

Army Aviation

SEPTEMBER 30, 1975
Aviation to become an
OPMS specialty in 1976.

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HUGHES YAH-64

Total Testing HUGHES ADVANCED ATTACK HELICOPTER

(SEE PAGE 3)



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ON September 12 MILPERCEN announced that as a result of recommendations made in a detailed ODCSPER study of the Army's aviation management system, the addition of Aviation to the list of specialties under OPMS had been approved.

Release 20-75† stated, "Originally, Aviation has not been designated as a separately managed specialty because of the relatively low number of aviator positions at the LTC and COL level and because aviation skills

Military Intelligence branches may receive flight training.

• Officers will enter flight school between their 24th & 60th months of commissioned service, except for those in the Aviation Materiel Management specialty who will attend upon completion of the Transportation Officer Basic Course.

The Aviation specialty is designed to employ aviators in aviation positions approximately 67% of the time as majors, 50% of

Aviation is now an OPMS specialty; Plan has '76 implementation date

were identified as integral to 35 of the 47 OPMS-approved specialties."

"However," MILPERCEN continued, "the Aviation Career Incentive Act of 1974 - and projected aviator strength imbalances - severely impacted on the planning for aviator professional development under the 'aviation as skill' concept; the demands of the legislation to gain optimum return on aviator training investments restricted many aviator management options under consideration at the time."

Main features

Scheduled for implementation in early 1976, the new Aviation specialty concept will be keyed to meeting field grade aviator requirements. The main features of the new concept include:

• Aviation will become an advanced entry specialty designated in an officer's eighth year of service.

• Aviators will be trained and assigned based upon their basic entry specialty.

• In the future, only officers from the Infantry, Armor, Field Artillery, Air Defense Artillery, Signal Corps, Transportation Corps &

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the time as lieutenant colonels, and 25% of the time as colonels. Estimated requirements are for 1,450 majors and 1,000 lieutenant colonels in the Aviation specialty.

Projections based on current inventory and present training rates indicate that virtually all aviators in year groups 72 or later will be designated at the eight-year point into the Aviation specialty. However, strength imbalances - particularly in year groups 1966-1970 - will preclude such designation of many rated aviators into the specialty.

Commissioned aviators NOT selected for the Aviation specialty will be required to pursue an alternate OPMS specialty in the same manner as non-rated officers. They'll also be required to take annual written exams and pass flight physicals to continue to receive incentive pay until such time as no longer eligible under the provisions of the Aviation Career Incentive Act of 1974.

The MILPERCEN announcement stressed that "under this new concept, many combat arms aviators who accept designation into the Aviation specialty will be required to drop their basic entry specialty designations and to accept and attain proficiency in a second advanced entry specialty. This is because of the relatively low requirements at the higher grades, both for many of the entry specialties and for aviators."

†Release mailed 9/12 to AAAA Nat'l Board, and Regional/Chapter Presidents & Secy's.



Total Testing

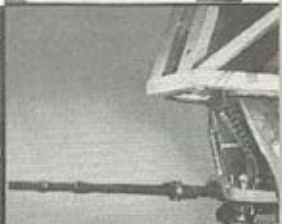
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On-Site Arrangements

THURSDAY, 23 OCTOBER 1975

[Commonwealth Ballroom]

0830-1000

'TACTICS & THE MID-INTENSITY THREAT'

Lieutenant General Robert M. Shoemaker

Cdr, III U.S. Corps & Ft. Hood

Panel Moderator

Major General Edward C. Meyer

Assistant Deputy Chief of Staff for

Operations & Plans, ODCSOPS,

Department of the Army

Major General John W. McEnery

Cdr, 101st Airborne Division (Air Assault)

Fort Campbell, Kentucky

Brigadier General Hans Drebing

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Colonel James H. Patterson

Cdr, 6th Cavalry Brigade (Air Combat)

Ft. Hood, Texas

Lieutenant Colonel [P] John W. Foss

Combat Developments Planning Group

Hq, USA Training & Doctrine Command

Fort Monroe, Virginia

1015-145

"STAYING POWER"

Major General Morris J. Brady

Cdr, Combined Arms Combat Development

Activity, Ft. Leavenworth, Kan.

Panel Moderator

Major General Alton G. Post

Cdr, U.S. Army Transportation Center

& Fort Eustis, Virginia

Brigadier General Story C. Stevens

Deputy Commander for Acquisition

USA Aviation Systems Command

St. Louis, Missouri

Mr. Joseph P. Cribbins

Special Assistant for Aviation Logistics

ODCSLOG, Dept. of the Army

Colonel Robert W. Bailey

Cdr, USA Aeromedical Research Lab

FT. Rucker, Alabama

Dr. James S. Kishi

USA Aviation Test Board

FT. Rucker, Alabama

1430-1600

"TRAINING & STANDARDIZATION"

Brigadier General Charles E. Caneby

Deputy Director of Operations and Army

Aviation Officer, ODCSOPS, D/A

Panel Moderator

Brigadier General Benjamin L. Harrison

Deputy Commandant, USA Command and

General Staff College, Ft. Leavenworth

Colonel Edward J. Porter

Director, Dept. of Undergraduate Flight

Training, USAAVNC, Ft. Rucker, Ala.

Colonel Clement A. Wyllie

Deputy for Standardization

USA Aviation Center, Ft. Rucker, Ala.

Colonel Russell L. Pitts

Aviation Officer, Hq, USA Training and

Doctrine Command, Ft. Monroe, Va.

Colonel Ralph L. Westrich

Deputy Director, Dept. of Undergraduate

Flight Training, USAAVNC, Ft. Rucker, Ala.

"A SPECIAL PRESENTATION ON

IMPERIAL IRANIAN ARMY AVIATION"

Major General Manouchehr Khrosrowad

Director of Army Aviation

Imperial Iranian Army

FRIDAY, 24 OCTOBER 1975

[Galaxie Room - 16th Floor]

0900-1040

"HARDWARE"

Major General Donald R. Keith

Director, Weapons Systems Office,

Office, Deputy Chief of Staff for Research,

Development & Acquisition, D/A

Mr. William J. Crawford, III

General Manager, T700 Department,

Aircraft Engine Business Group,

General Electric Co., West Lynn, Mass.

Mr. Thomas R. Stuelpnagel

Vice President & General Manager,

Hughes Helicopters, Div. of Summa Corp.

Culver City, California

Mr. Howard N. Stuverude

President, Boeing Vertol Company

Philadelphia, Pennsylvania

Mr. Gerald J. Tobias

President, Sikorsky Aircraft Division,

United Technologies Corporation

Stratford, Connecticut

Mr. Hans Weichsel, Jr.

Senior Vice President,

Bell Helicopter Co., Ft. Worth, Texas

Colonel Robert L. Sauers

Director, Material Developments Dept.,

Office, Department for Developments

USA Aviation Center, Ft. Rucker, Ala.

Colonel George W. Shalcross

Director, Eustis Directorate, USA Aviation

Material Research & Development Lab

Fort Eustis, Virginia

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The Flight Gate Review Board

An after action report prepared for you by COL Samuel P. Kalagian, President of the Flight Gate Review Board . . .

THE pioneer Aviator Review Board has met,

. . . worked up the history of aviator assignments for all commissioned aviators,

. . . reconvened to process all of the concurrences and nonconcurrences,

. . . responded to all re클amees,

. . . had all of the accumulated data placed on punch cards,

. . . furnished career branches with a working roster of branch aviators and the numerical data needed to program operational flying assignments, and

. . . provided DCSPER with a final report.

It was a most unusual Board in that its determinations were furnished to each individual whose file was reviewed [except for those who had completed 18 years of aviation service or more by 1 June 1974], and every aviator was then given the opportunity to concur in or to reclaim the results.

Makeup of the Board

Who comprised the Board? Thirteen officers, ten rated, three non-rated. Eight were from the greater Washington, D.C. area; five were from commands throughout the CONUS. Grades were one Colonel and twelve Lieutenant Colonels.

The LTC aviators were all generally in their 17th year of aviation service and, including the President, represented almost every conceivable assignment throughout the history of the Army Aviation program.

Guidance for the Board's deliberations included PL 93-294 [the Aviator Career Incentive Act of 1974], a DCSPER LOI, specific criteria established by the President, and the considered judgment of all 13 members.

To make the factual determinations, the Board reviewed the entire Official Military Personnel File [OMPF] of each aviator. The OMPF files contain some assignment orders, original OER's, Form 66's, the ORB [Form 4037], and Form 759's through June

The files did not contain data regarding the performance of instrument flight examiner duties unless it happened to be the aviator's primary or sole duty. All formal flight transition courses, particularly FW qualification courses taken at civil flight schools

[REVIEW BOARD/Cont. on Page 38]

A report on Boeing's UTTAS:

The hingeless fiberglass rotor provides superior maneuverability in nap-of-the-earth flight.

Nap-of-the-earth (NOE) flight, particularly at higher speeds, is the most difficult job the UTTAS pilot will have to perform. Survival and combat success will depend on the superior NOE capabilities of Boeing's YUH-61A UTTAS.

Boeing's hingeless fiberglass rotor system provides:

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Boeing's cockpit and flight controls provide:

- Greatly reduced pilot workload
- Maximum visibility to see and avoid obstacles

Superior NOE performance at higher speeds: another reason America needs the UTTAS... another requirement met by Boeing technology.

New technology for the Army of the 1980's.

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MAY 1974 brought with it the reorganization of the Army Staff and the dissolution of the Office of the Assistant Chief of Staff for Force Development.

With it the aviation community saw the eighteenth Director of Army Aviation become the last of a line of key General Officer figures serving the Army Aviation Program. The directorate itself, although eliminated, had its functions dispersed among several primary DA staff agencies.

The intent of the disestablishment was to integrate aviation with several other functions throughout the Department of the Army Staff. As a result, research and procurement went to the Deputy Chief of Staff for Research, Development and Acquisition; Aviation operations and requirements went to the Deputy Chief of Staff for Operations and Plans; and logistical matters pertaining to Army Aviation appropriately remained with the Deputy Chief of Staff for Logistics.

Finding the right person

Under this concept, however, there was no focal point for aviation matters at the Department of the Army level. As some of us in the field remember, it could take as many as five or six telephone calls to find the right person for the particular program.

Confusion arose within the major commands as well as in Congress. A typical question from Congressional Committee leaders was, "Why, with two of the Army's big five programs being aviation systems, can't the Army find a General Officer to talk

to the total system?"

