

# Army Aviation

FEBRUARY, 1975



**Now there are three.**

**The third Sikorsky Army UTTAS is flying.**

The Sikorsky UTTAS #3 has taken to the air beside the Sikorsky UTTAS #1 and #2.  
So now all three are up and flying.

**Sikorsky Aircraft** DIVISION OF UNITED AIRCRAFT CORPORATION

**U  
A.**

# ARMY AVIATION

VOLUME 24 — FEB. 28, 1975 — NUMBER 2  
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**TRIO** — Bell Helicopter's YAH-63 GTV, left foreground, is shown prior to its brief January 31 rollout ceremony with BG Sam Cockerham, AAH Program Manager at AVSCOM, in attendance. [See the opposite page]. Bell's two flight test vehicles are shown in their advanced stage of manufacture. □

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# The YAH-63/GTV: Bell's in-house capability rolled it out 31 January 1975



In-house capability means having the facilities and technical skills necessary to design, tool, build and qualify *everything* that makes a helicopter a Bell helicopter.

What's in it for the Army?

In-house capability means more direct control. Shorter lines of communication. Prototype hardware in less time. 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

## The Fly-by-Wire and Model 347 by CW3 Stan Becker



Chief Warrant Officer [W3] Stanley A. Becker is the Project Officer on the container-handling device and other cargo-handling equipment. He's assigned to the Office of the Deputy Commandant for Combat and Training Developments, USA Transportation School.

**T**he triple hook CH-47, the CH-54, and the 347 were utilized in recent months with an experimental container handling device to automatically acquire and deposit standard 8 by 8 by 20-foot MILVAN containers in a simulated staging area without the aid of ground personnel.

The exercise with the 347 demonstrated the ease of container movement by helicopters, as well as the extremely short learning period needed to train personnel to fly the aircraft from the load controllers crewmembers [LCC] station. The system basically uses a fly-by-wire direct electrical linkage system [DELS], advanced flight control systems [AFCS], retractable LCC station, and triple cargo hooks.

### Move the doughnut!

During cargo pickup, all aircraft control is accomplished with a doughnut-shaped device on a control stick in the LCC station. Wherever the pilot wants the aircraft to go, he just moves the doughnut in that direction and it happens. The ease and simplicity of this is unknown in any previous helicopter.

CW3 Jim Ross, a CH-54 pilot from Fort Eustis, said, "It's great. My grandmother could do it."

### 12 complete checkouts

CW4 Bill Stafford, a CH-47 pilot from Fort Campbell, Kentucky, said, "It's fantastic. We've needed something like this for a long time."

Twelve people flew the aircraft while it was at

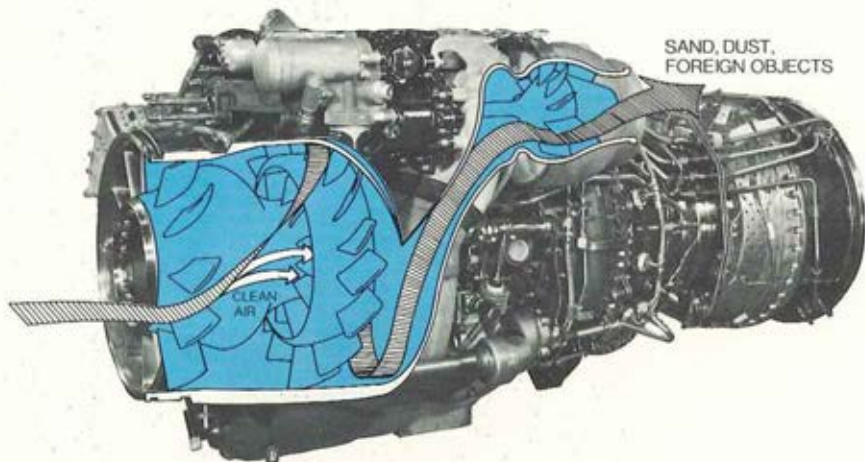
Fort Eustis, from colonels to enlisted flight engineers. All were very enthusiastic about their experience and the capability of the systems.

SFC Steve Olmstead, a CH-54 flight engineer, said, "After flying the 347, I think it is the best system for hooking-up a load on a cargo helicopter that I have ever seen." He went on to say, "A rated aviator is not necessary in the LCC station; any crew chief with minimal training could fly this bird."

LTC Bill Welter, a Patuxent River graduate test pilot, said, "The design approach demonstrated by DELS to provide the pilot with the proper tools to accomplish his task is commendable and, if pursued, is a giant step forward for rotary wing aviation. Too long have we depended on the aviator to make up for flying quality deficiencies."

This pilot report was based on Model 347 flights made at Ft. Eustis, to include a late 1974 demonstration of the Fly-by-Wire and cargo-handling systems for USAF, usn, NASA, and Army officials. The demonstration and narration were under the supervision of COL Paul F. Anderson, Deputy Commandant for Combat and Training Developments, USA Transportation School.

## T700 Survivability



# Sand Trap.

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

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

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

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

205-81

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

**GENERAL**  **ELECTRIC**

# Word to the Warrants

**E**FFECTIVE 1 March 1975, several aviation warrant officer MOS's will be revised, according to Change 25, AR 611-112 and DA Circular 611-30.

In essence, it means that individuals with primary MOS of 101B, 101C, 101D, 671B, 671C, 671D, 671E, or 102A will have their MOS redesignated in accordance with the new MOS structure. The Branch has conducted a screen of the files that are affected by the MOS change [approx. 2,000 AWO's], and based on the information available, and in light of projected requirements, will designate an individual AWO's new primary MOS.

This has been done using the ORB & 759's in each individual's branch file. Since Army-wide requirements are the driving force, award of the new MOS will not necessarily correspond to current duty positions.

The key point to remember regarding the upcoming revision is that primary MOS's among AWO's is essentially a statistical accounting procedure and does not reflect all the aircraft qualifications and skills that an individual has acquired.

As a result, the new MOS system will not affect the present assignment procedures within the Branch. By the time you read this article, Branch will have directed the major commands to award an appropriate PMOS



## DA TO REVISE SEVERAL MOS OF WARRANTS

By  
**COLONEL TED A. CROZIER,**  
Chief, Aviation Warrant Officer  
Branch, OPD, MILPERCEN



and AMOS. The letter of instruction went to the field in the last week in February.

### OER appeals

In the past few months the Branch has received a rash of OER appeals. This is the right of the individual, and should be exercised whenever a rating is considered unjust. However, a successful appeal must contain more than the rated officer's opinion as to the validity of the OER in question.

It should be thorough, and third party statements should be from individuals in responsible positions.

The Branch can support an OER appeal only when factual data is provided to substantiate an unfair evaluation. Before any officer submits an OER appeal, he should carefully read Chapter 8, AR 623-105, consult with his personnel management officer and consult with his commander.

### Military schools

Selectees for the FY 76 AWO Advanced Course were published in MILPERCEN message 181900Z November 1974. The names of those selected to attend the Warrant Officer Senior Course were released by DA message 201430Z December 1974. [Ed. Note: A list of the AWO-AAAA members to attend this course is found in a box on Page 40.]

### Career files

The importance of having up-to-date information in one's career file cannot be over-emphasized. It has a direct bearing on assignments, promotions, and school selections.

Three critical items required in the career file that are most often missing [or outdated] are preference statements, photographs, and individual flight records. Preference statements should be submitted as a MINIMUM in accordance with AR 614-100. However you

[Continued on Page 40]

# Here's the DC three-inch gyro horizon that loves to shake, rattle and roll.



J.E.T.'s self-contained Model 903 DC 3-inch gyro horizon is designed exclusively to withstand the inherent stresses found in helicopter operating environments. Its special erection system eliminates gyroscopic precession induced by helicopter vibrations.

The pitch-trim adjustment is tailored for helicopters. 10 degrees nose down to 5 degrees nose up. The unique spherical display is internally lighted for easy readability. What's more, in the event of electrical failure, the Model 903 provides up to nine minutes of

reliable attitude information. That's enough time to get out of most critical flight situations.

The Model 903 performs to MIL-I-81606 and MIL-I-83336A. J.E.T.'s standard military warranty says a lot about its reliability, too. If you're looking for a long-life precision gyro horizon that loves to be shook, rattled and rolled, contact us: Jet Electronics & Technology, Inc., Military Marketing Department, 5353-52nd Street, S.E., Grand Rapids, Michigan 49508. Phone: (616) 949-6600.

*Standard equipment on the Bell & Hughes AAH and the Boeing AWACS and AMST.*

**J.E.T.**  
Jet Electronics and Technology, Inc.

**T**HERE is an old story in the Pentagon about the action officer who left his desk for a tour in Vietnam. When he returned, he relieved his replacement and inherited his old in-box. It contained a collection of the same actions which had been pending at the time of his departure for Vietnam.

THE SAME can be said for many of the main issues facing Army Aviation. Although individual staff officers slave and study to produce solutions to problems, the problems have a life all of their own and often outlive the individual staff officers. Such is the case of the following issues which will be discussed in this article: Touchdown autorotations, close air support, Officer Personnel Management, and consolidation of helicopter training.

### Touchdown Autorotation Training

OVER THE PAST FEW YEARS, there has been seemingly endless debate over the merits of practicing touchdown autorotations. I am certain that you have all heard the same "facts" that I have:

"Helicopters are so reliable now that you really don't need to be proficient in autorotations."

"You have more accidents practicing autorotations than you do performing real ones."

"There is no evidence that autorotation training does any good anyway."

A FEW WEEKS AGO, in an apparent move to settle the controversy once and for all, the DA DCSOPS asked the Aviation Center to study the autorotation situation and make appropriate recommendations. Our Deputy

for Standardization performed the study using helicopter accident/incident data compiled over the last four FY's by USAAAVS. The findings were most interesting.

### In-Flight Emergencies

FIRST, the rate for in-flight emergencies requiring autorotations has declined steadily until it now stands at an all-time low — roughly one occurrence every 10,000 flying hours. However, in real terms, Army Aviators were required to make 1,128 emergency autorotations during the period studied.

THE OBVIOUS CONCLUSION is that while overall aircraft reliability has improved significantly, the Army Aviator must still be prepared to handle an in-flight emergency, and lives as well as valuable combat resources will depend on his ability to perform a successful autorotation.

SECOND, it was found that despite the increased emphasis on touchdown autorotation training, the associated accident rate remained almost constant throughout the four year period. Not only did the rate hold steady, but it was also surprisingly low — just slightly more than one accident per 100,000 flying hours.

AS REVEALING AS THIS IS regarding the relative safety of autorotation training, I would have preferred to relate the accidents to the number of practice touchdown autorotations performed. Unfortunately, overall statistics were not available; however, I can tell you that in FY 74, students at the Aviation Center had only six accidents in the course of performing 307,574 practice touchdown auto-



**New Solutions  
to  
Old Problems**



tations. For non-mathematicians, that works out to more than 50,000 successful autorotations for every unsuccessful one. Taking a bath should be so safe!

THE LAST AND MOST GRATIFYING finding relates to the value of autorotation training. Last year, as a consequence of in-flight emergencies, Army Aviators performed six successful autorotations for every one that resulted in an accident. To give that accomplishment meaning and perspective, in FY 71 only two successful autorotations were recorded for every unsuccessful one. The progressive improvement is certainly due in part to the increased experience level of our aviators, but it is equally apparent that our autorotation training has been extremely effective.

### The Overall Conclusions

THE OVERALL CONCLUSIONS were that there is a valid requirement to practice touchdown autorotations and that the training accident rate is not excessive, particularly when viewed in the light of the excellent improvement in aircrew performance in real emergency situations. I am pleased to report that the conclusions, and the study itself, was coordinated and fully concurred in by COL Norm Paulson, the USAAAVS Commander.

AS A RESULT of this study, on 3 January DA provided the field with the most comprehensive guidance on autorotation training in recorded history. The stated intent of the guidance is to insure that each aviator develops and maintains proficiency in the performance of emergency autorotations as required in TC 1-34. Commanders now have clear authority to conduct touchdown autorotation training for newly-assigned aviators, during transition training, during periodic standardization evaluation flights, and on an "as required" basis at any time. Low level autorotations, and those requiring turns of up to 180° are also recognized as necessary for the development of proficiency, and they may be performed to touchdown.

IT IS IMPORTANT to remember that autorotations are emergency procedures and not

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

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normal maneuvers. For that reason, DA does establish some conditions and places some restrictions on the training. However, the requirements are reasonable and they are based quite solidly on well established safety considerations.

SO, while I regard the autorotation study and the policy guidance as significant milestones on our drive towards more realistic aviation training, we will reap the full benefits only if commanders—and aviators—adhere strictly to the prescribed ground rules.

IN SUMMARY, in response to the "facts" listed at the first part of this piece: Yes, helicopters are safe but some still must autorotate because of in-flight emergencies. No, you don't have more accidents practicing than in performing real ones. Autorotation training definitely shows its value by reducing accidents when the chips are down. And yes, this value can be proved statistically. So, let's get back to training sensibly as we have been told to do.

