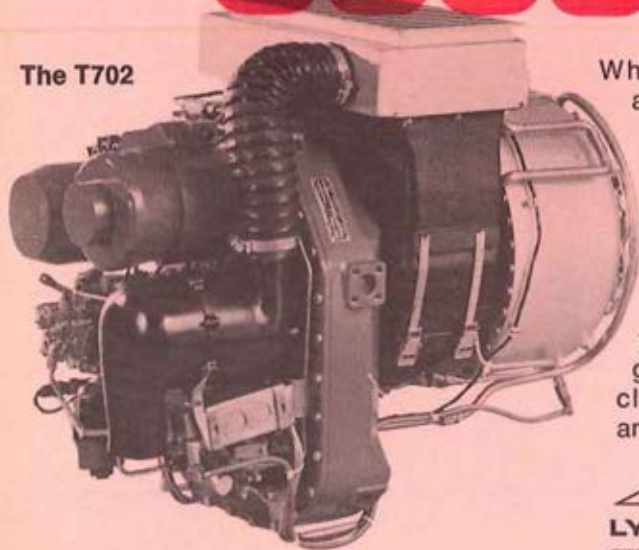


# Army Aviation

NOVEMBER-DECEMBER, 1974

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# ARMY AVIATION

VOLUME 23 — NOV.-DEC., 1974 — NO. 11-12

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Kinnard

Seneff

Williams

# NOMINEES SOUGHT FOR THE ARMY AVIATION HALL OF FAME

## 1974 HALL OF FAME INDUCTEES

Igor I. Sikorsky, LTC Robert R. Williams,  
Frank N. Piasecki, BG William B. Bunker,  
COL G.P. Seneff, Jr., GEN Hamilton H.  
Howze, LTG Harry W.O. Kinnard

**BACKGROUND:** An AAAA-sponsored "Army Aviation Hall of Fame" was established in June 1973 to honor those persons who have made an outstanding contribution to Army Aviation, and to record the excellence of their achievements for posterity.

Elected in worldwide balloting conducted among AAAA's 5,000-plus members of five or more years' standing, the initial seven inductees were installed at formal ceremonies held at Ft. Rucker, Ala. in June 1974, their portraits being placed on display in the special 'Hall of Fame' gallery in the post's Museum.

• **ELIGIBILITY:** Any person may nominate a candidate for the "Hall of Fame." All persons are eligible for induction; AAAA membership is not required. • **NOMINATION:** Candidates are to be nominated for achievements accomplished during one of the following periods: [1] Prior to June 1942; [2] June 1942 through 1949; [3] 1950 through 1959; or [4] 1960 through 1969. Candidates for the 1970-1979 period will be eligible for nomination after 1 January 1982. Candidates may be nominated in more than one time period, but each time period requires separate documentation.

• **DOCUMENTATION:** Written nominations are to be submitted to the AAAA on or before 1 February 1975, and should include: [1] The nominee's full name and address; [2] a minimum 50-word summary of the nominee's achievements during the time period for which he's being nominated; [3] a current photograph of the nominee, if living; and [4] the coupon appearing below [or facsimile] completed and affixed to the documentation.

• **SUSPENSE DATE FOR 1975 NOMINATIONS:** 1 February 1975.

TO: AAAA, 1 Crestwood Road, Westport, Connecticut 06880

I would like to nominate the following person as a candidate for induction into the "Army Aviation Hall of Fame" in June, 1975. I've enclosed the full name and current address [where known] of my candidate on the attachment, and have included a brief 50-word summary of his accomplishments in the time period for which I have nominated him, as well as a photograph of the candidate [if available]. I understand that I'm not limited to a 50-word summary and that I may include as much documentation as I feel is necessary.

[Please print]

Name of Nominee .....

Name of Nominator .....

Address of Nominator .....

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

Suspense Date for Nominations: 1 February 1975



**The Hon. Herman R. Staudt,  
Under Secretary of the Army,  
lauds the accomplishments  
of AAAA's award winners . .**



**"In the most critical sense, the men and women who fly and maintain the craft are truly our most precious asset."**

□ Remarks of the Honorable Herman R. Staudt, Under Secretary of the Army:

"When observed from a respectable distance it appears that the entire history of flight has been influenced by legend, myth, and fascination. This fascination should not seem strange to us for it was founded on man's desire to overcome territorial confines, and to move faster and easier over distances, short and long.

"Greek mythology provides some of the earliest evidence of man's desire to overcome his ground-bound limits. You'll, no doubt, recall the scene in which Icarus attempted to escape by flight from a rocky prison, but flew too near the sun. The feathered wings affixed to his arms by wax fell off as the wax melted and Icarus, of course, perished.

"What is hardly ever mentioned, however, is the fact that his father, Daedalus, succeeded in escaping by the very same method.

**THE DREAMERS ARE VINDICATED**

"The mythological adventures of Icarus and his father remained for centuries as the point of reference for scoffers and dreamers. The scoffers spoke of Icarus' failure and predicted that man would never fly. The dreamers concentrated on Daedalus and his success, and hoped to repeat that experience. Unfortunately, for 2,000 years or more the scoffers and the dreamers were at a standoff. Technology could neither support the one nor disprove the other.

"Then, in the 20th century — as if with a rush — aeronautical devices were invented, assembled, improved, and modified. The early dreamers were vindicated - their flights of fancy became reality.

"This real standoff between the two factions seems to have established a pattern for

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Initial fatigue testing of critical components (rotor hub, transmission, flight controls), as well

as shake testing of the fuselage, have also been completed. Over 200 hours of overload testing have demonstrated the durability of Boeing's transmission design, which utilizes new high-strength steels. And use of the UTTAS simulator has facilitated the development and human engineering of flight control systems.

Advancing on the data base provided by comprehensive component and system tests, such steady progress supports Boeing's confidence in the YUH-61A UTTAS as its first flight nears.

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succeeding year. On the other hand, it may be man's nature to be skeptical for a new group of scoffers emerged who felt the ultimate accomplishment was just getting off the ground.

"The dreamers — newly-vindicated and now called thinkers, planners, and visioneers, felt something more could still be accomplished. Also, at about this time, the beneficial military advantages of aviation became more than just a hope.

"To be sure, there was a strong, official hesitation . . . Calvin Coolidge is reported to have said, "If the Army must have an air force, why don't they go out and buy a plane and take turns flying it?"

It's really unnecessary to go over the stormy path of further vindication of the dreamers. We should be aware that no matter how far we have advanced there is always room for improvement.

"The critical improvements, however, were not always apparent, even though they were just over the horizon. The challenge was to realistically assess what was over that horizon and determine what it meant in terms of long range direction, budget, organization, and research.

"This challenge was conditioned by the influence of THINKING BIG.

"The successes of aviation, in general, and in Army Aviation, specifically, have seemingly influenced the dreamers to opt for the BIG breakthrough.

"Trips around the earth — to the moon and back — across the Atlantic in record time — big planes that will do BIGGER things! . . . and little planes that will do BIGGER things! The list goes on endlessly.

**"We need the dreamers!  
. . . History has proven their  
necessity . . ."**

"I've tried to remove the shell of legend and myth and fascination to arrive at the kernel of truth, and this is the crux of my message . . . We need the dreamers! . . . History has proven their necessity, but there is also a place — and an important place — for the determined worker, the soldier, the person who steadily contributes to modest but discernible advances, product improvement, and product utilization in our Army Aviation family. We cannot afford to ignore steady advancement in favor of achieving the big breakthrough. Planned major breakthroughs are typically expensive, and sometimes our best hopes and plans don't always end in a breakthrough.

"In this time we must pay particular attention to fiscal responsibility. Basically, we cannot afford to try for quantum leaps in all directions all at once, but this does not rule out the many, significant - but less costly - advances available to us.

"What I am saying amounts to this . . . just over the horizon are a full array of things, advancements of all sorts, all areas necessary and vital for Army Aviation to grow and to prosper and do so within reach; budget-wise.

**" . . . these are times when  
we're not able to buy all of  
those [new aircraft] we  
might like to buy."**

"A totally new aircraft with complex, advanced subsystems often looks good on the drawing board but these are times when we're not able to buy all of those we might like to buy. This, however, should not eliminate from consideration lesser improvements in such potential areas such as servosystems, avionics systems safety, and engine design, to mention a few.

"Basic new technology is not the ONLY fruitful area just over the horizon - Army Aviation is more than just flying machines. In the most critical sense the men and women who fly and maintain the aircraft are truly our most precious asset. Don't rule out the potential for advancements in their sector: organization, employment, tactics, and doctrine.

"I would remind you by way of metaphor that a forest can be attained, IF you systematically plant trees one at a time. In a similar fashion the wings of Daedalus were assembled one feather at a time.

"Thus, my message is one of praise for your accomplishments. They have been significant, and they have not gone by unnoticed.

"My message is also one of challenge — a challenge of keeping up a good work.

"Tightened funding limitations can cause discouragement in the minds of some, but don't be discouraged. Advancement does not always require a huge budget!

"Finally, remember that all advances - small or large - are important. What we need and must have in the Army family is a balanced program and equal success at both. Towards this end it is most fitting that we meet here today to recognize some who have contributed heavily towards meeting these very objectives . . ."

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The Sikorsky UTTAS incorporates some of the most significant technological advances in the helicopter industry since the advent of the turbine

engine in the late 1950's. Included among them are rotor blades using composite titanium/fiberglass, elastomeric rotor head, bifilar vibration absorbers, grease lubricated tail and intermediate gearboxes, and a new lightweight, extremely simple cross beam tail rotor.

Now that the Sikorsky/Army UTTAS is flying, it's more than ever the one to watch. Sikorsky Aircraft, Division of United Aircraft Corporation, Stratford, Conn. 06602.

**Sikorsky Aircraft** DIVISION OF UNITED AIRCRAFT CORPORATION

**U  
A**



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# T IS FOR TRANSITION

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## ACTIVITY ON ALL FRONTS

---

BY MAJOR GENERAL WILLIAM J. MADDOX, JR.  
COMMANDER, U.S. ARMY AVIATION CENTER AND FORT RUCKER

---

TAKE the year 1974 and stamp a big red "T" across the calendar. The "T" is for transition.

As we left Vietnam everyone knew the post war years were going to be much different than the years we were fighting. The year 1974 was the first full calendar year that we were not engaged in combat since 1961. However, the transition we experienced in 1974 flowed more from an external event than it did from any activity within the Army or within our treaty alliance areas.

We had heavy activity on all fronts in aviation because of the Arab-Israeli conflict in the Fall of 1973. While many people had been preaching new gospels throughout the earlier years of the 1970's, the impetus of the Mideast war made 1974 a real turning point.

The internal factors which made 1974 a year of transition were reorganization, fuel crisis, dollar stringency, new flight pay legislation, implementation of the Officer Personnel Management System [OPMS], and the establishment of the 16-division force goal.

The reorganization resulted in the abolition of the Aviation Directorate and the entire ACS-FOR apparatus. The current staff cut also reduced the number of people on the Army General Staff who work directly in aviation. Many of

the duties formerly performed on the staff were dispersed to the field.

Chief among these was the chairmanship of the U.S. Army Standardization Board. This responsibility was vested in the Commanding General of the Army Aviation Center who serves in this function directly for the Deputy Chief of Staff for Operations and Plans [DCSOPS], DA.

The U.S. Army Agency for Aviation Safety was placed under the control of The Inspector General of the Army. LTG Herron Maples subsequently outlined a policy for increased staff visits in addition to the customary courtesy visits that have been available on request in the past.

### REORGANIZATION BRINGS EFFICIENCY

Here at Fort Rucker, we reorganized to save spaces and increase efficiency. We now have undergraduate and graduate flight departments, an academic department, and departments of resident training management, Army-wide training support and plans and training.

The largest departure from the past was the fusion of the Center and School into a single straightline organization. Inasmuch as everyone at Fort Rucker is working to produce training



personnel and new doctrine and tactics for the rest of the Army, the maintenance of two separate entities on this small post no longer made sense. Incidentally, all troop units are under a single Aviation Troop Brigade. Now that Fort Rucker has taken the lead, it appears that other Centers may follow because of the continued strength cuts throughout the Army.

These relate to the goal of 16 active divisions to be attained by the end of Fiscal 1976. Although the Army has some 200,000 men less than it did ten years ago, the Army intends to have the same number of divisions, up three from our current status. It will do this by cutting support forces to provide dollars and spaces for the increased combat strength.

As 1974 closes, the requirements of the 16-division force will make increasing impact on our operations. Fortunately, the bulk of Army Aviation is considered to be part of the cutting edge of the Army.

The fuel crisis and dollar stringency go hand and glove as they relate to aviation. We fly less to save energy and the energy cost us more to procure. While the crisis appeared to have abated at year end, the underlying causes of the shortage remain and we can expect more energy problems for the future.

The new flight pay legislation was a radical departure from the past. No longer is flight pay something the aviator can count on for the remainder of his military career. Instead he will have to earn his right to continue on flying pay at his twelfth and eighteenth year of rated service based upon the flight time he has accrued at these two time gates. Both this and the personnel management system will be treated at greater length later in this article.

So much for the major influences which force the aviation community into a transition.

## "T" ALSO STANDS FOR TACTICS

"T" also stands for tactics. On the tactical front, we had major adjustments both in tactics of individual aircraft and in our approach to the high threat battlefield as it relates to large aviation formations.

The vast array of air defense weapons, anti-tank weapons, night vision devices, and electronic warfare apparatus along the Suez Canal and Golan Heights made most people recognize that the high road at ground combat was no longer a safe way to get onto the battlefield. For the first time I saw genuine enthusiasm for nap-of-the-earth flight.

In fact, we have looked at the doctrine and

have determined that really we should call the new tactical flight, "terrain flying." This is because terrain appreciation is required.