For these and several other reasons the Chief of Staff elected to designate a focal point for Aviation matters. On 1 August I assumed that duty. The organization is by no means a reestablishment of the old OACSFOR Aviation Directorate.

The title of my position is Deputy Director of Operations and Army Aviation Officer, Operations Directorate, ODCSOPS/DA. The title and the charter suggest two jobs — three in the absence of the Director.

How will we function?

Without belaboring the Operations Directorate's functions let me simply state that both title and charter deal with the "Now" Army. Troop movements, regional operations, military support, and perhaps, most importantly, readiness are all concerns of this directorate. The "Now" Army aspect, together with unit training concerns, was what prompted the positioning of this office in the Operations Directorate.

A logical question could well be: "If we aren't going to reestablish the former Aviation Directorate, then how will the position function?"

Quite honestly, it's too early perhaps to tell just how it will work, but here is how it is organized:

In addition to my position, there is a seven-man Division headed by LTC Ben Pergerson. The Division is mandated to look after the flying hour program, TDA aircraft, issue priorities, etc. Additionally, I look to

A focal point

**BY BRIGADIER GENERAL CHARLES E. CANEDY,
Deputy Director of Operations and Army Aviation Officer,
ODCSOPS, Department of the Army**

YOUR MAN IN WASHINGTON — A BIOGRAPHICAL SKETCH

Brigadier General Charles E. Canedy, the new "Army Aviation Officer at DA," was born in Buckland, Mass., on November 11, 1931. A graduate of Norwich University with a B.A. in Economics, General Canedy has attended the Armor School, the Basic and the Advanced Course at the U.S. Army Command and General Staff College, and the Army War College.

An ROTC graduate, he has over 21 years of active commissioned service, his permanent duty assignments for the past ten years being as follows:

June 1965-May 1967. Staff Officer, later Assistant to the Exec Officer, OACSFOR, DA.
May 1967-May 1968. Commander, 7th Sqdn, 1st Cavalry, Ft. Knox [later USARV]
August 1969-June 1970. Staff Officer, Inst of Spec Studies, CDC, Ft. Belvoir, Va.
August 1970-June 1970. Student, US Army War College, Carlisle Barracks, Pa.
June 1970-May 1971. Chief, Bn/Bde Tactical Opns Div, Comd & Staff Dept, Ft. Knox.
May 1971-August 1971. Deputy Director,

Comd & Staff Dept, USAARMS, Ft. Knox, Ky.
August 1971-July 1972. Director, Doctrine Devel, Lit & Plans, USAARMS, Ft. Knox, Ky.
December 1972-December 1973. DCoFS, Opns & Plans, Hq, MASSTER, Ft. Hood, Tex.
December 1973-February 1975. Commander, 2d Bde, 1st Cavalry Division, Ft. Hood, Tex.
February 1975-June 1975. Commander, 6th Cavalry Brigade [Air Combat], Ft. Hood, Tex.
Commissioned a 2LT from ROTC on June 1, 1953, General Canedy was promoted to 1LT on December 15, 1954; to CPT on August 14, 1959; to MAJ on June 18, 1963; to LTC on March 6, 1967; to COL on May 16, 1972; and to BG on July 6, 1975.

He holds the Silver Star [with OLC], the Legion of Merit, the Distinguished Flying Cross [with Two OLC's], the Bronze Star Medal, the Air Medal [22 Awards], and the Purple Heart. He wears the Senior Army Aviator Badge, and the Army Aviation Association's 15 Year Pin. A Past President of AAAA's Fort Hood Chapter, he's a current member of the Quad-A's National Awards Committee. □

those seven officers to be my liason with the rest of the DA Staff.

I learned a long time ago that you can't solve a problem unless you know you have one. Similarly, it is difficult to stay abreast of a program as vast as Army Aviation without having a great many tapped sources of information. Considering the many staffs which are involved it is going to take an inordinate amount of cooperation to make this work. Nevertheless, I firmly believe we can make it work.

So much for the organization. I think it only fair that I share with you what I believe are our greatest opportunities and I will not attempt to place them in priority. High on my list is the requirement to generate an awareness in all of our leadership of the true capability of attack helicopter organization.

Concurrently, we have got to do better at training. I think LTG Shoemaker described the problem perfectly when he said that tank unit commanders get fired if they don't train, and yet aviation commanders need a waiver if they are to train properly.

Tactical flying, terrain flight, or NOE, as some describe it, will permit us to survive on the mid-intensity battlefield. However, it is still not practiced — or even permitted —

on some of our reservations. This simply cannot and will not be condoned.

In addition, we need a total review of the CRF Program and the entire Flying Hour Program. The mythical, magical 80 hours per month may be about right, but there is virtually no rationale to support the program. I think that we have defined our individual proficiency requirements well enough to restructure a meaningful CRF Program.

Send me your views!

In closing, let me hasten to point out that I would greatly appreciate getting your views on any aviation-related program. I believe, for instance, that aviation should be designated a specialty within the OPMS. Do you?

I also believe that helicopters should have wire cutters on them. Do you?

Well, there are indeed ample opportunities and challenges. I plan on sharing our problems as well as solutions with you during the coming months. To facilitate dialogue please feel free to call me at OX5-0527 or drop into Room 3E541 in the Pentagon.



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UTTAS and AAH programs, that means fewer man-hours, lower operating costs and greater aircraft availability.

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GENERAL  ELECTRIC



□□ Portraits of seven new members of the Army Aviation Hall of Fame were unveiled June 14 during day-long Bicentennial activities at Fort Rucker. Guest speaker for the induction ceremonies was LTG John M. Wright, Jr., USA [Ret.], President of the Hall's sponsoring agency, the AAAA. He was introduced to the crowd of approximately 1,500 in the new Physical Fitness Center by MG William J. Maddox, Jr., Ft. Rucker's Commander.

Commenting on the importance of the ceremonies, LTG Wright said, "As we pay homage today to a very select group of outstanding individuals, we are - in fact - honoring all people, past and present, who
[Continued on Page 40]

Aviation Hall of Fame inducts seven

A separate B

NOW that I've been retired a couple of years the readers will probably think that I'm either out of touch, bitter, or perhaps even senile. At least no one can say I have an axe to grind.

I have just read CPT Charles F. Nowlin's article in the June 1975 issue of "Army Aviation" entitled "A Young Aviator Asks Some Questions."

Not too many oldtimers will agree with me on this, but I was surprised - and delighted - that one of the new generation is so keenly perceptive in seeing through the artificial smoke of "branch proficiency first

- aviation second" that has screened from view the desperate signals for branch recognition that Army Aviation has been sending up for some twenty five years now.

Bully for you, Captain Nowlin! You've touched a very sensitive nerve in many a very senior officer who is scared to death that the establishment of Army Aviation as a branch would lead to "another Army Air Corps" - whatever that means.

Hang in there, baby! You have landed what some might call a lucky punch, but lucky or not, it sure hit the mark.

I'll now repeat the excellent points you made in the referenced article but I am one

No, says ano

IHAVE read with interest and some concern the recent articles and letters in "Army Aviation" which might lead our young Army Aviators to believe that their futures and that of Army Aviation in general may be in jeopardy.

As an aviator of almost 20 years, I have seen aviation grow from the fledgling innovation of WWII and Korea to a solid member of the combined arms team.

One simply needs look about him and see the equipment we have now and more importantly, that under development. Compare this with what Army Aviation had in 1955. Far greater strides have been made in Aviation hardware than in other comparable equipment, relatively speaking.

Look, too, at the number and quality of our people, both officer and enlisted. People are the Army and they are Army Aviation for sure. The young aviation warrants

and crewchiefs who served with me in assault units in Vietnam and serve in this Brigade today can't be beaten! They did then, and are doing things today, that I'm not sure I could have done as a newly-assigned aviator two decades ago - and they are most certainly all volunteers!

Question: How do they do it? Again, a giant plus for Army Aviation - the finest aviation training program yet conceived - complete with all the modern instructional techniques and hardware sophistication. Program texts, self-paced instruction, cockpit procedural trainers, computer-driven synthetic flight training systems, tactical training laboratories, and increased night and tactical NOE flight are just a few of the recent advances with more coming. All are orchestrated to make today's graduating aviator 100% ready for the cockpit and his mission when he hits the field. Fort

ranch? .. Yes!

of those fortunate few who have successfully commanded battalions both in my basic branch [FA] and in Aviation. Don't misunderstand what I am about to say. I love the Field Artillery and always will. I have also spent over 27 years in Army Aviation and have developed more than a passing fancy for all that it has come to mean.

Of these two commands, I found the Aviation battalion to be by far the most complex and demanding assignment. Although I had advocated Army Aviation as a branch for many years before, this was the real clincher. Today there is no doubt whatsoever that Army Aviation is an intricate,

clearly identifiable, demanding specialty worthy in every way of recognition as a full-time career field in itself.

Endless arguments [mostly without merit] will be thrown up against this thesis. But I say to those of you who agree with me, speak up! Now is the time to reexamine our deficiencies - and correct them - while no armed conflict exists to give others the excuse to divert what will doubtless be a considerable effort in achieving this long overdue change.

A.C. Thomson, Jr.
Colonel, USA [Ret.]
Shalimar, Fla.

ther veteran!

Rucker itself stands as a living testimony of the future of aviation — major new facilities in every area, maintenance, billets, classrooms, and recreation facilities, all optimized, and permanent.

Look across the entire spectrum of aviation fundamentals and management indicators. Standardization worldwide is something that was virtually unheard of and certainly unpracticed even ten years ago. Accident rates at unprecedented lows, a direct reflection of good training and equipment, command concern, and professionalism. If an accident does occur, the injury/fatality rate is greatly reduced with new APH-5 helmets, Nomex flight suits, gloves, and crash-resistant fuel cells. While these represent giant strides, they are really baby steps of things to come.

No, I cannot share the pessimistic outlook of some who see Army Aviation on the



Army Aviators have haggled over the issue of a separate Branch after WWII and the Korean War. The Vietnam postwar years are proving not to be an exception.

wane. I have been there — as a second lieutenant in a "provisional aviation company" of 51 aviators and 13 aircraft, four of which flew. I stayed with it and saw the company grow into a battalion, then a group; those 13 aircraft grew into hundreds, not L-19's, L-20's, and H-13's, but OH-6's, UH-1's, CH-47's, CH-54's, and OV-1's.