### Close Air Support

IN RECENT MONTHS, there have been discussions involving members of Congress, senior Army officers, or members of the public concerning the Army's role in close air support [CAS]. Some individuals have suggested that the Army assume responsibility for CAS, and others believe that the Army already has. These discussions are often based on misconceptions.

SO HERE IS the current DA perspective on this issue and the rationale on which that perspective is based:

"UNDER EXISTING LAWS and DOD regulations, the Army has no CAS role. The Army agrees that CAS provided by the Air Force and other services is a much needed fire-

power complement in support of Army combat operations and seeks no change in the assignment of current roles and missions.

"THE CURRENT RELATIONSHIP between Army attack helicopters and the Air Force tactical air system affords ground commanders a wide spectrum of fire support options in terms of responsiveness, flexibility, and capability. The use of organic Army aircraft as an extension of mobility and firepower permits the Army ground commander to capitalize on terrain features in influencing ground operations, a function not considered to be CAS.

"TACTICAL AIR SUPPORT provided by the Air Force is the product of a complex system that includes command and control communications, radar, air cover, and base logistics. CAS is one of the essential missions of the tactical air support system. When other priority missions preclude the immediate availability of Air Force CAS to Army ground commanders, organic Army aircraft operating in a decentralized manner are readily available to support ground combat but again not as a substitute for CAS.

"IN VIEW of the complementary role of Army attack helicopters and the successful Army-Air Force relationship in CAS, current service



**SELECTED!** — CW3 Charles W. Bootle, SIP with the Dep for Standzn Office at Ft. Rucker, checks a Cobra logbook for data. Bootle was selected by the AAAA's Army Aviation Center Chapter as Ft. Rucker's "Army Aviator of the Year for 1975." □

#### U.S. HELICOPTER EXPORTS UP 2%

While the dollar value of the 420 U.S.-made helicopters exported in '74 rose 46%, as compared to '71, the number of units exported only rose 2% over the 413 shipped in '73. Canada was the largest purchaser with 64 units, followed by Italy with 44.

roles and mission assignments are considered sound, and no change is advocated or contemplated by Headquarters, DA."

NOTE THAT THIS POSITION STATEMENT differs somewhat from the position the Army was required to assume during the Deputy Secretary of Defense Close Air Support Study which was initiated in 1971 and concluded two years later. At that time, Mr. David Packard, Deputy Secretary of Defense, inferred that all aerial fires in close proximity to ground troops should be considered close air support regardless of the aerial platform from which they were delivered.

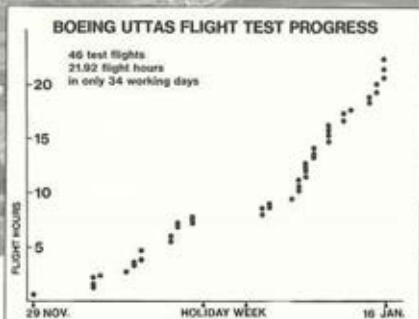
HOWEVER, the Army was never completely comfortable with this delineation because some confusion inevitably developed with the highly centralized control philosophy of the Air Force in comparison with the decentralization of aerial vehicles to do the commander's normal battlefield firepower tasks.

BEFORE THE CHANGE instituted by Mr. Packard, the Army considered that it delivered direct aerial fires or direct aerial fire support. Inasmuch as the attack helicopter may be working in his own sector and delivering fires for his own parent unit, the word "support" appears to be out of place under the new scheme of things. Therefore, a more descriptive term would be "Army aerial fires."

#### OPD Re-tailored

A MAJOR REORGANIZATION of the Officer Personnel Directorate [OPD] of the U.S. Army Military Personnel Center has been approved for implementation during the period July through September 1975. The reorganization is designed to better align OPD to manage officers under the Officer Personnel Management System [OPMS].

# The most tested helicopter in history has been doing a lot of flying lately.



Boeing's advanced-technology YUH-61A UTTAS first flew on Nov. 29, 1974. Since then it has made 46 test flights totalling 21.92 hours in only 34 working days, including six days off for weather.

This precedent-setting progress has been possible for three reasons: (1) a design philosophy which emphasized the achievement of stringent reliability and maintainability objectives with the resultant high availability rate; (2) rigorous and extensive preflight

developmental testing, including over 5000 hours of wind-tunnel testing and operation of a UTTAS ground-test vehicle; (3) flight testing planned to take advantage of the real-time data-reduction capabilities of the Grumman Calverton, Long Island, test facility.

The YUH-61A continues to be test flown with such regularity that Boeing is more optimistic than ever that the Army UTTAS program objectives for reliability, maintainability, and availability will be met.

New technology for the Army of the 1980's.

**BOEING HELICOPTERS**

BOEING VERTOL COMPANY

Philadelphia, PA 19142

ACCORDING TO DA, under OPMS, officers will be managed by specialty and grade rather than by branch and grade. The new organization makes few changes at the deputy level; the most significant changes occur at the career branch level.

- All colonels, lieutenant colonels, and majors will be managed within divisions based on grade. For example, all majors will be managed by specialty within the Majors Division regardless of branch identification. This organizational change does not modify the current branches of the Army as established by title 10 of the U.S. Code.

- Company grade officers will be managed by specialty and grade within the current branch framework. This will provide these junior officers a sense of organizational identity and pride. The branches will be placed under the auspices of three divisions: Company Grade Combat Arms, Company Grade Combat Support Arms, and Company Grade Combat Service Support.

- The management of warrant officers from all branches will be consolidated within the Warrant Officers Division.

FOR THE AVIATOR, the new arrangement should provide for more standardized handling of officers in the field grades in the same manner that colonels have been handled over the last few years. For example, in



**A FIRST!** — MG William J. Maddox, Jr., center, the first General Officer to fly on mission track for the 73rd Military Intelligence Company, receives a plaque commemorating the event from CW2 Gary L. Prosser, left, who was recently selected as AAAA's "USAREUR Aviator of the Year." Looking on are CPT Mike Blacker, SIP, and MAJ Franklin D. Griswold, Commander.

There's been a 1,600% gain in hospital heliports in the past ten years. The 34 reported 1965 hospital heliports have grown in number to 487 reflecting the increased use of 'copters by state and civil agencies and the Army-supported Military Assistance to Safety and Traffic Program. □

the handling of majors, differences in policy among the various branches should be reduced. For the company grades, branch orientation is reasonable and should not work hardships on officers during the main productive cockpit years.

### Training Consolidation

DURING THE VIETNAM WAR, the Army Aviation training base was given responsibility for training helicopter pilots for both the Air Force and Marines. This arrangement continued until 1971 when the Marines withdrew from the Army helicopter training program and consolidated with the Navy training done in the Pensacola, Florida area. Over the intervening years, numerous studies have been conducted with a view toward reducing training costs.

IN MAY 1974, the General Accounting Office [GAO] released a report concerning undergraduate helicopter pilot training [UHPT]. The report recommended that the Secretary of Defense consolidate all UHPT at one location under a jointly developed program of instruction. The GAO report included a statement indicating that Fort Rucker, Alabama, was the only UHPT site capable of satisfying the entire DOD UHPT requirement. [The present student capacity for UHPT at Fort Rucker is 2,400 which exceeds the annual DOD UHPT requirement by approximately 600 students.]

DURING AUGUST 1974, the Interservice Training Review Organization [ITRO], a joint organization dedicated to seeking ways to consolidate DOD training resources, established a Flying Training Committee [FTC] to investigate the feasibility of furthering interservice undergraduate pilot training. The Flying Training Committee has established a

separate UHPT subcommittee under Army chairmanship. General William E. DePuy, Commander of TRADOC, is Army member on the ITRO while LTC Russ Vaughn from my training office is Army member of the FTC and also Chairman of the Helicopter Subcommittee.

THE ORIGINAL Flying Training Committee study effort was aimed at completing an analysis of consolidation possibilities and alternatives including cost indicators, by December 1974 and finalizing an implementation plan by the April to June period. This schedule has recently been accelerated by DOD. The new target date for the ITRO to forward a fully coordinated consolidation proposal to DOD is not later than 1 March. The Flying Training Committee is expending every effort to provide fully analyzed and agreed upon recommendations by the suspense date.

### Punch Line

PERHAPS THE BIGGEST and oldest problem of any Army is to justify changes in its force composition. Normally, adherents of a particular organizational philosophy feel that they can increase the capability of the Army to do its mission. Just as normally, the new philosophy is more complicated, costs more, and requires more people. Army Aviation is in just such a situation today as it tries to justify its new, more capable aircraft and the new tactical concepts whereby helicopters become more central on a high threat battlefield.

WE KNOW from our own experience that the armored force had its problems getting established despite the World War I experience during which the tank showed great promise. By 1934, General Adna Chaffee worked a proposal for activation of an Armor Brigade up to the War Department staff level for decision. General Douglas MacArthur, then Chief of Staff and beset by deep fund cuts and effects of a worldwide depression, killed off the idea of a single Army Brigade in the Army. Five years later, the German Panzer Corps validated the armor philosophy of General Chaffee.



JOINT FTX — Members of the British Berlin Brigade's First Parachute Regiment are shown entering a UH-1H helicopter of the American Forces, Berlin Brigade Aviation Detachment. The unit recently lifted the British paratroopers as part of Aggressor Force participation in a joint U.S./British FTX in West Berlin. □

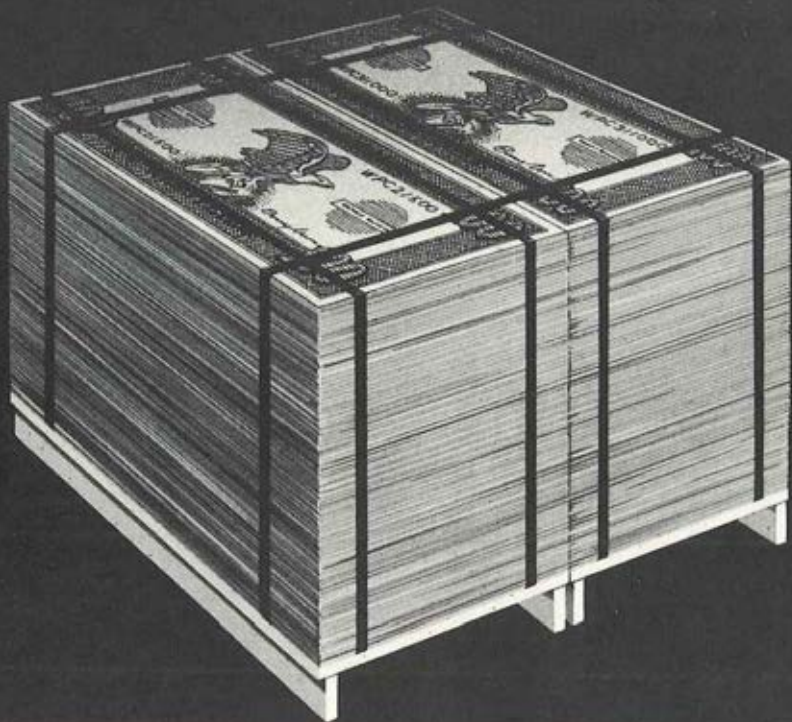
I NOTE from recent reading of an 1898 Volume entitled "Military Science and the Art of War" by Captain Herbert E. Tutherly that the problem of justifying force structure changes predates the internal combustion engine.

CAPTAIN TUTHERLY SAYS, "Cavalry is expensive to equip and maintain, and requires a long course of training to become effective. For this reason European nations keep their cavalry nearly up to the war strength at all times.

"It was not until near the close of the War of Secession that our cavalry became effectively organized to serve its fullest functions as an independent fighting force, and the developments of that war practically transformed all of our cavalry into dragoons; dragoons being mounted troops armed and trained to fight on foot with effective fire action, and also to give effective shock action by charging with the saber.

"The dragoon is essentially the cavalryman of the present day, and the American cavalryman of 1864-5 is the type to which all European mounted troops are more or less reluctantly, or perhaps more or less unconsciously, approaching."

AVIATORS, TAKE HEART. There is plenty of room for new solutions to the old problem of organization.



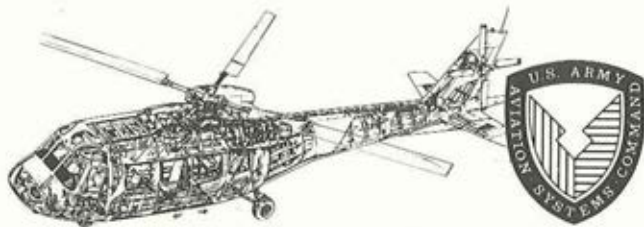
# \$1.2 million.

Initiated in 1957, the AAAA-endorsed Flight Pay Protection Plan exceeded \$1.2 million in flight pay claims in January of this year. More than 834 Army Aviation flight personnel in the active Army and Reserve Components have shared in the \$1.2 million in claims during the program's eighteen year duration.

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**W**EAPON SYSTEMS MANAGEMENT has become a reality at the Army Aviation Systems Command. The management concept, widely used by industry and in varying degrees within other Department of Defense/Government agencies, has been adopted at the St. Louis-based agency to improve the existing commodity management orientation.

