pres San Fran CA 94129  
BROOK, Howard F., Jr.  
2948A Summer Circle  
Ft Eustis VA 23604  
BUDIG, Sherwood R.  
116-A Illama  
Ft Richardson AK 99505  
CHAPLIN, Robert D., III  
1st Aviation Det  
APO New York 09128

**PCS — MAJORS**

CHILDERS, Jerry W.  
101 Sanoey Circle  
Vienna VA 22180  
CLARK, Cleveland A.  
137 Spanish Trace  
Mineral Wells TX 76067  
COOPER, Nelson J.  
52 Boyce Lane  
Ft Rucker AL 36360  
CRAMER, Carl L.  
319-3 First Street  
Ft Leavenworth KS 66027  
DANTZLER, William D.  
P.O. Box 303  
Ft Rucker AL 36360  
DOTEN, Frederick S.  
709 Creek Street  
Coppers Cove TX 76522  
DUNNINGTON, Warren H.  
3004 Biltmore Avenue  
Montgomery AL 36109  
ERKINS, Moses  
1112 Magnolia Avenue  
Coppers Cove TX 76522  
ERWAY, Douglas K.  
Office of the Insp General  
Ft Knox KY 40121  
FLOYD, Ralph H., Jr.  
HHC, III Corps  
Ft Hood TX 76544  
GROOMS, Ronald L.  
109 Coral Way  
Enterprise AL 36330  
HAHN, James S.  
1136 Neal Drive  
Alexandria VA 22308  
HAYS, Robert O.  
Box 284  
Eirama PA 15038  
HEARN, Forrest  
84-B Walnut Street  
Ft Devens MA 01433  
HIRAL, Kenneth H.  
Qtrs 15, 7th Avenue  
Ft Rucker AL 36360

**PCS — MAJORS**

HOLCOMB, Cornelius C.  
1228 Mindoro St., AFSC  
Norfolk VA 23511  
HOLCOMBE, Jerry V.  
3315 Pointe Bleue Court  
Decatur GA 30034  
HOPKINS, John A.  
8421 Wendell Drive  
Alexandria VA 22308  
IRBY, Dewitt T., Jr.  
5619 Dunmore Drive  
Alexandria VA 22310  
JAMES, Robert B.  
1901 Oakland Avenue  
Columbus GA 31903  
JONES, Harold L.  
3411 Spring Valley Road  
Decatur GA 30032  
KAST, Wilfried H.  
133 Ocean Grove Drive  
Ormond Beach FL 32074  
KENNEDY, John P.  
2108 Randolph Street  
Leavenworth KS 66048  
KIEFFER, George W.  
23 Manahassett Way  
N. Long Branch NJ 07740  
KNISELY, Lynn B.  
521 Pleasantwind Drive  
Aberdeen MD 21001  
LONG, Freddie E.  
57th Medical Det  
Ft Bragg NC 28307  
LOVELESS, Kenneth D.  
Shu Det, Class 54, AFSC  
Norfolk VA 23511  
MODERMOTT, Michael J.  
Hq, 106th Trans Bn  
APO New York 09057  
MCGEE, Albert P.  
c/o Post Locator  
Ft Leavenworth KS 66027  
MCKINSTRY, Thomas I.  
308 Wayne Place  
Mobile AL 36609  
MEASELS, David A.  
186-D Scott Place  
Ft Riley KS 66442  
MEDARS, David M.  
US Army Trans Sch, DMA  
Ft Eustis VA 23604  
MEISSNER, Keith E.  
22279 Capote Drive  
Saltinas CA 93901  
MENTZER, Frederick F.  
UASSB  
APO New York 09025  
MERCHANT, James L.  
Route 1, Box 315  
Kempner TX 76539  
MOORE, Robert D.  
16729 Silktree  
Fountain Vly CA 92708  
MOORE, Walter B.  
ACSC, Box 74-1441  
Maxwell AFB AL 36112  
MYERS, James R.  
125 5th Artillery Road  
Ft Leavenworth KS 66027