The concept has been battle-tested with the Infantry, Armor, and Artillery and has become a fundamental element of our force structure. Aviation is vital to the Army's combat roles — move, shoot, communicate. Even more recently, the third and final element recommended by the famous "Howze Board" report was organized, tested, and earned its place in the force structure, the Air Cavalry Combat Brigade.

An accepted part

The future couldn't be brighter, a career more promising! If one looks only for negative factors, he will find negative factors, but being truly objective, the pluses far outweigh any minuses. Army Aviation is of age — it has arrived as an accepted part of the Infantry, Armor, and Artillery combined arms team as well as the vitally important support echelons of the battlefield.

As I tell the young officer students here at the Aviation Center, the aviator has one of the most exciting, most flexible, but also most demanding careers of any officer in any field. By his very demonstration of his flying skill, he has earned a unique qualification and added an option to his career that all do not have.

A special breed of officers

Yes, there are promotions to be earned, schools to be attended, commands to be led, and gates to be met, but these are only parts of the whole and intermediate goals of a special breed of officers who have made Army Aviation truly "Above the Best."

Thanks for permitting me to speak out. The aviation horizons are broad and opportunities better than ever. He who thinks less and does less shortchanges himself, the program, and the Army.

Carl H. McNair, Jr.
Colonel, Infantry
Fort Rucker, Alabama

No, we

Colonel Carl M. Putnam's rebuttal to Colonel Sam Kalagian's article, "Pandora's Box" [ARMY AVIATION, June 1975] was full of holes!

It wasn't the individual commissioned Army Aviator's fault he wasn't "branch-qualified" because he was flying two tours in Vietnam while his non-rated contemporaries were walking — it was his branch's fault!

When he got RIF'd, it wasn't his fault — he should have elected to be a non-flyer and thereby avoid the RIF [but then who would have flown the missions?]

The Colonel writes that "the law of supply and demand applies to every skill . . ." as an

It's to b

I read with interest and concern the letter from CPT Nowlin in the June issue. During my 21 years as an Army Aviator, it seems to me that the questions CPT Nowlin raises have been addressed on a nearly annual basis.

Since 1947 when the Army Air Corps was disestablished, and through the high visibility days of the Air Cavalry Division and Vietnam War until 1 March 1974, when General Abrams as Chief of Staff approved DA PAM 600-3 and OPMS for the US Army, Army Aviation has been a politically sensitive item stirring controversy within and without the Army.

I assume the major catalyst from which this controversy began was the cost involved in people and equipment required to carry out the Army Aviation mission — "To augment the capability of the Army to con-

have one now!

excuse for excessive aviator RIF's. I seem to have read somewhere that Aviation is NOT a skill.†

I agree with the writer that an Aviation Branch would restrict good officers in their achievement of high level assignments, but I know that a "high roller" in Aviation is smart enough to be a "high roller" in his basic branch, and should an Aviation Branch split off, the branch-oriented officers would know which way to jump. The old line about being a big frog in a small pond might be enough to attract what

†The page 2 MILPERCEN announcement dated September 12 changes the ball game.

General Officer material an Aviation Branch might require.

Colonel Putnam refers to "expensive vehicles" being used to accomplish missions and suggests that individual branches "provide the expertise to operate and control these machines." I hope the people at USAAVNC read this . . . they may be out of business when four or five branches open their own flight schools. Is this a good action?.

The statement that "present aviation organizations have absorbed and are wasting valuable officer talent" holds little water. Valuable officers closely monitor their own individual careers and have "professional

e a 'specialty'

duct prompt and sustained combat operations on land."

The question of whether or not aviation should be a branch has been discussed for over thirty years. There will always be a group strongly in favor of a branch as well as those who oppose it. The arguments against aviation as a branch, on which the success of Army Aviation has been based, will most likely prevail.

OPMS representation by grade

Aviation is not an "Arms of the Service", but a support element integral to the combat, combat support, and combat service support arms. Under OPMS aviation is represented in each of the grade divisions by competent Army Aviators who have the vested interest of aviators at heart.

There is no Army-wide plot to de-empha-

size Army Aviation and its role as a member of the combined arms team. Aviators who wish to excel will seek jobs [both aviation and non-aviation] which are challenging and carry the highest level of responsibility.

Thus, the outstanding aviator will continue to be fully qualified for command of both aviation and non-aviation units. Aviators from all branches will be considered automatically for command of the aviation troop command units. We really have the advantage over our non-aviator peers by having the possibility of being selected for two commands; however, we will only command once at that level.

There seems to be a great dissatisfaction with OPMS among Army Aviators. This, I suppose, reflects the aviators' belief that they are being persecuted by the "system".

The feeling is understandable; especially

NO, WE HAVE ONE NOW!

guidance counselors" at their individual branches who "make maximum effective utilization of on-hand personnel assets" [not Colonel Putnam's words, but those of a Personnel "expert"].

If that IS the case, malassignment - or more correctly, "wasting valuable officer talent," does not occur.

Quote: "Officer aviators are dissatisfied because of the lack of responsibility commensurate with the grade held." I suggest this is the fault of the "Super Guys" who manufacture the TO&E's and TD's. Apparently the bosses' idea of who should be the lower level leaders doesn't agree with the egos of the lower level leaders. Suggestion: Change the TO&E's and TD's.

Lastly - and close to my heart - Colonel Putnam completely ignores the Aviation Warrant Officer and says, "Perhaps it's time to re-examine the possibility of using non-commissioned officer aviators. . ." In not referring to the AWO at all in his article, I can't help but wonder how this gentleman rose to the august position of Master Army Aviator without once having flown with - or meeting - an Aviation Warrant Officer.

I'm certain this was pure oversight on his part, and I sincerely hope so for I know a large number of AWO's who wouldn't be very happy to replace an infantry platoon NCO who had been selected to be an NCO Army Aviator.

Lastly, the ratio of officer to EM is established by TO&E. Change the TO&E's! I have no doubt that NCO's could handle the job of "Pilot" with some professional training; we turned Privates into AWO's for several years with excellent results.

If you want to be a pilot, then be the best d--n pilot the Army has! But if you want to be a General, then get out there where the real Generals belong - on the ground and with the troops - and leave the cockpit jobs to us. Forget about an Aviation Branch for professionals. We already have one!

William G. Grauling
CW3, Ret.
Baltimore, Maryland

NO, IT'S TO BE A SPECIALTY!

when you consider that during the past year Army Aviation was the brunt of three far reaching decisions:

The Aviation Career Incentive Act of 1974; the identification of aviation as an OPMS skill; and the disestablishment of the office of the Director of Army Aviation.

BG Charlie Canedy is the new Deputy Director, and the designation of aviation as a specialty is about to occur. The Career Incentive Act has forced us to intensely manage our high dollar trained military aviators to insure maximum utilization and gate passage where possible. The actual end FY 75 aviator strengths and requirements are out of balance because of the Vietnam era aviation hump. There is a significant imbalance at the CPT level with CPTs totaling about 5,200 and a requirement for about 2,050. This hump will continue for several years.

There are some cautions down the road even with changing the designation from "skill" to "specialty". The Army will still be required to have Army Aviators who are trained in Research and Development, ORSA, and Personnel Management, etc. Many aviators, like a number of our non-rated peers, will be required to serve in a third specialty to satisfy the Army's needs.

Creating Aviation as a specialty is not a panacea for all ills. The conversion to specialty for Army Aviation will not insure that aviators will get promoted. The key to advancement, greater trust, and responsibilities is still with your demonstrated manner of performance and potential as evaluated on the efficiency report.

CPT Nowlin should read two significant capstone articles in ARMY AVIATION. One by MG George W. Putnam, Jr. [summer '74] titled "An Overview: What's happening to the Army Aviator?" and the other by BG Jim Merryman [summer, '75] titled "Army Aviation Coming of Age." We've come a long way, baby, and, Virginia, there is no ploy to do you in.

COL Benjamin E. Doty
Chief, Majors Division
USA MILPERCEN



New Aircraft Survivability "suit" to clothe most Army 'copters

THE Fort Rucker Commander is flying a newly-equipped helicopter modified to increase survivability on the battlefield.

To demonstrate an aircraft survivability "equipment suit" to be applied to Army aircraft, the UH-1 flown regularly by MG William J. Maddox, Jr., was completely repainted with an infrared [IR] suppressing paint. The paint suppresses IR reflections, reducing the signature presented to heat-seeking missiles, and thereby complicates the acquisition and homing processes.

The general's UH-1 helicopter is the first -



DEFLECTOR — MG W.J. Maddox, Jr., points out the "Bell Scoop" on his Huey which shields hot metal parts and directs exhaust gasses upward and away from the aircraft.

other than Test Board aircraft - to be equipped with the complete system which evolved through improvisation and testing in Vietnam.

Other changes in the general's helicopter are also expected to further reduce aircraft signatures. IR weapons include the "Bell Scoop" IR suppressor, a device that shields hot metal parts and directs exhaust gasses upward, which makes viewing of IR energy sources difficult from lower hemisphere positions.

Installation of a radar warning receiver [AN-APR 39] is another change that will improve the Army Aviator's chances on the modern battlefield, according to officials. The device consists of four outside sensors, two forward and two aft, linked to instrumentation inside the aircraft.

When the aircraft is being illuminated, the device interprets the source of the radar and provides a visual display of that source in the center of the instrument panel, as well as an audio tone through the aircraft intercom system.

Reduced cockpit glare

In addition to aircraft survivability equipment, a "flat black" paint was applied to the interior of the helicopter, this non-reflective paint reducing the problem of cockpit glare. This, in turn, makes instruments easier to read and generally improves pilot vision, especially during low-level and night flight.

Equipment installed on the Commander's aircraft has potential application to all rotary wing aircraft and may be applied to most Army helicopters within two years. The modified helicopter will be on display during Oct. 7-9 at the second annual OFTCOM II [FORSCOM/TRADOC Commanders' Conference].

Plan ahead! The Second Convention of AAAA's First Region will be held at the Williamsburg [Va.] Conference Center during 4-6 March 1976. □

Army Aviation Hall of Fame



Colonel Loren C. Strange, President of the Army Aviation Center Chapter, concludes the 1975 Army Aviation Hall of Fame Induction Ceremonies held in Fort Rucker's new Physical Fitness Center. Some 1,500 observed the formal June 14 induction of seven 1975 Hall of Fame members.