**SIMPLY STATED**, weapon systems management equates to program and configuration management—the total aircraft system integration. It provides a “single face” to whom the user and industry can come as it relates to a particular aircraft and all its subsystems.

**THE AVSCOM COMMANDER**, Major General Frank A. Hinrichs, shortly after assuming his duties, recognized that the “system approach” to the management of the multi-billion dollar Army Aviation inventory was the most suitable management technique to accomplish his mission. Extensive studies were accomplished during Calendar Year 1973 and early 1974 to determine the opti-

concept evolved. It is considered to be the most feasible method of improving support of aircraft weapon systems in the field. The concept draws upon the best of all the alternatives to achieve a total system orientation in the life cycle management of existing operational systems, as well as developmental systems envisioned for future use.

### What Is It?

**THE EXPERTISE TO MANAGE** the Army Aviation Program effectively has been within the confines of AVSCOM since its creation. While there are good working relationships between functional directors, a definitive systems management focal point was required. This has been achieved through the establishment of the Weapon Systems Management [WSM] Concept, and appointment of a Weapon System Manager and staff for each major system and equipment systems.

**THIS SMALL MANAGEMENT GROUP** is given wide authority and responsibility to

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## U.S. Army Aviation Systems Command Weapons Systems Management

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manage the systems management technique for the Army Aviation community.

**NUMEROUS MANAGEMENT ALTERNATIVES** were considered. Project/product management within the Army and other DOD agencies were examined; developmental and logistical concepts of the Air Force and Navy were also examined, plus a review of several successful industry approaches to management relating to varied programs.

**AS THE RESULT** of those extensive studies, the AVSCOM Weapon Systems Management

“oversee” the aircraft system from birth to obsolescence. Its ultimate goal is customer satisfaction through the attainment of high operational ready rates at minimal costs.

**ESSENTIALLY**, this establishes a management organization capable of performing overall program management for an assigned system throughout its life cycle. Major weapon systems are currently managed by a project or product manager during the system development phase. This type of management has proven effective for the intensive management.  
[Continued on the Next Page]

ment required in that phase and the initial acquisition process.

**THE WEAPON SYSTEMS** Management Concept continues this type of management into the operational phase. The manager has total program and budget control; correlates requirements, integrates programs, allocates resources and reviews accomplishments to insure completed program actions.

**IN REALITY**, this position requires an individual who must work with the functional managers and personnel. The key word is "with" — reflecting a team involvement with the various commodity elements which support the system management concept.

**THIS TYPE OF MANAGEMENT** creates a single point of contact on any weapon system within this headquarters. The manager has the authority to take action to resolve problems; he is familiar with the appropriate personnel, and allows them to arrive at sound decisions. He has immediate access to the Commander on any and all problems which may require his attention.

### What Will It Do?

**TO YOU**, the reader of ARMY AVIATION, it provides the "single face" or "your guy" at



**NO. 1** — The top enlisted man at Fort Rucker AL for January, Specialist 4 Philip E. Tyler, scans the radar screen during his day's work at Cairns AAF. "Soldier of the Month" Tyler, an air traffic controller, is assigned to Hqs and Service Company, USA Communications Command Agency.

AVSCOM regarding a specific aircraft system — "Mr. UH-1" or "Mr. OV-1", if you will. As the Commander, AVSCOM, views the concept, it fills a management void within the Command. It draws together the best of the commodity management expertise; takes on a specific aircraft system orientation, and provides a dedicated program and configuration manager.

**THE WEAPON SYSTEMS MANAGERS'S** single most important task is to be system-parochial — his system. He must be the total integrator of all subsystems pertaining to his aircraft system. He must orchestrate the various functional interests of maintenance, materiel management, procurement, production, research, development, quality and training, as they relate to the basic airframe and its subsystems [avionics, weapons, etc.], into programs which best compliment each other. The result is an efficiently managed and operating weapon system.

### How Does It Operate?

**THE WEAPON SYSTEMS** Management Office includes 112 personnel assigned to eight weapon system/equipment system divisions, and a programs division which provides direct support to the systems divisions.

**WEAPON SYSTEMS MANAGERS** [WSM] are grouped into one office to assist the Commander in reducing his span of control and to provide commonality of direction across functional lines. Each manager meets at least weekly with the Commander to discuss his system.

**WEAPON SYSTEMS MANAGERS** operate in the matrix concept of management. They operate horizontally through the existing vertically-aligned functional directorates. The WSM's accomplish this through a Weapon Systems Management Team. Team members are designated by the appropriate functional directors to represent their interests in a specific weapon system.

**A TYPICAL WSM TEAM** would include several representatives from each functional directorate, each proficient in his particular





COL Crowell



LTC Ropp



LTC Callaway



LTC Large



LTC Powers

discipline. The teams meet at least monthly to discuss ways to capitalize on successes, and to address all problems relating to their particular system.

### Who Are They?

THE COMMANDER, AVSCOM, has chartered all his Weapon Systems Managers. They are delegated full-line authority pursuant to the assigned missions and functions of the Weapon Systems Managers. Under the command of COL William B. Crowell, Chief, and LTC Richard F. Ropp, Deputy, the AVSCOM Weapon Systems Managers are:

Fixed Wing Division .... LTC Richard Tobiasen  
[OV-1, U-21, RU-21] [AV 698-3784]

Cargo Division ..... MAJ Robert Reynolds  
[CH-54] [AV 698-3869]

LOH Division ..... LTC Charles Callaway  
[OH-58, OH-6] [AV 698-2921]

Utility Division ..... LTC U. S. Large, Jr.  
[All UH-1] [AV 698-3281]

RPV Division ..... LTC Davies Powers  
[Remotely Piloted Vehicles] [AV 698-5663]

Aerial Del Equip Div ..... MAJ James Wood  
[AV 698-3241]

Ground Supp Equip Div ... CPT Richard Cseak  
[AV 698-3241]

Life Supp Equip Div ..... Mr. A. B. C. Davis  
[AV-698-3241]

IT SHOULD BE NOTED that the CH-47 and AH-1G operational fleets are managed by the project managers for those systems. They, of course, are also responsible for the CH-47 Modernization Program and the TOW/ Cobra Conversion Program, respectively.

### Recap

THE WEAPON SYSTEMS Management Concept adds the heretofore missing system orientation to the life cycle support of aircraft systems.

NO — it does not “re-invent the wheel”! The AVSCOM Weapon Systems Management Concept is simply a variation on a tried and true management concept. It is considered to be of significant importance as it relates to the aviation community for the very expensive and complex systems managed by AVSCOM.

THE WEAPON SYSTEMS Management Concept is not intended to replace existing functional field activities, but to compliment those activities. The Commander, AVSCOM, considers it a significant step forward in responsiveness to the field and industry, and in the efficient internal management supporting major operational aviation weapon systems.



LTC Reynolds



LTC Tobiasen



MAJ Wood



CPT Cseak



Mr. Davis



# All about EPMS

By  
**COLONEL FRANK L. HENRY,**  
Chief, EPMS Study Group,  
MILPERCEN

**T**HE military career of every enlisted soldier in the Army will soon be guided by the Enlisted Personnel Management System [EPMS].

The overall goal of EPMS is to provide career incentives, progression and professionalism. To achieve that goal, training, evaluation, classification, and promotion will be molded into a single, well-coordinated system.

Developed through the cooperative efforts of the Military Personnel Center [MILPERCEN], the Training and Doctrine Command [TRADOC], and the major commands of the Army, EPMS places special emphasis on keeping soldiers trained in their field through formal and informal training.

## The objectives of EPMS

The objectives of EPMS are to:

- Redesign each Career Management Field to provide logical and visible career patterns.
- Eliminate promotion bottlenecks and give equal promotion chances to all enlisted men and women in the same grade.
- Reduce the number of MOS's at the lower grades by combining them and further

merging of MOS's at higher grades to broaden soldier skills, make assignments more flexible, and provide greater challenge.

• Provide continuing opportunity for training throughout the soldier's military career.

The EPMS Task Force at the United States Army Military Personnel Center, in close coordination with Training and Doctrine Command and the United States Army Transportation School, is redesigning the Aviation Maintenance Career Management Field [CMF 67] to reduce the number of MOS and produce an Aircraft Repairman who will have broadened maintenance responsibilities and capabilities. This is being carefully done to insure that there is no degradation of the high quality aviation maintenance that we have all become accustomed to.

Aviation Repairmen will now be trained to repair helicopters by categories, for example: Observation/Scout, Utility, Attack, Medium and Heavy Lift. The result will be a reduction from eight to five Helicopter Repairman MOS. It is hoped, by placing Helicopter Maintenance in categories, that future proliferation of aviation maintenance specialties can be avoided as new models are developed.

**Full details on the new Enlisted Personnel Management System (EPMS) now under consideration at TRADOC - Its goal and objectives - How it works - Promotion System - Skill Levels & MOS - Implementation Date**

The number of Fixed Wing Repairman MOS will also be reduced. A similar reduction in MOS was approved recently by the Chief of Staff of the Army for Career Management Field 11, Maneuver Combat Arms, where MOS's 11F [Infantry Operations/Intelligence] and MOS 11H [Infantry Direct Fire] were consolidated into MOS 11B [Infantryman].

Aircraft Components Repairmen will experience less change in their MOS's, the most noteworthy being the additional emphasis placed on the important area of Ground Support Equipment repair. Additionally, the Aircraft Armament Repairmen and Aircraft Armament Sub-System Mechanics will see their MOS moved from Mechanical Maintenance, CMF 63, to the Aviation Maintenance Career Field.

### Evaluation - How does it work?

First, there will be a closer relationship between a soldier's grade and skill level as follows: Skill Level 1 [E1-E4], Skill Level 2 [E5], Skill Level 3 [E6], Skill Level 4 [E7], and Skill Level 5 [E8-E9]. There will be a training requirement and an evaluation requirement for award of each of these skill levels.

Second, for grades above E4, each soldier must qualify and be awarded the next highest skill level before competing for promotion to the corresponding grade.

The formal training structure being developed by TRADOC for EPMS consists of five levels which correspond to the five skill levels. The first level is Basic Combat Training/Advanced Individual Training, completion of which qualifies a soldier for award of Skill Level 1. If the AIT is exceptionally long, a soldier may be qualified for Skill Level 2 at the end of training. This determination will be made by the TRADOC commander.

Four levels of courses will exist under NCOES: the primary, basic, advanced, and senior NCO courses, each designed to prepare soldiers to assume duty positions at the next higher skill level.

.. The primary NCO course [PNCOC] will be supported through the use of the facilities of the present NCO Academies and will train soldiers in grade E4 to assume duty positions at Skill Level 2 [E5];



**About the Author:**  
**Colonel**  
**Frank L. Henry,**  
**MILPERCEN**

Colonel Frank L. Henry, a Master Army Aviator, is currently serving as Chief, Enlisted Personnel Management System [EPMS] Study Group, United States Army Military Personnel Center, Alexandria, Virginia. The study group is developing a system of professional development which will mold training, evaluation, skill classification and promotion into an overall integrated system of enlisted personnel management. Colonel Henry is a graduate of the Army War College and commanded the 227th Aviation Battalion, 1st Cavalry Division at Ft. Hood TX in 1972-1973.

.. the basic course [BNCOC] will train soldiers in grade E5 for duty in Skill Level 3 [E6] positions;

.. the advanced course [ANCO] will train soldiers in grade E6 for Skill Level 4 [E7] positions;

.. the senior course [SNCOC] will include an operations and intelligence course, and a new unit administration course for first sergeants which will be a separate course in addition to the current instruction at the Sergeants Major Academy.

Although attendance at senior courses is for E7's and E8's, the Sergeants Major Academy will continue to be limited to soldiers in grade E8.

It should be stressed that soldiers will not be required to attend every level in the formal training structure to achieve a higher skill level. The alternative to formal training is on-the-job experience [OJE]. Six months OJE will be required to attain Skill Level 2 or 3, and one year of OJE will be required for attaining Skill Level 4 or 5. The only exception to this alternative is in the Maneuver Combat Arms career field where individuals in that field will be required to attend PNCOC before being awarded Skill Level 2.

Under EPMS, there will be changes in the Enlisted Evaluation System. The Skill Qualification Test [SQT] will take the place of the MOS tests. The SQT's will be changed to more accurately measure an individual's job performance and, where possible, hands-on type tests will be given at the lower grades.

Soldiers will be tested in their primary MOS every other year and testing in secondary MOS will change from every other year to once in a soldier's career. Tests taken by soldiers will correspond to the next highest grade being sought. Test scores may be used for two purposes: verification of current skill level or attainment of the next highest skill level.

### How will EPMS work?

In general, the evaluation system will work this way: upon promotion to E4, the soldier becomes subject to testing every other year. E4's take what is called the E5 SQT; E5's take the E6 test; and so forth.

If the soldier's test score is at or above a "Minimum passing score," he verifies at his current skill level. If he attains a "higher passing score," he qualifies for the next highest skill level. Failure to attain a minimum passing score results in the soldier being considered as unqualified at his current skill level and he will be required to take the test again in a year. If he fails again, he is subject to reclassification.