We obviously will NOT fly NOE when we are several ridges away from direct observation from the enemy. We obviously will NOT fly NOE at reduced airspeeds going down the forward slope of a hill in the face of enemy fire. The old doctrine of constant airspeed, variable altitude and variable altitude, constant speed is a little too esoteric.

Instead, we must pick our way as low as obstacles and vegetation will permit when it suits our purpose, fly higher if we are protected from engagement by the enemy, and use whatever speed and agility we have to dart about when our survivability will be enhanced.

During 1974, I flew some outstanding NOE courses in France, Fort Knox, Fort Bragg, and Fort Ord. It was very reassuring to see how intent our warrant officers and company grade folk are in pursuing the new individual aircraft tactics. Even the "Cobra" drivers are getting the word.

Because of our new outlook on terrain flight, we at Fort Rucker are busy revising Training Circular 1-15. The new version not only will cover the initial qualification of an aviator on a fixed course, it will cover a continuing program requiring units to operate in terrain flight modes during normal training to bring aviators to the point where they can operate successfully and survive in realistic field exercises.

## EXPLOITING OUR LATENT FIREPOWER

Our doctrine for organizations also turned an important corner during the year. For the first time, we are beginning to talk publicly about penetrating the FEBA and exploiting the great mobility and firepower of our helicopters. We recognize that all combat will not take place with helicopters lying in ambush for advancing enemy armor making an approach to contact. We can expect that we will be "mixing it up" with the enemy on many confused battlefields.

We also recognize that the helicopter has many inherent capabilities which give it a natural and unexploited advantage on a European-type battlefield. Key is the "Cobra-TOW" combination which will provide a highly mobile, highly accurate, and reliable anti-tank capability.

We can visualize the TOW-equipped helicopter being able to outreach its armored vehicle quarry by utilizing terrain and vegetation. The attack helicopter also has the ability to spar with the front line anti-aircraft weapons accompanying enemy armor. This means that we

have a new major element of combat power. With this new concept in view and the hardware almost in hand, our doctrine must be updated.

In the last half of 1974, Fort Rucker got together with the Combat Development elements of the other Combined Arms Schools and prepared a draft Field Manual 90-2 entitled, "Employment of Army Aviation in a High Threat Environment."

As the title indicates, this manual is intended to describe how Army Aviation can make a major contribution to land combat in an environment of tanks, families of anti-aircraft weapons, and electronic warfare.

In addition, the manual is designed to provide a broad doctrinal foundation for future publications which will be specifically oriented toward employment of type aviation units, operating as branch proponent elements.

Even though certain units are singled out as examples, the concepts, tactics, and techniques discussed are generally applicable to all aviation units. To insure the applicability of the doctrine, the assistance of all Army Aviation users was solicited, and representatives of the USA Armor School, Air Defense School, Artillery School, Transportation School, Intelligence School, and Aviation Center wrote the manual.

Because Army Aviation is a member of the combined arms team, combined arms employment is stressed throughout the manual. Total integration of the broad spectrum of ground and aerial capabilities provides commanders a wide variety of tactical alternatives. The complexity of future battlefields indicates multiple solutions to demanding challenges will be required. In the final analysis the unique advantages aviation provides as part of the combined arms combination may well be the key to success.

### THE THREAT DICTATES THE TACTICS

Of course, the threat dictates the tactics. Because aviators as a body are not yet fully threat-conscious, the manual includes a good treatment of the threat to aircraft. To keep the manual unclassified, threat information contained in this publication is in some instances general, imprecise, and incomplete because of classification problems.

By keeping the manual unclassified, dissemination and use of the manual can be made at unit level. Where detailed, precise planning is required, authoritative threat sources should be consulted for actual, complete data.

The manual was printed in draft form and copies distributed to other Centers for their review. The manual will be one of three "How to



**NOMINATED**—Eight members of AAAA's Embry-Riddle Chapter have been approved by Embry-Riddle Aeronautical University for entry into 'Who's Who among Students in America'. L-r: CPTs LW Harju, AC Hurst, GR McSwain, DE Provence, OA Nagel, ED Deason, Jr., HB Roberson, and E.D. Funk.

Fight" manuals scheduled for publication in 1975. From it new organizations' manuals, such as Air Cav Combat Brigade, the Attack Helicopter Battalion, the Air Cav Squadron, etc., will be rewritten.

Speaking of the ACCB, this organization has been removed from the 1st Cavalry Division and re-established as an independent unit at Fort Hood. It will undergo a training and testing program designed to show off its capability to mass heavy firepower and make a heavy impact on future battlefields. Its two Attack Battalions, Cavalry Squadron, and Support Battalion will be capable of both combined arms employment and independent operation dependent on the requirements of the situation.

The year 1974 saw the reorganization of the 1st Cavalry Division into full Armor configuration. The Air Cav Combat Brigade was retained at Fort Hood so that it could continue to function and train in an armored environment because its capabilities are highly suited to a European-type battlefield.

### "T" IS FOR TRAINING

"T" is for training, and training is the key to readiness. During 1974, it became very clear that the helicopter had more to give than was being utilized by its crews. Accordingly, the Army has set about deliberately to increase the capability of the crews to operate around-the-clock and in adverse weather.

The pace was set by the Aviation Center which made major changes to most of its flight training programs. The Initial Entry Program was changed to require more tactical flight time. Night flying was doubled.



For the first time, the School is teaching tactical instrument flying and operation in an electronic warfare environment. Word from the

field is that the new aviator of today is much more competent to operate in the field than his predecessors. Graduate level courses also were changed to insure that all working aviators understand the new tactics and are qualified to operate under field instrument conditions.

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As an aid to training and tactical effectiveness, the standardization program was given new muscle. The standardization program is designed to aid the commander in administering his entire flying program. It involves the establishment of high standards of performance and monitorship through instructor pilots and standardization instructor pilots and the control of flight training publications.

The Aviation Center now participates in the development of all -10 publications and their changes. The year 1974 saw the establishment of a Deputy for Standardization at Fort Rucker. This office takes its place beside the Deputy for Training and Deputy for Development as major subordinate elements of the Aviation Center.

## A BOOST FOR READINESS

This new emphasis on standardization came about in company with the transfer of USAAVCS to The Inspector General.

The entire thrust of the standardization and safety program is to improve the readiness of the Army. It is felt that unless units are pursuing common training objectives, doctrine, and procedures, the quality of our training will not be very high.

Another boost for readiness is the Training Extension Course Program [TEC] initiated by the Army Training and Doctrine Command [TRADOC] in 1974. The TEC program is designed to provide the field with lessons to be utilized in preparing enlisted personnel for MOS qualification tests.

The Aviation Center has been tasked to prepare 25 TEC lessons in FY 76 and 50 lessons for each of the following years. The lessons will use a multi-media approach to increase the enlisted

soldier's MOS proficiency, to standardize instruction, and to serve as a diagnostic vehicle by the unit commander. Our lessons will be directed toward the 71P Flight Operations Coordinator, 93H ATC Tower Operator and 93J Air Traffic Controller.

We also will produce lessons for 67N Huey Repairman and 67V Observation Helicopter Repairman. Similar requirements for lesson preparation have been placed on Fort Eustis for the other aircraft maintenance specialties.

The Army Training and Evaluation Programs [ARTEPS] got off the ground in 1974. The ARTEP will replace the Army Training Tests and Army Training Programs, ATT, and ATP, and is applicable to both active and reserve component elements.

The purpose is to provide a measure for evaluation of a unit's ability to perform TOE missions under simulated combat conditions, to provide unit commanders and trainers a methodology for establishing subsequent training objectives and to evaluate the effectiveness of unit training.

Each ARTEP must be approved by TRADOC, be field validated by FORSCOM units, and then be published for Army-wide use. By the end of FY 75, Fort Rucker will produce ARTEPS for Combat Aviation battalion and group, and the corps and the Army Aviation companies. The following year, we have been tasked to complete ARTEPS for air traffic control unit, the aviation brigade, and the assault support helicopter battalion.

## FLIGHT SIMULATORS BOOMING

The flight simulator business boomed in 1974. While we have had plans to procure 32 synthetic flight trainers, the distribution plan was modified to place trainers in the field more quickly than under old planning. Fort Rucker now has six complete trainers each with four cockpits. The next two units will be delivered in early 1975 to Fort Campbell and Europe.

A total of 20 hours in the synthetic flight trainer is provided each student in the Initial Entry Flight Training Program. This, of course, applies only to instrument flying because the synthetic trainer is a blind system without a visual capability.

Our first visual system will be fielded in 1975 with the arrival at Fort Rucker of the CH-47 SFTS. The following year, the AH-1 "Cobra" SFTS unit will be delivered to Fort Rucker. These visual systems will have a greater utility than the current UH-1 flight system. The "Cobra"

simulator also will provide a gunnery capability.

Student output at Fort Rucker changed substantially from what was forecast at the beginning of the year. First came the termination of the VNAF pilot training program which began in November 1973. We originally were scheduled to graduate about 380 students, primarily aviation cadets. Classes were progressing with about 18 students initiating training every two weeks.

In September the Congress cut the military aid to Southeast Asia more than 50% of the Administration's request. This caused early termination of the VNAF program. Those who had not started their flight training were returned to Vietnam immediately. Those who were in primary were returned to Vietnam when they completed that phase. Only those cadets undergoing advanced flight training were permitted to complete the course.

As a result, the entire program will be completed by the end of the year with a total production of about 160 aviators. Those who were not permitted to complete their flight training will be reassigned to other military duties in Vietnam.

The other major change was a substantial increase in our production of UH-1 and OH-58 mechanics. Because of an Army-wide shortage of a commodity that only several years ago was substantially understrength, we have begun a large scale mechanic production effort.

We started the Fiscal Year expecting to graduate about 1,170 UH-1 mechanics, but now expect an output of 2,775. A similar increase has been experienced in the OH-58 mechanic course and more modest increases have occurred in the enlisted Air Traffic Controller courses.

## "T" IS FOR THE PEOPLE

"T" is for The People. Their greatest transition during the year was to the new Flight Pay Act of 1974. Because of its provisions, the Army has re-evaluated and restructured professional development and personnel management policies for commissioned and warrant officer aviators.

As an initial step in examining the Army Aviation Program, all aviator records were reviewed by a board of officers to determine which individuals had met the requirements of the "gate" system. These findings are being dispatched by the U.S. Army Military Personnel Center to individual aviators. Additionally, the Army convened two other boards of officers to examine aviator positions to determine if they meet the requirements of the definition of



TOP!—Selected as "Fort Lewis Aviation Soldier of the Year", SGT Stewart L. Manning, I., poses with CW2 Robert B. Bailey, "Aviator of the Year" from the post's C Troop, 3/5 Cav. Both received AAAA Honorary memberships, Convention Delegate status, and airline tickets to D.C. from their Chapter.

operational flying as contained in the Act.

The Aviation Position Criteria Review Group met during August and developed one general and 17 specific criteria to be used by the Aviation Position Review Committee. [A list of these criteria is being incorporated in a revision to AR 570-1, and will appear in the January 1975 issue of this magazine.] This committee examined all aviator positions in both TOE and TDA units to insure that the positions meet the requirements of the law.

The final results of the committee's action were dispatched worldwide by DA message in October and included the criteria and a list of positions selected for conversion to nonflying aviator positions.

Major commanders will be afforded the opportunity to submit fully justified rebuttals concerning the positions selected for conversion. The work done by the Aviation Position Review Committee will also be used to evaluate the aviation career program which will be developed for the future.

As a result of the actions required by the Aviation Career Incentive Act, an intensive management program will be established to place aviators in required aviation positions so that they can maintain proficiency in their required specialties. The aviation position review is expected to be completed by 1 June 1975.

The Officer Personnel Management System began to offer Army officers multiple routes for advancement. Under OPMS, an officer is expected to maintain two specialties. The first is basic branch specialty, and the second would be that field of endeavor which he would

**T** develop if he were serving either in a basic ground unit or an aviation unit. For instance, if a Captain were to serve in an infantry [or an aviation] battalion, he might well become an assistant operations officer. As an S-3, he would gain an operations specialty regardless of the nature of the battalion in which he was serving.

Under such an arrangement, aviation could NOT be a specialty but would become a skill. This fact has jarred many aviators although it is not unlike the system he has been working in all of his career. The important part of OPMS is that individuals can progress in the service without all being stamped into the same mold.

For instance, not everyone will command. Many will progress in a chosen specialty. Only if we create an "Aviation Branch" could aviation become a specialty, and we certainly do not want that because there are few pure aviation positions in the higher grades. Thus, the aviator would be penalized.

At present, he has the opportunity to progress both in aviation units and in basic branch ground units. As the year closed, some further explanation is being planned so that aviators can understand that their chances for progression will be excellent under OPMS.

### THE YEAR OF THE "FLY-GIRLS"

The year 1974 was also notable for the fact that we graduated our first two female aviators. The first, LT Sally Murphy, is a Military Intelligence Officer, and is preparing herself to



**SAFETY AWARD** — The Instrument Qualification Division, DUFT, Ft. Rucker, won the Daedalian Army Aviation Flight Safety Award for '73-'74. BG Robert D. Knapp [left], USAF, Ret., Foundation representative; is shown with LTC Neal R. Christensen [cen.], commander; and MG W.J. Maddox, Jr.

### QUOTE OF THE YEAR

"If you don't train a tank or an infantry battalion, you get relieved! . . . But to train an aviation unit properly, you must get a waiver!"

— MG "Bob" Shoemaker

fly with the Guard Rail Company in Europe. The second, LT Linda Horan, is completing the Aviation Maintenance Officers Course at Ft. Eustis prior to unit flying duty at Ft. Benning. Incidentally, her husband, Mike Horan, has been selected for promotion to Colonel. One additional officer and five warrant officer candidates are undergoing flight instruction at year end.

