

AAAA CONVENTION ISSUE

Army Aviation

OCTOBER, 1974

The Army's AAH is getting closer.

This is what it looks like:



The YAH-64. It exceeds
Army requirements.

HUGHES HELICOPTERS

The Army's AAH

This is what

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Army requirements. HELICOPTERS

ARMY AVIATION

VOLUME 23 — OCT. 15, 1974 — NUMBER 10

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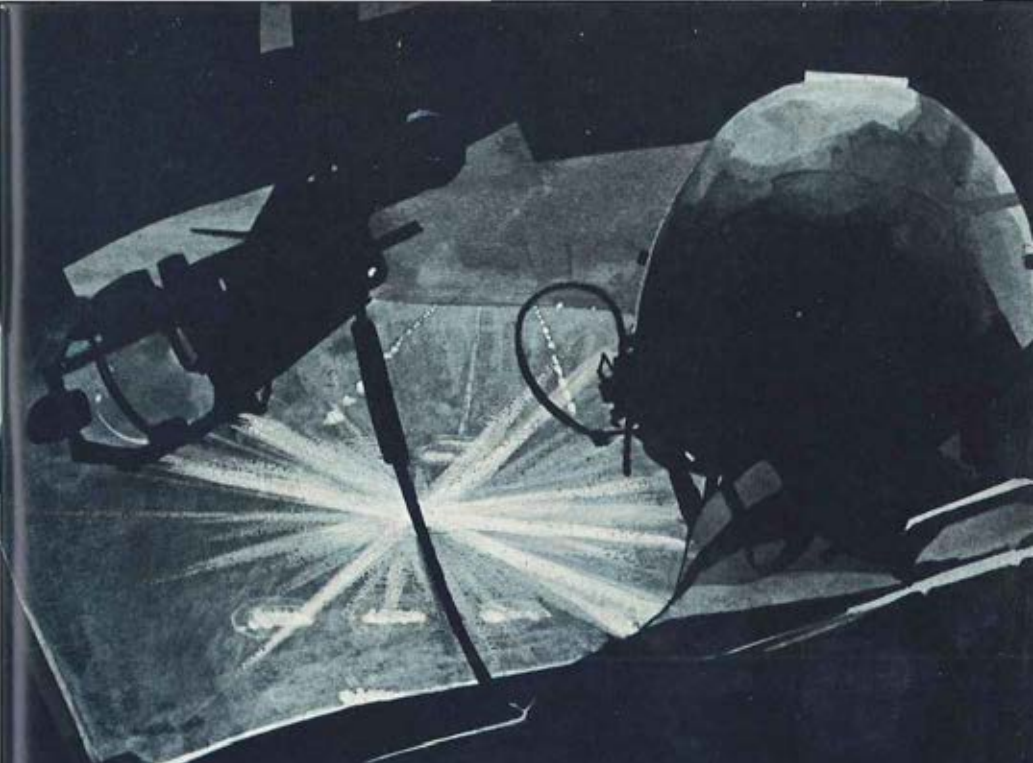
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Collins

IT was good to hear of Fort Rucker's renewed interest in tactical instrument flight (ARMY AVIATION, Aug-Sep 74).

From the report given by MG Maddox on the French tactical instrument program, it sounds as if they may have adapted the tactical instrument program we taught at Fort Rucker in the mid-1960's.

There are some differences: The French are using 100 meters above the highest obstacle in the approach buffer zone for ADF minimums and we were teaching 200 feet above the highest obstacle; our minimums were lower.

Their buffer zone for the ADF approach is five kilometers in diameter and we were teaching a 2 X 4 kilometer buffer zone. Unless they have better ADF equipment than ours, I don't believe their enroute buffer zone is reasonably adequate for many situations.

Also, if they are using a 12° to 15° approach slope, I wish them luck. For single main rotor helicopters, we found that 8° was about the maximum angle of slope that was practical.

At Fort Rucker, we turned out thousands of pilots who were trained in tactical instrument flight. They were sent to Vietnam, an excellent environment in which to apply what they had been taught. Yet, a very small percentage actually engaged in tactical instrument flight in combat.

We probably lost hundreds of aircraft needlessly because the pilots weren't flying instruments when it was appropriate. Many missions were scrubbed because of weather.

Why did all this happen?

First of all, the pilots were not adequately trained, particularly in basic instrument flight. As MG Maddox mentioned, it takes more skill to operate IFR in a tactical environment than in a non-tactical situation.

The training base was tasked to turn out a massive number of aviators and this caused a compromise in the desired proficiency level in many cases. The tactical instrument program was taught in less training time per individual than was required to award the standard instrument rating.

Then, too, the aviator was sent to Vietnam. Although he may have had a lot of enthusiasm at first, he soon found little interest in instrument flight there.

I think if we checked, we'd find that very few people logged any hood time in RVN. Tactical facilities, such as radio beacons, were few and far between. In many cases, instrument procedures were not developed until an emergency arose.

Another problem area is attitude. Army Aviators have heard so many war stories about folks operating whole fleets of helicopters day and night in "zero-zero" conditions that they question the necessity for helicopter instrument flight. This problem will remain with us until we are willing to look at our capabilities realistically.

Another problem area is equipment. We know that we don't have to have a lot of fancy equipment, such as the airlines use, to fly our helicopters IFR tactically. Yet, we should have a complete set of basic instruments to control the aircraft, as well as radio navigation equipment (such as ADF) in all our aircraft, whether it is an LOH or an HLH.

Every pilot should receive hood training on a continuing basis in the aircraft he is flying and should be able to operate safely on partial panel so that he can bring the aircraft home if he loses an instrument during a mission. In the past, I'm afraid our priority for replacing defective instruments, such as attitude indicators, has been pretty low.

There were some bright spots in our previous tactical instrument training effort. A few of the young aviators received additional instrument training in their units in RVN and performed in an outstanding manner as aircraft commanders on tactical IFR missions.

This is an excellent time to get serious about tactical instrument flight. The SFTS is a great asset and the training pace shouldn't be as hectic as it was during the war. Lastly, there should also be an adequate supply of qualified, experienced, and dedicated instrument instructors available now to insure the success of the program.

Speaking Out

Fort Belvoir's CW4 Carl L. Hess comments on today's tactical IFR flight training



**Boeing's all-fiberglass blade
means a more durable,
more survivable
UTTAS for the
U.S. Army.**

**Behind it
we've got 20 years
of experience in
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aerodynamic structures.**

Blades using a fiberglass spar as well as fiberglass covering, and with no metal primary structural parts, have demonstrated superior strength, improved flexibility, and a longer, more maintenance-free life compared to metal blades.

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- 1954** Fiberglass structure used in transonic wind-tunnel fan, still operating today.
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- 1962** CH-47 all-fiberglass blade whirl-tested at Wright Field.
- 1969** First flight of all-fiberglass, advanced-geometry blades on CH-47.
- 1970** All-fiberglass rotor system for Army/NASA tilt-rotor program.
- 1974** Over 12,000,000 hours on CH-46 and CH-47 fiberglass-skin blades without deterioration.
- 1974** Whirl test of fiberglass rotor for Boeing Heavy Lift Helicopter.
- 1974** 220,000 hours on all-fiberglass hingeless BO-105 helicopter blades, now FAA-certificated for 10,000-hour operation.

This experience, combined with over 5,000 individual material properties tests and 150 full-scale blade specimen tests, is the basis for Boeing's use of fiberglass rotor blades in the YUH-61A UTTAS.

New technology for the Army of the 1980's.



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Boeing YUH-61A UTTAS Rollout

Malcolm T. Stamber, Boeing Company President



HOSTESSES BUNCH.
ENGINEERS MUNCH.



VISITORS PUNCH. ↓



← The U.S. Army's UTTAS Program reached another milestone on Sept. 9 with the rollout of Boeing Vertol's YUH-61A aircraft. Some 3,000 employees, as well as Army personnel, government leaders, and subcontractors, were present at the debut of the new twin-engine single rotor 'copter. The YUH-61A's first flight will take place at the Ridley Township plant in early 1975.



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AIRCRAFT EQUIPMENT DIVISION

GENERAL  ELECTRIC



AAAA FOUNDATION OFFERS \$4,000 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,000 in 1975 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1974.

Student applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1975 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: [1] the son or daughter of a member or a deceased member with an effective date of membership on or before March 31, 1974; [2] a high school graduate or senior who has made application to an accredited college or university for Fall, 1975 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall of 1975; and [3] unmarried and a citizen of the U.S.

FINAL SELECTION

Selection of scholarship award winners will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1974, with the winners to be notified not later than April 15, 1975.

BACKGROUND

A separate non-profit educational activity created to administer scholarship assistance for the children of members, the AAAA Scholarship Foundation, Inc., was incorporated in December, 1963. With the provision of 18 scholarships in 1974, the Foundation has furnished \$45,700 in direct aid to 151 children of members or deceased members since the program's start in 1963.

**AH-1Q
with the
TOW missile.
Lurking.
Deadly.
Be glad it's
on our side.**

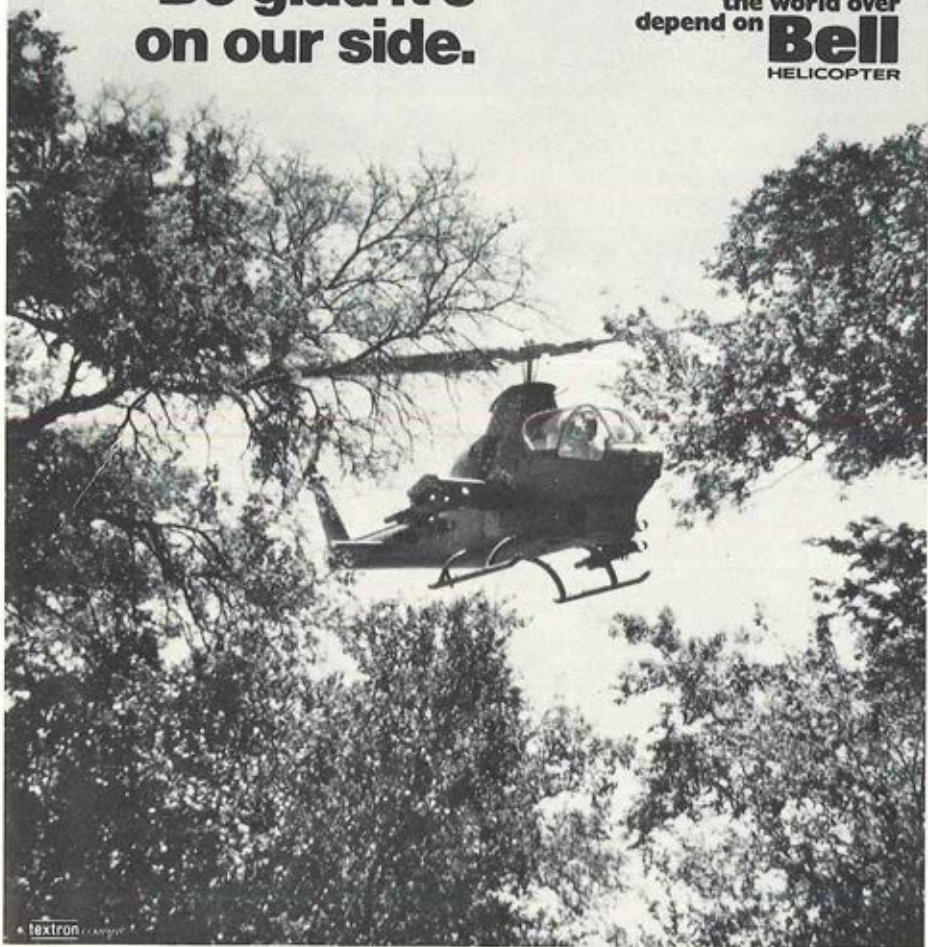
Bell put it all together for the Army. The lethal capability of the TOW missile integrated with the combat-proven HueyCobra. Result? The new AH-1Q TOW/Cobra will be the first operational anti-armor helicopter.

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The AH-1Q anti-tank TOW/Cobra. Maneuverable. Survivable. Deadly. Developed through the skills of Bell's systems integration team...and now approved for retrofit into the Cobra.

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





**“What’s in it
for me?”
Plenty.**

FOR this Convention Issue of the Army Aviation Association of America, it is appropriate that we take an overview survey of the Army Aviation Program as it stands today.

I think the outlines of the program are fairly apparent to all of us. They are etched quite clearly against the stark background of last year's Mid-East War. There seems to be little doubt today that we are in quite a different environment than we worked in during the 1960's.

Fort Rucker, as the chief spokesman for the aviation program, conducted a formal survey in preparation for the *Army Aviation Program Review [AAPR]*, which we presented to the Army Vice Chief of Staff, *General Frederick Weyand*, last August. *General Weyand* was accompanied by 51 generals and equivalent civilians at our two-day session at Fort Rucker.

Presentations on key issues and problem areas were made by experts from the entire Army. In the evening we demonstrated the latest technology in night vision devices to include the AH-1 *Cobra* optic aircraft with a pilot FLIR (Forward-Looking Infra-Red) and a target acquisition FLIR for the copilot gunner.

The Research and Development community also provided a Hughes OH-6 with a Hughes Aircraft FLIR, both for target acquisition. It is flown by the use of CAVNAV light intensification goggles which are now in limited production.

Three major deficiencies

Our AAPR survey of the aviation landscape pointed up three major deficiencies which will require substantial effort and funding to correct. The complete story of our overview statement will be included in the November edition of the *Aviation Digest*. But, I thought *Army Aviation Magazine* readers would appreciate a synopsis to set the professional program at the AAAA National Convention in the Sheraton-Park Hotel in Washington, D.C. in better perspective.

The war in the Middle East last October afforded an intriguing glimpse of a high air defense threat. We did not face anything similar in 11 years of combat in the Republic of Vietnam.

While the helicopter was not used extensively in the 1973 October War, the hardware and tactics employed left little doubt as to the nature of the threat that helicopters will face in the future:

- First, highly sophisticated anti-aircraft and anti-armor systems were deployed profusely on the battlefield.