**NCO  
OF  
THE  
YEAR**

**OUTSTANDING NCO** — SFC John P. Traylor, "NCO of the Year" at Ft. Rucker AL, inspects a T-74 engine. He's an instructor with the F/W Section of the Maint Tng Div, 13th Co, 1st Bn, Army Aviation Troop Brigade. [USA photo]

SQT scores will be raw scores and will be established by the TRADOC service school responsible for the MOS. Incidentally, even though each soldier has to take the test only every other year, a soldier who wants to try for a higher score can volunteer to take the test one year later.

Regarding MOS classification, there will be two ways a soldier can attain the next highest skill level to be eligible to compete for promotion. One method will be a combination of OJE [six months for Skill Levels 2 or 3; one year for Skill Levels 4 or 5] plus a higher passing score on the SQT. The alternate method is through successful completion of the appropriate NCOES course plus a higher passing score on the SQT.

In the case of reclassification into a new MOS, the soldier will be automatically awarded the skill level corresponding to his current grade. To keep his new MOS, he will have to achieve a minimum passing score on the SQT not later than the second annual test after reclassification. To become eligible to compete for promotion, he would need to achieve a higher passing score.

The current promotion system will continue under EPMS—that is, promotion to E3 and E4 will be locally controlled; E5 and E6 will be semi-centralized; and E7-E9 will be centralized. Soldiers must meet other established promotion criteria [Time-in-Service, Time-in-Grade, etc.] in addition to award of next highest skill level.

EPMS will also bring significant changes in the rank of specialist: SP7 will be abolished Army-wide; SP6 and SP5 will be considered on an MOS-by-MOS basis; SP4 will be retained in all career fields but individuals may be considered for appointment to CPL if they have: graduated from a Primary NCO Course, been serving in an NCO position, and been recommended by their commander.

### When will EPMS happen?

Advance notification has already been forwarded to major commanders for implementation of the first five career fields effective 1 October 1975. These are: Maneuver Combat Arms [CMF 11]; Air Defense Artillery [CMF 16]; Mechanical Maintenance [CMF 63]; Automatic Data Processing [CMF 74]; and Law Enforcement [CMF 95]. The remaining ca-

**I**N AN EFFORT to streamline the inspection of Army helicopters, a new procedure is currently being tested at Fort Hood, and the results may mean a savings in manhours of work, with continued emphasis on safety.

**BASICALLY**, the new procedure being monitored by the Quality Control and Analysis Division of MASSTER — the Modern Army Selected Systems Test, Evaluation and Review agency — involves a revised checklist for use by helicopter mechanics when inspecting their aircraft.

**UNDER DEVELOPMENT** for several years as "Project INSPECT," these checklists are the result of a detailed computer study conducted for the Army's Air Mobility Research and Development Laboratory, and backed up by years of operational maintenance data provided by Army Aviation units.

**"THE BASIS** for this long study was the premise that the Army has been over-inspecting its aircraft," said Major Richard Ladd, the MASSTER project officer for the current evaluation.

**"IT WAS SUSPECTED** that the criteria for establishing many of the current preventive maintenance inspections were arbitrarily selected and have not been adjusted for advances in technology, such as the oil sampling program and longer life expectancy of components," Major Ladd continued.

**FOR EXAMPLE**, under current inspection procedures, helicopters such as the Army's UH-1 require inspection every 25 hours of flying. However, the "Project INSPECT" study of historic maintenance data indicated that the UH-1H did NOT need an inspection that frequently. Instead, the facts showed that the components of this aircraft could safely be inspected at 100-hour intervals.

### Significant manpower savings

**"THE COMPUTER SIMULATION MODEL** showed that a series of eight unique inspections at 100-hour intervals, plus daily inspections by the crew chief, provided a close watch on the workings of the UH-1 helicopter, while insuring safe operation," said Major Ladd. "Thus, the 25-hour intermediate inspections could be cut with a significant savings in manhours."

**ON THE OTHER HAND**, the computer study also showed that another aircraft, the CH-47 cargo-carrying helicopter, should NOT optimally go a full 100 hours between major inspections. In this case, it was found feasible to eliminate the 25 and 75-hour inspections while slightly expanding the 50-hour inspection.

**IN ACTUAL PRACTICE**, the checklist divides the UH-1 helicopter into 21 specific areas that are individually inspected. These specialty areas include such divisions as the nose



area exterior, the cabin exterior and landing gear, the main rotor and mast, the oil cooler and aft battery compartment, and the heater compartment.

THESE AREAS ARE INSPECTED at each 100-hour interval with a different mix of components checked at each 100-hour interval. After 800 flying hours, the pattern of inspection is started over again.

THE NEW CHECKLIST PROCEDURES have been put into use with aviation units at Fort Hood and Fort Campbell KY. At the former, members of the 1st Cavalry Division's 1st Battalion, 6th Cavalry [Provisional] began using the new checklist in September, 1973.

SINCE THAT TIME, MASSTER has been gathering data from the unit and evaluating the effectiveness of the checklist in the areas of safety, unit operations, availability of aircraft, and maintenance operations. "Very simply put," said Major Ladd, "safety has not been effected and is still maintained at high levels."

IN THE AREA of unit operations, several benefits have been noted because of the checklists, especially in the requirement that mechanics know more about their aircraft than how to change parts. Previously, the mechanics only had to be able to replace worn or damaged parts that the technical inspectors found during inspections. With the new checklist, the mechanics have become inspectors, too, and they are required to

#### USAAVNC'S "SOLDIER OF THE YEAR"

AAAA's Army Aviation Center has selected SP6 Scott F. Rockwell of Corning, N.Y., as its "1974 Aviation Soldier." Assigned to DGFT where he works as a flight engineer on CH-47 aircraft, Rockwell was cited "... for his remarkable progress during his short career which has been a direct result of his outstanding qualities and abilities, and his persistent desire to improve himself both personally and professionally." □



INTEGRATED BARRACKS! — Sergeant Debra Fox, front left, and Specialist 4 Vicki Jones, front right, of Hqs Company, Hqs Battalion, lend a helping hand to Privates First Class William J. Dittrich, Jr., rear left, and Daniel M. Sweet of the 141st Military Police Company, as the men move into the formerly all-female barracks at Fort Rucker AL. The move was the culmination of a six-month program to integrate housing facilities on the post. Three days prior to the move, Company A, the WAC Company, was officially deactivated. [USA photo]

know more about the workings and structure of their aircraft.

"THIS SLIGHT CHANGE in emphasis has noticeably increased the morale of the mechanics involved," said Major Ladd, "and we hope it is a continued side effect of the use of the new checklists." Also, the availability of the aircraft increased with the new inspection procedure, and fewer manhours of maintenance were required to support the flying hours.

WITH THESE ENCOURAGING REPORTS, further evaluation of the new checklist will continue under the direction of the Army Logistics Management Center, Fort Lee VA, and the Army Air Mobility Research and Development Laboratory, Ft. Eustis VA.

ADDITIONAL CHECKLISTS utilizing the "Project INSPECT" concept are being considered for the AH-IG helicopter gunship and the OH-58 observation helicopter.

# FIRST REGION - AAAA PLANS MARCH 20-22 CONVENTION IN ATLANTA, GEORGIA



**WHERE:**  
EXECUTIVE PARK MOTOR HOTEL, ATLANTA, GEORGIA

**WHEN:**  
THURSDAY, 20 MARCH - SATURDAY, 22 MARCH 1975

**COST:**  
REGISTRATION FEE: \$15 [INCLUDES COST OF AWARDS LUNCHEON]

**ACCOMMODATIONS:**  
SINGLE ROOM, \$18.00 — DOUBLE ROOM, \$22.00 [4 PERSONS, \$24]  
SMALL SUITES, \$20.00 [ONE PERSON]; \$24.00 [TWO PERSONS]

#### LADIES' PROGRAM [SEE FULL AGENDA ON PAGE 25]

At the "Get Acquainted Breakfast" on 21 March 1975, the ladies will be entertained by one of Atlanta's finest humorists in Will Rogers' style on the subject of Atlanta's heritage. This will be followed by a customized, planned tour of Atlanta's cultural and historical points of interest.

Over breakfast the following morning the ladies will be entertained with a fashion show presented by one of Atlanta's leading fashion retailers. Breakfast entertainment on both Friday and Saturday will be sponsored by the Sikorsky Aircraft Division.

#### BABY SITTERS — NURSERIES

Those families desiring to take their small children to the AAAA Convention site will find baby-sitting and nursery referral services at the Executive Park Motor Hotel.

#### CONVENTION EXPENSES

The IRS advises that AAAA Convention expenses are tax deductible. An IRS fact sheet is being prepared and will be forthcoming.

#### ADMINISTRATIVE ABSENCE

Absences for military personnel to attend this AAAA Convention may be charged to administrative leave under the provisions of Chapter 11-3 of Army Regulation 630-5.

FIRST REGION—AAAA CONVENTION REGISTRATION FORM  
March 20-22, 1975—Executive Park Motor Hotel, 1447 N.E. Expressway, Atlanta, Ga.  
RETURN THIS CONVENTION COUPON TO:  
First Region—AAAA, Post Office Box 261, Fort Rucker, Alabama 36360

**REGISTRATION  
FORM FOR  
1975 AAAA  
FIRST REGION  
CONVENTION**

Rank/Grade Name

Military Unit or Business Firm

Address

City

State

ZIP

**CONVENTION REGISTRATION FEE [\$6]**

- I have enclosed the Registration Fee.  
 I'll pay on registering on March 20.

**FIRST REGION HONORS LUNCHEON [\$9]**

- I have enclosed the cost of the ticket.  
 I'll pay on registering on March 20.

**AAAA LADIES' ATLANTA TOUR [HOSTED]**

- I'll attend the Convention with my wife and she wishes to join the Tour Group.

**MAKE YOUR CHECK PAYABLE TO:**

"First Region—AAAA" and return with this coupon to the address appearing at the top.

Programming information and other Convention details will appear in the subsequent issues of "Army Aviation", will be enclosed in all First Region Chapter mailings forwarded during January and February, or may be obtained by writing to: First Region—AAAA; ATTN: COL Clement A. Wyllie, Jr., Post Office Box 261, Fort Rucker, Alabama 36360.

**Executive Park Motor  
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Atlanta, Ga. 30329

I will be attending the First Region-AAAA Convention. Please reserve the room[s] as checked below and confirm the reservation to my address as shown. I understand that I am to include a deposit to cover the first night's lodging and have enclosed this amount.

- A Single Bedroom at \$18.00 per night;       A Double Bedroom at \$22.00 per night;  
 A Quad-Room [4 persons] at \$24 per night. [Reservations due on or before March 8.]

Arrival Date ..... Departure Date .....

No. of Persons ..... No. of Rooms Required .....

Name

Military Unit or Firm

Address

City

State

ZIP







## First Region — AAAA Convention Professional-Social Program

### THURSDAY, 20 MARCH 1975

- 200-1800 **Registration.** Check in at the Convention site, the Executive Park Motor Hotel.
- 1200-1430 **National Executive Board Luncheon Meeting.**
- 1430-1600 **National Executive Board Business meeting.**
- 1300-1630 **Visit Display Area.**
- 1600-1645 **Coordination Meeting for Professional Presentations.**
- 1600-1715 **First Region - AAAA General Membership Business Meeting.**
- 1900-2000 **Early Birds' Reception.** (Exhibit Area).
- 2000-2300 **Visit Hospitality Suites.**

### FRIDAY, 21 MARCH 1975

- 0830-1630 **Professional Presentations.** (Saratoga Hall).
- 0830-0845 **Welcome Address.** Major General William J. Maddox, Jr., Commander, U.S. Army Aviation Center & Fort Rucker.
- 0845-0930 **Panel Discussion - "Aviation Tactical Training & Maintenance"** Colonel Joseph H. Kastner, Commander, 12th Avn Gp (Combat), Ft. Bragg, N.C., Panel Moderator.
- 
- 0830-0000 **Ladies "Get Acquainted" Breakfast.**
- 1000-1500 **Ladies' Customized Planned Tour of Atlanta's Historical and Cultural Points of Interest.**
- 
- 0945-1045 **Presentation: "Simulation"** Colonel Howard E. Brown, Director, Dept. of Academic Training, Fort Rucker AL.
- 1100-1145 **Presentation: "Night Vision"** Colonel Robert W. Bailey, Commander, USA Aeromedical Research Lab, Ft. Rucker AL.
- 
- 1200-1330 **General Membership Meeting and Luncheon.** Colonel Kenneth D. Mertel, Vice President for Membership Enrollment, Chairman.

- 1345-1445 **Panel Discussion: "Air Traffic Control"** Lieutenant Colonel Larry E. Lowe, Commander, 72d Avn Unit (ATC)-, Ft. Bragg NC, Panel Moderator.
- 1500-1630 **Presentation: "OPMS and the Aviator"** Colonel William E. Hornish, OPD, MILPERCEN.