**PCS — MAJORS**

OHARA, William  
356 Jonathan Court  
Newport News VA 23602  
OSBORN, Thomas E.  
303-C Carpenter Place  
Ft Riley KS 66442  
OWEN, Dean M.  
2825 Virginia Drive  
Manhattan KS 66502  
PAREDES, Robert  
3319 Crestview Drive  
No. Versailles PA 15137  
PEPE, Michael J.  
541 Rosada Street  
Satellite Bch FL 32937  
QUINONES, Gregory G.A.  
8503 Leonard Drive  
Silver Spring MD 20910  
REVES, Troy, Jr.  
1220 Lee Street, Route 1  
Forest Park GA 30050  
RENFRO, Ronald D.  
1 Hancock Avenue  
Ft Leavenworth KS 66027  
ROBERSON, Carlton F.  
331 McFayden Drive  
Fayetteville NC 28303  
ROSS, Bill R.  
Route 1, Box 331  
Kempner TX 76539  
SHABRAM, Robert M.  
General Delivery  
Hot Springs SD 57747  
SNOOK, Larry  
81006-1 Travis Avenue  
W. Ft. Hood TX 76544  
SOLOMON, Alvin L.  
Avn Log TAFT, Box 701  
APO New York 09205  
STANFORD, Harold D.  
P.O. Box 14  
Lineville AL 36266  
SWIFT, William D.  
6555 Arequa Ridge Lane  
Colorado Springs CO 80919  
WHITE, Adolphus B., Jr.  
1 S. 217 Dillon Lane  
Villa Park IL 60181  
WHITE, Steven L.  
305 Shannon Street  
Clarksville TN 37040  
WICE, Leonard P.  
116 3rd Infantry Road  
Ft Leavenworth KS 66027  
WINSLOW, Roger D., Jr.  
Route 2, Box 466  
Aurora IL 60504

**CAPTAINS**

ADAMS, David R.  
112 Birkhead  
San Antonio TX 78234  
BARDAYAN, Albert  
443 Adamwood Drive  
Nashville TN 37211  
BERKEY, Richard O.  
12930 Nettles Dr., Apt E2  
Newport News VA 23606



**SCRAMBLE!** — During airborne exercises provided by the 119th Aviation Company, some of the 2,000 ROTC cadets training at Ft Bragg, NC, this summer, begin their advance on the "aggressors" of the 504th Infantry, 82d Airborne Division.



