

Army Aviation

Nov.-Dec., 1975 Issue
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A **textron** COMPANY

YAH-63 UPDATE

18 November 1975:

- Speed — 142 knots
- Gross weight — 15,940 pounds
- Continuous run — 1½ hours, plus excellent sideward, rearward and hover performance... and a total flight time of 26.7 hours.



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



AAAA President's Annual Report covering the Association's 1974-1975 Member Year Activities



GOOD morning, gentlemen...Welcome to the opening session of the 17th National Convention of the Association. As your National President, I'd like to give you a very brief resume of the status of our Association.

I'll cover our major national programs and touch upon our growing Regional and Chapter activities...

Our individual membership statistics will be covered by Brig. Gen. Jack Hemingway in a few moments while Colonel John Marr, our Secretary-Treasurer, will provide a brief financial report.

What have we done this past year that's been new? What have we done that has been successful?

First...for some 16 years, Quad-A members have been tramping through the corridors of the Sheraton-Park Hotel in Washington, utilizing the Shoreham about every fifth year. Now we are in a brand new Convention site, one that is most convenient for our Washington, D.C. members and their wives, and we expect that you'll see more of them now that they do not have to travel the longer Rock Creek route to Quad-A.

Our Life Membership Program is new. You'll find the details in your Convention Issue, and General Hemingway will amplify

on what's happened since publication.

At the conclusion of last year's Convention — and at the request of the Corpus Christi, Texas Chapter, we instituted a reduced dues structure for GS-6 and Wage Board 12 DAC's and below, similar to that offered to our Enlisted Members. The plan has been successful; the Corpus Christi, Texas Chapter stood at 118 a year ago — it's now 236, exactly double!

Under the leadership of Major General John K. Singlaub, a Sixth Region of Quad-A was activated last March with an almost immediate spin-off of two new Chapters, the Rocky Mountain Chapter and a Reserve Component Chapter in Utah.

An Outstanding "First" was the First Region's initial Convention in Atlanta in March of this year. Tied to the theme of "Cockpit Focus" the First Region Convention was an excellent demonstration of professionalism and enthusiasm. Some 370 persons, including members, wives, and guests, attended the well-administered, well-executed two-and-a-half day gathering.

Another boost to professionalism and credit to the Association was the earlier USAREUR Regional Convention held for the first time at Berchtesgaden. It's my understanding they had to turn away members and their families - facilities were limited and the Convention was oversubscribed. They'll be back in Garmisch next March.

Our Awards Program continues to cite outstanding individual and unit accomplishments for national and local recognition. Friday, we'll honor individuals and units for their noteworthy accomplishments in 1974-1975 with more than 600 distinguished guests and aviation professionals in the audience.

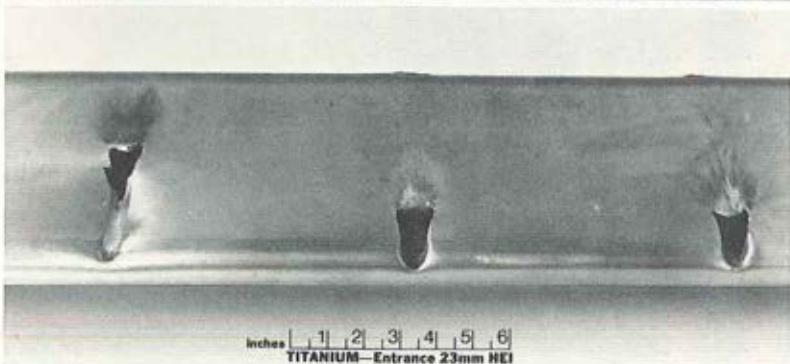
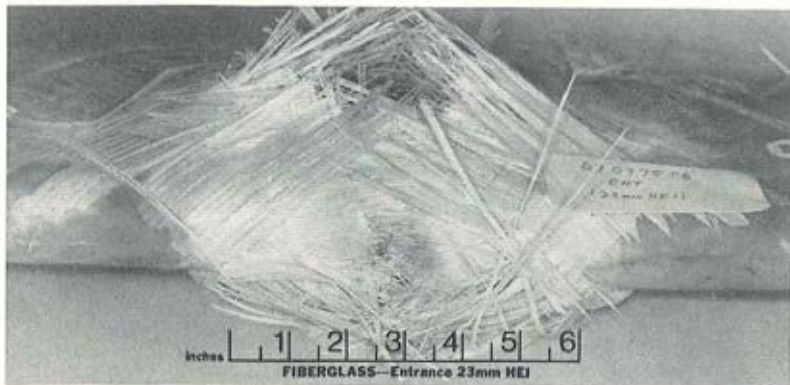
I often ask myself this question — and you might ask yourself the same question —

[Continued on page 6]



AAAA President Wright addresses membership.