- 1800-2000 **President's Reception.**
- 2000-2300 **Visit Hospitality Suites.**

### SATURDAY, 22 MARCH 1975

- 0830-1145 **Professional Presentations** (Liberty Bell Room).
- 0830-1145 **Presentation: "Army Aviation Overview"** Colonel William R. Ponder, Deputy for Developments, USAAVNC, Ft. Rucker AL.
- 0905-0935 **Presentation: "Aviation Activities in the Reserve Components."** Colonel Harold G. Keebaugh, USA Readiness Region IV.
- 
- 0930-0000 **Ladies Breakfast and Fashion Show.**
- 
- 0940-1030 **Panel Discussion: "Flight Surgeon"** Colonel James E. Hertzog, Commander, Lyster Army Hospital and USAAMC, Ft. Rucker AL, Panel Moderator.
- 1045-1145 **Panel Discussion: "Aviation Tactics and Hardware"** Lieutenant Colonel Robert Hefford, Commander, 1st Squadron, 17th Cav, Ft. Bragg NC, Panel Moderator.

- 1200-1415 **First Annual First Region - AAAA Awards Luncheon.** (Saratoga Hall).

#### Note:

- [1] All activities will be conducted in the Executive Park Motor Hotel.
- [2] Directions and locations of receptions, meetings, display areas, and hospitality suites will be provided in the Registration Packet.

Detach this four-page Convention leaflet



### ATLANTA'S NEW EXECUTIVE LOCATION

... featuring the ultimate in comfort and convenience, Executive Park is the prestige address for out-of-town guests and the ideal site for any important business or social function.

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Our full array of hotel services includes:

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| Car Rental                       | Gift Shoppe     |
| Tour Services                    |                 |
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**executive park**  
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(Northeast Expressway)  
at North Druid Hills Road

**ONLY 10 MINUTES FROM DOWNTOWN  
ATLANTA!**





# READY IN RESERVE



BY MAJOR RICHARD R. NOACK, AVIATION OFFICER, OFFICE, CHIEF OF ARMY RESERVE

**T**HE expansion and modernization of Army Aviation within the Reserve Components has and continues to become reality under the total force policy. In past months we have read with interest articles on the ARNG Aviation Program under the column of "On Guard!"

Beginning with this issue of ARMY AVIATION, "Ready in Reserve" will tell the story of the U.S. Army Reserve Aviation Program. The addition of this article is intended to foster the "One Army" concept, and will close the loop in bringing you information on all components of the "One Army Team."

In the months ahead "Ready in Reserve" will endeavor to publicize the Reserve Aviation Program, future policy and program changes, and significant events/accomplishments to all members of the "One Army Aviation Team".

Future articles will include items of interest on a regional basis provided by the CONUSA Aviation Officers and concerted efforts will be made to attract active Army readers as they are almost certain to draw some future assignment in which they will be directly or closely associated with the Reserve Components.

## Safety in the USAR

Congratulations to all officers, warrant officers, and enlisted personnel of the USAR Aviation Team for having the lowest accident rate for all U.S. Army major commands and Components in FY 74. The USAR accident rate was 3.01 as compared to the DA-worldwide rate of 7.08. Good luck and continued safe flying in FY 75!

—COL Norman W. Paulson  
Commander, USAAVS

## Mission: Training & Readiness

The mission of the U.S. Army Reserve Aviation Program is to provide combat ready aviation assets in the event of mobilization. Individual and unit training goals and objectives are identical to those of the active Army, i.e., instrument qualification/renewal, gunnery qualification, NOE, and expanded night and tactical unit training.

The USAR Flying Hour Program objective is to provide each aviator 65 hours first pilot time annually to accomplish these training goals and objectives. This means that each USAR aviator flies from 100-130 hours annually.

This amount of flying time, coupled with the prior service experience of most USAR aviators, produces a proficiency level competitive with the best in Army Aviation. Speaking of proficiency, there is no proficiency flying per se in the Reserve Components.

DOD Directive 1340.4 and the DOD Pay Manual state that all flying in the Reserve Components is classified as operational flying, irrespective of unit of assignment. This means that aviators in the individual Ready Reserve and aviators in non-aviation MOS assignments, on current flight status under the provisions of AR 600-106, acquire and maintain the necessary flying skills to provide fully qualified filler personnel in the event of mobilization.

To meet individual and unit flight training requirements, aviation personnel are authorized 48 drill assemblies, 24 additional flight training periods, and two weeks active duty training annually. That is only 82 days a year [not 365] to accomplish the same training goals and objectives as the active Army.

Training is a real battle against time and effective training management is paramount.

## Organization of USAR Units

The USAR is authorized over 1,700 aviators and 500 aircraft in 147 units. These units receive advisory assistance from aviation personnel of the nine Army Readiness Regions [ARR] and are commanded by 19 Army Reserve Commands [ARCOM] and 31 General Officer Commands [GOCOM] in turn commanded by the CONUS Armies.

## Who's Who in Management

OCAR would like to recognize the following key aviation personnel currently associated with the management and development of a viable USAR Aviation Program:

FORSKOM AO ..... COL Arnold R. Pollard  
First US Army AO ..... COL Kenneth J. Burton  
ARR I Avn Coord ..... COL Charles A. Dowdy  
ARR II Avn Coord ..... COL Robt W. Seigert, Jr.  
ARR III Avn Coord ..... COL Joseph Masterson  
ARR IV Avn Coord ..... COL Harold Keebaugh  
Fifth USA Avn Officer .... COL Jack H. Dibrell  
ARR V Avn Coord ..... COL Wm M. Bennett  
ARR VI Avn Coord ..... COL George E. Thayer

## RESERVE REMINDER!

"COCKPIT FOCUS — AAAA 75" is the theme of the First Region - AAAA Convention to be held in Atlanta GA on March 20-22 at that city's Executive Park Motor Hotel. Make plans now to attend! You'll find Registration and Reservation Forms in the Jan 75 issue of ARMY AVIATION, or you may write directly to AAAA, 1 Crestwood Road, Westport CT 06880.

ARR VII Avn Coord ... COL Larry J. Baughman  
Sixth USA AO ..... LTC Donald R. Bausler  
ARR VIII Avn Coord ..... LTC George S. Murry  
ARR IX AC ..... LTC Clarence H. Keville, Jr.

Major Richard R. Noack currently serves on the Army Aviation Association's National Executive Board as Co-Chairman of that organization's Reserve Components Affairs Committee, as Chairman of AAAA's USAR Subcommittee, and as a member of AAAA's National Awards Committee. □

## YOU CANT WIN 'EM ALL!

□□ An avid golfer was out on the course with his guest, an elder of his church. He missed a two-foot putt, snapped his fingers, and said, "Dammit!" The elder gave him a look of distaste. On the next green, the golfer missed another putt and muttered, "Dammit!"

The elder threatened to leave the course immediately, rather than listen to such language. "Forgive me," the golfer apologized. "If I say that word once more, may a thunderbolt come from the sky and strike me dead."

At the next hole the golfer carefully lined up a nine-inch putt — and missed! "Dammit," he said, snapping his fingers angrily.

Suddenly, the skies parted and a thunderbolt came down and struck the elder. Amid the deathly silence, a giant finger snap was heard in the sky, and a thunderous voice exclaimed, "Dammit!" □

## AAAA SCHOLARSHIP FOUNDATION REPORT

□□ In its annual Statement of Assets, and Balance of Fund as at November 30, 1974, the AAAA Scholarship Foundation, Inc. had 1973-1974 receipts of \$5,282.03; disbursements of \$4,808.89; and Total Assets, after the addition of \$473.14 excess receipts, of \$18,239.29.

The bulk of the Foundation's assets - \$10,250,29 - are invested as the "William B. Bunker Memorial Fund," which provides a \$1,000.00 scholarship each year for an outstanding Engineering School applicant. The Foundation has returned more than \$45,000 in aid to 151 children of AAAA members since 1953. □

# The Personal Side

PERSONAL ITEMS SUBMITTED  
BY AAAAA MEMBERS

## Awards

**AAAA HONORARY MEMBERSHIPS**  
Captain Thomas Taylor, USAF, Det Cdr, Det 12, 7th Wx Det, APO NY 09185. (Presented by the Mainz Chapter.)

**AAAA CERTIFICATES OF MERIT**  
Aero-Rifle Platoon [Blues], C Troop, 3/5th Cavalry, Ft. Lewis WA (Presented by the Mt. Rainier Chapter of AAAA for "outstanding support in 1974.")

**AAAA CHAPTER AWARDS**  
CW3 Charles W. Bootle, "Army Aviator of the Year" at USA Aviation Center Chapter.  
SP6 Scott F. Rockwell, "Aviation Soldier of the Year" at USA Aviation Center Chapter.  
Aeromedical Research Laboratory, Ft. Rucker AL, "Outstanding Unit of the Year" (Active Army) (Presented by the USA Aviation Center Chapter.)

**FLIGHT SAFETY AWARDS [UNIT]**  
498th Medical Company [Air Ambulance], 12,899 hours for 2 years ending 30 Jun 74.

Have a personal item or accomplishment to mention? Send it in.

## Honor Graduates

**US ARMY AVIATION SCHOOL**  
Jan. 28: 2LT Thos. J. Penland, Jr., ORWAC.  
Feb. 11: 1LT Richard L. Harding, ORWAC.  
Feb. 11: WO1 James A. Frisby, WORWAC.  
Feb. 25: 1LT Willi W. Reif, Jr., ORWAC.

**US ARMY TRANSPORTATION SCHOOL**  
Jan. 17: 1LT Morris A. Jackson, tie for DG of AMORTCPH1, Class 4-75).



**CLEAN SWEEP!** — The Distinguished Graduates of the two Rotary Wing Aviator Classes graduating Feb. 11 were both National Guardsmen. They are, 2nd and 3rd from left, WO1 James A. Frisby, AK-ARNG, and 1LT Richard L. Harding, SD-ARNG. With them are BG Joseph P. Kingston, left, Commander, USA School & Tng Cen, Ft. McClellan, and BG Robert A. Holloman, III, right, Deputy Commander, USAAVNC and Fort Rucker.

Feb. 13: CPT Russell W. Chung, TOAC, Class 3-74.

**NEED A QUICK \$100?**

Month in and month out, ARMY AVIATION MAGAZINE has paid up to \$100 for each EXCLUSIVE article accepted for publication, unit "puffs" and new product information excluded. Our correspondents are reimbursed at \$0.05 per word for their first 2,000 words.

Have an interesting story to tell? A viewpoint to express? Develop it in an article and submit it to ARMY AVIATION.

## Command and Staff

**LTG Allen M. Burdett, Jr.**, as Commander, 5th US Army, Fort Sam Houston, TX 78234.

**MG George L. Mabry, Jr.**, as Commander, US Army Readiness Region V, Ft. Sheridan IL 60037.

**MG [P] Robert L. Shoemaker**, as Commander, III US Corps and Fort Hood, Fort Hood TX 76544.

**Colonel Desmond D. Balmer, Jr.**, as Chief, Opns Div, USA CINPAC Support Group, APO SF 96558.

**COL Orlando E. Gonzales**, as Commander, 7th Transportation Group (Terminal), Ft. Eustis VA 23604.

**COL Paul C. Smith**, as Commander, Wheeler Army Activity, USAASCH, APO SF 96557.

**COL Ralph L. Westrich**, as Deputy Director, Dept. of Undergraduate Flight Training, USAAVNS, Ft. Rucker AL 36360.



**MG Charles P. Brown**, Cdr, USA-TECOM, APG, MD, presents the second DA Avn Accident Prevention Award to Michael R. Cullen, AvnSAFO, for 30,000 accident-free hours.

**Bartram Kelley**, retired as Senior Vice President-Engineering, Bell Helicopter Co., after 33 years of service; to 4808 Drexel Drive, Dallas TX 75205.

**Martin J. Leff**, to Vice President, Product Support and Marketing, Avco Lycoming Division, Stratford CT 06497.

**Dr. Fritz Haber**, as Vice President, International Operations, Avco Lycoming Div.

### INVITATION!

AAAA members are invited to submit personal items for publication on this page. Items should be sent to AAAA, 1 Crestwood Road, Westport CT 06880.

### "LESS DEMANDING"

A senior pathfinder at USAAVNC, Staff Sergeant Jerry R. Olson, returned to Fort Rucker recently after graduating from the USMC Academy with a grade average of 93.19, making him 18th in his class of 130. Asked about the training, he commented, "Learning and working with the Marines gave me an insight into what's really happen when in the Marine Corps. Marines are OK! If anyone ever gets an opportunity to attend an interservice school, they should take advantage of it."

Asked to compare the academy with the Army's Noncommissioned Officers' Educational System [NCOES], SSG Olson said, "Over-all, the academy is less demanding than our own NCOES." [Ed. Note: Our heart bleeds for the next Army attendee. The Marines are certain to become a bit more demanding.]

# Q.

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

# A.

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

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



**LADD AGENCY, INC.**  
1 CRESTWOOD ROAD WESTPORT, CONN.

Gentlemen:

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

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

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

# Dear Editor:

LETTERS TO THE EDITOR  
AS SUBMITTED BY  
READER-CORRESPONDENTS

OKEMOS, MI □□□□□□□□□□□□

After more than eight years of continuous AAAA affiliation, I've decided to allow my membership to expire. But rather than simply not returning the renewal form and letter the matter die quickly, I feel that I ought to point out the reason for my deliberate withdrawal.