## PCS — CAPTAINS

BRANHAM, Terry W.  
HHB, 8th Inf Div Arty  
APO New York 09034

BRIGGS, Duane A.  
Rural Route 1  
Mead OK 74056

BURKHALTER, Lonnie L.  
209 Richland Avenue  
Enterprise AL 36330

CALDWELL, Milan E.  
P.O. Box 7272, USAADS  
Ft Bliss TX 79916

CAUSEY, Billy H.  
38 Nijmegen  
Ft Bragg NC 28307

CHAFFEE, Frank D.  
295th Avn Co (HH)  
APO New York 09185

CHRISTINE, S.L.  
Pear Orchard Ests., #203  
Elizabethtown KY 42701

COOPER, Robert L.  
Air Troop, 2d ACR  
APO New York 09093

COPELAND, Guy L.  
1417 Leavenworth, #3  
Manhattan KS 66502

CULVER, James O.  
5 Karen Drive  
Newport News VA 23602

CUPP, Charles W.  
USAMMAEUR, Avn Div  
APO New York 09052

DIAZ, Franklin  
14900 4th Street, Apt 103  
Laurel MD 20810

DILLON, William P.  
10135 Armstrong Plaza  
Omaha NE 68134

DUQUETTE, Allan R.  
127 Belmont  
Junction City KS 66441

ERRICKSON, Edward W.  
3337 North 60th Street  
Phoenix AZ 85018

EVANS, Mickey S.  
CMR 2, Box 16032  
Ft Rucker AL 36360

EVERSON, Randolph L.  
5609-B Gilkey Loop  
Ft Knox KY 40121

FOSTER, Donald A.  
F Co, 122d Maint Bn  
APO New York 09165

GINN, Jerry W.  
Box 4  
Sasser GA 31785

GOLDSTEIN, Kenneth S.  
420 Russell Street  
Portsmouth VA 23707

GREENE, Christopher T.  
309-B 1st Division Road  
Ft Benning GA 31905

HALL, Glenn M.  
12th Co, 1 Bn, IOAC 1-74  
Ft Benning GA 31905

HARLEY, Timothy W.  
3602 Lexington Drive  
Augusta GA 30906

## PCS — CAPTAINS

HARTLEY, David C.  
HHC, 19th Avn Bn  
APO San Francisco 96271

HAYNES, Thomas R.  
P.O. Box 25  
Ft Campbell KY 42223

HEIMER, Allen E.  
271st Aviation Company  
APO San Francisco 96271

HERNDON, Clarence W.  
5665-A Corley  
Ft Knox KY 40121

HICKS, Kenneth L.  
5785 South Ivy  
Englewood CO 80110

HILLARD, Rodney G.  
3041 University Road  
Louisville KY 40206

HITCH, James A.  
132 South Adams  
Westmont IL 60559

HOLDER, James R.  
P.O. Box 3064  
Yuma PG AZ 85364

HOLLENMAN, Samuel D.  
2701 Corabel Lane, #118  
Sacramento CA 95821

HORLACHER, Donald R.  
3415-A Kasell Loop  
APO San Francisco 96557

IDEUS, Eldon H.  
283d Medical Det  
Ft Bliss TX 79906

JOHNSTON, Allan G., Jr.  
18 Fryor Street  
Ft Rucker AL 36360

JONES, Clovis, Jr.  
5515 Allan-A-Dale Lane  
Lawton OK 73501

JONES, Thomas J.  
204 Salerno  
Ft Ord CA 93941

JORDAN, Charles F.  
Hq, USA Med Cmd, Europe  
APO New York 09403

KARR, James B.  
2438 Vaughn Drive  
Manhattan KS 66502

KIMZEY, Reed T.  
49 E. Harris Street  
Ft Rucker AL 36360

KING, Carl L.  
71st Avn Co (AH)  
APO New York 09047

KING, Ronald L.  
924 South 73d Street  
Tacoma WA 98408

KNISELY, Benjamin M.  
82d Medical Det (RA)  
Ft Riley KS 66442

KNOUSE, Stephen L.  
7814 Lawn Wood Lane  
Houston TX 77038

KONKLE, Thomas E.  
HHB, 3/34th FA  
Ft Lewis WA 98433

LANDORF, Arthur R.  
119 Robin Hill Drive  
Naperville IL 60540

## PCS — CAPTAINS

LANG, Dalbert G.  
1001 So. 21st Street  
Leavenworth KS 66048

LEARY, James F.  
HHC, 3d Armd Div  
APO New York 09039

MARCY, John  
1609 4th Avenue  
Leavenworth KS 66048

MARZOLA, Edward A.  
1652-B Birch Street  
Ft Dix NJ 08640

MASSAGLIA, Victor D.  
404 East Avenue "B"  
Copperas Cove TX 76522

MAYS, Audie L.  
47 Kirby Street  
Ft Rucker AL 36360

MCKENZIE, James B., Jr.  
1906 N.W. 72d Street  
Lawton OK 73501

MOREYNOLDS, Jerry L.  
1148 Bradenton Road  
Daytona Bch FL 32014

MEYERS, Daniel L.  
1881 Ford Parkway  
St Paul MN 55116

MICHALKIEWICZ, Joseph  
3502-A Cadet Sheridan  
Wahiawa HI 96786

MILLER, Frank A.  
P.O. Box 1136  
Deland FL 32720

MILLER, James S.  
Bx 4409, POBx 2411, ERAU  
Daytona Beach FL 32015

MILLER, Roy H., Jr.  
Route 4, Box 546  
Orange TX 77630

NAGEL, Orin A.  
701 State Avenue  
Holly Hill FL 32019

NENSTIEL, Jared S.  
800 N. Riverside Drive  
Indianapolis IN 46203

## PCS — CAPTAINS

NICHOLS, Dean H.  
6-A Officers Circle  
Ft Douglas UT 84113

NORRIS, Roger H., Jr.  
10 Howard Street  
Ft Rucker AL 36360

NORTON, William A.  
P.O. Box 612  
Ft Huachuca AZ 85613

O'BRIEN, Francis W., Jr.  
2625 Davenport Road  
Duluth GA 30136

O'HERON, Joseph A.  
Route 1, Box 203A  
Seale AL 36875

O'TOOLE, James W.  
7379-A CBA  
Ft Campbell KY 42223

PRESTIDGE, James C., Jr.  
1625 Wavecrest  
Houston TX 77058

PUTNAM, Thomas W.  
3000 Arbor Drive  
Manhattan KS 66502

RAUSCH, Brian G.  
73 Holbrook Avenue  
Ft Riley KS 66442

RIBBECK, Rudolph R.  
2815 Tudor Court, Apt 210  
Tampa FL 33614

RICHARDSON, Charles E.  
17 Division Place  
Ft Rucker AL 36360

RUSK, Frankie R.  
UA5SB  
APO New York 09025

RUSTROM, Robert E.  
16 Erwin, Bowden Ter.  
Ft Rucker AL 36360

SCHIERENBECK, Everett  
1049-7 Chena  
Scott Wainwright AK 99703

SCOTT, Dennis W.  
7010 No. 108th Ct., #51  
Omaha NE 68142



RICHARD H. BITTER AAAA CHAPTER MEMBER HONORED — Mrs. Marilyn Milam, Army Aeronautical Depot Maintenance Center, receives the center's Woman of the Year Award from Congressman John Young. The Award is sponsored by the Federal Woman's Program and is based on professional achievement and community service.

