

# Army Aviation

AUGUST-SEPTEMBER, 1974

## Tank Thumper

This new HueyCobra, the AH-1Q TOW gets its extra performance for the anti-tank mission from the latest model T53-L-703 turboshaft from Avco Lycoming — for greater lift, pop-ups or high speed runs with a full load of TOW missiles.

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ARMY AVIATION is published in January through May, July, August, October, and December [Nine times a year]. Second class postage paid at Westport, Connecticut.



**Our  
ARU-42/A  
just earned its  
stripes.**

J.E.T.'s new 2-inch Standby Attitude Indicator has been selected for the OV-1/Mohawk. It's part of the U.S. Army's new IFR look and really takes its job seriously. The ARU-42/A doesn't quit when the going gets tough. Even after a complete electrical failure, it continues to supply the pilot with useable attitude information for at least nine critical minutes.

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## Airmobile "Bag of Tricks"

THE ONLY AIRMOBILE division in the Army, the 101st Airborne Division (Airmobile) uses the large number of aircraft assigned to it to provide it with an unusual flexibility in combat. This flexibility - the option of how and when to deploy the combat forces of the division on the battlefield - is illustrated below in the movement of a battery of six howitzers. Initially, one howitzer, with ex-



ternally-loaded ammo and internally-loaded gun crew, was carried by one CH-47 Chinook.

With the appearance of the CH-47 "Super C" helicopter equipped with T55-L11A engines, the 101st began experimenting with quicker ways to deploy larger loads. "B" Btry, 320th FA and the "Pachyderms" of A Co, 159th Avn Bn have been developing new techniques for artillery airmobility. A capability for rigging two, three, four, or six



howitzers for movement by one aircraft has been established. Early indications are that an external sling load of three howitzers appears to be the most practical, and it only takes three CH-47 "Super C" aircraft to lift a complete artillery battery into a new location. The 101st's Bag of Tricks is growing! As it continues, the airmobile soldiers of the 159th will continue to live up to their motto: Press on! Pachyderm 6



**A** growing body of opinion: Two high-ranking officers have agreed already in this matter.

**Bureaucrat:** One who having mastered both Parkinson's Law and the Peter Principle, can now draw a straight line indicating the longest distance between two points.

**Channels:** The trails left by memo routing slips.

**Circulate:** Let's run this around the arena and see if someone will pick up a piece of the action.

**Clarification:** Filling in the background with so many details that the foreground goes underground.

**Close the issue:** Let's not push this any further.

**Commander's concept of operations:** An idealized version of what might have been, with no logistical, administrative, or personnel limitations, outstanding intelligence, and Alexander, Caesar and Genghis Khan as brigade commanders.

**Commissary:** Russian supermarket.

**Committed:** A group of the uninformed, appointed by the unwilling, to do the unnecessary.

**Concur:** Now we're in this together.

**Concur in principle or concur generally:** I haven't read the paper and don't want to be bound by anything it says.

**Conference:** A place where conversation is substituted for the loneliness of thought and the dreariness of labor.

**Consultant or expert:** Any officer 50 miles from home with a briefcase.

**Coordinator:** A guy with a desk between two expeditors.

**Deadline:** An arbitrary date, normally selected by splitting the difference between the action officer's leave and the next three-day weekend.

**Expedite:** To confound confusion with commotion.

**Expert:** See consultant.

**For concurrence:** I am not going to take the blame for this all by myself.

**For coordination:** My boss said I have to get you to sign-off on this, whether you know about it or not.

# An exe "Doub

An update  
on the latest  
in Pentagones!

**For necessary action:** You're either the goat or the hero.

**For signature:** Now this is where you really lay it on the line.

**For your information:** There may be some action required here, but I just don't see it.

**G**ive us the benefit of your thinking: We'll listen to what you have to say as long as it does not interfere with what we've already decided to do.

**Giving someone the big picture:** A long, confused and inaccurate briefing usually reserved for newcomers.

**Have you any remarks?:** Can you give me any idea of what this is all about?

**Herewith are forwarded:** (or not), as the case may be, but in any case your office will be blamed if the enclosures are missing.

**I approach the subject with an open mind:** I am completely ignorant of the whole matter.

**In due course:** Never.

**Informed source:** The guy who told the guy you just met.

**JCS Pub 1:** The first of a series of public documents containing jokes and corny sayings.

**Let's discuss:** See me.

**Let's get together on this:** I'm assuming that you are as confused as I am, or I do not have an answer either.

**Motorpool:** A body of water that is reserved for putt-abouts.

**My considered opinion:** I just heard this from the boss.

**Negotiate:** To seek a meeting of minds without a knocking together of heads.

**Note and initial, or read and initial:** Let's spread the responsibility for this around.

**Note and return:** I hope you'll add something intelligent because I'm stuck, or I'm not sure of what I'm doing.

**Open mess:** A public exhibition of a disagreeable concoction.

**Pentagon:** Five-sided learning box used to induce the extinction of initiative.

**Per your request:** It's all yours, boss. I wouldn't touch it with a ten-foot pole.

**Personnel:** That office(r) in charge of solving and causing people problems.

**Point up the issue:** To expand one page to ten.

**Program:** Any assignment that can't be completed with one phone call.

**Public servant:** A civil servant with old fashioned ideas about who he works for.

**Read and initial:** See note and initial.

**Regular:** Likes fruit juice and prunes.

**Reliable source:** The guy you just talked with.

**Re-orientation:** Getting used to working again.

**Retirement:** The act of exchanging paternal and bureaucratic domination for a maternal dictatorship.

**See me or let's discuss:** Come to my office. I'm lonesome.

**Suspense:** A place where people, papers or things are kept in a state of incompleteness till they cool off or heat up, as the case may be.

**S**tatus quo: The perpetuation of a totally inactive and concealed condition.

**This will be borne in mind:** No further action will be taken until you remind me.

**Under active consideration:** We're looking in the files for it.

**Under consideration:** We never heard of it and do not know where to look.

**Unimpeachable source:** The guy who started the rumor.

**We're making a survey, or we are evaluating:** We need more time to think up a reply.

**Will advise in due course:** If we figure it out, we'll let you know.

**You spearhead the program:** You take the chances.

# rcise in letalk"

By  
Lieutenant Colonel  
R.A. Weaver





An arrival to departure account of the visit of more than 200 Reserve Component aviation personnel to the Philadelphia plant of the Boeing Vertol Company on July 9 . . . This was a "Truck-In", rather than a Fly-In (Many of the attendees insist it was a "March-In"). Visiting the complete facility, the khaki-clad guests saw everything there was to see on both the flight line and the assembly line, lunched in the open, and went back into the plant for more . . . A most worthwhile exercise, thanks to Boeing Vertol and their staff of briefers.





# ARNG-USAR Drive-In & Plant Tour



# 20,000 helicopters: Bell's remarkable milestone.

On April 23, 1974, Bell delivered another UH-1H helicopter to the U.S. Army. This delivery was routine...with one exception.

The exception was a small commemorative plate attached to its fuselage marking it as Bell's 20,000th helicopter...a production record unsurpassed by any other helicopter manufacturer in the world, a production total unequaled by all other manufacturers combined.

This milestone is significant because of the experience it represents. The experience of more than a quarter century in helicopter design, manufacturing and service support.

Application of this experience is world-wide. Today Bell's military and commercial helicopters are operating successfully in every environment and over every terrain around the globe. From deserts, jungles, mountains...in the Arctic and over water, Bell helicopters are taking off or landing once every minute, seven days a week.

Bell, spanning more than 25 years of building great helicopters. For the future, there's nothing like experience.

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





The French led  
the way in the '50's . .

# Training vs. Talking



**D**OWN at Le Luc in the scrubby hills just north of Hyere on the French Riviera, an H-21 sits on a concrete pedestal at the entrance of the French Army's Aviation Training Center.

It is a relic of the bitter combat in Algeria which was conducted before the U.S. Army really got its airmobility program into the air. The French military aviator is proud the H-21 on that concrete pedestal and he hasn't forgotten that he pioneered in helicopter warfare, both in its mobility aspects and in its firepower.

The French fired SS-11 missiles from helicopter platforms in Algeria and they also operated fixed machine guns and hand-held door guns in the mid-1950's.

## The French are pioneering

Although the French helicopter fleet is small by U.S. Army standards, the French are again pioneering, this time in the type of warfare that its Army might face in a European combat environment. I visited France for one work-week prior to continu-

By  
**Major General William J. Maddox, Jr.**  
Commander, U.S. Army Aviation Center  
and Fort Rucker

ing on to Iran to look at the extensive and growing helicopter buildup that the Shah has placed on a five-year program.

My most vivid impression of the French aviation effort at Le Luc is that French aviators are **DOING** what we are **STILL** talking about.

## A "free play course"

I flew a nap-of-the-earth course with a rated French reconnaissance pilot trainee and instructor. This course took nearly one hour to negotiate its 40 kilometers. It is a free play course allowing the student a variety of operations for utilizing the terrain for his own protection.

The instructor talked to the student constantly, posing new situations and critiquing him on the spot as he moved across the course. Although some of the aircraft handling techniques were somewhat different than ours, the end result was much the same: the pilot learned to appreciate the terrain and utilize it for his own ends.

French safety rules apparently are a little more realistic than ours. For example, we proceeded under high tension wires rather than going administrative by flying over them and thus discrediting the navigation training value in the flight.

To my knowledge there are no such comparable scout training courses in our Army, although Fort Rucker at the present time is coordinating with Fort Knox for an organized course.

## Instrument Proficiency

For the first time ever, we have just begun to teach tactical instrument flight at Fort Rucker. But the French have been at this for some time. Perhaps I had better explain tactical instrument flight before I pursue this point because too few people really understand the matter:

Tactical instrument flight is a more advanced type of instrument flying than we get in our normal training.

We habitually operate with CONUS-type instrument flying maps that have little blue lines connecting blue compass roses with a proliferation of VHF frequencies and clearly prescribed procedure turns and holding patterns. This type of instrument flying is closely regulated by the Federal Aviation Agency and is subject to very close control by ground controllers in a radar environment.

Tactical instrument flight is a step well beyond our airways instrument operations. It involves operation in an austere environment where approach plates are not available and beacons very often are man-packed and set up in clearings for short duration operations. This is the front line instrument environment in which aviators of the future will operate on a regular basis.

In such operations, local unit commanders will have to establish the ground rules and the appropriate instructions. Where our normal glide slope may be  $2\frac{1}{2}$  or 3 degrees from the horizontal, the tactical instrument approach might call for 12% or even 15% slope.

In France, the Aviation School has engineered its own tactical instrument course. This course which I will describe is just one of many variations that could be used to give aviators a better feel for front line instrument flying.

And let me say right here that all aircraft, whether or not FAA certified for instrument flight, probably will have to take advantage of actual instrument operations at some time or other. The rules for such operations are being developed at Fort Rucker at the present time.

## The French game

Here is the French game. The pilot picks his points A and B and measures the distance between them. He takes  $1/10$  of this distance and applies it to each side of the center line thereby forming a safety buffer box for his flight to point B.

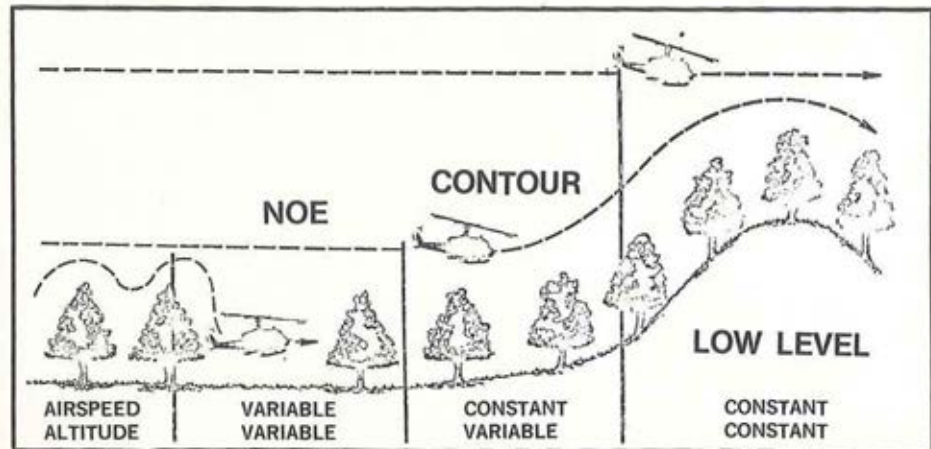
He utilizes a 200 meter vertical buffer by adding 200 meters altitude to the elevation of the highest point in his safety box. This then becomes the altitude at which he will conduct the flight.

At point B or his point of intended landing, he builds a five kilometer (three mile) box around point B. He then takes the highest point in this safety box and adds 100 meters to it. This is the lowest point that he flies during his terminal ADF approach.

If he does not break out when he reaches the beacon, he must return to point A or recover to another area. He utilizes an ADF beacon and orients his procedure turn away from the highest terrain and in consideration for where the enemy is located.

This sort of thing exploits the capabilities that we already have in our aircraft and is highly realistic in light of the weather conditions we can expect in a European combat environment.

My visit to Le Luc also took me to the primary training center at Dax which is near Biarritz, near the Bay of Biscay. Dax is located in the foothills of the Pyrenees just above the Garonne Valley. I



was accompanied by my host, **Brigadier General Bertrand O'Mahoney**, Director of French Army Aviation. He was the former Commandant at Dax.

We also visited the Marignane plant of Aero-spaciale just north of Marseilles. This plant is engaged in the construction of the Gazelle helicopter, a joint effort with the British. Parts of the Gazelle airframe are made in England and are mated to the French portions at Marignane.

Part of the Gazelle production line is shown in the accompanying photograph which shows the plant director and **LTC Robert J. Monguilan**, a former French Liaison officer at Fort Rucker. The SA 330 Puma also is produced at the same plant.

As I summarize my visit, I recall the great difference between the H-21 on the pedestal and the hardware and tactics of the current French Army. The H-21 also is in our heritage. However, for the U.S. Army it holds the same lesson as it does for the French Army. That is: what worked in the last war will not be good enough for the next.

### Persian progress

A year ago I got the first glimpse of an aviation effort which will be second only to our own in the Free World Army Aviation by the end of the decade. At the invitation of the Government of Iran, I made a return visit to see one year of progress. It was substantial and very pleasing to an airmobility aficionado.

The Iranian Army has embraced the concept of airmobility and is busy training a force under the direction of **Brigadier General Manouchehr Khosrowdad**. Many of our contemporaries are in Iran at the present time, either as MAAG advisors, as members of technical field teams, or in the employ of the Bell Helicopter Company.

You will recall that its subsidiary, Bell Helicopter International, is headed by **Major General Dolk Oden**, the former Fort Rucker Commandant. He is supervising the construction of a little Fort Rucker training facility and a logistical center at Isfahan. He also is establishing a helicopter rebuild factory at the new Mehrabad Airport near Tehran.

Incidentally, the old Tehran Airport where President Franklin Roosevelt met Mr. Stalin is known as Gala Morghi and is now an Iranian Army airfield for the headquarters flight unit and Chinooks.

At Isfahan, the Iranian Army already has graduated its first initial entry students and is placing them in newly-formed tactical units. A year ago these students were just beginning their training. It involves an initial 12 weeks of English language training. This training is being expanded to 28 weeks.

I was greatly impressed with the seriousness of the students in all phases of the aviation program, but particularly in the language portions where they are intensively drilled for eight hours a day.



**PLANT TOUR** - Viewing the Gazelle helicopter assembly line at Marignane, France, **MG William J. Maddox, Jr.**, [center] is escorted by **LTC Robert J. Monguilan**, a former French liaison officer at Fort Rucker, and a plant official. Other parts of the Gazelle are made in Great Britain.

They live and breathe the English language while undergoing this training and they complete the training with a good language facility. Their course provides 220 hours of actual aircraft flight in the OH-58 and UH-1 and soon will be supplemented by UH-1 flight simulators like the ones in use here at Fort Rucker.

Shortly after my visit, **Mr. James Atkins**, President of the Bell Helicopter Company, delivered the first twin-engine Cobra to the Iranian Army and more have arrived since. My escort officer, **Captain Ahad Ramazani**, is a recent Cobra graduate of Fort Rucker and will participate in Cobra transition training for Iranian attack helicopter drivers.

I was accompanied throughout my ten days in Iran by **Colonel Bob Bonifacio**, who is the Aviation advisor to **General Khosrowdad**. At Isfahan I flew with **Colonel Roger Shields** who advises **Colonel Mohammed Shanaz**, the Training Center Commandant. I also flew with **Major Jerry Daly** and **Warrant Officer John Daneker**. Both have since left Iran - Jerry to the 1st Infantry Division at Fort Riley, and John back here to Fort Rucker.

**Colonel Shahnaz** and a group of senior aviation officers recently concluded a ten day visit to Fort Rucker to compare notes on our instructional methods.

After I left Iran I visited London and **Major General Roy Dixon**, British Director of Army Aviation. **General Dixon** and his people at Middle Wallop are very determined about the nap-of-the-earth environment and are studying the means to employ anti-tank weapons from helicopters.

### Promotions

Two Army Aviators are included on the recent Major General List. They are **Jack Vessey**, Director

of Operations in DCSOPS, DA, and **Jim Lee**, Assistant Division Commander of the 1st Cavalry Division at Fort Hood.

### Peripatetics

There is movement in the Project Manager ranks. **Colonel Stu Shirey**, who is AMC's man for Aircraft Survivability Equipment, retires by the end of August and will be replaced by **Lieutenant Colonel Jack Keaton**, formerly of the Aviation Directorate. **Brigadier General Leo Turner** has announced his retirement at the end of August but no replacement has been named by Department of the Army.

Here at Fort Rucker the summer turn-over has assumed major proportions this year. **Colonel Julian Anderson** retires in the Fort Rucker area. He is the former School Secretary and is replaced by **Colonel Jim Humphreys**. **Colonel Clem Wyllie** has reported in to become Director of Graduate Flight Training. **Colonel Bill Dasch**, the Aviation Center Brigade Commander, has departed to command Tobyhanna Army Depot and passed the Brigade colors to **Colonel Carl McNair**, who joined us recently from MASTER at Hood.

The Directorate of Industrial Operations office has changed hands with the retirement of **Colonel Al Johnson**. **Colonel Gaither Bray** is the new incumbent and has reported in from DCSLOG, DA. **Colonel Lloyd Picou**, my Deputy for Developments, also is retiring and probably will be replaced by **Colonel Bill Ponder**. **Colonel John Richardson** is enroute to Texas Christian University in Fort Worth, Texas, and **Colonel Ed Porter**, reporting in from the Army War College, will be the new Director of Undergraduate Flight Training.