I have just received my pink renewal form in the mail. On it, for the first time ever, I notice a rate differential for renewal dues for enlisted, GS-6 and below, and Wage Board 12 DAC's [as a group] as compared to the dues for the rest of us. Having long been subjected to this ploy by officers' clubs, I'm violently opposed to differential rates when there is no differential in services provided.

Since I can detect no difference in the services rendered to those paying the higher dues, I can only assume that we pay the higher dues simply because we're officers. This is unacceptable and, in my mind, it justifies withdrawal of my membership from any organization that perpetuates the practice.

—John E. Crossman  
MAJ, CE

(Ed. Note: AAAA has embarked on a program to equalize 'services and benefits' for all members. However, its Executive Board has long recognized that an 'editorial imbalance' exists, and that its enlisted, GS-6 and Wage Board 12 DAC's and below, do not have month-to-month coverage in this aviator-oriented publication. We regret losing an eight-year reader-member, but we also feel that an editorial disparity in benefits

has existed, and, for the time being, justifies a dues differential by itself.)

FORT BELVOIR □□□□□□□□□□□□

Regarding CWO Allen's letter in the Jan 75 issue and your editorial note, I hope you were jesting, but professionalism and safety are not joking matters. Any number of aircraft can be moved SAFELY from point A to point B by small units and get there just as fast - or faster - than a mass formation. In MAJ Miller's letter in the same issue, he tells of an 11th Air Assault fly-by in Nov 64 with UH-1's, Caribubs, Mohawks, etc. How many thousands of gallons of fuel were wasted by orbiting aircraft while this fly-by was being organized? . . . I participated in some of the pre-Nov 64 fly-bys of the 11th and can vividly remember some of the stark terror involved.

The clouds were low and our UH-1 unit almost collided head-on with a Caribou unit. At this point, someone depressed his mike button [inadvertently?] and began, "Our Father, which art in heaven . . ." Only beneficial training can increase mission safety for a lizard drill is still a lizard drill by whatever name it is called.

With the fuel shortage upon us, there must be more productive uses for the fuel than mass formation flights. Even when aircraft are returning from distant training areas, they could accomplish instrument training, VFR navigation, etc., all of which would be impossible in a mass formation flight.

—Carl L. Hess  
CW4, USA

BALTIMORE, MD. □□□□□□□□□□□□

The intellect and common sense shown by MAJ Richard C. Beck in his Jan 75 letter wondering why his AAAA magazine took longer to arrive in the mails than his bill did, coupled with this officer's obviously 'strong' support of our organization, prompts me to nominate him as 'Boob of the Year.' With leaders such as this running our Army, we could be in trouble. I'm glad such officers are in the minority. Grow up, Major. AAAA needs support, not nit-pickin' criticism.

—William G. Grauling  
CW3, Ret.

SESTO CALENDE, ITALY □□□□□□□□□□

Many thanks for the back copies . . . I'm trying to encourage the Agusta Helicopter Company



FT. RUCKER — SP5 Roger D. Pack, an Aviation Test Board crewchief, checks a point on the OH-6 Cayuse that's equipped with a crash-worthy fuel system. Used on other helicopters, the system is under test to prove the compatibility of the system and the aircraft. □

to join AAAA as an industry member, and ask you to send me material listing the benefits of AAAA industry membership. Agusta is the second largest helicopter manufacturer in the world, is licensee for Bell, Boeing Vertol, and Sikorsky, and designs its own aircraft with typical Italian style and flare. If you'll send the poop on to me, I'll see that Count Corrado Agusta gets it.

—LTC David Money

STOCKTON, CALIF. □□□□□□□□□□

I'm writing in belated response to MG W.J. Maddox's letter to the editor in the April, 1974 issue of ARMY AVIATION in relation to his official letter to the field that appeared in the January, 1975 issue of the ARMY AVIATION DIGEST. I trust that the editor, if he chooses to publish my thoughts, will reprint the DIGEST extract. (Ed. See box below).

His April, 1974 letter to the editor included his comments on AAAA's so-called "pressure business." It was his opinion that the AAAA should avoid taking positions and writing letters as this "could well cause some irritation." I agree that it could do so, but I disagree that it should be avoided.

Lobbying in many of its forms can be distasteful; however, done tactfully and intelligently lobbying performs a very useful and informative function.

Many people associate lobbying with bribes, special favors, and coercion, and I doubt seriously if AAAA would consider that form of approach. As a professional association whose special interest is Army Aviation, AAAA would find lobbying below its dignity. But what is

wrong with surveying or polling one's membership to determine the group's position or feelings on any proposal?

General Maddox has confused a pressure group with a special interest group. A pressure group exists to impose its wishes on others, and to apply strong influence whenever and wherever necessary in order to gain its ends. A special interest group, on the other hand, is a professional organization like the AAAA, AMA, or the American Bar Association. I doubt that AMA or ABA would stand idly by while changes were occurring in their profession that would seem to threaten it . . . and as a member of AAAA, I would hope that it could question some matters collectively on behalf of its membership.

In the Jan 75 DIGEST, General Maddox, in writing about 'Aviation Combat Developments Ideas', says, ". . . it's possible that the idea has not been presented for evaluation because others also assume that it is recorded and under consideration," and urges the readers to write and to let him know "any thoughts" or ideas they might have.

This is PRECISELY what the AAAA does (and did) when it becomes interested in reorganizations, policies, or whatever [that affect its membership].

It is possible that others may not have presented their ideas in assuming that others may already have done so, when this may not be the case at all. That is what the AAAA did when it polled its 46 general officer-members on their views on the impact of the abolishment of the Aviation Directorate on the overall Army Aviation Program, and the polling is what General Maddox opposed.

### Aviation Combat Development Ideas Invited

Have an idea to improve aviation? If so, read this.

Current aviation combat development efforts, though extensive in scope and intensive in nature, may or may not encompass all aspects of future aviation needs. Should gaps exist in the aviation combat development effort, they could impact adversely on national defense or as a minimum result in "crash" studies and hurried programs that may produce less than favorable results.

In consideration of the above, and aware that readers of the DIGEST have a common interest in the future of U. S. Army aviation, request that you submit your ideas concerning any facet of aviation—training, hardware, doctrine, tactics, equipment, countermeasures or other areas—to the address below. Concepts submitted will be more helpful if

associated with a time frame similar to the following: "near"—up to 1980; "intermediate"—1980-1985; "far"—1985-1990.

You may say to yourself of an idea you have, "Someone surely has already thought of it." That may or may not be so . . . if it has been thought of, it's possible that the idea has not been presented for evaluation because others also assume that it is recorded and under consideration. Therefore, if you have any thoughts related to aviation combat developments, let us know. Write to:

Commanding General  
U. S. Army Aviation Center  
ATTN: ATZQ-D  
Fort Rucker, AL 36360

MG WILLIAM J. MADDOX JR.



I oppose the AAAA becoming a pressure group. However, this is hardly the case. It was completely within its bounds as a professional organization representing a special interest group. I doubt seriously if the Army would have changed its position; [but the polling could have raised some points that the Army had not taken into consideration.]

As the AAAA's and Army Aviation's most visible and eloquent member, General Maddox really had nothing to worry about in this matter.

—Thomas E. Lasser  
Captain, CA-ARNG

(Ed. Note: Letters to the editor are welcomed on any subject. Letters must be signed; the writer may request that his name be withheld.)

\*\*\*  
**HASTE!**

A housewife got a prescription for The Pill from her doctor and carried it around in her purse for several days. Going shopping one day with a neighbor, she remembered her prescription in driving past a drug store. Leaving her motor running and her neighbor in the car, she raced into the pharmacy, pushed the prescription across the counter hurriedly, and, almost out of breath, gasped, "Please fill this one right away. I have someone waiting in the car." □

**ROOFTOP HELIPORTS ARE IN!**

Along with its new 1974 "Directory of Heliports in the U.S., Canada, and Puerto Rico," the AIA provided statistics indicating an impressive increase of 26.4% in the number of heliports from 2,384 in 1973 to 3,014 in 1974.

High-rise building fires have dramatically demonstrated the need for rooftop heliports [although the rotary-wing industry's best foot forward has to be the thought-provoking movie thriller, "The Towering Inferno." The movie vividly demonstrates that today's ground fire-fighting equipment simply can't reach the roof — but the helicopter can.]

Getting the message were Los Angeles where a newly-adopted ordinance requires any building of more than 75 feet in height to provide a rooftop landing area for helicopters. By April 15 of this year, all Chicago buildings of more than 80 feet will be required to have a rooftop heliport. Both ordinances apply to new and structurally-capable old buildings.

There are now 231 rooftop facilities in use, according to AIA. □

## All 29 "Redhawks" of Fort Bragg's 119th Aviation Co. go airborne

"Beautiful! A great job!" These were the words of LTC Eugene Beyer, Commander of the 269th Aviation Battalion [Combat] as he observed all 29 helicopters of the 119th Aviation Company [AH] fly over Simmons AAF in a late January flight.

"I think this does more for the morale of company personnel than a three-day training holiday or a company party," commented Beyer. "To see 100% of their aircraft flying as a result of their efforts raises their morale as well as their unit pride."

The flight of 23 UH-1H Hueys and six AH-1G Cobras was not the result of pushing maintenance crews or working overtime for a specific purpose, according to 1LT Michael Jones, 119th MaintO. He indicated the result was achieved by the correct scheduling of 25, 50, and 75 flight hour preventative maintenance inspections with 100 hour minor overhauls on the equipment, combined with maintenance production efficiency.

Seconding LTC Beyer's view that the mass flight was a big boost to unit morale, MAJ John N. Dailey, Commander of the 119th 'Redhawks,' said, "This is the first time the 119th has had all of its aircraft aloft, and the first time many 119th personnel have been able to see or participate in this type of operation."

How did the soldiers of the 119th react? Looking at the 29 helicopters as they flew over, one summarized it, "Let's see other aviation companies try to beat this." □

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## ALL ABOUT EPMS (Continued)

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**KINGSIZE!!** — A \$2,600 check is presented to Mrs. Nancy Livingston, VP of The Whirly-Girls, by Thomas R. Stuelpnagel, VP and Gen. Mgr. of Hughes Helicopters and Chairman pro tem of a unique all-male organization known as The Whirly-Girls Men's Auxiliary, the goal of which is to "get more women into the air" by contributing to a helicopter flight training scholarship fund. The presentation took place at The Whirly-Girls' 20th annual "hovering" and awards banquet, held in Anaheim, Calif. during the Jan. HAA Convention.



**TWIN ENGINE SAFETY!** — The loss of one Northrop-built F-5 jet fighter engine failed to prevent this VNAF pilot from returning home safely to base — more than 50 miles away. The right engine was completely knocked out by a surface-to-air missile.

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### RECIPE FOR A GOOD RECIPE!

A woman to her bridge club members: "I have the most wonderful recipe for Goulash . . . All I have to do is mention it to my husband and he says, 'Let's eat out!'" [LENL]

\*\*\*

ARMY AVIATION pays up \$.05 a word up to \$100 for an exclusive, first-run article on any Army Aviation subject.

reer fields will be implemented in six month intervals, the last in the spring or fall of 1977.

EPMS is not being developed in a vacuum at DA. The Aviation Maintenance CMF was initially written at MILPERCEN using a recent Fort Rucker study as a guide and has since been staffed at the Aviation and Transportation Schools. It is now at TRADOC for comment and recommendations to DA. Over 14,000 soldiers have been briefed or interviewed concerning the overall EPMS project and their comments have been used in developing this new Enlisted Personnel Management System.

Last November, members of the EPMS Task Force visited Fort Eustis and Fort Story where they briefed more than 1,000 soldiers to get their views on redesigning the Aviation Maintenance Career Management Field. The goal is to produce logical career fields with visible progression paths to Sergeant Major but as important is the requirement that the career management fields be designed to improve the Army's aviation maintenance capability and at the same time provide our aviation soldiers with job satisfaction.

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## USAREUR REGION (Continued)

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[Continued from the Back Cover]

some 1,200 in all by Regional count. The professional-recreational gathering, although "awfully light on snow for skiers," drew dignitaries from USAREUR and CONUS for back-to-back military and industry presentations.

LTG Elmer H. Almquist, Jr., Deputy Commander, USAREUR, gave the Convention keynote address, following his introduction by BG James H. Merryman, AAAA's USAREUR Regional President.

LTG George S. Blanchard, VII Corps Commander; LTG Robert R. Williams, Ret., AAAA Senior Vice President; MG William J. Maddox, Jr., USAAVNC Commander; BG Rufus Lazzell, ADC, 3rd Infantry Division; and COL Frank Toner, 11th Aviation Battalion Commander were also in attendance at the three-day Regional meeting. Photo coverage and full details of "Berchtesgaden - 1975" will appear next month.

# PCS - Changes of Address

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## "I have enjoyed the little added financial security" of the FPPP

17 Baker Street  
Fort Rucker AL 36360  
22 January 1975

Ladd Agency, Inc.  
1 Crestwood Road  
Westport CT 06880

RE: FPPP Policy No. 6614

Dear Sir:

This is to advise you that I will not continue my FPPP policy after expiration at the end of January 1975. This in no way should be construed to reflect dissatisfaction. Rather, it represents a termination of requirement as I will retire from the Army on 31 May 1975.