**PCS — CAPTAINS**

SEGAL, Robert L.  
14Round Tree Apts., Rt9W  
Plermost NY 10968

SEYMOUR, Robert L.  
135 South 42d Street  
Boulder CO 80303

SHEETS, David L.  
444 Dela Vina Av., Apt B1  
Monterey CA 93940

SIENKIEWICZ, Richard J.  
2112 Tarleton Drive  
Charlotteville VA 22901

SLONIKER, Michael E.  
2211 North 26th  
Lawton OK 73501

STRAZZINI, Edward  
126-D Windsor Castle Rd.  
Newport News VA 23602

STRICKLAND, Robert M.  
5447-H Brett Drive  
Ft Knox KY 40121

TARR, Richard C.  
204 Campfire Drive  
Calif City CA 93505

TEMEYER, John G.  
317 Court Street Place  
Iowa City IA 52240

THORPE, Harding C., Jr.  
510 Louise Street  
Copperas Cove TX 76522

VEAL, Raymond, Jr.  
HHB, 210th FA Group  
APO New York 09352

WALKER, James R.  
5624 Bonita Vista Way, #92  
Tampa FL 33617

WALLACE, Robert L., Jr.  
458 Ann Street  
Montgomery AL 36107

WATTS, Olen C.  
171 Birkhead  
Ft Sam Houston TX 78234

Williamson, J.H., Jr.  
104 Dumbarton Avenue  
Simpsonville SC 29681

**PCS — CAPTAINS**

YOUNG, James S.  
1834 Madison, Apt R114  
Clarksville TN 37040

**LIEUTENANTS**

BATSON, Douglas R.  
5640-2 Lockridge Loop  
Ft Hood TX 76544

BRNSON, David W.  
457 Circle Drive  
Clarksville TN 37040

BUNKER, David  
498 Denbigh Blvd., Apt 125  
Newport News VA 23602

CAGLE, Stanley E.  
Hq, USARBCO D-AVM  
APO San Francisco 96248

CRAIG, Robert J.  
590 Carriage Lane  
Dover DE 19901

EDIGER, Bradley G.  
P.O. Box 4  
Ft Belvoir VA 22060

FORNEY, Mark A.  
4th Aviation Co  
Ft Carson CO 80913

GREEN, Gerald D.  
717 Wyidwood Avenue  
Pocatello ID 83201

HEPBURN, David W.  
13908 Sloan Street  
Rockville MD 20853

HOBAN, Peter M.  
201 Manning Drive  
Copperas Cove TX 76522

JOHNSON, Mitchell C.  
1020 S. Chelton Rd., #2104  
Colorado Springs CO 80915

KRIEGER, Mark  
45 Olsen Lane  
Ft Rucker AL 36360

LARSEN, David T.  
1000 Pembroke Dr., #601  
Columbus GA 31907

**PCS — LIEUTENANTS**

LOVETT, Michael L.  
5785-2 Wainwright Dr.  
Ft Hood TX 76545

MAYFIELD, Richard A.  
CMR 2, Box 6361  
Ft Rucker AL 36360

MEHRINGER, Kenneth  
P-4 La Veta Woods Apts  
Enterprise AL 36330

MILLARD, Stanley E.  
7525 Republic Ct., #103  
Alexandria VA 22306

PHILLIS, George K.  
929 Edwards Street  
Copperas Cove TX 76522

PLAISTED, James R.  
21 Timpoochee Drive  
Indian Hbr Boh FL 32937

SCHNECK, Richard E.  
85 Maas Drive  
Ft Bragg NC 28307

SMITH, Douglas I., Jr.  
74 Belair Blvd  
Clarksville TN 37040

STEPHENS, James M.  
10112 Sales Rd., #64  
Tacoma WA 98449

VAN DEN BERG, Gary  
498 Denbigh Blvd., Apt 46  
Newport News VA 23602

WELLS, Burnie D.  
318 Warner Avenue  
Olympia WA 98503

WILSON, Stephen A.  
134 North Dougherty  
Ft Bragg NC 28307

**CW4'S**

BURRELL, Fred D.  
Box 602  
E. Flat Rock NC 28728

CLEARY, Joseph H.  
P.O. Box 508  
St. Petersburg FL 33731

FARMER, Marvin A., Jr.  
363-A Coral Sea Drive  
Ft Lee VA 23801

LISONBEE, Lawrence J.  
331 South Murray Blvd  
Colorado Springs CO 80916

PIETY, Richard L.  
1445 La Casita Street  
Deltona FL 32763

QUERRY, Bobby R.  
11 Fowler Lane  
Ft Rucker AL 36360

WILSON, H.D.  
3d US Army Flight Det  
Ft McPherson GA 30330

**CW3'S**

ARSENALTY, Brian R.  
87 North Harris  
Ft Rucker AL 36360

BAKER, Norman C.  
63Co, 6Bn, CMR2, Bx 16084  
Ft Rucker AL 36360

**PCS — CW3'S**

BRIGHT, Jimmy D.  
2105 Edinburgh Dr., S.W.  
Huntsville AL 35803

CARPENTER, John W.  
298 Dixie Dr., Apt D-5  
Enterprise AL 36330

DAVIDSON, Jon R.  
P.O. Box 551  
Ft Rucker AL 36360

DAVIS, Ronald W.  
16 McKinley Drive  
Newport News VA 23602

GEER, Wayne F.  
1233 Hunters Lane  
Radcliff KY 40160