New additions to the Office of Deputy for Developments are **Colonels Joseph F. Rutkowski**, who arrived from the National War College, and **Colonel**

**Bob Sauers**, the USARPAC Aviation Officer. **Colonel Max McCullar** of USAAVCS, has announced his retirement and will settle in Enterprise, Alabama. No replacement for him has been named to date.

### Personnel progress

The day of the turn-around instructor pilot is finished. I have long felt that the initial entry program graduate has only been exposed to the aviation program and cannot really understand our business until he first serves a tour in a cockpit assignment in the field.

In the past, Fort Rucker siphoned off top quality graduates and put them through a methods of instruction course to make them instructors. Pre-sumption was that we had to do this because the personnel assignment system could not keep up with school requirements. I felt that we should give the system a true test and make it work, not take the easy way out.

Therefore, Fort Rucker proposed a set of criteria for quality instructors which insures that we exploit the great pool of experience available in the aviation program. We determined that instructor graduates must be experienced and qualified in order to assume the broad range of duties as an instructor pilot or supervisor of instructor pilots.

On our request, **Brigadier General Jack F. Forrest**, Chief of Officer Personnel Directorate at MILPERCEN, has published a policy with the following requirements for Fort Rucker bound aviators:

- At least one tour of duty with an operational aviation unit.
- At least 500 hours of rotary wing time as an Army Aviator.
- A 27-month stabilized tour of duty at Fort Rucker.
- An expressed preference for instructor pilot duty.

Also, part of the policy is a stipulation that fixed-wing-only aviators will not be assigned to Rucker except when specifically requested or when unusual compassionate or hardship reasons exist. The fixed wing aviator is far too limited in assignment flexibility here at Rucker. Further, this will stimulate the attainment of our goal to make all fixed wing aviators dual qualified.

**General Forrest** has stated "every effort" will be made to stabilize company grade and warrant officer aviators for 27 months.

Further, in a more recent decision, Department of the Army has made mandatory an initial cockpit assignment for all initial entry graduates. This will preclude the former practice of side tracking a lot of new aviators in non-aviation assignments at a time when they should be flying. This policy in effect places new aviators on a utilization tour basis to exploit their recent schooling.

**Major General George Putnam** enunciated the

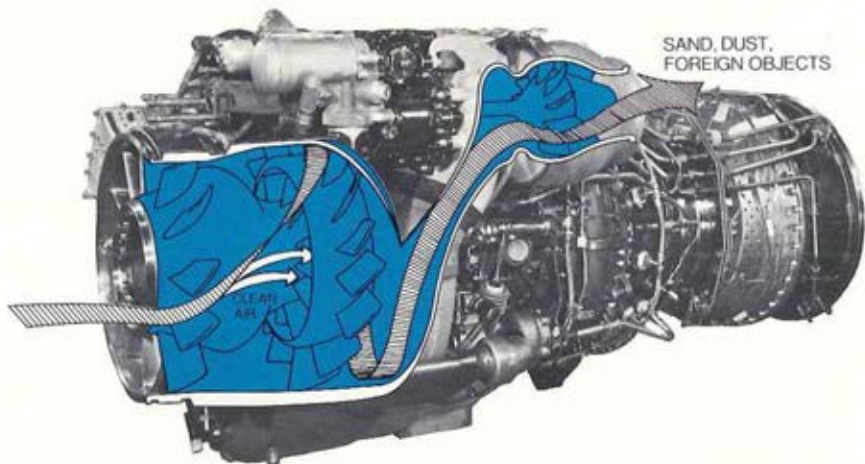
### NATO AGARD LECTURE

The NATO Advisory Group for Aerospace Research & Development [AGARD] is presenting a Lecture Series on "Distortion Induced Engine Instability" to be held at the Naval Air Propulsion Test Center in Trenton, New Jersey on November 14-15.

Seven lecturers, all leading engineers and scientists from four NATO countries, will cover the causes of distortion, its types, effects, measurement, instrumentation, etc. All presentations will be in English.

This informative lecture series is open to all interested engineers and scientists from the NATO countries. There are no charges for attending, and interested persons should contact Bayard T. McWilliams, NAPTC, Trenton NJ 08628 for enrollment information.

## T700 Survivability



# Sand Trap.

The T700's Inlet Particle Separator will eliminate most engine damage caused by sand and foreign objects. The same sand and FOD that accounted for nearly 60% of all unscheduled helicopter engine removals in Vietnam.

And because it's fully integrated with the engine front frame, it can't

be removed, improperly fitted or turned off. It operates 100% of the time when the engine is running. This will reduce engine maintenance.

And that's important. To cut operating costs. To increase aircraft availability for the Army aviation mission.

205-81

**The T700 Turboshaft. The Army's engine for UTTAS and AAH.**

**GENERAL**  **ELECTRIC**

## Why both finalists in the UTTAS competition chose Solar's advanced T-40 APU.



Now under development by Boeing Vertol and Sikorsky is the U.S. Army's new UTTAS (Utility Tactical Transport Aircraft System).

For their prototype models (above), both companies have chosen the most recently developed version of Solar's famed *Titan*<sup>®</sup> gas turbine auxiliary power unit (APU).

### ADVANCED BLEED AIR T-40

Over 40 models of the *Titan* turbine APU have been built by Solar. And while it incorporates tried and proven concepts, the T-40 version embodies the latest advances to ensure still greater performance, reliability, maintainability and longer life at the lowest risk.

### LOW WEIGHT . . . 72 LBS/MIN. OF AIR

The T-40 *Titan* gas turbine APU is capable of producing as high as 72 lbs/minute bleed flow at 103 inches of mercury absolute on a sea level standard day. Its weight is only 88 lbs. The bleed air is available for main engine starting, avionics cooling and cabin environmental heating and cooling.

This extra margin of bleed air assures even more reliable main engine starting and the ability of the APU to cope with the excess sand, dust or salt water spray normally encountered in helicopter operations.

Available with a series of reduction gear boxes proven on other versions of



*Titan* turbine APU's, the T-40 delivers up to 90 shaft horsepower at zero bleed for driving electrical generators and/or hydraulic pumps.


#### **TIME AND BATTLE TESTED**

While the T-40 APU is an advanced model, its basic principles have been proven through years of use. Our *Titan* gas turbine APU's have been used, for example, on every major U.S. military cargo helicopter program. Included are the Boeing Vertol CH-46 and CH-47, and Sikorsky CH-3C, CH-53 and CH-54.

Thousands of *Titan* turbine APU's have demonstrated their reliability under the most rugged combat conditions. At the landing of the First Cavalry Division at

An Khe, for instance, after being on a carrier for a month without preservation of the fuel system, every *Titan* turbine started and the helicopters were flown off without incident or delay.

Altogether, Solar has designed and built more than 6,600 gas turbine APU's which have logged over 8 million operating hours.

If you are interested in the safest, most reliable APU's for military or commercial applications, Write: Solar, Division of International Harvester, Dept.  W-258, San Diego, CA 92138.

## **Solar Gas Turbines**

policy in a recent letter to me as follows:

"As you know, we are in the process of putting together the immediate policy changes needed to manage aviators under the new flight pay system. One of the new policies will require aviators to be assigned to operational flying duties, preferably in a TOE unit, upon graduation from flight school. Our plan is to publish the revised policies in one package, hopefully by the end of October. In the meantime, Cdr, MILPERCEN will direct the assignment of graduating aviators to operational flying duties in their assignment instructions."

The last major policy change is that an aviation office is being established in the Officer Personnel Directorate to monitor aviation assignments and the utilization of aviators throughout the Army. While the charter of the new office is not precisely the same, the change in effect is a resurrection of the old Executive for Army Aviation office which was abolished in 1972.

### AAAA National Convention

Plans are jelling for the AAAA National Convention programmed to be held in the Shoreham-Americana Hotel in Washington, D. C. 16 to 18 October. Now that the Director of Army Aviation is defunct, I will continue to handle the presentation responsibilities from long range.

My format in recent years has been to put about 25 Generals on the stage to speak their piece in about 15 minutes each and present as broad an overview as possible. This format was "stolen" by Jack Dibrell at the Fifth Region Conference in May so I have been pressed to come up with new ideas.

This year, I intend to present four panels of experts to discuss current aspects of the aviation program with the audience. On 17 October the program will open with a **Tactics and Training** panel,

### THREE AAAA DUES REDUCTIONS

AAAA's National Board approved recent By-Law changes providing for reduced multiple year dues, reduced dues for Enlisted Members, and a new category of group membership, "Associate [Industry] Membership", and implemented the several changes effective 1 September.

The new reduced multiple year dues for new and renewal members [other than Enlisted Members] call for \$10 new or renewal dues for 1 year; \$19 for 2 years; and \$27.50 for 3 years. The new and renewal annual dues for Enlisted Members drop to \$8 for 1 year; \$15 for 2 years; and \$22 for 3 years.

Details of the new Associate [Industry] Membership embracing three individual AAAA memberships, will be provided to interested firms on written request.

### WIRED FOR HAPPINESS!

There was a dachshund once, so long  
He hadn't any notion  
How long it took to notify  
His tail of his emotion . . .  
And so it happened, while his eyes  
Were filled with woe and sadness,  
His tail went wagging on  
Because of previous gladness!

follow with a **Personnel Picture** panel, and after lunch, have an **Aviation Abroad** panel. The following morning would be devoted to a **Hardware Picture** panel which should be of interest both to industrial representatives and to the aviators who eventually will fly the equipment.

### A new "panel approach"

There will be no formal presentations. However, each panel member will be prepared to discuss his area of expertise in as much detail as necessary. While I have not firmed up the membership of the panels completely, letters are being prepared to the following: First, **Brigadier General Morry Brady**, who is an expert on the Middle East war; **Colonel Jim Mapp**, the Deputy for Training at Ft Rucker; **Major General John W. McNery**, the new Commanding General of the 101st Airborne Division, an air Cavalry Combat Board expert from Fort Hood; **Colonel Jack Woodmansee** from Combat Developments at TRADOC; and **General Hamilton H. Howze** as moderator of the **Tactics and Training** panel.

The **Personnel Picture** hopefully will be the responsibility of **Major General George Putnam** and will include appropriate MILPERCEN principals and the flight pay gates study group which is sitting in Washington at the present time.

For **Aviation Abroad**, I am hoping to get a large group of aviation directors such as we had in the 1972 National Convention.

The **Hardware Picture** should include the project managers of our major developments; **Major General Donn Starry** who is responsible for the Advanced Scout helicopter task force; **Colonel George Shallcross**, the new commander of the U.S. Army Air Mobility Research & Developments Laboratory at Eustis; **Major General Ray Ochs**, the Commander of U.S. Army Operational Test and Evaluation Agency, and **Lieutenant Colonel Jack Keaton**, the Aircraft Survivability Product Manager.

All in all, the new format may be more interesting than the presentations of former years because substantial audience participation is expected. In any event, the program should be professionally rewarding for all Army Aviators.



# Progress Report:

## YAH-64 Advanced Attack Helicopter



We've just completed our engineering mockup review—on time, on schedule, within cost.

This conversion of design concept and engineering data to a functional engineering mockup marks the first major milestone in the development of what we believe will become the leader in attack helicopters.

The YAH-64 is a tough fighting ship. It weighs nearly a ton less than the conventional design, yet it meets or exceeds every Army requirement. The Hughes 30mm Chain Gun,

the XM-230, reduces the weight of its ordnance payload by 280 pounds as compared to other

available systems.

We designed the YAH-64 to defeat enemy armor in nap-of-the-earth engagement. And we also designed it to survive and fly its crew safely home.

The YAH-64. Small, rugged, lightweight, highly maneuverable. It's destined to give the Army maximum mission effectiveness at the proper price.

**HUGHES HELICOPTERS**

## Training vs. Talking (Continued)

Whenever the Army is in a state of flux its members tend to become very concerned about the part they play. This concern gravitates toward the career management of the individual.

We are in one of those periods when conditions are somewhat unsettled. Not only is the Army undergoing a reorganization to gain more teeth at the expense of tail (an increase to 16 combat divisions at the expense of support elements), we are experiencing a new **Officer Personnel Management System [OPMS]** and a radical change in flight pay philosophy.

The best antidote for the unsettled feeling is a good dose of information and counseling. For this reason, Fort Rucker arranged for a visit by the career managers of the Army. In early August, **Major General Hal Moore**, the Commander of the Military Personnel Center in Alexandria, Virginia, arrived here with all of his branch chiefs and a number of senior professional development personnel for the Officer Personnel Directorate.

There were 15 branch chiefs present who made themselves available for branch counseling and for general questions concerning how aviators are being handled in MILPERCEN. In addition, **General Moore** and his people addressed both the Advanced and Senior Courses of the WO Career College and attended the Warrant Officer College reception during their stay.

The visit was enlightening to both the MILPERCEN people and our aviation community at Fort Rucker. **General Moore** noted that new procedures have been instituted in MILPERCEN for (1) the assignment of instructor pilots to Fort Rucker, and (2) the initial assignment of all newly graduated aviators directly to cockpit jobs. He stated that the aviator must receive equivalent credit for his aviation duties that he received for performing ground assignments.

### Unrecognized Expertise

Dear Editor:

The re-designed M-48 tank pictured in the July 1974 issue [p. 26] did not give credit where credit is due. The Armor Suspension Protection Kit was designed by and installed under the supervision of an Aviation Warrant Officer, CW4 Cosby E. Vining, Ret. Moreover, the remote control system was designed by a contact team from the USAF under the control of Mr. Vining. This further indicates that certain AWOs are highly skilled, motivated, and possess the technical expertise to accomplish tasks in nearly every field.

CW3 Donald R. Smith  
Maint Div. DCSLOG, MASSTER



**BEAUTIFICATION**—AAAF's David E. Condon Chapter members were instrumental in having the Felker AAF historical marker relocated to an area in front of Airfield Operations. Underwritten in great part by Chapter funds the marker had been in a location out of the view of visitors. Shown, l-r, discussing later beautification of the new site are MAJ J.B. Thompson, VP, Publicity; Mrs. Jack C. Fuson, wife of the Post Commander; Mr. Tony Rizzio, Post Engineers; COL Paul F. Anderson, the Condon Chapter President; and LTC K.C. Eaton, Chapter Executive Vice President. [USA photo]

Because **OPMS** is not well understood by the average aviator, an extensive information and study effort is underway. The question of whether or not aviation is to be considered a specialty is also under study. The answer to this question, of course, is central to the aviators' concern about **OPMS**.

**General Moore** noted that two additional studies and board actions are underway. The first involves what positions should be considered operational flying positions under the new flight pay legislation. Secondly, the records of every aviator subject to the gates are under review. Each officer's record will be examined to determine how much credit he will be given for operational flying.

This will tell the aviator and the Army what sort of assignments he should get to make him eligible to pass through the 12 and 18 year gates. Once a determination is made, the officer will be contacted and given the opportunity to provide any additional information concerning his flying service for later consideration by the board.

While MILPERCEN implements personnel policy, the actual policies are established in the Pentagon under the staff responsibility of the Deputy Chief of Staff for Personnel. **Major General George W. Putnam, Jr.**, Director of Military Personnel Management, DCSPER, came to Fort Rucker in late August and discussed the formulation of personnel policy as it applied to aviators. (See "What's Happening to the Army Aviator? — An Overview" by MG Putnam in *Army Aviation Magazine*, July, 1974).

I have a strong feeling that MILPERCEN and the Department of the Army have a good basic understanding of the aviator's career concerns as the result of these two visits. This should benefit the entire aviation community with sympathetic career handling.



## **The Sikorsky UTTAS leads the way.**

### **Operation of ground test vehicle begins ahead of schedule.**

Tie-down testing, third major milestone in the development of the Sikorsky UTTAS, is currently underway. And ahead of schedule.

Initiation of this particular testing is the most important to date, since it marks the first time that the UTTAS airframe and subsystems are operating together as a complete unit. Its primary purpose is to develop and demonstrate the high levels of safety and reliability required of the aircraft.

Testing is being carried out in a tie-down facility which has full instrumentation capable of recording more than 500 different measurements. The program includes shake-down, preflight approval, and endurance testing for a total of 1200 hours of military qualification.

All of which again serves to make the Sikorsky UTTAS the one to watch. Sikorsky Aircraft, Division of United Aircraft Corporation, Stratford, Conn. 06602.

**Sikorsky Aircraft**

DIVISION OF UNITED AIRCRAFT CORPORATION

**U  
A.**

# Boeing's Fiberglass



## Is A Milestone In Hel

The rotor system is the heart of the helicopter. Boeing has worked for 20 years to develop this new rotor, superior to any state-of-the-art rotors. The YUH-61A fiberglass hingeless rotor is the culmination of this effort.

### The Boeing YUH-61A Rotor Incorporates These Major Features:

#### Fiberglass Structure

- Much stronger with greater deflection capability than metal spars
- Low notch sensitivity
- Impact Resistant
- No Corrosion
- Repeatable Closed-Die Molding
- Blade Airfoils Easily Contoured for High Performance and Low Noise

#### Hingeless Hub

- High Control Power
- High Damping
- Large Center of Gravity Range—No Loading Restrictions
- Positive Flight Control—No Reversal
- Excellent Maneuverability
- Simple, Reliable Hub
- Low Flapping in Startup and Shutdown in Winds—No Flap Restrainers Required
- Inherently Stable

# s Hingeless Rotor



## icopter Technology

# For Boeing's UTTAS

New Technology To Meet The Need Of The U.S. Army In The 1980's



***BOEING Helicopters***

***BOEING VERTOL COMPANY***



# REGISTRATION FORM FOR 1974 NATIONAL CONVENTION ARMY AVIATION ASS'N OF AMERICA



SHOREHAM-AMERICANA HOTEL, WASHINGTON, D.C. — WEDNESDAY, OCT. 16 - FRIDAY, OCT. 18

I plan to attend the functions of the 1974 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 Daily Registration Fee covers my attendance at all AAAA or professional presentations held on that day as well as that day's scheduled luncheon. I understand I may receive a refund until Oct. 9.

Daily Fee and Function	Quantity Desired	Military Member	Civilian Member	Non- Member	Amount
1. WED., OCT. 16 REGISTRATION [Includes AAAA Meetings and the AAAA General Membership Luncheon] .....		\$10.00	\$15.00	Members only	\$
2. THURS., OCT. 17 REGISTRATION [Both AAAA professional presentations and AAAA-Industry Member Luncheon] .....		\$10.00	\$15.00	\$25.00	\$
3. FRI., OCT. 18 REGISTRATION [Friday professional presentations and AAAA Honors Luncheon and Reception] .....		\$12.00	\$15.00	\$25.00	\$
4. AAAA LADIES' BRUNCH [10:30 a.m. - Noon, Thursday, Oct. 17] .....		\$5.00	\$5.00	\$5.00	\$
5. THE PRESIDENT'S RECEPTION [7:00-8:30 p.m., Thursday, Oct 17] .....		\$6.00	\$10.00	\$15.00	\$
6. TOTAL PAYMENT [Make check payable to "AAAA"] .....					\$

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

Unit or Firm .....