ALL SMILES! Shown prior to the Army Aviation Hall of Fame Banquet at the Fort Rucker Officers' Club are the seven 1975 inductees. L-r, BG Glenn Goodhand; Dorothy and Arthur Kesten (paired); Mrs. Travis A. Morris, widow of MAJ Charles L. Kelly; BG William W. Ford; Mrs. J. Elmore Swenson, widow of COL Swenson; LTG John J. Tolson, III; and CW4 Michael J. Novosel. The ceremony took place June 14.



Lieutenant General Robert R. Williams, USA (Ret.), center, a 1974 Hall of Fame inductee, escorts Brigadier General and Mrs. Glenn Goodhand to the portrait stand, and assists in the unveiling of the latter's portrait as a World War II Major.



A beaming inductee, Brigadier General William W. Ford, USA (Ret.) talked nostalgically of the "Prior to 1942" time frame when, as a major, he sought approval for aviation.



Mrs. Travis A. Morris, the widow of Major Charles L. Kelly, who was inducted for his pioneering efforts in "Dustoff" operations during the 1960-1969 Hall of Fame time frame.



CW4 Michael J. Novosel, his wife, Ethel, and his son, John, view the Aviation Warrant Officer's Hall of Fame portrait following its unveiling by their escort, LTG Harry W.O. Kinnard, Ret., a 1974 Army Aviation Hall of Fame inductee himself.



Paired as 1950-59 Inductees, Dorothy and Arthur Kesten receive a souvenir Hall of Fame portrait from AAAA Nat'l President Lt. Gen. John M. Wright, Jr., as their son, Dale, looks on. The couple were instrumental in organizing the AAAA in the '50's.



Major General William J. Maddox, Jr., left, USAAVNC Commander, assists 1950-1959 Inductee (then COL) John J. Tolson, III in unveiling his Hall of Fame portrait.



Brigadier General Robert A. Holloman, III, Fort Rucker Deputy Commanding General, assists Mrs. J. Elmore Swenson in unveiling her husband's Hall of Fame portrait.



Chief Warrant Officer "Mike" Novossel and his wife, Ethel, are pleased with the strong likeness captured by Hall of Fame artist, Chief Jezierski, a former Army Aviator and CW2 himself. LTC Wright assists the Inductee for the 1960-1969 time frame.



Reunited in a Hall of Fame presentation are WW L-Pilots and lifelong friends, LTC Robert R. Williams, USA (Ret.), left, and SG Glenn Goodhand, Ret., following the latter's June 14 Hall of Fame Induction. "Jo" Goodhand beams from the center.



Guest speaker at the formal Induction Ceremonies, LTC John M. Wright, Jr., cited that "we pay homage to all who have helped in effecting the evolution of Army Aviation."



Lieutenant General Jahn J. Tolson, III, USA (Ret.), center, and his wife, Margaret Jordan, pose proudly with the souvenir portrait given to them by AAAAA President Wright following the former's June 14 entry into the Army Aviation Hall of Fame.



COL G.C. Strange, USAAVNC Chapter AAAAA President, unveils MAJ Kelly's portrait as Charles L. Kelly, Jr., Mrs. T.A. Morris (formerly Mrs. Kelly), and daughter, Carol, look on.



Deborah and Arthur Kesten view their Hall of Fame portrait as it is unveiled by Brig. Gen Robert M. Leich, 1GR, left, AAAAA Past President & Awards Committee Chairman.



Mrs. Elmore Swenson and her daughter, Shirley Gallant, accept a souvenir Hall of Fame portrait of the late Colonel Swenson, a 1975 Hall of Fame Inductee for the 1942-1949 time frame. AAAAA President Wright makes the award presentation.



SG WILLIAM W. FORD, USA (Ret.), right, stands beside his portrait that will be placed in the Army Aviation Hall of Fame in Ft. Rucker's Army Aviation Museum. COL Crawford Buchanan, Deputy Installation Commander, aided in the unveiling.

BACKGROUND

An AAAAA-sponsored "Army Aviation Hall of Fame" was established in June 1973 to honor those persons who have made an outstanding contribution to Army Aviation, and to record the excellence of their achievements for posterity. Elected in worldwide balloting conducted among AAAAA's 5,000-plus members of five or more years' standing, the initial seven inductees were installed in formal ceremonies held at Ft. Rucker in June 1974, their portraits and citations being placed on display in a special "Hall of Fame" gallery in the post's Museum.

The basic ground rules: Any person may be a candidate or nominate a candidate. Candidates are to be nominated for achievements accomplished during one of the following periods: (1) Prior to June 1942, (2) June 1942 through 1949, (3) 1950 through 1959, and (4) 1960 through 1969. Candidates for the 1970-1979 period will be eligible for nomination after 1 January 1982.

Inducted in 1974 were Igor I. Sikorsky (Prior to 1942 period), Frank H. Piasecki and Lieutenant Colonel Robert R. Williams (1942-1949); Brigadier General William B. Bunker and Colonel G.P. Senett, Jr. (1950-1959); and General Hamilton H. Howze and Lieutenant General Harry W.O. Kinnard (1960-1969).

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Bell recently took the 214 on tour. Throughout Germany, France, Italy, Switzerland, the U.S. and Canada. And the word is getting around: the 214 is a truly advanced transport, combining outstanding lift capabilities and high productivity, with low maintenance requirements.

Bell's 214: it looks like a Huey, but what a powerful difference . . .

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Military Plant Cooperation

THE procedures and functions normally included under the definition of contract administration and accomplished at the contractors' plants constitute a very important element of the Department of Defense's weapons system acquisition process.

An examination of these functions provides an excellent vehicle for focus upon the extensive Government action demanded by the complexities of procurement within a free enterprise marketplace.

Procurement Organization

The vertical organization for military procurement begins at the Department of Defense level with the majority of procurement actions being performed by the **Defense Supply Agency [DSA]** and the three military departments [Figure 1].

Within the Army, procurement responsibility is assigned to the **Army Materiel Command** which, in turn, accomplishes its procurement functions through its subordinate commodity buying organization — in the specific case of aviation procurement, the **U.S. Army Aviation Systems Command [AVSCOM]**.

Each of the military service's buying commands does business with a multitude of contractors and, in turn, it is not unusual for any defense contractor to do business with more than one (and very likely quite a few) of these major buying commands.

Normally, Government contracts are administered by the **Defense Contract Administration Services [DCAS]**, a subordinate organization of the **Defense Supply Agency**.

However, when there is a requirement for close technical control or timely delivery of a weapon system the military service involved will request cognizance for that particular contractor. This has become the normal procedure for all of the major, high cost acquisitions.

It is not unusual for any single defense contractor to hold contracts with more than one of the military services, and the service which possesses the major or most important contract with that contractor is awarded **plant cognizance**.

Responsibility for **plant cognizance** at a contractor site is subject to review and change by the Department of Defense, depending upon the status of particular contracts or their military importance. The military service having plant cognizance administers all other Government contracts awarded to that contractor, **regardless** of their source.

There are currently four contractors assigned to AVSCOM for onsite contract administration. The activities accomplishing this mission are the **Bell, Boeing Vertol, Grumman, and Hughes Plant Activities**. Having one Government focal point, onsite with the contractor, through which all Government direction is passed and monitored, significantly reduces improper or confusing directives.

Contract Administration Services

Plant cognizance activities include all contract administration services performed in or near a contractor's plant for the bene-



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Activities: PLUS!

fit of the Government which are necessary to the performance of a contract or in support of the buying organization.

The more significant plant cognizance activities are quality assurance, contract administration (including contract terminations, plant security clearances, disposal, and property administration), production, industrial resources, transportation, engineering surveillance, and industrial security.

A total of 69 plant activity functions are included within the **Armed Services Procurement Regulation [ASPR]**. Examination of a type of plant activity will allow for a more descriptive exposure of these functions [Figure 2], and is included in the following discussion.

Organization and Functions

The plant activity is organized and staffed to fit the needs of a particular Government-Contractor interface. In the example shown [Figure 2], one of the products being procured is an aircraft system; therefore, a **Flight Test Division** has been included in the plant activity organization and staffed accordingly.

By Colonel Franklyn C. Goode, Commander-Elect of the U.S. Army Bell Plant Activity

Another example of the tailoring that is normal for a plant activity is the regular adjustment in total personnel strength and skills as the contractor's total contract structure and mix ebbs and flows with terminations, new contracts, and major contract changes. Plant cognizance is withdrawn from a military service and returned to DCAS whenever the importance of particular contracts falls to an appropriate level.

Hq & Administrative Services Div

The plant activity is usually commanded by a Colonel (or Navy Captain), normally an aviator if the contractor is producing aircraft for Government procurement. The Commander is assisted by the normal administrative support personnel located in the **Administrative Services Division**. Five to ten percent of the plant activity's assigned strength will normally be military and the remainder Civil Service.

A close look at the four plant activities for which the Army has plant cognizance, their organization and functions, and full details on the current Army personnel serving at these several aerospace firms.

PLANT ACTIVITIES (Continued)

Production/Industrial Division

In very large plant activities the production functions may be separated from the industrial functions and accomplished by two separate divisions. In the organization depicted in **Figure 2** these functions have been combined within a single division.

This division monitors contract delivery schedules, reports contractor progress, and expedites timely delivery of the product. It is the focal point for timely production information for all Government agencies.

The **Production/Industrial Division** monitors the use of Government property furnished to assist the contractor in manufacturing or assembling the end product. This equipment may include a wide variety of minor items, special test equipment, or large, complex machines, jigs, or fixtures.

In each case its use, security, and maintenance must be insured, and rental charges or other pricing requirements accounted for.

The other major category of Government property consists of those items or material which become part of the contractor's product. Examples of these items are: critical raw materials, engines, radios, instruments,

or any other item which the Government desires to standardize or procure in economic quantities.

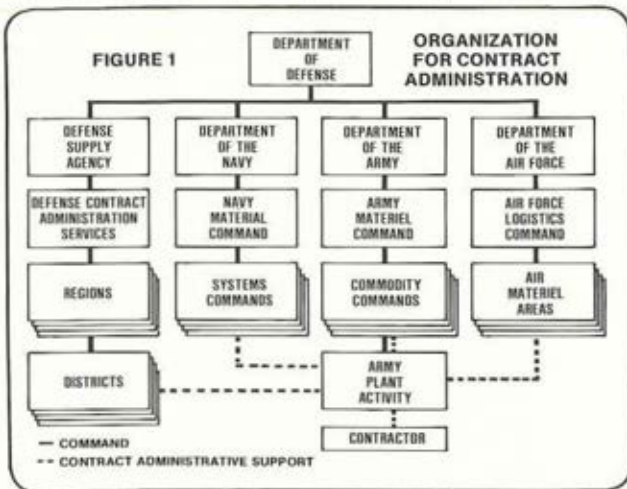
Introduction of this property into a contractor's product obligates the Government for its quality and delivery schedule. Therefore, the Government must insure the contractor's timely receipt of this property to prevent an excusable delay. This division also assists the contractor in justifying and procuring defense material having priority ratings.