- Second, the Arabs were equipped for extensive night operations. While the night equipment was not exploited fully, the threat was present.

- Third, extensive electronic warfare capabilities were utilized.

- Fourth, the value of proper training was rather thoroughly demonstrated.

As in all wars, the equipment was not as important as how it was handled. There were examples where the same armor equipment was used by both sides with the best trained winning the battle. I understand that there were some Israeli tank crews which had been together for as long as 14 years. In that amount of time, the teamwork should be honed to perfection.

Noting the significance of this crew continuity, the U.S. Army will deploy complete tank crews to Europe and stabilize each unit's individual membership for at least a year.

"Doctrine . . . staying power . . . training."

With the Mid-East experience in mind, plus the emerging intensified air defense environment encountered late in our Vietnam involvement, we find that Army Aviation has three major deficiencies . . . *doctrine . . . staying power . . . training.*

Doctrinally, we are not yet ready for the AH-1 *Cobra* TOW. We have recognized this deficiency. Fort Rucker is now busy producing a manu-

An Overview

BY MAJOR GENERAL WILLIAM J. MADDOX, JR.
COMMANDER, USA AVIATION CENTER & FORT RUCKER



al for Army aircraft operations in a high air defense threat environment. Once this work is completed—later this year—a number of subsidiary documents can be written. We can expect new manuals for each of the proponent aircraft organizations. Such a subsidiary manual will explain, for instance, how an Air Cav Squadron should operate on a high threat battlefield.

The point target accuracy of the *Cobra TOW* anti-tank missile will give us a good daytime capability for massing our fires and providing real battlefield impact. It does not strain the imagination to envision the helicopter-borne anti-tank weapons being moved rapidly from one point of decision to another. Employed in conjunction with other members of the combined arms team, the *Cobra TOW* can perform breakthrough type operations and exploit in the enemy's rear, as massed armor did in World War II and in the Middle East.

This vision, of course, presupposes that we solve the helicopter's vulnerability problem, a problem foreseen by the *Howze Board* in the '60's and as far back as the day of Colonel Jay D. Vanderpool in the mid-1950's at Fort Rucker. Both advocated nap-of-the-earth flight on which the Army is placing high emphasis today.

A change in our thinking

To get the helicopter to the point where it can be used for breakthrough and exploitation, we will need a change in our thought processes. In Vietnam, we generally employed attack helicopters as fire teams, either heavy or light. Not many people can remember the *Cobra* being employed by a platoon or company.

Yet, we must begin to visualize employing the *Cobra* by companies, and even by attack helicopter battalions, if it is to be a prime combat vehicle on the high threat battlefield.

This brings us to an examination of the *Air Cavalry Combat Brigade [ACCB]*, the neglected organization from the *Howze Board* days. *ACCB* would have been tested during the Vietnam War if there had been sufficient aircraft and people available. We elected instead to test the other two new organizations recommended by *General Hamilton H. Howze*, the airmobile division and the air transport brigade.

The *ACCB* seems to be an ideal organization to demonstrate the combat value of the *Cobra TOW*. It is a four battalion unit with two attack battalions, a cavalry squadron, and a support

battalion. It is light and flexible enough to achieve the combat results we desire but not as cumbersome or expensive as a division.

Another piece of thinking that will require adjustment involves our approach to terrain. While the helicopter can't hold terrain in the same context as infantry and tanks, it can dominate terrain, to include key objective areas.

Certainly, the ability of the helicopter to dominate can be contested, just as the occupation of ground by an infantry battalion can be contested, but the helicopter's capability to dominate can be quickly moved to other terrain which is just as important to the enemy. This forces the enemy into the position of deciding whether or not he wants to pay the price of driving the attack helicopter from one area only to find it setting up in another.

Thus, the inherent mobility of the helicopter can be used to keep an enemy off balance and to cut his ability to control terrain for an extended period of time. It can dry up his sustaining ability. No organization can long hold terrain if it lacks the ability to resupply and reinforce.

The ability to dominate terrain, however, assumes a concurrent ability to continue the domination process for as long as you choose. Here we reach our second major deficiency—staying power. We simply do not have the means today to fight well at night or in adverse weather.

More than this, we must ensure our continued survivability and our effectiveness. These requirements relate to both training and hardware. I will address the hardware first and save training for special treatment as the third deficiency.

Air defense suppression

The key hardware problem facing Army helicopters is *air defense suppression*. While the Air Force and the Navy have done considerable work in this area as a result of the air campaigns in North Vietnam, it is a relatively new business to us.

The seeker missile appears to be a prime candidate for helping to solve the air defense problem. There also are a number of less glamorous approaches to *air defense suppression* which we must take quickly. We need chaff rockets to mask us from enemy radar and RWR's (radar warning receivers) to tell us where he is.

We need low glare plexiglass canopies and low reflective IR/optical infra-red suppression paint to hide us from heat-seeking missiles and good, longer range, automatic weapons to let us reach out and destroy soft air defense elements such as radars and computers. In fact, we need a good stand-off area weapon with at least the range of our current *TOW* missile.

We have an overdue requirement for an operational night vision capability to allow us to work around the clock. Although I have written

AAAA DUES REDUCTION

Annual and renewal membership dues for AAAA individual membership have been reduced through a new multiple-year dues program. For details of this reduction and those of the "1974 AAAA National Sweepstakes", turn to pages 68-69.

on this subject before, I again say we must first know how to fly at night *without* devices with the unaided eyeball and then train with our night vision devices. Because sophisticated equipment can be expected to fail from time to time, we must be able to fall back on the unaided mode of flight so that we truly have good staying power during the hours of darkness.

The electronic warfare business also needs attention. If a unit lacks the ability to operate in a jamming environment, then it very quickly can become disorganized and ineffective.

There also is an urgent need to provide rotary wing aircraft with an anti-ice/de-icing capability. Our current fleet generally lacks the adequate systems and the capability to fly in any icing condition. As a result, helicopter operations in Europe, Korea, and other geographical areas of similar latitude may be significantly deterred during the winter months.

Equipment is needed primarily to reduce or eliminate the vibrations caused by asymmetrical shedding of ice from the rotor blades. Such equipment also would minimize the loss of lift and reduce performance caused by distorted airfoils; prevent damage to systems caused by ice being thrown from the blades; provide safe continuous engine operation; and insure unobscured forward visibility. Additionally, consideration must be given to insuring that sophisticated aircraft weapons are able to function under icing conditions.

Tactical instrument flying is a new subject because we are so used to operating in a CON-US-type environment under rather controlled conditions and with a proliferation of navigational aids. In the vicinity of the *FEBA* [Forward Edge of the Battle Area] we will find a more sophisticated instrument environment, or perhaps it should be called a more rudimentary environment. We won't find the aids and safety buffers but there will be a requirement to continue operations when the weather gets bad. Thus, aviators will have to be more sophisticated.

I well can remember in September 1950 operating along the Naktong River in Korea in good weather while my home field on the Taegu race track was socked in behind me. Such situations cut the utility and defendability of the aircraft.

The training deficiencies . . .

Now for the training deficiencies. These can be resolved most quickly because we have the determination to do so. Unfortunately, there is a strong feeling that our stateside administrative-type flying will be adequate to prepare us for combat of the future.

When a commander feels this way, he is highly negligent. He certainly would not consider his tank crews to be combat proficient by conducting regular road marches by individual tanks on main roads. Any aviator who feels that



MASTER WINGS — MG William J. Maddox, Jr., left, receives German Master AA wings from BG Hans Drebing, Director of German Army Aviation, during a mid-Sept. conference held at the German AA School. In foreground are Dr. Tilenius, German Ministry of Defense, and LTG Roman, Belgian Army CofS. The recipient met the requirement of "being checked out in a German aircraft" by flying a sailplane. □

he knows all there is to know about nap-of-the-earth night flying or tactical instruments is terribly wrong and does his organization a great disservice.

I guess the first step that must be taken to correct our training deficiencies is to acquire a good threat appreciation. If the average aviator does not understand what a four-barrel automatic cannon or a heat-seeker missile can do to him, he obviously won't take the corrective action necessary for survivability and effectiveness.

I hear some aviators say that only a few cav scouts need to fly nap-of-the-earth. Such a view tends to place the helicopter in a perpetual position behind the *FEBA*. If the helicopter is only going to dance around in the rear areas, then there is no reason to develop expensive advanced attack helicopters and the UTTAS.

But this is not the case. These aircraft are intended to become prime combat vehicles and the Army's Training Circular 1-15 on nap-of-the-earth flight has been an excellent start to develop NOE techniques, tactics, and proficiency.

However, many units have not really begun to use TC 1-15 yet. Some that have tend to feel that once a pilot has been through a nap-of-the-earth course, he is qualified. Let me stress that the nap-of-the-earth course is just the beginning. It merely indicates the great deficiency we have in map reading and navigation.

Normally, at high altitude we can see checkpoints and terrain features which give a fairly good appreciation for our location. In nap-of-the-earth, we tend to view a map more from the

perspective of the infantryman, and he has a hard time with map reading. Therefore, nap-of-the-earth training must be continuous and it must be pursued—not only by single aircraft working in a closely supervised environment, but also with formations and during normal flying activities in unit training and field exercises.

Key? Inspection and monitoring

The key to getting a good training program is inspection and monitoring. We first must have the standards for all to attain. This is *professionalism*. Then, as commanders, we must follow through with inspections to insure that we do attain the type of training we desire. Fort Rucker is busy, as are other schools and centers, building Army Training Tests, now *AR-TEP'S [Army Training and Evaluation Program]*

A recent message from the Department of the Army has established the Army Aviation Center as proponent agency for standardization. This move will strengthen the Department of the Army's monitoring framework and, hopefully, will assist aviation units in their efforts to operate in a highly professional and standardized manner.

While the picture of Army Aviation deficiencies might appear bleak as it was presented during the *Army Aviation Program Review*, there are many signs that local commanders and aviators also are reading the tea leaves and recognizing the lessons of the Mid-East War. In December 1972 I presented a similar overview to a previous *Army Aviation Program Review*.

At that time, very few people were concerned with the new tactics, new doctrine, and the need for staying power. At the recent *Army Aviation Program Review*, I was delighted by the growing consensus that the deficiencies had been correctly identified and that work to correct them is required on an expedite basis.

One of the conclusions to be drawn from the visit of *Major General Hal Moore*, Commander of the U.S. Army Military Personnel Center, to Fort Rucker was that our people generally do not understand the new Officer Personnel Management System (OPMS).

Apparently, the Secretary of the Army has come to the same conclusion as far as the Army at large is concerned. Other commanders throughout the Army and I recently have received letters from the Secretary asking that we take steps to indoctrinate our people in the new management system. Undoubtedly we will see much more information on OPMS in the coming weeks.

An official publication, *DA Pamphlet 600-3*, dated 1 March 1974, explains OPMS. It is the basis under which our management system is functioning now. I particularly recommend Chapter 29, entitled *Professional Development*

A GOOD WORD!

Dear Sirs:

Having retired from active duty, I shall no longer need my flight pay protection plan. I've been an Army Aviator for over 15 years, and an early member of AAAA, and I appreciated having the insurance and the peace of mind afforded by the program.

Though I was fortunate enough to have never collected on the premiums I paid into the program, I certainly considered it as an investment in family protection, and heartily recommend all aviation personnel taking advantage of the protection afforded.

A personal thanks for your contributions over the years to the personnel and programs of Army Aviation as well as to myself and my family.

Sincerely,

S/Carl A. Wilson
LTC, USA [Ret.]
Mililani Town, Hawaii

of Army Aviators. It is two pages long plus several charts of career development diagrams.

More on "Standardization"

A DA message of 20 August announced that Deputy Chief of Staff for Operations and Plans (DCSOPS) at DA is responsible for the supervision of the *Aviation Flight Standardization Policy Board*. It further stated that the Aviation Center Commander is designated Executive Chairman of the Board, with the Chief of the Unit Training Division in DCSOPS to be the Board Executive Secretary. As stated earlier, the Aviation Center is to be the proponent agency for flight standardization.

Related to that function, the Aviation Center was tasked through the Training and Doctrine Command (TRADOC), with developing revisions for Army Regulations 95-1 and 95-63. TRADOC will coordinate the draft revised regulations among major commands prior to formal submission to the Executive Secretary of the Board for DA action. The Aviation Center was also tasked with the development of flight standardization literature for publication as DA guidance, and to assist in planning and conducting the *Annual Aviation Standardization Policy Board Conference*.

With the designation of the Aviation Center as proponent agency for U.S. Army flight standardization, all TRADOC commands, installations, activities, and agencies should forward their comments and suggested improvement to regulations on DA Form 2028 to Headquarters, TRADOC, ATTN: ATORI-AV. All others are requested to send their 2028's direct to Headquarters, USAAVNC (ATZQ-T-OS), Fort Rucker.



AAA 1974





AAAA NATIONAL EXECUTIVE BOARD OFFICERS FOR THE 1973-1974 TERM

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The Officers and Vice Presidents of AAAA are elected for three-year terms at the National Convention. The Executive Vice President serves as a five-year National Board appointee. National Members-at-Large are appointed by the President for one-year terms. The Regional Members-at-Large are elected by the Chapter presidents within a Region for a one-year term. Chapter Members-at-Large are Chapter presidents representing those Chapters with 150 or more members.

*Deceased



New Directions

Each October AAAA military and industry members, Chapter Delegates, and distinguished guests and their wives gather in Washington, D.C. on the occasion of the national convention of the AAAA.

A blend of professional and social activities, the gathering proves most rewarding to all attendees. This year, General "Bill" Maddox will have four panels of experts discuss "Operations & Training", "The Personnel Picture", "Aviation Abroad", and "The Aviation Hardware Picture." New direction? The technical program will be largely a give-and-take arrangement with few presentations and a majority of the sessions being open discussion between members on the floor and the panelists.

We expect a "New Direction" or two on the social side, also. "New" is the word for the Shoreham-Americana's refurbished decor and accommodations.

