

# Army Aviation

OCTOBER 22, 1975  
AAAA National Convention  
Issue and Program

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## YUH-61A

The helicopter for the 80's...today

**BOEING HELICOPTERS**

BOEING VERTOL COMPANY

Philadelphia, PA 19142

# A report on Boeing's UTTAS... and why it makes sense for the Army of the 1980's.



## Advanced technology makes the difference

Comparable in size to the UH-1, the YUH-61A provides three times the productivity at less than UH-1 operating costs. It cruises faster (145 kt), has a larger cabin (by 75%), and carries more payload (4135 lb at 4000 ft, 95°F).

## Fiberglass blades



The fiberglass main and tail rotor blades of the YUH-61A offer major advantages: (1) complete freedom from corrosion; (2) insensitive to minor defects; (3) long life—3 to 5 times the MTBR of metal blades; (4) virtually fail-safe; (5) airfoil, thickness, and twist optimized from blade root to tip—possible only with composite-material manufacturing techniques; and (6) physical properties ideal for the hingeless rotor.

## Hingeless rotor system

This, too, offers compelling advantages: (1) compact—lower aircraft height; (2) flying qualities similar to fixed-wing aircraft; (3) *negative g flight* with no control reversal; (4) 60% fewer parts for higher reliability and lower maintenance; (5) wide center of gravity range permits indiscriminate loading of cabin; and (6) easy blade folding for transportability and concealment.

## Evasive maneuverability

The hingeless rotor responds almost instantaneously to pilot control inputs with positive-control maneuverability from  $-1.0$  to  $+3.5$  g, providing an agile, responsive aircraft with greatly increased survivability.

## Transportability without disassembly

C-130 transportability of Boeing's UTTAS has been frequently demonstrated. Folding and loading are accomplished in *less than an hour* with no special support equipment. Within two hours of touchdown, the YUH-61A can be unloaded and ready for flight.

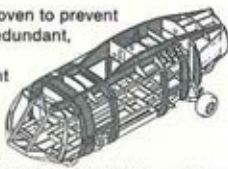


## Rotor system survivability

Fiberglass blades can cut through a 6-in. pine branch without significant damage. Gunfire tests demonstrate clean exit holes comparable in size to entry holes. Even with more than half of the spar area destroyed by 23-mm HEI, *no damage growth* could be observed after 6 hr at flight loads.

### Other survivability features

(1) spill-proof troop seat—proven to prevent injury in 50-fps impact; (2) redundant, anti-jam flight controls and actuators; (3) continued flight and safe landing possible with tail-rotor loss; (4) twin engines pod-mounted outboard of cabin; (5) outstanding single-engine performance throughout flight envelope; (6) crashworthy, self-sealing fuel system; (7) structural beams protect cabin integrity in rollover, preventing penetration of transmission, rotor, and landing gear into cabin space.



### Advanced-technology transmissions

The transmission gears in Boeing's UTTAS are made of a specially treated, modified Vasco X-2 steel that resists wear and scoring at twice the temperature limits of common gear steel, permitting at least half an hour of safe flight even with total loss of lubricant.

### Dynamic system qualification

Because dynamic system reliability is the most important single factor in life-cycle cost, Boeing has placed a heavy design emphasis in this area. All dynamic components were rigorously bench-tested early in the program to permit refinements and adjustments to be made before GTV testing of the entire dynamic system. As a result, dynamic system qualification has proceeded well ahead of schedule.



### On-condition components

To increase availability and decrease maintenance costs, all major YUH-61A components are designed for on-condition rating, meaning that components may be operated indefinitely so long as visual and test-equipment checks indicate no problem. A mean time between removals of 2500 hr or more will be typical for most on-condition components.

### Designed to live in the field

Built-in work platforms and independently kneeling landing gear facilitate maintenance by providing easy access to all systems and components. The YUH-61A engines require only 25% of the maintenance required by current engines.

### Low life-cycle cost

Exceptionally high reliability and ease of maintenance, combined with composite structure and other advanced-technology concepts, give Boeing's UTTAS a surprisingly low life-cycle cost.



### The most tested helicopter in history

Before the start of production, Boeing's UTTAS will have undergone over 14,000 hr of subsystem testing, 5000 hr of bench testing, 5000 hr of wind-tunnel testing (unprecedented for a helicopter), 1500 hr of tiedown testing, and 2500 hr of flight testing.

### Productive flight testing

Three Army YUH-61A prototypes and one company-owned aircraft are now in flight test at the Grumman facility in Calverton, NY, where an automated telemetry system permits Boeing to complete an average of one test condition per 2½ min. In a typical flight, the following data are analyzed in real time: 7000 stress calculations, 150 plots and tabulations of data versus airspeed, altitude, bank angle, load factor, side slip, etc., plus continuous histograms of 24 scaled variables and continuous limit checks of 35 other parameters to indicate any excursions outside preset limits. The combination of real-time analysis and the YUH-61A's high reliability permit test flights to be turned around, with updated objectives, in as little as half an hour.



### For the commercial operator...



The military YUH-61A described in this report will be available to commercial operators as the Boeing Model 179. This advanced-technology helicopter offers reliable and highly profitable operation in a variety of applications, from executive and commuter transportation to offshore petroleum operations and logging.

New technology for the Army of the 1980's.  
**BOEING HELICOPTERS**  
BOEING VERTOL COMPANY  
Philadelphia, PA 19142

**I** know you've all been welcomed before but I'd like to add my personal welcome to those already received — and a special welcome to the Honorable Harold Brownman, Assistant Secretary of the Army [Installations and Logistics] — who will be your dinner speaker tonight.

I'm told that past symposiums of this nature have been quite successful and I'm sure we'll have the same success with this one. This kind of eyeball-to-eyeball contact between Government and industry is an excellent idea — one which I fully support. I feel we can all do our jobs better if we get together from time to time to discuss how we can better support the soldier in the field — because that's what it's all about!

I've tailored my comments today around two of the most frequently asked questions posed to me by industry during my seven weeks here at the Aviation Systems Command.

## Two frequently asked questions

What's the story on the rumors we hear about reorganization in the Army's logistic structure and what's its impact?

Second, how are you going to run the AVSCOM railroad, i.e., what is your management philosophy?

The first question concerning reorganization relates to the environment we work in - or will work in - which certainly impacts on the way we do business together. Let me summarize where we are, starting at the top with AMC Headquarters.

AMC Headquarters is currently being restructured to become more of a corporate-type headquarters rather than an action or functional organization. I'm using the term, corporate, rather loosely in that I do not mean that AMC Headquarters is reducing itself to a hundred or so people. We all know that this is not possible if we are to carry out the legal and procedural aspects of the Army's logistic business. Nevertheless, the reduction in terms of personnel is quite significant. It went from approximately 2,100 to 1,400

personnel in an eighteen month time frame.

Because of this reorganization, several things will occur:

First, AMC Headquarters will increase its management effectiveness by concentrating on policy formulation, planning, resource allocations, and evaluations.

Second, the day-to-day functions of the AMC community will be decentralized and accomplished by the several major subordinate commands.

Third, a greater separation will occur between materiel acquisition and logistic support functions.

## Impact at AVSCOM level

Specifically, here's the impact at the AVSCOM level as we see it:

- Commodity orientation will be eliminated at AMC Headquarters. There'll be no aircraft sections, branches, or whatever at the Headquarters level. At most, there'll be an aviation point of contact. In short, we [here at AVSCOM] will carry the ball. More emphasis will be required to tie together other commodity commands and agencies involved in our actions.

- More decisions will be made at our level. Very few problems will be passed up the line. We'll resolve them here at St. Louis.

- It will be more important than ever that we be accurate in everything we do — because there will be only limited purification of our product up the chain — which means that the data we receive from the user and from industry must be extremely accurate.

- More direct queries and interface with the Department of the Army staff will necessitate prompt answers and — depending on the subject — letting AMC Headquarters know after the fact about the subject or problem.

- More responsiveness will be required in everything we do.

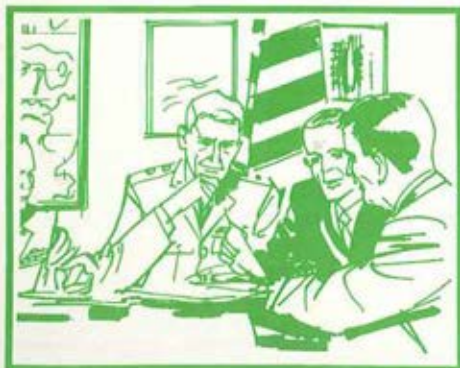
I think this trend toward decentralization is

The AAAA puts military and industry eyeball to eyeball . . .

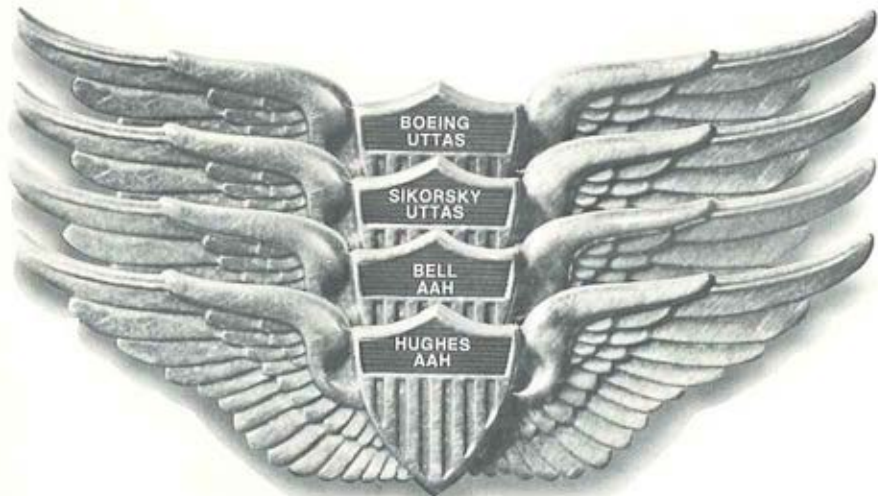
# THE RESTRUCTURING AT AVSCOM

BY

MAJOR GENERAL EIVIND H. JOHANSEN  
COMMANDER, U.S. ARMY AVIATION  
SYSTEMS COMMAND, ST. LOUIS, MO.



T700 Progress



# Airborne.

The Boeing UTTAS and the Sikorsky UTTAS. The Bell AAH and the Hughes AAH.

All four competitive entries in these two key Army helicopter programs are now in flight test.

And all four are powered by twin T700 turbo-shafts. The engine that has successfully met every major development milestone. The engine that continues to remain on cost, on schedule and on target for the Army's UTTAS and AAH programs.

205-94

**T700. The engine for the Army of the 80s.**

**GENERAL**  **ELECTRIC**

good. It makes us the Army's real center of aviation excellence and expertise.

Related to the environment we work in are possible changes in our own AVSCOM organization — and I'm certain you've heard a number of rumors on this subject. Well, here's the situation:

Conceptual plans are being considered to break out development functions from AVSCOM. These conceptual plans result from the AMARC recommendations which suggested that development functions in all commodity commands be restructured into separate development centers. Conceptual plans related to this area consider retaining the development center in St. Louis or moving it to some other location.

Conceptual plans are also being considered to combine the Troop Support Command — which has no development responsibilities — with the logistic elements of AVSCOM — to be located in St. Louis. No other location is being considered for the Logistic Command.

These plans are now being considered at the Washington level and it's my guess that we'll have a feel for the general direction these plans will take during the October time frame.

Related to reorganization are recent internal actions that I've taken at AVSCOM which are of interest to you. To provide clear-cut top echelon management for our primary missions of materiel readiness and materiel acquisition, I've broken out management responsibilities in the front office as follows:

A Deputy Commanding General for Materiel Readiness who exercises management responsibility for all logistics functions, to include the NIPC, NMP, International Logistics, Product Assurance, Management Information Systems and Field Services. He also serves as my principal deputy in other matters as required.

A Deputy Commanding General for Materiel Acquisition who exercises management responsibility for all acquisition functions, to include Research, Development, Engineering, Procure-

ment and Production, Industrial Plant Cognizance, Flight Test Activities, and Small Business Programs.

AVSCOM Project/Product Managers continue to report directly to me.

This restructuring will enable us to react quicker and provide a better span of control. I encourage coordination and interfacing by industry representatives with my top managers on key actions or problems so that we insure front office awareness on all matters of personal interest to you. We aim to be 100% responsive in everything we do and I'm certain this new arrangement will assist in achieving that goal.

## How will we operate?

I'll now turn to the second question posed to me, i.e., how am I going to run the AVSCOM railroad and what's my management philosophy? In attempting to answer the first part of this question, let me highlight a few areas that we'll be giving increased emphasis to initially — which will give you a feel for the direction the train is going!

The first is Product Improvement. AMARC recommended that the Army emphasize the concept of evolutionary developments with primary concern on product improvement. Within AMC Headquarters and AVSCOM we have not in the past had sufficient visibility in this area. However, changes are occurring in both organizations. AMC Headquarters has established a separate office to exercise staff supervision over the entire PIP program from cradle to grave. I've designated my Directorate for Weapon Systems as the focal point to manage the PIP program.

Presently we have about 500 open product improvement program actions at a total cost of \$150 million. These actions entail preparing an engineering change proposal, obtaining funds, purchasing parts and kits, preparing modification work orders, and lastly, installing the modification on the aircraft. This sounds like a fairly compact procedure, but it averages out at five years from the recognition of the requirement until the last kit is installed.

Our aim is to reduce this time by streamlining present procedures so we can be more responsive to the needs of the user. I'd like to encourage industry to explore with us all the possibilities of improving our PIP system in order to reduce operating costs and increase performance.

## ILS planning

Another area for increased emphasis is Integrated Logistics Support or ILS. Logistic planning from the inception of the materiel acquisition process is essential if a weapon system is to be supported effectively during its life cycle. By ILS planning I'm talking about the general areas of supply, maintenance, personnel and training, support and test equipment, technical data, transportation, and facilities.

The requirement for such planning isn't new;  
RESTRUCTURING/Continued on Page 60



□ Major General Eivind H. Johansen, Commander of the U.S. Army Aviation Systems Command at St. Louis, Mo., addresses the AAAA's Third Product Support Symposium attendance at the Chase Park Plaza Hotel in St. Louis. [USA photo]

# WORLD'S FIRST ADVANCED ATTACK HELICOPTER TO FLY!



Developed by Hughes . . .

. . . built by a TEAM

At 1552 hours on 30 September 1975 — on time and on schedule — the world's most ADVANCED helicopter flew — just 97 days from first Ground Test to First Flight.



**Hughes Helicopters**  
division of summa corporation

**T**HE summer of '75 for the Army Aviation Program was not one which gave way to vacations, long holiday weekends, or the spirit of leisure generally associated with June, July, and August.