Address .....

City ..... State ..... ZIP .....

NOTE: "Military Member" rate covers Active Army, Retired, Reserve Component, and DAC personnel. Wives are to register at "Military Member" rates. Members who "advance register" prior to October 2 will receive preferential seating at all AAAA functions having reserved seats. Complete form, and return with your check, to: AAAA, 1 Crestwood Road, Westport CT 06880. Phone: [203] 227-0948/8266.

# JOIN US OCT. 16!



## PROFESSIONAL-SOCIAL PROGRAM 1974 NATIONAL CONVENTION ARMY AVIATION ASS'N OF AMERICA



SHOREHAM-AMERICANA HOTEL, WASHINGTON, D.C. — WEDNESDAY, OCT. 16 - FRIDAY, OCT. 18

### TUESDAY, 15 OCTOBER 1974

(Shoreham-Americana and Sheraton-Park Hotels)

- 1200-1800 **Registration.** Check in at the Convention site. Shoreham-Americana Hotel.
- 1330-1630 **Visit Aerospace and Military Exhibit Areas.** AUSA Exhibit Halls, Sheraton-Park Hotel.
- 1330-1530 **National Executive Board Business Meeting.** First Session. (Shoreham-Americana Hotel).
- 1600-1730 **Nat'l Office Coordination Meeting with Chapter Presidents and Secretaries.** (Shoreham-Americana).
- 1630-2030 **Open Time.**
- 1900-2100 **Very Early Birds' Reception.** (Shoreham Hotel).
- 2030-2400 **Visit Hospitality Suites.** (Sheraton-Park Hotel).

### WEDNESDAY, 16 OCTOBER 1974

(Program in Shoreham-Americana Hotel only)

- 0900-1000 **General Membership Meeting.** Election of AAAA National Officers; Presentation of Annual Report.
- 1000-1130 **AAAA Open Discussion Meeting.** Workshop/Ad Hoc Committee discussion topics, assignments.
- 1130-1200 **Open Time.**
- 1200-1430 **General Membership Luncheon.** For all members. Presentation of Chapter Awards.
- 1400-1600 **National Executive Board Business Meeting.** Second session.
- 1530-1700 **Wrap Up General Membership Business Meeting.**

- Reports by Workshop Groups/Ad Hoc Committees.
- 1700-1800 **Open Time.**
- 1800-2200 **AAAA Early Birds' Reception.** General reception room and AAAA Chapter Hospitality Suites.
- 2200-2400 **Visit Hospitality Suites.** Sheraton-Park Hotel.

### THURSDAY, 17 OCTOBER 1974

(Shoreham-Americana and Sheraton-Park Hotels)

- 1974 AAAA **PROFESSIONAL PRESENTATIONS**
- First Panel Discussion - Sheraton Hall, Sheraton-Park Hotel**
- 0830-1000 **"AVIATION TACTICS AND TRAINING"**
- General Hamilton, H. Howze, USA [Ret.],** Panel Moderator
- Major General John W. McEnery,** Commander, 101st Airborne Division (Airmobile), Ft. Campbell, Ky.
- Major General Robert M. Shoemaker,** Commander, 1st Cavalry Division, Fort Hood, Texas.
- Brigadier General Morris J. Brady,** Asst Deputy Commander, USA Combined Arms Combat Development Activity, Fort Leavenworth, Kansas.
- Colonel James H. Mapp,** Deputy for Training, USA Aviation Center, Fort Rucker, Ala.
- Colonel William A. Rathbone,** Director, Office of Standardization, USA Aviation Center, Fort Rucker, Ala.

PROGRAM FOR THURSDAY, 17 OCTOBER 1974

[Continued on Page 26]

# Aviation is alive..

The Aviation Team  
Aviation Systems Division  
OCD&A  
Department of the Army



LT. COLONEL DENNIS M. BOYLE  
[Chief, Aviation Team, ASD]  
Cargo Aircraft — HLH  
AUTOVON 22-72738  
Commercial [202] 697-2738



LT. COLONEL ROBERT PHILLIPS  
Cargo Aircraft — HLH  
AUTOVON 22-75590  
Commercial [202] 697-5590



LT. COLONEL DONALD P. WRAY  
Attack Aircraft — AH-1 HASC  
AUTOVON 22-74509  
Commercial [202] 697-4509



LT. COLONEL WAYNE B. DAVIS  
Observation Aircraft  
AUTOVON 22-72738  
Commercial [202] 697-2738



LT. COLONEL JESSIE E. STEWART  
Attack Aircraft — AH-1 HASC  
AUTOVON 22-75590  
Commercial [202] 697-5590



LT. COLONEL IVAR W. RUNDGREN  
Utility Aircraft — UTTAS  
AUTOVON 22-72738  
Commercial [202] 697-2738



MAJOR WILLIAM B. WILDER  
Observation Aircraft  
AUTOVON 22-75590  
Commercial [202] 697-5590



LT. COLONEL GEORGE N. IVEY  
Utility Aircraft — UH-1  
AUTOVON 22-74509  
Commercial [202] 697-4509



LT. COLONEL EMMETT F. KNIGHT  
Product Improvements/Modifications  
AUTOVON 22-61291  
Commercial [202] 695-1291

AVIATION SYSTEMS DIVISION  
Weapons Systems Directorate  
Office, Chief of Research,  
Development & Acquisition  
Department of the Army

Technology  
Team  
Aviation  
Systems  
Division



LT. COLONEL WILLIAM CORLEY  
ABC, Propulsion & Structures Technol.  
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**COLONEL WILLIAM E. CROUCH, JR.**  
Division Chief  
Aviation Systems Division, WSD, OCRD&A  
AUTOVON 22-53869  
Commercial [202] 695-3869

**The  
Budget  
Team  
Aviation  
Systems  
Division  
OCRD&A**



**LT. COLONEL ROY B. DICKINSON, JR.**  
Procurement Budget  
AUTOVON 22-51291  
Commercial [202] 695-1291



**MS DORTHA WINKEL**  
Budget Execution  
AUTOVON 22-51291  
Commercial [202] 695-1291



**MR. RICHARD L. BALLARD**  
Chief, Technology Team  
AUTOVON 22-54836  
Commercial [202] 695-4836



**LT. COLONEL WILLIAM M. JOHNSON**  
Avionics  
AUTOVON -- 22-51291  
Commercial [202] 695-1291



**MAJOR JAMES H. BROWN, JR.**  
TR Restor, ISRA & Aero Technology  
AUTOVON 22-75990  
Commercial [202] 697-5590



**LT. COLONEL ANTHONY J. ORTNIER**  
GSE -- GSE & Synthetic FT Trainers  
AUTOVON 22-51291  
Commercial [202] 695-1291

**..and well  
in DA!**

**The Support Team  
Aviation Systems Division  
OCRD&A  
Department of the Army**



**LT. COLONEL JOHN F. ZUGSCHWERT**  
(Chief, Support Team, ASD)  
Survivability/Safety -- Surviv. Equip.  
AUTOVON 22-51291  
Commercial [202] 695-1291



**CW4 ROBERT L. HAMILTON**  
Survivability/Safety -- Safety Equip.  
AUTOVON 22-51291  
Commercial 695-1291



**MAJOR JOHN W. GOLDTRAP**  
Avionics  
AUTOVON 22-51291  
Commercial [202] 695-1291



**LT. COLONEL STANLEY D. CASS**  
Weapons -- HELFIRE/ADSM  
AUTOVON 22-51291  
Commercial [202] 695-1291



**LT. COLONEL WILLIAM DILLINGHAM**  
Ground Support Equipment -- Air Drop  
AUTOVON 22-51291  
Commercial [202] 695-1291



**LT. COLONEL FRANCISCO TREVINO**  
Weapons -- Aft Gms & Ammo  
AUTOVON 22-51291  
Commercial [202] 695-1291



# PROFESSIONAL-SOCIAL PROGRAM 1974 NATIONAL CONVENTION ARMY AVIATION ASS'N OF AMERICA



PROGRAM FOR THURSDAY, 17 OCTOBER 1974

[Continued from Page 23]

Colonel J.W. Woodmansee, DCS Combat Developments,  
USA Training and Doctrine Command, Fort Monroe, Va.

## 1974 AAAA PROFESSIONAL PRESENTATIONS

2nd Panel Discussion - Sheraton Hall, Sheraton-Park Hotel

### 1000-1130 "THE AVIATION PERSONNEL PICTURE"

Major General George W. Putnam, Jr., Director of Military Personnel Policies, ODCSPER, Department of the Army. Appropriate ODCSPER and MILPERCEN principals.

1030-1200 AAAA Ladies' Brunch.

1130-1200 Open Period.

1200-1430 AAAA-Industry [Corporate] Member Luncheon. Introduction of AAAA National Award Winners and Foreign Guests. AAAA Regional Awards, if made. Sheraton Hall.

## 1974 AAAA PROFESSIONAL PRESENTATIONS

Third Panel Discussion - Sheraton Hall, Sheraton-Park Hotel

### 1430-1700 "AVIATION ABROAD"

Major General William J. Maddox, Jr., Commander, USA Aviation Center, Fort Rucker, Ala., Panel Moderator.

Argentina: Colonel Alfredo D. Nappi, Comando De Aviacion, Buenos Aires, Argentina.

Australia: Colonel W.J. Slocombe, OBE, Director, Army Aviation, Australian Army Headquarters, Canberra, Australia.

Canada: Lieutenant Colonel William R. Carr, Chief of Air Operations, Nat'l Defense Hqs, Ottawa, Ontario, Canada.

France: Major General Bertrand O'Mahoney, Commandant de L'Aviation Legere, French Army, Paris, France.

Great Britain: Major General R.L.C. Dixon, M.C., Director of Army Aviation, Middle Wallop, Stockbridge, Hampshire.

Iran: Brigadier General Manouchehr Khosroddad, Commanding General, Imperial Iranian Army Aviation, Tehran, Iran.

Italy: General Nicola Chiari, Ufficio Ispettore Aviazione Leggera, Italian Army, Rome, Italy.

West Germany: Brigadier General Hans Drebing, Director of German Army Aviation, Koeln, West Germany.

1700-1800 1974 Cub Club Reunion. President's Suite.

1700-1900 Open Period.

1900-2030 The President's Reception. Introduction of AAAA President-Elect. (Admission by ticket only. Business suits, cocktail dresses). Shoreham-Americana Hotel.

2030-2400 Visit Hospitality Suites. (Shoreham-Americana).

FRIDAY, 18 OCTOBER 1974

(Program in Shoreham-Americana Hotel only)

## 1974 AAAA PROFESSIONAL PRESENTATIONS

Fourth Panel Discussion - Shoreham-Americana Hotel

### 0830-1030 "THE AVIATION HARDWARE PICTURE"

Major General Elmer R. Ochs, Commander, USA Operational Test & Evaluation Agency, Fort Belvoir, Va.

Major General Donn A. Starry, Commander, USA Armor Center and Fort Knox, Fort Knox, Ky.

Brigadier General Samuel G. Cockerham, Project Manager, Advanced Attack Helicopter, USA Aviation Systems Command

Brigadier General Jerry B. Lauer, Project Manager, Heavy Lift Helicopter, USA Aviation Systems Command, St. Louis, Mo.

Brigadier General Leo D. Turner, Project Manager, Utility Tactical Transport Aircraft System, USA Aviation Systems Command, St. Louis, Mo.

Colonel Jack Keaton, Product Manager, Aircraft Survivability Equipment, USA Aviation Systems Command.

Colonel George Shallcross, Commander, USA Air Mobility Research & Development Laboratory, Fort Eustis, Va.

1100-1145 AAAA Honors Luncheon Reception. Ambassador Room.

### 1145-1400 AAAA ANNUAL HONORS LUNCHEON Regency Ballroom, Shoreham-Americana Hotel

#### Presentation of 1973-1974 AAAA National Awards

The "Outstanding Aviation Unit Award" [Active Army] is presented by the Chief of Staff, U.S. Army.

The "Outstanding Reserve Component Aviation Unit Award" presented by the Chief of Staff, U.S. Army and the Chief, National Guard Bureau or the Chief, Army Reserve.

The "James H. McClellan Aviation Safety Award" presented by the Honorable John L. McClellan, U.S. Senate, and/or the Honorable Howard E. Haugerud, President of the McClellan Foundation.

The "Army Aviator of the Year Award" presented by the Vice Chief of Staff, U.S. Army.

The "Aviation Soldier of the Year Award" presented by the Secretary of the Army.

Military dress: Green uniform. Regency Ballroom, Shoreham-Americana Hotel.

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

1800-2000 Diehards' Reception.



**T**HE objective for warrant officers is an associate degree by your fifteenth year of Federal service.

This article will acquaint you with the opportunities which are available to aid you in attaining or surpassing this objective.

An excellent starting point is your Post Education Center where trained counselors can assist you in determining where you are and the best way to get where you want to go. You may find your service schools and previous assignments are worth college credits.

One of your counselors' first suggestions will probably be to take the **College Level Examination Program [CLEP]** tests. This is a series of five tests, each requiring about an hour and a half to complete and each worth six semester hours upon successful completion. Also available at the Education Center are end-of-course tests requiring approximately the same time for completion and worth three semester hours each.

\* \* \*

Attending night school is the next logical step toward your education. Courses taken should be MOS related insofar as possible. When you have completed a minimum of 12 semester hours of residence credits through night courses or on campus attendance and have accrued a total of 60 semester hours through CLEP tests, end-of-course tests, and military service schools, you should apply for a Department of the Army 2-year college equivalency evaluation.

See a counselor at your Education Center when ready to apply. They can determine whether you meet the requirements and will assist you with your application.

Two additional programs are available which

## **Civil Schooling for Aviation Warrant Officers**

**BY COLONEL TED A. CROZIER**  
Chief, Aviation Warrant Officer Branch,  
Officer Personnel Directorate,  
Military Personnel Center

allow individuals to attend civil schools on a full-time basis for the purpose of obtaining a degree. These are **Warrant Officer Associate Degree Program [WOADP]** and the **Degree Completion Program [Bootstrap]**. Both are fully explained in AR 621-1 dated 6 May 1974.

An individual selected for college attendance under either of these programs will continue to receive full pay and allowances throughout the duration of his schooling. **WOADP** is a fully funded program and includes up to \$100 per fiscal year for textbooks. The service obligation incurred under this program is a minimum of three years and a maximum of four years computed from the date of completion or withdrawal from the program.

Under the **Degree Completion Program**, the individual may use his VA Benefits to pay for the cost of tuition, fees, and textbooks. The service obligation is also three years for each year of schooling or fraction thereof and cannot exceed four years. Complete prerequisites for these programs may be found in AR 621-1.

**T**HE Aviation Warrant Officer Branch has established additional policies concerning selection to enable the maximum number of our warrants to obtain their degrees. Priority is given to those individuals who have demonstrated an outstanding manner of performance, have a high potential for retention, and can obtain their degree in the shortest period of time. Your field of study should be one of functional value to the Army. (See list at the end of the article.)



**AWARD** — Chief Warrant Officer [W4] Robert W. Buechter [right] receives the Joint Service Commendation Medal from COL William I. Gordon, Dep Cdr, ARR IX, at the Presidio of San Francisco in recent ceremonies.

Applications for **WOADP** and the **Degree Completion Program** should reach the branch approximately six months prior to your desired starting date and must include a letter of acceptance from the college or university indicating your field of study, degree to be obtained, and the time required for completion to include your start and completion dates.

**Y**OUR unit personnel section and the Education Center can aid you with your application. Those of you who need 20 weeks or less to complete requirements for a degree may apply for permissive temporary duty either enroute to new PCS assignment or return to present organization.

Another avenue available for officers selected to attend the **Aviation Warrant Officer Advanced Course** and the **Warrant Officer Senior Course** at Fort Rucker, Alabama, is the **Cooperative Degree Program**. Those officers qualifying for this program can complete degree requirements while attending the career courses.

**Aviation Warrant Officer Branch** presently has about 130 of its members attending civil schools under these two programs. Approximately 30% of our warrants have at least two years of college and we are attempting to increase this percentage. Now is the time for you to start or improve your education.

### **AWO DISCIPLINES**

The following disciplines are related to Aviation Warrant Officers duties:

ADPS (Business)	Aeronautical Engineering
Commercial Aviation/Transportation	Radio
Logistics Management	Electronics Engineering
Transportation & Traffic Mgmt	Instrumentation
Industrial Management	Communications
Aerospace Management	Electrical Engineering
Procurement & Contract Mgmt	Aerodynamics
Safety	Air Conditioning Engineering
Engineering Mechanics	Hydraulic Engineering
Electronics Magnetism	General Physics
Mechanical Engineering	Public Safety
Metallurgical Engineering	Aviation Management
Fuel Technology	Aeronautical Engr Technology
General Engineering	Aeronautical science
Climatology/Meteorology	Aeronautical Studies
Statistics	Aviation Maintenance Management
General Mathematics	Aeronautical Technology
Physics Electricity/	Aircraft Maintenance
Applied Mechanics	Engineering Technology

**T**HE Army National Guard is gearing up for its entrance into **Nap-of-the-Earth [NOE] Training**. Several ARNG SIP/IP's have undergone NOE IP courses being conducted at five Active Army installations, including a limited number of quotas at Ft. Rucker.

It is anticipated that more than 80 ARNG SIP/IP's will be qualified as NOE IP's by the end of FY 1974. These people will be the core of NOE training to be conducted at State level.

After appropriate directives, training criteria, NOE approved courses, and other related matters are completed, the States will begin their own NOE training, which will provide a vital part of the necessary training for survivability of aviation assets in the event of employment during a mid-intensity conflict.

### FLYING HOURS

The ARNG flew 302,183 hours during FY 74. Of this total, 187,475 flying hours were accomplished in rotary wing aircraft and 14,815 flying hours in fixed wing aircraft. The UH-1 carried the brunt of the load, flying 110,493 hours . . . mostly in support of instrument training, aerial gunnery, support missions, and combat readiness minimums.

The total number of hours flown in FY 1974 was 97.86% of the authorized flying hour program - quite an achievement in light of the various changes during the year due to fuel shortages, aircraft, groundings, and changes in the program.