I'd like to comment on several "New Directions" taken by National this past year. . . In May, we initiated the first Regional meeting ever held in CONUS, a highly successful

professional-social function at San Antonio covering the Fifth Army Area Region. Next February, the First Region plans to convene at Ft. Rucker, and the Sixth Army Area Region is being activated under its new Regional President, MG John Singlaub. . . This March, following balloting by AAAA's members of five years or more, the initial seven candidates of the "Army Aviation Hall of Fame" were elected, and subsequently inducted formally at Ft. Rucker in June.

Keeping abreast of the times, the AAAA-endorsed flight pay insurance program, long the most tangible "tangible" for active Army members, developed a program of coverage tailored for Reserve Component members. A "New Direction."

We think 1974 has been a notable year, and with rising membership, a turn-around year. I extend my personal greetings and best wishes to each of you in attendance and to AAAA members everywhere.

Edward L. Nielsen
Colonel, USA (Ret.)
President, AAAA



PRESIDENTS AND SECRETARIES OF AAAA'S 49 CHAPTER ACTIVITIES

Air Cavalry Chapter [Ft. Knox]
Pres-LTC Arthur L. Finch; Sec-CPT S.L. Christine. (193 members)
Airmobile Chapter [Ft. Campbell]
Pres-COL Harry McK. Roper, Jr.; Sec-CPT Michael L. Skinner. (334)
Alamo Chapter [Ft Sam Houston]
Pres-LTC James T. Pearlman; Sec-CPT Herbert A. Coley. (159)

Aloha Chapter of Hawaii
Pres-CPT Kenneth D. Barwick; Sec-CPT John A. Lama. (157 members)

Army Aviation Center Chapter
Pres-COL Loren C. Strange; Sec-LTC Thomas J. Sabiston, Ret. (569)

Bonn Area Chapter [Germany]
Pres-LTC Herbert M. Webber; Sec-Gene Streips. (39 members)

Chicago Area Chapter
Pres-LTC Glenn R. Reaser; Sec-CW3 Fred R. Veit. (110)

Cleveland Area Chapter
Pres-1LT Bernard Zdrokowski; Sec-CW2 Carl Rossomme. (36 members)

Connecticut Chapter [Stratford CT]
Pres-Kenneth E. Horsey; Sec-Leoland F. Wilhelm. (186 members)

Cornhusker Chapter [Lincoln NB]
Pres-MAJ James L. Sweetman; Sec-MAJ Don A. Gross. (68 members)

David E. Condon Chapter [Ft Eustis]
Pres-COL Paul F. Anderson; Sec-LTC Warren C. Joyce. (266)

Delaware Valley Chapter [Phila.]
Pres-Thomas P. Peppler; Sec-David J. Doring. (146 members)

Embry-Riddle [Daytona Beach]
Pres-CPT Emory Deason, Jr.; Sec-Wil Middleton. (178 members)

Fort Benning Chapter
Pres-CPT Curtis A. Laird; Sec-LT Paul Wills. (238 members)

Fort Bragg Chapter
Actg Pres-COL Joseph H. Kastner; Actg Sec-CW4 Linwood N. Packard.

Fort Hood Chapter
Pres-COL Robert H. Nevins, Jr.; Sec-LTC Robert S. Lamonte. (461)

Fort Monroe Chapter
Pres-COL Kenneth D. Mertel; Sec-LTC Lee C. Smith, Jr. (103)

Fort Riley Chapter
(reorganization underway) Actg Sec-CW2 Earle C. Irwin. (119 members)

Fort Sill Chapter
Pres-CW3 Delbert W. Hunt; Sec-CPT Arnold J. McGraw. (157)

Golden Gate Chapter
Pres-LTC John Melbye; Sec-Maj William P. Carroll. (82 members)

Grand Canyon Chapter
Pres-COL Lloyd J. Petty; Sec-CW3 Thomas G. Yoha. (110 members)

Greater Atlanta Chapter
Pres-COL Harold G. Keebaugh; Sec-CPT Richard D. Sowder. (129)

Hanau Chapter [Germany]
Actg Pres-MAJ Robert R. Hinton; Sec-To be elected. (96 members)

Latin American Chapter
Pres-MAJ Norman N. Ferguson; Sec-CW2 Gregory G. Graham. (51)

Leavenworth Area Chapter
Pres-COL William S. Bayer; Sec-CPT Jerry L. Laws. (164 members)

Lindbergh Chapter [St. Louis]
Pres-COL Edward M. Browne; Sec-LTC William C. Rudd. (317)

Mainz Chapter [Germany]
Pres-CW4 Robert W. Meade; Sec-1LT Bruce W. Grable. (146)

Midnight Sun Chapter [Alaska]
Pres-CW3 Bruce L. Boyer; Sec-CW2 Keith D. Allen. (63 members)

Mississippi Valley [Davenport IA]
Pres-CW4 Henry S. Luchner; Sec-SP6 Harry W. Licht. (107 members)

Monmouth Chapter
Pres-COL Lee M. Hand; Sec-Vincent C. O'Donnell. (160 members)

Monterey Bay Chapter [Ft. Ord]
Pres-COL Billy L. Odneal; Sec-To be elected. (135 members)

Mt. Rainier Chapter [Ft. Lawton]
Pres-LTC Harold B. Snyder, Jr.; Sec-CW4 Billy Lindsey. (215 members)

Morning Calm Chapter [Korea]
Pres-MAJ Richard C. Ragland; Sec-To be elected. (125 members)

Mt. Rainier Chapter [Ft. Lawton]
Pres-LTC Harold B. Snyder, Jr.; Sec-CW4 Billy Lindsey. (215)

Northern Lights Chapter [Alaska]
Pres-LTC James H. Kitterman; Sec-CW2 Ronald B. Alexander. (71)

North Star Chapter [St. Paul MN]
Pres-1LT Craig R. Holland; Sec-To be elected. (43 members)

Persia Chapter [Tehran]
Pres-COL Robert A. Bonifacio; Sec-COL Edward L. Landry, Ret. (167)

Pikes Peak Chapter [Ft. Carson]
(In reorganization process. Actg Pres-MAJ Harry Ziegler, Ret. (130)

Rhine Valley Chapter [Germany]
Pres-LTC Charles P. Callaway; Sec-To be elected. (166).

Richard H. Bitter [Corpus Christi]
Pres-COL Howard J. Tuggey; Sec-Mrs. Mary S. Ridway. (106)

Schwaebisch Hall Chapter
Pres-CW3 Quinnton Johnson; Sec-1LT Michael J. Van Airdsdale (74)

Sharpe Army Depot [Latrop CA]
Pres-MAJ Larry L. Foore; Sec-Chas. Seitz. (75 members)

Sooner Chapter [Norman OK]
Pres-CW3 Clarence R. Clarkson; Sec-CW2 Bobby J. Swink. (79)

S. California Chapter [Los Angeles]
Pres-Norman B. Hirsh; Sec-Peter Schulz. (225 members)

Sun Bowl Chapter [Ft. Bliss]
Pres-MAJ Carl W. Yates; Sec-CPT Thomas A. Grant. (151 members)

Tauber Valley Chapter [Germany]
Pres-CPT William V. Chiaramonte; Sec-CW2 Carl Sievers. (71)

Taunus Chapter [Germany]
Pres-CPT Donald B. Skipper; Sec-MAJ Charles V. Ekvall. (160)

Valley View Chapter [Germany]
Pres-MAJ Stuart A. Miller; Sec-CPT Carl L. King. (37 members)

Washington, D. C. Chapter
[Includes Ft. Belvoir and Ft. Meade]
Pres-COL Frank L. Jensen, Jr.; Sec-Robert Severns. (707 members)

AAAA Chapters are governed by 6-8 member Chapter Executive Boards whose officers serve under 2-year staggered terms of office. □

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Tausus [Frankfurt]



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Fl. Monroe Chapter



MAJ Stuart A. Miller
Valley View Chapter



CPT Emory Deason, Jr.
Embry-Riddle Chapter



COL Frank L. Jensen, Jr.
Washington, D.C.



Norman B. Hirsh
S. California Chapter



COL Paul F. Anderson
David E. Condon



MAJ James L. Sweetman
Cornhusker Chapter



Kenneth E. Horsey
Connecticut Chapter



LTC Harold B. Snyder, Jr.
Mt. Rainier Chapter



COL H. G. Keebaugh
Greater Atlanta Chapter



CW4 Henry S. Luchner
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ELECTION OF NATIONAL EXECUTIVE BOARD SLATE AT AAAA NATIONAL CONVENTION



LTG Williams

Under the Association's staggered election system, three or four of the 10 AAAA elective three-year offices are vacated each year, the six to seven incumbents providing year-to-year continuity to AAAA national affairs. The four candidates who'll be nominated by the AAAA National Nominating Committee at the Oct. 16 General Membership Meeting at the 1974 National Convention are pictured here. National Executive Board incumbents include Col John C. Geary, Ret., CW4 Robert L. Hamilton, and Clifford J. Kalista with terms of office expiring at the 1975 Convention; and BG Jack W. Hemingway, Ret., Carl D. Perry, and LTG John M. Wright, Jr., Ret., with terms ending at the 1976 Convention.



COL Marr



COL Adamson

The Association's eight Past Presidents, who serve in perpetuity; the Executive Vice President whose five-year appointment expires in 1977; seven to eight National Members-at-Large who are appointed for one-year terms by the President; the four Regional Members-at-Large elected by the Chapter Presidents within the Region; and some 18-20 Chapter Members-at-Large serving two-year terms and representing those CONUS Chapters with 150 or more members at each June 30, constitute the full National Executive Board of AAAA. [The incumbent Board is listed on P. 18.]



D.F. Luce

AAAA NATIONAL EXECUTIVE BOARD NOMINEES FOR 1974-1977 OFFICE



LTG ROBERT R. WILLIAMS, USA [RET.]

A founder and Charter Member of AAAA, General Williams served as the Ass'n's initial Senior Vice President during 1957-1959, and has been instrumental in fostering many of AAAA's current programs. The 35-year veteran retired from the Service in August, being Deputy Commander, USARPAC at the time of his retirement. The former Master Army Aviator resides in Ft. Worth, Tex., and is an industry consultant.

COL GEORGE W. ADAMSON

An enthusiast in all Ass'n matters, "Wally" Adamson has served as Vice Chairman of AAAA's Nat'l Awards Committee for three years, on the Ass'n's Convention Committee on two occasions, and is the current AAAA Chairman of the first "Congressional Appreciation Luncheon" to be held in Washington, D.C., Nov. 12. Formerly in Office, Chief of Legislative Liaison, he is presently assigned to Office, Joint Chiefs of Staff.

COL JOHN W. MARR, USA [RET.]

The present National Secretary-Treasurer of AAAA, John Marr served as Executive for Army Aviation,

OPO, prior to his retirement earlier this year. A personnel specialist, he was AAAA's advisor on flight pay actions and legislation. An active President of Washington, D.C.'s Chapter for four years, he also serves as Vice Chairman of the By-Laws & Legal Committee.

DONALD F. LUCE

A National Member-at-Large on AAAA's Nat'l Board for four years, "Don" Luce was appointed to fill the expired elective term of a Board officer last year. Program Chairman of the Lindbergh [St. Louis] Chapter in '72-'73, he was Co-Chairman of the 1973 and 1974 Aviation Product Support Symposiums sponsored by AAAA. In earlier years, he was the prime mover in the activation of AAAA Chapters at Corpus Christi, Fort Worth, and Amarillo. A retired Senior Army Aviator, he represents the Lycoming Division at Hq, AVSCOM.

An Executive Committee, consisting of the full Board less the Chapter Members-at-Large, has the power to act for the Board on matters specifically selected by the President, and shall be convened by him in those instances where the Board only meets twice a year.

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- Completed: 200 hours of Main Transmission Back-to-Back Pre-Flight testing.
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CW4 Ronald T. Garrison; CSM Manuel Lima ..Awardees

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liam J. Maddox, Jr. Foreign Guests

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COL John W. Marr; CW4 Robt Hamilton ..Arrangements

General Membership Luncheon - Oct. 16

Dan R. Bannister, COL Gerald L. Royals ... Co-Chairmen

Early Birds' Reception - Oct. 16

Washington, D.C. Chapter Members & Wives Hosts

AAAA Ladies' Brunch

Mrs. E.L. Nielsen, Mrs. O.G. Goodhand...Co-Hostesses

AAAA-Industry Member Luncheon - Oct. 17

Robert Severns, COL R.D. Descoteau Co-Chairmen

1974 Cub Club Reunion - Oct. 17

Harry T. Shiveley, John R. Ahern Co-Chairmen

AAAA President's Reception - Oct. 17

Peter Stern, Dale Kesten Co-Chairmen

Honors Luncheon Reception - Oct. 18

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Hughes Aircraft Company

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Personnel Panel



BG Mundie
Personnel Panel



COL Crozier
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COL Louisell
Personnel Panel



COL Feldman
"Aviation Abroad"



Hpn. Haugerud
McClellan Award



MG Weber
Res. Comp. Award



BG Merryman
USAREUR Region



COL Browne
Lindbergh Chapter



COL Strange
Avn Center Chapter

"WHAT'S IN IT FOR ME?" DON'T ASK A MEMBER OF AAAA'S CUB CLUB!"



"I CAN'T HELP but chortle a little bit when I overhear the plaint of some non-member to the effect, 'What's in it for me?'" says Colonel Colin D. "Doug" Ciley, a WW II Liaison Pilot, a Master Army Aviator, and one of 156 members of AAAA's "Cub Club."

"Today's aviator seems to want 20 lbs. of flesh for his ten dollar Quad-A dues tab, or so it seems Not so with Army Aviation's senior citizens, those who were rated as Army L-Pilots prior to 1950, and who flew Maytag Messerschmidts over North Africa, Sicily, Italy, France, and Germany, and in the Far East throughout WWII.

"Quad-A is worth the ten bucks just to keep in touch - even occasionally - with service friends of long standing. Our Cub Club is the best example of how AAAA can keep people together, young or old.

"Most of the Cub Clubbers are retired, couldn't care less about flight pay insurance, know few - if any - of those in today's PCS pages, but each wants to keep updated about Army Aviation and the whereabouts and doings of his friends."