Judge for yourself: which UTTAS rotor blade would best survive a 23mm attack?



Sikorsky has conducted over 150 firing tests with 23mm projectiles against Sikorsky-manufactured UTTAS main rotor blade spars made of every material currently used in military helicopter rotors. You can see the results.

Damage levels are significantly less for the Sikorsky titanium UTTAS spar rotor blade than for blades of other materials. And that's especially true of leading edge and trailing edge impacts—determined by analysis to be the most likely impact conditions for nap-of-the-earth helicopter tactics. These tests also demonstrated



the titanium blade's superior capability to withstand High Explosive Incendiary projectiles exploding inside the spar while under simulated flight loads.

An important reason is the titanium blade's built-in resis-

tance to cracking in the short chordwise direction. Special processing of the titanium tends to block chordwise cracking in favor of the spanwise direction—where there's a much greater margin of strength and safety.

Here is more evidence that Sikorsky recognizes the threat of firepower to the UTTAS. And that we've done a lot to assure the aircraft's survivability. Sikorsky Aircraft, Division of United Technologies Corporation, Stratford, Conn. 06602.

SIKORSKY AIRCRAFT



Division of
UNITED TECHNOLOGIES™

It took a lot of technology to change a name like United Aircraft.

Today, we're a multi-market company. But one with the same dedication to the world of flight.

The name our company has borne since 1934 is hardly descriptive of the activities in which we are now engaged.

While our traditional aircraft and aerospace businesses continue to grow, we've tapped the vast technology bank that's evolved from these operations to enlarge the company's business base in industrial and commercial fields.

Through the selective exercise of our abilities and skills over a wide spectrum of high technologies, we're now a multi-market corporation.

But one with the same solid, dependable virtues. A corporation with 1974 sales in excess of \$3.3 billion, substantial financial strengths, a 39-year record of consecutive dividend payments, a truly international business with representation in some 120 countries of the world. And one that's a continuing major force in the

world of flight.

We're also a corporation with a promising future. Because when all those technologies are United, there's no limit to our powers of invention. United Technologies Corporation, Hartford, Conn. 06101.

	1974	1964
Total Sales	\$3,321,106,000	\$1,235,918,000
Net Income	104,705,000	29,084,000
Business Backlog	3,577,000,000	1,200,000,000



**UNITED
TECHNOLOGIES™**

Our Hamilton Standard Division provides the environmental control system for the 747 and is developing a life support system for the space shuttle orbiter.



The newest fighter to join the U.S. Air Force, the General Dynamics F-16 is powered by the F100 engine from Pratt & Whitney Aircraft.



Our Sikorsky Division is the pioneer in helicopter development for military, commercial and industrial use—with a notable list of "firsts" and more than 50 world records.



Two solid propellant rocket motors, manufactured by our Chemical Systems Division, provide the Air Force Titan III-C with 2.4 million pounds of initial thrust.

AAAA ANNUAL REPORT

were it not for Quad-A, "Wouldn't many — if not all — of these outstanding achievements simply go by unnoticed?" Among the reasons for having an Association, I'd say that the organizational structure is well worth the effort for the National, Regional, and local awards programs.

Our Regions are coming on strong. I've asked the four Regional Presidents to report to you briefly at tomorrow's Quad-A/Industry Member Luncheon.

Looking at the list of 51 Chapters doesn't tell the story. What does is the bi-monthly folders that General Williams and I receive from Art each month in which he places a copy of each Chapter meeting notice disseminated by National...

I haven't counted them, but Art indicates they total 263 separate Chapter functions, an average of more than 20 a month, and a gain of over 50 in the past year. I have to conclude from this statistic that you Chapter people are the guts of Quad-A and you have been extremely active.

New Chapter activities

New Chapters...A Franconia-Marne Chapter in Germany and an Indy Chapter in Indianapolis were activated during the year. The Chesapeake Bay Chapter is a third new Quad-A Chapter activity; this organization is based at Fort Meade and brings together all Maryland and Delaware members within commuting distance of Fort Meade.

We've had several Chapter reactivations

in Germany: the Fulda Chapter, Tauber Valley Chapter, and the Stuttgart Chapter.

In the process of organizing, or just having conducted their initial meetings, are the Rocky Mountain Chapter representing the Greater Denver Area; a chapter — yet unnamed — in Utah; and a new Chapter to represent the growing membership in the Hunter Army Airfield/Savannah area.

I don't think I've missed anyone here. There is a possible Isfahan, Iran Chapter under consideration, and a Persia Region in the planning stages as well.

Scholarship Awards Program

Our Scholarship Awards Program is administered by a separate Foundation headed by Bryce Wilson, a Past President of AAAA. The program returned more than \$4,000 to 16 sons and daughters of members and deceased members this year, and you'll find the details for the 1976 program in your Convention Issue.