### MULTI-MEDIA EXPANSION

Since 3 December 1973, when the ARNG first introduced its **Multi-Media Program** to representatives of all ARNG Aviation Facilities [Army Aviation, 8 Feb 74] the **Multi-Media Group** has expanded into the video tape recording field. These past few months have seen this outstanding Group keep pace with ever increasing demands for top quality training.

Video tape playback equipment will be located in the "**Mini-Learning Centers**" at each of the 83 ARNG Aviation facilities, giving them the ability to use either slide/tape-recorded lessons or video taped lessons in the audio-visual portion of their training programs. To CPT **Kenneth O. Boley** and his crew a "**Well Done**" for meeting the challenge of today's training needs.

### ARMY AVIATION COMMITTEE

The ARNG Aviation Committee convened at Edgewood, Maryland on 30 July. This Committee, chaired by **Brigadier General James S. Brooks**, Assistant Adjutant General, ID ARNG, met for three and a half days, during which many interesting and some urgent problems surfaced. To the Committee's credit resolutions were introduced to either alleviate or eliminate almost every problem area discussed.

The meeting was highlighted by the presentation

## On Guard!

of a comprehensive ARNG Aviation Program Review and Analysis. Contributing to the overall success of the conference and making the long days quite pleasant were the great people at the Edgewood Arsenal Officers' Open Mess who played host and served the committee's needs so courteously and professionally.

### OV-1 USER'S CONFERENCE

OAC-AVN sponsored an **OV-1 User's Conference** at Edgewood Arsenal, Maryland, on 20-21 August 1974. Representatives from Georgia and Oregon attended. Problems peculiar to the Mohawk (logistic and manpower) were discussed. Agenda Items for the upcoming Army **OV-1 User's Conference** at Ft. Huachuca AZ were also discussed.

**T**HE changeover from single-engine fixed wing aircraft to multi-engine fixed wing aircraft in the Guard is occurring at a rapid pace. The O-1 **Bird Dog** has vanished from the ARNG flight facilities and the U-6 **Beaver** is not far behind.

These aircraft will be missed by those of us who knew them well; they served faithfully and reliably for many years. The U-8 aircraft (in lieu of the U-21) and a U-3/U-8 should be in all States by FY 76.

### AERIAL GUNNERY

Twenty-six of the ARNG's twenty-eight aviation units possessing organic aero-weapons platoons have completed their initial gunnery qualifications, and the two remaining units are scheduled to fire in the immediate future. The majority of the firing was conducted during annual training and over 450 aviators were qualified without incident. A "**Well Done**" to the crews and ground personnel responsible for this outstanding achievement.

## ARNG aviation units prepare for own NOE Programs on broad scale

BY

**COLONEL CHARLES R. JONES**  
CHIEF, AVIATION DIVISION, ARNG

**Colonel Carl H. McNair, the new Aviation School Brigade Commander, takes a look back to the days of Tet and finds humor . . .**

**O**F the many lessons learned during the Vietnam conflict, many have now been confirmed as standard Army doctrine or been further developed for mid-intensity efforts; some have been discounted as applicable only to low-intensity conflicts; while others have been relegated to the "well-learned and well-documented, but may never again be executed" category.

In the latter vast and formidable category may well be all the expertise developed by those Army Aviation units whose good fortune it was to serve in the Delta region of IV Corps, working with the ARVN forces and the U.S. 9th Infantry Division Mobile Riverine Force. Since landing, hovering, and taking off from aboard ship was not normal routine for most Army Aviators, Delta pilots of the 164th Aviation Group, and other closely associated units, found shipboard operations a whole new experience.

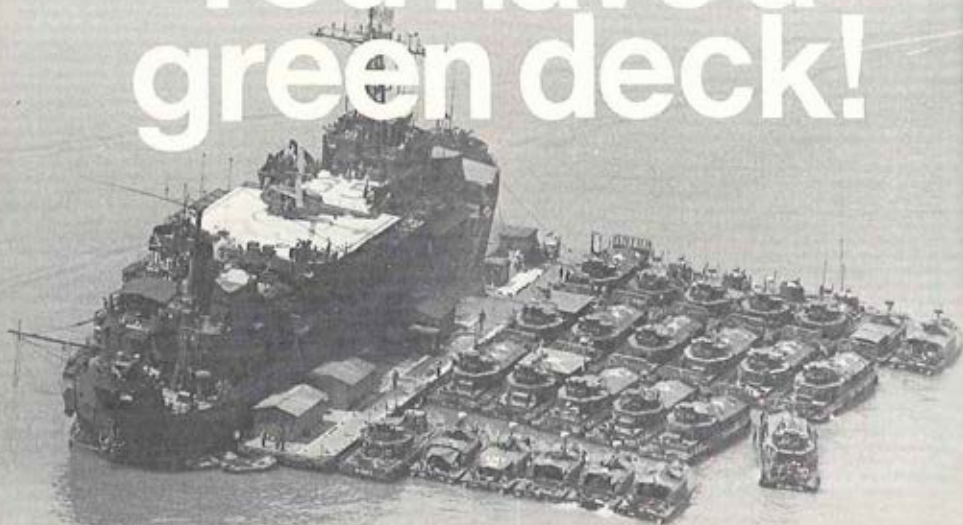
Whether flying a Cobra, LOH, or Huey, the flight techniques themselves may vary little from the pinn-

acle operations so well taught at Fort Wolters and Fort Rucker, but the terms of "fore, aft, port, starboard, bow, stern, midships" and the like coming from a floating control tower were a totally new jargon for those "green suiters" who were simply accustomed to hearing "downwind, base, final, and Go-Around."

But, it's not the purpose of this little mental flashback in time to the Mekong Delta to talk riverine doctrine or airmobile cover of such operations; these are all well documented in the ORLL's and the SOP's so carefully catalogued away in the school archives and unit histories. My real purpose is to look at some of the lighter moments that occurred which will be long remembered by both Army and Navy associates alike.

One of the more historic landings to occur on the flagship USS Benewah during its extended tour in Vietnam was the unique and memorable "Number 5,000". I cite it as historic, not simply because of the

# You have a green deck!



number or the event, but more because of the nature of how the event occurred.

It was 16 February 1968 during the Post-TET offensive. I was commanding the 121st Assault Helicopter Company [Soc Trang Tigers] and we were assigned to support the 2nd Brigade, 9th Infantry Division, in conjunction with the U.S. Navy River Assault Flotilla One in conducting a search and destroy mission against a local Viet Cong unit up a narrow canal near Can Tho. It was on that day, on that mission during the fast-paced Post-TET offensive, that I had the honor of executing the "Number 5,000" landing on the flight deck of the USS Benewah since she had deployed from her home port of San Diego in May 1967.

As one might anticipate, there were numerous occasions when Army pilots making their initial approach and landing on a Navy ship had to be told the difference between "port" and "starboard". This should certainly not be of any embarrassment to a non-nautical individual, and a rather simple 'left' or 'right' from the primary flight control tower on the ship could take care of the explanation.

### A landing incident

But, on one occasion, an Army helicopter radioed the Flotilla flagship for clearance to land and was told that he had a "green deck" to land from the USS Benewah's port side. [The USS Benewah, APB-35, was the flagship of the entire River Assault Flotilla One.] After ten minutes of circling above the USS Benewah and the four other ships of similar size and appearance which comprised the Mobile Riverine Base, the pilot radioed in total exasperation, "I only see white flight decks and green ships. Please explain your last transmission."

In Naval terminology, a "green deck" simply means that all protruding antennae are lowered; the deck is clear of all obstructions; and the LSO [Landing Signal Officer] is in position to bring you aboard. A "red deck", on the other hand, indicates that the deck is fouled because of upright antennae or other obstructions to a safe aircraft landing, or the LSO is not on deck.

With respect to ship colors, all of the permanently assigned ships in the Mobile Riverine Force were painted green to better blend the vessels in with the dense jungle foliage that lined the banks of the delta streams and canals. The helicopter pad, limited in size as it was and barely accommodating a single helicopter, was painted white, thus further confusing the already frustrated aviator.

On another occasion, a newcomer to the Riverine Force Support Element was given clearance to land on the USS Colleton, APB-36, a sister ship of the USS Benewah, and he promptly proceeded to land on the wrong ship by mistake. The two looked almost identical except for the different numbers of "35" and "36" and one had to look closely to distin-

### AAAA REGIONAL MEETINGS

The AAAA's First Region (1st Army Area) will hold its initial professional-social meeting at Ft. Rucker in Feb. 1975, the same month in which the USAREUR Region will convene.

The Fifth Army Area Region plans its second meeting in conjunction with a training conference to be conducted in San Antonio in April, 1975.

guish this difference. One frequently hears of such incidents happening, even with a flight from a major airline landing at the wrong airport, so the young aviator regained his composure, pulled pitch, and proceeded to his proper destination ship 500 yards downstream.

With me on board the command and control aircraft was the Task Force Commander, a senior Navy Captain [properly titled the Flotilla Commodore] who is today a prominent US Navy Admiral and who, for the obvious purposes of this story, shall remain nameless. In the Navy, as in the Army and Air Force, landings of a significant number, such as 1,000, 5,000, and 10,000, aboard a given installation, headquarters, flagship, or aircraft carrier, are considered very significant events.

As such, some form of celebration or recognition is usually in order, and this custom was certainly no different in Vietnam. It was perhaps even more significant since the Riverine Force was a unique "first" in Naval history.

### Official account

As the official press release from River Assault Flotilla One read in part:

"With the Mobile Riverine Force in the Mekong-Delta - The USS Benewah (APB-35), flagship for the unique Army-Navy Mobile Riverine Force in the Mekong-Delta of Vietnam, recorded helicopter landing number 5,000 on her flight deck on February 16, 1968. True to form, the historic landing was made by an Army aircraft, this one a UH-1D helicopter from the 121st Assault Helicopter Company. It was piloted by Major Carl H. McNair, Jr., USA. Embarked on the flight was Captain ..... USN, Commander, River Assault Flotilla One. He had just completed a flight over an area where the Navy's riverine assault craft and Army's infantrymen of the Mobile Riverine Force were conducting a search and destroy mission against Viet Cong guerillas near Can Tho. Commadore ..... was greeted by the USS Benewah's Commanding Officer, Lieutenant Commander Gerald Saucier, as soon as the helicopter settled on the deck.

[GREEN DECK/Continued on Page 39]

# PCS - Changes of Address

## GENERALS

**BERRY, Sidney B., MG**  
Quarters 100, USMA  
West Point NY 10996

**KENNEDY, William J., BG**  
(Qrs 2, Boardman Lake  
Ft Gordon GA 30905

**VESSEY, John W., BG**  
Quarters 21-B  
Ft Myer VA 22211

## COLONELS

**CALCATERA, Kenneth J.**  
7236 Norstead Walk, Apt 2  
St. Louis MO 63121

**CLARK, Egbert B., III**  
8410 Crossley Place  
Alexandria VA 22308

**DAVIS, Willys E.**  
409 Ballzell Avenue  
Ft Benning GA 31905

**EYMAN, Robert F.**  
Shields Route  
Livingston MT 59047

**GILES, George R.**  
528 Sheridan Road  
Ft Bliss TX 79906

**HAND, Lee M.**  
38 Russel Avenue  
Ft Monmouth NJ 07703

**LEWIS, Wase E., III**  
63 Willow Road  
New Shrewsbury NJ 07701

**MCNAIR, Carl H., Jr.**  
19 Faith Lane  
Ft Rucker AL 36360

## COLONELS

**SHALLCROSS, George W.**  
Quarters 2768  
Ft Eustis VA 22064

**SUMMERS, Archie W.**  
2301 Jlrn Davis Hwy. #634  
Arlington VA 22202

**WILLIAMS, William F.**  
22 South Highland Street  
Arlington VA 22204

## LT COLONELS

**AGUANNO, Edwin M.**  
Box 4, Stu Det, USAWC  
Carlisle Brks PA 17013

**BALDWIN, Roland Y.**  
11115 Seabury, Apt A  
St Louis MO 63138

**BEAN, Robert H.**  
(Qrs 238, Sheridan Road  
Ft Bliss TX 79916

**BEGTRUP, Robert**  
7126 Atheling Way  
Canoga Park CA 91307

**BELL, Lawrence A.**  
12816 Colby Drive  
Woodbridge VA 22191

**BELTRAN, Gilbert.**  
Hq, 30th Medical Group  
APO New York 09154

**BENSON, Frederick S.**  
715 Wilson Street  
Carlisle PA 17013

**BISPING, Jack F.**  
USA ROTC, Eastern KY Univ  
Richmond KY 40475

## LT COLONELS

**BLUBAUGH, Thomas C.**  
Defense Syst Mgt School  
Ft Belvoir VA 22060

**BOLES, John L.**  
3158 Colonge Drive  
Columbus GA 31906

**BOSWELL, Leonard L.**  
Staff and Faculty  
Ft Leavenworth KS 66027

**BOWDOIN, Arthur C.**  
USAAVSCOM, 12th & Spruce  
St Louis MO 63166

**BRADIN, James W.**  
6640 Rose Street  
Ft Hood TX 76544

**BREEDLOVE, Ben L.**  
7381 Knights Bridge Road  
Canby OR 97013

**BROCK, Jeffrey D.**  
US Army TAFT, Iran  
APO New York 09205

**BUCHANAN, Paul J.**  
102 Dove Avenue  
Ft Huachuca AZ 85613

**CHRISTIE, Thomas C.**  
359 Jonathan Court  
Newport News VA 23602

**CLARK, Donzel L.**  
322-6 Doniphan  
Ft Leavenworth KS 66027

**CLARK, Shannon D.**  
6123 Vista Drive  
Falls Church VA 22041

**COLE, Edward F.**  
Lyster Army Hospital  
Ft Rucker AL 36360

## LT COLONELS

**CORLISS, Reginald H.**  
Box 44, Stu Det., USAWC  
Carlisle Brks PA 17013

**COURTS, Philip E.**  
3 Creekswood Lane, S.W.  
Tacoma WA 98499

**CRAWFORD, Cydye J.**  
Hq Corps, APW  
APO New York 09079

**CROSMUN, Clifford A.**  
Box 47, Stu Det, USAWC  
Carlisle Brks PA 17013

**DEFRANCE, Rudolph B.**  
Box 315, USAWC  
Carlisle Brks PA 17013

**DENNISON, Gary V.**  
6122 Lakeshore Drive  
Mapleton GA 30059

**DOUCETTE, Roger A.**  
113 Goldsborough Village  
Bayonne NJ 07002

**DROSS, David D.**  
104 Dove Avenue  
Ft Huachuca AZ 85613

**FRENCH, William C.**  
Hq, MASSITER  
Ft Hood TX 76544

**FROST, Robert W.**  
7411 Glenside Drive  
Takoma Park MD 20012

**FUST, John W., Jr.**  
Office Deputy CG, FORSCOM  
Ft McPherson GA 30330

**GANNIT, John R.**  
Hq, 32d Signal Bn  
APO New York 09757

**GARNER, James E.**  
607-A Fort Baker  
Sausalito CA 94965

**GIESE, William**  
Student Det, P.O. Box 89  
Carlisle Brks PA 17013

**GILLETTE, William P.**  
7806 Corregidor Ave., AFSC  
Norfolk VA 23511

**GIMPLE, Lloyd A.**  
Hqs, Army Material Cmd  
Alexandria VA 22333

**GOODE, Franklin C.**  
College of Naval Warfare  
Newport RI 02840

**GRIGGS, Carlin J.**  
121 Henderson  
Deridder LA 70634

**GRIM, Charles D.**  
JUSMAG-K  
APO San Francisco 96302

**HANNON, James P.**  
2530 Clairemont Dr., #105  
San Diego CA 92117

**HILL, Albert B.**  
ARMISH, MAAG, Box 700  
APO New York 09205

**HILL, James R.**  
USA TAFT; P.O. Box 185  
APO New York 09205

## LT COLONELS

**HOLLOWELL, Emmett P.**  
US Army Support District  
APO New York 09710

**HONSINGER, Larry E.**  
Air War College  
Maxwell AFB AL 36112

**HORNADAY, Robert W.**  
6428 Spring Terrace  
Falls Church VA 22042

**HOUTS, Ray A.**  
1310 Franklin  
Leavenworth KS 66048

**HYERS, James E.**  
8371 Farley  
Overland Park KS 66212

**JARRETT, Richard S.**  
PERST, MAAG, Box 700  
APO New York 09205

**JESSUP, Morris M.**  
Tropic Test Center  
APO New York 09827

**JOHNSON, Darel S.**  
HHB, 210th Arty Group  
APO New York 09352

**JONES, Isaac R.**  
9224 Sand Creek Court  
Burke VA 22015

**KELLOGG, Kenneth E.**  
19 Buckner Circle  
Ft McClellan AL 36201

**KILPATRICK, Thomas M.**  
3817 King Arthur Road  
Annandale VA 22003

**KITTERMAN, James H.**  
103-A Gwikina  
Ft Richardson AK 98749

**KRAMER, Leslie J.**  
PMS Dept. Mil Univ of Tampa  
Tampa FL 33606

**KUNTZ, George R.**  
Movement Control Agency  
APO New York 09451

**KUYKENDALL, William K.**  
OH, Test & Eval Agency  
Ft Belvoir VA 22060

**LANG, William F., Jr.**  
17 Donovan Lane  
Ft Rucker AL 36360

**LEMES, Ralph V.**  
223 Brees Blvd  
San Antonio TX 78209

**LENDERMAN, William R.**  
4441 Scarborough Square  
Alexandria VA 22309

**LUMPKINS, William J.**  
5515 Beconstead Court  
Burke VA 22015

**LUSTER, Albert R.**  
7203 Shockley Court  
Camp Springs MD 20022

**MacMANUS, Frederick O.**  
5101 Eighth Road So., #310  
Arlington VA 22204

**MARR, Gilten A.**  
856 Hollyridge Drive  
Manchester MD 63011



**MASTERS ALL!**

LTC James Adler, (3rd from left), is surrounded by Davison Army Airfield Master Army Aviators after receiving his new Master AA designation. Shown left to right are LTC Ron Walker, CW4 Fred Lindsley, LTC Adler, CW4 Dick Piety, LTC Ray Young, and CW4 Charlie Astrike. (USA photo)

## DECISIONS, DECISIONS

In a foursome golf tournament in which husbands and wives played alternate strokes, one woman faced a tricky shot across a stream. Her low-handicap husband assured her it would be good tactics for her to miss the ball completely and then let him chip it across the stream.

"All right," she agreed, "But what club shall I use?"

-The Chauvins!