For example, the Cub Club has specific No-No's

which, surprisingly, are followed religiously by its members and verify that the members want little else from AAAA except its ability to hire the 'Reunion Hall.' After reading them, we think you'll understand why we giggle a bit when someone treats membership as if it were an investment in beachfront property."

This Splinter Group within a Splinter Group has:
No dues . . . officers . . . meetings . . . or By-Laws.
No handshakes . . . I.D. cards . . . program . . . or rituals.
No morals . . . benefits . . . staff . . . lapel pins . . . or axes.
No committees . . . do-gooding . . . boys . . . or charter.
No collaboration . . . conventions . . . or Initiation Fee.
No soft drinks . . . leadership . . . budget . . . or policies.
No chapters . . . whispering . . . insurance or women.
No resolutions . . . paperwork . . . volunteers or heros.
No constitution . . . mergers . . . organization or honors.
No awards . . . flag waving . . . executives or decisions.
No certificates or trespassing. Vintage is everything!

The Cub Club, through annual donations, supports a \$150 AAAA Scholarship each year.

*BERTEA leads the way
in helicopter flight controls*

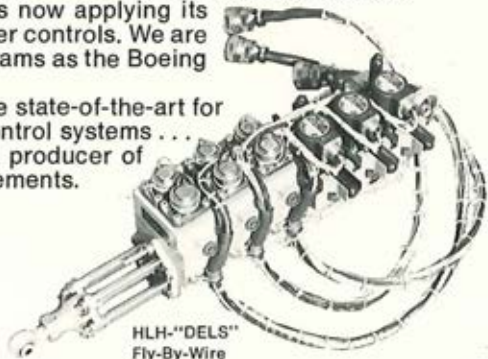
HLH UTTAS AAH

BerteA, a pioneer in the design and production of flight control systems for the aircraft and missile industry is now applying its talents to the development of helicopter controls. We are a major contributor to such new programs as the Boeing Vertol HLH/UTTAS and Hughes AAH.

BerteA is consistently advancing the state-of-the-art for conventional and rotary wing flight control systems . . . increasing our overall capability as a producer of complete flight control system requirements.

BERTEA

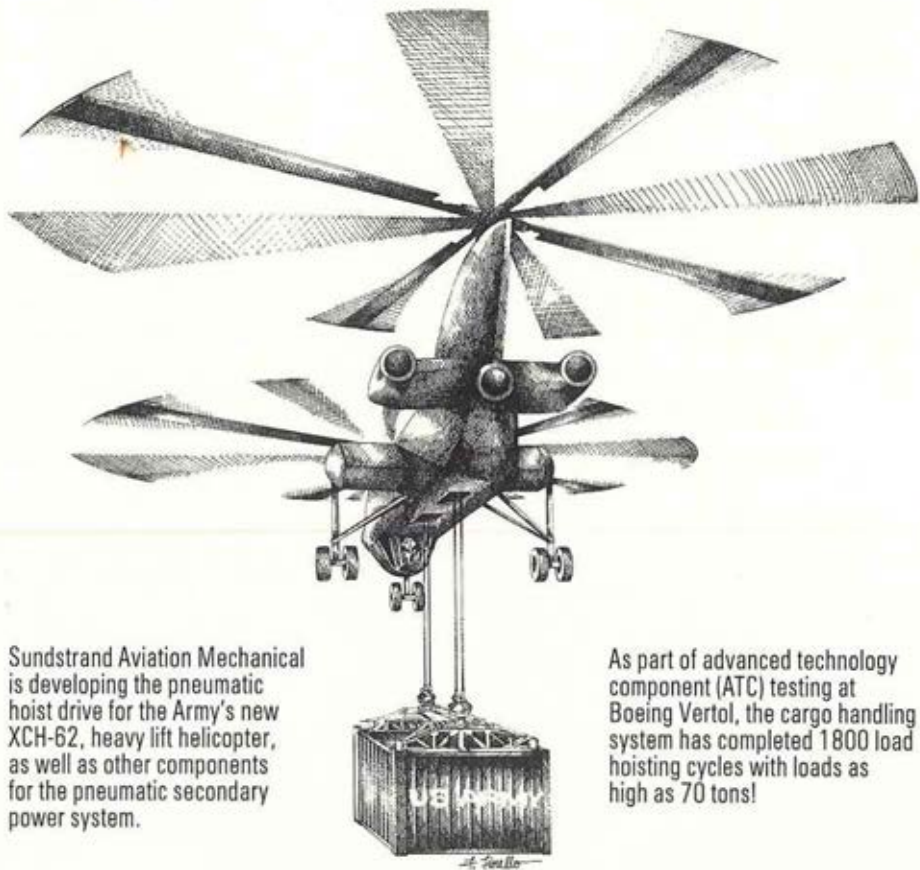
18001 VON KARMAN AVENUE, IRVINE, CALIF. 92664
PHONE (714) 833-1424



HLH-"DELS"
Fly-By-Wire

Heavy Lift

OVER 35 TONS LIFTING CAPABILITY



Sundstrand Aviation Mechanical is developing the pneumatic hoist drive for the Army's new XCH-62, heavy lift helicopter, as well as other components for the pneumatic secondary power system.

As part of advanced technology component (ATC) testing at Boeing Vertol, the cargo handling system has completed 1800 load hoisting cycles with loads as high as 70 tons!

SUNDSTRAND 

® A-108

Sundstrand Aviation Mechanical, Rockford, Illinois 61101, Sundstrand Corporation

New technology for the Army of the 1980's.



Fiberglass rotor on whirl tower



"Fly-by-wire" flight tests—HLH test bed



Dynamic system test rig



All-fiberglass rotor blade

With a primary design mission payload of 22.5 tons and an actual airlift capability exceeding 35 tons, the versatile XCH-62 Heavy Lift Helicopter can serve the Army of the 1980's in a variety of mission situations.

The HLH development program is evolutionary, starting with the Advanced Technology Components Program and culminating in the construction and flight test of a prototype. The objectives are to make the HLH efficient, productive, reliable, survivable, and cost-effective by implementing component and prototype developments

after they have been proven. This is how "design-to-cost" is being achieved.

Test results have demonstrated the viability of the XCH-62 advanced technology component systems. "Fly-by-wire" and external cargo system testing have been accomplished. Rotor, transmission, and dynamic systems tests are nearing completion.



BOEING HELICOPTERS

BOEING VERTEL COMPANY

Philadelphia, PA 19142

Boeing puts Advanced Technology Components to work in the Army's XCH-62 Heavy Lift Helicopter.

Rotor

Multi-load-path, corrosion-free fiberglass blades give improved safety, reliability, and stress-fatigue tolerance. Over 200 hours of unrestricted safe flight demonstrated after failure warning. Ballistic tests have demonstrated that rotor blades can survive 23mm high-explosive impacts. Fiberglass construction permits use of variable airfoil sections for optimum performance and most efficient structural properties. Whirl tests have demonstrated 8000 lb more payload capability than available with technology of rotor systems currently in use.

Airframe

Use of bonded honeycomb panels for primary structure reduces parts count by 23% over conventional skin-and-stringer construction with corresponding reduction in acquisition costs. Inherent stiffness improves helicopter vibratory characteristics. Airframe maintenance costs will be reduced 65% as result of fewer parts, non-buckling structure, minimized stress risers, and corrosion resistance.

Drive

Compact, high power-to-weight ratio transmissions use new materials and advanced design concepts to reduce component weight and size while increasing reliability. On-condition transmissions (no TBO) have integral cooling, diagnostics, and dual lubrication systems.

Propulsion

Three Allison T701 turboshaft engines delivering over 24,000 total shp provide substantial performance margin for mission accomplishment under high density-altitude conditions or with one engine inoperative. Fuel consumption is optimized for helicopter operation, reducing fuel requirement by 27% compared to present-day engines.

Flight controls

Triple-redundant "fly-by-wire" control system increases safety and survivability while reducing weight and maintenance costs. Design features include stability and control augmentation plus special capabilities tailored to HLH mission requirements: ground-referenced hover hold, external load stabilization, and improved precision control capability for both pilot and load controller. System performance has been proven in flight tests of "fly-by-wire" test aircraft. XCH-62 is first aircraft designed for "fly-by-wire" without precedent of mechanical controls.

Cargo handling

Loads exceeding 35 tons can be hoisted and transported safely at 150 knots. Redundant, small-diameter flexible cables, dual drum winches, and pneumatic hoists provide fail safety and survivability at minimum component weight. Tandem-hook suspension stabilizes external cargo of any size and shape.



SIXTEENTH AAAA NATION



COL Nielsen



MG Maddox



GEN Howze



MG McEnery



MG Shoemaker

TUESDAY, 15 OCTOBER 1974
[Shoreham & Sheraton-Park Hotels]

1200-1800

Registration. Sign-in at Convention hotel Executive Room.

1330-1630

Visit Aerospace & Military Exhibits. AUSA halls Sheraton-Park Hotel.

1500-1600

Nat'l Office Coordination Meeting. For Chapter Presidents and Chapter Secretaries The Forum

1630-1800

National Executive Board Business Meeting. First Session ... The Forum

1630-1900

Open Time Shoreham-Americana

1900-2000

Very Early Birds' Reception. Pay as-you-go bar Palladian Room.

2030-2230

A Night at the Races. Pari-mutuel betting (Maximum, \$1) on up to six Cinema Races. Meet and mix at the track, trade winning tickets against bar bill. Sponsored by Washington, D.C. Chapter Palladian Room.

2230-2400

Visit Hospitality Suites. Meet and mix Sheraton-Park Hotel.

Luncheon head count guarantees must be made by 6 p.m. of the day prior to the luncheon, and tickets for a luncheon cannot be sold on day of the function. Plan ahead!



BG Brady



COL Mapp



COL Rathbone

WEDNESDAY, 16 OCTOBER 1974
[Full day at Shoreham-Americana]

0800-1800

Registration Executive Room.

0900-1000

Gen'l Membership Meeting. Election of Nat'l Officers; presentation of Annual Report ... Regency Ballroom

1000-1130

AAAA Open Discussion Meeting. Workshop/Ad Hoc Committee discussion topics ... Regency Ballroom

1130-1200

Open Time Regency Ballroom

1200-1400

General Membership Luncheon. 1974 Performance Awards, seating by discussion group topics. Chapter Awards Regency Ballroom

1400-1515

Co-Leader outlines. By discussion groups; **Nat'l Executive Board Meeting.** 2nd session. Regency Ballroom

1530-1700

Wrap-Up Meeting/Discussion Group Reports Regency Ballroom

1700-1900

Open Time ... Shoreham-Americana

1800-2100

AAAA Early Birds' Reception. Pay-as-you-go bar/snacks in Palladian Room. AAAA Chapter Hospitality Suites open. Shoreham-Americana.

2200-2400

Visit Hospitality Suites ... Sheraton-Park & Shoreham-Americana Hotels

THURSDAY, 17
[Shoreham & Sheraton-Park Hotels]

AAAA Professional
[Sheraton Hall, Shoreham-Americana]

0830-1000
"AVIATION TAC"

General Hamilton
Panel Meeting

Major General
Cdr, 101st Air Assault Division
Fort Campbell

Major General
Commander, 1st Cavalry Division
Fort Hood

Brigadier General
Asst Dep Cdr, US Army
Combat Development
Fort Leavenworth

Colonel
Deputy for Training
Fort Rucker

Colonel
Director, Office of
USAAVNC, Fort Belvoir

Colonel
Off. DCS Combats
USATRADOCC, Fort Belvoir

0955-1000
Coffee Break. Annual
18 Oct. Honors

1030-1100
AAAA Ladies, Brunch
Room of the Sheraton



COL Wo

L CONVENTION PROGRAM



BER 1974
-Park Hotels]
Presentations
on-Park Hotel]

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I. Mapp
USAAVNC

Alabama

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Monroe, Va.

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to
... Diplomat
on-Park Hotel.



mansee



BG Simkin



BG Khosrodad



COL Shallcross



COL Keaton

THURSDAY, 17 OCTOBER 1974
AAAA Professional Presentations
[Second Panel - Sheraton Hall]

1010-1130
"AVIATION PERSONNEL PICTURE"
(Panelists' Photos are on Page 32)

Major General George W. Putnam, Jr.,
Dir of Military Personnel Policies.

ODCSPER, DA, Panel Moderator
Brigadier General William L. Mundie
Director, Off Personnel Directorate

Colonel William E. Hornish
Chief, Professional Development Div.

Officer Personnel Directorate
Colonel William C. Louisell
Chief, Officer Division

ODCSPER, DA

1130-1200
Open Time (An opportunity to meet
and to mix) Sheraton Hall

1200-1415
AAAA-Industry [Corporate] Mem-
ber Luncheon. Introduction of 1974
National Award Winners & Foreign
Guests. AAAA Regional Awards, if
made Cotillion Room

AAAA Professional Presentations
[Third Panel - Sheraton Hall]

1430-1645
"AVIATION ABROAD"

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

AAAA Invited Guests
Colonel Alfredo D. Nappi
Commando De Aviacion
Buenos Aires, Argentina

Brigadier Maurice W. Simkin
Former Director, Army Aviation
Australian Embassy, Wash., D.C.

Colonel A.K. Casselman
Director of Land Aviation
Defense Hqs. Ottawa, Canada

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

Major General R.L.C. Dixon, M.C.
Director of Army Aviation
Middle Wallop, England

Brig. Gen. Manouchehr Khosrodad
CG, Imperial Iranian Army Aviation
Tehran, Iran

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

Colonel Friedrich Feldman
Cdr. I. (GE) Corps Army Aviation
Koeln, West Germany

1530-1545
Coffee Break. Sponsored by Emer-
son Electric Co. Sheraton Hall

1700-1900
Open Time ... Shoreham-Americana

1700-1800
'74 Cub Club Reunion .. Suite B-120
[Continued on the Next Page]



MG Starry



MG Ochs



BG Cockerham



BG Lauer



PROFESSIONAL-SOCIAL PROGRAM FOR THE 1974 AAAA NATIONAL CONVENTION

1900-2030

The President's Reception. Introduction of AAAA President-Elect. (Admission by ticket only. Fingertip Buffet. Cocktail dresses, business suits)Regency Ballroom

2030-2400

Visit Hospitality Suites. (An opportunity to mix.) Shoreham-Americana

FRIDAY, 18 OCTOBER 1974

[Shoreham-Americana Hotel only]

0800-1100

RegistrationExecutive Room

**AAAA Professional Presentations
Fourth Panel - Blue Room**

0830-1030

"AVIATION HARDWARE PICTURE"

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

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

Brig. General Samuel G. Cockerham
AAH Project Manager, USA Aviation
Systems Command, St. Louis, Mo.