RATHER, WE WERE WITNESS to significant occurrences dramatically impacting on aviation and Army Aviators. The intensity of activity was a harbinger of an even busier, more productive fall. In this article I want to talk briefly about OPMS, command tours, aviation training, ASH, and Aviation Safety.

#### AVIATION SPECIALTY UPDATE

FIRST, let's talk personnel! On 5 September 1975,

I WANT TO POINT OUT some key elements in this concept of which all commissioned aviators should be aware. First, aviation, now identical to any specialty in the system, is not "formally" assigned to an individual until his EIGHTH year of commissioned service. During the first eight years Army officers will be trained and assigned based upon their basic entry specialty which, in most cases, is the officer's basic branch.

WHEN AN OFFICER elects to enter aviation he does so after at least two years of service in that basic branch. Upon completion of flight school he will serve a tour in an aviation assignment and, until his eighth year of service, can expect to serve in both basic branch and aviation assignments.

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## THE SUMMER OF 1975: A dramatic impact on Army Aviation

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as many of you are aware, an ODCSPER study group recommended to the Vice Chief of Staff that aviation become an advance entry "specialty" under OPMS, and that the number of officers placed into the specialty be a function of Army requirements.

THE RECOMMENDATIONS culminated action which was last addressed by an OPMS Steering Committee in October 1974 [the decision reached at that time was to retain aviation as an additional "skill"].

LET'S REVIEW the recommendation approved by the Vice Chief of Staff which proposed that:

- Aviation is an OPMS specialty designated in the 8th year.
- Aviators are trained and assigned based upon basic entry specialty.
- Aviators are managed by two specialty managers, one of which is an aviation specialist.

UPON REACHING eight years of commissioned service, the officer-aviator can look forward toward selecting specialties. At this point, the officer should not be looking to the terms "primary" and "alternate" specialties which, in the past, have received much publicity, but rather [real world] to two specialties which will equally have influential impact on career development and advancement.

AN INFANTRY OFFICER-AVIATOR may select, for example, combinations of Infantry and Aviation, or Infantry and Operations/Force Development, or Operations/Force Development and Aviation. [I use "Operations/Force Development" strictly as an example; the choice could have been any one of the total number of specialties].

FIRST, EVERYONE should realize that the number of officers placed into specific specialties will be a function of Army requirements. This means that it will not be possible for every Army Aviator to

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### BY BRIGADIER GENERAL CHARLES E. CANEDY DEPUTY DIRECTOR OF OPERATIONS AND ARMY AVIATION OFFICER, ODCSOPS, DEPARTMENT OF THE ARMY

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- Officers enter flight school between their 24th and 60th month of commissioned service.
- Officers managed by OPD enter flight school from Infantry, Armor, Transportation, Signal, Engineer, Field Artillery, Air Defense Artillery, and Military Intelligence Branches [does not affect MSC officers since they are not being managed under OPMS].
- Aviation Materiel Management is maintained as a basic entry specialty.

receive development and utilization in aviation throughout his career. Decisions in this regard will be determined by the selection process using such criteria as:

- [1] Army requirements,
- [2] Experience in that specialty,
- [3] Educational background,
- [4] Career progression as it applies to the individual, and finally
- [5] the individual officer's preference.



THIS ALSO MEANS that in our example [coupled to now known future requirements], a relatively small number of aviators will be permitted entry into the Infantry-Aviation specialty. The larger number will probably fall into our example, Aviation-Operations/Force Development. This translates realistically into a situation wherein, for all intents and purposes, after the eight year mark the larger segment of the Army commissioned aviator population will be managed NOT by their historic basic branch [although they'll wear their basic branch insignia], but by the specialty managers handling the specialties they selected or to which they were assigned.

HOWEVER, THIS IS TRUE for many officers, not just aviators. For example, there are already almost 600 Lieutenant Colonels and over 800 Majors who have dropped programed management under their basic entry specialty [branch]. I should point out that a sizable segment of aviators may still select - and be chosen into - Infantry and Operations/Force Development, our third example. This, however, will be a number driven by requirements and cost effectiveness.

THE ADVANTAGES in this concept are apparent. A realistic approach to personnel management has taken another step forward. An infantry officer-aviator who carries Aviation-Operations/Force Development specialties will be concerned with development in those specific areas, no longer being required to compete with his basic branch peers for straight infantry assignments.

TO KEEP THE AVIATOR in touch with his basic branch, however, every attempt will be made by OPD subsequent to the eight year mark, to assign the Infantry-oriented aviator with the Aviation-Operations/Force Development specialties to assignments with major Infantry units. The same would hold true for officers of other branches. This works to the advantage of the Army and the individual.

#### OF MAJOR CONCERN

THE POINT of my major concern [which I am attempting to alter] with the system as it is currently unfolding is the command assignment potential of officer aviators in the Aviation-Operations/Force Development example specialty. The Army Aviator in such a category would no longer compete for command positions within the basic branch reflected by the brass on his collar. He will compete for command of aviation units.

AS IS GENERALLY KNOWN, however, the higher the grade, the fewer command assignments in aviation. †The aviators selected for an Infantry-Aviation specialty - that small number - would still be competitive for command in either specialty.

WE MUST ACCEPT that the OPMS system, as cur-



"FLYING" DOC — Captain [Dr.] Dolores M. Leon, the first woman to be designated as an Army Flight Surgeon, is shown during the five hour student pilot instruction she received in the Army Aviation Medicine Basic Course.

rently being developed, is obviously not a cure-all for commissioned aviator management, but it is a step forward. Much work still needs to be done. You should be aware at this point, however, that not all aviators will receive the specialties of their choice. Many will be required to develop in specialties other than their basic branch in order to meet Army requirements.

YOU SHOULD BE AWARE also that the implementation plans for the system are not yet fully completed. ODCSPER is aware of our concerns and is considering a variety of alternatives which include allowing some officers to have three specialties, or creating an exception to policy that would allow an officer to compete for command in his branch related specialty, although he has identified for development and utilization in two others. Keep these things in mind! They're important to your careers!

#### LENGTH OF COMMAND

ODCSPER/DA DISPATCHED a message Army-wide 10 Sep 75, addressing length of command tours for field grade officers. At issue is the traditional 18-month tour with which we've become familiar and accustomed. AR 600-20, Army Command Policy and Procedures, however, defines the optimum length for field grades as 24 months, for company grades as 18 [MC excluded].

ODCSPER is examining a proposal that the field grade command tour length be established [firmly] at 18 or 24 months and for company grade at the 12

†It should be pointed out, however, that there are currently 100 authorized positions for rated 0-6 aviators. The introduction of the aviation specialty will necessitate a reidentification of specialty requirements and subsequent revalidation of positions.

or 18 month mark. There are definite advantages and disadvantages to both alternatives.

A MAJOR CONSIDERATION will be the impact on the troops. In this light, ODCSPER has initiated a review of command tenure policies, asking major commands for their comment. The purpose of the review is to establish an effective and equitable command tour length. The command tour question impacts on operational readiness as well as on career expectations and future assignments, and constitutes a significant personnel action at Department of the Army level.

#### AVIATION TRAINING

TRAINING TODAY is the primary vehicle enabling the soldier to achieve success on the battlefield tomorrow. Numerous aspects of Army Aviation training require field-stripping, cleaning, reassembly, or just plain overhaul.

MG WILLIAM J. MADDOX, JR., Commander, USAAVNC, with representatives from all major commands and CONUS training installations, is currently conducting a study examining Army Aviation training requirements today. The purpose of the study is specifically to attain maximum aviation training effectiveness at minimum cost.

CORRELATED OBJECTIVES are four in number:

- Examine the skill and knowledge requirements imposed by the threat and determine how to train aviators in these areas.
- Identify the individual and unit training required; determine what should be accomplished at the training base and what should be accomplished in the field.
- Determine how operational aviators should maintain an adequate level of tactical flying proficiency.
- Determine how to restore non-flying aviators to an acceptable level of tactical flying proficiency



□ The Aviation Detachment, Berlin Brigade, provided several Hueys for static display and sky diving jumps at the 11th Tempelhof Central Airport's 1975 Open House at which a record crowd of over 400,000 were present.(USAF)

when they are reassigned to flying positions.

Is 80 hours per year for Combat Readiness Flying the proper number and how valid is 1,500 hours for determining proficiency?

THE EFFORTS IN THIS AREA at USAAVNC are ambitious, but necessarily so. We are far behind the power curve in view of the known threat. The study will have tremendous impact on everything from initial aviator training to the development of a viable flying hour program. We're moving in the proper direction and, finally, at the proper speed. Results of the study should be available to DA in mid-January '76.

#### DA STANDARDIZATION CONFERENCE

THE DA STANDARDIZATION Policy Board Conference was held in Washington, D.C. 7-8 August 1975. The Minutes have just been received from General Maddox in final format. Following study and approval by LTG Vessey, DCSOPS and the Chairman of the Policy Board, they'll be published as matters of DA policy.

A DETAILED DISCUSSION of the Minutes will be provided in the next Newsletter.

TWO KEY POINTS everyone should retain in the interim were surfaced during the keynote address by LTG Cowles, then DCSOPS, DA. In his closing comments, General Cowles emphasized the singular importance of the conference by stating that aviation "... standardization is readiness."

HE ADDED THAT, while USAAVNC was the center of aviation thinking, the commanders in the field must make aviation work. Perhaps the most important recommendation of the Standardization Board was that of authorizing commanders to conduct training on installations or on approved off-post sites, to conduct training clear of the clouds and with 1/2 mile visibility.

#### ASH IS MOVING

THE ADVANCED SCOUT HELICOPTER was recognized by Defense as a valid need for the Army on 11 September. The Defense System Acquisition Review Council [DSARC I] met on that date and formally approved the need for the ASH, as well as approving the initiation of an ASH development program.

A DSARC I "Alpha" is anticipated for the November '75 time frame. The November meeting will address the specifics in the development program and brief the Requests for Proposals [RFP's]. "RFP's" are formal documents to industry which constitute the basis for industry's response to the Army in bids for defense contracts. "RFP's" also identify to industry the Army's development intentions and that funding is, in fact, available.

[Continued on Page 62]



To: Army Aviators

From: Dick Wright, Sikorsky chief of flight operations and  
John Dixon, UTTAS project test pilot

Subject: Sikorsky UTTAS Pilots' Report

As of September 15, the Sikorsky/Army UTTAS prototypes have flown 387 hours. Here are a few of the milestones we have reached:

- . Full forward and aft CG limits explored
- . 21,400 lbs. gross weight flights
- . 18,400 ft. density altitude service ceiling  
(exceeding 17,500 ft. requirement)
- . 7,000 lb. external load lift
- . 147 kt. true airspeed in level flight at 20,000 gross weight
- . 164 kt. true airspeed at sea level, standard conditions
- . Flight operations in 50 kt. wind velocities
- . Power-off autorotation landings
- . Routine simultaneous two-engine starts
- . 35 kt. speeds in left, right and rearward flights
- . 2.4 hours endurance
- . 185 kts. in a slight dive
- . 4.9 hours flown in one day

Things to come: Army Preliminary Evaluation Sept. 29. Completion of envelope expansion Dec. 1. Delivery of prototypes to Army Jan. 28.

Dick Wright and John Dixon are just two of the hundreds of Sikorsky people behind the UTTAS program. What they have achieved so far has helped keep the Sikorsky prototype

flying out front. And what they'll prove in the long run is that the Sikorsky UTTAS is the logical choice for tomorrow's Army. Sikorsky Aircraft, Stratford, Conn. 06602

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NavCom Systems

**I**F soldiers on the battlefield elected not to fight because the enemy looked formidable, we probably would have few wars. However, we also would be subjugated by aggressor nations. To counter the threat of a potential enemy, armies analyze the threat, develop appropriate weapons and tactics and train to overcome the threat through skill and proficiency. So it is with helicopters and air mobile formations.

WE KNOW the first battle of the next war may well be fought against heat seeking missiles and other weapons which acquire and track targets through sophisticated optical sighting devices and radars. Additionally, there will be a lot of unsophisticated weapons fired visually.

### Few have experience in EW flight

IN RECENT BATTLES, we have encountered many visually sighted weapons but relatively few of us have flown against sophisticated acquisition devices and weapons. Yet, we know such weapons exist and our studies have pretty well pointed the way to a substantial degree of protection.

FOR EXAMPLE, during the 1972 NVA offensive, we fielded an infrared suppression paint that helped obscure our helicopters from the seeker of an infrared missile. We also equipped some of our aircraft with suppressors and flares. For the future, if we are indeed serious about winning the first battle of the next war, we must be prepared for that battle in advance.

WITH THIS IN MIND, I have applied on-hand systems to my UH-1 making it "The Style Setter" for the Army. It is completely painted with infrared suppressive paint to include the mast, rotor head, and most of the rotor blade area. I have applied the Bell scoop to the exhaust system and baffles around the sides of the engine and under the hell hole where the oil cooler is located.

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## USAAVNC's Commander, MG "Bill" Maddox, reviews the EW countermeasures used in Army Aviation today in playing the . . .

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EARLIER EFFORTS showed that the camouflage painted aircraft provided protection primarily at the near ranges from enemy weapons which is an area the helicopter should avoid. At the longer ranges, camouflage paint did no good. This new paint gives substantial protection in both near and long ranges while the aircraft is performing its mission. Although helicopters spend more time on the ground than in the air, time spent in flight is considered the most critical and where the protection priority must be placed. After all, when the helicopter is on the ground, there are other means available for camouflaging aircraft from enemy observation such as vegetation and netting.

"THE PACE SETTER" was displayed to the Chief of Staff and the Commanders of FORSCOM and TRADOC during the Oktoberfest at Fort Hood in early October. It attracted considerable attention and will be copied by front-line aircraft under modification programs already underway. This experience in doing the obvious thing to prepare for the first battle of the next war prompts a review of the whole aircraft survivability equipment program.

THE ARMY'S APPROACH to the aircraft self-protection problem has been:

- To examine the aircraft in its combat mission role and determine what the aircraft can do through tactics and agility to defeat the threats. The nap-of-the-earth tactic is an example of this.
- Next, the signature of the aircraft is reduced

# The Protection game

as much as possible within the state of the art. This was the technique we used to defeat the SA-7 in Southeast Asia.

• Only after careful examination of tactics and signature reduction is hardware, such as warning devices and active countermeasures, considered. The reduction of signature makes the application of active devices much easier; without engine suppression of a Cobra, a hundred pound, a complex infrared jammer would be required along with a separate electrical power generator.

• Lastly, the basic aircraft is hardened to improve its ability to withstand hits and complete the mission.