GEORGE, Warren D.  
63 Co, 6 Bn, CMR 2, Bx 5698  
Ft Rucker AL 36360

GREEN, Leonard A.  
7766-A Nelson Loop  
Ft Meade MD 20755

HARGEST, Allen C.  
69 North Harris Drive  
Ft Rucker AL 36360

HILL, Ronald L.  
222d Aviation Bn  
APO Seattle 98731

JONES, Walter E.  
428-F Beluga Avenue  
Ft Richardson AK 99505

MAGONIGAL, Michael D.  
29 East Harris  
Ft Rucker AL 36360

McLAUGHLIN, Richard L.  
1679B 7th St, Bethel Mnr  
Langley AFB VA 23665

MURPHY, Stephen E.  
Route 1, Box 224A  
Williamsburg VA 23185

PATTON, Donald F.  
612 Range End Rd., Lot 64  
Dillsburg PA 17019

RUSSELL, Richard J.  
9741 Pekin Road  
Novelty OH 44072

TRUESDALE, Dana L.  
402 Maxwell Road  
Enterprise AL 36330

**CW2'S**

ABER, Allen L.  
3Avn Det, Cmp Humphreys  
APO San Francisco 96271

ABSHIRE, Jerry W.  
185 Oleeta Street  
Ormond Boh FL 32074

BALDWIN, Herbert L.  
8315 N. Vandiver, Apt 37  
San Antonio TX 78209

BARNES, Wesley D.  
R.R. 4, Box 105  
Huron SD 57350

BAULAND, Charles  
16 Wildwood Gardens, #E2  
Port Washington NY 11050

BORZEWSKI, Terrence L.  
Route 2, Box 41  
West Bend WI 53095



THAI-ING THINGS UP — LT Arkas Wongkerd, a Thai flight student, preflights his UH-1 helicopter during his training at USAVNS recently. Upon his graduation from Ft Rucker, Arkas will be returning to Thailand.



# The Personal Side

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## BIRTHS

- BROADHURST** — Donald James was born on 16 July at Ft. Rucker to MAJ and Mrs. Donald G.
- CONRAD** — Ann Janette was born 18 July at Ft. Rucker to CPT and Mrs. Eugene B. Jr.
- DAU** — Rhonda Ivy Davis was born 5 May at Ft. Eustis to CW3 and Mrs. Ronald W.
- DODSON** — Aimee Lou was born 16 July at Ft. Rucker to 2LT and Mrs. Frank A. Jr.
- DOLAN** — Sean Michael was born 29 July at Ft. Rucker to 1LT and Mrs. Michael J.
- ELLIS** — Christopher Bryan was born 3 August at Ft. Rucker to CW2 and Mrs. Bryan L.
- GREEN** — Brian Anderson was born 4 August at Ft. Rucker to CW2 and Mrs. Noah A.
- HARTLEY** — Kristen Marie was born 6 August at Ft. Rucker to CW2 and Mrs. Robert F.
- ISLER** — Michela Ann was born 25 July at Ft. Rucker to 1LT and Mrs. Roderick J.
- KELSEY** — Charles Bradley was born 30 July at Ft. Rucker to CW2 and Mrs. Jonathan W.
- McINTOSH** — Theresa Marie was born 20 July at Ft. Rucker to WO1 and Mrs. Michael H.
- MORSE** — Aleida Marie was born 31 July at Ft. Rucker to WOC and Mrs. Richard L.
- SNYDER** — Peter Hamilton was born 31 July at Ft. Rucker to 1LT and Mrs. Gordon J.
- STAIGLE** — Anneka Faith was born 18 July at Ft. Rucker to CW2 and Mrs. James E.
- TAVARES** — Tina Marie was born 21 July at Ft. Rucker to 1LT and Mrs. Edward J.
- TOONE** — Leslie Michelle was born 5 August at Ft. Rucker to 1LT and Mrs. Steven B.
- WENNERBERG** — Kimberly Ann was born 26 July at Ft. Rucker to 1LT and Mrs. Richard A.
- WHITE** — Brandon Lo-El was born 21 July at Ft. Rucker to 2LT and Mrs. Stephen L.
- WIEGMAN** — Katherine Theresa was born 27 July at Ft. Rucker to CPT and Mrs. Curtis M.
- ZITO** — Joseph Rudolph was born 3 August at Ft. Rucker to CW2 and Mrs. Jeffrey R.

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## HONOR GRADUATES

- ALSAKER** — 2LT Larry K., DG of ORWAC class, USAAVNC, 31 July.
- AMES** — WOC Gary L., DG of WORWAC class 73-41, AAAA academic award, USAPHS, 7 August.
- CASADY** — WOC David E., DG of WORWAC class 73-41, AAA flight award, USAPHS, 7 August.
- CUSIK** — 1LT John J., DG of ORWAC class, USAAVNC, 17 July.
- DUCKWORTH** — WOC Thomas M., WORWAC class 73-41, AAAA military award, USAPHS, 7 August.