BG Jerry B. Lauer

UTTAS and HLH Project Manager
USAAVSCOM, St. Louis, Mo.

Colonel Jack L. Keaton

ASE Project Manager, USA Aviation
Systems Command, St. Louis, Mo.

Colonel George W. Shallcross

Cdr. USA Air Mobility Research and
Development Lab, Fort Eustis, Va.

1100-1145

AAAA Honors Luncheon Reception.
(Cash bar). Ambassador Ballroom.

1145-1400

AAAA Annual Honors Luncheon
Regency Ballroom, Shoreham Hotel

"Outstanding Aviation Unit Award"

presented by Lieutenant General
John R. Deane, Special Asst to the
Secretary of the Army (I&L)

**"Outstanding Reserve Component
Aviation Unit of the Year"**

Presented by Lieutenant General

John R. Deane and Major General
LaVern E. Weber, Chief, National
Guard Bureau, Washington, D.C.

**"James H. McClellan Aviation
Safety Award"**

presented by the Honorable Howard
E. Haugerud, President, McClellan
Memorial Foundation

"Army Aviator of the Year Award"

to be presented by General Henry
A. Miley, Jr., Commander, US Army
Materiel Command

"Aviation Soldier of the Year Award"

presented by the Hon. Herman R.
Staudt, Under Secretary of the Army

Military dress; Green uniform. Re-
served seating ... Regency Ballroom

1430-1515

**National Executive Board Business
meeting.** Site & date selection for
1975 AAAA Convention, Rm B-120.

1800-2000

Diehards' Only Room B-120.

DETAILS - AAAA DAY - WEDNESDAY, 16 OCT.

Following the **General Membership Meeting** on Wednesday morning, attending Delegates and members will be invited to take part in a 1000-1100 open Q&A meeting, and then at 1100 to link up with the appropriate National Officer having AAAA expertise in the subject areas in which they're interested.

The "discussion groups" will then be encouraged to continue their discussions as a table grouping at the 1200-1400 **General Membership Luncheon** on Oct. 16.

At 1400, the groups will be asked to convene informally again, elect co-leaders, and have these co-leaders prepare brief outlines for presentation at the **Wrap-Up General Membership Meeting** at 1530 hours, or, if not covered at this **Wrap-Up Meeting**, for transmittal to the National Office for later Executive Board action.

A list of the Nat'l Board **Discussion Group Leaders** and their AAAA areas of interest follows:

Brigadier General Robert M. Leich, IGR Awards
Brig. Gen. O. Glenn Goodhand, Ret. By-Laws
Donald F. Luce Chapter Activities
Colonel George W. Adamson Congressional Liaison
Larry C. Franzoi DAC Affairs
CSM Manuel M. Lima, Ret. Enlisted Affairs
COL John W. Marr Fiscal Affairs
Lt. General John M. Wright, Ret. Government
Colonel Ted A. Crozier Hall of Fame
Carl D. Perry-Clifford J. Kalista Industry Affairs
BG J.W. Hemingway-MAJ C.J. Herrick, Jr. Membership
Arthur H. Kesten Policy Matters
MG W.J. Maddox, Jr.-COL J.H. Dibrell .. Regional Activ.
MG FS Greenlief-COL-CR Jones, Reserve Components
LTG H.W.O. Kinnard-J.A. McKenna Resolutions
Bryce Wilson Scholarship Foundation
CW4 R.L. Hamilton-CW4 H.S. Luchner WO Affairs

Fly-by-wire will help the U.S. Army's HLH fulfill its missions with precision and safety.

In less space and weight,

By eliminating bulky, heavy, flight control linkages, the prototype Direct Electrical Linkage System (DELS)—electronics by General Electric's Aircraft Equipment Division—will reduce the overall weight of

the Boeing-designed HLH by nearly 1500 pounds.

By precise control,

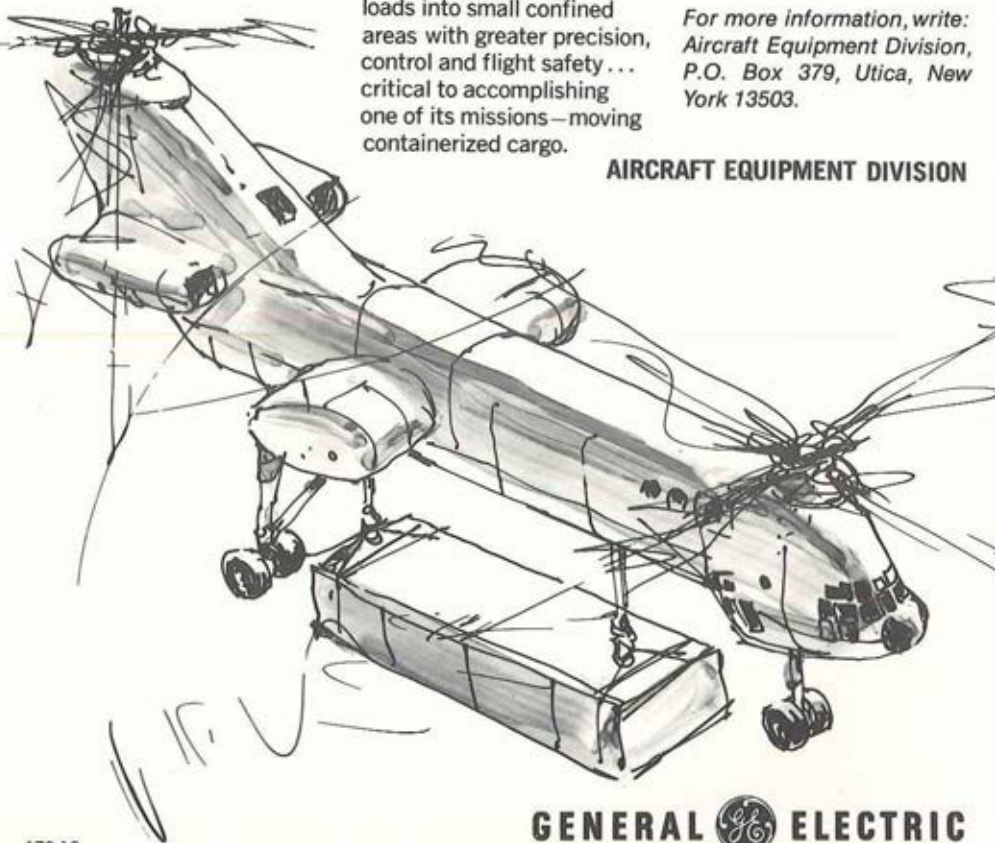
DELS, in combination with General Electric's automatic flight control system, will permit the HLH, with a lifting capability in excess of 35 tons, to deliver large loads into small confined areas with greater precision, control and flight safety... critical to accomplishing one of its missions—moving containerized cargo.

And greater reliability/survivability.

Increased reliability through the use of multiple paths (channels) between the cockpit and rotor control actuators also enhances survivability in the event a DELS circuit is knocked out.

For more information, write: Aircraft Equipment Division, P.O. Box 379, Utica, New York 13503.

AIRCRAFT EQUIPMENT DIVISION



SCIENCE/SCOPE

The Hellfire (Helicopter-Launched Fire and Forget) missile, which Hughes is now developing under contract to the U.S. Army Missile Command, is an advanced modular missile for use against tanks, vehicles, and ground emplacements. The next-generation missile beyond the Army's present TOW, Hellfire has a greater range and can use four different seeker-heads -- laser, radar frequency-infrared, optical contrast, or imaging infrared -- which give it an all-weather, day-night capability. Hughes has one year to build a prototype missile, launcher, functional cockpit mock-up, and other equipment for a competitive evaluation.

Laser-homing missiles, tanks, and artillery shells will be guided to target by ground troops with a device called GLLD (pronounced "glid" -- an acronym for Ground Laser Locator Designator), which Hughes is developing for the U.S. Army Missile Command. Lightweight tripod-mounted GLLD consists of a laser, a rangefinder, a telescopic sight, and a tracking unit, integrated into a single black box. Two men can easily move it into forward battlefield position.

A single GLLD operator scans an area for "hard" targets like tanks or bunkers, uses the laser rangefinder to determine distance and bearing, then focuses GLLD's narrow-beam high-intensity laser on the precise spot he wants the laser-homing weapon to strike. Remote aircraft or artillery units then launch or fire weapons whose sensors lock in on the laser beam reflected from the target and home in for a hit.

101 TOW anti-tank missile systems for U.S. Army HueyCobra helicopters are now being built by Hughes under contract to Textron's Bell Helicopter Company. The TOW helicopter system consists of a telescopic gyro-stabilized sight, guidance and control equipment, cockpit displays and controls for gunner and pilot, and four two-round missile launchers. It enables the crew to launch wire-guided TOW at standoff ranges against tanks, trucks, and ground installations with bull's-eye accuracy.

Creating a new world with electronics

HUGHES

HUGHES AIRCRAFT COMPANY



PROGRAM
SIXTEENTH ANNUAL AAAA HONORS LUNCHEON

Welcome

Colonel Edward L. Nielsen, USA [Ret.]
President, Army Aviation Association of America

Invocation

Chaplain [Major General] Gerhardt W. Hyatt
Chief of Chaplains, United States Army

Musical Interlude

Presentations

"Outstanding Aviation Unit Award"
and the
"Outstanding Reserve Component Aviation Unit Award"
presented by
Lieutenant General John R. Deane, Jr.
Special Assistant to the Secretary of the Army (I&L)
as assisted by
Major General LaVern E. Weber
Chief, National Guard Bureau

"James H. McClellan Aviation Safety Award"
presented by the
Honorable Howard E. Haugerud
President, McClellan Memorial Foundation

"Army Aviator of the Year Award"
presented by
General Henry A. Miley, Jr.
Commander, U.S. Army Materiel Command

"Aviation Soldier of the Year Award"
presented by the
Honorable Herman R. Staudt
Under Secretary of the Army

Transfer of Gavel

Benediction
Chaplain [Major General] Gerhardt W. Hyatt

A new kit for hands-off helicopter operations



Kaiser introduces the KMS-109 MINISTAB — a lightweight, electro-mechanical stability augmentation system for helicopters. The KMS-109 provides hands-off flying for light and utility helicopters with boosted controls. All controls, computers, interfaces and actuators come to you in kit form. Ready for installation. FAA approval for Bell 206 with other applications pending.

KMS-109 MINISTAB is the basic system. It gives complete pitch, roll and yaw stability for VFR or two-pilot IFR operations. Add-on options that increase the capability of the KMS-109 include:

- Altitude Hold
- Heading Hold

Everything you need is shipped to you in a single carton, ready for quick installation by a licensed A&P mechanic. Kaiser Field Engineers are available to provide technical support. 24 hour phone lines. All KMS-109 MINISTAB components carry our full Kaiser warranty.

Call Kaiser Marketing at (415) 493-3320 and we'll start you on a KMS-109 retrofit for your helicopter. MINISTAB is manufactured in the United States by Kaiser, under license from SFENA (Societe Francaise d'Equipements pour la Navigation Aerienne).

Kaiser Aerospace and Electronics is a subsidiary of Kaiser Industries, Oakland, CA.

KAISER
AEROSPACE &
ELECTRONICS

Kaiser Aerospace & Electronics Corporation

1651 Page Mill Road, P.O. Box 11275, Sta. A, Palo Alto, California 94306, (415) 493-3320, TWX (910) 373-1274



**WINNERS OF 1973-1974
ARMY AVIATION ASSOCIATION
NATIONAL AWARDS**

OUTSTANDING AVIATION UNIT OF THE YEAR AWARD

Established by the Army Aviation Association of America
and sponsored by the Hughes Helicopters Division
and presented to the

155th Aviation Company [Attack Helicopter]
and accepted for the unit by
Major Kermit E. Larson, Jr., and
Sergeant First Class Ray M. Teer

OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD

Sponsored by the Army Aviation Association of America
and presented to the

445th Aviation Company [Assault Helicopter]
and accepted for the unit by
Major Karl M. Frank, Oklahoma-ARNG, and
1st Sergeant Kenneth Inman, Oklahoma-ARNG

JAMES H. McCLELLAN AVIATION SAFETY AWARD

Established to honor the memory of James H. McClellan, an Army
Aviator who was killed in a civil aviation accident on July 22, 1958
sponsored by the McClellan Memorial Foundation and presented to

Captain Charles F. Nowlin
U.S. Army Agency for Aviation Safety

ARMY AVIATOR OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America
and presented to

Chief Warrant Officer [W2] Norman E. York
71st Aviation Company (Assault Helicopter)

AVIATION SOLDIER OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America
and presented to

Sergeant First Class Robert J. Coleman
C Company, 159th Aviation Company (ASH), 101st Airborne Division (AmbL)



*...and Breeze moves it — **ANYWAY!***

Breeze has designed and made over 90% of the airborne hoists and winches used in today's helicopters. When you want to raise to, or lower from, or move something in or out of an aircraft . . . THINK OF BREEZE.

AIRBORNE WINCHES, HOISTS, CARGO LOADERS, ACTUATORS,
CONTROLS, MISSILE & TARGET LAUNCHERS, RFI SHIELDING



BREEZE CORPORATIONS, INC.

700 Liberty Avenue, Union, N.J. 07083 • 201-686-4000



HEAD TABLE GUESTS
SIXTEENTH ANNUAL AAAA HONORS LUNCHEON
October 18, 1974 — Washington, D.C.