During the March-October period, your By-Laws and Legal Committee reviewed the Association By-Laws in their entirety, and submitted a major rewrite. The National Board massaged it, and the final product has been provided to each of the Chapters in a separate 'doggie bag', as Art calls it. We're up-to-date on our By-Laws — however, we remain open to suggestion and will no doubt rewrite them again in a few years to bring them more in line with our operations at that time.

That concludes my brief Annual Report, and I refer you to the published fiscal and membership reports as provided. □



Finances: COL John Marr



Nominations: COL Ed Nielsen

All AAAA members are eligible to vote in the 1976 balloting for the Aviation Hall of Fame. The Committee solicits your nominees now!

More than 10,600 members will engage in worldwide 1976 balloting to elect seven outstanding nominees to the Hall of Fame.

THE 1974 AND 1975 INDUCTEES

The 1974 Hall of Fame inductees shown on this page include, bottom left, COL G.P. Seneff, Jr., Frank N. Piasecki, LTC Robert R. Williams. Shown at the right from the top are BG William B. Bunker, LTG Harry W.O. Kinnard, Igor I. Sikorsky, and GEN Hamilton H. Howze. The 1975 inductees were MAJ William W. Ford, MAJ Glenn Goodhand, MAJ J. Elmore Swenson, Arthur and Dorothy Kesten [paired], BG John J. Tolson, III, MAJ Charles L. Kelly, and CW3 Michael J. Novosel.



BACKGROUND: An AAAA-sponsored "Army Aviation Hall of Fame" was established in June 1973 to honor those persons who have made an outstanding contribution to Army Aviation, and to record the excellence of their achievements for posterity. Elected in worldwide balloting conducted among AAAA's 10,800+ members, the initial fourteen inductees were installed in formal ceremonies held at Ft. Rucker in June 1974 and 1975, their portraits being placed on display in a special "Hall of Fame" gallery in the post's Museum.

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

•**DOCUMENTATION:** Written nominations are to be submitted to the AAAA on or before 15 January 1976 with the selections to be made on 1 February. Data should include: [1] The nominee's full name and address; [2] A minimum 50-word summary of the nominee's achievements during the time period for which he's being nominated; [3] a current photo of the nominee, if living; and [4] the coupon appearing below [or facsimile] completed and affixed to the documentation.

•**SUSPENSE DATE FOR 1976 NOMINATIONS:** 15 January



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

I would like to nominate the following person as a candidate for induction into the "Army Aviation Hall of Fame" in June, 1976. I've enclosed the full name and current address [where known] of my candidate on the attachment, and have included a brief 50-word summary of his accomplishments in the time period for which I have nominated him, as well as a photograph of the candidate [if available]. I understand that I'm not limited to a 50-word summary and that I may include as much documentation as I feel is necessary.

[Please print]

Name of Nominee _____

Name of Nominator _____

Address of Nominator _____

City _____ State _____ ZIP _____

Suspense Date for Nominations: 15 January 1976





Boeing achieves another major UTTAS milestone—11 months ahead of schedule.

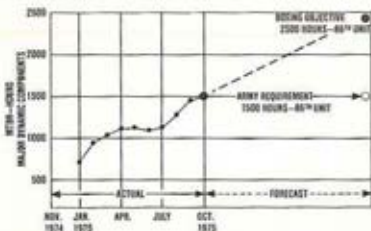
With 550 hours of qualification testing on the same set of dynamic components, Boeing's YUH-61A UTTAS Ground-Test Vehicle (GTV) has completed the formal third step, 300-hour Endurance and Reliability Military Qualification Test (MQT). This milestone was achieved on 22 September 1975, 11 months ahead of contract schedule.

Boeing's dynamic system is demonstrating the benefits of incorporating advanced-technology materials and concepts such as high-hot-hardness Vasco X-2 (modified) tool-steel gears and hingeless fiberglass main* and tail rotors.

The YUH-61A was deliberately subjected to a severe loading spectrum such that the 550 hours of qualification time is equivalent to many more flight hours.

Based on nearly 1500 hours of GTV and flight time, the major dynamic components have already demonstrated a mean time between removals (MTBR) of 1500 hours. The results of every test indicate that the Boeing objective of a 2500-hour MTBR will be achieved.

The YUH-61A dynamic system will be an on-



condition system requiring no specified time between overhauls. As a direct result of this reliability, direct maintenance cost of Boeing's UTTAS will be 70% lower than would have been possible with the technology of current operational helicopters.

More capability. More reliability. Lower costs. Good reasons why America needs the Boeing UTTAS. Tough requirements met by Boeing technology.

*Based on MBH BO-105 rotor technology.

New technology for the Army of the 1980's.

BOEING HELICOPTERS
BOEING VERTICAL COMPANY

Philadelphia, PA 19142

ONE of the real highlights of my brief tenure as the Deputy Director of Operations and Army Aviation Officer was a recent visit to Germany during REFORGER 75.