- HATCH** — WOC Richard C., WORWAC class 73-41, outstanding military graduate, USAPHS, 7 August.
- HERMANSON** — WOC Richard J., WORWAC class 73-39, AAAA academic award, USAPHS, 19 July.
- JOSEPH** — 2LT Thomas M., ORWAC class, AAAA academic award, USAPHS, 7 August.
- O'DAY** — 2LT Peter R., DG of ORWAC class, USAAVNC, 31 July.
- PETERSON** — 2LT Scott C., ORWAC class 73-40, AAAA academic award, USAPHS, 19 July.
- REICHELDERFER** — 1LT Ronald R., DG of ORWAC class, USAAVNC, 17 July.
- REYNOLDS** — 2LT James C., DG of ORWAC class 73-42, AAAA Flight award, USAPHS, 7 August.
- SANDS** — WO1 Richard M., DG of WORWAC class, USAAVNC, 31 July.
- STOLWORTHY** — WOC Robert A., WORWAC class 73-39, AAAA flight award, USAPHS, 19 July.
- STRAHAN** — WOC James R., DG of WORWAC class 73-39, outstanding military graduate, USAPHS, 19 July.
- SULLIVAN** — 1LT James D., DG of ORWAC class 73-40, AAAA flight award, USAPHS, 19 July.
- TOMLINSON** — WO1 Samuel S., DG of WORWAC class, USAAVNC, 17 July.
- WILSON** — WOC Ronnie E., WORWAC class 73-39, AAAA military achievement award, USAPHS, 19 July.

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## GRADUATES

- Embry-Riddle Aeronautical University  
CPT James R. Armstrong  
MAJ Robert M. Baugh  
CPT Richard B. Cary  
CPT William R. Craig  
MAJ Charles R. Crescioni  
MAJ Stanton W. Jones  
CPT William L. Moseley, III  
CPT Roger H. Norris  
CW3 John S. Olsen  
CW3 Stephen Pflanzner  
CPT Bobby G. Pickron  
CPT Steven S. Riddle  
CPT Warren M. Sandlin, Jr.

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## MARRIAGES

- MUTH-BRODEUR** — Cheryl Ann Muth was married to Whitney McConnell Brodeur, son of LTC and Mrs. Alfred F. Bodeur of Ft. Eustis on 21 July.

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## RATINGS

- BAKER** — CW3 George W., Ft. Rucker, AL. Senior Army Aviator.