**LT COLONELS**

**MASSINGILL, James R.**  
1200 Glendale Drive  
Raleigh NC 27612

**MAYHEW, John W.**  
4508 Picot Road  
Alexandria VA 22310

**MCDOOLE, Delos A.**  
8120 Woodmont Av., USACAA  
Bethesda MD 20014

**McGEE, William H.**  
3038 Pheasant Drive  
Decatur GA 30034

**McGLOCKTON, William H.**  
HHC, Berlin Brigade  
APO New York 09742

**McKAY, Lawrence E., Jr.**  
USMA, Dept Social Sciences  
West Point NY 10995

**McNUTT, George R.**  
112 A Penn Road  
Williamsburg VA 23185

**MILLS, Richard L.**  
137 West 4350 North  
Ogden UT 84404

**MOFFET, David H., Jr.**  
Hqs, TRANSCOM  
APO New York 09451

**MOSES, George W.**  
6542 Rose St., Patton Park  
Ft Hood TX 76544

**NELSON, George R.**  
1st Regional Recruiting Cnd  
Ft Meade MD 20755

**PARKER, Ellis D.**  
3911 Daytona Drive  
Fayetteville NC 28301

**PATE, Robert I.**  
Box 149, Stu Det, USAWC  
Carlisle Brks PA 17013

**PERGERSON, Benard S.**  
5320 Dunler Lane  
Burke VA 22015

**POWELL, Frank M.**  
7308 North 21st Avenue  
Phoenix AZ 85021

**RATCLIFF, Walter A.**  
5370 Sage  
Edwards CA 93523

**RAY, William D.**  
2501 Hilton Court  
Augusta GA 30904

**ROBERTS, Donald A.**  
8710 Chippendale Court  
Annandale VA 22003

**SALMON, Ray W.**  
USA AHS  
Ft Sam Houston TX 78209

**SANDERS, Curtis M., Jr.**  
USA Agency for Avn Safety  
Ft Rucker AL 36360

**SCOTT, Harry A., Jr.**  
Route 1  
Henderson TN 38340

**SHIELDS, George D.**  
15 Gregg Way  
Ft Rucker AL 36360

**SHRADER, Cecil L.**  
HHC, 3d Bn, 63d Armor  
APO New York 09178

**LT COLONELS**

**SMART, Ernest A.**  
402 1st Division Road  
Ft Benning GA 31905

**SMITH, George M.**  
USA Res Inst of Env Med  
Natick MA 01760

**SMITH, Osbin E.**  
2035 Bensonwood Drive  
Germantown TN 38138

**STALKER, Paul R.**  
P.O. Box 1518  
Ft Benning GA 31905

**STERNAT, Robert F.**  
US Defense Liaison Group  
APO San Francisco 96356

**STRATTON, Jerry R.**  
5061 Coleridge Drive  
Fairfax VA 22030

**STRINGER, Paul G.**  
Hq, V Corps, Engr Sect  
APO New York 09079

**SULLIVAN, Jerome J.**  
5010 Gadsden Drive  
Fairfax VA 22030

**THORNTON, Glen D.**  
75 Delafield  
Ft Leonard Wood MO 65473

**THURLOW, David B.**  
c/o Burcher, P.O. Box 117  
Seaford VA 23696

**TIRRE, Joseph C., Jr.**  
Avn Log TAFT, P.O. Box 201  
APO New York 09205

**TOWLE, Thomas J.**  
637 Seneca Road  
Herndon VA 22070

**VARNER, Voley J.**  
1561 Cole Park  
Ft Campbell KY 42223

**VAUGHAN, Charles U.**  
6633 Rose Street  
Ft Hood TX 76544

**WALKER, Wiley W.**  
Box 186, Stu Det, USAWC  
Carlisle Brks PA 17013

**WATSON, Norman T.**  
909 Shall Court  
Jacksonville AR 72076

**WEAVER, John M.**  
1007 Travis Street, Rt. 3  
Deleone TX 76444

**WELSCH, Hanna F., Jr.**  
11 Ferguson Lane  
Ft Rucker AL 36360

**WHITE, Robert L., III**  
9009 Captain's How  
Alexandria VA 22308

**WHITE, William G.**  
Justice DEA, US Embassy  
APO San Francisco 96346

**WILSON, Walter C., Jr.**  
Hq, USACC  
Ft Huachuca AZ 85613

**WOODWARD, Vernon W.**  
52 Magna Carta Drive  
Newport News VA 23602

**WRAY, Donald P.**  
2522 West Meredith Drive  
Vienna VA 22180

**LT COLONELS**

**WRIGHT, Theodore K.**  
P.O. Box 40  
Moffett Field CA 94035

**ZUGSCHWERT, John F.**  
4716 Playfield Street  
Annandale VA 22003

**MAJORS**

**ABNEY, Robert O.**  
Hq, 440th Signal Bn  
APO New York 09175

**AMMONS, David C.**  
HHC, 1st Bde, 1st AD  
APO New York 09140

**ANDREWS, Raymond G.**  
424 Funston  
APO San Francisco 96557

**BABEL, Otto**  
HHC, 34th Signal Bn  
APO New York 09154

**BATEY, Dana**  
P.O. Box 209  
Norman OK 73069

**BEAN, Roger K.**  
5415 Thetford Place  
Alexandria VA 22310

**MAJORS**

**BECK, Frederick S.**  
11996 Charter Oak Parkway  
Creve Coeur MO 63141

**BECKER, Loren L.**  
133-B Ilamma Avenue  
APO Seattle 98749

**BISGARD, Jay C.**  
USAF Clinic Ramstein  
APO New York 09012

**BLAIR, William J.**  
1618 Pawnee  
Leavenworth KS 66048

**BOTTOMS, Bernard L.**  
1420 Osage  
Leavenworth KS 66048

**BOWEN, Fred W.**  
3d Bn, 67th ADA  
APO New York 09036

**BOWEN, Gail O.**  
543 Vilas  
Leavenworth KS 66048

**BOYSEN, John H.**  
HHC, 2/3d Infantry Bn  
APO New York 09033

**BRANNING, Thomas E.**  
CSA  
Ft Huachuca AZ 85613

**MAJORS**

**BROWN, Patty E.**  
ODCSPER, Hq USAREUR  
APO New York 09403

**CARR, Glenn P.**  
2243 Tara Lane  
Brunswick GA 31520

**CHAPLIN, Robert D., III**  
1st Aviation Detachment  
APO New York 09359

**CHASTAIN, William M.**  
3500 Hillcrest Circle  
Bryan TX 77801

**CLARK, Cleveland A.**  
38 Logan  
Ft Rucker AL 36360

**CORNELL, Gerald**  
12 Donovan Lane  
Ft Rucker AL 36240

**COX, Marvin B., Jr.**  
1224-B Hase Drive  
Ft Shafter HI 96823

**DALTON, Robert B.**  
12 Dragon  
Ft Leavenworth KS 66027

**DALY, Jerome R.**  
P.O. Box 2219  
Ft Riley KS 66442

**SHAKE AND BAKE?**

Wrapped and wailing, this Army Cobra sat at Ft. Hood for 45 days recently to test the effectiveness of its form-fitted Dridlad system. The plastic covering is part of a test being conducted by MASSTER to find a method that'll prevent corrosion and rust in aircraft stored for different periods of time. A dehumidifier inside the covering warms and recirculates the air and is monitored by a control box at the lower right.

**BELIEVABLE!**

Did you hear the one about the girl who said she'd do anything for a mink coat - and now she can't button it?

-The Chauvinist

## MAJORS

DONALDSON, Orlew B., III  
Information Office  
Ft Gordon GA 30905

DUBOW, Bruce J.  
P.O. Box 161  
Daleville AL 36322

DUPLESSIS, Troy L., Jr.  
63d Co. 6th Bn  
Ft Kucker AL 36360

ELLIS, John R., Jr.  
HHB, 3d Bn, 84th FA  
APO New York 09176

FAYARD, Marshall  
4380 Heritage Drive, 2C  
Liverpool NY 13088

FEIT, John E.  
8 Aspen Street  
Great Falls MT 59405

FRANKLIN, Robert B., Jr.  
4410 Middle Ridge Drive  
Fairfax VA 22030

FREDRICK, Gilbert H., Jr.  
180 5th Artillery Road  
Ft Leavenworth KS 66027

GASKINS, Philip  
HHC, 2d Bn, 87th Infantry  
APO New York 09185

GILLIAM, Frank H., Jr.  
4362 Valencia Circle  
Colorado Springs CO 80917

GODFREY, Thomas J.  
27 Dragoon Drive  
Ft Leavenworth KS 66027

GRAHAM, Bobby L.  
Route 1, Box 228-D  
Leary TX 75501

## MAJORS

HAMILTON, Thomas R.  
7922 Neomoor Road, AFSC  
Norfolk VA 23511

HANKINS, Guy L.  
504 Hunter Drive  
El Paso TX 79915

HARRIS, Lyman B., Jr.  
1543 Flores Street  
Seaside CA 93955

HIGGINBOTHAM, James L.  
2812 Montclair Road  
Tuscaloosa AL 35401

HITES, Robert D.  
35 Kirby Street  
Ft Rucker AL 36360

HOLLOWAY, Rex L.  
29th Trans Co (ADS)  
APO New York 09359

HOLLOWAY, William W., III  
UASSB  
APO New York 09025

HOOPER, Lynn C.  
7478 Larne Lane  
Lorton VA 22079

HOPKINS, John A.  
5315 Irwin Avenue  
Lawton OK 73501

HUGHES, James P.  
1st Brigade, 3d AO  
APO New York 09045

HUNT, Lou  
HAB, 31st ADA Brigade  
Homesland AFB FL 33030

HUNTER, John W., Jr.  
536-B Miller Drive  
Ft McPherson GA 30330

## MAJORS

INGLETT, Robert A.  
1109 Fullview Court, Route 4  
Killeen TX 76541

ISAACSON, Harold G.  
558 Ashburn Street  
Ft Bliss TX 79906

JERNIGAN, Cecil L.  
HHB, 3d Bn, 67th ADA  
APO New York 09036

JONES, Stanton W.  
P.O. Box 534-D, USAADS  
Ft Bliss TX 79916

KEEFER, John J.  
USARR-1  
Ft Devens MA 01433

KERRIGAN, Robert J.  
37 Maryanne Lane  
Stamford CT 06905

KING, D.G.  
317-B Millitt Street  
APO San Francisco 96557

KLINE, Gary L.  
Hilcrest Manor, #192  
Langdon ND 58249

KRAUS, George F.  
5401 Old Natl Hwy, Apt 1512  
Atlanta GA 30349

KRIVORCHUK, Nickita  
144 Kapho Street  
Manheim PA 17545

LEE, William H.  
249 Tonsia Road  
Ft Ord CA 93941

LEONARD, Daniel R.  
4205 Holborn Avenue  
Annandale VA 22003

## MAJORS

LLOYD, James  
8381 Farley  
Overland Park KS 66212

MARSHALL, Walter D.  
2133 Quail Creek Drive  
Lawrence KS 66044

MARTIN, James H.  
Augberg Res Engr  
APO New York 09178

MATSON, Donald F., Jr.  
3083-B Stonely Homesome  
West Point NY 10996

McCURRY, William K.  
HHC, DLWIC, P.O. Box 993  
Pres Monterey CA 93940

McDONALD, Marvin L., Jr.  
Hq. USEUCOM J3-JRC  
APO New York 09128

McGUIRE, Matthew M.  
248 Ardennes Circle  
Ft Ord CA 93941

McINTOSH, Van L.  
45 Tamal Vista Blvd  
Corte Madera CA 94925

McKENZIE, Billy J.  
Air Cav Troop, 2d ACR  
APO New York 09093

MERTZER, Frederick F.  
357th Aviation Detachment  
APO New York 09055

MILLS, James J.  
HHC, 5/68th Armor  
APO New York 09086

MOELLER, Lawrence B.  
HHC, 7th ATC  
APO New York 09114

MOSS, Pat L.  
1810 Post Oak Circle  
Copperas Cove TX 76522

NEWSOME, Joseph D.  
2543 Paxton Street  
Woodbridge VA 22191

NOACK, Richard R.  
6721 Huntsman Blvd  
Springfield VA 22152

OSTICK, Charles T.  
31 Harris Landing Road  
Hampton VA 23669

PAGE, Leroy Z., II  
551 Tamarack  
San Rafael CA 94903

PHIPPS, Charles A.  
Route 1, Box 119-A  
Dadeville AL 36853

PIECER, Lawrence D.  
P.O. Box 289  
Ft Rucker AL 36360

POPE, Thomas L., III  
HHC, 1st Bde, 8th Int Div  
APO New York 09185

PRESTIPINO, Samuel  
HHC, 1/35th Armor  
APO New York 09066

QUATTLEBAUM, Charles W.  
55-B North Magnolia Street  
Satellite Beach FL 32937

RAGLAND, Richard C.  
55th Aviation Co  
APO San Francisco 96301

## MAJORS

RANKIN, Thomas C.  
Det Sgt. PMC 74-2, Bldg 202  
Ft Belvoir VA 22060

REFIOR, Robert G.  
12500 Saber Lane  
Bonnie MD 20715

RICHTER, Edwin L.  
1862 Geiberger Drive  
Fayetteville NC 28303

RUSSO, Alan M.  
563-C Connors Loop  
West Point NY 10996

SCHMID, Lloyd A.  
Army Aviation Detachment  
Lakehurst NAS NJ 08733

SCHNELL, Hudson A.  
HHB, 1st Bn, 94th FA  
APO New York 09696

SCHUETZ, Terry L.  
HHC, Hq Command  
Ft Leonard Wood MO 65473

SCOTT, Engle W.  
HHB, 1st Army Div Art  
APO New York 09070

SEERY, Joseph P.  
13 Diamond Loop  
Ft Rucker AL 36360

SILVA, Warren R.  
4200 Silverhill Rd., Box 37  
Washington DC 20315

SMITH, Hubert G.  
R.F.D. 2  
Del Rio TX 37727

SNOOK, Larry  
Recr Cnd, Det Gen Sply Ctr  
Richmond VA 23297

STEVENS, Jackson C.  
625 East Gates Street  
Columbus OH 43206

SWIFT, Ivan C.  
103 Sheridan Court  
Leavenworth KS 66048

SYNNOTT, Andrew J.  
HHB, 1/41st FA  
APO New York 09281

SZYMANOWICZ, Philip B.  
1929 East 7th Street  
Erie PA 16511

TAYLOR, William R.  
Office of Community Cndr  
APO New York 09154

TOMPKINS, William G.  
5608-A Gilkey Street  
Ft Knox KY 40121

WALKER, Thomas M.  
80-B South Magnolia Drive  
Satellite Beach FL 32937

WEAVER, Carl A., Jr.  
1202 Balmoral Drive  
Cary NC 27511

WEAVER, John W.  
Qtrs 36 W Ft Mason  
San Francisco CA 94123

WELCH, Benjamin  
5753-A Allison  
Ft Knox KY 40121

WHITEHEAD, Dorsey M.  
473-A Nicholson Road  
Ft Sheridan IL 60037

TRAFFIC CONTROL  
ACTIVITY

## ONE CANDLE ON THE CAKE!

Master Sergeant O.P. Peurala, left, an aviation maintenance chief at Fort Huachuca, Ariz., and J.D. Ainsworth, an electronic engineer, go over an equipment list on one of the aircraft presently assigned to the Army Communication Command's Air Traffic Control Activity (USAATCA) here. The activity, which celebrated its first anniversary recently, is equipping all of its aircraft for traffic control and navigational aids evaluation.

(USA photo)