My purpose was to gain first hand information on Army Aviation in Europe. With the exception of the Mohawk and U-21 outfits, I believe that I hit nearly every other tactical aviation unit, to include the Heavy Helicopter Company.

Putting it mildly, I was overwhelmed with the professionalism that was evident in the units, commanders, and individual aviators. Not since the Air Assault days of 1962-1965 have I seen such a Command-directed, sponsored, and supported effort to get on with aviation training as it relates to the European battlefield.

I sensed an almost complete recovery, at least in attitude and spirit, from what General Blanchard, Commander, USAREUR had previously described as a dismal array [aviation training].

Facing the realities

The concepts of integration of the attack helicopter with the combined arms team and the mutual support afforded the tank and mechanized forces by attack helicopters, are realities as opposed to the previous "Doubting Thomas" approach to aviation in Europe. Units have totally accepted the tactical flying aspects, to include nap-of-the-earth operations, even to the extent of routinely flying under the wires to avoid potential radar/optical acquisition.

As a relatively late starter, Europe still has a long way to go; however, they are aware of the problems and there are many things which the DA staff can and will do to assist in overcoming the obstacles. Not all aviation units were hot refueling, but all that had FARE equipment were. More multiple point systems are required and will be provided. CAVNAV goggles are starting to make their way into the inventory and these will give Europe a TOW night capability as well as enhancing overall night operations.

Environmental concerns present challenges to the aviation commanders but these are being circumvented and the job is getting done.

Space precludes recognition by unit of the individual company/troops and battalions, but suffice to say that they are truly doing yeoman service and all are to be commended.

New attack structures

In addition to "getting with the program" they are also evaluating new attack structures to support their needs. Two major changes are under revision and test at this time. The first change places an attack troop in each of the Armored Cavalry Regiments in lieu of the conventional Air Cavalry Troop.

The second, and more significant, is the reordering of the aviation structure within the Division. The 3d Infantry Division, the selected Division for the tests, has organized a provisional Combat Aviation Battalion.

USAREUR faces the challenge!

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

USAREUR FACES THE CHALLENGE

ion in which they have placed all of the aviation assets organic to the conventional mechanized division, plus have added two attack companies along with an aviation unit maintenance company.

A look at the organization

Structurally they have organized as depicted:

The Headquarters and Service Company contains the normal battalion staff personnel and conducts housekeeping functions for the battalion to include motor maintenance operation, mess halls and the like. The Combat Support Company contains all the little sections that used to be sprinkled throughout the division, like the Brigade Air Sections [4 OH-58's each] the DivArty Air Sections, etc., plus the old General Support Aviation Company with its five UH-1's and eight OH-58's.

The attack troops are identical to those found in the 6th Cavalry Brigade as well as in other units, with three slicks, 12 scouts, and 21 attack helicopters. The concept of employment of these companies is suggested to be well forward in support of the committed Brigades/Battalions. The Aviation Unit Maintenance Company provides a degree of DS maintenance to the CSC and A & B Company, since under their proposal

AAAA NATIONAL AWARDS

Photos of the 1974-1975 AAAA National Awards winners and their citations, and coverage on the 1975 AAAA Annual Honors Luncheon held in Washington, D.C., in mid-October will appear in the January 1976 issue. □

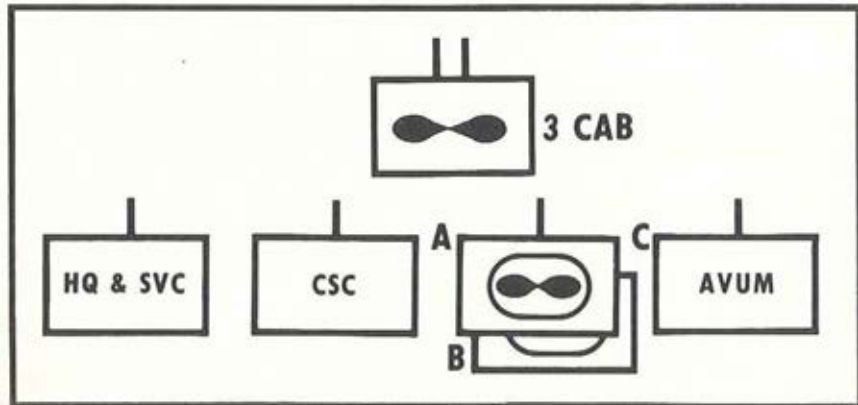
aviation maintenance for the aircraft in the Battalion is provided by the AVUM.

Comparing this organization to that currently authorized, one quickly recognizes a significant increase in aerial anti-armor defeating systems, like a factor of five times.

These organizational changes were evaluated during REFORGER and results of that evaluation will be at DA sometime in December.