The Warrant Officer Senior Course has turned GREEN! It is the higher level of the two courses in the Warrant Officer Career College, and it turned green by virtue of going all "Army", and the current class has less than one-third aviators. The old Intermediate Course, which is still extensively aviator, has been renamed the "Advanced Course."

Another improvement has been a computerization of the Aviation School. While other courses give one test every week or so, the flight training student is tested at least every day when he flies. Each test or flight has a number of components, each of which must be recorded. The computer is the ideal place to store such information and reduce the large paper requirement which heretofore was handled manually.

The computer program is called AVMIS, Aviation Management Information System, and results in a permanent print-out record of student progress. The system is also capable of evaluating instructors and their manner of performance.

### MANY, MANY VISITORS

During 1974, we actively encouraged visitors to come to Ft. Rucker and see how we contribute to the combat capability of the Army. In addition to the 51 general officers and equivalents who were present at the "Army Aviation Program Review" in August, we were host to such a diverse group as:

Secretary Callaway; Under Secretary of the Army Staudt; GEN Weyand, Chief of Staff; Governor Wallace; Asst Secretary [I&L] Berg; Senators Goldwater and Thurmond; Deputy Chief of Chaplains Malanowski; Deputy Asst Secretary of Defense Tankersley; U.S. District ["T" Continued on Page 42]



**ALL SMILES!** — Holding AAAA's mammoth silver trophy are, l. to r., MAJ Kermit E. Larson, Jr., 155th Avn Co commander; COL Edward L. Nielsen, Ret., AAAA President; SFC Ray H. Teer, unit NCOI; and LTG John R. Deane, Jr., then Acting Vice Chief of Staff. [RV30]

## Fort Ord's 155th Aviation Company chosen as AAAA's 'Outstanding Unit'

□ Remarks of Colonel Edward L. Nielsen, Ret., on the occasion of the Sixteenth Annual AAAA Honors Luncheon at the Shoreham-Americana Hotel, Washington, D.C., October 18, 1974:

"... We next come to the purpose of this luncheon — to honor certain individuals and units, and we're now talking about the "Outstanding Aviation Unit of the Year Award."

This award was started in 1960, and is sponsored by the Hughes Helicopters Division of the Summa Corporation. The AAAA Award is presented annually to an aviation unit that has made an outstanding contribution to, or innovation in, the employment of Army Aviation over and above the normal mission assigned to the unit during the awards period ending the previous March 31.

"Any active Army unit, group, or organization that has met this criteria is eligible for this award. I'd now like to ask Lieutenant General John R. Deane, Jr., the Acting Vice Chief of Staff, to present this award."

□ Remarks of Lieutenant General John R. Deane, Jr., Deputy Chief of Staff for Research & Development & Acquisition, Dept. of the Army:

"It's a great pleasure for me to participate in this eventful day. I don't envy the selection committee that had to pick the one unit that was most outstanding.

"I noticed as I read over the background data on this award that it had been signed by [Brigadier] General Joe Starker whom I know very well, and knowing the high standards that he sets for

himself personally and for those with whom he is working, I know that the recipients are very deserving.

"The 155th Aviation Company [Attack Helicopter] has taken many steps forward for Army Aviation, and when we take a look at the new areas in which we're engaged — the new techniques, new equipment, new concepts, new doctrine, you'll find that this unit has been right in the middle of it. They've done a lot of impressive things, nap-of-the-earth flying day and night while using the attack helicopter in an anti-tank role testing new instruments, new fire control systems, and so forth.

"In short, they have advanced the airmobility concept that is not just moving people, equipment, and weapons, but massing devastating firepower at the point of decision at the decisive place bringing it there by Army Aviation.

"Just as impressive as what they've done is their safety record.

"This company has done all of these things, been flying at the leading edge of Army Avia-

tion, right at the state of the art in terms of human skill and equipment performance and they have done all of this without a single aviation accident. This means that it has to be a very remarkable unit, because it's doing things that have not been done before.

"When you look at a unit like this they must be made up of a group of professionals for a couple of superstars simply cannot hack it in this kind of environment. So everybody in that unit — the pilots, the crews, the operations people, the maintenance people — all of the people in that unit have to have the skill, and the will and the dedication of professionals — and they've certainly had it, and they're proud of themselves.

"They have a record of which to be proud and it gives me great pleasure to present to them the "Outstanding Aviation Unit Award." I'd like to ask the Commander, Major Kermit E. Larson, Jr., to come forward, if he would, and to be accompanied by Sergeant Ray Teer who represents the enlisted men of this winning unit."

#### CITATION FOR AAAA'S "OUTSTANDING AVIATION UNIT OF THE YEAR AWARD"



LTG DEANE

The 155th Aviation Company [Attack Helicopter], United States Army Combat Development Experimentation Command [USACDCEC], Fort Ord, California, has been selected as the "Outstanding Army Aviation Unit of the Year" for its extraordinary contributions to the development of tactics and aviation-related equipment for Army Aviation of the future.

While fully committed to participation in field experimentation the unit carried out highly aggressive programs in the areas of safety, standardization, and training. The effectiveness of these programs is evidenced by an accident rate of zero while accumulating 15,000 flying hours over a period of three years; the majority of that time being flown at nap-of-the-earth altitude, in hovering flight and at night in mountainous terrain.

During the fourth quarter of 1973, the 155th Aviation Company "Owl Team," comprised of volunteer aviators, concluded an experimentation program that delved into the unexplored area of night low level and nap-of-the-earth [NOE] flying. The night NOE program established training and operational techniques, tested tactical innovations, and evaluated night vision equipment.

The company also developed the methodology for the training of aviators in the rigors of night NOE flying. Many of the techniques, doctrine and tactical concepts pioneered by the 155th Aviation Company have been adopted for Army-wide use in training Army aviators in day and night operations. These training methods were given a practical test when the members of the "Owl Team" provided instruction to visiting pilots of Project MASSTER and Standardization Instructor Pilots from the Aviation School, Fort Rucker, Alabama.

During the experiment "Attack Helicopter - Daylight Offense," the 155th Aviation Company, working with USACDCEC and scientific support personnel, conducted evaluations of the attack helicopter team in attack against enemy armor. All flights were conduc-

ted while masked by terrain and vegetation and were flown in a "nap-of-the-earth" environment. Using experience gained during these tests, the pilots of the 155th were able to suggest many tactical innovations and improvements for application in future experimentation and possible adoption as Army doctrine.

In the summer of 1973, the unit was called upon to support the United States Air Force in evaluating methods of directing fast-moving, jet flight aircraft to a target. The test was designed to evaluate a concept which employed the helicopter in direction of an air strike using ground/air controller range measuring systems and voice recording systems. Both Army AH-1G helicopters and the Air Force A7E high performance jet aircraft participated.

The 155th Aviation Company was called upon to conduct experiments to determine the feasibility of using Army scout observers to direct air strikes flown by high performance aircraft in the absence of a forward air controller. The results of the experiment demonstrated that it is feasible for a scout observer with minimal training to direct an air strike.

The 155th Aviation Company was a primary participant in the evaluation of new map products. Suggestions made by the pilots of the 155th Aviation Company are now being incorporated into day and night maps of the future for both ground and aviation use.

The unique innovative efforts of the 155th Aviation Company have provided an urgently needed source of empirical data that is being used to lay the foundation for tactics, techniques, and materiel items for Army Aviation of the future. The results of this unit's accomplishments are having very significant and far reaching effects on the future development of aviation concepts and for the improvement and expansion of Army Aviation. Not only has the Army benefited from the efforts of the 155th Aviation Company in CDEC experimentation, but Air Force and Navy have been assisted in the fields of doctrine and tactics.



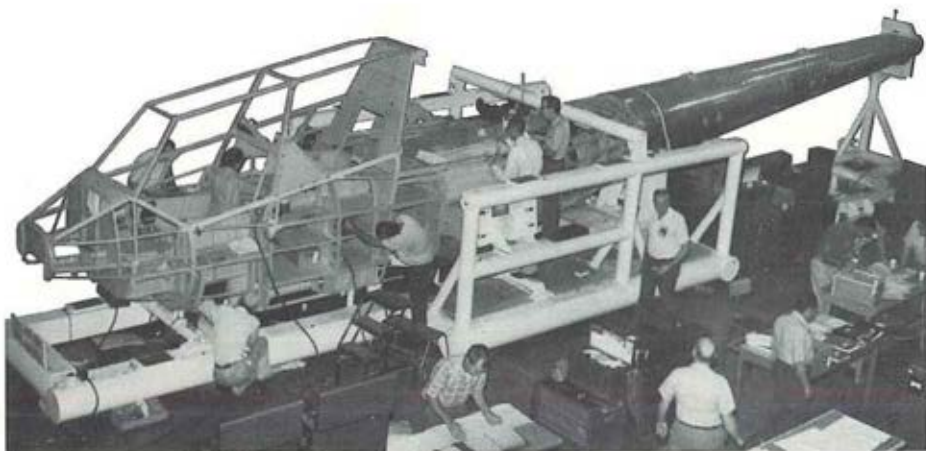
MAJ LARSON



SFC TEER



# Bell's in-house capability: the inside story of the YAH-63.



What makes a Bell helicopter a Bell helicopter? Bell rotors. Bell transmissions. Bell airframes. Because of their in-house capability to design, tool and build...*everything that makes it a helicopter is Bell's!*

What's in it for the Army?

In-house capability means more direct control. Shorter lines of communication. Faster completion of the Army's first YAH-63 attack helicopter. And in today's economy, the quicker the job is completed, the greater the savings will be.

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

# 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 rotor 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.

## 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 VERTOL COMPANY

Philadelphia, PA 19142

□ Remarks of Major Kermit E. Larson, Jr., commander of the 155th Aviation Company (Attack Helicopter):

"This cannot help but be an awe-inspiring event that makes each and every member of the 155th Aviation Company extremely proud to be in Army Aviation. For me personally to have the opportunity to be in such a distinguished unit is one of the great benefits that I enjoy as the commander of the unit that has been selected for recognition by the Army Aviation Association.

"This award is a result of the dedication and team effort the company has shown in its endeavors to support the U.S. Army Combat Developments Experimentation Command's aviation experimentation. In this role the 155th has had the opportunity to participate in, and hopefully make contributions to the equipment and tactics of Army Aviation of the future.

"On behalf of every member of the 155th Aviation Company, past and present, this award is gratefully accepted. Thank you."

□ Remarks of Sergeant First Class Ray H. Teer:

"I am both honored and proud to accept this coveted award, AAAA's 'Outstanding Aviation Unit of the Year Award', on behalf of the enlisted members of the 155th Aviation Company. Their combined dedicated effort, devotion to duty, and 'Let's get it done' attitude made this award possible.

"Our men performed duty for long hours in support of experimentation, and displayed an amazing amount of flexibility when confronted with the necessity of performing maintenance on 'one-of-a-kind' aircraft.

"I thank them and wish they all could be standing here with me now. I also thank Major Larson for his guidance and leadership. Once again, on behalf of the NCO's and men of the 155th, we thank you."



HEAD TABLE — Shown during the Luncheon Invocation are, l-r., SFC Teer, LTG Deane, MAJ Larson, and the Hon. Howard E. Haugerud, McClellan Foundation President. [RV/579]



LOWDOWN — SFC Ray H. Teer, right, chats with MG R.L.C. Dixon, M.C., Director of Army Aviation, British Army. [RV/346]

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BELOW: SFC Ray H. Teer, Mrs. Teer, Mrs. Larson, and MAJ Kermit E. Larson, Jr., are shown in a post-Luncheon photo. [RV/642]





## The 445th Aviation Company (AH), Oklahoma-ARNG, named as the 1973-1974 'Outstanding Reserve Component Aviation Unit'

□ Remarks of Colonel Edward L. Nielsen, Ret., AAAA National President:

"The next award is the 'Outstanding Reserve Component Aviation Unit Award'. Initiated in 1970 and sponsored by AAAA, this Award is presented annually to the ARNG or USAR aviation unit that has made an outstanding contribution to, or innovation in, the employment of Army Aviation over and above the normal mission assigned to the unit during the awards period ending the previous March 31.

"Lieutenant General Deane will again make the presentation."

□ Remarks of Lieutenant General John R. Deane, Jr., Acting Vice Chief of Staff:

"I wasn't sure I'd make it back here after Rosemarie had us posing so long with that Hughes trophy . . . I felt a hernia coming on . . .

"Some people think it rather mind-boggling that we have aviation units in our Reserve Components. There have been many doubters based

on the level of technical proficiency that must be maintained in a Reserve Component unit.

"They say that you can't teach a person to fly or to maintain an aircraft in a few hours, or a few days . . . that you can't maintain individual proficiency because of the short time available to the Reserve Components to maintain unit proficiency.

"But the aviation units that we have in these components have proven that they can do this, and that they can do it with a great deal of expertise.

"What people fail to recognize is that we have people in this equation — people who are real pro's — people who are dedicated to doing something and people who are leaders. When you find people who have the desire to achieve a goal, and to dedicate themselves to achieving

**WINNERS!** — Shown at AAAA Honors Luncheon dais are, l-r, LTG John W. Deane, Jr., Acting Vice Chief of Staff; MG La Vern E. Weber, Chief, National Guard Bureau; Maj Karl M. Frank and 1SG Frank Inman, commander and senior NCO of the 445th Aviation Company, Okla-ARNG. [RV/562]





RECIPIENT — MAJ Karl M. Frank, representing the winning 445th Aviation Company, is shown accepting for the unit. [RV/565]

that goal, that's where you'll find a first class unit, such as the one we are honoring today, and certainly the 445th Aviation Company has proven better than any unit that the Reserve Components can do the job.

"Their record speaks for itself . . . Every one of their assigned aviators is instrument-qualified. All of their armed helicopter pilots are qualified on their weapons systems.