## PCS — CW2'S

BUCHANAN, Robert J.  
8th Avn Co, BK  
APO New York 09111

CLAYTON, John S.  
205th Avn Co  
APO New York 09185

COOPER, Robert N.  
HHC, 52d Avn Bn  
APO San Francisco 96301

CRAFORD, Wesley E.  
P.O. Box 115  
Kempner TX 76539

CROSBY, Tholan F.  
902 Florence Road  
Killeen TX 76541

DEWS, Byrd R.  
3779 South Ridge Drive  
Lithia Springs GA 30057

DUNHAM, Philip R.  
1653 Lawrence Circle  
Daytona Bch FL 32017

FINDER, Adolph J.  
176 Boynton Blvd  
Daytona Bch FL 32018

GIBSON, Charles N.  
330 Kitty Hawk Rd., #612  
Universal City TX 78148

GRAMANDO, Allan F.  
60 Harvey Avenue  
Lincroft NJ 07738

HARRIS, Vance M.  
2/421st Med Co (AA)  
APO New York 09702

HAWKINS, Robert J.  
25 Northgate Dr., Apt 81  
Monroe LA 71201

HESTER, Edward C.  
21006 Reynolds Dr., #12  
Torrance CA 90503

HUNEYCUTT, James H.  
4541 Kenessaw Drive  
Columbus GA 31907

JACOBSON, David T.  
3886 Old Savannah Rd., 176  
Augusta GA 30906

KELLAWAY, William C.  
507 North 24th Street  
Killeen TX 76541

KELLER, John L.  
3900 E. Spring Street  
Long Beach CA 90815

KIMBALL, Richard, Jr.  
19222 8th Avenue, East  
Spanaway WA 98387

LANG, Neal E.  
84 North Harris Drive  
Ft Rucker AL 36360

LEE, Darrell R.  
4006 Plymouth Drive  
Muskegon MI 49441

LEITHER, James C.  
122 Tillerson Drive  
Newport News VA 23602

LOVE, Donald J.  
2515 Dorothy Drive  
Lincoln NB 68507

LUKENS, Richard C.  
B Co, 82d Aviation Bn  
Ft Bragg NC 28307

## PCS — CW2'S

McCASKEY, Thomas M.  
175th Avn Co (Atk Hel)  
APO New York 09140

NEAL, Billy D.  
121 Red Cloud Road  
Ft Rucker AL 36360

PICKARD, Lisle F.  
4095-3 Cedar Street  
APO Seattle 98731

PLANCE, Robert  
5631-1 Lockridge Loop  
Ft Hood TX 76544

PRICE, Terry T.  
212 Morningside Drive  
Hopkinsville KY 42240

RICHTER, David P.  
902 Ridge Square, Apt 108  
Elk Grove IL 60007

ROSE, Charles L., Jr.  
Quarters 2644-D  
Ft Lewis WA 98433

ROWE, Steven M.  
6770 Edgemere, #212  
El Paso TX 79925

RUSSELL, John G., Jr.  
B Btry, 4 Bn, 77 FA, AFA  
Ft Campbell KY 42223

SCATES, Lester E.  
200 Morgan Lane  
Enterprise AL 36330

SEAGER, Kenneth W.  
406 Redwood Drive  
Wamego KS 66542

STANTON, John H.  
91-847 Keakua Place  
Ewa Beach HI 96706

STEPHENSON, Kyle W.  
2505 Summer Grove Dr.  
Shreveport LA 71108

TAGGART, Thomas J., III  
253 West Prospect Ave.  
Keyport NJ 07735

TROUT, William H.  
2094 Pilgrim Drive  
Woodbridge VA 22191

WARREN, James, Jr.  
4615 Encina Drive  
Columbus GA 31907

WOODARD, Robert V.  
Qtrs 2437-A  
Ft Lewis WA 98433

## WO'S

BOYER, Clifford L., III  
5314 Bellview Drive  
Fayetteville NC 28303

CRAIN, Richard L.  
22 Deer Run Estates  
Daileville AL 36322

ENGLAND, William D.  
503d Aviation Company  
APO New York 09039

HARRIS, John M.  
8052 83d Ave., S.W., Apt G1  
Tacoma WA 98498

KELLY, James P.  
B/227 Avn, 1st Cav Div  
Ft Hood TX 76545

## PCS — WO'S

KERN, Carrol T.  
Route 3  
Cooper TX 75432

MARTINEAU, Allen R.  
2035 E. 26th Street  
Yuma AZ 85364

MURRAY, William R., Jr.  
Apt 1D, Briarwood Arms  
Fayetteville NC 28036

NOBLES, John C.  
6419 93d Street, S.W.  
Tacoma WA 98499

PASCHKE, Jay M.  
1008 Houston Street  
Manhattan KS 66502

PATTON, Larry D.  
104 Chesney Spur  
Killeen TX 76541

PIERCE, Michael J.  
522 North Lilly, #862  
Olympia WA 98506

## ENLISTED

BAILEY, Bert A., SSG  
2205 Terrace Drive  
Coppers Cove TX 76522

HAYES, Carlos G., SFC  
HHC, 3Armd Div Attn: DTO  
APO New York 09039

LAFFERTY, John L., SSG  
327-B 26th Street  
Ft Eustis VA 23604

STRIPPLING, Carrol D, CSM  
Hq, USAREK  
Ft Sheridan IL 60037

## RETIRED

BROPHY, Edw., J., LTC  
3 Prospect Street  
Danvers MA 01923

DEGEEST, Gordon E., CW4  
121 Emerald Drive  
Enterprise AL 36330

## PCS — RETIRED

GOODLOE, James H., MAJ  
568th Trans Co  
APO Seattle 98731

HALL, Thomas E., LTC  
400 Mansion Hse Ctr. 1711  
St Louis MO 63102

HUCKE, Dale E., LTC  
3870 Thistle-down Drive  
Florissant MO 63033

LUPTON, Wm R., Jr., LTC  
1003 Washington, N.E.  
Albuquerque NM 87110

PALMER, William J., LTC  
356 Dun Robbin Drive  
Severna Pk MD 21146

UGALDE, Jesse G., COL  
USMILGP, Venezuela  
APO New York 09893

VANCE, James R., LTC  
813 Underoak Drive  
Altamonte Spgs FL 32701

## ASSOCIATES

AMARO, Joe J.  
El Rancho Ests., #16, Rt 5  
Weatherford TX 76086

CONSTANCE, H.A., Mrs.  
Route 2, Box 229  
Warsaw MO 65355

GRIFFIN, Paddy W., Mrs.  
1425 Harrison Lane  
Hurat TX 76053

MASTON, Edgar  
1561 Cold Springs Road  
Placerville CA 95667

MERKLE, Donald L.  
Rural Route 2  
Monmouth IL 61462

PETERSON, Herbert E.  
6111 E. Skelly Dr., #566  
Tulsa OK 74135

SMITH, T.G.  
9137 Missy Court  
Aftton MO 63123



**BREAKTHROUGH!** — The first woman to enlist for the Army's helicopter training program checks out the cockpit of a TH-55 at Ft Rucker, AL. PVT Barbara Elizabeth Schoen (right) discusses with BG Mildred C. Bailey, Director of the Women's Army Corps, the idea of becoming a Warrant Officer. She'll have her chance beginning in January 1974.