I am currently physically qualified for flying and on flying status although I am restricted from flight because of job assignment and number of flight hours accrued. (The "austerity program" keeps a lot of us high-time aviators out of the cockpit these days.)

I appreciate your pleasant and efficient service over the past 15-odd years. I've enjoyed the little added financial security you have provided all these years through the Flight Pay Protection Plan and will earnestly recommend it - as I have over the years - to my military associates.

Thank you for your past services. I wish you continued success and prosperity in the future.

Sincerely,  
(Signed)  
JAMES W. PHILLIPS, JR.  
LTC, USA

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**FORT LEWIS, WA - The 9th Infantry Division recently received the Department of the Army "Aviation Accident Prevention Award of Honor." It is only the second division-size unit to receive the award, the Army's highest recognition for aviation safety.**

**The 9th Infantry Division, which has 160 helicopters flying in all types of weather conditions, qualified for the DA Award by flying over 40,000 accident-free hours between May 1972 and June 1974.**

**Shown in the award presentation photo are, left to right, COL Howard F. Stone, Commander, 1st Brigade; COL Cornelius J. Gerain, Commander, 2nd Brigade; LTC Richard C. Strudeman, Commander, 3-5th Air Cavalry; MG John G. Henton, Division Commander; LTC Harold B. Snyder, Commander, 9th Aviation Battalion and Division Aviation Officer; COL Lawrence Zimmerman, Commander, 3rd Brigade; COL Jack L. Zorn, Commander, Division Artillery; and COL Ernest A. Vuley, Commander, DISCOM. (USA photo)**

# Let's see more of those...

**A** mid-1974 issue of ARMY AVIATION reported on the June, 1973 U.S. participation in the Second World Helicopter Championships at Middle Wallop, England. Sanctioned by the NAA and sponsored by the Bell Helicopter Company, the "U.S. Team came, and saw, but did not conquer." In the words of all, "We learned a lot."

Backbone of the U.S. Team were seven members of The Whirly-Girls, an exclusive and almost obscure worldwide organization of women helicopter pilots.

The 1974 article generated much reader interest in the World Championships and in The Whirly-Girls themselves. This photo-story tells us something about the 200-member+ group: Being pretty may not be a requirement of membership, but it certainly seems that way. □

□ RIGHT: Aviation writer and Whirly Girl Page Shamburger has flown everything from a Hughes 'copter to a McDonnell-Douglas Phantom jet.

□ RIGHT: 1970 Whirly-Girls' Scholarship Winner Terry Lee London is now #152 [left of two photos]. One of the first Whirly-Girls, Evelyn Bryan Johnson, won the Carnegie Hero Fund's Bronze Medal for rescuing a downed helicopter pilot. □



□ ABOVE: Gay Absalom is the only woman commercial helicopter pilot in Great Britain. Charter pilot for Air Gregory, she has over 1,200 hours. □



□ LEFT: Whirly-Girl #143 is Mrs. Irene Teutloff of West Berlin, a contestant in the '71 World Helicopter Championships in Germany. RIGHT: A Belgian Whirly-Girl, Nicole Wauquez, runs her own flying school.



□ LEFT: Holly Douglas of the Douglas Aircraft family is one of the newest Whirly-Girls. □



□ ABOVE: At New York's Heliport, Doris Renninger is P.R. Director for Hel-Air Copters, Inc. □ LEFT: Mrs. Barbara Garbell is Vice President of a Seattle-based helicopter firm, Aero-Copter, Inc., and flies regularly. □ BELOW RIGHT: In Switzerland, Whirly-Girl #165, Monica Gross, is Chief Pilot for her company's Bell JetRanger. □



□ RIGHT: Mrs. Mia Tanner-Schwer flies her Hughes 300 in the Swiss Alps.



□ BELOW: Camaraderie is one of the goals of any world aviation championship and here, the women of the U.S. Team gather with the women of the Soviet Team. L-R: Betty Pfister, USSR, Jean Tinsley, Tamara Egorkina [1973 Individual Champion], Charlotte Graham, USSR, Mary Gaffaney [also Womens' World Aerobatic Champion], Betty Miller [Pres., Whirly-Girls], and U.S. Team Captain Iloven Potter. □ FAR RIGHT: Jean Ross Howard, AIA official, Army Aviation booster, and the Army's favorite Whirly-Girl. □



# Whirly-Girls!

## Word to the Warrants (Continued)

should send in a new preference statement whenever your choices change.

A new photo is required every four years. Check AR 640-30 on pictures. Flight records, and 759's should be forwarded to the Branch by your personnel office whenever they are closed out [PCS, annual, etc.]. If you are unsure of what items are in your Branch career file, call Miss Winslow, autovon 221-7506/7.

### Civil schooling limitations

Quotas for attendance of AWO's at civil schools on a fulltime basis have been significantly reduced, and are limited to the Associate Degree level for warrant officers. To obtain maximum benefit from available quotas, those applicants who require the shortest period of time to complete their degree requirements will be given primary consideration.

Avenues which lead to decreasing the time required to obtain your degree are the end of course tests and the College Level Examination Program [CLEP]. Counselors in your post education centers are available to assist you.

If eligible, you are also encouraged to utilize the tuition assistance program to offset the costs of schooling. Tuition assistance will

### SENIOR COURSE SELECTEES

Two hundred CW4's and CW3's have been selected to attend the Warrant Officer Senior Course at Fort Rucker, Ala. during FY 76.

Selected for the six-month training program, formerly called the "Advanced Course," the warrants have been assigned to one of two classes that have been scheduled for the coming fiscal year. The names of the AWO-AAAA members in the two classes are as follows:

Class 76-1/ July 14-Dec. 17, 1975

|                     |                    |
|---------------------|--------------------|
| Leon A. Bradford    | Janos G. Karo      |
| James R. Callen     | Albert J. Ladescic |
| Max D. Dohring      | Jerome A. Montoya  |
| Gene A. Furr        | John L. Nicol      |
| John W. Gaines      | John Popovich      |
| Tom M. Harsh        | Billy N. Rhodes    |
| Willard M. Hitch    | William L. Russell |
| Lester G. Isenmann* | Robert E. Siverly  |

Class 76-2/ Jan. 26-June 17, 1976

|                    |                  |
|--------------------|------------------|
| Brian R. Arsenault | Frank A. Ovnich  |
| Thomas G. Gaillard | Gerald J. Sauer  |
| Benson A. Nakamura | John E. Williams |
| James P. Newhouse  | * denotes CW4    |

pay up to 75% of costs for undergraduate work only.

### External Degree Program

With the tightening of the fulltime Army Schooling Program, you may be interested in exploring the External Degree Program offered by the New York State Board of Regents.

This program offers an avenue whereby an individual may obtain an Associate of Arts Degree and a Bachelor of Arts Degree without attending a formal university or being a New York State resident.

For additional information and enrollment forms, check with your post education officer or write directly to:

Regents External Degree Program  
State Education Department  
99 Washington Avenue  
Albany, New York 12210

### A "Well done!"

Many, many thanks from the Branch to Delfo J. Ferranti, Jr. for the outstanding assistance he has provided the Branch from the Warrant Officer College at Ft. Rucker, Ala.

Congratulations, also, to CW3 Charles W. Bootle, on being selected as AAAA's Army Aviation Center Chapter 'Aviator of the Year.'



MAX! — SFC James M. Haddox, left, 582d Trans Co, USASSC, USAREUR, recently scored 100% in the Advanced NCOES Course at Ft. Eustis. SGM Charlie Canaan, guest speaker, presents an AAAA Certificate of Achievement to SFC Haddox, the only person to ever "max" the nine-week course. □





# On Guard!

BY CAPTAIN KENNETH BOLEY, MANAGER, ARMY NATIONAL GUARD MULTI-MEDIA GROUP

**T**HE modern trend in education circles is self-paced individualized instruction, and this is exactly where emphasis is being placed in Army National Guard aviation training.

Under the auspices of the Multi-Media Program, 83 "Mini Learning Centers" have been established within the ARNG aviation training structure throughout the 50 States, the District of Columbia, and Puerto Rico. The Aviation Multi-Media Program is directed at supplementing the state training plan by providing the equipment, instructional material, and guidance in the formulation of an audio-visual based program centered on a controlled learning environment.

## ARNG technicians lend expertise

The ARNG Multi-Media Group, which is an element of the ARNG Aviation Division, is charged with administration of the program. National Guard technicians provide the needed expertise to produce audio-visual lesson materials using the latest technology available.

In order to fulfill the support function, a variety of audio-visual production equipment is being employed to insure a rapid and economical production of lesson materials. Close coordination

is maintained with various Fort Rucker agencies to insure that the current aviation doctrine is being dispatched to the field. Broad topic areas covered under the audio-visual program include: Instrument flying, general flight subjects, safety, ATC, and maintenance.

## Self-paced instruction

The foundation of the Multi-Media Program has been the implementation of the Learning Concept. Within the Learning Center, emphasis is placed on self-paced, individualized instruction that is used for additional, supplemental, and remedial training.

The physical implementation of the Learning Center has taken various forms. Learning Centers have been integrated into current training facilities or used to interface within existing audio-visual programs. It is noted that future aviation facility construction will incorporate a Learning Center area especially designed for individualized instruction utilizing approximately 200 square feet of space per facility.

Currently, Guardsmen are being provided with the latest in audio-visual lesson material. Tape cassette lessons have won wide acceptance in both the civilian and military training



effort. By recording audio on 1/4" cassette tape, lessons can be formulated covering a wide range of subject material. To date lessons have been produced pertaining to instrument procedures using this format of presentation.

An extension of the tape cassette lesson is the sound slide format of presentation. This format uses 35mm slides coordinated with taped audio to cover lesson material. Of all the media available, the sound slide format is the most widely used in audio-visual presentations today.

### 35 Programs Underway

Currently, the Multi-Media Group has 35 separate programs totaling 2,841 individual lessons. These 35 programs represent 114,000 slides that have been processed through the Multi-Media Group office during the last nine months. To date, utilizing the sound slide format, emphasis has been placed on instrument flight, maintenance, and general flight subjects.

A massive expansion has been planned and implemented utilizing instructional television. The use of television in the training environment adds the important feature of motion adaption to instruction. This enhances the learning process by allowing complicated or technical procedures to be performed in their entirety, thus reducing lengthy complicated explanations. This feature is especially desirable in the aviation field which contains high skill level specialties.

By National Guard Bureau procurement and subsequent release of a complete closed circuit

**GUESS WHO?** — "He drove straight to his goal," said the political orator. "He looked neither to the right nor the left, but pressed forward, moved by a definite purpose. Neither friend nor foe could delay him or turn him from his course. All who crossed his path did so at their own peril. What would you call such a man?" . . . From the back of the room came a shout, "A truck driver!"

television system, the last media link has been closed in the Learning Center based media program. Contained in the instructional television expansion is the video playback unit, which utilizes 3/4" video cassettes. In addition to the video playback unit a highly dependable color monitor was selected in a screen size that would adapt to the individual or small group presentations.

### Video tape being employed

ARNG Learning Centers have received lesson support utilizing the video tape cassette. The video tape cassette enjoys wide use in both military and civilian training applications and has the capability to hold up to 60 minutes of pre-recorded instruction.

Initially, Learning Centers received five hours of instruction for their facility libraries. Through the use of provided catalogs, Guard personnel will be able to order their individual lesson material to suit local training requirements via a reprogramming, redistribution system managed by the Multi-Media Group.

### "Loaner" packages on tap

In addition, special "loaner" packages are being developed that would saturate certain aviation subject areas using the video tape cassette format. For example, the Media Group intends to take instrument flying, and tape all the instruction available. This could mean 20 or 30 hours in this one area that would be "loaned" to a Facility Learning Center to coincide with a State's instrument training school. Once the training is completed the cassette tape would be returned to the Multi-Media Group for re-issue in another program.

A mass of guidance, information, equipment, and lesson material has been released in support of National Guard Aviation since the implementation of the Multi-Media Program on 3 December 1973. The effort will continue with the basic goal of providing the individual Guardsman the latest innovations in the instructional process, coupled with quality instructional material, in meeting today's challenging training needs.



**SLEEK!** — A mockup of the "Sikorsky 76," the new all-weather, multi-mission helicopter planned by Sikorsky Aircraft, is shown on the company ramp. Configured to carry up to 12 passengers plus a crew of two, or external loads weighing up to 5,000 pounds, the "76" can cruise at speeds up to 178 mph. The model has a range of up to 600 n.m.