"They've conducted airmobile operations in the altitude at Fort Carson with great success. They've assisted their communities in flood relief, in riot control, and in air searches for downed aircraft. They've maintained an exceptionally high availability rate and, above all, they've had no aircraft accidents since they were organized.

"The 445th has a record of which to be proud, and I take great pride in making this presentation. I'd like to ask Major General LaVern E. Weber, Chief of the National Guard Bureau, to assist me in this award presentation, and I ask Major Karl M. Frank, the unit commander, and 1st Sergeant Kenneth Inman, his first soldier, to accept this award on behalf of their unit."

□ Remarks of Major Karl M. Frank, commander of the 445th Aviation Company:

"We have never been so honored, and I'm sure this is the greatest event in my life to be able to accept this award on behalf of the 236 officers and men of the 445th Aviation Company.

"These weekend warriors, who work at full-

#### CITATION FOR AAAA'S "OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"



MAJ FRANK



1SG INMAN

The 445th Aviation Company [Assault Helicopter], Oklahoma Army National Guard has been selected as the "Outstanding Reserve Component Aviation Unit" for 1974.

In all aspects the 445th has set an example worthy of emulation by all aviation units of the active and Reserve Components. At the completion of its annual training the unit received unanimous "outstanding" evaluator comments. The year was completed with an accident and incident rate of zero, as has each year since the 445th was organized. By use of sound leadership and effective management the unit was able to maintain a 77 percent aircraft availability rate while flying in excess of 5,800 hours. This represents a seven percent improvement on the availability standard for active Army units.

In addition to these achievements, the 445th established enviable "firsts." It was the first Reserve Component unit to train all armed helicopter pilots in assigned equipment. After preparing and implementing an instrument Program of Instruction, the 445th was able to instrument qualify all aviators prior to 31 December 1973, the first unit in the nation to do so, relying wholly on its organic assets.

Setting goals for itself that exceeded aviation training requirements of the National Guard Bureau, the 445th improved aviation proficiency to the point that company and battalion size operations were routinely conducted without incident at elevations in excess of 6,000 feet and while operating at maximum gross weight in the mountains adjacent to Fort Carson, Colorado.

A comprehensive nap-of-the-earth training program was developed by the unit and has been approved for implementation at Fort Sill using Mutual Support Counterparts, thereby helping make the "One Army" concept a reality.

While setting an enviable record in purely military pursuits, the 445th has also provided invaluable assistance to civil authorities. Unit aircraft have actively participated in flood relief operations, search operations for a civilian airliner which crashed in the Arkansas mountains, and in support of authorities during the McAlester Prison riots in Oklahoma.

The truly outstanding performance displayed by the officers and men of the 445th Aviation Company [Assault Helicopter] has earned the unit well deserved recognition and the title of "Reserve Component Aviation Unit of the Year."



time jobs, have given many hours to this military unit. Their dedication, devotion to duty, and professionalism have truly made them #1 in the nation.

"I'm extremely proud to represent the men of the 445th, and would like to think that I represent all Guardsmen in our state. We're not the only unit that is #1 in the Oklahoma Guard, but we are a unit that was fortunate enough to have an organization such as the AAAA publicize our accomplishments on a national level.

"There is always a reason for a unit to be the best, and one of our reasons is a gentleman who is both dedicated and inspiring, and one who demands that all of the units in the Oklahoma Guard be #1. He's also one of the greatest supporters of Army Aviation in our state: our Adjutant General, Major General David C. Matthews . . . General Matthews, we thank you.

"There are too many people, of course, to acknowledge who are here today, but I think special recognition should go to Major Dana D. Batey, our Aviation Support Facility Commander, who provided so much to us in the way of support and help in general; Robert Checorski, who edited the history book we presented to the AAAA; our Administrative Supply Technicians; Major Billy E. Sprague, the Army Aviation Advisor to the State of Oklahoma, who has been of great help to the 445th; and, the officers and men of the 445th . . . They are above the best.

"I think that you can see that we're very proud of our membership in the National Guard, and we are proud of the State of Oklahoma, but more than all of this, we are proud to be a part of the military structure of the greatest nation in the world, these United States of America . . . I thank you."

**HEAD TABLE ASSEMBLY** — Awaiting the call at the 1974 AAAA Honors Luncheon are, l-r, 1SG Inman, MG Weber, MAJ Frank, and LTG Deane. Receipt of the AAAA's 1973-1974 "Outstanding Reserve Component Aviation Unit Award" was a proud moment for the 445th personnel and the NGB Chief. [RV/429]



**LUNCHEON TRIO** — Shown at the AAAA Honors Luncheon head table are, l-r, MAJ Frank, MG Weber, and 1SG Inman. [RV/570]



The professional-social side of the 1974 AAAA Convention will be covered in the January issue.

# The Army's AAH

## This is what

Agility: two times Army specifications

Fail-safe, combat-survivable blades

Equal visibility  
for both crewmen;  
non-glint/glare canopy

Day-night/laser  
visionics

Hughes XM-230 30mm Chain Gun:  
low-cost, lightweight, reliable

1½ times more crash-survivable  
than the OH-6A

# The YAH-64. It exceeds

# HUGHES



# is getting closer. it looks like:

Combat-proven rotor system

Demonstrated survivability against the mid-intensity threat

Engine change:  
20 minutes to  
remove and replace

Quiet tail rotor

Low-drag TOW pods,  
pre-boresighted,  
lighter in weight

Air-transportable  
in half the allotted time

## Army requirements. HELICOPTERS

# AAAA names CPT Charles F. Nowlin as its 'McClellan Award' Winner

□ Remarks of Colonel Edward L. Nielsen, Ret., AAAA President:

"The 'James H. McClellan Aviation Safety Award' was started in 1959, and is sponsored by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958. The Award is presented annually to an individual who has made an outstanding contribution to Army Aviation safety during the period ending the previous March 31.

"As the premier safety award in Army Aviation, it is based on 'an individual contribution to aviation safety, such as a broad technical achievement, an operating procedure, an aircraft or equipment modification with broad safety implications.'

"I'd like to introduce the Honorable Howard E. Haugerud, President of the McClellan Memorial Foundation, who'll present this year's award."



CPT Nowlin is flanked at the AAAA head table by the Hon. Howard E. Haugerud and the Hon. Norman R. Augustine, Asst Secretary of the Army [R&D]. [RV/578]

□ Remarks of the Honorable Howard E. Haugerud:

"Thank you, Ed . . . I look forward to this meeting each year for I know that after my brief remarks I always get my picture taken by Rosemarie. This woman has all of the leadership qualities, and some in addition to those possessed by Adolf Hitler . . .

"I get no honorarium for this [annual] appearance, but Art promises me each year that Rosemarie will manhandle me a little bit! . . .

"Sometimes I wonder if it weren't for my position in the government if I would really pass



CPT Charles F. Nowlin accepts the 1973-1974 'James H. McClellan Aviation Safety Award' from the Hon. Howard E. Haugerud, McClellan Foundation President. [RV/587]

the flight physical any more [The speaker is an ARNG aviator.] I don't really need these glasses for reading, but they're very helpful in finding the airplane! . . .

"Honored guests, friends — I know that each year you expect me to inject a bit of levity into this meeting, and I do my best to assist you if I can. This year, I was a bit short on remarks and things that I could say to you but, as you know, our new President has on his staff a professional gag writer who injects some levity into the President's speeches.

"I called up the White House about a month ago and asked if this man had some spare time and could possibly assist me in my presentation today. He didn't answer my call, or return it, but I did talk to his secretary, and she told me he was busy working on the President's economic message to Congress . . .

"I tried again last week, but now he's working

very diligently on Nelson Rockefeller's confirmation testimony . . .

"I know that Senator Thurmond has to leave early and after 30 or 40 minutes of my remarks if he feels like doing it he's perfectly free to do so. I know that many of you look upon Senator Thurmond as a major figure in the Senate as I do but I also look on him as a lecturer in the school that I run in Washington for our senior diplomats. He is very generous with his time and is always very cooperative when I need him to address my group. Senator, I appreciate that and I want to mention it at this time.

"Art, I want to congratulate you on your selection of beverages at the Honors Luncheon Reception. I noted that you served no champagne, and this pleased me because on my way back to the office, I have to drive past the Tidal Basin . . . and I have my secretary here with me today! . . .

#### CITATION FOR AAAA'S "JAMES H. McCLELLAN AVIATION SAFETY AWARD" FOR 1973-74

Captain Charles F. Nowlin has been selected to receive the "James H. McClellan Safety Award" for 1974 for his outstanding contributions to aviation safety while assigned to 507th Medical Company [Air Ambulance] located at Fort Sam Houston, Texas.

On 19 December 1970, Captain Nowlin was flying an OH-6A scout ship when the aircraft experienced an engine failure at low altitude over enemy held mountainous terrain. Unavoidably extending his autorotative glide to avoid known enemy positions, precipitated a loss of rotor RPM and consequently a crash landing. On impact he was rendered unconscious and trapped in the now burning aircraft for several moments. His crewchief was dazed but thrown free. Regaining consciousness, Captain Nowlin extracted himself from the wreckage, searched the wreckage in vain for his crewchief and finally made his way to a mountain top for rescue.

After emergency care in Vietnam, Captain Nowlin was evacuated to Brooke General Hospital, Fort Sam Houston, Texas for definitive treatment of his injuries and extensive third degree burns. While still hospitalized he began his efforts to help others by undertaking the teaching of social workers and physical therapy students on "How to Approach a Patient." Settling an inspiring example for other patients, Captain Nowlin also imposed upon himself a rigorous physical conditioning program.

After release from the hospital in February 1972, Captain Nowlin joined the 507th Medical Company as the Operations Officer and immediately began his personal crusade for aviation safety. At that time, the 507th was evaluating the Military Assistance to Safety and Traffic [MAST] Program. On his own initiative, he undertook the preparation of special VFR approach plates depicting the information needed to safely approach and depart each of over 30 hospital landing sites to be utilized by the 507th MAST operation.

Concurrently, he began training a unit crash/rescue crew. These troops quickly developed into a highly proficient team of firefighters. In conjunction with this program, he coordinated training with the USA Troop Support Command, Texas Army National Guard,

and San Antonio Fire Department thereby producing two exceptionally fine unit crash crews and providing valuable cross training to civilian firefighters.

Realizing the importance of survival equipment, Captain Nowlin ordered and issued to each aviator a survival vest for wear during every mission. To enhance survivability and speed rescue efforts, he secured for issue to every crewmember a special paper survival blanket, silver on one side and international orange on the other. At Captain Nowlin's direction, individual survival kits [hot weather, cold weather, over water] were procured for use. To insure that the survival gear served its purpose, he insured that all aviators attend classes concerning the survival kits and the use of their contents.

Not content to limit his safety activities to his unit, Captain Nowlin elected to share his concern and knowledge with others. On his own initiative he began liaison with the Institute of Surgical Research, the Aeromedical Research Laboratories, and the US Army Agency for Aviation Safety to develop a highly effective presentation: "Thermal Injuries and Life Support Equipment." Calling on his own experience and expertise with survival equipment, Captain Nowlin has delivered his presentation personally to over 4,000 aviators and their wives. A movie and television tapes of the presentation have also enabled countless thousands of others to reap the benefit of Captain Nowlin's untiring efforts.

Expanding the scope of aviation safety, Captain Nowlin has on his own initiative delved into the role of the aviator's wife as an overlooked safety factor. As a result of this investigation, he has prepared and presented a special safety program for wives designed to help them protect their families from thermal injury in and about the home.

Captain Nowlin's determination enabled him to return to full flying status in July 1973, 32 months after his near fatal accident. Three months later he obtained a standard instrument rating. Just as determined have been his efforts to impart his expertise and concern over safety to all listeners.



HON. HAUGERUD



CPT NOWLIN



BG LEICH

"Senator McClellan was very desirous of being with us today, but he left for Arkansas where he's helping Wilbur Mills with his re-election efforts. As you know, Senator McClellan has said that he's not going to run again, so he gets no political reward for helping Mr. Mills, but . . . he's been promised an address book! . . .

"Mr. Mills has assured me that he won't be using it anymore . . .

"I think this is the first day in my memory that we've met together that my old boss, Hubert Humphrey, isn't running for President . . . He's supporting our other Senator from Minnesota who is a friend of Senator Thurmond, Fritz Mondale, for the Presidency this time, and I was sure that Hubert was serious about supporting Fritz until the other day when he said that he was behind Fritz 1,000%! . . . so Hubert may be with us again.

"I noted that the Chaplain mentioned [General] Fred Weyand in his invocation. I think this is most appropriate. I think he'll be a tremendous Chief of Staff, but knowing Fred as long as I have, I think we ought to say a little prayer for the other Services . . .

"As I said, I always enjoy meeting with my fellow Quad-A friends, having an opportunity to have a little fun, and also to make the presentation of the 'McClellan Aviation Safety Award.' While we do have some fun and enjoy a little levity, this is a very serious business to me and in order to divorce it from my opening remarks, I would like to call upon Brigadier General 'Bob' Leich to come forward, and to read the citation for a very deserved winner of this Award, and if I may say but one thing about 'Bob' Leich, he is not funny!" [Citation appears on Page 31.]



"Chuck" Nowlin accepts the '73-74 McClellan Award at the 1974 AAAA Annual Honors Luncheon. [RV/589]



Awardee Nowlin and his wife, Kiersten, are shown in a post-Luncheon photo. [RV/108]

□ Remarks of Captain Charles F. Nowlin, U.S. Army Agency for Aviation Safety:

"I wish to express my sincere appreciation for the 'McClellan Award'. It is most unusual that a man has a second chance in life to choose a profession and a group of people to be associated with for a career, plus receive such a prestigious award.

"During 1970 through 1973 I had the privilege of meeting a large group of people in most unusual circumstances. These were men who wore the wings of Army Aviator and aviation crewmembers. They had been injured doing a job for which they had volunteered and believed in.