Transportation and freight traffic services are another important division function. Additionally, the division keeps its finger on the pulse of the contractor's labor-management relationship and advises procuring agencies of imminent or actual work stoppage.

Personnel of this division conduct pre-award surveys and facility capability surveys. These are major factors in determining the ability of the contractor to meet any contract's specifications and requirements prior to the award of a contract.

Contract Services Division

The Government's objective of presenting a "single face" to industry is achieved by the onsite **Administrative Contracting Services Division**. The Chief of this division,



□ Colonel Franklyn C. Goode, recent Naval War College graduate, and the Commander-Elect of the U.S. Army Bell Plant Activity at Fort Worth, Tex.



□ AN Army UH-1 Huey is inspected on the line by DAC personnel of the Quality Assurance Division at the U.S. Army Bell Plant Activity at Ft. Worth, Tex.

the **Administrative Contracting Officer [ACO]**, administers all assigned contracts in accordance with contract terms and applicable regulations and directives.

The ACO authority may be regulated by directives from the individual **Procuring Contracting Officer [PCO]**. These PCOs (also known as **KOs, for Contracting Officers**) are normally assigned one per major contract or related group of contracts, and consequently one ACO will usually find himself providing services for several PCOs.

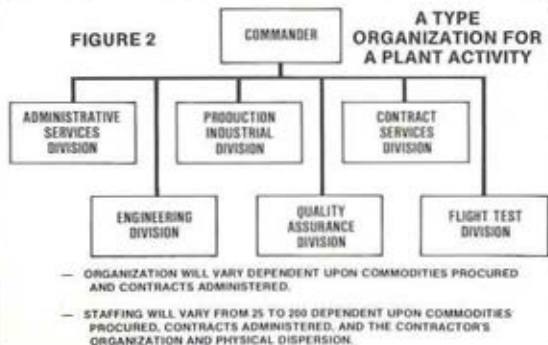
Minor negotiations are usually delegated to the ACO although more substantial negotiations may also be delegated. The **Contract Services Division** monitors the contractor's accounting, estimating, and purchasing systems. The ACO evaluates contractor proposals and furnishes comments and recommendations on any pricing to the PCO

Other functions of this division include approval of contractor's request for progress payments, approving wages and salary schedules, determining applicability of overtime, administering the master bailment agreement, and assuring the contractor's timely submission of reports and verifying their accuracy.

Engineering Division

Major, complex items require considerable engineering effort in their development, and during and subsequent to their production. This is one of the major reasons

FIGURE 2



for establishing a plant cognizance activity. During the acquisition and employment phases, complex items are subject to continuing improvements. These are categorized into two major divisions, **Class I** and **Class II Engineering Change Proposals [ECPs]**.

Class I ECPs are those of major nature which affect form, fit, function, weight, and price. **Class II ECPs** constitute the majority of actions. These are minor in scope or dimensions, e.g., producibility changes, or drawing corrections or cleanups.

The authority to approve **Class I ECPs** is generally retained by assigned project managers or the procuring activities. Review and approval of **Class II ECPs** are normal functions of the plant activity's **Engineering Division**.

Price analysis and evaluation

The **Engineering Division** provides overall surveillance of the contractor's design, development, and production engineering efforts. It is responsible for reviewing engineering studies and proposals and making appropriate recommendations to the procuring authorities. An important part of this function is the analysis and evaluation of contractor-provided data used in pricing products or services.

Normally the division is responsible for determining the acceptability of nonconforming material. In coordination with the **Quality Assurance Division**, the **Engineering**

PLANT ACTIVITIES (Continued)

Division insures prompt action to prevent recurring production of nonconforming material.

Other **Engineering Division** functions include monitoring the contractor's program on configuration management, value engineering, corrosion control, interchangeability, replaceability, reliability, and maintainability.

The division also evaluates reports of trouble identified by equipment improvement reports from field agencies or commands which involve design deficiencies, and maintains followup to insure that the contractor takes prompt preventive or corrective action. Finally, the **Engineering Division** assists the **Quality Control Division** in identifying critical or mandatory inspection characteristics.

Quality Assurance Division

The **Quality Assurance Division** performs the overall review and evaluation of the contractor's quality control and the Activity's quality assurance programs. It formulates instructions and guidelines for verify-



TEST HOP — Two members of the Flight Test Division at the U.S. Army Bell Plant Activity prepare to go aloft to check out a UH model CW3s Maurice G. Myers and Robert R. Taylor serve under CPT Michael D. Doyle, Chief of the Flight Test Division at USABPA. □

ing preservation, packaging, and marking of supplies procured by the Government, and for special processes such as radiographic and magnetic particle inspections, welding, and chemical coatings. Most importantly, it accomplishes formal acceptance of the contractor's products.

This Division also performs in-process and acceptance inspections to insure proper quality of the procured items. This includes preparing written Government inspection plans, classifying defects, and establishing acceptable quality levels. In-process inspections are a heavy requirement due to the complexity of the majority of current weapon systems. They are conducted on a mandatory 100% basis for critical items or areas, and on a sample basis for noncritical areas.

Flight Test Division

Assuming one of the contractor's products to be aircraft, the plant activity may organize in several different ways to accomplish the acceptance test flight function. A separate division may be necessary if the workload dictates.

All aircraft are flight tested before formal acceptance by the Government. The Government, for reasons of economy, prefers to self-insure for itself and for Government contractors engaged in flight operations. A standard flight and ground risk clause is inserted into applicable contracts which protects a contractor **except** for acts of negligence. Because of this assumption of risk by the Government, close surveillance is a necessity.

This division also monitors all contractors' flight operations to include production acceptance testing and developmental testing using bailed aircraft. Other functions include surveillance of the contractor's flight safety program, generating management data from production acceptance flights, internal transition training, and maintenance of flight records.

Summary

An important element of the plant activity's mission is the requirement to act as a



catalyst to accelerate and integrate Government and commercial development/production effort. The plant activity has an obligation to pinpoint responsibilities for specific problems or delays and request appropriate corrective action.

One aspect of this is the statement of, or support of, a contractor's position whenever Government actions appear to adversely affect the procurement, the contractor, or the contractor's right to a reasonable profit. By being positioned on the "front line" of the Government procurement function the plant activity has the ability to measure the immediate impact of Government action or inaction, and the obligation to report such situations appropriately.

In this manner the plant activity's commander can recommend appropriate relief,

PLANT VISIT — MG Eivind H. Johansen [4th from left], AVSCOM Commander, is shown on the flight line at the USA Grumman Plant Activity at Stuart, Fla. Shown, l-r, are Tom Doyle, OV-1 Program Manager, Grumman Aerospace Corp.; John Lueck, Manager, Army Programs, GAC; "Bob" Benito, Director, Army Programs; MG Johansen; Ross Mickey, VP & Director DOD Aircraft Programs, GAC; and LTC Eugene R. Walsh, Commander, U.S. Army Grumman Plant Activity. **BELOW:** 31 UH-1's take shape on the line at the U.S. Army Bell Plant Activity. □



PLANT ACTIVITIES (Continued)

or corrective action, necessary to insure the best equipment, on time, and at a price level equitable to both the contractor and the Government. The plant activity must achieve a harmonious relationship with the contractor, and provide assistance when necessary in achieving performance and schedule goals.

In the current economic environment the plant activity must be exceptionally alert in its surveillance of cost, and must apply its maximum effort to cost reductions in all possible areas. At the same time, it must assist the buying Commands and the Depart-

"LIFE MEMBERSHIPS" ANNOUNCED

The AAAA has implemented a "Life Membership [No Dues] Program tied to a one-time \$120.00 tax-deductible contribution to the AAAA Scholarship Foundation. The donation, made payable to the "AAAA Scholarship Foundation, Inc.", would underwrite a one-year "Memorial Scholarship" [or be added to other donated funds in the member's name] at the time of his death. Interested members should contact the AAAA National Office, 1 Crestwood Road, Westport CT 06880. □

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NOE BRIEFING - Secretary of the Army Martin R. Hoffmann not only viewed but participated in an NOE training mission when he visited Ft. Bragg's Troop B, 1st of the 17th, recently. A passenger in one of the five UH-1's flying NOE to various OP's, he is shown being briefed by LTC Donald Adkins, right, who points to the departing aircraft during his briefing. Observing the unit through its operations, to include suppressive fire, the Secretary stated he was highly impressed with the capability of the Air Cavalry Troop.

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I'M WITH YOU! - Major General William R. Richardson, center, Commander of the 193d Infantry Brigade, Canal Zone, presents his check and AAAA membership application to Major Jerry W. Manley, Jr., right, President of the Latin American Chapter (CZ) as CW4 Norbert G. Violette, left, the Chapter Secretary, looks on. The Chapter boasts the 1974-1975 AAAA "Outstanding Aviation Unit Award" winner, the 210th Aviation Company, commanded by LTC Joseph R. Koehler. Welcome aboard, General Richardson!

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PIONEERS REMINISCE - Dr. Anselm Franz, right, of Avco Lycoming, renowned for his contributions to jet and shaft turbine engine advances, reminisces with Bartram "Barl" Kelly, center, who was Bell's chief engineer at the time Dr. Franz's engine design won the Army's powerplant competition for the original 'copter requirement in the mid-'50's - a requirement filled by Bell's XH-40 prototype model, later to become the world-famed Huey. At the left is Dr. H.K. Adensstedt, Senior VP of Avco Lycoming's (Conn.) Division.

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FULL SUPPORT - General Hamilton H. Howze, USA (Ret.), left, a Past National President of AAAAA, is shown presenting the "Roger J. Bartholomew Award" to LTC Ronald C. Perry, then Commander, 4th Battalion of the 77th Field Artillery. The battalion won the new award for having 73% of its members belonging to AAAAA at the conclusion of a month-long AAAAA Membership Drive at Fort Campbell early this year. The General made the presentations during an AAAAA professional dinner meeting at which he was guest speaker. (U.S. Army photo-CPT B. Vandervoort)

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CONGRESSIONAL ACTION STOPS WORK ON ARMY HLH; ARMY HLH PROGRAM WAS 94% COMPLETED ON AUG. 4

Washington, D.C. - The House and Senate Conference Committee authorized \$9 to cancel the HLH Program on July 25. Because of this action, the U.S. Army issued a stop-work order on the program on August 4. The big tandem-rotor helicopter, largest and most advanced in the world with a lifting capability of up to 35 tons, was three months away from rollout with first flight scheduled for early next year.