**THESE IR SUPPRESSORS** NOW being fielded consist basically of insulated upturned exhausts which hide the metal parts of the engine turbine from view of the IR missile. Also simple shields are applied where applicable for the engine cowlings and the engine air cooler.

**THE SUPPRESSOR** for the Cobra and the Huey weigh approximately 40-45 pounds versus 5-6 pounds for the light observation helicopters.



□ This UH-1 has two warning sensors on its tail-boom [top photo] and two on its nose [lower photo] that provide a 360° radar warning around the aircraft. A cockpit readout indicates the relative direction of the threat radar together with an indication of the intensity of the radar signal that is scanning or tracking the aircraft. [USA photos]

Additional engine power/thrust losses account for approximately 100 and 40 lbs. respectively. Suppressors for the three categories are being fielded for Europe, Pacific, and CONUS contingency forces beginning in the fall of 1975. Engineering development is underway or beginning on suppressors for the OV-1 and CH-47C. A family of advanced suppressors to meet the projected threat also is in progress.

**IR PAINT** has been qualified and is being applied initially to the same aircraft as the suppressors beginning in the fall of 1975. This paint reduces reflections of solar energy thereby minimizing the probability of lock-on by the present IR missile threat.

**THE IR JAMMER** is required for the growth threat and may be needed in conjunction with IR suppressors and paint for both helicopters and fixed wing aircraft. It is an active countermeasure which confuses or decoys threat IR missile systems by emitting modulated IR energy. This energy enters the threat missile seeker and guidance processing sections thereby denying true target position information and generates false target information simultaneously.

**THE AN/ALO-147 IR JAMMER** for the OV-1 entered the production phase during this past summer. This system attaches to the wing tank and weighs approx. 225 pounds [including 90 pounds of ballast]. A smaller 20-pound system for attack, utility, and observation copters entered engineering development this year and will be available for add-on should the projected threat materialize. Production units are expected to be available for 1978. The jammer system will also be applicable to the AAH, UTTAS, and ASH should the need arise.

## The use of flare decoys

**FLARE DECOYS** are applied to larger helicopters and possibly to the OV-1 as an option to the IR Jammer. They appear to be the most practical means of protection for these aircraft because of the difficulty of shielding hot metal and exhaust gasses. The XM-129 E1, a modified Navy Flare Decoy, weighs 109 pounds, carries 60 flares. It was used by the Army on the CH-47 and the Marines on the CH-53 during the last days of the Vietnam conflict.

**THE SYSTEM** is positioned on the tailgate of the CH-47 with flares deployed by crewmen upon the sighting of oncoming missiles. The Army is entering engineering development for a smaller and cheaper system of approximately 60 pounds, one that would dispense flares and chaff.

**A MISSILE DETECTOR SYSTEM** is entering engineering development in the next few months. The system senses the on-coming missile and

automatically dispenses flares. The missile detector flare-chaff system will be qualified for the attack, utility, and observation aircraft, and also for the special options to the IR Jammer described above.

**THE RADAR-DIRECTED THREAT** presents a challenge to the high, fast flying aircraft. For Army helicopters, the potential effect has been mitigated largely through the development of nap-of-the-earth tactics and the fundamental use of Radar Warning Receivers. For fixed wing aircraft, the Air Force ALR-46 Radar Warning Receiver has been procured for high priority OV-1 and RU-21 aircraft.

### **A radar warning receiver**

**INITIAL INSTALLATION** was made in March of this year. However, the basic Radar Warning Receiver for helicopters is the simple, light-weight [10-12 pound] AN/APR-39. When operating NOE, the radar signal intensity will be very low due to terrain masking effects. The receiver gives a visual and sound warning in the cockpit when threat radars see or acquire an aircraft.

**THE USE** of the APR-39 Radar Warning Receiver will give the helicopter cover so as to avoid actually receiving fire from a radar-directed AAA weapon. The ability of the Radar Warning Receiver to provide sufficient warning time for evasive maneuvers or countermeasures has been tested with good results. For missions where the aircraft will be exposed to radar at higher altitudes [fixed wing aircraft and some special helicopter missions], active radar countermeasures will be required.

**TWO APPROACHES** are possible here: Chaff decoys and radar jammers. Chaff cartridges, which can be deployed from the same dispensers as flare decoys, have demonstrated their effectiveness in field experiments with helicopters against simulated threat radars. The chaff, combined with maneuvering techniques, increases the time required for a radar/acquisition and computer fire control solution.

**BASIC RADAR JAMMING** work is being pursued to provide effective radar jamming for the Army's fixed wing aircraft and helicopter applications. An improved digital processor is in engineering development which can be added to the basic APR-39 Radar Warning Receiver to provide more positive threat identification in higher radar threat densities or special helicopter missions.

**THE DIGITAL PROCESSOR** will also process laser warning information for display on the same scope. Laser detector development will begin in FY 76 in anticipation of the use of laser designators or laser range finders in threat air defense weapons.

### **Eloise was no friend!**

Writers have said wisely that weather dictates the conduct of battles and also calls the tune for training and many other garrison operations. In recent months, the weather has been paying particular attention to Fort Rucker. We were hit by two tornadoes in Dec 1973 and were threatened with other tornadoes several times since. This past April, we received 13 inches of rain in a 30-hour period at a time when Enterprise, next door, received 17 inches.

On 23 September Hurricane Eloise paid an unexpected call at Fort Rucker and left what appears to be \$1.5 million in damage.

Eloise boiled out of the Gulf moving in a northeasterly direction. Its center passed over Panama City, Florida where it wheeled about and headed directly north. The eye of the storm passed just west of Enterprise. Because the nature of a hurricane places the highest destruction in the northeast quadrant of the storm, Fort Rucker received winds estimated at over 100 miles per hour with the probability that several tornadoes whipped through some areas of the reservation.

Most serious damage was the roofs of our hangars. Eight of them were damaged in some manner. Chunks of roof falling through onto the aircraft secured inside. Some 45 aircraft received damage. The steel girder framework of a new synthetic flight trainer building for the CH-47 and the Cobra systems was knocked down much like a broken Erector set. The building was in early stages of construction.

—MG W.J. Maddox, Jr.

**THE PRINCIPAL APPROACH** to optical countermeasures for helicopters is passive and designed to reduce the probability of visual detection by eliminating canopy glints, airframe paint gloss, and rotor flicker. It has been determined from field tests that these optical effects contribute significantly to the visual detection of helicopters flying nap-of-the-earth.

**THE REDUCTION** or elimination of glints and rotor flicker will be accomplished with flat plate canopy design and low-reflective paint. The flat plate canopy will be retrofitted on Cobras and will be standard on the AAH. Also, such a canopy is being developed for the OH-58. It will reduce the probability of a ground observer receiving a canopy glint by over 90%.

**THE LOW REFLECTANCE** paint designed for use against IR missiles also reduces visible reflections. This paint, when applied to portions of the rotor blades, significantly reduces the flicker, caused by solar reflections off the moving blades. Some

## PROTECTION - Cont. from Page 15

aircraft already have been painted with low reflective paint and a full-scale painting program is beginning this current year.

**VULNERABILITY REDUCTION**, or ballistic hardening for Army aircraft, is accomplished by modifying basic aircraft components or subsystems such that the aircraft can continue to fly after sustaining hits. Army helicopters have already demonstrated an ability to withstand hits and continue to fly.

**FOR EXAMPLE**, in Vietnam between Jan 68 and Jul 69, recorded hits on the AH-1, mostly from small arms, totalled 563. In only 4% of these cases was the aircraft lost, and in only 8% of the cases was the AH-1 forced to make an emergency landing.

### A major reduction

**OUR CURRENT** development program for vulnerability reduction further reduces the helicopter's vulnerability by up to 35-40% against the advanced ballistic weapons, such as the ZSU-23-4. Insofar as the attack, utility, and observation helicopters are concerned, we are incorporating the reduction features into the helicopters during the Q to S modification, the S production buy, and the CH-47 Modernization Program.

**SUCH FEATURES** are emergency lube systems for the engine/transmission, back-up controls, and 23mm tolerant blades and tail booms. The UTTAS and the AAH have the latest technologies designed in during their development.

**IN SUM**, the protection efforts of tactics, warning devices, signature suppression, and beef-up of



### No. 10,000!

The importance of continuing education is becoming apparent to people in the Army. In recent months, the number of students enrolled in correspondence courses with the Aviation Center Department of Army-Wide Training Support has increased markedly. On 1 October Fort Rucker logged its 10,000th active correspondent course student, SSG Richard O. Viren, Jr., stationed with the Army Communication Command element at Rucker. This means that a total of 10,000 are enrolled and actively pursuing courses of instruction at the present time. □

In the photo Lee Anne Schwanenberg, Student Records Clerk, DAWTS, enrolls SSG Viren (far right) as the 10,000th member. Also shown are, l-r, SGM Glen Monday, USAAC Agency; 1LT Thomas Aiello, H&S Co, and LTC Robert Hawk, Cdr, USACC Agency; MG Maddox; Mrs Joann Sutton, DAWTS. □

components, when coupled with the inherent operational features of Army aircraft, work to give our people an excellent capability for effectiveness and survivability.

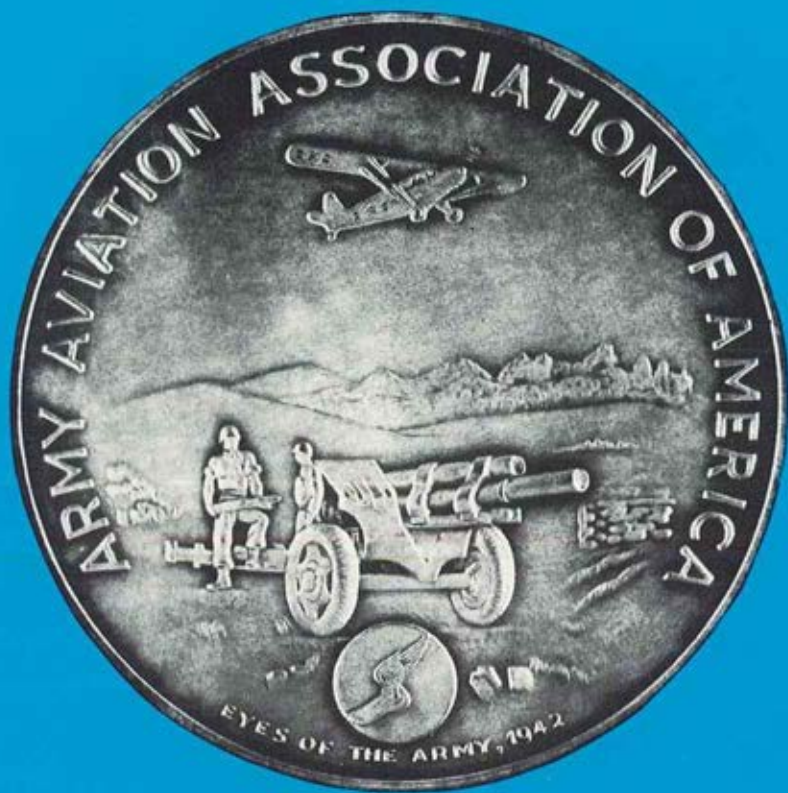


### SYSTEM CHECK-OUT

**FT. RUCKER** — Members of a special study group are shown checking out a prototype of the HELLFIRE [Helicopter Launched Fire and Forget] missile system designed to replace the Cobra's present system. The group is convened at Ft. Rucker by TRADOC to determine, in effect, if the laser-guided system gets the go-ahead for development.



# 1975 AAAA



# NATIONAL CONVENTION



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A black and white portrait of an older man with short, light-colored hair, smiling. He is wearing a dark suit jacket, a white dress shirt, and a dark tie with light-colored diagonal stripes. The background is dark.

**“I bid you welcome  
to AAAA and its 17th  
National Convention.  
I know you’ll find  
the social activities  
most enjoyable and  
the professional  
sessions most  
rewarding . . . I look  
forward to meeting  
you personally in  
the next few days . . .”**

**—John M. Wright, Jr.  
LTG, USA [Ret.]  
President, AAAA**



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## ***SCIENCE/SCOPE***

Additional TOW anti-tank missile systems for installation in the U.S. Army AH1Q Cobra gunship are being built by Hughes under contracts awarded recently by Bell Helicopter Company. Several hundred systems have been ordered, following successful completion of the development program involving delivery and flight test of nine systems during 1975. The first production system has been delivered and initial missile firings were successful.

Bell Helicopter Company has also contracted with Hughes for delivery of production quantities of the TOW system for installation in twin-engine AH1J Cobra helicopters that are being sold to the government of Iran.

Two Italian Army Agusta 109 helicopters will be equipped with TOW systems for evaluation purposes. The systems will be flight-tested during 1976. Italy was the first NATO nation to adopt the wire-guided missile as an infantry weapon.

An extended-range version of the TOW missile, deadly accurate to 3,750 meters, will soon be available to customers for the helicopter launching system. The additional range of 750 meters was achieved after Hughes engineers devised a way to increase the length, on the missile's existing spool, of the hair-thin guidance wires it unreels in flight. The longer range gives helicopter crews greater standoff capability, thus increasing their survivability.

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	1974	1964
Total Sales	\$3,321,106,000	\$1,235,918,000
Net Income	104,705,000	29,064,000
Business Backlog	3,577,000,000	1,200,000,000



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William Pollard  
George Stack  
Alexander J. Rankin  
William Pollard  
George Stack  
CW1 Charles Brady

Leland F. Wilhelm  
Martin J. Left  
Ed Pease  
Charles J. Addis  
Dennis A. Calfous, Jr.