"It was a most difficult time for these men who had served their country and often tolerated verbal abuse or apathy. They returned not to marching bands or parades, but to white sheets, green night stands, and the loneliness of the late night hospital wards for months, and even years on end. During these times we discussed country, our personal adjustments, and our belief in the helicopter's future.

"We believed in aviation, and most especially in the helicopter. We had seen it move battalion-size elements, bring instant fire on station, medevac a single soldier, or bring a hot meal and a letter from home to a forgotten and criticized man trying to survive in the jungle. We were always welcome then!

"The men who flew these helicopters ranged in age and education from 18-year-old high school graduates to PhD's, with the common bond of guts, professionalism, and belief in the helicopter as a pioneering machine, and belief that their jobs were worth the price.

"In the early summer of 1971, I'd been in the hospital for six months. I asked to be moved to the porch of the third floor of Brooke Army Hospital at Ft. Sam Houston. There, I could see

the helicopters as they arrived and departed, dropping off their cargo of injured soldiers.

"As I lay there barely able to see, I listened to the conversations of the other injured men who moved to the windows for a better view. The medevac helicopter stirred war stories of the days of sixty-ship airlifts, near brushes with hostile fire, and, again, a belief in the helicopter's future.

"There, I reevaluated my life many times and the numerous career fields available to me. I decided that of all the professions I had pursued, and of all I had to choose from, the most rewarding and interesting one I could follow was in this aviation pioneering field.

"As my grandfather had followed a team of oxen in pursuit of a dream, and my father helped transition the wood and coal burning locomotive to the modern diesel, I felt the dream of tomorrow in Army Aviation and helicopters.

If, in some small way, my endeavors will affect the systems design of our new generation of helicopters, I'll have felt my life well worthwhile.

"To Major Tom Newsome and the Burn Ward, who saved my life; to Colonel Hugh Peterson, the 'builder of faces' and my plastic surgeon; to Brigadier General Dave Thomas, then Commander of Brooke Army Medical Center, who had faith enough to believe in me as being worth retaining on active duty; to Colonel Max McCullar, retired Commander of USAAAVS, for his faith in my message; to my lovely wife, Kiersten, who has tolerated the helpless frustrations of my hospital surgeries and the numerous absences from home; and, most especially, to Jimmy McClellan who gave his last for what he believed in — I give my thanks . . . for with him and with all aviators, I share a pride of the past and a dream of the future in Army Aviation. Thank you."

## "The largest fly-by? The 1st Cav did it!"

Dear Editor:

In reply to an article in the March, 1974, issue of "Army Aviation," I wish to set the record straight concerning the claim of the largest fly-by in Army Aviation history.

The 1st Cavalry Division of Fort Hood, Texas, would appear to be the holder of this record—that of putting more helicopters into the air in a single formation than any other organization in the Army.

In October, 1973, the 1st Cavalry Division units took part in a Joint Training Exercise, "Exercise Brave Shield VI," at Fort Bliss, Texas. The various 1st Cavalry units flew to Fort Bliss in small flights and remained in a desert environment for approximately two weeks of extensive tactical training.

After a refueling stop at Goodfellow Air Force Base (AFB), San Angelo, Texas, on the return trip, the aircraft formed into the largest formation known for an "en masse fly-by" flight to their home station at Fort Hood.

They arrived at Fort Hood in a flight of one hundred and twenty six—that's 126!—helicopters from the same division. Of the one hundred and thirty aircraft departing Fort Bliss, only four encountered maintenance problems, these remaining overnight at Goodfellow AFB and missing the fly-by.

Quality still photographs have not been located; however, the flight was recorded on movie film. I have enclosed a short story, that appeared in the local newspaper, "The Killeen Daily Herald," on or about 1 November 1973.

For those requiring positive verification, Fort Hood AAF and Robert Gray AAF Approach Control can produce the information from records on the number of aircraft that arrived on 1 November 1973 from Fort Bliss, Texas.

CHARLES E. CANEDY  
COL, AR  
Fort Hood, Texas

\* \* \*

RIDDLE!

'L'L STEVIE' is anchored and floating at harbor. A rope ladder with ten rungs hangs over her side. Each rung is one foot from the next one, and the bottom rung is resting on the surface of the water. The tide is rising at the rate of one foot per hour. How long will it take the water to reach the top rung of the rope ladder? [You don't have to be a boating enthusiast to figure this one out, but if you're stuck for more than one minute, turn to page 46 for the answer.]

# USAREUR CW2 is selected as '73-'74 'Army Aviator of the Year' by the AAAA

□ Remarks of Colonel Edward L. Nielsen, Ret., AAAA President:

"The 'Army Aviator of the Year Award' is sponsored by the AAAA and was started in 1959. It's presented annually to an Army Aviator who has made an outstanding contribution to Army Aviation during the awards period ending the previous March 31."

□ Remarks of General Henry A. Miley, Jr., Commander, U.S. Army Materiel Command:

"I'm sure that everyone in this room will stipulate with me that an individual who is selected as AAAA's Army Aviator of the Year must meet the specifications of being a most unusual person who had made a most unusual contribution . . . and the person selected by the association, in my view, meets this very tight specification."

"I'd like to expand the four minutes allotted

to me by the schedule to talk about him, although he really needs more than the four minutes.

"His military service goes way back to 1954, even though it's hard to believe if you look at him. In 1954, he served on a Navy destroyer in the Pacific; in 1955, he joined the Air Force and distinguished himself both as an instructor and as a student. He was an Honor Graduate at the USAF NCO Academy at Plattsburg AFB, N.Y.

"In 1964, he decided to be a civilian for awhile, and I wasn't surprised to learn that he was a highly successful insurance sales manager becoming a member of the 'Million Dollar Round Table.' In 1969, he heard the bugles again, or rather the whine of turbine engines, and this time, thank God, joined the Army. He was accepted immediately in the Warrant Officer Flight Program. Again, I wasn't surprised to learn that he did an outstanding job. He served in Vietnam from July, 1970 to July, 1971 with the 1st Cav Division and the 11th Combat Aviation Group. He was decorated many times

BELOW — General Henry A. Miley, Jr., Commander, U.S. Army Materiel Command [right], presents the AAAA's 1973-1974 'Aviator of the Year Award' to Chief Warrant Officer Norman E. York [RV/440



and holds the DFC, two Bronze Medals, and two Bronze Stars.

"But what has he done lately? . . . Well, first of all, he was cited as an 'Outstanding Instructor and Examiner' by his unit, the 71st Aviation Company, at Wertheim, Germany.

"He established an instrument school, and supervised equipping this school with two Link Trainers that were little more than junk — or Code F — when he found them. He had them repaired, and then used them to train the instructors for the school. In Oct, 1973, he assumed duties as Assistant Airfield Commander at Wertheim, and immediately set about reorganizing the airfield, facelifting the facilities and streamlining the operation, including around-the-clock operation seven days a week.

"On a joint field exercise in partnership with a German panzer unit, our recipient was tasked to set up and operate a forward company airfield. In typical resourceful fashion, he salvaged a portable airfield tower, and managed to provide services and capabilities that were not even available at permanent installations.

"During recent airmobile assault exercises, his pathfinders provided a lighted landing zone

with FM-homing capability. His most significant achievement — and perhaps, the clincher for this Award — was his performance during REFORGER V. During that Exercise, CW2 York established a complete airfield for the Blue Forces.

#### AROUND-THE-CLOCK SUPPORT

"His airfield operated around-the-clock, supplying such things as hourly aviation weather services, crash rescue aid, and a Division refueling point for all Blue aircraft pumping some 7,000 gallons per day.

"During REFORGER, one of our aircraft became disoriented, losing itself in bad weather and darkness. It also experienced a malfunction of the on-board homing system. Our honoree personally talked the aircraft to safety, depending on his experience and his knowledge of the local geography.

"I'm quite sure my four minutes is up, and I'm also sure that I have described to you a man who meets the specifications I described earlier and I'm delighted to present the 'Army Aviator of the Year' Award for 1973-1974' to Chief Warrant Officer Norman E. York.

#### CITATION FOR AAAA'S "ARMY AVIATOR OF THE YEAR AWARD" FOR 1973-1974

The "Army Aviator of the Year Award" for 1974 is presented to CW2 Norman E. York in recognition of his outstanding performance while assigned to the 71st Aviation Company [Assault Helicopter], Wertheim Army Airfield, Federal Republic of Germany.

As Rotary Wing Instrument Examiner, CW2 York was the driving force that organized and supervised a truly outstanding company instrument school. His efforts included the writing of a complete Program of Instruction as well as conducting the training. Because of CW2 York's efforts, two previously unserviceable Link Trainers were repaired and placed in operation, greatly enhancing the effectiveness of instrument training.

To further increase training effectiveness, he established an IRF training route. To do so, CW2 York developed four practice ADF approaches and four standard instrument departures. Air Traffic Controllers personally trained by CW2 York were made available to insure coordination and a realistic training environment. Not only did CW2 York train pilots of his own unit, he made this high caliber instrument training available to pilots of nearby units. Instrument Instructor Pilots trained under CW2 York's aegis were subsequently assigned to the USAREUR Instrument School at Schwabachisch Hall.

CW2 York's zealous, highly successful efforts were officially recognized by USAREUR when its Instrument School was placed under his control, making him responsible for the instrument training of pilots from the entire command.

Following closure of the USAREUR Instrument School, CW2 York assumed duties as Assistant Airfield Commander. He immediately embarked on molding the Airfield Services Section into an organization that functioned at maximum efficiency and provided services to aircrews unequalled in USAREUR. Under

CW2 York's guidance, the section was able to provide 24-hour POL service, improved air traffic control and streamlined flight dispatch. CW2 York's managerial ability and professionalism were attested to by successful completion of the Annual General Inspection and USAREUR Safety and Standardization Board Inspection.

In a field environment, CW2 York's performance eclipsed even his brilliant performance in garrison. On a company field training exercise in partnership with a German panzer unit, CW2 York was tasked to set up and operate a forward company airfield. By restoring a salvage portable tower and demonstrating great leadership ability, CW2 York provided services to an extent not normally found in airfield advisory areas. Among these services were UHF and FM radio, FM homing, ATC control and weather advisory service.

During Exercise REFORGER V, CW2 York's unit was attached to the 1st Infantry Division and tasked to provide a forward airfield for Blue Force. Again using his personally trained crews and refurbished equipment, he established an airfield that proved vital to the success of the exercise. Throughout the exercise, CW2 York provided backup flight following for Blue radio, 24-hour tower operation and flight following for the 71st Aviation Company, crash rescue services and current aviation weather on an hourly basis. Merging his own resources and assets of the 11th Aviation Group [Combat] he was able to establish, in minimum time, a highly effective refueling point for all Blue Force's aircraft.

Throughout the year, CW2 York has consistently performed in a manner far superior to that expected of an officer of his grade. His display of initiative, dedication, leadership, and performance have set an example worthy of emulation by all Army aviators.



GEN. MILEY



CW2 YORK

## "ARMY AVIATOR OF THE YEAR AWARD"

[Continued from Page 31]

□ Remarks of Chief Warrant Officer [W2] Norman E. York, 71st Aviation Company [Assault Helicopter]:

"An honor — such as 'The Army Aviator of the Year Award' — even though awarded to an individual, is not obtainable by any one person. Rather, it is the result of the combined set of circumstances that existed over a year's period of time. By identifying a specific individual, we are saying, "These are the standards to aspire to."

"Ladies and gentlemen - and I mean this very deeply - I believe that these standards are already surpassed by every pilot who has ever or will ever wear the coveted wings of 'Army Aviation'.

"I use the word, 'individual', quite freely because it's a definite part of my philosophy in life. I say that challenging this latent pool of



CW2 York is shown with his fiancée, Miss Frieda Parkin, and his father, COL Harlan York, Ret., in a post-Luncheon photo. [RV/384]

talent to develop new techniques and procedures at the user level cannot help but enhance our posture as a deterrent force second to none.

"An old soldier once said to me, 'Son, whatever your task may be, or whatever you are — be you specialist crewchief or pilot — do and be the very best that you can, and no one will ask more.' The word, 'Can't', does not exist in this soldier's vocabulary.

"With the ever changing organizational structure of the Army, we of the Aviation Warrant Officer Corps face the greatest challenge yet. As the words printed above the main gate at Fort Rucker say, 'Above the best!', I would like to add the motto of the USAREUR Instrument School located at my home station in Wertheim, Germany, 'The best have been tested!'

"Again, I would like to say thank you. I only hope I can continue to meet your standards."

## 101st Airborne NCO wins coveted AAAA 'Aviation Soldier of the Year' Award

□ Remarks of Colonel Edward L. Nielsen, Ret., AAAA President:

"Our next award is the "Aviation Soldier of the Year Award' sponsored by the Army Aviation Association. Initiated in 1961, the Award is presented annually to an enlisted man serving in Army Aviation who has made an outstanding individual contribution to Army Aviation during the awards period ending the previous March 31.

"The Honorable Herman R. Staudt, Under Secretary of the Army, will make the principal address of this Honors Luncheon, and then present the 1973-1974 Award.

□ Remarks of the Honorable Herman R. Staudt, Under Secretary of the Army:

"... Towards this end it is most fitting that we meet here today to recognize some [individuals and units] who have contributed heavily towards [the attainment of our Army's] objectives. If I may, I'd like to ask Sergeant First Class Robert J. Coleman, C Company, 159th Aviation Battalion, 101st Airborne Division [Air Assault] to join me here at the podium at this time.

"I'm really not from the male chauvinist school, but I've [just] talked philosophy and now I'd like to talk for a few minutes about Bob.

"We're assembled here not just to mutually advance Army Aviation; our purpose is also to show our appreciation for those who have distinguished themselves by their accomplishments.