# AAAA REGIONAL ACTIVITIES

## FIRST REGION 3,651 AAAA Members

- FEB. 7. Army Aviation Hall of Fame Selection Committee. Selection of 17 candidates for the 1975 Hall of Fame Ballot. Sheraton National Hotel, Arlington VA.
- FEB. 8. National Executive Committee. General business meeting. Sheraton National Hotel, Arlington VA.
- FEB. 27. Connecticut Chapter. Professional dinner meeting. "Ladies' Night." Jean Ross Howard, AIA official, as guest speaker. Ottavio's Restaurant, Fairfield.
- MAR. 6. Monmouth Chapter. Professional luncheon meeting. MG William J. Maddox, Jr., Commander, USAAVNC and Fort Rucker, guest speaker. Old Orchard Inn, Eatontown NJ.
- MAR. 8. National Awards Committee. Business meeting; selection of '75 AAAA Scholarship Award Winners. Sheraton National Hotel, Arlington VA.
- MAR. 20-22. First Region - AAAA. First Regional Convention. Professional-social activities. Theme: "Cockpit Focus - AAAA 1975." Military presentations and AAAA Regional Awards. Executive Park Motor Hotel, Atlanta GA (See centerfold for details).
- MAR. 20. National Executive Board. Business meetings. Executive Park Motor Hotel, Atlanta GA.
- JUNE 13-14. 1975 Army Aviation Hall of Fame. Installation ceremonies; Induction Banquet. Ft. Rucker AL.

AAAA members at Ft. Campbell KY have redesignated their Chapter as the "Air Assault Chapter." The Nat'l Board, by March mail ballot, also Ok'd the Chapter's request for transfer to 1st Region.

## SIXTH REGION 1,338 AAAA Members

- FEB. 26. Mt. Rainier [Fl. Lewis] Chapter. Professional dinner meeting. COL John W. Oswald, Ret., Chief, Military Requirements Planning, Bell Helicopter Co., guest speaker. FLOOM.
- FEB. 26. Fort Riley Chapter. Professional luncheon meeting. Ralph P. Alex, Chief, R&D Marketing, Sikorsky Aircraft Division, guest speaker. NCO Club.
- MAR. 5. Leavenworth Area Chapter. Late afternoon professional meeting with



CW3 Alvie Cook, left, Mainz Chapter President, presents an Honorary Membership to CPT Thos. Taylor, USAF, Cdr, 12th Det, 7th Wx Sq, Finthen, Germany, for his outstanding '74 aid to Army Aviation.

## USAREUR REGION 1,536 AAAA Members

- FEB. 14. Mainz Chapter. Professional-social meeting. Wiesbaden AB O-Club.
- FEB. 25. Persia Chapter. Mail balloting for 1975-1977 Executive Board slate.
- FEB. 27. Tauber Valley Chapter. Late afternoon business-social. Chapter elections, travelogue, White Elephant Sale.
- MAR. 20. Bonn Area Chapter. Professional dinner meeting. Oberstleutnant Eikmeyer, German Army Aviation Staff, guest speaker. American Embassy Club.
- MAR. 26. Taunus Mountain Chapter. Professional dinner meeting. Herr Wolfgang Pils, German WWII fighter pilot, guest speaker. Terrace Club, Frankfurt.
- JUNE 2-8. USAREUR Region. Attendance/group flight to Paris Air Show as arranged by Taunus Mountain Chapter.

Ralph P. Alex, Chief, R&D Marketing, Sikorsky Aircraft Division, guest speaker. Officers' Club.

- MAR. 7 Mt. Rainier [Fl. Lewis] Chapter. Business-social meeting. 1975-1977 Executive Board elections; discussion of 1975 programming. FLOOM.
- MAR. 12. Southern California Chapter. Professional dinner meeting. MG Stewart C. Meyer, Commander, MASSTER, as guest speaker. Airport Marina Hotel, Playa del Rey.
- Monterey Bay and Grand Canyon Chapters still to meet in this AAAA quarter.

## FIFTH REGION 2,540 AAAA Members

- FEB. 8. Mississippi Valley [Davenport IA] Chapter. Late afternoon professional-business meeting. Film, Chapter elections. AASF, Davenport IA.
- FEB. 18. Lindbergh [St. Louis] Chapter. Professional dinner meeting. Tom Griffith, Sikorsky Aircraft Division, guest speaker. AVSCOM officers' Open Mess.
- FEB. 26. Alamo Chapter. Professional dinner meeting. MG Spurgeon Neel, Commander USA Health Services Command, guest speaker. FSHOOM.
- FEB. 27. Fort Hood Chapter. Professional luncheon meeting. Presentation on Hughes AAH and Chain Gun. FHOM.
- FEB. 27. Richard H. Bitter [Corpus Christi] Chapter. Social meeting/"Happy Hour." Officers' Club.
- MAR. 14. Sunbow [Ft. Bliss] Chapter. Late afternoon professional-social meeting. MG C.J. LeVan, Commander, Ft. Bliss, guest speaker. FB00M.
- MAR. 15. Sooner [Norman OK] Chapter. Late afternoon business-social meeting. Election of 1975-1977 Chapter slate, discussion of forthcoming Chapter events. Downtown Armory, Norman OK.
- MAR. 29. Fort Still Chapter. Professional dinner meeting. Paul Harvey, news commentator, guest speaker. Montego Bay Motel, Lawton OK.

**C**URRENTLY under evaluation at the U.S. Army Aviation Test Board at Fort Rucker, AL, the Tactical Landing System [TLS] is a portable instrument landing system designed for forward tactical landing areas and base airfields in combat areas.

USING FIXED and rotary wing aircraft, the evaluation began in October, 1974, is about to be completed, and is being run under VFR and IFR meteorological conditions.

THE TLS consists of two major components: the AN/TRQ-33 Ground Set and the AN/TRQ-31 Airborne Receiver. The ground set contains a localizer, glidescope, and distance measuring equipment. The set's glidescope permits approach angles of  $3^{\circ}$  to  $12^{\circ}$ , and its ground components, weighing approximately 110, 116, and 23 pounds, are manportable. Its high portability, simplified installation procedures, and alignment features contribute to rapid employment at selected tactical landing sites.

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## **SPLINTERS FROM THE BOARD!** **An Aviation Test Board Report**

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THE AIRBORNE RECEIVER SET provides precision approach guidance in azimuth and elevation, plus height above and range to the touchdown point and range rate [aircraft closure rate to the ground station].

AZIMUTH AND ELEVATION guidance is displayed on crosspointer indicators similar to the localizer and glidescope used in the instrument landing system [ILS] currently installed in Army aircraft. A digital display indicating range up to 20 nautical miles from touchdown is featured.

AS THE AIRCRAFT approaches within one mile of touchdown, range is also displayed on a tape instrument calibrated in feet for the final phase of the approach. Other instruments provided with the airborne component provide height above the touchdown and range closure rate.



# Under Test



**TLS INSTRUMENTS AS INSTALLED  
IN THE U-21 AIRPLANE**

①. Digital Range Display - displays range in nautical miles and tenths of miles to the ground station.

②. Range Rate Display - displays the rate of closure to the ground station. It is calibrated from 0 to 150 knots.

③. Range Indicator - a short-range indicator calibrated in feet [0 to 6,000] displaying the distance to the ground station.

④. Height Indicator - displays height above touchdown from 0 to 500 feet.

⑤. Course Deviation Indicator - any deviation from the correct course is displayed on the vertical needle; deviation from the glidescope is shown on the horizontal needle. This instrument is also used for ILS/VOR approaches.



Specialists 5 Christopher Mumpower [foreground] and Michael Beber check the alignment and final adjustment on the Tactical Landing System. □

# AIDA

## Aerial rec

□ AN/ASQ-143 SENSOR  
The AN/ASQ-143 Sensor Subsystem, installed in the Ov-1D Mohawk aircraft, accepts inputs



### SYSTEM SPECIFICATIONS

|   |                                     |             |
|---|-------------------------------------|-------------|
| Subsystems.....                             | AN/ASQ-143                          | Sensor      |
| AN/OR-88                                    | Surface Antenna Terminal;           |             |
| AN/USQ-51                                   | Surface Recording Terminal          |             |
| Sensor Inputs.....                          | AN/APS-94D SLAR:                    |             |
| AN/AYTA-10                                  | ADAS, and AN/ASN-86                 | Navigation. |
| Modulation TYPE.....                        | Digital, Quadra-Phase               |             |
| Shift Keying [QPSK]                         |                                     |             |
| Video Bandwidth .....                       | 6 MHz                               |             |
| RF Bandwidth .....                          | 36 MHz                              |             |
| Transmitter Power .....                     | 150 Watts                           |             |
| Carrier Frequency .....                     | K-Band                              |             |
| Number of RF Channels .....                 | 64                                  |             |
| Sensor A/C Antenna .....                    | Type: Omnidirectional; Gain: 7 dB   |             |
| Surface Terminal Antenna .....              | Type: 7 ft. Paraboloid; Gain: 45 dB |             |
| Receiver Noise Figure .....                 | 6.5dB                               |             |
| Trans Range .....                           | 150 KM [Air to Ground]              |             |
| Video Output...Film Display with Data Block |                                     |             |

**T**HE Flight Test Program of AIDATS [U.S. Army In-flight Data Transmission System] was completed in late January following recent demonstrations on the Palos Verdes Peninsula in California.

Northrop Corporation's Electronics Division had previously completed a highly successful contractor demonstration of the AIDATS system in mid-December at ECOM, Ft. Monmouth, N.J.

AIDATS has been designed to transmit photographic type imagery from the air to the ground in nearly real time and with sufficient accuracy and technical clarity to enable the ground commander to more rapidly assess the situation. The system also has the capability of being used in the containment of forest fires, and in disaster relief [hurricanes, floods, earthquakes] by providing an instant picture of conditions.

Military tests of the system will now be conducted at Fort Huachuca, Ariz., prior

# SAT flight tested!

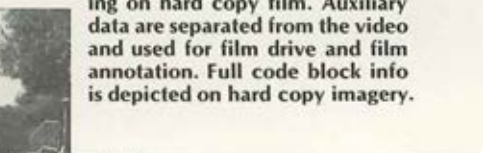
## Imagery transmitted in West Coast test

from the reconnaissance sensor, digitally modulates the carrier, and then transmits the data to a ground station. Operating through a K-band synthesizer, the system has 64 selectable channels. It interfaces with the APS-94D SLAR and the AN/ASN-86 navigation system.

- AN/OR Surface Antenna Terminal. The SAT provides aircraft tracking and reception of the SLAR signal. The K-band receiver is located on the

mobile SAT and provides an IF signal to the Surface Recording Terminal [SRT]. The SAT, in addition to its highly directional tracking antenna, has K-band horns for the initial detection of the sensor aircraft within 90 seconds without prior knowledge of the aircraft's position.

- AN/USQ-51 Surface Recording Terminal. The received SLAR is recorded on film by the SRT which is housed in an S-280 portable shelter mounted on an M-35 truck. The SRT converts the digital signal from the SAT into analog video with subsequent recording on hard copy film. Auxiliary data are separated from the video and used for film drive and film annotation. Full code block info is depicted on hard copy imagery.



to any follow-on contract decision. The Arizona testing is expected to continue through April.

In the photo sequence above, an OV-10 Mohawk, based at Hawthorne Airport and manned by a Northrop crew, flew southbound over the Pacific Ocean, its SLAR scanning the coast. Northrop's data link system transmitted a digitally encoded signal via a ground antenna to a processor viewer [film reconstitution device] in the control room. Result: high quality imagery reconstituted in seconds of time. □



## FIRST REGION — AAAA SET FOR 20-22 MARCH ATLANTA CONVENTION

[SEE THE CENTERFOLD FOR DETAILS]

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## Fifth Region postpones its 9 April Convention until 3-5 September

**T**HE 5th Army Area Aviation Training Conference set for 9-11 April 1975 at San Antonio, Tex., has been cancelled by 5th Army Hqs "because of funding limitations on Reserve Component participation."

Following the announcement, LTG John M. Wright, Jr., AAAA National President, indicated that the 5th Region — AAAA Convention in the same city would be re-scheduled in San Antonio during 3-5 Sept. 1975.

Colonel Jack H. Dibrell, AAAA Regional President, plans to continue with the 1974-1975 AAAA Regional Awards Program, has extended the suspense date for the submission of Regional awards nominations to 15 April, and will conduct some form of presentation ceremonies within the next few months. □

### ●● 1975 SCHOLARSHIP AWARDS WINNERS

AAAA's National Awards Committee will meet in Washington, D.C., on 8 March to select 18-20 winners of AAAA National Scholarships. Some \$4,000 is available for both "merit" and "need" awards. Winners only will be notified on or before 15 March; the May, 1975 issue will carry the names, addresses, and photos of the 1975 AAAA Scholarship Award Winners. □

### ●● 1975 ARMY AVIATION HALL OF FAME

A twelve-member Army Aviation Hall of Fame Committee met in Washington, D.C. on 7 February, and selected 17 nominees for the 1975 Hall of Fame ballot to be mailed to AAAA's 5,000+ members of five years or more. The Committee reviewed some 56 individual nominations submitted by members and non-members, Colonel Rudolph D. Descoteau, Committee Chairman, citing the quantum jump in nominations in 1975.

The names of the 1975 nominees, and brief biographical sketches of each nominee, will appear in the next issue of ARMY AVIATION. □

### ●● "BERCHTESGADEN A BLAST!"

The largest number of Quad-A members and families to ever attend a USAREUR Region AAAA Convention were at Berchtesgaden during 29 January-2 February,

[Continued on Page 34.]