**MAJORS**

WHITWORTH, William E.  
ACSC, Box 75-1606  
Maxwell AFB AL 36112

WICE, Leonard P.  
3754 North Heritage Drive  
Mobile AL 36609

WILLIAMSON, William R.  
P.O. Box 282  
Ft Belvoir VA 22060

WITCHER, Robert A.  
P.O. Box 3057  
Ft Leavenworth KS 66027

WOODSON, William B.  
117 Morgan Court  
Clarksville TN 37040

YANDELL, James C.  
4438 Bloomdale  
San Antonio TX 78218

YOHO, James L.  
3d Aviation Detachment  
APO San Francisco 96212

**CAPTAINS**

ABELL, James M.  
424-B Craig Drive  
Ft Benning GA 31905

AGNEW, Thomas W.  
2122 Criston Drive  
Newport News VA 23602

ANDERSON, William H.W.  
3078 Vinings Ferry Drive  
Atlanta GA 30339

ARMSTRONG, James R.  
546 E Turnberry Blvd  
Newport News VA 23602

BARNES, Grover E., Jr.  
1591 So. Lane Ave., Apt 22F  
Jacksonville FL 32203

BARSAANTI, William G.  
1665 S. Ridgewood, Apt 118  
South Daytona FL 32019

BAUER, William B.  
9812 Angle Lane, S.W.  
Tacoma WA 98498

BELL, Lester R.  
TASCOM  
APO New York 09108

BLITCHINGTON, Kenneth  
HHS, 210th FA Group  
APO New York 09352

BLOMGREN, Paul B., Jr.  
205 Takima  
Missoula MT 59801

CALDWELL, Milan E.  
C Bty, 3d Bn, 67th AD  
APO New York 09036

CAMERON, Ronald F.  
HHC, 304 Sig Bn-A, Bx 1241  
APO San Francisco 96483

CARTER, Willard T.  
6536 Fairlawn Drive  
McLean VA 22101

CHAMBERLAIN, Jack D.  
1716 Harley Drive  
Harker Heights TX 76541

COCHRAN, John C., Jr.  
2139 Elaine St., Apt 708  
Fayetteville NC 28307

**CAPTAINS**

CORDON, Marco A., Jr.  
12913 Cobasset Lane  
Woodbridge VA 22191

COWELL, Richard A.  
817 South 23d Street  
Copperas Cove TX 76522

CROSSMAN, John S.  
2223 Tamarack Drive  
Okemos MI 48864

DANDRIDGE, Wayne L.  
133 Womble Avenue  
Savannah GA 31406

DAVIS, Guy E.  
2040-A Mercury Drive  
Kirtland AFB NM 87118

DEPEW, Richard  
5840 Cameron Run Ter., 705  
Alexandria VA 22303

DUE, William F., Jr.  
533-B Dyea  
APO Seattle 98749

DUNLOY, Brian E.  
34 Woodland Terrace  
Auburn AL 36830

ELLIOTT, Howard R., III  
US Army MEDDAC  
Ft McPherson GA 30330

EMORY, Sherwood L., Jr.  
5851-A Brett Drive  
Ft Knox KY 40121

ENRIGHT, John L.  
21 Sykes Road  
Seekonk MA 02771

ENYEART, Robert D.  
405 Eufrasia St., Apt 22  
Ozark AL 36360

FUSSELL, Guy W.  
313 Chermont Drive  
El Paso TX 79912

GALLAWAY, David M.  
6th HHD, Pers-Admin Bn  
APO San Francisco 96301

GAUDE, Lyman E., Jr.  
1 Amar Dr., Whitman Ave.  
Hammond LA 70401

GOETH, Frederick C.  
7053 81st Street, S.W.  
Tacoma WA 98499

GRAZIER, Edward H.  
218-B Fountain  
Framingham MA 01701

GREGORY, Harvey L.  
10225 Montrose Ave., S.W.  
Tacoma WA 98499

GRIEGER, David L.  
619 Katherine Street  
South Daytona FL 32019

HAAS, Edward W., III  
710 Virginia Avenue  
Pittsburgh PA 15211

HARDY, Joseph N., Jr.  
245 Sunset Terrace  
Athens GA 30601

HARMER, R.T.  
781 Westfield Road  
Scotch Plains NJ 07076

HENDRICKSON, John F.  
40 Logan Street  
Ft Rucker AL 36360

**CAPTAINS**

HENEVELD, George A.  
1505 Metropolitan Drive  
Killeen TX 76541

HERNDON, Carlton E.  
HHC, 2/68th AR Bn  
APO New York 09034

HIGGINS, Larry B.  
5638 Bonita Vista Way, #40  
Tampa FL 33617

HIGH, Blanco T.  
120 Ingram Drive  
Ft Sam Houston TX 78234

HILL, Carl D.  
2901 Fierri Drive  
El Paso TX 79935

HILL, Gary E.  
901-A MOJ NAS  
Paluxent River MD 20670

HILL, Gary R.  
159th Aviation Bn  
Ft Campbell KY 42223

HITT, Johnie B.  
8808 Pine Drive  
La Vista NB 68128

HOWLE, Preston F.  
Route 9, Box 507  
Clarksville TN 37040

**CAPTAINS**

JOHNSON, James E.  
HHT, 3/12th Cavalry  
APO New York 09076

JOYNER, Gary W.  
3 Curraudooley  
Oakey, Australia Q4401

KANE, Raymond J.  
3204 Wilsire Circle  
Killeen TX 76541

KERN, John S.  
9000 137th Court  
Apple Valley MN 55124

KNISELY, Benjamin M.  
507th Med Co (Air Amb)  
Ft Sam Houston TX 78234

KOHLER, Robert D.  
8521-A Dryfield  
Austin TX 78758

LACY, Eugene L., Jr.  
1811 Williams  
Lawton OK 73501

LAINE, Leroy C., Jr.  
5420-G Gilkey  
Ft Knox KY 40121

LEATHERBERRY, Roy J.  
P.O. Box G  
Glenwood AR 71943

**CAPTAINS**

LINDGREN, Lawrence  
1425 Hopkinsville Highway  
Clarksville TN 37040

LONGHI, Fred A.  
704 67th Avenue West  
Bradenton FL 33507

LOVETT, Michael L.  
HHC, 2d Aviation Bn  
APO San Francisco 96224

MacWILLIE, Stephen  
205 Willie Lane  
Harker Heights TX 76541

MARSHALL, Carl B.  
P.O. Box 3641  
University AL 35486

MARTIN, Marshall D.  
2d Bn, 3d FA  
APO New York 09077

MASLOWSKI, Daniel F.  
4349 Laakea Street  
Honolulu HI 96818

McCLINTOCK, David  
226 Darrington Court  
Newport News VA 23601

McFARLAND, Thomas J.  
3007 Tallwood Way  
Augusta GA 30906

**TO THE BONEYARD!**

Captain James N. Baird, left, and Michael R. Cullen make the final checks prior to the long, last flight of their Army Beaver to its final resting place at Davis Monthan AFB, Ariz. The two men alternated piloting chores during the five-leg, 18-hour, three-day flight from Aberdeen Proving Ground, Md., to the boneyard. The U-6A was one of four remaining in the Army inventory. (USA photo)

**ENOUGH SAID!**

An eager project manager started on a swing of several AAAA Chapters to talk about his company's new proposal, and his first stop was at the Association's Midnight Sun Chapter at Fort Richardson, Alaska.

His talk at the Quad-A meeting reflected his enthusiasm for the new campaign. When he sat down, he apologized to the Chapter President for exceeding by a long way the time allocated for his presentation.

"Don't worry about it," he was reassured. "It wasn't really too long at all. You merely shortened the winter for us."

**CAPTAINS**

McGEE, George P.  
US Army Avn Test Board  
Fl Rucker AL 36360

McKEEGAN, Thomas J., Jr.  
5803 Brittany Drive  
Columbus GA 31904

McMAHAN, William T.  
JRC Flt Sgt Sec. Bx 5768  
APO San Francisco 96310

McMANUS, William W.  
11 Brown Place  
Fl Stewart GA 31313

McMILLAN, Philip E.  
18 Brown Street  
Daleville AL 36322

MEDWITZ, Charles M.  
314 Cynthia Drive  
Hampton VA 23666

MEVIS, Gary L.  
11 Boyce Place  
Fl Rucker AL 36360

MILFORD, Harry B.  
303 McIver Street  
Fl Benning GA 31905

MILLER, Michael K.  
1933 Ash Avenue  
Los Cruces NM 88011

MILLER, Roy H., Jr.  
3416 Bowling Lane  
Orange TX 77630

MILLER, Terry L.  
22 Castle Way  
Fl Rucker AL 36360

MOJICA, Simon T.  
331-A Jackson Place  
APO San Francisco 96438

**CAPTAINS**

MUNDT, Bernard C.  
573-B Forney Loop  
Fl Belvoir VA 22060

MURPHY, James R.  
Class 75 CGSC  
Fl Leavenworth KS 66027

MYERS, Anthony E.  
3-B Sargent Court  
Fl Benning GA 31905

OLNEY, Roger P.  
1227 Querida Drive  
Colorado Springs CO 80909

ORLOB, Wesley J.  
6104 South Stone  
Spokane WA 99203

PARRIS, Gary W.  
29th Trans Co (DS)  
APO New York 09359

PARTHEMULLER, Richard  
Crse 2-7, C22 Cl NR 1-75  
Fl Benning GA 31905

PASIERB, E. Gary  
D Troop, 1/1 Cavalry  
APO New York 09326

PATTERSON, Roger D.  
1519 Camden Way  
Norman OK 73069

PERRY, Stanley J.  
1014 N.E. 5th Avenue  
Mineral Wells TX 76067

PETERMANN, Michael R.  
P.O. Box 236  
Townshend VT 05353

PETTY, Pharies B.  
Deer Run Est., Lot 64, Rt. 2  
Daleville AL 36322

**CAPTAINS**

PORTA, Ronny E.  
1421-B Werner Park  
Fl Campbell KY 42223

PURPHY, Richard A.  
Bry D. Staff and Fac Bn  
Fl Sill OK 73503

POUNCEY, John E.  
4312 Braddock Drive  
Columbus GA 31907

RATHBUN, Roy V.  
Rural Route 3, Box 56  
Junction City KS 66441

REDINGTON, James H.  
1st Bn, 35th AR  
APO New York 09066

REED, Nathan K.  
404 Sunset Blvd  
Baton Rouge LA 70808

REICHERT, David E.  
5026 Trans Company  
APO New York 09757

RENSCHEN, Paul S.  
72015-1 Austin Avenue  
West Ft Hood TX 76544

RIEDER, John E.  
1010-3 Chestnut  
APO Seattle 98731

RODEN, Jack R., Jr.  
HSC, 8th Med Bn, 8 Inf Div  
APO New York 09166

ROFFEY, Robert J.  
3986 Dryden Drive  
North Olmsted OH 44070

SCHUSTER, Michael W.  
4511 Sleepy Hollow Circle  
Colorado Springs CO 80917

**CAPTAINS**

SEELY, Michael L.  
1756 Woodhaven Terrace  
Lawrenceville GA 30245

SHARP, Wavie C.  
436-B Fenwick Road  
Fl Monroe VA 23651

SHEETZ, Jerry L.  
1337 Beechwood Blvd  
Pittsburg PA 15217

SHIPLEY, Larry L.  
Class 7-74 IOAC  
Fl Benning GA 31905

SHIRK, Charles M.  
1124 Rustic Ridge Road  
Auburn AL 36830

SILLS, Richard E.  
464 North Oakley, Apt 312H  
Columbus GA 31907

SINCLAIR, Thomas J.  
486 Lake Louis Drive, S.W.  
Tacoma WA 98498

SMEKES, Frank C., Jr.  
HRD, 37th Group  
APO New York 09067

SMITH, George E.  
1206-B Ash  
Fl Dix NJ 08640

SPRAGUE, John F.  
USMTM  
APO New York 09616

STEGEMANN, William G.  
700 W. La Veta, Apt 120  
Orange CA 92666

STOUT, Donald E., Jr.  
1122 Bond Street  
Auburn AL 36830

TANGIAY, Paul K.  
HNB, 3/16th Arty  
APO New York 09034

TEMEYER, John G.  
1004 Shady Lane  
Dubuque IA 52001

THOMAS, David  
1602 Carrollton Avenue  
Killeen TX 76541

THOMPSON, G. Kurt  
Box 72  
Salter Path NC 28575

THORNE, James R.  
313 Webb Avenue  
Waco TX 76705

TILDEN, Robert J.  
14th Aviation Co (ATC)  
APO New York 09025

TILLMAN, William L.  
HRB, 41st FA Group  
APO New York 09175

TOWNSEND, Donald P.  
7-A Harding Apartments  
Enterprise AL 36330

VOLLMAN, Dennis E.  
2018 Wald Avenue  
Colorado Springs CO 80909

WALKER, Thomas G.  
20 Mission Blvd., Apt L-9  
Lawton OK 73501

WALLACE, Steven H.  
1749-D Kokoloko Circle  
APO San Francisco 96557

**CAPTAINS**

WEIS, Gerhard W.  
319 Arloncourt Road  
Fl Ord CA 93941

WEISSINGER, William D.  
Box 468  
Estaw AL 35462

WELLER, Michael P.  
3310 East Rancier, #320  
Killeen TX 76541

WILLIAMS, Forrest D.  
USASATC-5 EW Crypto 75-1  
Fl Devens MA 01433

WILLIAMS, Harry P.  
P.O. Box 142  
Fl Belvoir VA 22060

WILLIAMS, Winfield S.  
8607 Acapulco Way  
Stockton CA 95240

WILLIAMSON, James A.  
68th Medical Det (RA)  
APO San Francisco 96557

WOOD, Richard E.  
477 Camino Del Rey  
Fort Collins CO 80817

WOODWARD, Ronald L.  
421st Medical Co (AA)  
APO New York 09061

WOOTAN, Norman L., Jr.  
HQ, USAMMAE DIC Actt Div  
APO New York 09052

WRIGHT, Theodore  
826 Midway Drive, N.E.  
Lacey WA 98506

YOUNG, Robert J., Sr.  
3835 Wingate Drive  
Columbus GA 31904

**LIEUTENANTS**

BALLINGER, Roy H.  
2605 Hawthorne Drive  
Bettendorf IA 52722

BOYAKI, Michael J., Jr.  
1302-B Werner Park  
Fl Campbell KY 42223

BRADLEY, Gregory D.  
c/o Floral, Springfield Rd.  
Columbiana OH 44408

CLARK, Bruce F.  
529 Carlo Drive  
Goleta CA 93017

FORESTER, Ronald R.  
613 Jerry Court  
Coppers Cove TX 76522

FORNEY, Mark A.  
810 Payton Avenue, #30  
Des Moines IA 50315

FOWLER, Bradford  
525 Jersey Lane  
Widfield CO 80911

HINOTE, Paul F.  
A Co, 2 Bn, 32 Armor, 3 AD  
APO New York 09045

HUGHES, Stephen W.  
3051-C Zanetta Drive  
Marina CA 93933

JOHNSON, Phillip G.  
4808 Ozmun Avenue  
Lawton OK 73501

**WILKERSON'S LAW**

The anatomy of any organization - and the AAAAA is one - includes four kinds of bones:  
**Jaw-bones:** Those who talk a lot, but do little else.  
**Knuckle-bones:** Who knock everything everyone else does.  
**Wish-bones:** Who will go along with an idea, but who want someone else to do the work.  
**Back-bones:** Who get behind the wheel and do the work.  
**-Rotary Rotations**

**CELEBRITY!**

In running off a membership roster for Iran's ever-growing Persia Chapter, the AAAA National Office was startled to find a member bearing the name of an American celebrity. Residing at 11AA Ghalehmorghi in Tehran is WO3 Mohamad Aali. We'll bet The Great One doesn't know he has a namesake in Iranian Army Aviation.

**THE MOST IMPORTANT WORDS**

The SIX important words: "I admit I made a mistake."  
 The FIVE most important words: "What did a good job."  
 The FOUR most important words: "You is your opinion"  
 The THREE most important words: "If you please."  
 The TWO most important words: "Thank you."  
 The ONE most important word: "We."  
 The LEAST important word: "I."

**-The Army FLIER**

**LIEUTENANTS**

**LAFERRIERE, Bruce R.**  
B Co, 227th Aviation Bn  
Ft Hood TX 76544

**McMILLAN, Leroy B.**  
Rt 9, Box 481, Peachers Mill  
Clarksville TN 37040

**MEHRINGER, Kenneth**  
1010-4 Chestnut Street  
APO Seattle 98731

**PETTIT, Gary J.**  
5435-H Chaffee  
Ft Knox KY 40121

**SHAFFER, Vance**  
610 Mary Jane  
Killeen TX 76544

**SONNEMANN, Craig E.**  
6005 Hope Drive  
Camp Springs MD 20031

**VARNER, Ronald**  
1709 Hardy Drive  
Edmond OK 73034

**WECK, Lennie E.**  
Quarters 2838-B  
Ft Lewis WA 98433

**CW4'S**

**ANDERSON, Kenneth**  
915 Brush Hill Lane  
Lake Zurich IL 60047

**BADIA, Albert**  
804 Northside Drive  
Enterprise AL 36330

**DAVIS, Conrad**  
106 Condon Road  
Dothan AL 36301

**DUFFY, Joseph P.**  
P.O. Box 887  
Milford UT 84751

**JONES, Clarence T.**  
Hqs USARR 1  
Ft Devens MA 01433

**KOEHLER, Walter H.**  
1308 Prat Court  
Raleigh NC 27606

**LEONARD, Jesse W.**  
OMP Adv Atk HC, Box 209  
St Louis MO 63166

**LEONETTI, Gerald R.**  
USA Avn Det  
APO San Francisco 96343

**SWORD, Robert P.**  
c/o 1511 Ramier  
Stellacoos WA 98388

**VIOLETTE, Norbert G.**  
352d USAAD, P.O. Box H  
APO New York 09825

**VLECK, Burton J.**  
6006 Ridgeview Drive  
Alexandria VA 22310

**CW3'S**

**BEARS, Larry L.**  
63 Co. 6 Bn, CMR 2, Box 5507  
Ft Rucker AL 36360

**DAVIS, Ager D.**  
20 Richardson Street  
Daleville AL 36322

**CW3'S**

**DORGAN, John A.**  
10656 Avenue B  
Chicago IL 60617

**FRYE, Ronald B.**  
15 Lois Lane  
Newport News VA 23602

**GEORGE, Warren D.**  
2d Mi Bn, CMR 414  
APO New York 09130

**HANDBERRY, Walter C.**  
CMR 2, Box 3067  
Ft Rucker AL 36360

**HILL, Ronald L.**  
4012-8 Pine Street  
APO Seattle 98731

**HOLLIDAY, Donald B.**  
Raywood Mobile Park, #45  
Dardcliff KY 40160

**JOHNSON, Robert N.**  
68333-A Crozier Drive  
Wahiawa HI 96791

**KIMEL, Gerald D.**  
4014-4 601st Street  
APO Seattle 98731

**MUNDIS, George B.**  
6th Aviation Det  
APO New York 09221

**O'NEAL, Norman R.**  
24 Allison Road  
Newport News VA 23602

**PARSONS, Gary F.**  
94 Red Cloud Road  
Ft Rucker AL 36360

**PEPIN, William L.**  
79 Red Cloud Road  
Ft Rucker AL 36360

**PROPER, Lawrence R.**  
208 Cunningham Lane  
Clarksville TN 37040

**WARNER, Allen G.**  
3109 Heritage Court, #26  
Manhattan KS 66502

**CW2'S**

**ADAMS, Kirk O.**  
3607 Oberlin Drive  
Columbus GA 31904

**ALLRED, Garry D.**  
Level Plains MHP, 15 "F" St.  
Daleville AL 36322

**BERTOLASIO, WILLIAM**  
5483-C Jamison  
Ft Knox KY 40121

**BLOKSOM, James L.**  
95340 Marulu Place  
Mililani Town HI 96789

**BURGESS, George E.**  
601 Apache Drive  
Hopkinsville KY 42240

**CHRISTIE, Roger L.**  
89 Wood Lawn  
Deridder LA 70634

**COWLES, Kenneth M.**  
10106 Sales Road, Apt 27  
Tacoma WA 98444

**DAMICO, Joseph F.**  
330th ASA Co PCS Bx 2547  
APO New York 09009

**CW2'S**

**DAVIDSON, Stephen L.**  
164 North Harris Drive  
Ft Rucker AL 36360

**FERGUSON, Jimmie D.**  
15 Lois Lane  
Oak Grove KY 42262

**FINDER, Adolph J.**  
22d Aviation Det  
APO New York 09189

**GEISER, Ronald M.**  
423 Poinsettia Avenue  
Ft Rucker AL 36360

**GIFFIN, Robert P.**  
1443-A Werner Park  
Ft Campbell KY 42223

**GIRARD, William G.**  
1017-8 Beechnut  
APO Seattle 98731

**GRUND, Kenneth B.**  
Quarters 2541-D  
Ft Lewis WA 98433

**HAAS, Leslie J.**  
A Co, 2d Avn Bn, 2d Inf Div  
APO San Francisco 96224

**HAWKINS, Robert J.**  
Chateau Apt A-4, Sioux St.  
Dothan AL 36301

**CW2'S**

**HODGE, Steven D.**  
203 Faqua  
Ozark AL 36360

**JOHNSON, Junior R.**  
1805-B Hoio Circle  
APO San Francisco 96557

**JONES, Edward A.**  
506 Bjornstad Street  
Ft Benning GA 31905

**KELLER, John L.**  
178th Aviation Company  
Ft Sil Orl 73503

**KILLORAN, Michael J.**  
1125 N. 19th St., Apt 18-A  
Fargo ND 58102

**KLINCKBEIL, Michael L.**  
56th Aviation Detachment  
APO New York 09028

**MCINTOSH, Ronald B.**  
8519 45th Street, West  
Tacoma WA 98466

**MEASLES, Larondal B.**  
USA TAFT, Box 185  
APO New York 09205

**MILLER, George C.**  
13 Montieith Lane  
Ft Rucker AL 36360

**CW2'S**

**MILLOY, Bernard W.**  
Bldg 1010, Apt 2, Chestnut  
APO Seattle 98731

**NAIALE, Frank G.**  
P.O. Box 418  
Ft Knox KY 40121

**OGURA, Ernest M.**  
3229 Woodlawn Drive  
Honolulu HI 96822

**PETTON, Wesley L.**  
4416 North 62d St., Apt 8  
Omaha NB 68104

**RILEY, Albert F., III**  
7825 Daffodil  
Spring Lake NC 28390

**ROBERTS, Lloyd C.**  
1604-A Hudson Road  
Ft Belvoir VA 22060

**ROBERTS, Thomas W.**  
401 East 14th Street  
Belton TX 76513

**ROBINETTE, Ronnie E.**  
104 Mottorn Circle  
Ft Huachuca AZ 85613

**RUBIN, Allan M.**  
1701 S.W. 11th Street  
Ft Lauderdale FL 33312

**QUAD-A BRIEFING**

**Bud West, left, Ft. Monroe Chapter VP for Programming, looks on as W.A. "Bill" Healy (center), Sikorsky Manager of Military Requirements, describes the advantages of his company's new cross-beam UTTAS tail rotor. COL Ken Mertel, the Chapter President, holds the model tail rotor which Healy employed to highlight his AAAA presentation at Fort Monroe.**