"Certainly, SFC Robert J. Coleman is such a person. Actually, my address is a natural prelude to the identification of SFC Coleman's accomplishment.

"He HAS performed and accomplished those things that I was talking about! No, he didn't paste feathers on any aircraft. What he did was to advance Army Aviation by his personal, professional contributions - primarily in the field of helicopter self-deployment over long distances.

"This effort was called 'Long Haul One', and in this venture a flight of our CH-47 Chinook helicopters left Fort Campbell for a non-stop flight to Homestead AFB, Fla., and a further non-stop to San Juan, P.R.

"Sergeant Coleman flew on the mission as



flight engineer, maintenance supervisor, technical inspector, and NCO-in-charge. He was active in the preparations that made the flight possible, fabricating field systems, performing test flights, advising emergency operations. His skills, experience, and imagination were significant factors in the successful completion of the mission.

"Later, he was selected as NCOIC of 'Long Haul Two', a further test of long distance deployment of the CH-47C helicopter. His contributions in both efforts were great, but, of course, there have been other accomplishments.

"What SFC Coleman has really proven is that day-by-day contributions can total up to a significant advance.

"He is currently assigned as a Flight Platoon Sergeant, and has had to fill this position for two flight platoons simultaneously for extended periods of time and, as usual, he did a great job.

"Throughout his career he has displayed outstanding professionalism and exemplary leadership. Sergeant Coleman, it is most fitting for me on behalf of the Secretary of the Army - and the Army family - to honor you as Army Aviation's 'Soldier of the Year.' We in the Army are very proud of both you and your good wife. Congratulations."



"THANK YOU" — A humble SFC Coleman is shown during his acceptance remarks. [RV/402]

□ Remarks of Sergeant First Class Robert J. Coleman, C Co, 159th Avn Bn, 101st Abn Div [Air Assault]:

"I'm proud to be here today. It is indeed an honor and a privilege to be named the 'Aviation



The Hon. Herman R. Staudt, Under Secretary of the Army, presents the AAAA's Aviation Soldier of the Year Award' to SFC Robert J. Coleman.



Soldier of the Year.' I would like to express my sincere appreciation and gratitude to the Quad-A Awards Committee and to those Association members who have made this memorable occasion possible.

"I accept this award with dignity and overwhelming enthusiasm, not only for myself but for the officers and men of the 101st Airborne Division [Air Assault] as well.

"The 'Screaming Eagles' played a very impor-

A smiling SFC Coleman is shown with an equally proud brother and wife in a post-Luncheon photo. [RV/481]

tant part in this award, and without their support, this memorable day in my aviation career would not have been possible.

"I can assure you that my family and I will cherish this award, and remember this day for the rest of our lives. Thank you very much."

#### CITATION FOR AAAA'S "AVIATION SOLDIER OF THE YEAR AWARD" FOR 1973-1974

The "Army Aviation Soldier of the Year Award" for 1974 is presented to Sergeant First Class Robert J. Coleman, C Company, 159th Aviation Battalion [ASH], 101st Airborne Division [Airmobile], Fort Campbell, Kentucky.

Sergeant Coleman entered the Army in February 1962. During the next ten years, Sergeant Coleman served two tours in Vietnam, while concurrently qualifying as a crewman on the H-21, CV-2 and CH-47 aircraft.

Joining C Company, 159th Aviation Battalion [ASH], 101st Airborne Division [Airmobile], in January 1973, Sergeant Coleman assumed duties as Flight Platoon Sergeant, serving simultaneously for extended periods as Platoon Sergeant for two exceptional platoons.

In operation "Longhaul I," a test proving the concept of self-deployment for CH-47 Chinook units to combat, Sergeant Coleman was selected to serve as the test battalion, Noncommissioned Officer in Charge. As such he was instrumental in the design, fabrication, installation, and testing of the critical long range fuel systems.

Additionally, he proved a valuable consultant in the development of emergency procedures for extended over-water flights and operations at high gross weight. He trained and rehearsed all enlisted crewmen in the fuel systems operation and in all conceivable inflight emergencies.

When the flight of four Chinooks left Fort Campbell en route to San Juan, Puerto Rico, in October 1973, Sergeant Coleman flew as Noncommissioned Officer in Charge, Chief Flight Engineer, and Maintenance Supervisor. Due in large part to his maintenance ex-

perise, the aircraft completed four non-stop legs, Fort Campbell-Homestead AFB; Homestead AFB-San Juan; and a retrace to Fort Campbell without need of maintenance support from the parent unit.

In view of Sergeant Coleman's experience and outstanding performance during "Longhaul I," he was selected as Noncommissioned Officer in Charge of Operation "Longhaul II." On that operation, he was instrumental in the development of a long range fuel system to permit deployment of aircraft equipped with T55L-11A engines.

Following installation of the fuel system, he served as flight engineer on flights made to determine flight characteristics, fuel and oil consumption, and maintenance problems related to extended flight at gross weights in the 50,000 pound range. On 31 January 1974, Sergeant Coleman's efforts culminated in a successful 9 hour and 5 minute, 1,090 nautical mile, non-stop flight by a CH-47.

Subsequently, during operation "Eagle Finch," an operation involving transportation of dangerous cargo in the vicinity of metropolitan areas, Sergeant Coleman once again was named Project Noncommissioned Officer in Charge. During the 80 flights made by his unit as part of this operation, Sergeant Coleman's meticulous preparations and superb leadership were best evidenced by mission completion with out accident or incident and with minimum maintenance problems.

Unquestionably, Sergeant Coleman's positive and innovative approach to each of his assignments has qualified him for the distinction of "Army Aviation Soldier of the Year."



HON. STAUDT



SFC COLEMAN

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## AAAA Push for Participation in World 'Copter Championship

TO: Colonel Edward L. Nielson, USA [Ret.], President, AAAA:  
Enclosed is a copy of a letter from General Lee concerning the AAAA proposal for the U.S. to host the World Helicopter Championships.

It appears that the member nations have placed unacceptable and unreasonable conditions on the U.S. in the event our government decided to sponsor this event. Be assured I was pleased to help all I could with your fine proposal, and I regret it did not materialize. If prospects look better all some future date, let me know, and I will be pleased to renew my keen interest. With kindest regards and best wishes,

Strom Thurmond, U.S. Senate

Enclosure accompanying 11 November 1974 letter from Senator Thurmond:

Dear Senator Thurmond:

During the March 29, 1974 hearing by the TACAIR Subcommittee, you strongly supported U.S. participation in a world helicopter championship in 1975-1976. Along this line it has been proposed by AAAA that the DOD and the Army host a worldwide helicopter competition at Fort Rucker, Ala., in conjunction with the Bicentennial Celebration.

The Army sincerely appreciates your steadfast and vigorous support of Army Aviation and your desire to see the U.S. Army and our Nation recognized worldwide for its outstanding airsmanship.

As you are aware, the member nations were queried about participating in these championships by the President of the International Helicopter Commission of the Federation Aeronautique Internationale. Five nations accepted with the proviso that they would participate only if given suitable transportation to the site.

Based on this apparent lack of interest and the budgetary constraints under which we are now operating, the Army is precluded from hosting the event inasmuch as we would be required to assume all financial responsibility.

We regret that our response cannot be more favorable, but in this period of overall belt tightening, we feel this is the most prudent course of action to follow.

Sincerely, James M. Lee, Major General, GS, Chief, Legislative Liaison

TO: Brigadier General James H. Merryman, President, USAREUR Region, AAAA

... Please note the enclosed letters. Why can't Army Aviation commanders screen their personnel for our sharpest rotary-wing personnel and field the best six to ten for the 1975 Europe-based "World Helicopter Championships"? There's a morale factor here.

Art Kesten, Executive Vice President, Army Aviation Association

TO: Art Kesten, AAAA National Headquarters

I've received your letter on the possible participation of USAREUR Army helicopter crews in a worldwide competition. I'll look into it as soon as possible, but in all honesty, I'm most skeptical of such activity coming to pass. The most serious problem we face here today, and the one that's stressed most often by the CINC, pertains to energy and this means a reduction of flight hours. The problem is of such significance that I don't believe any program which would involve the expenditure of additional fuel has a chance of being approved.

James H. Merryman, Brigadier General, USA, ADC-N, 3d Armored Division

[Ed. Note: We feel that both national and commercial interests are served by fielding our very best team in these 'Olympics.' We're not gunning for the Silver Eagles - they are professionals who could represent the U.S. well - but we don't buy the "additional fuel" excuse as long as the Silver Eagles practice at length, and then zip to different parts of CONUS to France Doats. Let's cut out some Maizy, and use the fuel to field an Army R/W team in Maizy in 1975.]

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## GIVE US A HAND, ARMY!

The U.S. Coast Guard Light Tower "Chesapeake" - 15 miles off Virginia Beach, Va. in the Atlantic - has been employing a NASA-owned portable searchlight cart "on deck" ever since the NASA tests were completed.

NASA and USCG asked Ft. Eustis if the searchlight cart weighing about 2,000 lbs. could be lifted off the upper helicopter deck (above) and flown to NASA's Wallops Island Base 50 mi. away on the eastern Virginia shore. A NASA-Huey flew CW4 Don Joyce and SFC Don Jackson from the T-School's Air Transport Committee to "Chesapeake" to rig the cart for airlift. A CH-47 from Felker AAF piloted by (AAAF/ers) CW3 Steve Murphy and CW3 Ron Frye was then called in and hovered half over the Atlantic and half the Tower's helipad, while SFC Jackson put the "donuts" on the "hook." Mission complete! . . . and both NASA and the USCG were happy! (Photos: Don Joyce)



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U.S. Army/Sikorsky UTTAS, an advanced technology prototype helicopter developed for the U.S. Army, made its first flight 17 October, 1974, at the Sikorsky Aircraft plant, Stratford, Conn. This aircraft is designed to serve as the U.S. Army's primary utility transport helicopter of the future.

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A.

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U.S. Army/Sikorsky UTTAS YUH-60A  
(Utility Tactical Transport Aircraft System)

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Seaside CA 93955

**ESTORES, Solonito J., LTC**  
16608 Braidale Road  
Rockville MD 20855

**GARTEN, Lynn W., LTC**  
515 Alston Road  
Santa Barbara CA 93108

**GREENLIEF, Francis S., MG**  
1 Massachusetts Ave., N.W.  
Washington DC 20001

**HANEY, Roy W., Jr., COL**  
12117 Key West Drive, N.E.  
Albuquerque NM 87111

**HEFFNER, Gary R., LTC**  
12323 Band Box Place  
Dallas TX 75234

**HILL, Ralph E., LTC**  
P.O. Box 896  
Ft Huachuca AZ 85613

**HOPE, William E., MAJ**  
3304 Kallin Avenue  
Long Beach CA 90808

**HUGHES, James J., MAJ**  
2429 South Franklin  
Springfield MO 65807

**JENSEN, Frank L., Jr., COL**  
15805 Vista Drive  
Dumfries VA 22026

**JONES, Oymne T., LTC**  
6334 West Burgundy Drive  
Littleton CO 80123

**KNOWLES, Richard T., LTG**  
9439 San Jose Blvd., #204  
Jacksonville FL 32217

**RETIRED**

**LEHMAN, Raymond G., Jr. COL**  
205 Solidad Drive  
Moonerrey CA 93940

**LORENCE, Carl E., CW4**  
3902 Washington Rd., #101  
Kenosha WI 53140

**MAHONE, Nelson A., Jr. COL**  
615 Albrera Street  
Enterprise AL 36530

**MILLER, Paul B., CW4**  
Bassett Army Hospital  
APO Seattle 98731

**MONEY, David, LTC**  
APO Seattle 98731

**MOORE, Raymond E., LTC**  
P.O. Box 56  
Duncan SC 29334

**MOORE, Robert K., COL**  
Mill Run  
Minnehaha Spgs WV 24960

**NICHOLS, Frank S., LTC**  
3862 Meadow Lane, N.E.  
Marietta GA 30062

**NOLAND, Clifton M., LTC**  
644 Harbor Drive  
Arle TX 76020

**OKARSKI, Gerald M., LTC**  
117 West Gogebic Street  
Ironwood MI 49938

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Santa Monica CA 90403

**URRUTIA, Carlos E., COL**  
3517 Bondwood Drive  
Columbus GA 31906

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15844 East 17th Place  
Aurora CO 80011

**WHITE, Joseph A., 1SG**  
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New York NY 10001

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5825 Jacqueline Street  
Ft Worth TX 76112

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**NORDIN, Glenn H.**  
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Alexandria VA 22314

**OKAGI, Robert**  
19th Avn Bn, S-4 Office  
APO San Francisco 96271

**PITTS, Y.A., Jr.**  
P.O. Box 36  
APO New York 09128

**POWERS, Paul E., Mrs.**  
P.O. Box 187  
New Philadelphia OH 44663

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7 Henry Street  
Rotorua NI, New Zealand

**ROWLAN, Matilda, Ms**  
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St Louis MO 63103

**SCHUETZ, Terry L.**  
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Salinas CA 93901

**TODOROFF, Alexander G.**  
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Chatsworth CA 91311

**VESTAL, Jack**  
Dynalectron, 6801 Calmont  
Ft Worth TX 76116

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Belleville IL 62223

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6 Hillside Drive  
Malvern PA 19355

**WITT, D.**  
22506 Barbacoa Drive  
Saugus CA 91350



**Captain Don Skipper, President of AAAA's Taurus Chapter in USAREUR, presents a National AAAA Plaque for "Outstanding Chapter Programming for 1973-1974" to Lieutenant Colonel John Houser, left, Taurus Chapter V.P. for Programming. Among other professional meetings the Chapter activities during the period included a tour of Frankfurt Intl Airport's ATC facilities, a Halloween Party at the original Frankenstein Castle, and hosting the Bi-Annual USAREUR AAAA Tour to the Farnborough International Airshow in London, England. Skipper has since rotated to Ft. Knox. (Photo: SPS Deborah Payne)**



## "T" IS FOR TRANSITION

[Continued from Page 14]

Also, retired GEN "Ham" Howze, Rotary International President Van Wingerdin; AAAA President Nielsen; AFJ Publisher Schemmer; former Chief of Chaplains Tobey; COL Ted Crozier, Chief, AWO Branch, OPD.