Four years of development, testing, and fabrication, and \$179 million have gone into the HLH Program - only to be scrapped to "save" the \$13 million required to see the (CONGRESSIONAL ACTION - cont. on the opposite page)

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CONGRESSIONAL ACTION STOPS HLH (Continued)
project to its completion. \$9 had been allocated to phase-down the project. Only an additional \$13.8 million, or just 6%, was needed to complete the prototype aircraft and flight test it. B-V's "News" commented, "It would appear to be a very short-sighted decision to cancel the project considering the advanced technology of the huge aircraft which would have been an outstanding helicopter and a national asset. It would have put the U.S. far ahead of any other nation in helicopter lift capability and would have demonstrated quantum jumps in engineering and manufacturing technology."

Supported strongly by the Army, the HLH costs were kept within targeted R&D goals, and only increased 4.7% while other aerospace programs experienced serious cost growth. The company first became aware of a funding problem when Senator McIntyre's Armed Services Subcommittee on R&D decided to terminate the HLH while funding a Navy helicopter with far less capability.

Howard N. Stuverude, Boeing Vertol's President, expressed great disappointment that Congress would scrap the aircraft and the taxpayers' money when the HLH was only three months from roll-out. "The nation will decide in the future that it needs the capacity of the HLH for many of its tasks," he said, "and when it does, the price tag won't be just \$13.8 million more to complete but at least several hundred million to restart the development."

REVIEW BOARD (Continued)

under the GI bill, were not reflected by Form 1059 or by entries in officers' records.

The Board remained in formal session during 8 July - 10 September 1974 with all members present; conducted informal sessions with Washington-based members from 11 September to 31 December 1974; and from 7 January to 22 February 1975 it met in formal session again to process concurrences, nonconcurrences, and reclaims. The Board was officially terminated effective 1 May 1975.

The Board looked at over 10,000 aviator files and prepared individual aviator history worksheets. From these 10,000+ history worksheets mailed out, the Board received 800 nonconcurrences. These in turn were resolved within the parameters allowed by the definition of operational flying and considering the additional data that the officer submitted.

The key in determining credit was not whether the aviator had to be operationally qualified in order to assume a certain position or that he had a set of orders stating "This is a Category 'A' aviation assignment," but that the position he filled required the incumbent to perform operational flying missions. The decisions made in selecting those assignments which qualified for operational flying and those that did not were most difficult.

The Board found that 90% of all aviators completing eighteen years of aviation service during FY 75 had accumulated 108

months or more of operational flying. Only 10% failed to meet the nine year gate, many due to their own choice in a career pattern. Of those completing twelve years of aviation during FY 75, they found 94% had 72 months or more of operational flying and would remain qualified for flight pay through their 18th year of aviation service.

Hearburn cases

There were cases of individuals serving in an assignment, aviation-related, where their only real requirement to fly was to meet semi-annual and annual proficiency minimums. As all good aviators normally do, because of their collective dislike for boring 80 hours of holes in the sky, many of these individuals volunteered to fly what they, at least, considered to be operational [service] missions. Even though they still only flew and logged a total of 80 hours for the year, these individuals desired full operational flying credit for the twelve months for having logged only a few hours of service mission time during the year.

A number of reamees requested operational flying credit for the time served in a proficiency flying assignment [even while serving in ground duty assignments] because within the annual 80 hour CRF accomplishment, they qualified in the series aircraft available for CRF in their locale.

Aviators who served as commanders of student aviator or WOC companies at aviation training centers [which the Board decided were not operational flying assignments] felt they deserved operational flying credit for their periods of command because they accomplished a portion of their CRF minimums by flying chase ships [U-6's generally] when student aviators were scheduled for solo night cross-country flights.

What they failed to acknowledge was that many, many others serving in staff assignments at the same training center got their CRF minimums in the same way because it was so simple — aircraft were furnished, you could knock four hours of night out of the way in one fell swoop, and it gave you something constructive to do.

These flights were not inherent to the

Did you know that Elephants are more susceptible to the common cold than humans? The best treatment is to fill a 10-quart bucket with gin to which should be added 1-pint of water, 4 cups of ginger, six cups of tabasco, and 85 5-grain quinine capsules. Administer such a dose every three hours. While the foregoing might not speed the recovery in any way, it's said to be very effective in keeping "Ellie" happy . . . and who wants an unhappy elephant on his hands?

...

Don't ever give black coffee to a drunk. You'll wind up with a wide-awake drunk on your hands.

company command assignment; they were inherent to the flight POI and everyone and anyone at the Aviation Training Center, qualified in the chase aircraft, flew them, regardless of assignment.

As another example, the Board determined that generals' aide positions in CONUS did not qualify as operational flying assignments. Headquarters flight detachment pilots were readily available to fly the CONUS generals, and aides did not have to be pilots. Aide assignment overseas were different. Rated aides did generally serve as the generals' full-time aviators as well as performing aide duties and did help in beefing up small flight detachments. Assignments in the personnel field such as those in DPCA's [G-1]; DCSPER, DA; and OPD, MILPERCEN were also considered non-operational flying assignments.

Based on the Board's analysis and findings, the majority of Army aviators have, in fact, served in operational assignments for at least one-half of their careers. Key factors for this success rate were the two or three aviation combat tours served in RVN during the 60's.

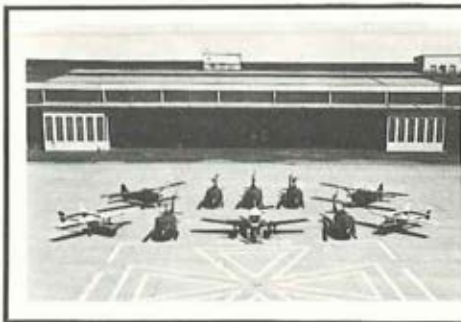
Without RVN, Army Aviators would have fared poorly under the constraints of PL 93-294, and after 1 June 1977, when the three-

COMPRESSOR RESEARCH

A \$648,000 contract for developing more effective engine components has been awarded to the AiResearch Manufacturing Co., by the Eustis Directorate, AMRDL. The Army has sponsored past research in single stage compressors having high pressure ratios, the most recent which demonstrated a 10:1 pressure ratio at 78.4% efficiency. However, these are peak performance conditions and the surge margin needs to be improved to utilize these kinds of performance conditions in Army aircraft engines, noted R.A. Langworthy, AMRDL project engineer. The contract will investigate the parameters that affect the nature of peak performance. □

year save pay provisions of the law expire [and assuming there will be no intervening armed conflicts in which we will participate], serving in operational flying assignments will become difficult indeed.

One last piece of good advice came from the Board members. Every aviator should make it a point to inspect and review his OMPF file thoroughly; to get an up-to-date photo inserted; to insure that his field Form 4037 is updated with school attendance information; and to mail in a new preference statement. No matter how much this has been publicized, aviators still neglect to take these important personal actions!!



FIRST REGION BOARD VISITS THE 101ST MG W.J. Maddox, Jr. [center, right photo], Pres., First Region—AAAA and LTG HWO Kinnard, Ret. [far left] view a two-wheeled recon vehicle [motorcycle] after observing a FARE HOOK demonstration at Ft. Campbell during the Board's business-professional visit to the post. Additional details on the story appear on page 41. □

BERLIN — "Uniqueness is a way of life with members of the Aviation Detachment, Berlin Brigade, as can be attested to by some of the aviation assets the unit employs. Additionally, the unit operates from Tempelhof Central Airport, the hangar-terminal facility of which is reputed to be the third largest building in the world in terms of floor space. □



THE PERSIA REGION MEETS - AND THAT'S WHERE IT'S AT!

The Tehran and Isfahan [Persia] Chapters combined forces this April at their initial PERSIA REGION function, a formal ball. The party was held in the beautiful Imperial Iranian Engineers Officers Club in Tehran with MG Frank A. Hinrichs [then AVSCOM Commander] as guest speaker. Distinguished members and guests included MG Manouchehr Khosrowdad, CG of Imperial Army Aviation; Joseph P. Cribbins, Special Asst to DCSLOG, DA; James F. Atkins, President, Bell Helicopter Co.; LTG Robert R. Williams, USA [Ret.], President of Bell Helicopter International; and BG Edward Partain, Chief, Army Section, ARMISH/MAAG. Also attending were COLs James B. Wilkie, III, Chief, Iranian Aircraft Program, AVSCOM; and COL William Rudd, Product Manager, Iranian Aircraft Program.

The Master of Ceremonies was COL "Bob" Bonifacio, Army Section, who turned over the reins as No. 1 to LTC Elbert B. Hill [Ret.] Also installed were MAJ Byron E. Byerley [ExVP], CPT Wayne Dandridge [VP, Pub Aff], Tom Moore [VP, Memb], COL Howard Moore [VP, Orgn & Planning], and Al Ross [VP, Indus Aff].

The highlight of the evening was the presentation of a gold plaque and a set of Imperial Army Aviation Wings to COL "Bill" Rudd by General Khosrowdad [below].

His Imperial Majesty's Army Aviation Program is probably the most ambitious and dynamic helicopter project in the world. Imperial Iranian Army Aviation and the Persia Region is where it's happening in helicopter aviation today!

CPT Wayne L. Dandridge
U.S. Army TAFT



HALL OF FAME INDUCTS 7

[Continued from Page 19]

have contributed of themselves, their time, and their talents to help effect the evolution of Army Aviation to its present status."

LTG John J. Tolson expressed the consensus of the living inductees, all of whom were present, when he said, "This is the proudest moment of my life, and I want to pass on my gratitude to my fellow aviators who elected me to this Hall of Fame." [Election is by 5,000+ AAAA members.]

Other AAAA officials who participated were BG Robert M. Leich, IGR, AAAA Awards Committee Chairman; COL Rudolph D. Descoteau, Chairman of the AAAA Hall of Fame Committee; and COL Howard E. Brown, who chaired the Hall of Fame Induction Committee at Fort Rucker.

FT. CAMPBELL CREW TAKES ON THE IMPOSSIBLE MISSION!