### CORPUS CHRISTI

Frances Foreman  
MAJ John Hopkins, Ret.  
Olean Mimms  
Jane Spann  
MAJ Jack B. Sutton

### DAVID E. CONDON CHAP.

LTC Kenneth C. Eaton\*  
LTC Warren C. Joyce  
CW2 Julius A. Christy  
Albert C. Lauer  
COL Richard I. Stoessner  
Donald R. Joyce  
COL Geo W. Shallcross  
MAJ Roland C. Fontaine  
MAJ Norbert I. Patla  
CPT Lloyd A. Noel  
MAJ James W. Mouw

### GOLDEN GATE CHAPTER

LTC David J. Larcomb  
MAJ Ralph L. Bishop

### LATIN AMERICAN CHAP.

MAJ Jerry W Manley, Jr.\*  
CW4 Norbert W Violette  
CW2 Jack M. Grass

### LINDBERGH CHAPTER

COL Edward M. Browne\*  
Matlia C. Rowlan  
Charles C. Crawford  
Thyra Bonds  
LTC Paul B. Gale  
COL Richard D. Kenyon  
COL Jack L. Keaton  
COL Edwin M. Aguanno  
COL John A. Love  
LTC Terry L. Gordy  
Paul Hendrickson

### MONMOUTH CHAPTER

Leonard T. Donnelly  
Harry J. Smith  
Al F. Smith  
Vincent C. O'Donnell  
MAJ George W. Crofoot  
LTC Glenn Lewis

Kenneth K. Kelly  
Charles W. Jones

### MONTEREY BAY

COL Albert J. Fern, Jr\*  
CPT Henry J. Judd  
MAJ Milton Brokaw  
CPT K.T. McKeon

### MT. RAINIER CHAPTER

MAJ Sam A. Scavo  
CW3 Jame P. Bell  
CW2 Thomas R. Burnett  
SSG Richard B. Getchel  
CW3 Oliver C. Thomson  
CW3 Ronald W. Schweikert  
MAJ Lyman C. Culver

### PERSIA CHAPTER

LTC Elbert B Hill\*  
COL Obel H. Wells  
MG Manouchehr Khosrodad  
COL James B. Wilkie  
LTC Joseph Stevenson

### AIR ASSAULT [PARTIAL]

LTC Charles W. Bagnal  
LTC Ronald C. Perry  
LTC John A.G. Klose  
MAJ James R. Thomas  
1SG Malcolm E. Leighton  
LTC John H. Oliver  
CPT James Ammons  
1LT Virgil Packett  
SP5 John J Bettencourt  
CPT James Hudson  
CPT Brendan Blackwell  
WSO1 Robert D. Roman  
LTC Lewis Wright  
CPT Robi J. Burdette  
CPT Robt Markham, II  
CPT Louis Sauter  
1LT William L. Byrum

### FT. MONROE CHAPTER

COL K.D. Mertel, Ret.\*  
COL Russell N. Pitts  
LTC William C. Fraker  
LTC Joseph C. Tirre  
CW4 R.L. McLaughlin

### GRAND CANYON CHAPTER

MAJ Wm E. Scamahorn

\*Chapter President



## 1974-1975 AAAA INDUSTRY MEMBER FIRMS AND KEY REPRESENTATIVES

**Aeronutronic Div.-Philco-Ford Corp.**  
Ronald K. Ressler, Manager, Int'l Marketing; E.S. Iverson, Manager, Marketing Support

**Avco Lycoming Division**  
Richard B. LeMar, Division Director-Administration; L.H. Sample, V.P. and Washington Representative

**Beech Aircraft Corporation**  
Roy H. McGregor, V.P.-Marketing; Jack L. Marinelli, V.P.-Aircraft Research & Development

**Bell Helicopter Company**  
Phil C. Norwine, Director, US Gov't Marketing; Warren T. Rockwell, V.P.-Washington Representative

**Berkshire Industries**  
Charles Green, Vice President-Sales

**Billy Pugh Company, Inc.**  
Billy Pugh, President

**Boeing Company**  
A.H. Cooledge, Jr., Corp. Customer Relations Manager; Robert E. Bateman, V.P.-Gen. Mgr., Washington Opns

**Boeing Vertol Company**  
W. Thomas H. MacNew, Director of Communication; Brig. Gen. O. Glenn Goodhand, USA (Ret.), Assistant to the President

**Canadian Marconi Company**  
J.J.A. Van Helvoort, Marketing Assistant to the President

**Cessna Aircraft Company**  
E.B. Pinkston, Director, Gov't Marketing; J.J. Pohlen, Washington Representative

**Chandler Evans Control Systems Div.**  
Leo J. Shannon, Manager-Product Support; A.M. Mazur, Manager, Finance and Budget

**Collins Radio Company**  
T.A. Campobasso, V.P.-Marketing; Robert Severns, Manager, Army DCS Programs

**Consolidated Controls Corporation**  
Joseph A. Fontana, V.P. & Gen. Mgr.

**de Havilland Aircraft of Canada, Ltd.**  
Russell Bannock, V.P.-Marketing; Robert B. Bieck, Washington Representative

**Detroit Diesel Allison Division**  
R.A. Pejeau, Washington Representative-Army

**Doss Aviation, Inc.**  
Robert M. Snowberger, VP-Gen. Mgr.

**Dynalectron Corporation**  
Dan R. Bannister, V.P., Operations; Jack Vestal, Division Manager, AOD

**Embry-Riddle Aeronautical Univ.**  
Wil Middleton, Director of Residence Centers; Ralph D. Henry, Director of Development

**Emerson Electric Company**  
Paul D. Boyenga, Mgr, Fld Activ.; William J. Enloe, V.P., Marketing

**Garrett Corporation**  
W.J. Pattison, Exec V.P.-Sales & Service; R.J. Wright, Director, Mil. Rel.

**General Dynamics Corporation**  
John P. Maguire (St. Louis); J.A. Robertson, Dir., Marine & Tactical Sys

**General Electric Company**  
Anthony L. Rodes, T700 Prog Mgr; Ronald E. Krape, Mgr, DOT Engine Programs

**Global Chemical Systems, Inc.**  
E. Brad Atwood, Vice President

**Grumman Aerospace Corporation**  
Ron D. Spencer, Business Development; John A. Kendrick

**GTE Sylvania, Inc.**  
W.T. Rigby, Manager-Mktg Services

**Hughes Aircraft Company**  
Charles Z. Becker, Army Programs; Adv'd Devel. Reginald R. Ward, Mgr, Army Liaison, Washington Office

**Hughes Helicopters Division**  
Carl D. Perry, V.P.-Marketing

**Kaman Aerospace Group**  
John D. Minnaugh, Manager, Aircraft Marketing

**LTV Aerospace Corporation**  
Beal Box, Corp. Director, Public R & Adv.; Harry T. Shively, Washington Representative

**Martin Marietta Aerospace**  
George A. Lutz, Manager of Adv Programs

**Northrop Corporation**  
W.H. Hablett, Asst to the President Community Relations; H. Victor Br Manager, Field Marketing

**Northrop Worldwide Acft Service**  
Gaylord Anderson, Vice President

**Rockwell Int'l Missile Systems Div.**  
Dr. J.F. Reagan, President; P. Paraskos, Vice President, Adv Programs and Marketing

**Singer Company**  
J. Gilbert Nettleton, Jr., Vice President, Marketing; J.W. Barron, V. President, Gov't Relations

**Solar Division, Int'l Harvester Corp.**  
John J. Ford, Jr., Manager, Milit Turbine Sales; John P. Pierce, Washington Office

**Teledyne McCormick Selph**  
Hubert Bennett, President; George Klotz, S.W. Regional Manager

**United Technologies Corporation**  
Allen K. Poole, Vice President-Military Marketing; William A. Hea, Manager of Army Requirements

.....  
**Industry [Corporate] Membership**  
involves firms with a gross annual sale of \$10+ million to the US Army and provides 12 individual AAAA memberships within an enrollment  
.....

# What do the Peruvian Air Force, Middle East oil companies and an Arctic air service have in common?

The Peruvian Air Force needs aircraft to explore and develop the natural resources of its jungle regions, where the landing areas are much too small for ordinary planes.

In the deserts, oil companies resupply their rigs out of strips where the temperature soars way over 100°F.

In the Arctic, Bradley Air Services transports government personnel, geologists and all sorts of equipment and supplies where the temperature drops below -50°F.

Yet each has chosen the de Havilland Twin Otter for its specialized conditions. And so have another eighteen defence, police and government organisations. And another 135 civil operators. Because the Twin Otter's specialty is doing almost anything. Reliably. And economically.

It can hedgehop 19 troops through turbulence, heat and over rough terrain better than helicopters or large transports. Then touch down on a rough, makeshift 1,000-ft. strip.

In only 15 minutes, two men can change it to a cargo plane that will carry a payload of more than two tons. Or nine stretcher cases, with attendants. And it converts readily to skis, high flotation gear or floats.

On a hundred-mile-radius reconnaissance or search and rescue mission, it can stay aloft for more than six hours because of its exceptional fuel economy.

It cruises at 182 knots at 10,000 feet. Or handles easily at 70 knots for water-bombing a forest fire or paradropping men or supplies.

And it's easy to maintain, anywhere in the world. The President of Bradley Air

Services reports a dispatch reliability of 98.7% on one two-year contract, with less than two maintenance man/hours for each flight hour. He says, "This ability to operate in extremes of climatic conditions is, for us, its biggest selling point, since the Twin Otter must operate far away from main base for eleven months a year."

Very simply, there is nothing else like a Twin Otter—except the more than four hundred Twin Otters already in use around the world.

The de Havilland Aircraft of Canada Limited, Downsview, Ontario.

**Twin Otter: the standard of dependability and versatility in 50 countries.**

## de Havilland Canada



# GE's Flexible Turret Systems:



**A logical, low-risk subsystem  
with proven performance for the Bell YAH-63.**

Time and again, GE Flexible Turret Systems have been performance-tested and performance-proven. Proven aboard helicopters like the Bell AH-1J Cobra and aboard light fixed-wing aircraft like the YOV-10D Night Observation aircraft.



That's experience. And experience makes the entire GE weapon system—including weapon, turret and ammunition feed—the weapon system for the Bell YAH-63. Compare YAH-63 survivability, weapon interchangeability, and variable firing rates with growth potential up to 2,000 spm. Compare the system's more sustained burst capability, and its target engagement flexibility without penalty to the aircraft.

It's a system designed for low life-cycle cost . . . to reduce the Army's cost of ownership.

GE's Flexible Turret System. It's part of an integrated aircraft weapon system that's ready for the Army's winning AAH. Now.

*For more information write:*  
*Armament Systems Department*  
*Lakeside Avenue*  
*Burlington, Vermont 05401*  
**Aircraft Equipment Division**

170-19

**GENERAL**  **ELECTRIC**



# 1975 AAAA NATIONAL CONVENTION PROFESSIONAL-SOCIAL PROGRAM

**TUESDAY, 21 OCTOBER 1975**

[Sheraton National Hotel, Arlington, Va.]

**1200-1800**

**Registration & Ticket Sales.** Sign in at Convention hotel ..... Concourse Rooms

**1330-1600**

**Visit Aerospace and Military Exhibits ..**  
AUSA Halls ..... Sheraton-Park Hotel  
(Check AAAA Main Desk for Bus Schedule)

**1500-1600**

**Chapter Communications ..** North Room 2  
For Chapter Presidents and Secretaries,  
and National Office staff members only.

**1600-1700**

**Coordination Meeting, Key Attendees.**  
Review of Convention assignments and  
schedule by Nat'l Board Members, Delegates,  
and Convention Committeemen.  
Bulletin Board ..... Concourse Room 1

**1900-2100**

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

**WEDNESDAY, 22 OCTOBER 1975**

[Full day at Sheraton National Hotel]

**0800-1800**

**Registration .....** Concourse Rooms

**Note: Luncheon head count guarantees must be made by 6 p.m. of the day prior to the luncheon date, and tickets for a luncheon cannot be sold on the day of the luncheon . . . . Please, then, plan ahead!**



MG Maddox



LTG Shoemaker



MG McNery



BG Drebing



COL Patterson

**0900-0945**

**General Membership Business Meeting.** For Officers, Delegates, and Members. National Executive Board panel of President, Executive Vice President, Senior Vice President, and Secretary-Treasurer. Annual Report by President; Election of National Officers. Open discussion of National, Regional, and Chapter Professional programs...Commonwealth Room South

**0945-1000**

**Coffee Break.** An opp'y to purchase your 24 October Honors Luncheon ticket.

**1000-1130**

**"Army Aviation and You!" - MILPERCEN presentations.** First session for commissioned officers and aviation warrant officers. See detailed schedule and list of presenters from OPD and the Warrant Officer Div., p. 39 .. Commonwealth South

**1000-1130**

**National Executive Board business meeting.** First session ..... North Room 2

**1130-1200**

**Refreshments .....** Assembly Room (Foyer)

**1200-1330**

**AAAA General Membership Luncheon.** Outstanding Chapter Awards; Introduction of AAAA National Executive Board members and all AAAA Regional and Chapter Presidents in attendance at the 1975 National Convention...Commonwealth North

**1330-1500**

**"Army Aviation and You!" - MILPERCEN presentations.** Second session for enlisted personnel & CO's. See schedule and the



LTG Wright



A.H. Kesten



LTG Williams



COL Marr



A **textron** COMPANY

**Bell's YAH-63  
is off and running  
...at 115 knots.**





Hover . . . rearward flight . . . sideward flight . . . high speed taxi runs . . . a 40 minute endurance flight and a forward speed of 115 knots . . . all accomplished by Bell's YAH-63 within the first six hours of the initial flight test envelope.

This rapid envelope expansion results from Bell's professionally dedicated approach to the test program, and in particular, to Bell's direct control of the precise, *in-house* skills required to design, tool, build, and qualify everything that makes this remarkable Bell helicopter, a Bell.

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



# 1975 AAAA NATIONAL CONVENTION PROFESSIONAL-SOCIAL PROGRAM



LTC[P] Foss



MG Brady



MG Post



BG Stevens



J.P. Cribbins

list of presenters from EPD appearing on Page 38 ..... Commonwealth South  
1330-1500

National Executive Board business meeting.  
Second session ..... North Room #2  
1500-1515

Program Break .... Assembly Room (Foyer)  
1515-1645

Second General Membership Business Meeting. Continuation of the open discussion on "Programming" in particular and on AAAA affairs in general. Summary: "Where do we go from here in programming?" ..... Commonwealth South  
1800-2100

Early Birds' Reception ..... Cavalier Rooms  
.....

**THURSDAY, 23 OCTOBER 1975**  
.....

0800-1930  
Convention Registration and Ticket Sales.  
Registration Area ..... Concourse Rooms

\*\*\*\*\*  
**PROFESSIONAL PROGRAMMING:**  
**"THE NEW PUNCH — GIRDING DAVID TO TAKE ON GOLIATH"**

0830-1000  
**"TACTICS & THE MID-INTENSITY THREAT"**  
Lieutenant General Robert M. Shoemaker  
Cdr, III US Corps & Fort Hood, Moderator  
Major General Edward C. Meyer  
Asst Deputy Chief of Staff for Operations and Plans, ODCSOPS, DA



COL Bailey



Dr. Kishi



BG Canedy



COL Bagnol

Major General John W. McEnery  
Cdr, 101st Airborne Division (Air Assault)  
Fort Campbell, Kentucky

Brigadier General Hans Drebing  
Director of German Army Aviation,  
Federal Republic of Germany

Colonel James H. Patterson  
Cdr, 6th Cavalry Brigade (Air Combat)  
Fort Hood, Texas

Lieutenant Colonel [P] John W. Foss  
Combat Developments Planning Group  
Hq, USA Training & Doctrine Command  
Fort Monroe, Virginia

.....  
1000-1015  
Coffee Break. An opportunity to purchase  
24 October Honors Luncheon tickets.  
.....