There perhaps are aspects of the organization that of which one could be critical, and no doubt there will be some fine tuning required; however, the important point is that Europe has developed what they believe is needed to meet the threat and aggressively designed an organization that they believe will do the job. Input from this evaluation will be included in the ongoing ARCSA III Study, which will address the total aviation force structure requirement to meet the needs of the total Army requirement.

A "well done" is certainly deserved. To sum up my observations of the total aviation program in Europe it could be described that General Blanchard has really set Europe "on fire."



1975 AAAA Product Support Symposium



ABOVE: COL Edward M. Brown, Lindbergh Chapter President, welcomes attendees at Symposium start as Ms. Joyce Allen, Dep. Chief Counsel, AVSCOM, and Joseph P. Cribbins, 75 Symposium Master of Ceremonies. The Symposium's informal "Mixer" is greeted by the presence of Mr. and Mrs. Marquis G. Hilbert (left) and COL Brown.



ABOVE: Ms. Joyce Allen, Deputy Chief Counsel, AVSCOM, discusses "Procurement and Inflation." BELOW: The Hon. John J. Pozliver, Mayor of the City of St. Louis, receives a lapel pin - and AAAA Honorary Membership - from Art Kester, AAAA Nat'l Executive Vice President - a surprise!



LEFT: COL Edward W. Sargent, Dir of Maint, AVSCOM, is shown during his presentation. RIGHT: The Hon. Harold Brown, Asst Secretary of the Army (DA), addresses the 75 Support Symposium attendees at the guest speaker at the 25 September dinner meeting.



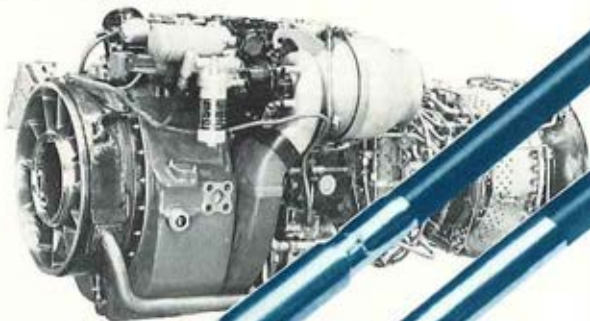
FAR LEFT: Lindbergh Chapter President Brown and Secretary Brownman talk "facilities" during the closing Symposium luncheon. LEFT: MG Eivind N. Johansen, the AVSCOM Commander, chats during luncheon repast with Charles Grossell, Congressional Staff Assistant and Symposium patron. ABOVE: Joe Cribbins, COL Edward M. Brown, Secretary Harold Brownman, and MG Eivind N. Johansen of the 25 September dinner reception.

Chase-Park Plaza, St. Louis, Mo

The General Electric T700 turboshaft helicopter engine is the power plant for the Army aviation mission of tomorrow. And Teleflex is prepared for it today. With a highly efficient, integral ball-bearing and rack-and-pinion control assembly that provides precise, dependable actuation of the T700's power-demand and load-available functions.

Our engine power control is proven and ready-to-go on any T700 powered aircraft to leave the drawing board or lift off a landing pad. Which means that whatever your T700 application, you can look to us with confidence.

Being there when we're needed is what makes Teleflex the leader in aircraft controls. If there's a T700 engine in your future, we can help.



Interior view shows individual rack and pinion drives on common base plate.

**We're
ready
for the
T700
engine
whenever
you are.**

Incorporated
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TWX 510-661-8231

Letter to a new Aviator

Dear Dave:

Congratulations on winning your Army Aviator wings, and welcome to the Army Aviation Team! You'll not regret joining with us. My last 17 years in Army Aviation have been a grand experience, and yours will be even greater for never has our future been brighter.

You asked me to tell you more about the Army Aviation Ass'n — AAAA or Quad-A for short — and explain why you should join now that you're rated.

Let me accomplish this by telling you about the AAAA's recent National Convention conducted in Washington a few days ago. The "National" is the highlight of each year's activities, and brings together — as a climax to the year's several Regional Conventions and many, many Chapter professional and social activities, a veritable

this 17th Nat'l Convention was by far the best ever held.

AAAA is tied to the enhancement of professionalism and I'll cover the National's professional side first - although the social activities were outstanding as well. MG "Bill" Maddox, Presentations Chairman for the past six years, did another grand job, and here's what I learned from his update:

- BG "Charlie" Canedy, recently from Ft. Hood, is now Aviation Officer at DA level [in ODCSOPS]. There is now a DA "head" or "coordination point", sorely missed since the last DA reorganization. Good luck, General Canedy - we're all behind you!

- Army Aviation now a "specialty" under OPMS, instead of a skill.

- The Aviation School has produced seven new manuals on Army Aviation doctrine, "How to Fight". They're great.