- Honorable Norman R. Augustine, Assistant Secretary of the Army (R&D)
Lieutenant General Allen M. Burdett, Jr., Commander, III U.S. Corps and Ft. Hood
 Honorable Howard W. Cannon, United States Senate
 Sergeant First Class Robert J. Coleman, "Aviation Soldier of the Year"
Lieutenant General Donald H. Cowles, Deputy Chief of Staff for Operations & Plans
 Joseph P. Cribbins, Special Assistant for Aviation Logistics, ODCSLOG
Lieutenant General John R. Deane, Jr., Special Assistant to the Secretary of the Army
 for Installations and Logistics
Lieutenant General Charles G. Dodge, Ret., Executive Vice President, AUSA
 Lieutenant General Ralph L. Foster, Director of the Army Staff
Major Karl M. Frank, Commander, 445th Aviation Company, Oklahoma-ARNG
 Honorable Howard E. Haugerud, President, McClellan Memorial Foundation
Major General Frank Hinrichs, Commander, USA Aviation Systems Command
 Honorable Hadlai A. Hull, Assistant Secretary of the Army (FM)
 Major General Gerhardt W. Hyatt, Chief of Chaplains, U.S. Army
First Sergeant Kenneth Inman, Senior NCO, 445th Aviation Company, Oklahoma-ARNG
 Arthur H. Kesten, Executive Vice President, AAAA
 Lieutenant General J.A. Kjellstrom, Comptroller of the Army
 Lieutenant General Fred Kornet, Jr., Deputy Chief of Staff for Logistics
 Major Kermit E. Larson, Commander, 155th Aviation Company (Atk Hel)
Brigadier General Robert M. Leich, IGR, Chairman, AAAA Awards Committee
 Honorable M. David Lowe, Assistant Secretary of the Army (M&RA)
Major General William J. Maddox, Jr., Commander, USA Aviation Center & Ft. Rucker
 Honorable John L. McClellan, United States Senate
 General Henry A. Miley, Jr., Commander, USA Materiel Command
 Colonel Edward L. Nielsen, Ret., President, AAAA
Captain Charles F. Nowlin, Winner, "James H. McClellan Aviation Safety Award"
Lieutenant General Donn R. Pepke, Deputy Commander, USA Forces Command
 Honorable Herman R. Staudt, Under Secretary of the Army
Sergeant First Class Ray M. Teer, Senior NCO, 155th Aviation Company (Atk Hel)
 Honorable Strom Thurmond, United States Senate
 Major General LaVern E. Weber, Chief, National Guard Bureau
 General Frederick C. Weyand, Acting Chief of Staff, U.S. Army
Lieutenant General John M. Wright, Jr., Ret., President-Elect, AAAA
Chief Warrant Officer [W2] Norman E. York, "Army Aviator of the Year"
Head table guest list as at September 30. Subject to change.



1959-1973 WINNERS OF THE AAAA "JAMES H. McCLELLAN AVIATION SAFETY AWARD"



MAJ Eliasson



COL Inskeep



R.L. Thomas



COL Neel



COL Stansberry

1959 — MAJOR ARNE H. ELIASSON
Aviation Safety Div. of Hqtrs., 7th U.S. Army, APO New York

1960 — COLONEL JOHN L. INSKEEP, CO-WINNER
U.S. Army Primary Helicopter School at Fort Wolters, Texas

1960 — RAYMOND L. THOMAS, CO-WINNER
Southern Airways Company (Contract Operations)

1961

The Award was not presented in 1961.

1962 — COLONEL H. SPURGEON H. NEEL, JR.
U.S. Army Hospital at Fort Rucker, Alabama

1963 — COLONEL JAMES F. WELLS
Military Advisory Assistance Group, Republic of China (Taiwan)

1964 — COLONEL CONRAD L. STANSBERRY
Headquarters, U.S. Army, Europe, APO New York 09403

1965 — RALPH B. GREENWAY
Army Aviation Directorate, OACSFOR, Department of the Army

1966 — GERARD M. BRUGGINK
USA Board for Aviation Accident Research, Fort Rucker, Ala.

1967 — CAPTAIN GARY R. RAMAGE
228th Assault Helicopter Battalion (USARV)

1968 — FRANCIS P. MCCOURT
U.S. Army Aviation Laboratories, Fort Eustis, Virginia

1969 — COLONEL RUSSELL P. BONASSO
USA Board for Aviation Accident Research, Fort Rucker, Ala.

1970 — COLONEL ROBERT W. BAILEY
US Army Aeromedical Research Laboratory, Fort Rucker, Ala.

1971 — COLONEL EUGENE B. CONRAD
USA Board for Aviation Accident Research, Fort Rucker, Ala.

1972 — BRIGADIER GENERAL WILLIAM W. SPRUANCE
Air National Guard, Wilmington, Delaware

1973 — CHIEF WARRANT OFFICER [W2] RALPH S. PARK
155th Aviation Company (Attack Helicopter), Ford Ord, Calif.



COL Bonasso



F.P. McCourt



CPT Ramage



G.M. Bruggink



R.B. Greenway



COL Bailey



COL Conrad



BG Spruance

Our ARU-42/A just earned its stripes.

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405th Transportation Maintenance Detachment (USARV)

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1973 — SERGEANT FIRST CLASS ROBERT H. VAUGHAN, JR.
4th Bn (AFA), 77th FA, 101st Abn Div (Amb), Ft. Campbell, Ky.



SP5 Jantz



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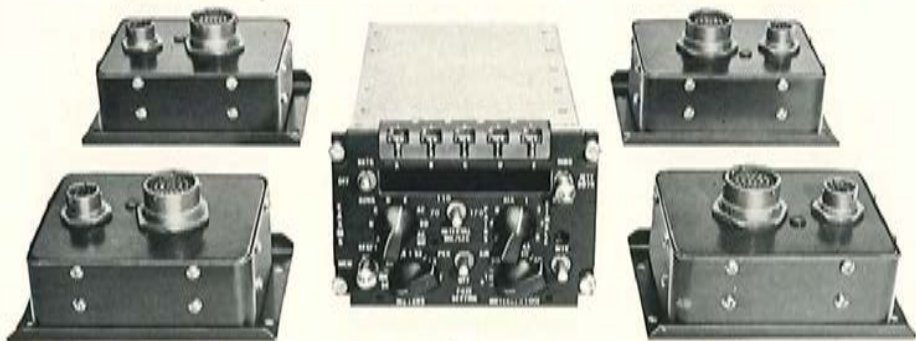


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Headquarters, XVIII Airborne Corps, Fort Bragg, N.C.

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AND THE ATTACHED 10th AIR TRANSPORT BRIGADE**
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Colonel Delbert L. Bristol, 10th Air Transport Brigade

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Young, and Command Sergeant Major William T. Mixon,
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Sergeant First Class Lionel S. McDonald, Senior NCO

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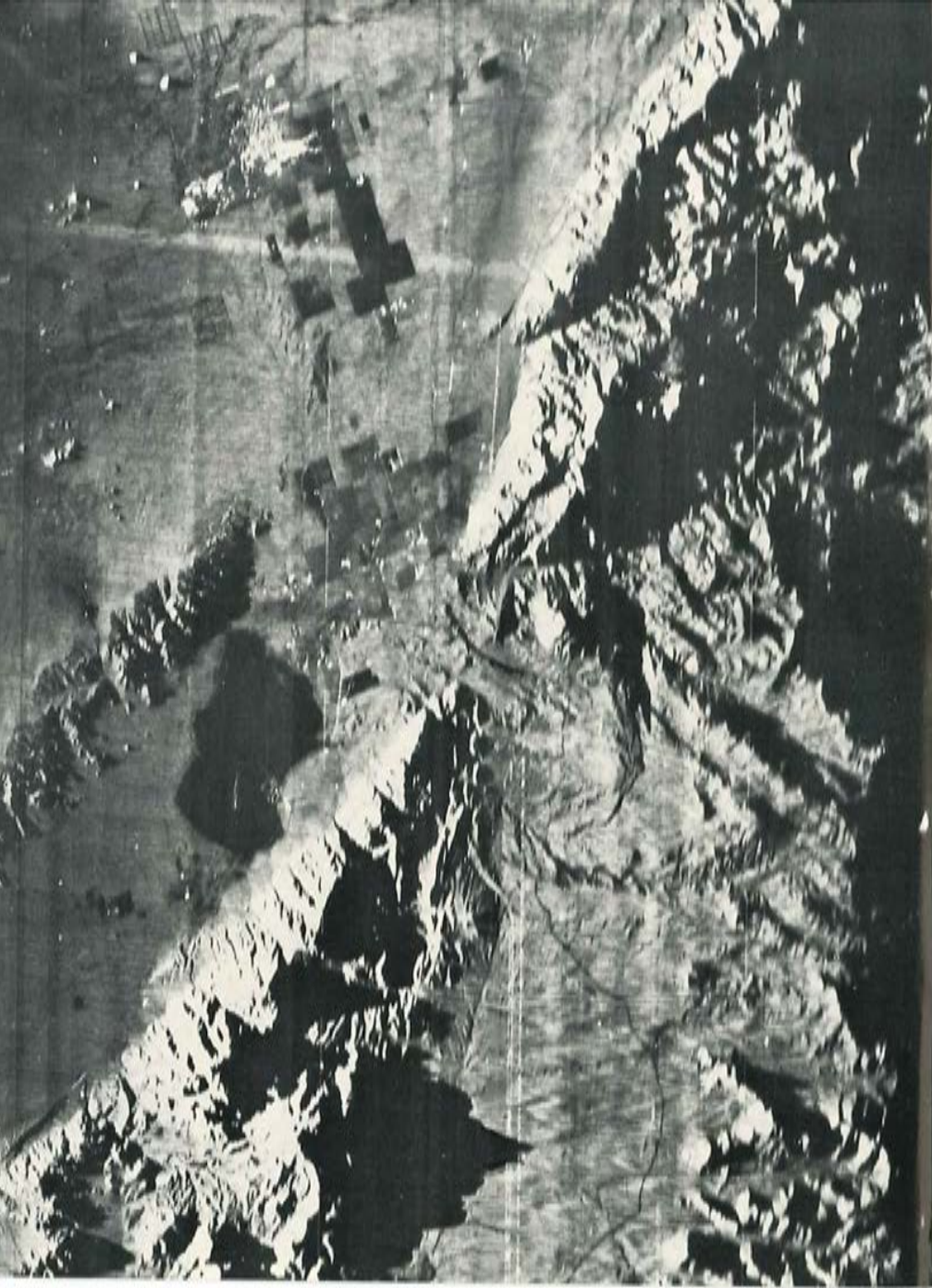


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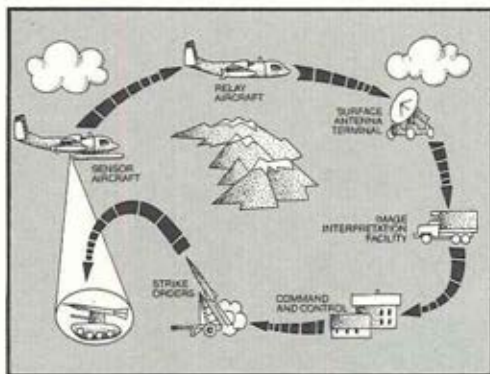
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MAJ Fosbender

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FIRST TO ENROLL IN NEW PLAN!

Chief Warrant Officer (W3) Howard P. Hulen, a 26-year veteran and a member of the Washington Army Nat'l Guard, is the first Reserve Component Aviator to enroll in the new Flight Pay Protection Plan tailored to the pay tables of ARNG-USAR aviators and crewmen. The new insurance plan was developed by CW4 Henry S. Luchner in conjunction with Ladd Agency, and duplicates the coverage offered to active Army members of the AAAA.

CIVIL ROTARY WING OPERATIONS

The Aerospace Industries Association's annual directory of civil rotary wing operations list 4,819 helicopters now being operated by 1,536 operators, a gain of 218 helicopters and four new operators over the previous year. Other pertinent statistics:

- .. 33 commercial firms in the U.S. and Canada now operate 10 or more helicopters.
- .. California has the greatest number of helicopters: 482.
- .. Arizona shows the greatest increase: from 86 to 118.
- .. In Louisiana, more than 310 choppers service more than 3,000 oil platforms in the Gulf of Mexico.
- .. Civil gov't agencies had an 18 percent increase in the number of helicopters they use; 12 percent more agencies now use them.

Another staggering statistic: There are now 211 helicopter flight schools in the U.S., Canada, and Puerto Rico.

CLASSIFIED ADS

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CONGRATULATIONS! - In a late August awards ceremony at Wertheim AAF, Germany, COL Thorvald R. Torgersen, Commander of the 11th Aviation Group (Combat), presented safe flying certificates to seventeen aviators of the 71st Aviation Company (Aslt Hel) for an accumulation in excess of 16,000 accident-free flying hours. Three recipients had more than 2,000 hours, ten had more than 1,000, including the 71st Commander, MAJ Stuart A. Miller, and CW2 Norman E York, AAAAA's 1973-1974 "Aviator of the Year", and four more than 500 hours.

AN AAAAA FIRST!

The distinction of being the first person to enroll in AAAAA under the new three-year membership option is Major Curtis J. Herrick, Jr., a member of Fort Hood's crack 227th Aviation Battalion and the current AAAAA Vice President for Membership Enrollment for both the Fifth Army Area Region and the Fort Hood Chapter of AAAAA.

An excellent example of illustrating what a leader does best . . . he leads!