1015-1145  
Second Panel Presentation:  
"STAYING POWER"

Major General Morris J. Brady  
Cdr, Combined Arms Combat Development  
Activity, Ft. Leavenworth, Moderator

Major General Alton G. Post  
Cdr, USA Transportation Center and  
Fort Eustis, Fort Eustis, Virginia  
Brigadier General Story C. Stevens  
Deputy Commander for Acquisition,  
USA Aviation Systems Command, St. Louis

Mr. Joseph P. Cribbins  
Special Assistant for Aviation Logistics,  
ODCSLOG, Dept. of the Army  
Colonel Robert W. Bailey  
Cdr, USA Aeromedical Research Lab,  
Fort Rucker, Alabama

A detailed analysis of over 2500 combat losses and mishaps of operational Army aircraft has led Sikorsky to design its UTTAS to be the most survivable aircraft in the military inventory. The reason is simple. Sikorsky believes that the ultimate support for tomorrow's soldier rests in increasing aircraft survivability—under the worst circumstances.

That's the reason the Sikorsky UTTAS main landing gear has a two stage oleo strut—to withstand a vertical descent of up to 42 feet per second. The prototype is also designed with a tail wheel for

safer landings in high flare attitudes and confined areas; an aluminum underside and wheels to prevent sparking; and reinforced keel beams in the belly rather than fuel tanks, plumbing or other hazards. And Sikorsky's UTTAS incorporates the BIM, blade visual inspection check system, which permits quick verification of main blade structural integrity prior to every flight.

Most important of all, maximum attention has been devoted to the elimination of post-crash fire: two crash-worthy fuel tanks located behind a restraining bulkhead, a suction fuel system and self-

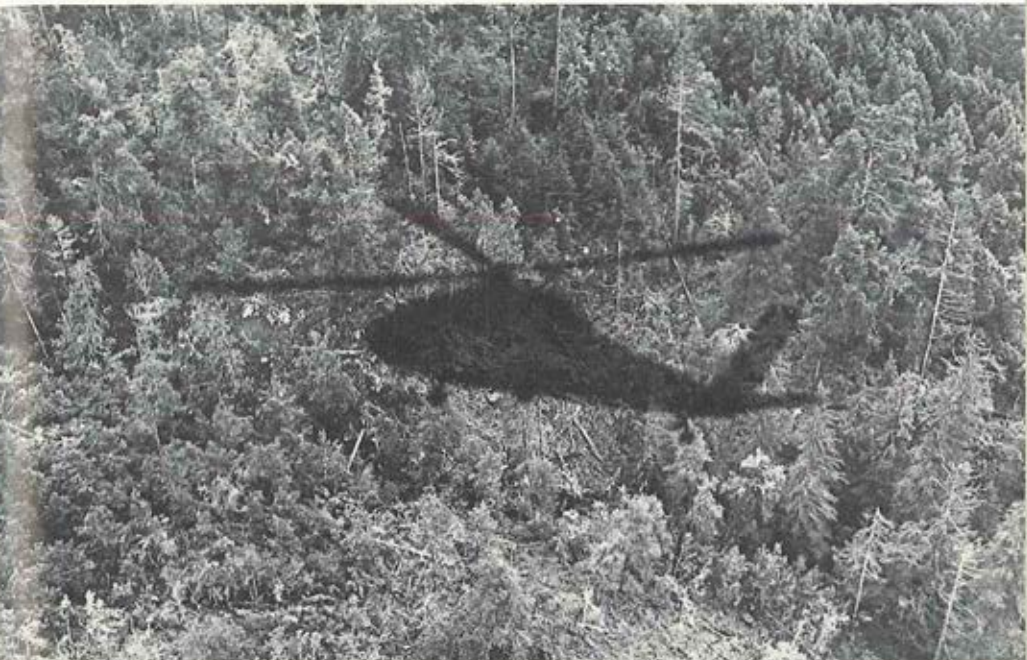


sealing, breakaway fuel line fittings.

Sikorsky has designed countless other safety features into its UTTAS and continues to re-evaluate each system during the testing period—because we are striving to reduce the hazards of the combat soldier's environment.

Sikorsky Aircraft, Stratford, Conn. 06602.

**One thing soldiers want in a helicopter is survivability.  
And that's one thing soldiers get in Sikorsky's UTTAS.**



**SIKORSKY AIRCRAFT**



Division of

**UNITED TECHNOLOGIES**



# 1975 AAAA NATIONAL CONVENTION PROFESSIONAL-SOCIAL PROGRAM



COL Pollard

**"STAYING POWER" - Cont. from Page 34**  
**Dr. James Kishi**  
 Chief Scientist, USA Aviation Test Board,  
 Fort Rucker, Alabama

1145-1215

Refreshments ..... Foyer & Cavalier Room



COL Porter

1215-1415  
**AAAA-Industry [Corporate] Member Luncheon.** Introduction of 1975 AAAA National Award Winners and Foreign Guests. Regional Awards, if made. (Use elevators to 16th floor) ..... Galaxie Room

1430-1600

**Third Panel Presentation:**  
**"TRAINING AND STANDARDIZATION"**

**Brigadier General Charles E. Canedy**  
 Deputy Director of Operations and Army Aviation Officer, ODCSOPS, Moderator  
**Colonel Charles W. Bagnal, Cdr**  
 101st Avn Gp, 10st Abn Div (Air Asst)



COL Wyllie

Fort Campbell, Kentucky  
**Colonel Arnold R. Pollard**  
 Aviation Officer, USA Forces Command,  
 Fort McPherson, Georgia  
**Colonel Edward J. Porter**  
 Director, Dept. of Undergraduate Flight Training, USAAVNC, Ft. Rucker, Ala.



COL Pitts

**Colonel Clement A. Wyllie**  
 Deputy for Standardization, USAAVNC,  
 Fort Rucker, Alabama  
**Colonel Russell L. Pitts**  
 Aviation Officer, USA Training and Doctrine Command, Ft. Monroe, Virginia



BG Cockerham

**Colonel Ralph L. Westrich**  
 Deputy Director, Dept. of Undergraduate Flight Tng, USAAVNC, Fort Rucker, Ala.

1600-1615

**Program Break.** An opportunity to purchase Luncheon Tickets for tomorrow.

1615-1715

**A Special Presentation:**  
**"IMPERIAL IRANIAN ARMY AVIATION"**  
**Major General Manouchehr Khosrowdad**  
 Director of Imperial Iranian Army Aviation

1715-1900

**Open Time.** An opportunity to socialize on the 14th & 15th floors. Meet your friends!

1715-1845

**1975 Cub Club Reunion** ..... Suite 1408  
 1900-2030

**The President's Reception.** Fingertip buffet. Business suits, cocktail dresses. Admission by ticket. Commonwealth Room  
 2030-2400

**Hangar Flying** ..... 14th & 15th floors

FRIDAY, 24 OCTOBER 1975

0800-1100

**Registration** ..... Concourse Rooms

0845-1040

**Fourth Panel Presentation:**  
**"HARDWARE - 1975"**

**Major General Donald R. Keith**  
 Director, Weapons Systems Office, Office, Deputy Chief of Staff for Research, Development & Acquisition, Moderator  
**Major General Eivind H. Johansen**  
 Cdr, USA Aviation Systems Command,  
 St. Louis, Missouri

**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 and General Manager,  
 Hughes Helicopters Div. of Summa Corp.,  
 Culver City, California

**"HARDWARE" Panel - Cont. on Page 38**

# JAWS

JAWS. Jet Advance Warning System. A best seller. Piezoelectric Engine Vibration Monitoring, in-flight on all Boeing 747 Jumbo

Jets, on Rockwell's B1-A, LTV's, A7-E Corsair II, and Northrop's T-38. It's in the AIDAPS evaluation. It's mounted in the T700 engines being used in both Boeing and Sikorsky UTTAS fly-offs. It's on flight lines around the world, supporting the Northrop F5 and F5E. It has been retrofitted in Lockheed Electras.

Piezoelectric Engine Vibration Monitoring Systems by Endevco. Operating with an MTBF of 1,200,000 hours, in environments up to 900° F, with cable and connector system rated at



1000° F. Piezoelectric accelerometers mounted on the engine case and on bearing housings monitor vibration signatures. They provide the data you need to detect incipient damage while it's still incipient. Well in advance of engine failure or secondary damage to engine parts.

We usually call it EVM, piezoelectric Engine Vibration Monitoring. This time, we're calling it JAWS. We want to remind you that there's no better way to put real teeth in your on-condition maintenance program.

But don't take our word for it. Find out for yourself. Write to J.L. Higgins, Marketing Manager-EVM, Endevco, Rancho Viejo Rd., San Juan Capistrano, California 92675. ENDEVCO





# 1975 AAAA NATIONAL CONVENTION PROFESSIONAL-SOCIAL PROGRAM



MG Keith



MG Johansen



W.J. Crawford, III



T.R. Stuelpnagel



H.N. Stuverude

**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. Sauer**  
Director, Materiel Developments Dept.,  
Office, Department for Developments,  
USA Aviation Center, Ft. Rucker, Ala.

**Colonel George W. Shallcross**  
Director, Eustis Directorate, USA Aviation  
Materiel Research & Development Lab,  
Fort Eustis, Virginia

\*\*\*\*\*

**1040-1100**  
Autorotation. Movement by elevators from  
the 16th floor Galaxie Room to lobby level  
**1100-1145**

**1975 AAAA Honors Luncheon Reception.**  
(Cash bar). Cavalier Rooms and the Foyer  
**1145-1400**

**1975 AAAA Annual Honors Luncheon**  
Commonwealth Room - Sheraton National

**"Outstanding Aviation Unit Award"**  
presented by General Frederick C. Weyand,  
Chief of Staff, U.S. Army

**"Outstanding Reserve Component  
Aviation Unit Award"**  
presented by General Frederick C. Weyand,  
Chief of Staff, U.S. Army



G.J. Tobias



H. Weichsel, Jr.

**"Army Aviator of the Year Award"**  
presented by Lieutenant General John W.  
Vessey, Jr., Deputy Chief of Staff for  
Operations and Plans, Dept. of the Army

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

presented in 1975 by the Honorable John  
L. McClellan, United States Senate

**"Army Aviator of the Year Award"**  
presented by Lieutenant General John W.  
Vessey, Jr., Deputy Chief of Staff for  
Operations and Plans, Dept. of the Army

**"Aviation Soldier of the Year Award"**  
presented by the Honorable Norman R.  
Augustine, Under Secretary of the Army

Military dress: Green uniform. Reserved  
seating ..... Commonwealth Ballroom  
.....

**1430-1515**

**National Executive Board Business Meet-  
ing.** Suite 1408. 1975-1978 Officer Installa-  
tion; group photo ..... Happy Hour  
**1800-2000**

**Diehards' Reception** ..... Suite 1408  
.....

Add'l photographs appearing elsewhere:

Chapter Presidents ..... Page 22  
McClellan Award Winners .....Page 46  
Aviation Soldiers of the Year ..... Page 47  
Aviators of the Year .....Page 48  
Outstanding Units of the Year .....Page 49  
Reserve Component Avn Units ....Page 50  
National Board Nominees .....Page 51



MG Khosrowdad



COL Shallcross



# MILPERCEN PANEL PRESENTATIONS BY OPD, EPD, & WOD REPRESENTATIVES



MG Gard



BG Heiden



COL Henry



COL Smith



MAJ Blanchard

.....  
**WEDNESDAY, 22 OCTOBER 1975**  
 [Concurrent OPD and WOD Presentations — 1000-1130 Hours]  
 .....

## OFFICER PERSONNEL DIRECTORATE

- "Aviation as a Specialty" — A 30- to 40-min. presentation by Colonel William E. Hornish, Chief, Professional Devel Div, OPD LTC Bob Freeman & MAJs Dick James-Tom Walker as panelists.

## WARRANT OFFICER DIVISION PRESENTATIONS

- "The AWO — Welcome, Background" — Remarks by Colonel Robert Joyce, Chief, Warrant Officer Division
- "Aviation Assignment Policy" — A 10-min. presentation by Chief Warrant Officer [W4] Lloyd D. Washer, Warrant Officer Div.
- "Professional Development" — A 10-min presentation by Chief Warrant Officer [W4] Burton J. Vleck, Warrant Officer Div.
- "Personnel Actions" — A 10-min. presentation by Chief Warrant Officer [W4] John A. Walsh, Warrant Officer Division

.....  
**EPD — WEDNESDAY, 22 OCTOBER 1975 — 1330-1550 HOURS**  
 .....

## ENLISTED PERSONNEL DIRECTORATE PRESENTATIONS

- "Enlisted Personnel Management - The Key to a Quality Army" — A 20-min. briefing by Brigadier General Charles K. Heiden, Director of EPD, MILPERCEN
- "New Senior Enlisted Evaluation Report/Enlisted Evaluation Report [SEER/EER]" — A 15-min. presentation by Sergeant First Class Dale Ward, D/A Project NCO for SEER/EER.
- "The New Enlisted Personnel Management System" — A 20-minute presentation by Colonel Frank L. Henry, Chief, EPMS Task Force, EPD, MILPERCEN
- Colonel William H. Smith, Chief, Combat Support Career Div.; Major Frederick B. Blanchard, Action Officer, EPMS Task Force; and Sergeant Major Robert A. Brown, Sergeant Enlisted Promotion Section, EPD, will join the presenters as panelists for Q&A.

.....



SGM Brown



COL Hornish



COL Joyce



CW4 Washer



LTC Noack, Prog



SFC Ward



CW4 Walsh



CW4 Vleck



# **BEST** for the **UH-1** Series Helos



*The Breeze-Equipped ECP-720  
Rescue and Utility Hoist is the most  
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- 10 years of service in hundreds of UH-1 Series helicopters . . . saving lives!
- Has undergone U.S. Air Force CDR (Critical Design Review) and extensive Breeze, Bell, and military testing.
- Fully up-dated from wartime and peacetime experience with every critical component.

In all helicopter history there is nothing to equal the service experience built into the Breeze-equipped ECP-720 Rescue and Utility Hoist System. It is a product of over 10 years of development, and a veteran of thousands of missions involving supplies and human cargo. It is the most up-dated machine of its kind available today.