A firsthand, on-the-spot day-by-day report of the professional and social activities conducted at the 1976 AAAA National Convention as chronicled by Colonel Kenneth D. Mertel, Ret., Chapter Delegate

"Who's Who in Army Aviation" and a good number of the younger officers, AWO's, and NCO's - the comers who make AA work today and who'll be its leaders tomorrow.

I may be a bit prejudiced having joined Quad-A some 17 years ago when I received my wings. I've attended most of the National Conventions, and many in USAREUR as well, and I've watched the Ass'n grow and flourish over the years . . . and, Dave,

- The School now teaches new student aviators - like you were - to fly 100-150 feet above terrain at night WITHOUT vision devices; also to fly tactical instruments at 400 feet above ground, IFR. This will be super if all tactical units habitually do the same.

- Winners of the UTTAS and Attack Helicopter competitions will be determined this coming year. The real winner: Army Aviation!

76 AAAA CONVENTION REPORT

- DOD approval's been received for development of a new scout helicopter [ASH].

- A Chinook modernization program has been approved by DOD and is underway.

- Good progress is being made with a "Fire and forget" missile [such as HELLFIRE]; it's needed to kill enemy armor.

- Limited production this year for 2.75 rockets with chaff, smoke, and flare warheads.

- Cobra modernization [Up Gun] is progressing quite well; it'll be able to hover OGE with a full load; no longer needs "skating" takeoff; many other improvements.

- First Cobra-TOW to Europe o/a 1 November 75. USAREUR airmobility should bloom.

- An "Octoberfest" at Ft. Hood a few weeks ago [gathering of 75 top Army generals] conducted detailed examination of tactical Army Aviation with positive results you'll hear more about shortly. Understand there was a strong aviation endorsement by both TRADOC and FORSCOM commanders.

"Tactics" Positive thinking!

LTG "Bob" Shoemaker, now III Corps Comdr at Hood, a veteran aviator and airmobile expert, headed the AAAA panel on "Tactics & the Mid-Intensity Threat" and gave forth some positive comments, resulting in part from the Octoberfest — How to

fight and win the FIRST battle in the next war, and where does Army Aviation fit in?

Asked and answered: Will the helicopter be useful on tomorrow's battlefield, especially when faced by a sophisticated enemy with excellent means of target acquisition by both eyeball, optics, and electronics, or when facing massed armor combining all means of acquisition, to include high performance aircraft? Gen. Shoemaker was optimistic - training is the key!

Battlefield survival - Many views

COL John Foss, TRADOC Cbt Dev, summarized the latest TRADOC Bulletins on how to survive on the modern battlefield and counter modern "threat" weaponry and techniques — it can be done through improving our techniques, having effective training, and taking full advantage of weather conditions, hours of darkness, and other periods of less visibility, and the maximum use of terrain.

BG Hans Drebing, Director of German Army Aviation, gave an optimistic report on German AA. "Keep your feet on the ground." Exercise care in "not running away into the future." Germans highly successful with tank destroyer tactics using attack helicopter and recently adopted scout. Personally, Dave, I've always been impressed with the ability of the German Army Aviation Soldiers and Aviators on previous tours and many visits to Germany.

MG "Shy" Meyer, recent 3d Inf Div Comdr in USAREUR, the world's greatest

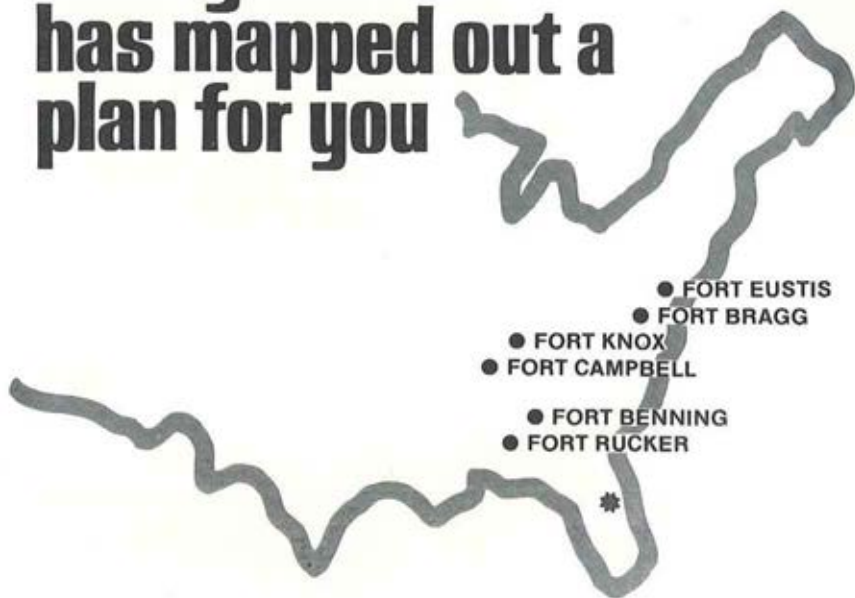


NOW HEAR THIS! — MG Robert G. Gard, Jr., the MILPERCEN Commander, opens the three-way OPD-EPD-WOD professional presentations for officer, WO, and Enlisted Convention attendees.