# AAAA Activities

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## National and Chapter Meetings during August-October

**TAUNUS CHAPTER (Frankfurt).** Chapter attendance at the NATO Int'l Military Show at Flugplatz Buchel. Families and guests. Charter bus, box lunches. 2 September.

**FT. BENNING CHAPTER.** After dinner professional-business meeting. Jack R. Hunt, President, Embry - Riddle Aeronautical University, guest speaker on "Soviet Aviation." Selection of Chapter Delegates. Super Club-OOM. 5 September.

**FORT HOOD CHAPTER.** Second Annual AAAA Picnic. Demonstrations, rides, displays. Belton Lake Pavilions 1, 2, and 3. 8 September.

**MISSISSIPPI VALLEY CHAPTER (Davenport, Iowa).** "Fall Fling" aboard the Excursion Boat, "Julie II." River Cruise, entertainment, dancing. 14 September.

**SHARPE ARMY DEPOT CHAPTER (Lathrop, Calif.).** Eighth Annual SHAD Chapter Golf Tournament and Dinner. Van Buskirk Golf Course and SHAD O-Club. 14 September.

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## Iranian Chapter Activated

Some 27 AAAA members met at the home of MG Delk M. Oden, Ret., AAAA National President, in Teheran and activated a yet unnamed Quad-A in Teheran on 1 August and activated a yet unnamed Quad-A Chapter in Iran.

Newly-elected officers include COL "Bob" Bonifacio (Pres), COL John Martin (ExVP), and Harry Cohen (Sec-Trea). Vice Presidents are Harry Cohen (Sec-Trea). VPs are COL "Sid" Achee (Programs), LTC Jim Frownfelter (Memb), LTC Dick Gillingham (Publicity), and LTC William King (Indus Aff). Honorary Presidents numbered three: MG Oden, BG Leo E. Soucek, and BG Manoochehr Khosrowdad, IIAA.

## AAAA Plans 8-Day Pan Am Tour to Russia in March

The AAAA has made plans to conduct an 8-day professional-Recreational tour of Leningrad and Moscow for 40 interested members and their wives with departure by Pan Am 707 from J. F. Kennedy Airport, N.Y., on Thursday, March 28, and return from Moscow on Friday, April 5. The \$379 group cost covers individual air fare; first class hotel accommodations for the full tour; breakfast, lunch, and dinner daily; a nightclub dinner in Moscow and theater tickets once in each city; sightseeing tours on all days except travel days; Leningrad to Moscow airlift on Aeroflot; and all taxes and gratuities. If interested, write AAAA, 1 Crestwood Road, Westport CT 06880 prior to December 1.

**RHINE VALLEY CHAPTER.** Tour of Speyer Aircraft plant followed by happy hour and membership dinner. Guest speaker: **Hannah Reitsch**, renowned aviatrix and pioneer helicopter pilot. Stadthalle in Speyer. 14 September.

**CLEVELAND AREA MEMBERS.** Activation meeting. For Chapter representing Ohio members. USAR Flight Facility/Sundorf Aviation Company, Cleveland Hopkins Int'l Airport. 1500 hours, 14 October.

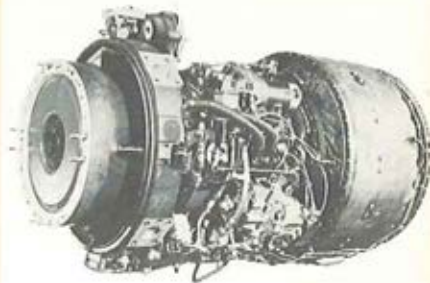
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## Rossin Wins AAAA Tourney

Jake Rossin was low gross golfer and medalist winner of the recent First Annual Lindbergh Chapter AAAA Scholarship Golf Tournament. Held Friday, June 29, at the Granite City, Ill. H&ISA Golf Course, the Tournament was held by members to raise funds to provide scholarships to deserving sons and daughters of Quad-A Members. Other winners were Carl Pashoff, Championship Flight winner; Jack Isom, "A" Flight winner; Wayne Smith, "C" Flight winner. Following play, an award dinner was attended by participants and wives at which BG Jack V. Mackmull, Deputy Commander of AVSCOM, presented Tournament prizes.

# ARMY AVIATION

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



## The T55 (LTC48)

The front cover photo is unretouched, and you're not seeing double. The CH-47 Chinook is hoisting almost its own weight in the form of a sister-ship complete but for the rotors and power plants.

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