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## PROGRAM FOR THE 17TH ANNUAL AAAA HONORS LUNCHEON



Sen. McClellan



Sec. Augustine



GEN Weyand



LTG Vessey



MG Ott

Presentation of the Colors

\*\*\*

Welcome

**Lieutenant General John M. Wright, Jr., USA [Ret.]**  
President, Army Aviation Association of America

\*\*\*

Invocation

**Chaplain [Major General] Orris E. Kelly**  
Chief of Chaplains, United States Army

\*\*\*

Presentations

**"Outstanding Aviation United Award"**  
presented by

**General Frederick C. Weyand**  
Chief of Staff, United States Army  
and the

**"Outstanding Reserve Component Aviation Unit Award"**  
presented by

**General Frederick C. Weyand**  
as assisted by

**Major General Charles A. Ott, Jr.**  
Director, Army National Guard

\*\*\*

**"Army Aviator of the Year Award"**  
presented by

**Lieutenant General John W. Vessey, Jr.**  
Deputy Chief of Staff for Military Operations, Dept. of the Army

\*\*\*

**"James H. McClellan Aviation Safety Award"**  
presented by the

**Honorable John L. McClellan**  
United States Senate

\*\*\*

**"Aviation Soldier of the Year Award"**  
presented by the

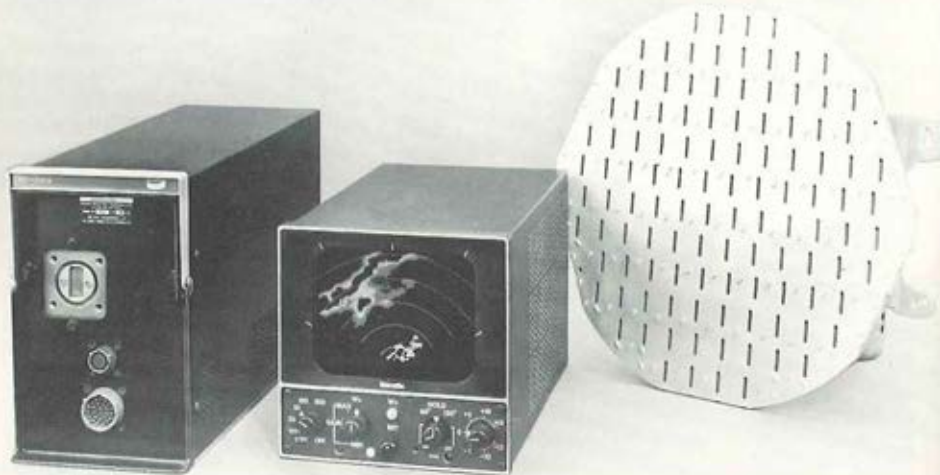
**Honorable Norman R. Augustine**  
Under Secretary of the Army

\*\*\*

Benediction

**Chaplain [Major General] Orris E. Kelly**  
Retirement of the Colors

# Bendix Avionics Systems. Off-the-shelf for the U.S. Army.



RDR-1200 Weathervision . . . a proven, digital-memory-display weather avoidance radar system is already being ordered for the C-12 and is available for other twins.



CONUS NAV . . . provides VOR and full ILS capability for the U-21, UTTAS, ASH, AAH, CH-47, UH-1 and OH-58.

U.S. Army pilots, flying missions that must comply with civil regulations, can get their VHF VOR/ILS navigational data from the Bendix supplied CONUS NAV, a commercial avionics system. Available off-the-shelf!

Also, C-12 pilots will be flying with the Bendix RDR-1200 Weathervision system that features full-time, non-fading thunderstorm targets. Again, off-the-shelf!

Both systems have traditional Bendix reliability and time-tested performance in civil aviation service, as a

result of commercial and FAA requirements.

For further information, contact: Mr. H. H. Nessell, The Bendix Corporation, Avionics Division, P.O. Box 9414, Fort Lauderdale, Florida 33310.





## WINNERS OF THE 1974-1975 AAAA NATIONAL AWARDS



LTC Koehler

**OUTSTANDING AVIATION UNIT OF THE YEAR AWARD**  
Established by the Army Aviation Association of America  
and sponsored by the Hughes Helicopters Division  
and presented in 1975 to the  
**210th Aviation Battalion**  
and accepted for the unit by

Lieutenant Colonel Joseph R. Koehler, and  
Command Sergeant Major Stephen M. Cole

\*\*\*



CSM Cole

**OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD**

Sponsored by the Army Aviation Association of America  
and presented in 1975 to the  
**536th Aviation Company [Assault Support Helicopter]**  
and accepted for the unit by

Major Joe E. Harry, Texas-ARNG, and  
1st Sergeant Joseph R. Kimball, Texas-ARNG

\*\*\*



MAJ Harry

**JAMES H. McCLELLAN AVIATION SAFETY AWARD**  
Established to honor the memory of James H. McClellan, an Army  
Aviator who was killed in a civil aviation accident on July 22, 1958,  
sponsored by the McClellan Memorial Foundation, and presented to  
**Chief Warrant Officer [W4] George L. Allen**  
Simmons Army Airfield, Fort Bragg, N.C.

\*\*\*

**ARMY AVIATOR OF THE YEAR AWARD**

Sponsored by the Army Aviation Association of America  
and presented in 1975 to

**Major Eugene L. Richardson, Maine-ARNG**  
HHD, Military Bureau, Maine Army National Guard

\*\*\*



1SG Kimball

**AVIATION SOLDIER OF THE YEAR AWARD**  
Sponsored by the Army Aviation Association of America  
and presented in 1975 to

**Specialist 5 Gregory J. Maurakis**  
B Company, 101st Aviation Battalion, 101st Airborne Division (Air Assault)



CW4 Allen



MAJ Richardson



SP5 Maurakis

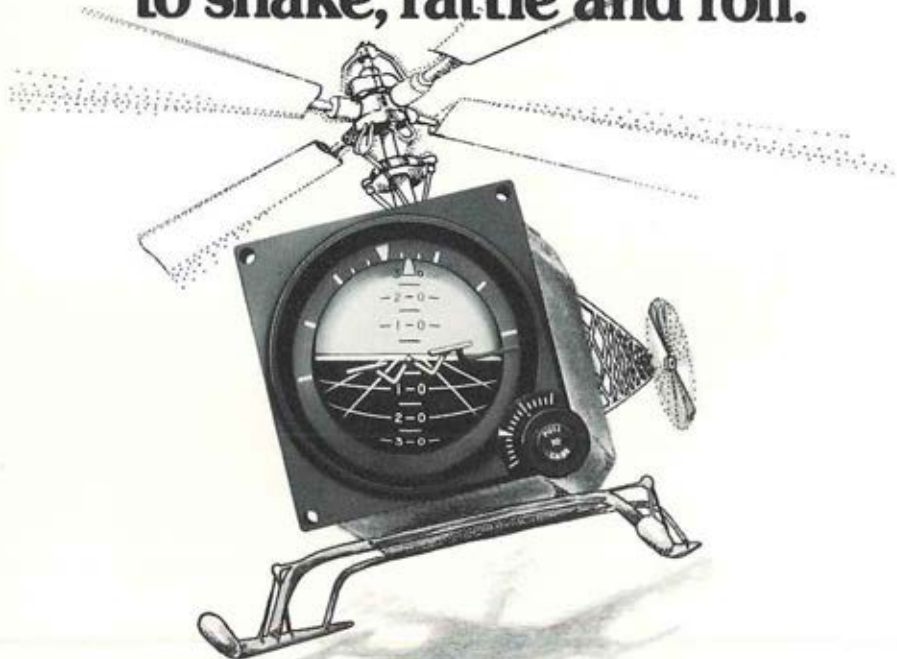


Hon. Haugerud



101st - Top Chapter 43

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



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

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

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

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

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

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



## 17TH AAAA HONORS LUNCHEON HEAD TABLE GUESTS

- Chief Warrant Officer [W4] **George L. Allen**, "James H. McClellan Award Winner"  
Honorable **Norman R. Augustine**, Under Secretary of the Army  
Honorable **David G. Brozman**, Assistant Secretary of the Army (M&RA)  
Brigadier General **Charles E. Canedy**, Deputy Director of Operations and  
Army Aviation Officer, ODCSOPS, Department of the Army  
Command Sergeant Major **Stephen M. Cole**, Senior NCO, 210th Aviation Battalion  
Lieutenant General **H.H. Cooksey**, Deputy Chief of Staff for Research,  
Development and Acquisition  
Joseph P. Cribbins, Special Assistant for Aviation Logistics, ODCSLOG  
Honorable **William L. Dickinson**, House of Representatives  
Lieutenant General **Charles G. Dodge, USA [Ret.]**, Executive Vice President, AUSA  
Major **Joe E. Harry**, Commander, 536th Aviation Company (Assault Support Helicopter)  
Honorable **Hadlai A. Hull**, Assistant Secretary of the Army (FM)  
Major General **Eivind H. Johansen**, Commander, USA Aviation Systems Command  
Chaplain [Major General], **Orris E. Kelly**, Chief of Chaplains, United States Army  
Arthur H. Kesten, Executive Vice President, Army Aviation Association  
First Sergeant **Joseph R. Kimball**, Senior NCO, 536th Aviation Company (ASH)  
Lieutenant General **J.A. Kjellstrom**, Comptroller of the Army  
Lieutenant Colonel **Joseph R. Koehler**, Commander, 210th Aviation Battalion  
Honorable **John L. McClellan**, United States Senate  
Major General **William J. Maddox, Jr.**, Commander, USA Aviation Center & Fort Rucker  
Specialist 5 **Gregory J. Maurakis**, "Aviation Soldier of the Year"  
Lieutenant General **Hal G. Moore**, Deputy Chief of Staff for Personnel  
Major General **Charles A. Ott, Jr.**, Director, Army National Guard  
Major **Eugene L. Richardson**, Maine-ARNG, "Army Aviator of the Year"  
Honorable **Victor V. Vesey**, Assistant Secretary of the Army (CW)  
Lieutenant General **John W. Vessey, Jr.**, Deputy Chief of Staff for Operations & Plans  
General **Frederick C. Weyand**, Chief of Staff, United States Army  
Lieutenant General **John M. Wright, Jr.**, President, Army Aviation Association





# 1959-1974 WINNERS OF THE "JAMES H. McCLELLAN AVIATION SAFETY AWARD"



MAJ Eliasson



COL Inskeep



R.L. Thomas



COL Neel



COL Stansberry

1959 — MAJOR ARNE H. ELIASSON  
Aviation Safety Div. of Hq. Seventh USA, APO New York

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

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

1961

The McClellan Award was not presented in 1961.

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

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

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

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

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

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

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

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

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

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

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

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

1974 — CAPTAIN CHARLES F. NOWLIN  
U.S. Army Agency for Aviation Safety, Fort Rucker, Ala.



COL Bonasso



F.P. McCourt



CPT Ramage



G.M. Bruggink



COL Bailey



BG Spruance



R.B. Greenway



## 1961-1974 WINNERS OF THE AAAA'S "AVIATION SOLDIER OF THE YEAR AWARD"



MSG Young



SFC Dykes



SFC Brock



SFC George



MSG Manning

1961 — **MASTER SERGEANT ROBERT R. YOUNG**  
Airfield Operations Command, Fort Rucker, Alabama

1962 — **SPECIALIST FIRST CLASS JAMES C. DYKES**  
225th Signal Detachment (USARV)

1963 — **SERGEANT FIRST CLASS JAMES K. BROCK**  
First Aviation Company (Caribou) (USARV)

1964 — **SERGEANT FIRST CLASS ROBERT M. GEORGE**  
Utility Tactical Transport Company (USARV)

1965 — **MASTER SERGEANT CYRIL G. MANNING**  
13th Aviation Battalion (USARV)

1966 — **SERGEANT FIRST CLASS DONALD A. MacNEVIN**  
114th Aviation Company (USARV)

1967 — **SPECIALIST FIFTH CLASS DENNIS L. FALO**  
1st Cavalry Division (Airmobile) (USARV)

1968 — **SERGEANT FIRST CLASS JESSE J. DODSON, JR.**  
405th Transportation Maintenance Detachment (USARV)

1969 — **SERGEANT FIRST CLASS WILLIAM R. BAUM**  
122nd Maintenance Battalion, 3d Armored Division (USAREUR)

1970 — **SPECIALIST FIFTH GRADE DENNIS L. JANTZ**  
240th Aviation Company (Assault Helicopter) (USARV)

1971 — **SPECIALIST FIFTH CLASS DENNIS M. FUJII**  
237th Medical Detachment (Air Ambulance)

1972 — **SPECIALIST FIFTH CLASS RICHARD G. HATCH**  
3rd Brigade, 1st Cavalry Division (Airmobile)

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

1974 — **SERGEANT FIRST CLASS ROBERT J. COLEMAN**  
C Co, 159th Aviation Co (ASH), 101st Abn Div (Aml)



SP5 Fujii



SP5 Hatch



SFC Vaughan



SP5 Jantz



SFC Baum



SFC Dodson



SP5 Faló



SFC MacNevin 47



## 1959-1974 WINNERS OF THE AAAA'S "ARMY AVIATOR OF THE YEAR AWARD"



CPT Kerr



CWO Turvey



CWO Madden



CPT Knight



MAJ Hilbert

1959 — CAPTAIN JAMES T. KERR  
USA Transportation Test & Support Activity, Ft. Rucker, Ala.

1960 — CHIEF WARRANT OFFICER CLIFFORD V. TURVEY  
U.S. Army Aviation Test Board, Fort Rucker, Alabama

1961 — CHIEF WARRANT OFFICER MICHAEL J. MADDEN  
U.S. Army Transportation Board, Fort Eustis, Virginia

1962 — CAPTAIN LEYBURN W. BROCKWELL, JR.  
Headquarters, XVIII Airborne Cors, Fort Bragg, N.C.

1963 — CAPTAIN EMMETT F. KNIGHT  
57th Aviation Company (USARV)

1964 — MAJOR MARQUIS D. HILBERT  
John F. Kennedy Center for Special Warfare, Ft. Bragg, N.C.

1965 — MAJOR PAUL A. BLOOMQUIST  
57th Medical Detachment (Helicopter Ambulance)(USARV)

1966 — CAPTAIN JAMES A. SCOTT, III  
219th Aviation Company (USARV)

1967 — CHIEF WARRANT OFFICER JEROME R. DALY  
219th Aviation Company (USARV)

1968 — CAPTAIN ROBIN K. MILLER  
114th Assault Helicopter Company (USARV)

1969 — MAJOR PATRICK H. BRADY  
54th Medical Detachment (Helicopter Ambulance)(USARV)

1970 — CHIEF WARRANT OFFICER JOHN I. O'SULLIVAN  
174th Aviation Company (USARV)

1971 — LIEUTENANT COLONEL ROBERT L. MOLINELLI  
2d Squadron, 17th Cav, 101st Airborne Division (Airmobile)

1972 — CAPTAIN RONALD A. RADCLIFFE  
F Troop, 4th Cavalry, 1st Aviation Brigade (USARV)

1973 — MAJOR THEODORE J. DOLLOFF  
Co D, 227th Aviation Battalion, 1st Cav Div, Ft. Hood, Tex.