Also, retired GEN "Ham" Howze, Rotary International President Van Wingerdin; AAAA President Nielsen; AFJ Publisher Schemmer; former Chief of Chaplains Tobey; COL Ted Crozier, AWO Branch Chief; and corporate Presidents and General Managers, including James Atkins [Bell], Howard Stuverude [Boeing Vertol], Tom Stuelpnagel [Hughes Helicopters], Gerry Tobias [Sikorsky], and Harry Gray [United Aircraft Corp]

We also contributed to some policy decisions regarding the handling of aviators. There will be no turn-around instructor pilots. We will draw our instructors from the experienced body of aviators who have operated in the field.

DA has announced that all newly-rated aviators will first serve in a field unit before they are assigned other duties. This insures that the Army will receive some utilization immediately from the effort expended. The warrant officers and company grade officers can expect to be stabilized for about 27 months when they receive assignments.

While an Executive for Army Aviation Officer has not been re-established in the MILPERCEN, LTC Clancy Wolliver has been given the charter as focal point for aviation matters in the Office of Deputy for Professional Development and Plans, ODCSPER.

Finally, "T" stands for The Equipment. My article next month will delve this subject in great-

er length. However, the equipment highlights of 1974 were as follows:

... both the Sikorsky and Boeing Vertol UTTAS candidates flew during the autumn and met development contract schedules.

... the advanced attack helicopter development was extended six months by DA as a result of inflation and other cost increases. This course of action was preferable to asking for additional funding during the period of tight money.

... the scout helicopter task force which convened at Fort Knox presented its findings to DA. Further staff work is necessary early in 1975 before the Army position is presented to Department of Defense. Sufficient money is contained in the FY 1976 budget request to support initiation of development of a relatively inexpensive aircraft containing FLIR night vision.

The Army reluctantly announced that the heavy lift helicopter would complete development but not be scheduled for procurement. The announcement indicated that the requirement for the HLH had been validated but that funding constraints precluded the reallocation of production funds to the project.

## MAJOR EQUIPMENT STUDIES

At year end, the Aviation Center had been assigned responsibility for the major equipment studies. The first is a "Cobra" configuration study entitled, "Pass in Review" which will determine how our standard "Cobra" and our "Cobra-TOW" aircraft will be equipped to meet the requirements of the late 70's and early 80's.

While aircraft proponentry for the CH-47 "Chinook" was passed to the Transportation School, Fort Rucker was assigned the CH-47 modernization study and cost and operational effectiveness analysis [COEA]. The third major effort is the COEA for Selective Effects Armament Subsystem [SEAS]. All three studies should be completed by next summer.

I should not close out 1974 without pointing out that we at Fort Rucker dedicated ourselves this past year to making the Army more attractive to those who are already in it. We can best support the "no draft" environment and the Army's recruiting effort if we already in the service feel a sense of job satisfaction.

This feeling of being a part of important effort is bound to glow outside of a reservation boundary and should convince those who are outside that the Army is a good place to be. We here at Rucker hope to build on that feeling in 1975 and wish every member of the Aviation Community HAPPY NEW YEAR and great success for the future.



TEST RUN—Using a smoke device to show wind patterns, an Army Huey also dispenses a load of chaff — small metallic and fiberglass strips that are used to distort and confuse enemy radar. The chaff is also being dropped to determine its effects on aircraft engines. Testing is being conducted at Ft. Hood under MASSTER. [USA photo]

# AAAA Activities

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

**NOV. 4. Fort Bragg Chapter.** Professional Luncheon Meeting. **John H. McMinn**, Manager, Military Requirements, Boeing Vertol Company, guest speaker. Ft. Bragg Officers' Club.

**NOV. 7. Sunbowl [Fl. Bliss] Chapter.** Late afternoon professional meeting. **COL Alexander J. Rankin, Ret.**, Marketing Representative, Sikorsky Aircraft Division, guest speaker. "UTTAS First Flight." Biggs Top 5 Club.

**NOV. 13. Mt. Rainier [Fl. Lewis] Chapter.** Late afternoon "Open House" to bring together all members of the Ft. Lewis aviation community. Ft. Lewis NCO Club.

**NOV. 13. Army Aviation Center Chapter.** Professional luncheon meeting. **COL Myles H. Mierswa, Sr.**, Cdr, Army Training Device Agency, guest speaker. Fort Rucker Officers' Open Mess.

**NOV. 15. Alamo Chapter.** "1974 Christmas Formal." Randolph Officers' Club.

**NOV. 16. Golden Gate Chapter.** Professional-social dinner meeting. A CDEC representative was the guest speaker. Presentation on the 155th Aviation Company (Alk Hel), AAAA's 1973-1974 "Outstanding Aviation Unit." Hamilton AFB O-Club.

**NOV. 18. Fort Hood Chapter.** Professional luncheon meeting. **COL James H. Patterson**, OCRD&A, guest speaker. Presentation on "Current and Future Aviation Hardware." Main Officers' Open Mess.

**NOV. 20. Connecticut Chapter.** Professional dinner meeting. **BG John H. Brandenburg**, ADC, 101st Abn Div (Air Assault), guest speaker. Frederick's Restaurant.

**NOV. 21. Bonn Area Chapter.** Professional dinner meeting. **Sergei Sikorsky**, guest speaker, reporting on 1974 AAAA Nat'l Convention, American Embassy Club.

**NOV. 22. Greater Atlanta Chapter.** An after-dinner social-business meeting; Chapter nominations; dining & dancing following the meeting. Ft. McPherson Officers' Open Mess.

**NOV. 23. David E. Condon [Fl. Eustis] Chapter.** "Old Timers' Nite." Prizes for specific Old Timer Records. Dinner-dance. Yorktown Naval Weapons Station O-Club.

**NOV. 23. Fort Monroe Chapter.** Joint "Old Timers' Nite" with Condon membership. (See above).

**DEC. 3. Air Cavalry [Fl. Knox] Chapter.** Late afternoon professional-social meeting. **Ralph P. Alex**, Chief of R&D Marketing, Sikorsky Aircraft Division, guest speaker. Presentation: UTTAS first flight. Fort Knox Country Club.

**DEC. 4. Fort Monroe Chapter.** General Membership Social Meeting - "Beef & Burgundy Nite". Ft. Monroe O-Club.

**DEC. 5. Sunbowl [Fl. Bliss] Chapter.** Mid-afternoon professional-social meeting. **COL John W. Oswald, Ret.**, Chief, Military Requirements Planning, Bell Helicopter Company, guest speaker. Presentation on "Projects of Army Interest at Bell Helicopter." Biggs Top 5 Club.

**DEC. 6. Fort Sill Chapter.** Professional Luncheon Meeting. **Ralph P. Alex**, Chief, R&D Marketing, Sikorsky Aircraft Division, guest speaker; "UTTAS First Flight." Fort Sill Polo Club.

**DEC. 7. Embury-Riddle [Daytona Beach] Chapter.** "1974 Annual Christmas Ball." Guest speaker. Holiday Inn Beachside.

**DEC. 7. Lindbergh [St. Louis] Chapter.** Pre-Holiday Dinner Dance. Cocktails, dinner, no speeches. The Stadium Club.

**DEC. 7. Mississippi Valley [Davenport, Iowa] Chapter.** Early evening Profes-



No. 1—SFC Herbert W. Denmark, L., receives his "Army Air Traffic Controller of the Year" plaque from MG Jack A. Albright, Cdr, USACC, during recent Ft. Huachuca ceremonies. [USA photo]

sional-Business Meeting. **Harold G. Franzen**, General Electric Company, guest speaker. ARNG Davenport Hangar.

**DEC. 11. Fort Bragg Chapter.** Professional luncheon meeting. **William A. Healy**, Manager of Army Requirements, Sikorsky Aircraft Division, guest speaker. Presentation on "UTTAS First Flight." Fort Bragg Officers' Club.

**DEC. 12. Richard H. Bitter [Corpus Christi] Chapter.** Late afternoon Social Meeting. Free keg. NAS Ready Room.

**DEC. 13. Chicago Area Chapter.** Winter Dinner-Dance. Octagon Room, Ambassador West Hotel.

**DEC. 13. Rhine Valley Chapter.** Professional dinner meeting. **BG James H. Merryman**, ADC, 3rd Armored Division, guest speaker; "Future Careers in Army Aviation." Stiftsmühle Hotel, Heidelberg.

**DEC. 13. Aloha Chapter of Hawaii.** Professional luncheon meeting. **COL John D. O'Donohue**, guest speaker; "Army Aviation R&D and Logistics." Wisteria Room, Schofield Barracks Officers' Open Mess

**DEC. 17. Leavenworth Area Chapter.** Early evening Professional-Social Meeting. **COL William C. Louisell**, S&F, C&GSC, guest speaker; "Current Status of the Gate System and the Annual Flying Requirements." FLOOM.

**DEC. 20. Checkpoint Charlie [Berlin] Chapter.** First AAAA XMas Party. Buffet. Casual clothes. Silver Wings Club. Tempelhof Airport.

**DEC. 21. Airmobile [Fl. Campbell] Chapter.** Second Annual AAAA Aviation Christmas Ball. Formal; buffet. Hangar #10.  
... AND A HAPPY NEW YEAR TO YOU ALL.



MASTER—LTC Albert Fournier [center] receives Master Army Aviator wings from the Federal Aviation Administration's Eastern Region Director Robert H. Stanton [right], during late October ceremonies held at FAA Headquarters at John F. Kennedy International Airport, Jamaica, New York. LTC Jimmie Kinder, Aeronautical Services Officer, Cameron Station, Va., looks on as the 5,100-hour veteran gets pinned. [FAA]

# The Personal Side

## Awards

### AAAA HONORARY MEMBERSHIPS

Major General R.L.C. Dixon, M.C., Director of British Army Aviation (Washington, D.C. Chapter)

Brigadier General William G. Hathaway, USAFR, Cdr. 452nd Tactical Airlift Wing, Hamilton AFB CA (Golden Gate Chapter)

Brigadier General Richard S. Kollie, ADC, Hq. 9th Inf Div, Ft. Lewis, Wash. (Mt. Rainier Chapter)

Brigadier Maxwell B. Simkin, Defense Attache, Australian Embassy, Washington, D.C. (Washington, D.C. Chapter)

Colonel A.K. Casselman, Director of Land Aviation, Defense Hqs, Ottawa, Canada (Washington, D.C. Chapter)

Colonel Friedrich Feldman, Cdr. I (GE) Corps Army Aviation, Federal Republic of Germany (Washington, D.C. Chapter)

**AIR TRAFFIC CONTROLLER OF THE YEAR**  
SFC Herbert W. Denmark, Hq. USA Air Traffic Control Activity, Ft. Huachuca AZ

**FLIGHT SAFETY AWARDS (INDIVIDUAL)**  
[3,000 or more hours accident-free flight]  
LTC Tary D. Wilkinson, Ft. Rucker, 3,000.

**FLIGHT SAFETY AWARDS (UNIT)**  
Branch 1, Prim Flt Div, DUFT, USAAVNS. Ft. Rucker AL. 5,030 hours/12 months. Fort Eustis, Virginia. 70,400 takeoffs and landings/12 months.

Instrument Qualification Division, DUFT, USAAVNS. Ft. Rucker. 36,087 hrs/9 mo. USACDEC Aviation Section. Ft. Ord CA. 3,410 hours/36 months.

55th Aviation Company [A], Cbt Avn Gp [Prov], Seoul, Korea. 11,010 hrs/12 mo. 82D AIRBORNE DIVISION SPORT PARA-

**CHUTE CLUB "AVIATOR OF THE YEAR"**  
CPT Gregory R. Jenkins, 82d Avn Bn.

## Births

Jason Daniel Miller, son of MAJ and Mrs. Christian J. Miller, Pleasanton CA Sept. 5, 1974 (8 lbs, 4 1/2 oz.)

Kendra Kae Price, daughter of MAJ and Mrs. Dave Price, born Oct. 13, 1973 at Tripler Hospital HI. (Delayed).

Joelyn Luisa Pullano, daughter of CPT and Mrs. Joseph F. Pullano, born June 1, 1974 at Ft. Ord CA.

Tara R. Springer, daughter of CPT and Mrs. Barrie H. Springer, born July 31, 1974 at Ft. Hood TX. (7 lb, 4 oz.)

## Honor Graduates

### USA AVIATION SCHOOL

Oct. 8: 1LT Gary A. Sharon, USA; Air Cadel Vo Thanh Nguyen, VNAF, RW

Oct. 22: WO1 Michael Crider, USA, Air Cadel Dang Phuoc Minh, VNAF; and 1LT Svein Danielsen, Royal Norwegian Army, RW Courses.

Nov. 5: 2LT Donald J. Hoyt, USAF; Air Cadel Thai Kim Thanh, VNAF, RW Courses. Nov. 19: 1LT Timothy Daight, MO-ARNG; Air Cadel Tran Ngoc Quan, VNAF, RW Crs.

Nov. 5: 1LT [Dr.] Richard E. Hodgman, Flight Surgeon Course.

### USA TRANSPORTATION SCHOOL

Oct. 1: SP5 Thomas E. Canevari, NCOES Acrtf Maint Basic Crs, Class #1-75.

Oct. 4: 2LT Kim R. Mills, AMORTC, Phase 1, Class #1-75.

Oct. 9: SFC Charles W. Smith, NCOES Maint Adv Crs, Class #1-75.