**THROUGH THE LOOKIN' GLASS**

**The mountain dweller found a small mirror, the first he had ever seen. He looked into it with surprise and exclaimed, "By cracky, it's a pitcher of me old pappy!"**

**Sentimentally, he then hid the mirror under his bed. His wife saw him hiding it, and when the man had left the house, she took the mirror, looked into it, and snorted, "So that's the old hag he's been chasin'!"**

**-The Grapevine, LLENL**

## CW2'S

SCHATZ, Lawrence W.  
205th Aviation Company  
APO New York 09185

SOLAR, Michael J.  
36400 West 12 Mile  
Farmington MI 48024

SOUTHCOIT, Francis R.  
3207 Hilltop Road  
Newtown Square PA 19073

SPENCER, Samuel C.  
Cambridge Arms Apts., #7D  
Fayetteville NC 28303

STAMPER, Robert E.  
70th Aviation Det  
APO San Francisco 96303

STANTON, John H.  
3641-C Porter Loop  
APO San Francisco 96557

STRYJEWSKI, Thomas P.  
5044 Collinwood Drive  
Clarksville TN 37040

TONELLI, James D. R.  
69 East Lincoln  
Waynesburg PA 15301

WELCH, George G.  
5447-G Gilkey  
Ft Knox KY 40121

WHITTEMORE, Michael  
331 Lionheart Court  
Anchorage AK 99504

WICKS, William  
Rural Route 5, Box 52-A  
Anderson IN 46011

WING, Steve A.  
1320 Wales Drive, Apt 904  
Killeen TX 76541

## CW2'S

WOLFE, Randall V.  
311 Hawkins Rd., Apt E-6  
Clarksville TN 37040

WURZBURG, Edwin G.  
94-353 Hokuuli Street  
Milliani Town HI 96789

## WO'S

BENSON, Gary  
C Co. 101 Avn Bg, 101 Abn  
Ft Campbell KY 42223

CHADWICK, Gary L.  
Belmont Lodge, Apt A9  
Clarksville TN 37040

DAVIDSON, Roger L.  
1155 Robbie Way  
Sparks NV 89431

DAVIS, Michael L.  
103 Norris Drive  
Clarksville TN 37040

FRANCO, James, Jr.  
250 Lees River Avenue  
Somerset MA 02725

HEDGECOCK, Leonard S.  
1231 Early-Poole Lane  
Bishop CA 93514

JONES, Richard I.  
55th Aviation Company (A)  
APO San Francisco 96301

NOBLES, William N.  
Rural Route 2  
Columbia KY 42720

PARRY, Thomas  
2318 Andover Drive  
Killeen TX 76541

## WO'S

ZIMMERMAN, John M.  
542 East Bellbrook Street  
Covina CA 91722

## ENLISTED

CHITTY, James C., Jr. SFC  
B 8, R.F.D. 1  
Princeton IA 52768

DARBY, Donald E., SSG  
14 Farmgate, Route 4  
Elizabethtown KY 42701

GASCON, Minard J., Jr. SP6  
RI 4, Bx 134A, Needmore Rd.  
Clarksville TN 37040

HICKEY, Thomas, SSG  
B Co, Spt Bn, USARGO  
APO San Francisco 96248

MORRELL, Joseph O., CSM  
222d Aviation Bn  
APO Seattle 98731

OGAS, Max B., CSM  
1214 Cummings  
Copperas Cove TX 76522

ROSSBERG, William, Jr., SP5  
5400 West 63d Street  
Chicago IL 60632

WOZNIAK, Leon S., MSG  
15th AG Admin Co, 1st Cav  
Ft Hood TX 76544

## RETIRED

ARRINGTON, Alvin D., MAJ  
206 Spruce Street  
Warner Robins GA 31093

## RETIRED

BAILEY, Alonza T., CW4  
3354 Mayflower Street  
Sarazola FL 33581

BARKLEY, James R., LTC  
260 Westview Terrace  
Arlington TX 76013

BILLMAN, Ervin L., LTC  
4322 Bloomdale  
San Antonio TX 78218

BLAIR, John M., COL  
P.O. Box 42  
Elmendorf AFB AK 99506

BROPHY, Edw. J., Jr., LTC  
71 Pine Street  
Danvers MA 01923

CAPOZZI, Henry P., LTC  
9803 Candlewood Drive  
Oklahoma City OK 73132

DUNCAN, William L., LTC  
6717 Groveview  
Las Vegas NV 89103

FRANKLIN, Swayne B., LTC  
1322 Lake Margaret Drive  
Orlando FL 32806

HAWKINS, William S., COL  
4203 Selkirk Drive  
Fairfax VA 22030

HEUER, Marlin, LTC  
236 West Kennedy Blvd  
Tampa FL 33606

HELLWELL, Robert E., LTC  
1105 Langley Avenue  
Pensacola FL 32504

JOHNSON, Albert A., COL  
53 West Carolina Drive  
Chalmette LA 70043

JONES, Robert J., LTC  
343 Sabra Drive  
Wilmington NC 28401

KNIGHT, Bobby M., LTC  
5603 Spellman  
Houston TX 77035

KNOWLES, Richard T., LTC  
Holding Detachment OCSA  
Washington DC 20310

KURSMAN, Robert A.  
P.O. Box R-8H  
APO New York 09205

MARETT, James D., LTC  
Tamassee DAR School  
Tamassee SC 29686

McCULLOUGH, Johnny, MAJ  
423 Peyton Drive  
Hixson TN 37343

MENDIETA, Hector H., LTC  
6005 Cherry Creek Drive  
Austin TX 78745

MERRITT, Ronald H., LTC  
32 Lookout Drive  
Fairfield CT 06604

MORROW, Thomas O., LTC  
2002 So. Federal Hwy., H401  
Boynton Beach FL 33435

NICHOLSON, Rowland J., LTC  
Box R, BHI MM  
APO New York 09205

PITTMAN, Phillip D., CPT  
115 Talbot  
Jackson TN 38301

## RETIRED

RUSH, Robert P., LTC  
18945 White Fawn Drive  
Monument CO 80132

SENEFF, G.P., Jr., LTC  
c/o D.J. Wilson, Bx 3618  
Incine Village NV 89450

SHATTUCK, Amos B., COL  
6550 E. Paseo Dorado Drive  
Tucson AZ 85710

SPALDING, Roy V., Sr., CW4  
4311 Marigold  
Mesquite TX 75149

STANFIELD, John T., COL  
Boeing, Box 16858, P35-11  
Philadelphia PA 19142

STOWELL, James L., MAJ  
Route 2, Box 50-A  
Rockingham NC 28379

TRACY, George T., MAJ  
David Avenue, R.R. 2  
Danielson CT 06239

UNDERWOOD, Joe D., LTC  
Carriage Dr., Long Peak Rt.  
Estes Park CO 80517

WASSON, James C., III, CPT  
202 Mark Drive  
Hopkinsville KY 42240

WEGGELAND, Henry N., LTC  
245 Woodland Avenue  
Ramsey NJ 07446

## ASSOCIATES

CHARIPAR, A.L.  
Iran A-C Ind., Box 12-1277  
Teheran, Iran

HARP, James D.  
100 North Pennsylvania  
Belleville IL 62221

LENT, Victor A.  
8327 Garfield Court  
Springfield VA 22152

MEYER, Corwin H.  
318 Bishop Road  
Cleveland OH 44143

MOORE, O.K.  
Bell Hel Co., P.O. Box 482  
Ft Worth TX 75101

MORO, Joseph A.  
12515 Chardin Place  
St Louis MO 63128

PARRY, William H.  
93 Teeter Rock Road  
Trumbull CT 06611

RAINEY, John A.  
6613 Zumirez  
Malibu CA 90265

RHODES, Wilmet G.  
7907 Jansen Court  
Springfield VA 22151

WAILBLINGER, Joseph G.  
902d Mil Intelligence Group  
Ft Meade MD 20755

WILLIAMS, Wayne S.  
BHI Inc., P.O. Box 69-33  
Isfahan, Iran

WOLCOTT, Fred W.  
10108 N.W. 74th Street  
Weatherly Lake MO 64152

## RETRIBUTION

It was on a routine flight to San Francisco and, as usual, a very attractive stewardess was about her chores busily. A chap up forward was doing his best to make time with her. In the aft section another Lothario was on the same mission with no better reception. Just short of landing the man forward pressed a key and a paper with just his address into her hand. She accepted both with a wink and walked aft, and handed the key and the address slip to the other chap and told him not to be late. History does not relate the outcome, but it probably was interesting.

-Nal'i Observer

\*\*\*

## SHOP TALK

Every lunchtime the same stockbrokers sat together and invariably their conversation turned to one thing: the stock market.

Utterly bored with this one-track conversation, one of the stockbrokers suggested that they try to talk about something else.

"Okay," agreed one of his associates. "I'll buy that. What about women?"

"That sounds fine to me," said the third broker. "Common or preferred?"

-The Chauvinist



of the flagship since it had departed San Diego nine months before.

He further advised me that he was particularly anxious for the Commodore to be aboard the aircraft that made the "Number 5,000" landing, and, since we were well ahead of the operational schedule for the morning assault, he asked if I could make two approaches and landings immediately after the Commodore boarded the aircraft. With an obvious "green deck" and a light load, the two landings could be accomplished in a matter of minutes and still allow us to arrive in the vicinity of the operational area long before H-Hour.

I agreed to the ship captain's request and upon becoming airborne, I turned crosswind back toward the ship for an immediate landing. The Commodore who was seated immediately behind my aircraft commander's seat, leaned forward, tapped me on the helmet, and asked why I was returning to the ship. When I explained the skipper's request, the Commodore, in his curt but officious tone, replied, "You radio the skipper for me that the number "5,000" is a very flexible figure and the next time I land on the flagship, number "5,000" will have arrived!"

And so it was. Two hours later, with my fuel nearly exhausted and the assault successfully completed, we returned to the ship to find three helicopters stacked and orbiting impatiently overhead. A "red deck" was indicated and they had temporarily been denied landing clearance -- until landing "Number 5,000" with the Commodore aboard was safely completed. An unswerving skipper and an unquestionable count had prevailed.

---

#### YOU HAVE A GREEN DECK!/Continued from P. 31

---

One of the most unusual aspects of the first 5,000 landings, all of which have been compiled since the Benawah's deployment to the Delta in May, 1967, has been the fact that 4,848 of the 5,000 have been made by Army helicopters on the Naval amphibious ship. Only 43 of the landings have been by Navy aircraft; the remaining nine landings were divided among Marine (4), Australian (2), Air Force (1), and civilian (2) aircraft .....

#### A unique experience

It was truly a unique experience, privilege, and a pleasure to work with the Riverine Forces and the supporting Naval elements. The Commodore, in particular, was a true professional and a gentleman in every respect, but he was all business and certainly one who believed in promptness, efficiency, and the highest of standards. With this then as the background for landing "5,000", allow me to back up the clock to 0630 [H-30] on the morning of 16 February 1968, that fateful day on the flagship USS Benawah.

As was routine for an Air Mission Commander, I arrived on deck approximately 30 minutes early to insure detailed and proper coordination with all commanders and supporting elements for the impending assault. Upon landing to pick up the Commodore, the ship captain, LCDR Saucier, advised me that I had just made the 4,998th landing on the deck

#### Cutting the cake!

I shall probably never know who made landings 5,001, 5,002, or 5,003, but, now that they know how and why "Number 5,000" was made, perhaps they will understand the "red deck" suddenly turning "green" at the approach of the fourth ship in the stack -- which had the Commodore aboard. Placed near the helipad was a beautifully prepared cake complete with the number "5,000" and an accurate replica of a UH-1D. The cake was promptly cut by the Commodore with a Navy dress sword in the finest of service tradition, adding dignity and ceremony in the midst of an otherwise very busy and very active command, to the cheers of a large crowd of the ship's crew.

Even today, almost seven years later, I look back on this incident and my entire association and extensive operations with the US Navy Forces, including Flotilla One, the "Seals", and the "Sea Wolves" in Vietnam, as a very valuable series of lessons learned and not sooth to be forgotten.

Perhaps, someday, Army Aviation will have the opportunity to rejoin forces with our sister service in amphibious operations, ship-to-shore movements, or - perhaps - even Riverine Operations.

# HLH C Hand

◆ **LET'S HAVE A GO AT IT!**  
Boeing Vertol's Stuverude and  
USAAVNC's Maj. Gen. Maddox

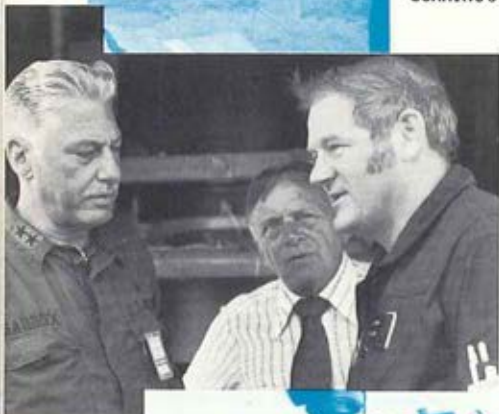
On July 16, Boeing Vertol demonstrated its triple redundant fly-by-wire flight control system publicly for the first time. Installed in a Model 347 together with an automatic flight control system, the fly-by-wire setup enabled the rear-facing crew-

◆ **HANGAR BRIEFING.**  
A.J. Hutto, HLH test pilot,  
and Tom Pepler, Project  
Manager [cen.], give advice

◆ **INSIDE LISTENING OUT**  
A hand [right] cautions the  
pilot-to-be seated in cage

◆ **OUTSIDE LISTENING IN.**  
"Bill" Maddox holds ears  
tightly while turbines whine

◆ **"DO'S" AND "DON'TS" AT TAILGATE**  
Howard Stuverude [cen.] and BG Jerry  
Lauer, AVSCOM Proj. Manager, elaborate





# argo ing



➤  
"A GREAT FLIGHT!"  
Philadelphia TV  
gets a first-hand  
pilot's report



➤  
"HOW DID IT GO?"  
BG Goodhand [cen.]  
and a reporter quiz  
the pilot on return



controlling pilot, in this instance, MG "Bill" Maddox, to maneuver the 347 precisely for rapid cargo acquisition or placement. BG - "Jerry" Lauer was the first military AA to fly the Boeing Vertol Model 347 while in its cage.



◀  
FLOWN FROM  
SUSPENDED  
CAGE BELOW  
ITS FUSELAGE,  
THE BOEING  
MODEL 347  
IS AIRBORNE!



# and Fly-by-Wire



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# AVIATION A WOMEN'S



LEFT: PFC Bobbie J. Skar of Yamima, Wash., was the first woman to enlist specifically for the AH-1G Helicopter Mechanic Course at USATSch, and the first to graduate from it on 1 Aug. RIGHT: PVT Suzanne K. Garrett was the first woman to complete the OH-6 Helicopter Mechanic Program at Ft. Eustis. She's also the first woman from the Fla-ARNG to take this training.

# TODAY: WORLD



**ABOVE:** With the support of Dothan Mayor Jimmy Grant and USAAVNC Commander, MG William J. Maddox, Jr., right, the CoC organized a "Linda Horan Day" honoring Army Aviation's 2nd woman Army Aviator. The Mayor is shown presenting 2LT Horan with a memento. **BELOW:** PFC Cathy Pettin-gill receives her diploma from CPT David A. McClintock, on being the first woman graduate of the CH-47 Helicopter Repair-man Course, USATSch, Ft. Eustis, Va.



## CASSETTES/Continued from Page 48

**C3. "Product Support During Full Production Phase - Industry".** Mr. James Blue, Director of Logistics, Boeing Commercial Airplane Co. (Approximately 20 minutes).

### "D" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE

**D. Panel Discussion.** Mr. Cribbins, moderator; Mr. Koller-der; LTC McGrath; Mr. Blue; USN representative. (Approximately 55 minutes to one hour.)

### "E" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE

- E1. "Product Support During Fleet Operation Phase - Industry".** Mr. T.R. Pierpoint, Director of Product Support, Boeing Vertol Company. (20 minutes.)
- E2. "Product Support During Fleet Operations Phase - Military".** Lt. Colonel Richard Ropp, CH-47 Weapons Systems Manager, Hq. AVSCOM. (Approx. 20 minutes.)
- E3. "Relationship of Design-to-Cost to Life Cycle Cost - Industry".** Mr. Anthony M. Nastri, Manager, Cost Control Systems, Sikorsky Aircraft Division. (20 minutes.)
- E4. "Relationship of Design-to-Cost to Life Cycle Cost - Military".** Mr. Joseph P. Cribbins, ODCSLOG, DA (20 min.) Management School. (Approximately 20 minutes.)

### "F" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE

- F1. "Product Support - The AVSCOM Perspective".** Major General Frank A. Hinrichs, Hq. AVSCOM. (15 minutes.)
- F2. Panel Discussion.** MG Hinrichs, Mr. Cribbins, Mr. Pierpoint, LTC Ropp, Mr. Nastri. (Approx. 30 minutes.)
- F3. Summary Discussion.** Review of all Aviation Product Support Symposium areas. (Approximately 30 min.)