AT 9:20 a.m. on Sept. 1, the 326th Med Bn's MAST team at Ft. Campbell got a call from the Hillcrest Rest Home in Mayfield, Ky. It was a holiday and the rest home sought help in finding a diabetic resident who had disappeared, and was late for his injection of insulin.

At 9:25 a.m. the search team scrambled [CWOs David L. Perez and Jack E. Lewis, SP5 Richard D. Austin, and SP4 Kevin Tormey.] Flying a Huey, they arrived at the rest home at 10 a.m.

Almost immediately they spotted the unconscious man from the air. He was lying among some bushes about 200 yards from the rest home. Locating him from the ground would have been most difficult, and could have been too late. Thanks to the helicopter MAST team, the elderly patient received the necessary insulin injection in time.

Asked to comment, Platoon Leader Antonio J. Alvarado said that the "Air Ambulance Platoon had flown nearly 100 missions since its inception in Nov. 74."

Not getting your issues? Have you sent in a change of address notice and had it published?

AAAA Activities

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

□ **AUG. 29. Air Assault Chapter [Fort Campbell].** Professional-business luncheon. Presentation on the new GE T-700 Engine and the Chapter election for '75-'77 Executive Board officers. Top-Six Club.

□ **SEPT. 3. Southern California Chapter [Los Angeles].** Professional-social dinner meeting. **MG Donn A. Starry**, Commander, USAARMC, as Chapter guest speaker. Installation of '75-'77 Executive Board slate. Airport Marina Hotel, Playa del Rey.

□ **SEPT. 10. Corpus Christi Texas Chapter.** Business-social meeting.

□ **SEPT. 10. Fort Benning Chapter.** Late afternoon professional-social meeting. **COL W. [Bill] Hornish**, OPD, as guest speaker. Supper Club, MOOM.

□ **SEPT. 12. Latin American Chapter.** Professional social luncheon meeting. **MG William R. Richardson**, newest Chapter member, guest of honor; selection of Delegates to Nat'l Convention. Ft. Amador O-Club.

□ **SEPT. 15. Sunbowl Chapter [Ft. Bliss].** Business-social luncheon. Selection of Delegates to Nat'l Convention. Biggs Club.

□ **SEPT. 17. Monmouth Chapter.** Business-social luncheon meeting. Selection of Delegates; planning of possible Symposium. Old Orchard Inn, Eatontown.

□ **SEPT. 18. Stuttgart Chapter.** Late afternoon professional-business meeting. **Bill Miller**, Hughes Helicopters, as guest speaker; discussion of Chapter plans. Snoopy's Lounge.

□ **SEPT. 18. Washington, D.C. Chapter.** Second Congressional Appreciation function. **Congressman William L. Dickinson [D-Ala.]**, 1975 AAAA Honoree. **Senator J Strom Thurmond [R-S.C.]**, **LTG John M. Wright, Jr., Ret.**; **MG William J. Maddox, Jr.**; and **MG James M. Lee**, as principal speakers. Commonwealth Ballroom, Sheraton National Hotel, Arlington, Va.

□ **SEPT. 19. Monterey Bay Chapter [Fort Ord].** Professional dinner meeting. **Mr. Andrew Morse**, U.S. Army Air Mobility R&D Laboratory, as guest speaker. "Outrigger" on Cannery Row.

□ **SEPT. 20. Leavenworth Area Chapter.** "Get Acquainted Picnic" for newly-arrived students and their families. Macormack Distillery, Weston, Mo.

□ **SEPT 23. Fort Bragg Chapter.** Professional-business dinner meeting. **Mr. Howard N. Stuverude**, President, Boeing Vertol Company, as Chapter guest speaker. Installation of '75-'77 Executive Board Officers. Lafayette Room, O-Club.

□ **SEPT. 23. Delaware Valley Chapter [Philadelphia, Pa.].** Joint professional dinner meeting with area AHS members and their ladies. **Mr. John Duwiver**, Marketing Dept., Boeing Vertol Co., with presentation on CH-47 South American Tour. Media Towne House.

□ **SEPT. 24. David E. Condon Chapter [Ft. Eustis].** Professional luncheon meeting. **Mr. George Singley, III**, as guest speaker. FEOM.

□ **SEPT. 24. Lindbergh Chapter [St. Louis].** Third Annual Product Support Symposium. Chase Park Plaza Hotel, St. Louis, Mo. **The Honorable Harold Brownman**, Asst Secretary of the Army (I&L); **the Honorable James W. Symington [D.-Mo.]**; and **MG Eivind H. Johansen**, Commander, AVSCOM, as principal speakers.

□ **SEPT. 25. Fort Riley Chapter.** Late afternoon business-social meeting. Installation of new '75-'77 Chapter Officers, selection of Convention Delegates, and discussion of Chapter programming. Ft. Riley Flying Club, Marshall Army Airfield.

□ **SEPT. 26. Grand Canyon Chapter.** Late afternoon general membership meeting. Introduction of new Chapter slate; discussion of Chapter role in Bicentennial Ball. STAR Room, FHOOM.

□ **SEPT. 26. Checkpoint Charlie Chapter [Berlin].** Late afternoon professional-business meeting. **Herr Serge Sikorsky**, as guest speaker; nominations for new Honorary Chapter President. Harnack House.

□ **SEPT. 29. Monterey Bay Chapter [Fort Ord].** Professional business luncheon. **Mr. John H. McMinn**, Manager of Military Requirements, Boeing Vertol Company, as guest speaker. FOOM.

□ **SEPT. 30. Fort Monroe Chapter.** Professional luncheon meeting. **Mr. Tom Hovious**, Mgr, Armament Systems Engrg, Armament Systems Dept., G.E. Company, as guest speaker. FMOOM.

□ **SEPT. 30. Mt. Rainier Chapter [Fort Lewis].** Professional luncheon meeting staffed by 10th Aviation Battalion. (Details not available).

□ **OCT. 15. Army Aviation Center Chapter.** Professional luncheon meeting. **Mr. Clifford J. Kalista**, Vice President-AAH, Bell Helicopter Company, as guest speaker. FROOM.

□ **OCT. 22-24. 17th AAAA National Convention.** Three luncheons, six receptions, AAAA programming, professional presentations (see p. 5). Sheraton National Hotel, Arlington, Va.

Dear Editor:

LETTERS TO THE EDITOR
AS SUBMITTED BY
READER-CORRESPONDENTS

GREEN AMIDST THE BLUE!

Dear Editor:

I was just reading my latest copy of "Army Aviation" after a day of lectures, seminars, reading lab., a visit to the library, and an hour of handball. I feel obligated to keep you informed on our progress here at the Air War College.

COL Pat Delavan is now in the air as Chief of the Army section of the Air War College and COL Gene Crooks is hovering as a faculty member. We have a total of five Army students who are aviators and, therefore, "can speak in blue suit terms." We must respect rank and, of course, keep the 15-year and overs happy; so, our three MA's are LTC "Dick" Jarrett, LTC Darwin Petersen, and LTC "Clancy" Woliver. LTC "Van" Van Meter and myself are the SA's.

Thanks for letting me take your time. Will try to keep you and other Army Aviator friends informed of our operations here at Maxwell.

LTC Don C. Chunn, Jr.
Air War College
Maxwell AFB AL 36112

NO PLAQUE — JUST MONEY!

Did you know that month in and month out ARMY AVIATION MAGAZINE reimburses its subscriber-correspondents [or their unit's Coffee Fund] for exclusive non-puff material? . . . The rate is five cents per published word for the first 2,000 words, and that can total out at \$100.00 per article.

Several No-No's: The material must be exclusive and so state; no unit reports [puff] or commercial product releases. Personal items are non-reimbursable. Accompanying photos will be returned. Send your article on any Army Aviation subject to: ARMY AVIATION, 1 Crestwood Road, Westport CT 06880.

As we said, no plaques — just money!

A COLUMN FOR SINGLES!

Dear Editor:

I'd like you to know that I enjoy receiving and reading "Army Aviation" and have done so over the years as the wife of a CW3 aviator. In July my husband and I were in an airplane that decided to crash. My husband, Thomas G. Gambrell, was killed instantly, and I have now recovered from the crash.

Now I'm interested in spending more time with the great aviators of the country - the many lovely people at the Army stations we've been who were aviators.

I wish the magazine would carry a column under the "Personal Side", one in which singles [pilots and ex-aviator wives, like myself who have lost a husband by death in an accident] could present their name, age, and address for future correspondence, and maybe fine friendships. I'm very interested in being acquainted very closely with aviators again — it's interesting and enjoyable! Also, I'm in the young age group and am a nurse by profession.

Keep up the good work. "Army Aviation" has always been interesting to me.

Lucy Gambrell
Monterey CA

[Ed. Note: A fine suggestion, and we're happy to provide the space. Keep the messages to 25 words, plus full address and phone number, and we'll take it from there . . . You can correspond with Lucy Gambrell at 500 Glenwood Circle, Apt 2311, Monterey CA 93940. Phone: [408] 373-5595.]

WHY?

Dear Editor:

The Jul-Aug 75 issue reports on a Chapter's presentation of AAAA Honorary Memberships to RATED general officers. Why? How are we ever going to get the lower ranks and grades to enrol and pay dues?

Donald R. Joyce
CW4, Ret.
Newport News, Va.



READY IN RESERVE



ARMY RESERVE

BY LIEUTENANT COLONEL RICHARD R. NOACK, AVN OFFICER, OFF, CHIEF OF ARMY RESERVE

THERE is not enough space to repeat the overwhelming number of laudatory comments received from the approximate 365 Reserve Component and Active Army participants [including 30 General Officers] in attendance at the annual Fifth U.S. Army Aviation Standardization and Training Conference held in San Antonio, TX on 3-5 Sep 75.

If you weren't there, you really missed it! OCAR would like to express its appreciation and gratitude to LTG Allen M. Burdett, Jr., Commander of Fifth U.S. Army and to COL Jack H. Dibrell, Aviation Officer, and his entire staff for their outstanding efforts in producing this most informative and thought-provoking conference.

Conferences of this nature provide the only method of bringing a world-wide update of ongoing activities and employment doctrine to the Reserve Component aviation personnel and when the message is brought by Senior Commanders of centers, schools and major commands, as was the case in San Antonio, there is little doubt in anyone's mind that the "One Army Policy" is no longer a concept.

Aviator - Extraordinaire!

Congratulations to CW4 Joseph C. Kettles of the 872d Medical Detachment, New Iberia, LA for his selection as the Fifth Region - AAAA "Outstanding Reserve Component Aviator for 1974."