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Waverly IA 50677
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56th Aviation Company
APO New York 09028
PETERSEN, Peter G.
220 Anzio Road
Fl Ord CA 93941
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Co C, 101st Aviation Bn
Fl Campbell KY 42223

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LIMA, Manuel, Jr., CSM
71 Wedgewood Drive
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APO San Francisco 96301
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APO New York 09185

ENLISTED

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141 Maple, Cedar Grove Essts
Copperas Cove TX 76522

RETIRED

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5201 SW 88th Terrace
Cooper City FL 33314
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Columbus GA 31904
BUTLER, Don A., LTC
Box 572
Seymour TX 78234
CARTWRIGHT, Alvin, LTC
14718 Pine Drive
Largo FL 33540
FARMER, Marvin A., Jr., CW4
1611 Avondale Drive
Altavista VA 24517
GOODWIN, Norman W., LTC
351 Les Arbolitos Blvd
Oceanside CA 92504
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Baltimore MD 21224
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Falls Church VA 22041
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13671 Pinecrest Drive
Largo FL 33540
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Wallingford PA 19086
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APO New York 09205
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Box R
APO New York 09165
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Westerville OH 43081

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Goldsboro NC 27530
WALDRUP, Robert A.
2119 Wilson Drive
Arlington TX 76011
WUERZ, Norman L.
TRW, M St., NW, Suite 800
Washington DC 20036



In early September, a most enthusiastic group of 28 AAAA members re-activated the '66 "Checkpoint Charlie Chapler" the seventh Chapter activity in USAREUR. Shown, left to right, is the new Chapter's Executive Board: CPT Robert J. Scherer, Sec; SSG John P. Burg, ExVP; CPT Edward Fitzsimmons, VP, Programming; MAJ Alexander Woods, Jr., Pres; CPT Edward H. Gore, Treas; CW3 Robert S. Sween, VP, Publicity; CPT William R. Craig, VP, Memb Enrollment; and SP5 Manfred W.F. Uding, VP, Benefits. "MG Sam S. Walker, the U.S. Commander, Berlin, has consented to be our 'Honorary President', and will support us 'All the way,'" indicates the newly-elected Chapter President.

THREE YEAR ACCIDENT-FREE STRETCH

The Air Ambulance Branch (Flatiron) of Ft. Rucker's Aero-medical Center recently received a DA Award of Honor for flying 4,709 accident-free hours during Jan 1971-Dec 1973. MG Spurgeon Neel, Commander, Health Services Command, made the late September award presentation.



AAAA TO HONOR SENATOR THURMOND AT NOV. 12 "APPRECIATION LUNCHEON"

The Honorable J. Strom Thurmond [R-S.C.] has been selected to receive the Army Aviation Association's initial "George W. Casey Award", according to an announcement by Brigadier General Robert M. Leich, IGR, Chairman of AAAA's National Awards Committee.

Leich indicated that the affable Senator from South Carolina has been singled out as a strong supporter and friend of Army Aviation, and will be honored at the Association's first "Congressional Appreciation Luncheon." The November 12 function will be held in the Koran Room of Fort Myer's Officers' Open Mess and is expected to be attended by leading officials of Congress, industry, the U.S. Army and Army Aviation, and the AAAA.

The award is named after Major General George W. Casey, Commanding General of the First Cavalry Division [Airmobile] who was killed in action in Vietnam in a helicopter crash on July 7, 1970.

"Chet" Jeziarski, a former Army Aviator with experience in USARV and OCINFO, has been commissioned to paint a portrait of the awardee. He had painted the initial seven "Army Aviation Hall of Fame" portraits earlier this year.



Senator Thurmond

Friends and admirers of Senator Thurmond who are associated with AAAA, and who wish to honor him, may obtain tickets for the Nov. 12 "Congressional Appreciation Luncheon" from the following:

Colonel G.W. Adamson, AAAA Luncheon Chairman, 8201 Dunsinane Court, McLean VA 22101, Colonel Ted A. Crozier, 1427 Woodacre Drive, McLean VA; or the AAAA National Office, 1 Crestwood Road, Westport CT 06880. Tickets for the luncheon cost \$6.

**We can handle all of your financial needs,
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DISPLAY—Ralph P. Alex [2d from right], is shown briefing BG Henry W. Hill, ECOM Dep Cdr [2d from left], on Sikorsky UTTAS mockup display at Ft. Monmouth. Looking on are, l-r, COL Chester W. McDowell, Jr, PM, NAVCON, & COL Lee M. Hand, Cdr/Dir, Avionics Lab & Pres., AAAA's Monmouth Chapter.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

Act of August 12, 1970; Section 3685,
Title 39, United States Code]

Title of Publication: Army Aviation Magazine. Date of Filing: September 26, 1974. Frequency of Issue: Monthly, except June, September, and November. Location of known office of publication: 1 Crestwood Road, Westport CT 06880. Location of the headquarters or general business offices of the publishers: Same. Publisher: Arthur H. Kesten, 1 Crestwood Road, Westport CT 06880. Editor: Same. Managing Editor: Dorothy Kesten, same. Owner: Army Aviation Publications, Inc., 1 Crestwood Road, Westport CT 06880; Arthur H. Kesten, same; Dorothy Kesten, same. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities: None.

The average number of copies for each issue during the preceding 12 months, and the actual number of copies of the single issue published nearest to the filing date (latter appears in parentheses) were:

- a. Total no. of copies printed: 10,843 (10,420).
- b. Paid Circulation:
 - 1. Sales through dealers and carriers, street vendors, and counter sales: None (None).
 - 2. Mail Subscriptions: 10,060 (9,605).
- c. Total Paid Circulation: 10,060 (9,605).
- d. Free distribution by mail, carrier, or other means:
 - 1. Samples, complimentary, and other free copies: 441 (446).
 - 2. Copies distributed to news agents, but not sold: None (None).
- e. Total distribution (C + D): 10,501 (10,051).
- f. Office use, left-over, unaccounted, spoiled after printing: 342 (369).
- g. Total (E + F) should equal net press run shown in A): 10,843 (10,420).

Dorothy Kesten, Managing Editor

THE ARNG Aviation Division gained its 4th major element on 1 September 1974, when the Safety Office became a part of the Division at Edgewood Arsenal, MD.

Major Charles R. Strickland, Safety Manager, speaks with a degree of pride when he tells of the accomplishments he and his staff have realized; one of the most significant being a major reduction in accidents caused by low-level flights striking wires. This reduction was accomplished by amending pertinent regulations to prevent aircraft from flying lower than 500 feet except under certain circumstances. This same amendment added a requirement to have a trained safety observer aboard each flight.

The goals that **Chuck** and his staff have set for the Safety Program are far reaching and have tremendous impact on ARNG Aviation. Ultimately, of course, their primary desire is to obtain an "O" accident rate, but to reach this, certain secondary goals must first be met. They want to see each aviation unit with its own professionally trained Safety Officer; further, they want to establish a Safety Program within the ARNG which will be a model for aviation units worldwide.

The Safety Office is hosting its **Third Annual ARNG National Safety Conference** in Washington, DC, on 16-17-18 October. Safety professionals nationwide will attend this Conference.

Aviation Intensive Management Items

The ARNG participates with all other major commands as well as the US Army Aviation Systems Command in the **Aviation Intensive Management Items (AIMI) Program**. The intent of the **AIMI Program** is to provide intensive management practices for selected aviation items of high dollar value and/or those items in a worldwide critically short supply status. These management practices are applied to selected aviation items throughout their life within the Army supply system; use, return to depot, repair/overhaul, and back to the supply system.

The **ARNG AIMI Program** is a viable program involving a total dollar value of \$20 million per year. Plans are currently being finalized to further enhance the ARNG's participation in the total Program and increase the overall visibility by consolidating and centralizing the ARNG management of the **AIMI Program**.

ARNG 759 Committee

The time of reckoning has arrived for approximately 5,000 ARNG aviator flight records. Each year, a **759 Committee** is established to review all ARNG aviator flight records; these records encompass all aviators on flying status during FY 74, including losses, i.e., transfers, retirement, etc.

SGM Hughes, Chief, Flight Certification Branch, ARNG Aviation Division, has gathered a top rate group of non-commissioned officers, and an OIC from various States, to assist in this difficult and tedious task. The individuals and States kind enough

to provide this assistance are: **SGM Davidson**, SD; **CSM Murphy**, TX; **1SG Sheriff**, UT; **SGM Wilson**, CA; **MSG Shearon**, NC; **SFC Squire**, AZ; and **LT Cameron Weber**, OK; is serving as Committee Chairman.

The ARNG and Aviation Division is most appreciative of this assistance provided each year by the States and their personnel.

Initial Entry Flight Training

As it stands now, **Initial Entry Flight Training** for Reserve Component personnel will carry with it a 2-3 year obligated tour of duty in the Active Army beginning in FY 76. All ARNG personnel desiring to go to Flight School without the obligated tour should forward their application for Fiscal Year 75 to the NGB Schools Branch as soon as possible.

Reserve Component Unit Award

Congratulations are in order for the **445th Aviation Company (Assault Helicopter)** of Oklahoma. This fine unit of the Army National Guard has been selected as AAAA's "**Reserve Components Outstanding Aviation Unit for 1973-1974.**"

The awards ceremony will take place during the **AAAA Convention**, 16-18 October 1974.

To establish themselves as the top Reserve Component aviation unit, the officers and men of the 445th had to nudge out some fast competition from many other excellent ARNG aviation units. This was no easy task, but the 445th Aviation Company prevailed. "**One Attaboy**" is awarded to all the other excellent units who were in the running—maybe next year!

On Guard!

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

FPPP PREMIUM TABLE FOR COMMISSIONED OFFICERS
 [Based on the "Aviation Career Incentive Act of 1974"]

| Under Age 30 | | | | | Age 30 or Over | | | | |
|---------------------------|----------------------------|------------------------------|------------------------------|----------------------------|---------------------------|----------------------------|------------------------------|------------------------------|----------------------------|
| IF MONTHLY FLIGHT PAY IS: | YOUR ANNUAL FLIGHT PAY IS: | YOUR ANNUAL PREMIUM RATE IS: | YOUR SEMI-ANNUAL PREMIUM IS: | YOUR QUARTERLY PREMIUM IS: | IF MONTHLY FLIGHT PAY IS: | YOUR ANNUAL FLIGHT PAY IS: | YOUR ANNUAL PREMIUM RATE IS: | YOUR SEMI-ANNUAL PREMIUM IS: | YOUR QUARTERLY PREMIUM IS: |
| \$245 | \$2,940 | \$44.10 | \$23.05 | \$12.03 | \$245 | \$2,940 | \$73.50 | \$37.75 | \$19.38 |
| \$225 | \$2,700 | \$40.50 | \$21.25 | \$11.13 | \$225 | \$2,700 | \$67.50 | \$34.75 | \$17.88 |
| \$205 | \$2,460 | \$36.90 | \$19.45 | \$10.23 | \$205 | \$2,460 | \$61.50 | \$31.75 | \$16.38 |
| \$185 | \$2,220 | \$33.30 | \$17.65 | \$ 9.33 | \$185 | \$2,220 | \$55.50 | \$28.75 | \$14.88 |
| \$165 | \$1,980 | \$29.70 | \$15.85 | \$ 8.43 | \$165 | \$1,980 | \$49.50 | \$25.75 | \$13.38 |
| \$150 | \$1,800 | \$27.00 | \$14.50 | \$ 7.75 | \$150 | \$1,800 | \$45.00 | \$23.50 | \$12.25 |
| \$125 | \$1,500 | \$22.50 | \$12.25 | \$ 6.63 | \$125 | \$1,500 | \$37.50 | \$19.75 | \$10.38 |
| \$100 | \$1,200 | \$18.00 | \$10.00 | \$ 5.50 | \$100 | \$1,200 | \$30.00 | \$16.00 | \$ 8.50 |

FPPP PREMIUM TABLE FOR AVIATION WARRANT OFFICERS

| Under Age 30 | | | | | Age 30 or Over | | | | |
|---------------------------|----------------------------|------------------------------|------------------------------|----------------------------|---------------------------|----------------------------|------------------------------|------------------------------|----------------------------|
| IF MONTHLY FLIGHT PAY IS: | YOUR ANNUAL FLIGHT PAY IS: | YOUR ANNUAL PREMIUM RATE IS: | YOUR SEMI-ANNUAL PREMIUM IS: | YOUR QUARTERLY PREMIUM IS: | IF MONTHLY FLIGHT PAY IS: | YOUR ANNUAL FLIGHT PAY IS: | YOUR ANNUAL PREMIUM RATE IS: | YOUR SEMI-ANNUAL PREMIUM IS: | YOUR QUARTERLY PREMIUM IS: |
| \$200 | \$2,400 | \$36.00 | \$19.00 | \$10.00 | \$200 | \$2,400 | \$60.00 | \$31.00 | \$16.00 |
| \$110 | \$1,320 | \$19.80 | \$10.90 | \$ 5.95 | \$110 | \$1,320 | \$33.00 | \$17.50 | \$ 9.25 |
| \$100 | \$1,200 | \$18.00 | \$10.00 | \$ 5.50 | \$100 | \$1,200 | \$30.00 | \$16.00 | \$ 8.50 |

AVIATION CAREER INCENTIVE ACT OF 1974 FLIGHT PAY SCALE

| Commissioned Officers Pay Scale [Monthly] | Aviation Service | Warrant Officers Pay Scale [Monthly] |
|---|---------------------------|---------------------------------------|
| \$100 | 2 Years or Less | \$100 |
| \$125 | Over 2 Years | \$110 |
| \$150 | Over 3 Years | \$110 |
| \$165 | Over 4 Years | \$110 |
| \$245 [Until 18 Years' Federal Officer Service] | Over 6 Years | \$200 [Until 30 Years' Total Service] |
| Commissioned Officers with Over 18 Years' Federal Service | | |
| \$225 | Over 18 Years | 07 Maximum, \$160 |
| \$205 | Over 20 Years | 08 Maximum, \$165 |
| \$185 | Over 22 Years | |
| \$165 | Over 24, but less than 25 | |

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3. Make your check or money order payable to LADD AGENCY, INC. in the amount of the appropriate premium.
4. Mail your check and this application form to LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn.
5. Allow 2-3 weeks for the delivery of your individual policy of insurance.
6. Consider that you are covered under the Flight Pay Protection Plan on the first day of the month after the post-mark month in which you make application for the coverage.

APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE

(Please Print) Rank/Grade Name ASN Years Service for Pay Purposes

ADDRESS.....

(Post Box Number, Residence or Quarters Address is Desired)

CITY.....

STATE.....

DATE OF BIRTH.....

ANNUAL FLIGHT PAY?.....