TOPS—WO2 Robert R. Bailey, left, "Fl. Lewis Aviator of the Year," receives an AAAA Certificate of Achievement from MAJ Sam Scavo, C Trp, 3/5 Cavalry.

Oct. 16: SP5 Terry L. Riddle, Acrtf maint NCO Basic Crs, Class #3-75.

Nov. 26: SFC James W. Neale, NCOES Acrtf Maint Adv Crs, Class #2-75.

Oct. 31: SGT Gary W. Mans, NCOES Acrtf Maint Basic Crs, Class #3-75.

Nov. 5: CWO James W. Pushak, AMORTC Phase 1, Class #2-75.

Nov. 21: SP5 Ramon M. Espinoza, NCOES Acrtf Maint Basic Crs, Class #4-75.

## Medals

**MERITORIOUS SERVICE MEDAL**  
MAJ Dave Price, Hawaii, Sept. 27 (10LC).

**ARMY COMMENDATION MEDAL**  
CPT Samuel S. Thompson, Avn Det, Berlin Brigade (10LC).

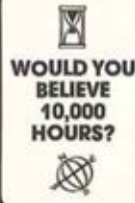
SP6 Clifford Sylvester, Aviation Detachment, Berlin Brigade.

**JOINT SERVICE COMMENDATION MEDAL**  
CW4 Robert W. Buechter, ARR IX, Hamilton AFB CA. July 24, 1974.

## Ratings

**MASTER ARMY AVIATOR**  
LTC Albert Fournier, JFK Int'l Airport NY. MAJ John J. Joyce, DAT, USAAVNS. LTC Joseph L. Kulmayer, MILPERCEN, DA. CW3 Albert J. Ladesic, Hq. USAAVNC. MAJ Thomas R. Nissen, Texas-ARNG. MAJ Robert L. Webster, Jr., Ft. Rucker AL.

**SENIOR ARMY AVIATOR**  
CPT Billy Brooks, 207 Avn Co, USAREUR. CW3 Michael H. Harmes, Ft. Leonard Wood. LTC Richard W. Lewis, Mass-ARNG. CW2 John E. McFall, Ft. Eustis VA.



**SALUTE**—On a recent trip, MG "Bill" Maddox, right, flew his 10,000th hour as an Army Aviator. His staff thought the milestone deserved recognition, and they devised a plaque which the general's pilot, CW3 "Al" Ladesic, left, presented to MG Maddox when he returned to Ft. Rucker on Nov. 23. Inscribed to the "Gray Ghost," a nickname the two-star general received in Vietnam, the plaque read: "10,000 hours . . . some good . . . some bad . . . all professional." [USA photo]

**T**HE Aviation Warrant Officer Branch strength as of 15 October 1974 was 5,789 with the end strength authorization for FY 75 being 5,594. This reduction of 195 will be accomplished through normal attrition, i.e., retirements, voluntary releases, etc.

Shown below is the current aviation warrant officer strength by grade:

WO1—713; CW2—3,805; CW3—881; and CW4—390.

### **OBJECTIVE: STABILIZED ASSIGNMENTS**

As you have probably read and observed, PCS moves have been reduced significantly. Branch is working currently toward an objective of stabilizing CONUS assignments at 36 months. However, in some cases, tours will be longer than 36 months.

A recent change in policy requires volunteers for overseas assignments to have at least 30 months on station. Requests for overseas extensions are receiving favorable attention as are requests for inter-theatre assignments.

Numerous wives have requested the following information during Branch briefings at many different posts.

Currently, 70% of AWO assignments are located in CONUS; 23% in overseas long tour areas, and 7% in short tour areas.

Eighty-five percent [85%] of the AWO's are located at the following CONUS posts and overseas stations:

CONUS: Forts Benning, Bliss, Bragg, Campbell, Carson, Hood, Knox, Lewis, Riley, and Rucker, and overseas in Alaska, Germany, Hawaii, and Korea.

The remaining 15% of aviation warrant officers are located at the following CONUS locations:

Aberdeen Proving Ground MD; Alexandria VA; Carlisle Barracks PA; Charlottesville VA; Corpus Christi TX; Dugway Proving Ground UT; and Edwards AFB CA.

Also, Forts Belvoir, Devens, Dix, Eustis, Gilliam, Gordon, Huachuca, Leavenworth, Lee, Leonard Wood, McClellan, McPherson, Meade,

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**BY COLONEL TED A. CROZIER  
CHIEF, AWO BRANCH, OPD**

---

Monroe, Ord, Polk, Ritchie, Sam Houston, Sheridan, Sill, Stewart, and Worth.

Other CONUS locations are Grand Forks ND; Homestead Air Force Base and McDill Air Force Base FL; New Cumberland and Philadelphia PA; Picatinny Arsenal NJ; Presidio of San Francisco CA; Redstone Arsenal AL; Rock Island IL; Rocky Mountain Arsenal CO; Sharpe Army Depot CA; St. Louis MO; West Point NY; White Sands Missile Range NM; and Yuma Proving Ground AZ.

Overseas, AWO's are located in Belgium, Berlin, the Canal Zone, England, Ft. Buchanan PR, Greece, Iran, Italy, Japan, Okinawa, Saudi Arabia, Taiwan, Thailand, and Turkey.

### **RECALL BOARD MOTHBALLED**

The Aviation Recall Board for Fiscal Year 1975 adjourned 16 August 1974. No additional board action is presently scheduled. All applications which were not evaluated are being held in suspense at the Reserve Components Personnel and Administration Center, St. Louis, pending receipt of further quotas and announcement of another board.

### **WOSC CORRESPONDENCE COURSE**

The Warrant Officer Senior Course [WOSC] is now available via non-resident instruction. This is the highest level of professional military education available to warrant officers, and it is open to warrants in all branches and MOS's, both on active duty and in the Reserve Components.

The resident course was officially established in January 1974 to train 200 warrant officers per year for the purpose of aiding their preparation for the highest level, most demanding technical staff positions in the Army.

Now all eligible warrant officers are being offered the opportunity to profit from this instruction. To be eligible for enrollment, the in-

# **WORD TO THE WARRANTS**



**WELL DONE!**—CW4 Bob Kean, right, Avn Felker AAF, Ft. Eustis, receives TRADOC's Aviation Accident Prevention Award from COL R.H. Goodell, CofS, Ft. Eustis, in recognition of that post's FY74 accident-free flying program. [USA photo]



**INFINITESIMAL!**—A PA-ARNG Huey is difficult to detect against a background of heavily-forested state land during recent NOE flight training. Keystone State aviators moved out quickly setting up their entire training program within 30 days after their first two IPs returned from Rucker training. Six to eight students attend each five-day course, the unit-produced training film aiding students, and briefing the general public through local TV spots.



**BINGLE  
JELLS!**

THE STAFF OF "ARMY AVIATION"  
WISHES YOU AND YOURS  
A VERY MERRY CHRISTMAS,  
AND A HAPPY AND HEALTHY  
NEW YEAR!

## WORD TO THE WARRANTS [CONTINUED FROM PAGE 45]

dividual must be a CW4, CW3, or CW2 [P] who has completed at least six years of warrant officer service. This six-year requirement will be waived, however, for those personnel who have completed a Warrant Officer Advanced [formerly Intermediate] Course.

Applicants for enrollment may submit DA Form 145 as outlined in paragraph 4, DA Pamphlet 351-20. This form should specify the course's title [WOSC] and number [1-250-C7], and should be addressed to: Department of Army-Wide Training Support, PO Box J, Fort Rucker, Alabama 36360.

Once enrolled, students are required to complete a minimum of 120 credit hours each year. The entire correspondence course consists of 42 sub-courses comprising a total of 376 credit hours. Studying at the minimum permissible credit level, it will take about three years to complete the course. Ambitious students may complete it more rapidly, but no "quick completion" records are recorded because the course is so new that none of the students now enrolled have completed it yet.

## ON GUARD! [CONTINUED FROM PAGE 47]

ized management for this widespread aviation maintenance responsibility is the ARNG Aviation Logistics Center. In essence, the ARNG-ALC provides most of the maintenance management functions for ARNG aviation assets in the several States, District of Columbia, and Puerto Rico, that the 34th Support Group provided for Army Aviation assets in Vietnam.

The measure of an organization is its performance against established standards. Chart 2 describes the ARNG's aviation logistic efforts as plotted against DA standards for FY 74. Maintaining a mean operational readiness [OR] of 64.4% when the preponderance of the units are either FAD IV or FAD V indicates the enthusiasm, persistence, and dedication of a highly motivated organization.

\*\*\*

### GROUND LOOP!

"You look absolutely ill," said the girl as her boyfriend gasped at their dinner check. "Is it something I ate?"

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The water will NEVER reach the top rung because the boat will rise with the tide.

ANSWER TO THE PAGE 29 RIDDLE



# ★ On Guard! ★

BY COLONEL CHARLES R. JONES, CHIEF, AVIATION DIVISION, ARMY NAT'L GUARD

**D**EVELOPMENT of the Army Aviation Program during the past three years has been rapid and commendable. The Aviator Recruiting Program, the expanded training requirements, and the dynamic Accident Prevention Program have been excitingly successful.

However, another less publicized program has been emerging in Army National Guard Aviation and that is the ARNG Integrated Aviation Logistics Program.

The magnitude of the challenge is dramatized by the fact that while the ARNG inventory increased by 83.1%, the increase in first line aircraft was 2891%. The metamorphosis of the Army National Guard fleet was traumatic!

The extreme example was the CH-34, which in some States, remained in the inventory only one year. When one realizes that aircraft systems are more or less dumped into the ARNG inventory without an ASL or a logistical tail, it underscores the task that confronts the ARNG.

## WE MAINTAIN OUR OWN!

It is not universally known that all aircraft maintenance on Army National Guard aircraft, up to and including General Support Maintenance, is performed by Army National Guardsmen. Maintenance not accomplished by TOE maintenance personnel during Unit Training assemblies is completed by Army National Guardsmen in their full-time technician status.

The ARNG Maintenance Program make-up is depicted in Chart 1. At the base of the triangle is

the maintenance capabilities organic in the 281 ARNG units authorized aircraft.

At the second level are the 12 ARNG Aviation Flight Activities. These are TDA organizations supported by dual status ARNG maintenance technicians authorized to perform organizational maintenance.

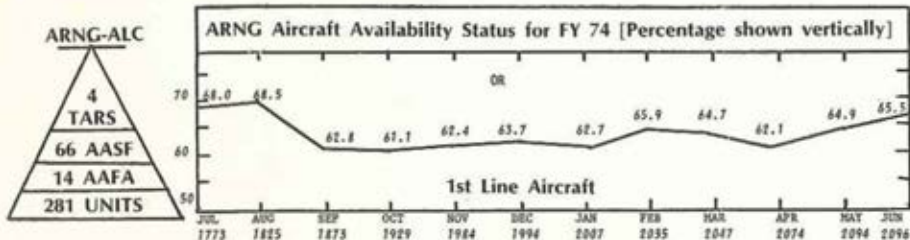
At the third level are the 66 ARNG Aviation Support Facilities [AASF]. These TDA installations are authorized to perform direct support maintenance and backup organizational maintenance and each State has at least one AASF.

## FOURTH LEVEL: THE TARS

At the fourth level are the Army National Guard Transportation Aircraft Repair Shops [TARS]. These organizations—located at Groton CT, Springfield MO, Gulfport MS, and Fresno CA—operate on an area support concept and perform the general support aircraft maintenance for the ARNG fleet.

The TARS, when specifically authorized by DA, may perform limited depot repairs. The California TARS, for example, is reworking 31 RU-BD's and turning out three U-BD's every two months. The Missouri TARS developed the capability to make depot repairs on the 540 Rotor Head, while the Mississippi TARS, utilizing a depot master alignment fixture, is authorized to rebuild tail booms on crash damaged OH-6 Aircraft.

At the top of the pyramid, providing central-  
[Continued on the opposite page]





### **Sikorsky UTTAS flies first . . .**

STRATFORD CT — The Sikorsky YUH-60A UTTAS [Utility Tactical Transport Aircraft] made its first flight October 17 at the Sikorsky Aircraft plant here. The flight, which consisted of low altitude hovering and limited maneuvering, came more than a month and a half ahead of contract schedule. At the controls were Sikorsky test pilots James R. Wright and John J. Dixon. Sikorsky and Boeing Vertol are competing for an eventual UTTAS production contract with the competition's winner to be selected in late 1976.



### **. . . and Boeing's not far behind!**

CALVERTON, NY — The Boeing Vertol Company reached a major milestone on schedule in its UTTAS Program with the first flight of its YUH-61A aircraft taking place at Grumman's Calverton, L.I., Test Facility on November 29. Flown by Boeing Vertol pilots Frank Duke and Len Freisner, the first flight consisted of low altitude hovering and maneuvering. Prior to the flight, Boeing undertook over 5,000 hours of wind tunnel testing of its main rotor, tail rotor, and airframe in addition to preflight whirl tests of the main and tail rotor assemblies.

### **Berchtesgaden in 1975!**

USAREUR — For the first time in 16 years, AAAAA's USAREUR Region will utilize the facilities of the U.S. Forces' Berchtesgaden Recreation Area for its Annual Regional Convention.

Hosted by the Air Troop of the 11th ACR, the 1974 professional-social gathering of AAAAA members and their families will be held during Jan. 29-Feb. 2, and includes Jan. 26-Feb. 2 as "Ski Week."

The three-and-a-half day meeting will conclude with a Saturday, Feb. 1 AAAAA Dinner Dance and the presentation of 1973-1974 AAAAA Regional Awards.

Detailed information may be obtained from AAAAA, 1 Crestwood Road, Westport CT 06880, or by writing "AAAA Convention, ATTN: CPT John P. Carter, Air Troop, 11th ACR, APO NY 09146.