CW4 Kettles, presently residing in Lafayette, LA and employed as Chief Pilot of Petroleum Helicopters, Inc., is a dual-rated Master Army Aviator with over 8,000 hours. He's completed Instrument, Multi-Engine, Instrument Examiner, Instructor Pilot, and Aviation Safety Schools and is currently en-

rolled in the AMEDD Aviation Course 2C-F7.

As unit safety officer and instrument examiner, CW4 Kettles has been the prime motivator in getting the 872d organized, filled with personnel, and launched into an aggressive training program.

Commanded by CPT Tommy E. Blake, the unit was activated in Jul 74 and is well on its way to becoming one of the best in the Reserve Aviation program - thanks to Joe Kettles. The 872d Air Med Detachment recently completed a highly successful annual training program, mutually supported by the 507th Medical Company at Fort Sam Houston, TX.

In addition to his USAR duties, CW4 Kettles has devoted much of his time assisting the Aviation Division, Fort Polk, LA in the training and standardization of active duty aviators and in doing so, truly enhances the "One Army Policy".

Pioneered IFR OPERATIONS

During the past year, as IFR Project Manager and Check Pilot for the world's largest commercial helicopter company, CW4 Kettles developed an IFR system which gained Petroleum Helicopters FAA approval in becoming the "first" commercial helicopter company authorized to provide all weather flight operations under Federal Aviation Air-Taxi regulations. The first IFR flight with paid passengers took place from Intracoastal City, LA on 16 May 1975. The all-weather flight authority also marks the first commercial helicopter operations under instrument flight rules in the Gulf of Mexico, an area in which no airways, ATC communications or weather services were previously provided.

CW4 Kettles made all this possible by de-

veloping "eight point in space" Very Low Frequency instrument approaches for all proposed landing sites, structuring flight routes, developing training and operations manuals, academic syllabus and lesson plans. In recognition of his experience and contributions in advancing helicopter IFR operations, CW4 Kettles was named to a national sub-committee presently working on new procedures. He has also been designated as an FAA Safety Counselor, responsible for promoting safety in the Lafayette, LA area and providing check rides for regional pilots.

The Army Reserve is proud to have CW4 Kettles as a member of its aviation team and each time you see a "GREEN DOT" for safety on an aviator's wristwatch — think of CW4 Joe Kettles — he started that also.

Total Force NOE Course

Army Readiness Region V is conducting a Fifth U.S. Army area school at Fort McCoy, WI to qualify Reserve Component aviators in NOE flight techniques.

Engineered by COL Will Bennett, Region V Aviation Coordinator, this unique program pools Active Army, National Guard, and Army Reserve equipment and personnel to conduct two-week training courses for aviators from four major U.S. Army Reserve Commands and five National Guard states.

Reserve Components will provide air-



FIFTH REGION — AAAA
RESERVE COMPONENT
"AVIATOR OF THE YEAR"
CW4
JOSEPH C. KETTLES,
USAR

A dual-rated Master Army Aviator with over 8,000 hours, CW4 Joseph C. Kettles, USAR, 872d Medical Detachment, New Iberia LA, was selected by the Fifth Region — AAAA as the "Reserve Component Aviator of the Year for 1974-1975," and is to receive his cubed AAAA Silver Medallion in appropriate ceremonies later this fall. An innovator as well as an implementer, Kettles typifies the aviation professionals serving in the Reserve Forces.

craft, maintenance support personnel and NOE IP's. Active Army support includes additional NOE IP's, ground school instructors, OIC and Admin NCO's, aircraft records specialist, technical inspector, and MEDEVAC support. Classes 1 and 2, supporting 18 aviators each, were scheduled for September with plans for more in the near future.

6th Army has it all together!

The Aviation Office, Sixth U.S. Army, has developed an "Army Aviation Master Program" in the form of 6A Reg 95-1, dated 1 Jul 75. The new Reg supersedes four 6A supplements and consolidates policy and guidance on Army Aviation matters from over seventeen AR's, DA pam's, FM's, TM's, TC's and major command regs. — an outstanding effort, producing a single source document with all the references.

The new Reg is applicable to HQ Sixth U.S. Army, Army Readiness Regions and major U.S. Army Reserve Commands and covers the entire spectrum of the Sixth Army aviation program to include: resource management, administration, policy, procedures, reporting, safety, training, standardization, and you name it! It's all there in one easy-to-read document and current!

Senior Officers' Course

The Aviation Division, H.Q. Fifth U.S. Army, is sponsoring a Senior Officer's Aviation Safety and Employment course for Reserve Component officers at Fort Knox, KY on 5-7 Dec 75. The course is directed to major USAR commanders, key staff members, and major non-aviation unit commanders having aviation elements under their command within Army Readiness Regions V and VI.

U.S. Army Agency for Aviation Safety presentations will include 14 hours of safety subjects from the Senior Officer's Aviation Accident Prevention Course formerly conducted at the University of Southern California. The tactical employment and aircraft utilization portion on the final day will be led by senior commanders and their staffs from the 101st Airmobile Division.



On Guard!

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

THE ARNG National Safety Conference, which will address both aviation and ground safety, will be held in St. Louis during 15-17 Oct. Approximately 300 representatives from all states are expected to attend where speakers will discuss ways and means on how to improve accident prevention programs.

Speakers include Generals Brooks and Jelinek; Drs. Chayter Mason and G. Sanders; LTC Roy Lockwood; MAJ Tony Doud; Al Cargen; Charles Cocker; and a representative from the Dept. of Labor who will be addressing the OSHA impact. The conference host will be the Missouri ARNG and it should be a most successful occasion.

AvDiv Team visits Georgia

Representatives from the ARNG Aviation Division recently visited the GA-ARNG aviation facilities at Winder and at Dobbins AFB. A standardization pilot from the Deputy for Standardization, USAAVNC, was also on the team.

The visit was unique in that two days were spent with the fulltime technicians evaluating their training and maintenance programs, and two days were spent with unit personnel during a weekend drill. COL Jones, LTC Taddeo, MAJ Fogal, CW4 Delker, and CW2 Hughes from the Division and Mr. George Perez from Ft. Rucker constituted the team.

Using the "Guide to Aviation Resources Management for Aircraft Mishap Prevention" as a tool, the team looked at as many portions of the program as possible. This particular concept was dual in purpose in that it was the first time that such a visit was made by NGB.

I'm sure that more states will be visited in a like manner utilizing what was learned

during this visit. The team found the Georgia Aviation Program in a fine state of health with no major flaws detected.

New SaFO at AvDiv

In previous articles, I mentioned that the Aviation Safety Officer at NGB, MAJ Charles R. Strickland, would be medically retiring. His assignment was terminated at the end of May, and the word went to the field that we needed a new Safety Officer.

Nine individuals applied and represented a cross section of Guardsmen, USAR, and the Active Army. After the final interview, MAJ Louis May - currently an IP/SaFO at LA-AASF, was selected and will be on board early in October. MAJ May is a graduate of USC, Univ. of Arizona Crash Survival Course, and the USAAVNS Accident Prevention Course. He's an excellent speaker and writer, and will be coming to NGB charged up and ready to assist the states with their prevention programs.

CW4 Robert Delker, who's been the acting manager of the Aviation Safety Office, has done an outstanding job in the interim. The report card for ARNG safety indicates a reduction from 8.02 in FY74 to a 3.7 accident rate in FY75 for which we are complimentary to the states for their intensive safety efforts. CW4 Delker will remain with the Safety Office after MAJ May reports in and will Deputy Chief, ARNG Aviation Safety.

For a time NGB had selected an individual to be assigned at USAAVNS for a two-year AD tour. He was CPT Herbert Sims, OR-ARNG. However, due to severe man day cutbacks recently imposed, this position was cancelled at the last minute. It's our intention to continue to look for a way to get a position authorized at USAAVNS.

ARNG Aviation Committee

The Director, Army National Guard has announced changes in the Standing Aviation Committee which brings three new individuals to the committee: COL James Flockhart, SAO CA; MAJ Albert White, AASFC, Bangor ME; and CPT Robert Johnson, TARS MI.

The committee, which met during the week of 8 Sep 75, is currently chaired by MG James Brooks. However, since General Brooks is now the Adjutant General of Idaho, he has announced he intends to withdraw from the committee before it meets again.

The committee is formed to provide guidance to the DARNG and to the Aviation Program to make sure the programs and plans



undertaken by NGB are in consonance with capabilities in the field.

Our thanks to the individuals who previously served on the committee: COL Neal Baldwin, SAO NY; LTC Bernard Blair, SAO TX; and LTC Sam Workman, TARS CA, for their outstanding contributions to the ARNG Aviation Program.

NGB provides Greenleaf Award

MG Weber, CNGB, has approved an "Excellence in Aviation Award" and the first to receive one was the Maine Aviation Program for an Accident Prevention Program that has succeeded in preventing an aircraft accident for 10 years/38,000 flight hours.


The purpose of the award is to give special recognition to either a civilian or military individual or group for a contribution of outstanding significance to ARNG Aviation in areas such as operations, training, maintenance, safety, administrative services, and other related fields. Nominations are to be submitted to ARNG Operating Activity Center, ATTN: OAC-AVN-A, Bldg E4430, Aberdeen Proving Ground MD 21010.

ANOTHER WHOPPER!

Another "First" was accomplished by the Delta Schooners of the 49th Aviation Co, Stockton CA, who sling-loaded a dead sperm whale off the beach [left photo] south of Frisco. Since the sperm whale was on the endangered species list, the Univ. of Calif. marine biologists requested the carcass for study. A CH-47 was the only practical way to extract it from the tiny cove where it washed ashore. Below; The "first CH-47 ever" was flown to Davis-Monthan AFB in Tucson — the "boneyard." CH-47A #63-7923 is shown behind 2LT PD McElligott, CW2 HU Miesler, SP6 DG Smith, and SP5 JL Riley, the delivery crew, all of CA-ARNG's 49th Aviation Company [ASH]. □



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AVSCOM COMMANDER JOINS AAAA - Major General Eivind H. Johansen, seated, the new Commander of the Aviation Systems Command in St. Louis, Mo., formally became a member of the Army Aviation Association recently. Flanking General Johansen are his two Deputy Commanders, Brigadier General William E. Read, left, Deputy Commander for Logistics, and Brigadier General Story C. Stevens, Deputy Commander for Materiel Acquisition. [Ph: Sandie Blackwell]

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