1974 — CHIEF WARRANT OFFICER NORMAN E. YORK  
71st Aviation Co (Assault Helicopter), APO New York



CPT Radcliffe



LTC Molinelli



CW2 O'Sullivan



MAJ Brady



MAJ Bloomquist



CPT Scott



CW3 Daly



CPT Miller





## 1960-1974 WINNERS OF THE AAAA'S "OUTSTANDING AVIATION UNIT AWARD"



MG Kinnard



LTC Mackmull



MG Seneff



LTC Lukert



LTC Burton

1960 — **FIRST RECONNAISSANCE SQUADRON [SKY CAVALRY] 2ND U.S. ARMY MISSILE COMMAND [MEDIUM]**  
Lieutenant Colonel Robert F. Tugman, Commander

1961 — **937TH ENGINEER COMPANY [AVIATION] [IAGS]**  
Lieutenant Colonel Jack W. Ruby, Commander

1962 — **45TH TRANSPORTATION BATTALION [HELICOPTER]**  
Lieutenant Colonel Howard B. Richardson, Commander

1963 — **U.S. ARMY UTT HELICOPTER COMPANY**  
Major Ivan L. Slavich, Commander

1964 — **11TH AIR ASSAULT DIVISION AND THE ATTACHED 10th AIR TRANSPORT BRIGADE**  
Major General Harry W.O. Kinnard, 11th Air Assault Division  
Colonel Delbert L. Bristol, 10th Air Transport Brigade

1965 — **13TH AVIATION BATTALION**  
Lieutenant Colonel Jack V. Mackmull, Co-Commander  
Lieutenant J. Y. Hammack, Co-Commander

1966 — **1ST CAVALRY DIVISION [AIRMOBILE]**  
Major General Harry W. O. Kinnard, Commander  
Sergeant Major Kenneth W. Cooper, Senior NCO

1967 — **1ST AVIATION BRIGADE**  
Major General G. P. Seneff, Jr., 1st Aviation Brigade  
Major Thomas W. Wheat, 174th Assault Helicopter Company  
Brigade Sergeant Major Douglas W. Sims, Senior NCO

1968 — **52ND COMBAT AVIATION BATTALION**  
Lieutenant Colonels Raymond G. Lehman, Jr., Edward P. Lukert Jr., and Paul C. Smithey, and Sergeant Major Ernest J. Winters

1969 — **25TH AVN BATTALION, 25TH INFANTRY DIVISION**  
Lieutenant Colonel Kenneth J. Burton, Commander  
Command Sergeant Major William H. Bennett, Senior NCO

1970 — **101ST AIRBORNE DIVISION [AIRMOBILE]**  
Lieutenant General Melvin Zais and Lieutenant General John M. Wright, Jr., Co-Commanders. Command Sergeant Major Robert A. Young, and Command Sergeant Major William T. Mixon, Senior NCOs

1971 — **1ST SQUADRON, 9TH CAV, 1ST CAV DIV [AIRMOBILE]**  
Colonel Robert H. Nevins, Jr., Commander  
Command Sergeant Major John F. Adams, Jr., Senior NCO

1972 — **F BATTERY, 79TH FIELD ARTILLERY, 3RD BRIGADE**  
Major Lawrence E. McKay, Jr., Commander  
Sergeant First Class Lionel S. McDonald, Senior NCO

1973 — **227TH AVIATION BATTALION, 1ST CAVALRY DIVISION**  
Lieutenant Colonel Frank L. Henry, Commander  
Command Sergeant Major James W. Reed, Senior NCO

1974 — **155TH AVIATION COMPANY [ATTACK HELICOPTER]**  
Major Kermit E. Larson, Jr., Commander  
Sergeant First Class Ray M. Teer, Senior NCO



LTC Henry



MAJ McKay



COL Nevins



LTG Wright



LTG Zais



## 1970-1974 WINNERS OF THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"



MAJ Cummings

1970 - 1105TH AVIATION CO [ASSAULT HELICOPTER], IOWA-ARNG  
Major Robert C. Cummings, Commander  
First Sergeant Arnold J. Newsum, Senior NCO



MAJ Cowan

1971 - 24TH MEDICAL COMPANY [AIR AMB], NEBRASKA-ARNG  
Major Roger W. Fosbender, Commander  
First Sergeant Andrew M. Alexander, Senior NCO



MAJ Fosbender

1972 - 997TH AVIATION CO [ASSAULT HELICOPTER], ARIZ-ARNG  
Major James H. Cowan, Commander  
First Sergeant Dale S. Swensen, Senior NCO



MAJ Fleet

1973 - 307TH AVIATION CO [HEAVY HELICOPTER], LA-ARNG  
Major Arthur E. Fleet, Commander  
First Sergeant John F. Hoskins, Senior NCO

1974 - 445TH AVIATION CO [ASSAULT HELICOPTER], OKLA-ARNG  
Major Karl M. Frank, Commander  
1st Sergeant Kenneth Inman, Senior NCO



## THE FOUR WORLDWIDE AAAA REGIONS: THE KEY TO IN-DEPTH PROGRAMMING



MG Maddox

**FIRST REGION - AAAA**  
(ME, VT, NH, MA, CT, RI, NY, NJ, PA, DE, MD, VA, WV, NC, SC, GA, FL, AL, TN, MS, and Ft. Campbell Area of KY)  
MG William J. Maddox, Jr., President, Fort Rucker, Alabama  
4,542 Members or 46% of all members in Regional Areas



BG Merryman

**FIFTH REGION - AAAA**  
(OH, IN, MI, IA, WI, MN, IL, MO, LA, AR, OK, TX, and all of KY except for Fort Campbell)  
COL Jack H. Dibrell, President, Fort Sam Houston, Texas  
2,689 Members or 27% of all members in Regional Areas



MG Singlaub

**SIXTH REGION - AAAA**  
(SD, ND, MT, KS, NB, CO, WY, ID, UT, AZ, NM, NV, CA, OR, WA)  
MG John K. Singlaub, President, Denver, Colorado  
1,240 Members or 12% of all members in Regional Areas



COL Dibrell

**USAREUR REGION - AAAA**  
(All members carrying APO NY, exc. CZ; Europe, and Africa)  
BG James H. Merryman, President, APO NY 09165 (Thru Aug 75)  
BG Rufus C. Lazzell, APO NY 09031 (As of Aug 75)  
1,450 Members or 15% of all members in Regional Areas



## ELECTION OF NATIONAL EXECUTIVE BOARD SLATE AT AAAA NATIONAL CONVENTION



BG Brandenburg



COL Crozier

□ Under the Association's staggered election system, three or four of the ten AAAA elective three-year offices are vacated each year, the six or seven incumbents providing year-to-year continuity to AAAA national affairs. The three candidates who'll be nominated by the AAAA National Nominating Committee at the October 22 General Membership Meeting at the 1975 AAAA National Convention are pictured on this page. The present AAAA Nat'l Executive Board incumbents include LTG John M. Wright, Jr., Ret., BG Jack W. Hemingway, Ret., Donald F. Luce, and Carl D. Perry with terms of office expiring at the 1976 Convention; and LTG Robert R. Williams, Ret., COL John W. Marr, Ret., COL George W. Adamson, and COL Jack H. Dibrell with offices expiring at the 1977 Convention.

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



CW4 Cook

The incumbents with terms ending in Oct 1975 are "Cliff" Kalista, John Geary, and CW4 "Bob" Hamilton.

## AAAA NATIONAL EXECUTIVE BOARD NOMINEES FOR 1975-1978 OFFICE



### BRIGADIER GENERAL JOHN N. BRANDENBURG

A member of AAAA since 1959, General Brandenburg has served in several Chapter offices over the years, culminating with his election as President of Fort Campbell's Air Assault Chapter in 1974. There, while President, he led his Chapter in an unprecedented 30-day membership drive this past March that enrolled 963 new members. Currently the Chief of Staff of the Fort Bragg Hqs of the XVIII Airborne Corps, the youthful general officer can be expected to speak out for the young officer and crew member at the National Board level. □

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### COLONEL TED A. CROZIER

An enthusiast in all matters that pertain to the AAAA, "Ted" Crozier has served on AAAA's National Awards Committee for five years, the last as Vice Chairman; on the Association's National Convention Committee on three occasions; and has been a constant panelist-presenter at AAAA National and Chapter meetings while serving as the Chief of the former

Aviation Warrant Officer Branch. A prolific writer, he contributed regular "AWO" news columns to the AAAA magazine, and drafted the initial proposal calling for the AAAA to sponsor an "Army Aviation Hall of Fame." Now the Chief of Staff of the 101st Abn Div [Air Aslt] at Ft. Campbell, he expects to continue to contribute to Army Aviation and the AAAA. □

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### CHIEF WARRANT OFFICER [W4] E.M. "MEL" COOK

Long recognized as an "aviator's aviator," Chief Warrant Officer "Mel" Cook was elected in early 1974 as the President of AAAA's then largest Chapter, the Washington, D.C. Chapter, one which he had served for many years as its Senior Vice President. Always ready to help, he's been a member of the national activity's Fiscal, By-Laws, and Convention Committees, and has served on both Congressional Appreciation functions sponsored by AAAA. Proud of his 15-year pin and his contributions to the Association, "Mel" is certain to play an active role in the development of AAAA programs during the 1975-78 period.

# The Personal Side

PERSONAL ITEMS SUBMITTED  
BY AAAA MEMBERS

## AAAA HONORARY MEMBERSHIPS

Presented by Checkpoint Charlie Chapter  
MG Joseph C. McDonough, US Cdr, Berlin  
Colonel Louis I. Fischer, S&S Division.  
Colonel Myron G. Smith, Cdr, 7350th Air  
Base Group (Templehof Central Airport)

## AAAA HONORARY CHAPTER PRESIDENT

MG Joseph C. McDonough, US Cdr, Berlin  
BG R. Dean Tice, CG, Berlin Brigade.  
Colonel Louis I. Fischer, S&S Division.

## FLIGHT SAFETY AWARDS (INDIVIDUAL)

CW2 Dennis L. Peterson, DGFT, 3,000 hrs.  
CW2 Benton D. Eldridge, DGFT, 3,000 hrs.  
LTC Warren C. Joyce, Ft. Eustis, 2,500 hrs.

## POST, CAMP, & STATION AWARDS

SP4 Douglas S. Patrick, Soldier of Month at  
Fort Rucker, Ala. for July, 1975.  
SSG Mary B. Denney, NCO of Month at Ft.  
Rucker, Ala., for July, 1975.  
CW2 John W. Chemacki, DUFT, USAAVNC,  
Cert. of Achievement for "Night Hawk" test  
SSG James L. Bruce, NCO for Month at Fort  
Rucker, Ala. for September, 1975.  
CPT Joe D. Rasmick, DOAT, USAAVNC, "Out-  
standing Officer Academic Instructor  
Award" for Jan 1, 1975-Jun 30, 1975.  
CW2 Thomas R. Burnett, "AAAA Aviator of  
the Year" at Ft. Lewis, Wash.  
SSG Richard R. Getchel, "AAAA Aviation Sol-  
dier of the Year" at Ft. Lewis, Wash.  
A Co, 9th Avn Bn, commanded by MAJ Lyman  
C. Culver, "Outstanding Aviation  
Unit of the Year" at Ft. Lewis, Wash.

## DEGREES AND HONORS

CW2 Joseph Stribny, Master's Degree.  
CPT John S. Branyon and Terry J. Slater,  
MS in Transportation Management by  
Florida Institute of Technology.



□ LTC James D. Canfield, left, CDR, 1st MI Battalion, Ft. Bragg, N.C., presents the Army's Aviation Accident Prevention Award of Honor to CPT Kenneth W. Marshall, Delivery Platoon Leader. The Award of Honor was received as a result of three years of accident-free flying. In addition to the aviators in the flying positions, three 1st MI commanders and a primary staff officer are Army Aviators. [USA photo]

COL William L. Weller, Jr., Doctor of Educa-  
tion Degree, College of William and Mary.

## HONOR GRADUATES

### ARMY AVIATION SCHOOL

CPT Lance H. Brady, ORWAC, Aug. 5.  
WO1 Mark W. Ammon, WORWAC, Aug. 5.  
Cadet Roger K. Brown, USMA, USMA Sum-  
mer Training Program, Aug. 27.  
2LT Alec T. MacDonell, ORWAC, Sept. 9.  
WO1 Randall R. Parkins, WORWAC, Sept. 9.  
2LT John H. Folkerts, USAF, ORWAC Sep 16.  
WO1 Richard M. Kessel, WORWAC Sep. 16.

### USA TRANSPORTATION SCHOOL

CW2 John E. Rassieur, AMORTC CH-47,  
Class Number 10-75, July 18.

SGT Scott F. Gray, NCOES Acrtf Maint Basic  
Course, Class No. 12-75, Aug. 6.  
SP6 Kenneth M. Owen, NCOES Acrtf Maint  
Advanced Course, CI No 7-75, Aug. 13.  
CPT Curtis A. Ranum, AMORTC, UH81,  
Class Number 11-75, Aug. 15.  
SGT George E. Shirah, Acrtf Maint NCO Basic  
Course, CI No. 1-76, Sept. 10.  
SP6 Myron E. Frazier, NCO Adv Acrtf Maint  
Course, CI No 1-76, Sept. 29.

## RATINGS

### MASTER ARMY AVIATOR BADGE

LTC James D. Canfield, Ft. Bragg, N.C.  
MAJ Ronald C. Metcalf, USAREUR.

### SENIOR ARMY AVIATOR BADGE

CPT William T. Bethea, III, Berlin Brigade.  
CPT Larry B. Higgins, DGFT, Ft. Rucker, Ala.  
CPT Carl L. King, APO NY 09047.  
CPT David A. McClintock, Ft. Eustis, Va.

## NO PLAQUES — JUST MONEY!

Did you know that month in and month  
out ARMY AVIATION MAGAZINE reimburses  
its subscriber-correspondents [or their unit  
Coffee Fund] for exclusive, non-puff ma-  
terial? . . . The rate is five cents per pub-  
lished word up to 2,000 words, or a max re-  
turn of \$100.00.


The No-No's? . . . The material must be ex-  
clusive and so state; no unit reports [puff]  
or commercial product releases. Personal  
items are non-reimbursable; accompanying  
photos will be returned. Just send your ma-  
terial to the address appearing on the back  
cover, and wait for the postman!

As we said, no plaques — just money!




□ LTC Charles Webb, left, Commander of the 507th Medical Company [Air Ambulance]  
at Fort Sam Houston, Texas, is shown receiving his "Master Army Aviator wings" from  
Colonel Will J. Cummings, 1st Medical Group Commander. The highest rating an aviator  
can attain, the "wings" represent 15 years of rated service and more than 3,000 hours  
of flight time for LTC Webb. [USA photo]


# AAAA Fly-In?



ABOVE: Low ceilings grounding their ARNG Hueys, Connecticut aviators and crewmen "drove in" to the Sikorsky plant on Sept. 19 for Sikorsky-Lycoming plant tours & briefings. Right: Reserve Component personnel sign in after de-bussing and link up with their plant representative tour guides.