LIKE IT IS! — BG Charles E. Canedy, Jr., Deputy Director of Operations and Army Aviation Officer, ODCSOPS, DA, serves as the moderator for a well-attended "Training and Standardization" panel.

Embry-Riddle* has mapped out a plan for you



If you're stationed at any of these Army bases, or close by, you can complete your aviation education under the DCP "Bootstrap" Program. Just contact Embry-Riddle's Admissions Director or your on-base Residence Center Director. Either will give you all the information you'll need to earn your aviation degree at minimum cost and inconvenience.

It's a great program with one big catch: travel funds for "Bootstrap" are being reduced over previous years and may be eliminated completely next fiscal year. So it's all the more important that you make application immediately. At Embry-Riddle, off-campus degree programs are available in

Aviation Management • Aeronautical Studies
Aviation Maintenance Management
Professional Aeronautics • Aviation Safety

*Contact your base Residence Center or the
Director of Admissions,*

Embry-Riddle Aeronautical University

Regional Airport, Daytona Beach, Florida 32014 / (904) 252-5561 Ext. 326, 327, 328

'76 AAAA CONVENTION REPORT

non-rated Army Aviator [by his own admission, and certainly a great supporter], presented comments on USAREUR progress. They've moved forward in recent months under GEN Blanchard, an aviator himself, who wants to see what AA can do. Steps: Recent reestablishment of USAREUR AvnO at Heidelberg Hq; attack helicopters will receive a shot-in-the-arm with the arrival of Cobra-TOWs. The AAAA's Mar 76 Garmisch Convention should have much to report on the PLUS side, a complete reversal of the recent past.

101st leads the way

The Army's only "Air Assault Division," the 101st, was represented by MG John W. McEnery, its commander. He stressed that dedicated light Infantry and helicopters make a great team, the Combined Arms Team! Infantry and Aviation working together with the rest of the 101st team, training night and day under all conditions of weather and terrain. The 101st leads the way in accomplishing this.

COL "Jim" Patterson, 6th ACCB Comdr [Ft Hood], reported that scout 'copters were better for coordination, rather than target acquisition, especially in the first few days of battle when there will be so many targets, finding one will not be difficult.

• Know trees by the first names; thus, an aviator can fly at night and under adverse

weather conditions; also, use infra red flares and night vision devices. The 101st is doing this now.

• Rockets are needed for attack helicopter dire suppression, especially in air cav screening mission. Should have 3,000-5,000 meter range. Important also when "covering force" is withdrawing.

• Why not have an anti-radar missile for the attack helicopter like the SHRIKE?

• The scout needs "air-to-air" capability.
• Lagging are logistics, rearming, and refueling progress. Have we forgotten how we did it in Vietnam? Must habitually combine logistics and operations.

"Training" - Big push for reality

A "Training and Standardization" Panel was chaired by BG Canedy. . . One good quote of GEN Dupuy's mentioned: "Do not substitute the courage of soldiers for the lack of skill of commanders."

LTG Shoemaker: "Getting to the LD is a people problem; getting to the objective is a training problem." BG Canedy reported DA has ordered a change in regs to authorize VFR helicopter flying clear of clouds and 1/2-mile visibility. Commanders are not to add safety margins OR let their safety officers do so. Follow AR 95-1 and 95-63 and QUIT putting administrative restrictions on Army Aviation. TRADOC has ordered units to comply; FORSCOM is doing the same.