I have enclosed a check or money order made payable to LADD AGENCY, INC. for the correct premium and I understand that coverage under the Flight Pay Protection Plan is to become effective upon the first day of the month after the month in which I make application for the coverage.

I certify that I am currently on flying status with an active U.S. Army or ARNG-USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant.....

Date.....

THIS COVERAGE IS ONLY MADE AVAILABLE TO AAAA MEMBERS.

I am an AAAA member: I am not an AAAA member, and have enclosed the \$10.00 initial year annual dues and initiation fee. Please send my credentials.

AAAA Activities

AN UPDATE ON WHAT'S HAPPENING IN
AAAA'S WORLDWIDE-CHAPTER ACTIVITIES



HONORARY MEMBERSHIP—SP5 "Mike" Royka, center, presents BG Peter Collins, Aviation Officer, British Army on the Rhine, with a "Certificate of Honorary Membership" in AAAA on behalf of the 180 members of Frankfurt's Taunus Chapter. CPT Don Skipper, far left, Taunus Chapter President, and MAJ "Bill" Stubbs, far right, 3rd Armored Division Aviation Officer, were also present for the award ceremonies. [USAP/VA Braten]

□ The following notices of AAAA Chapter meetings were received too late to be published in the Aug.-Sept. 1975 issue:

SEPT. 27. Aloha Chapter of Hawaii. Professional Luncheon Meeting. CPT Daniel F. Maslowski, former POW, as guest speaker. Schofield Barracks OOM.

SEPT. 29. Mississippi Valley Chapter [Davenport IA]. Second Annual Fall Fling aboard the "Julie II." Sunday evening boat cruise. Cocktails and dancing.

SEPT. 30. Fort Benning Chapter. Late afternoon professional-business meeting. Donald W. Gluck, Embry-Riddle Aeronautical University, guest speaker. Selection of Chapter Delegates for Nat'l Convention. Flight Standards classroom. Members only.

OCTOBER, 1974 MEETINGS

OCT. 2. Sunbowl Chapter [Fl. Bliss]. Mid-afternoon combined Business-Social Meeting: selection of Chapter Delegates; refreshment. Biggs Top Five Club. Members only.

OCT. 8. Fort Monroe Chapter. Professional-Business Luncheon Meeting. Presentation on Hughes AAH; discussion of agenda items for Nat'l Convention with Chapter Delegates; welcome to MG Alton G. Post. Ft. Monroe OOM.

OCT. 8. Delaware Valley Chapter. Professional Dinner Meeting with area AHS membership. Robert Huston, the NASA-Langley Program Manager for Rotor Systems Research Aircraft, as guest speaker. Media Town House.



FALL KICKOFF—Posing in front of the sign announcing the first Fall meeting of the Monmouth Chapter of the AAAA are, left to right, Len Donnelly, VP for Membership Enrollment; Jack Mannix, Executive Vice President; and Al Smith, Treasurer. The 160-member Ft. Monmouth-based chapter organization is headed by Colonel Lee M. Hand. □



DOUBLEPLAY—Both IG's from the Berlin Brigade are Senior AAs and Charter Members of the Checkpoint Charlie Chapter: LTC William M. McGlockton, I, and LTC Eugene S. Capps. □

OCT. 11. Monterey Bay Chapter [Fl. Ord] After dinner Professional-Social Meeting. A Northrop Corp. representative will show film highlights of the 1974 Paris Air Show. Fort Hood OOM.

OCT. 11. Mt. Rainier Chapter [Fl. Lewis]. Mid-afternoon informal get-together honoring the Ft. Lewis "Army Aviator and Aviation Soldier of the Year." Ft. Lewis O-Club.

OCT. 15. Washington, D.C. Chapter and AAAA Convention attendees. "A Night at the Races" (Six cinema races with pari-mutuel betting during Convention's "Early Bird Reception." Palladian Room of the Shoreham-Americana Hotel.

OCT. 25. Sharpe Army Depot Chapter [Lathrop CA]. "Oktoberfest 74" with draft beer, German food, costumes, and music SHAD O-Club.

NOV. 1. Lindbergh Chapter [St. Louis]. Fall Dinner-Dance. Limited to 150 persons at the Three Flags Restaurant in St. Charles, Mo.

NOV. 1. Taunus Chapter [Frankfurt]. Halloween Dinner/Party at Frankenstein's Castle. Fabulous prizes (Trips for two to Switzerland, Paris).

NOV. 8. Grand Canyon Chapter [Arizona] "Weekend Retreat" at the Double Tree Inn in Tucson. Informal, reasonable social weekend. Children welcome. Festivities begin at 6:30 p.m. on Friday, Nov. 8.

NOV. 12. First "Congressional Appreciation Luncheon" with the Honorable J Strom Thurmond as the 1974 Guest of Honor. For members, guests, and wives. Fort Myer OOM. (Additional details appear on Page 61 of this issue.)

The Personal Side

PERSONAL ITEMS SUBMITTED
BY AAAA MEMBERS

Awards

AAAA HONORARY MEMBERS [CHAPTER]
BG Sinclair L. Melner, Commander, USA
Fourth ROTC Region, Ft. Lewis, WA,
by the Mt. Rainier Chapter, Oct. 11.

FLIGHT SAFETY AWARDS [INDIVIDUAL]
CPT Robert A. Parr, DUFT, USAAVNS.
CW2 Marion F. Standridge, USAAVNS.

Births

Johanna Rae Bridges, daughter of CW2
and Mrs. James A. Bridges, born Aug. 19
at Ft. Rucker AL.

Brett Anthony Buchheit, son of CPT and
Mrs. Joseph D. Buchheit, born Aug. 30 at
West Point NY.

Jeanne Louise Kurtz, daughter of CW2
and Mrs. James E. Kurtz, born Aug. 24 at
Ft. Rucker AL.

Jeffrey Thomas Ley, son of LTC and
Mrs. Donald R. Ley, born September 6 at
Fort Sill OK.

Honor Graduates

U.S. ARMY AVIATION SCHOOL
1LT John K. Schmitt, ORWAC, Sept. 24,
WO1 Glenn S. Uchiyama, WORWAC, Sep 24

USA TRANSPORTATION SCHOOL
1LT Robert S. McElwain, AMORTC,
Phase 1, Class No. 12-74.

Have a personal item or accom-
plishment to list? Please send it in.

Obituaries

COL Gregory L. Olney, Ret., was killed
in a farm accident on October 21, 1973.
His widow resides at Eagle Farms, Doli-
ver IA. (Delayed obituary.)

Ratings

MASTER ARMY AVIATOR
MAJ Thomas R. Nissen, Houston AAF Activity

AND ANOTHER!

Molli Oliver Mertel, wife of AAAA's Fort
Monroe Chapter President, Colonel Ken
Mertel, has written her second book,
Poodles Are People, the odyssey of two
lovable, scrappy poodles who have ac-
companied the Mertels around the world.
The "petite histoire" may be bought
from Exposition Press, Inc., 50 Jericho
Turnpike, Jericho NY 11753 at \$3.50 per
copy, plus \$0.50 postage and handling.

CHAPTER DELEGATE LIST

[The names of other Chapter Delegates
appear on Page 70]

AIRMOBILE CHAPTER [Fl. Campbell]

COL Haary McK. Roper*
LTC Ronald C. Perry
MAJ Wayne E. Mock
MAJ John W. Thomas
CPT Michael L. Skinner
LTC Donald E. Holroyd
1SG Malcolm E. Leighton
CW3 John G. Russell, Jr.
CW3 Max D. Dohring
CW2 Glen H. Maxson
CW2 Robert P. Giffin
WO1 James V. Torney
WO1 William Webb



MAJ Thomas N. Nissen, left, Houston
AAF Activity Commander, receives his
Master AA wings from COL Donald Ro-
binson, Commander, Ellington AFB TX.

ALAMO CHAPTER

LTC James T. Pearlman*
MAJ Dorris C. Goodman
MAJ William R. Covington
CPT Theodore G. Chopin
CPT Thomas A. Fichter
CW4 Hugh V. Berthot
CW3 Robert F. Morris

EMBRY-RIDDLE CHAPTER LTC Wilbur A. Middleton, Ret.

MONMOUTH CHAPTER

COL Lee M. Hand*
Mr. Vincent C. O'Donnell
Mr. Kenneth K. Kelly
Mr. Alfred F. Smith
Mr. Harry J. Smith
Mr. Leonard T. Donnelly
Mr. George Voight

TAUNUS [GERMANY] CHAPTER

LTC John W. Houser
CPT David E. Reichert
CW2 Douglas S. Decker

SCHWAEBISCH HALL CHAPTER CW4 Jesse L. Taylor

WASHINGTON, D.C. CHAPTER

COL Frank L. Jensen, Jr.*
Mr. Robert Severns
LTC Earnest W. Rhyan
COL George W. Adamson
LTC William M. Johnson
CW4 Robert L. Hamilton
LTC Henry A. Paladino, Ret.
LTC Robert P. St. Louis
COL Garrison J. Boyle, III
COL William E. Crouch, Jr.
LTC George N. Ivey
MAJ Jerry W. Childers
LTC Jessie E. Stewart
COL James H. Patterson
MAJ Frank Estes



Mrs. Thyra V. Bonds, an AVSCOM [St. Louis] employee since 1957 and Treasurer
of AAAA's Lindbergh Chapter, is congratulated by MG Frank A. Hinrichs on being pro-
moted to the GS-14 level, as daughter, Gayle, looks on. Mrs. Bonds is Chief of the Pro-
grams Management Division, Aircraft Survivability Equipment Project Manager's Office.



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...

Enroll one new AAAA member before
Dec. 31 to enter. No purchase necessary.

...

Use the Sweepstakes' applications
on the opposite page, and obtain
additional blanks from your Chapter
VP, Membership Enrollment, or write
to the AAAA Nat'l Hqs for a 10-Pack.

...

Separate prizes will be awarded to
each of the '74 Sweepstakes' Top
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AAAA'S OBJECTIVES AND PURPOSES; MEMBERSHIP TOTALS BY CATEGORY

Broadly speaking, the Army Aviation Ass'n has two general purposes. They are:

To advance the status, overall esprit, and the general knowledge and proficiency of those persons who are engaged professionally in the field of U.S. Army Aviation in the active U.S. forces and in the Reserve Component forces of the U.S. Army.

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army Aviation.

Association members are also concerned with the pursuit of certain specific objectives. They are:

Exchanging ideas and disseminating information pertinent to Army Aviation through media endorsed by the Association.

Stimulating good fellowship nationally, regionally, and locally.

Cementing relationships between those interested in Army Aviation in the active U.S. forces and the Reserve Component forces of the U.S. Army.

Motivating Army Aviation personnel to increase their knowledge, techniques, and skills.

Maintaining historical records of Army Aviation. Conducting meetings, seminars, symposia, exhibitions, air meets, etc.

Recognizing outstanding contributions within Army Aviation.

Fostering a public understanding of Army Aviation and arousing a public interest in this segment of the military forces.

Providing special types of group plans of individual benefit to the membership.

GOVERNMENT

The leadership and control of the AAAA rests with the officers of its 49 Chapter, four Regional, and single National Executive Boards. Establishing broad policies and implementing Ass'n-wide programs, the 49-member Nat'l Executive Board [structure, p. 24; personnel, p. 18] meets 3-4 times a year. Its membership includes extensive military, DAC, industry, and civilian representation, and covers all categories and ranks and grades of membership.

Chaired by National Board members, the thirteen major AAAA committees bring additional members into the governing process. Composed of 4-9 mem-

MEMBERSHIP TOTALS AS AT MARCH 31, 1974

Military Membership [92.1% of the AAAA Total]

| Rank or Grade of Member | Active U.S. Army | Res Comp or Retired | Membership Total |
|-------------------------|------------------|---------------------|------------------|
| Generals | 1 | 1 | 2 |
| Lt. Generals.. | 6 | 5 | 11 |
| Maj Generals | 30 | 12 | 42 |
| Brig Generals | 21 | 13 | 34 |
| Colonels..... | 287 | 149 | 436 |
| Lt. Colonels | 1,233 | 411 | 1,644 |
| Majors..... | 1,138 | 182 | 1,320 |
| Captains..... | 1,843 | 110 | 1,953 |
| Lieutenants... | 381 | 35 | 416 |
| CWO's..... | 1,537 | 251 | 1,788 |
| WO's-WOC's | 323 | 24 | 347 |
| Enlisted..... | 300 | 69 | 369 |
| DAC's..... | 675 | 0 | 675 |
| Totals..... | 7,775 | 1,262 | 9,037 |

Non-Military Membership [7.9% of AAAA total]

| | |
|--|-----|
| Industry [Corporate] Members | 462 |
| Industry [Individual] Members | 225 |
| Miscellaneous [Honorary, other svcs, widows].... | 77 |
| Total | 772 |

Total AAAA Membership [Military/Non-Military]

| | |
|--|-------|
| Military Membership [92.1% of total] | 9,037 |
| Non-Military Membership [7.9% of total]..... | 772 |
| Total AAAA Membership | 9,809 |

bers, the sub-groups include the Awards, By-Laws, Chapter Activities, Congressional Liaison, Convention, Fiscal, Industry Affairs, Membership Enrollment, National Programs, Policy, Regional Activities, Reserve Components, and Scholarship Award Committees.

More than 200 local Chapter meetings are held annually under a quarterly meeting requirement. AAAA's USAREUR Region has held 14 Regional meetings at Garmisch since 1961; a Fifth Army Area Regional Meeting was held at San Antonio, TX in 1974; a First Region Meeting is scheduled for Ft. Rucker in February, 1975. □



1973-1974
AAAA National
Award Winners



CW2 Norman E.
York
"Aviator of the Year"



SFC Robert J.
Coleman
"Soldier of Year"



MAJ Kermit E.
Larson, Cdr,
Outstanding Unit



SFC Ray M.
Teer, NCO,
Outstanding Unit



MAJ Karl M.
Cdr, Reserve
Component Unit



1SG Kenneth
Inman
NCO, Res Comp Unit



CPT Charles F.
Nowlin
McClellan Award



LTG John M.
Wright, Jr., Ret.
Senior VP, AAAA