ABOVE: Gene Tallia, left, and Ken Horsey, r., Sikorsky executives and V.P., Programming, and President of AAAA's Connecticut Chapter respectively, escort an ARNG officer to the "main shed" - BELOW: "Chow now!" in the Sikorsky plant's main cafeteria had a double line to expedite the hot luncheon.



ABOVE: Three groups of 25 Guardsmen view the Sikorsky UH-60A models and, below, after lunch hear Sikorsky Senior Vice President "Bob" Torok welcome them to the Second AAAA-Sikorsky-Lycoming plant tours and briefings for Reserve Components. Martin J. Lelt, 2d from left, Lycoming V.P., then led the assembly to the Lycoming plant.



No! Bus-In.

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**CITATION - COL Alvin D. Ungerleider, 2nd from left, Commander, Aberdeen Proving Ground, and LTC Edmund B. Bookman, Jr., Commander of Phillips AAF, display a Dept. of the Army Award of Merit that airfield personnel won for their excellent aviation safety record - 25,770 accident-free hours! Looking on, from left, are BG Frank P. Clarke, Deputy Commander, TECOM, and CWO Leonard R. Ecker, Airfield Aviation Safety Officer. (USA photo by Ruth Hawks)**



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## AAAA Initiates "Life Membership" Program; Charter Members Enrolling through Oct. 24

• At its August 9, 1975 meeting in Washington, D.C., the AAAA National Executive Board approved a LIFE MEMBERSHIP PROGRAM, the details of which are;

• A member-applicant would make a one-time \$120 donation to the "AAAA Scholarship Foundation, Inc." and forward this donation directly to the Foundation at 1 Crestwood Road, Westport, Conn. 06880.

• The AAAA — on notification from the Foundation of the donation — would provide a Life Membership to the applicant with appropriate credentials signifying "Life Membership" in the AAAA.

• The Foundation would retain the sum in the donor's name, and on his or her death would —

together with all other funds received in memory of the donor — provide a Memorial Scholarship in the academic year following the death of the donor.

• The \$120 donation to the AAAA Scholarship Foundation would be considered deductible for tax purposes.

• Charter Life Members would be those who enrolled in the Program prior to October 25, 1975.

### A PARTIAL LIST OF ENROLLEES

Enrolling in the Life Membership Program following publication of the program's details in the Sept. magazine were the 36 persons whose names, addresses, and NEW AAAA membership Number appear below.

#### FIRST 36 AAAA "LIFERS"

1. Brigadier General Robert M. Leich, IGR, Evansville, Indiana.
2. Lieutenant General John M. Wright, Jr., USA [Ret.], Trenton, New Jersey.
3. Mr. Arthur H. Kesten, Westport, Conn.
4. Mr. Bryce Wilson, Glenbrook, Nevada.
5. Major General John L. Klingenhagen, USA [Ret.], Teheran, Iran.
6. Lieutenant General Robert R. Williams, USA [Ret.], Fort Worth, Texas.
7. Lieutenant General Harry W.O. Kinnard, USA [Ret.], Athens, Georgia.
8. Chief Warrant Officer E.M. "Mel" Cook, Springfield, Virginia.
9. General Hamilton H. Howze, USA [Ret.], Fort Worth, Texas.
10. Colonel Alexander J. Rankin, USA [Ret.], Bridgeport, Connecticut.
11. Colonel John T. Pierce, III, USA [Ret.], Des Peres, Missouri.
12. Mr. Larry C. Franzoi, St. Louis, Missouri.
13. Mr. Paul L. Hendrickson, St. Louis, Mo.
14. Mr. Donald F. Luce, St. Louis, Missouri.
15. Colonel Delbert L. Bristol, USA [Ret.], Florissant, Missouri.
16. 1st Sergeant Malcolm E. Leighton, Fort Campbell, Kentucky.
17. Brigadier General O. Glenn Goodhand, USA [Ret.], McLean, Virginia.
18. Lieutenant Colonel Leland F. Wilhelm, [Ret.], Trumbull, Connecticut.
19. Colonel Wayne N. Phillips, USA [Ret.], Santa Rosa, California.
20. Colonel Edward L. Nielsen, USA [Ret.], Moylan, Pennsylvania.
21. Major William R. Chaires [Ret.], West Long Branch, New Jersey.
22. Lieutenant Colonel James H. Proctor, [Ret.], Temple Hills, Maryland.
23. Lieutenant Colonel Samuel Freeman, [Ret.], Far Hills, New Jersey.
24. Mr. Carl D. Stephenson, Lynn Haven, Florida.
25. Lieutenant General Richard D. Meyer, USA [Ret.], Akron, Ohio.
26. Colonel Joseph P. Smith [Ret.], Whispering Pines, North Carolina.
27. Major General Delk M. Oden, USA [Ret.], Alexandria, Virginia.
28. Colonel George G. Tillery [Ret.], prise, Alabama.
29. Colonel William E. Crouch, Jr., Alexandria, Virginia.
30. Lieutenant General Allen M. Burdett, Jr., Ft. Sam Houston, Texas.
31. Colonel David G. Cogswell [Ret.], Lawrenceville, Georgia.
32. Colonel Henry H. McKee [Ret.], San Antonio, Texas.
33. Colonel Nelson A. Mahone, Jr. [Ret.], Sunnyside, Florida.
34. Lieutenant Colonel Lee R. Cantlebury, [Ret.], Dunwoody, Georgia.
35. Eugene J. Tallia, Trumbull, Connecticut.
36. Chief Warrant Officer [W4] Robert L. Hamilton [Ret.], Alexandria, Virginia.

The foregoing were the "Lifers" who submitted applications through Sat., Oct. 11.



# AAAA FOUNDATION OFFERS \$4,000 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,000 in 1976 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1975.

Student applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applicants, together with other supporting application data, must be returned to the Foundation on or before March 1, 1976 to receive Awards Committee consideration.

## ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: [1] the son or daughter of a member or a deceased member with an effective date of membership on or before March 31, 1975; [2] a high school graduate or senior who has made application to an accredited college or university for Fall, 1976 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall of 1976; and [3] unmarried and a citizen of the U.S.

## FINAL SELECTION

Selection of scholarship award winners will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1975, with the winners to be notified not later than April 15, 1976.

## BACKGROUND

A separate non-profit educational activity created to administer scholarship assistance for the children of members, the AAAA Scholarship Foundation, Inc. was incorporated in December, 1963. With the provision of 16 scholarships in 1975, the Foundation has furnished \$49,700 in direct aid to 167 children of members or deceased members since the program's start in 1963.

## EYEBALL (Cont. from Page 6)

it's been in existence for many years under various labels. What is new is our renewed dedication to assure that this planning pays off for the soldier in the field — that will give real service instead of lip service! It's called Project Hand-Off and has one simple objective — user satisfaction.

To this end, all new materiel fielded will be supported by AVSCOM/Contractor teams working with field units to assure that newly issued materiel works, is supportable, and performs to the user's satisfaction. These teams will consist of Quality Assurance, Maintenance, and other support-type personnel and may include design engineers to see firsthand the real-life performance of the item.

The mission of these teams includes deprocessing of newly arrived end items, training, and technical support during a mutually agreed upon transition period. During this period, we'll make a formal commitment in writing to the user to replace, as a free issue, parts and assemblies which fail. In other words — a warranty — one the user can bank on. You've been doing this for years in your business so we look to you for help here.

A third area for increased emphasis is related to ILS. Specifically, it's the need for improved repair parts and component support to the customer. Would you believe that we only satisfy our customers 73% of the time when they ask for a repair part? How long would you stay in business under these circumstances?

In the past we've pressured industry to deliver the aircraft to the field on time — but once there we really don't do a very good job of supporting it! I don't want to imply that I'm easing up on getting the major weapon system to the field on time — but I've made it clear to my people that we must be more effective in accomplishing support once the system is fielded.

As you saw from Colonel Smith's presentation yesterday on "Spares Support for the Fielded Fleet," our programs are leveling off now from the Vietnam draw down and we're emphasizing full spares support for the fleet. We're doing this by insuring that we go forward in our budget request for a fully funded budget to have the capability to buy those necessary parts both to support the field and the depot overhaul program with the objective of bringing our operational readiness up in all units. You can help here in several ways.

The first is in the area of deficient contracts. We certainly appreciate your past attention to this area but deficient contracts are still averaging \$25-

### NOT SO REMOTE!

Seven AAAA members in the Idaho-ARNG in citing their 140-member potential, have petitioned the AAAA National Office for "Chapter activation details and recruitment aids." Georgia, Massachusetts, Missouri take note!

\$30 million or 18% of outstanding contracts. We're putting these under the microscope for corrective action.

The second is in the area of lead times. I know this is a general problem, and I can appreciate the impact on your production effort. I am, however, interested in enlisting your support to turn around our present trend. In the past year or so average lead time increased from 9.3 months to 11.1 months. This 11.1 months represents an investment of over \$162 million. We can't afford it!

In an attempt to improve our repair parts stockage posture, we're conducting an intensive review of our top 1,000 sick items to see what can be worked out with industry to improve delivery. My experts will be in contact with yours on this matter.

### Emphasis on openness

A fourth area for increased emphasis is more openness and frankness with industry. I know you've heard this song before but I feel our actions will speak for themselves. As an example, it will be our policy to float draft RFPs [requests for proposal] for industry comment — just as we recently did with the ASH — except we plan to give more time to respond.

I believe this to be a highly effective way to allow industry an opportunity early in the program to provide us their thoughts and ideas. The ASH draft RFP was sent to 36 contractors of which 22 replied. Topics addressed ranged from small things like typing errors to big things like better definition of alternate missions and the need for a better description of the Army's requirements for target acquisition designation systems and pilot's night vision systems.

The comments received are being evaluated for inclusion in the final RFP and it's apparent that a number will be adopted. Still we didn't get all we wanted. As the cover letter to the draft RFP emphasized, we wanted to hear ideas from industry on ways to reduce costs by accepting reasonable tradeoffs in performance. We were somewhat disappointed that none of the responses suggested such tradeoffs. Nevertheless, we believe the dialogue was well worthwhile — and a step in the right direction.

Another example: In source selection, I plan to make available the maximum amount of information possible — and this will be apparent as we go down the pike with the UTTAS and AAH. In fact, I plan to provide briefings to contractors on source selection for these two systems next month to get the ball rolling . . ."

### THE INSIDERS!

ARNG aviation personnel support AAAA Chapters in Iowa, Nebraska, Indiana, and Oklahoma, and comprise majority membership in Illinois' Chicago Area Chapter. □

# The secret of our success is to work with winners.



U.S. Army Aviation  
Systems Command



U.S. Army Tank and  
Automotive Command



First Cavalry



101st Airborne Division  
(Airmobile)



8th Army



U.S. Army  
Transportation Center



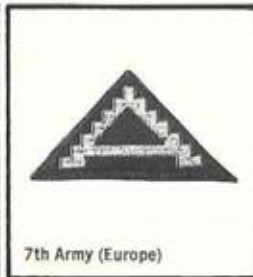
Army National Guard



U.S. Army Combat  
Development Command



Forces Command



7th Army (Europe)



Training and  
Doctrine Command







## AAAA'S OBJECTIVES AND PURPOSES; MEMBERSHIP TOTALS BY CATEGORY

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

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

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

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

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

Stimulating good fellowship nationally, regionally, and locally.

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

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

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

Recognizing outstanding contributions within Army Aviation.

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

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

### GOVERNMENT

The leadership and control of the AAAA rests with the officers of its 53 Chapter, four Regional, and single National Executive Boards. Establishing broad policy and implementing Ass'n-wide programs, the 53-member Nat'l Executive Board (personnel, p. 18; structure, p. 51) meets 3-4 times a year. Its membership includes military, DAC, industry, and civilian representation, and covers all categories and ranks and grades of membership.

Chaired by National Board members, the thirteen major AAAA standing committees bring add'l members into the governing process. Composed of 4-9

### MEMBERSHIP TOTALS AS AT OCT. 7, 1975

Military Membership [92.2% of the AAAA Total]

Rank or Grade of Member	Active Army	Res Comp	Ret Mil	Memb Total
Generals.....	2	0	0	2
Lt. Generals....	8	0	8	16
Maj Generals..	30	5	12	47
Brig Generals	25	4	10	39
Colonels .....	298	13	135	446
Lt. Colonels....	1,017	31	370	1,418
Majors.....	916	75	87	1,078
Captains.....	1,764	107	9	1,880
Lieutenants....	332	23	1	356
CWO's.....	1,507	156	86	1,749
WO's-WOC's...	304	9	2	215
Enlisted.....	1,153	41	16	1,210
DAC's.....	899	0	0	899
Totals.....	8,155	464	736	9,355

Non-Military Membership [7.8% of AAAA Total]

Industry [Corporate] Members .....	390
Industry [Individual] Members .....	299
Misc. [Honorary, other svcs, widows, etc.] .....	105
Total .....	794

Total AAAA Membership [Military/Non-Military]

Military Membership [92.2% of total] .....	9,355
Non-Military Membership [7.8% of total] .....	794
Total AAAA Membership .....	10,149

members, the sub-groups include the Awards, By-Laws, Chapter Activities, Congressional Liaison, Convention, Fiscal, Hall of Fame, Membership Enrollment, Nat'l Programs, Regional Activities, Reserve Components, Scholarship Award, and Executive Committees.

More than 200 local Chapter meetings are held annually under a quarterly meeting requirement. AAAA's USAREUR Region has held 15 Regional meetings since 1961; a Fifth [Army Area] Regional Meeting was held in 1974; Regional Conventions are planned in the First and Sixth Regions in March '76. AAAA's '76 Nat'l Convention will be held in October.

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1975 AAAA NATIONAL CONVENTION

Oct. 22-24 — Sheraton National Hotel, Arlington, Va.

Welcome by President ....	19	Head Table Guests .....	45
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MARK YOUR CALENDAR!

FIRST REGION CONVENTION — 4-6 MARCH 1976

THEME: "HERITAGE 76"

Plan now to meet Senator Barry Goldwater and participate in the activities at historic Williamsburg, Va."



FOR YOU! — An 8 x 10 glossy print of the absolutely nutty, all-Service weapons system shown above [see larger photo on page 12] can be obtained by AAAA military members by furnishing your name and military address to: Military Marketing Manager, Hoffman Electronics Corp., 4323 N. Arden Drive, El Monte CA 91734. If ever there was a conversation piece, this photograph is it! □

"Army Aviation"  
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