### "G" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE

- G1. "The Importance of Product Support in a Training Base."** Major General William J. Maddox, Jr., Commander, USA Aviation Center and Fort Rucker. (Thursday, Sept. 5 Luncheon Address. Approximately 15-20 minutes.)
- G2. Dinner Address.** The Honorable Norman R. Augustine, Assistant Secretary of the Army (Research & Development). (Thursday evening address. Approx. 15-20 min.)
- G3. Luncheon Address.** Mr. W.H. Spannuth, Director of Aircraft Development, Trans World Airlines. (Friday, Sept. 6 luncheon address. Approximately 20 minutes.)

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# AAAA Activities

□ The following AAAA Chapter meetings were not received in time to be listed in the July, 1974 issue:

**AUGUST 3. Ft. Monroe and David E. Condon Chapters.** "AAAA Whirlbird Picnic". Holly Cove Farm and Marina. For AAAA families and their guests.

**AUGUST 9. Ft. Rainier Chapter.** Late afternoon Professional Meeting. Phil Norwine, Director of U.S. Gov't Mktg. Bell Helicopter Co., guest speaker. Carey Theater, Ft. Lewis, Wash.

**AUGUST 29. Airmobile Chapter [Fort Campbell].** Late afternoon Business-Social Meeting. Elections, Delegate selection. Free beer. Air Base NCO Club. Members only.

## SEPTEMBER, 1974 MEETINGS

**SEPT. 5-6. Lindbergh Chapter.** Aviation Product Support Symposium. Red Carpet Inn. St. Louis, Mo. Professional Dinner Meeting. Sept. 5 with Hon. Norman R. Augustine, Asst Sec of the Army (R&D), guest speaker. Members only.

**SEPT. 5. Taunus Chapter [Frankfurt, Germany].** General Membership Breakfast at the Cunard Int'l. London. All-Day visit to Farnborough Air Show. Members only.

**SEPT. 11. David E. Condon [Ft. Eustis] Chapter.** Late afternoon Business-Social Meeting. Convention planning. Free beer. Members only.

**SEPT. 12. Fort Riley Chapter.** Late afternoon Business-Social Meeting. Rod & Gun Club. Elections. Chapter plans. Members only.

**SEPT. 13. Bonn Area Chapter.** Rhein River Cruise. Dinner and sail.

**SEPT. 13. Fort Monroe Chapter.** Late afternoon Business-Social Meeting. Delegate selection/Happy Hour. Langley AFB O Club. Members only.

**SEPT. 14. Fort Hood Chapter.** Third Annual AAAA Picnic, Belton Lake Recreation Area. Members and families.

**SEPT. 17. Greater Chicago Area Chapter.** Professional-Business Meeting. Presentation on Reserve Center at Glenview NAS; Delegate selection. Ft. Sheridan OOM.

**SEPT. 18. Monmouth Chapter.** Social-Business Meeting. Delegate selection, member proposals. Rosie O'Grady's. Members only.

**SEPT. 19. Richard H. Bitter [Corpus Christi] Chapter.** Late afternoon Business-Social Meeting. Delegate selection, member proposals. Free keg. NAS Ready Room. Members only.

**SEPT. 19. Taunus [Frankfurt] Chapter.** Professional After Dinner Meeting. BG James H. Merryman, ADC, 3rd Armored Division, guest speaker. Drake OOM. Members only.

**SEPT. 21. Golden Gate Chapter.** Professional-Social Dinner Meeting. Mr. R.W. Sullivan, Beech Aircraft Corporation, guest speaker. Delegate selection, member proposals. Fleet Admiral Nimitz Club. Members only.

**SEPT. 21. Fort Leavenworth Area Chapter.** Annual Membership Picnic & Get-Together (Purely social). Hunt Lodge. Members and families.



**UPDATE**—A.J. Hutto, Boeing Vertol test pilot, is shown during his mid-July presentation on the Model 347 helicopter to members of AAAA's David E. Condon [Ft. Eustis] Chapter. [USA photo]

**SEPT. 24. Army Aviation Center Chapter.** General membership dinner meeting (Stag) Delegate selection, introduction of Chapter Awardees. Officers' Lake Lodge. Members only.

**SEPT. 25. Grand Canyon [Arizona] Chapter.** Professional Luncheon Meeting. COL Edward L. Nielsen, Ret., AAAA Nat'l President, guest speaker. La Hacienda Infield Club. Delegate selection. Members only.

**SEPT. 26. Persian Chapter.** Professional Dinner Meeting. Guest speaker to be announced. Details by local notice.

**SEPT. 29. Washington, D.C. Chapter.** Annual Potomac River Cruise on Wilson Line. Pier #4. Free bar. Members & guests.

## OCTOBER, 1974 MEETINGS

**OCT. 16-18. Sixteenth AAAA National Convention.** Shoreham-Americana and Sheraton-Park Hotels. Washington, D.C. Members' wives, and invited guests.

## NOV.-DEC., 1974 MEETINGS

**DEC. 13. Greater Chicago Area Chapter.** 1974 AAAA Christmas Ball.

## OFFICE CLOSING

The AAAA National Office will be closed during the week of October 13-19 in order that the AAAA national staff may support the on site administrative and logistic requirements associated with the AAAA's Sixteenth National Convention in Washington, D.C., October 16-18.

During this period, the AAAA will not be able to support any Chapter requests for services, or accept any "draft meeting notices" for meetings held during Oct. 15-31.



□ LTC James D. Reeder [2d from left] is flanked by three other Master Army Aviators at Hq. 1st Region, ARADCOM, Stewart Field, N.Y., on getting his Master wings (and a plaque) in July ceremonies. Shown, l-r, are COL Tony Adessa, LTC Reeder, MAJ Dick Smith, and LTC Don Roberts. Coincidence? All pictured are current members of AAAA.



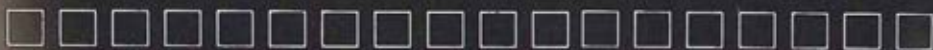
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**For details, write to: Ladd Agency, Inc.,  
1 Crestwood Road, Westport CT 06880.**



# The Personal Side

PERSONAL ITEMS SUBMITTED  
BY AAAA MEMBERS

## Awards

**AAAA HONORARY MEMBERS [CHAPTER]**  
COL Peter J. Collins, AvnO, British Army of the Rhine, by Taunus Chapter, June 6.  
LTG William R. Desobry, Commander, V Corps, by Taunus Chapter, June 6.  
MG John Q. Henion, Commander, 9th Infantry Division & Fort Lewis, by Mt. Rainier Chapter, June 6.  
COL Oberst Schulz, Kommandeur, Heeresflieger Waffenschule, Flugplatz, by Taunus Chapter, June 6.

### ARMY COMMENDATION MEDAL

CPT Harry B. Millford, Thailand.  
CW2 John P. Zartman, 1st OLC, Ft. Rucker.

### BROKEN WING AWARD

CW2 Gary L. Campbell, USAAVNC.

### FLIGHT SAFETY AWARDS

23rd Aviation Detachment, USAG Okinawa, 6,220 accident-free hours on Mar. 1.  
USA Aviation Test Board, Ft. Rucker AL, 13,055 accident-free hours on April 22.

### FLIGHT SAFETY AWARDS [INDIVIDUAL] [3,000 or more accident-free hours]

CPT Lonnie L. Burkhalter, 3,000 hours.  
CW3 Gerald L. Griffin, 5,600 hours.  
MAJ Leroy E. Guy, 4,900 hours.  
CW3 Michael D. Magonigal, 4,000 hours.  
MAJ Ronald C. Metcalf, 3,400 hours.

## Births

Lawrence E. Brumm, son of CPT and

Mrs. Lawrence W. Brumm, born July 27 at Ft. Eustis, Va.

Shannon Kay Dunagan, daughter of LTC and Mrs. Clarence M. Dunagan, born on June 28 at Tehran. Weight: 3100 grams, length 50 centimeters.

John Edward Klugiewicz, son of CW2 and Mrs. James E. Klugiewicz, born on June 14, 1974 at Ft. Bragg, N.C.

## Honor Graduates

### USA AVIATION SCHOOL

CPT Joseph M. Cosumano, Jr., ORWAC graduation of Aug. 27.  
CW2 James M. Davis, ATCAOC\* Aug. 29.  
1LT William D. Gee, ORWAC, July 16.  
2LT Thomas A. Johanson, ORWAC, Jul 30.  
1LT Robert L. Johnson, Jr., ORWAC Aug 13.  
WO1 Daniel R. Mudge, WORWAC, July 16.  
CW4 Paul A. Plancon, WOSC, June 27.  
WO1 Mark A. Schindler, WORWAC, Aug 13.  
CW2 Michael L. Talton, AWOAC, June 27.

### USA TRANSPORTATION SCHOOL

SP5 Robert A. Cochrane, AMNBC 44-74 graduation on Aug. 26.  
1LT Kerry Patterson, AMORTC 11-74 Aug 7  
SFC Joe P. Pullen, AMNAC (See photo).  
SP5 Scott F. Rockwell, AMNBC (See photo)  
1LT Paul M. Severance, AMORTC 10-74, July 10.  
SFC Martin D. Wright, AMNAC 10-74, on Aug. 23. (See photo, adjoining page.)

Have a personal item or accomplishment to list? Please send it in.



SGM Ellis W. Spear, left, Div SGM, Mgt & Qual Assur Div, USATSch, congratulates SPS Scott F. Rockwell as the Honor Graduate of a recent AMNBC.

## Marriages

**SPENCER-LEWIS.** Miss Barbara Ann Lewis and CW2 Samuel Clinton Spencer were married June 22, 1974 at the Red House United Brethren Independent Church, Red House, W. Va. The bride is the daughter of Mr. and Mrs. Lyle K. Lewis. The parents of the groom are Mr. and Mrs. Sterling Spencer of Richwood, W. Va. The couple will reside in Fayetteville, N.C.

## Obituaries

**CW3 [Ret.] William L. Long,** 47, of Cape Girardeau, Mo., died July 9, 1974, in St. John's Mercy Hospital, St. Louis, Mo., as a result of injuries received in an aircraft accident on May 30, 1974. He is survived by his wife of 1817 Oak Hills Drive, Cape Girardeau Mo.

**LTC [Ret.] Roy W. Owen,** one of Army Aviation's first Master Army Aviators, died March 13, 1974. He is survived by his wife, Margo, of 889 Lurline Drive, Foster City, Calif.

## Ratings

### MASTER ARMY AVIATOR

CW3 Gerald L. Griffin, USAREUR  
LTC Charles F. Hatfield, USSOUTHCOM.  
LTC James D. Reeder, Ft. Stewart, N.Y.

### SENIOR ARMY AVIATOR

CW3 Albert J. Ladesic, Jr., USAAVNC.  
CPT James W. Strey, USAREUR.  
CPT Alex Woods, Jr., Berlin Brigade.



Engraved AAAA plaques were awarded recently at USAAVNC to the Distinguished Graduates of the AWO Advanced and Senior Courses. The recipients are, respectively, CW2 Michael L. Talton and CW4 Paul A. Plancon, 2d and 3d from left. Making the presentations were LTG Robert R. Williams, left, Hq, USARPAC, & MG William J. Maddox, Jr.

# Command and Staff

CHANGE IN DUTY ASSIGNMENTS  
OF SENIOR AAAAA MEMBERS

□ While many of the "Command and Staff" listings below are current, many were delayed because of the combination of the August and September issues.

## Generals □ □ □ □ □

- MG Sidney B. Berry, Quarters 100, U.S. Mil Academy, West Point NY 10996.  
MG Harold I. Hayward, DCSPER, Hq. US Army, Europe 87A, APO NY 09403.  
MG John L. Kilingenhagen, Exec Dir, Supp Opns. DSA, Cameron Station VA 22314.  
MG Alton G. Post, DCSLOG, USATRADO, Fort Monroe VA 23651.  
MG Donald Rattan, Quarters 10, Staff Post Road, Ft. Sam Houston TX 78234.  
BG John N. Brandenburg, ADC, 101st Abn Div (Ambl), Ft. Campbell KY 42223.  
BG William J. Kennedy, Commandant, USA Signal School, Ft. Gordon GA 20905.  
BG James H. Merryman, ADC II, 3d Armored Division, APO NY 09165.  
BG Leo Soucek, Holding Detachment, OCSA, Washington, D.C. 20310.

## Colonels □ □ □ □ □

- COL Russell E. Baugh, Cdr, ROTC, Vanderbilt University, Box 1808, Station B, Nashville TN 37235.  
COL Robert D. Bretz, NORAD, 1500 East Boulder, Colorado Springs CO 80912.  
COL Harry L. Bush, HISA, USA, St. Louis Area Spt Cen, Granite City IL 62040.  
COL Kenneth J. Calcaterra, Chief, Acrt Dev Procurement Div, AVSCOM, P.O. Box

- 209-Main Office, St. Louis MO 63166.  
COL John Campbell, Cdr, Corpus Christi AD, Corpus Christi TX 78419.  
COL John P. Casey, Jr., Hq, 3d Bde, 1st Cav Div, Ft. Hood TX 76545.  
COL Thomas E. Connell, ODCSLOG, Hq, USAREUR, APO NY 09403.  
COL Harold E. Cook, EAMTMS, MOTBY, Bldg 82, Bayonne NJ 07002.  
COL Robert G. Cooper, Stu Det, USA War College, Carlisle Barracks PA 17013.  
COL William E. Dasch, Tobyhanna Army Depot, Tobyhanna PA 18466.  
COL James D. Davenport, USA Readiness Region IX, Pres of SF CA 94129.  
COL Willys E. Davis, Dep President, USA Infantry Board, Ft. Benning GA 31905.  
COL Robert M. Grow, USDAO, American Embassy, APO NY 09662.  
COL Algin S. Hawkins, Hq, Project MASS-TER, Ft. Hood TX 76544.  
COL Byron P. Howlette, Jr., Army Readiness Region VIII, Sixth US Army, Rocky Mountain Arsenal CO 80240.  
COL Raymond E. Johnson, Army Readiness Region 1, Ft. Devens MA 01433.  
COL Joseph H. Kastner, Cdr, 12th Aviation Group (Combat), Ft. Bragg NC 28307.  
COL James E. Kennedy, Hq, Army Readiness Region V, PO Box 84, Ft. Sheridan IL 60037.  
COL Jimmie King, Hq, USASESS, Fort Gordon GA 30905.  
COL Emil Kleuver, Cdr, Toelle Army Depot, Toelle UT 84074.  
COL William F. Koehler, Hq, Spec Troops, Ft. Richardson AK 99505.



□ MG John Q. Henion, left, CDR, 9th Inf Div & Ft. Lewis, receives an AAAAA Honorary Membership from LTC Harold D. Snyder, Mt. Rainier Chapter President, on June 6. [USA photo]

- COL Leslie A. Layne, Office of the IG, Hq, 5th USA, Ft. Sam Houston TX 78234.  
COL Charles A. Mateer, Hq, 1st U.S. Army, Ft. George G. Meade MD 20755.  
COL Carl H. McNair, Jr., Hq, Aviation School Brigade, Ft. Rucker AL 36360.  
COL Robert H. Nevins, Jr., Hq, MASSTER, Ft. Hood TX 76542.  
COL James H. Nix, ACoS G-1, USARJ, Camp Zama, APO S.F. 96343.  
COL John D. O'Donohue, Hq, 45th Supp Gp, 25th Inf Div, APO S.F. 96225.  
COL David A. Richards, USDAO, American Embassy, APO NY 09159.

Have a personal item or accomplishment to list? Please send it in.

- COL Joseph F. Rutkowski, Hq, USAAVNC, Ft. Rucker AL 36360.  
COL G.M. Sibbles, S&F DCSLOG, U.S. Military Academy, West Point NY 10996.  
COL George W. Shallcross, Director, USA Air Mob R&D Lab (Eustis Directorate), Ft. Eustis VA 23604.  
COL Paul B. Synder, Box 13, Hq, MAAG Senior Advisor, APO S.F. 96263.  
COL Jerry L. Teague, Div of Fac Engr, Ft. Polk LA 71459.  
COL Thomas Thompson, ODCSLOG, Hq, DA, Washington D.C. 20310.  
COL Adalbert E. Toepel, Jr., Cdr, Dugway Proving Ground UT 84022.  
COL Robert F. Tugman, Senior Advisor, 9th ARCOM, Ft. Meade MD 20755.  
COL Carlos E. Urrutia [Ret.], Hq, ARAD-MAC, Corpus Christi TX 78419.  
COL Dean E. Wright, US Army Rodman Laboratory, Rock Island IL 61201.



□ SFC Martin D. Wright [right], is shown receiving an AAAAA Certificate of Achievement as Distinguished Graduate of the Aircraft Maintenance NCO Advanced Course at the U.S. Army Transportation School. SGM Kenny Deskins, Department SGM, Aviation Maintenance Training Department, graduation guest speaker, makes the award. [USA photo]

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"A" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE  
PRODUCT SUPPORT FOR NEW AIRCRAFT WEAPONS  
SYSTEMS DURING RESEARCH & DEVELOPMENT PHASE  
0900-1130 HOURS, THURSDAY, SEPTEMBER 5, 1974  
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- A1. "The Intent of this Symposium". Mr. Joseph P. Cribbins, ODCSLOG, DA, Symposium moderator. (Approx. 10 min.)  
A2. "Product Support During R&D Phase - Industry". Prime Contractor: Mr. Hans M. Weichsel, Senior Vice President, Bell Helicopter Company. (Approx. 20 minutes).  
A3. "Product Support During R&D Phase - Industry". Major Subcontractor: Mr. Kai Thomassen, Manager of Land Warfare Systems, Hughes Aircraft Co. (20 min.)  
A4. "Product Support During R&D Phase - Military". Brigadier General Leo D. Turner, USA, Project Manager, UTTAS Hq. AVSCOM. (Approximately 20 minutes).

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"B" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE  
B. Panel Discussion: Mr. Cribbins, Mr. Weichsel, Mr. Thomassen, BG Turner. (Approx. one hour and five minutes).  
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"C" CASSETTE—90 MIN.—45 MIN. ON EACH SIDE  
PRODUCT SUPPORT IN MATERIEL ACQUISITION PHASE  
1400-1630 HOURS, THURSDAY, SEPTEMBER 5, 1974  
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- C1. "Product Support During Initial Low-Rate Production Phase - Industry". Mr. Larry P. Kollender, Deputy Support Program Mgr, Grumman Aerospace Corp. (20 min.)  
C2. "Product Support During Initial Low-Rate Production Phase - Military". Lt. Colonel McGrath, USAF, F-15 Program. (Approximately 20 minutes.)

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