• Instrument checkrides can now be taken in the bird the aviator is normally as-

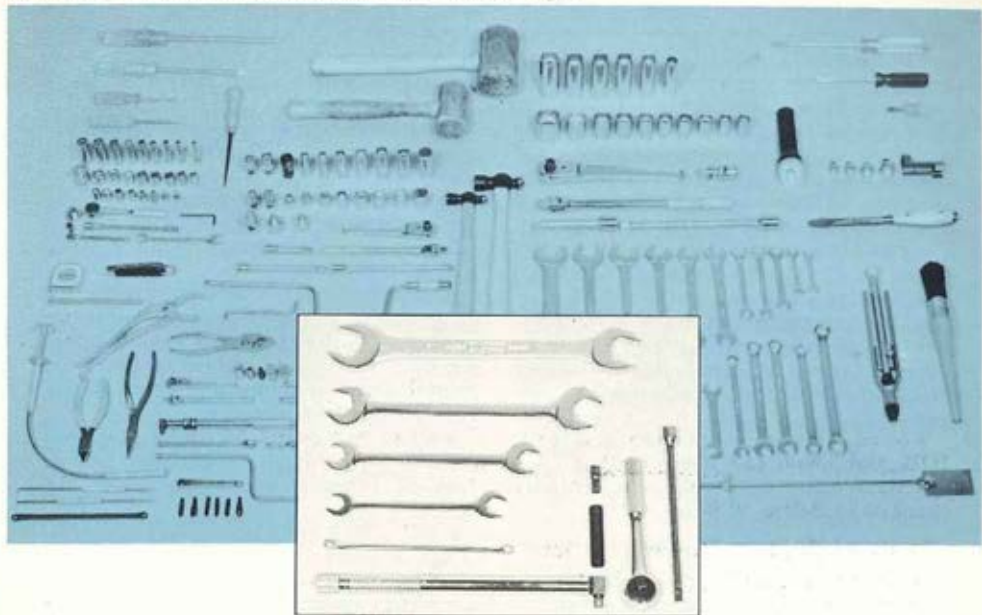


FIGHT ON! — Twenty-two members of AAAA's splinter group, the Cub Club, lift highballs, pass the basket [center] for scholarship donations, and re-fly the skies over Anzio, Remagen, and Manila.



KEYNOTE - MG William J. Maddox, Jr., Presentations Committee Chairman for the '75 AAAA Convention, sets the parameters for the two-day meeting prior to introducing the "Mid-Intensity" panel.

Another T700 Maintenance Breakthrough



The new tools of the trade.

When General Electric designed the new T700 engine for field maintenance, any or all tools available in the aviation mechanics standard tool kit could have been specified. And there are more than 150 of them.

Instead, GE designed the T700 to use the fewest possible tools. The tools that are also among the simplest to use.

Just 10 standard tools, in fact, is all it takes to change T700 accessories and modules in the field. That's how easy GE made T700 maintenance. And that's why the Army carefully verified this extraordinary capability.

And there are other factors that make T700 field maintenance

as quick, easy and foolproof as humanly possible. Self-locking electrical connectors. No lockwire. No field adjustments of any kind. Right or left-hand installation for any T700 in both UTTAS and AAH aircraft. Plus unparalleled use of standard nuts and bolts. Add these together and you have some of the key reasons why you'll spend 75% less time keeping the T700 flight-ready compared with earlier-generation engines.

Fewer and easier-to-use maintenance tools. Another T700 maintenance breakthrough that means fewer maintenance manhours, lower

operating costs and greater aircraft availability for the Army's UTTAS and AAH programs. 205-128A



The T700 now—For the Army of the 80s.

GENERAL  **ELECTRIC**

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signed to fly, including the scout. GCA and ADF approaches only are required for the scout.

- ARTEPS proving useful to assure integration of both individual and unit training to standards required.

- USAREUR activated the 3rd Cbt Avn Bn in the 3rd Inf Div with two Atk Hel Trps and one Cbt Spt Co . . . It's working well.

- During recently-completed REFORGER, helicopters flew for eight days with 150- to 200-foot ceilings and one-half mile visibility, in contrast to being "weathered out" last year.

- Need still exists for gunnery ranges for TOW and 20mm and 20mm cannon.

- Master Army Aviator requirements changed to delete 50 hours of AI.

Overall briefings: "An inspiration"

Dave, I was most impressed by the information and guidance, as well as inspiration, put forth by Generals Shoemaker, Maddox, and Canedy at this year's AAAA professional sessions. They are a good team. Here are some add'l comments I derived:

- Do NOT have a sterile approach to standardization rides; the ride MUST demonstrate the techniques needed to live on the battlefield.

- Low-level IFR work in progress in Europe; beacons and tactical approaches like long ago [The oldtimers will remember Task Force Pegasus in 1969].



AFTER HOURS — Shown at the traditional Thursday evening "AAAA President's Reception," some 550 members and their wives are shown enjoying the hour and a half of 'informal good fellowship.'

- DA is looking at requirement to initiate R/W tng for 350 FW-only active Army Aviators as we are now doing for the USAF.

- DA emphasizing careful selection of all levels of unit staff aviation officers to eliminate "old ladies" or "stacked arms" types, and flight detachment administrative taxi concepts. Needed are professional, competent, aggressive Combined Arms aviators who can articulate needs of Army Aviation and lead the way.

- AMC is in process of reducing excessive danger spots for aerial gunnery. Must use simulation devices to reduce cost in ammo and time. TRADOC is working on direct fire ground weapons simulation; this may be adapted to aerial weaponry.

- MI 24, new Soviet Atk 'copter, reported capable of air-to-air operations against enemy helicopters. [Where are we in this area?]

- 2B24 UH-1 Instrument Simulators now in use at Rucker and other locations are great for emergency procedures. The 101st was most enthusiastic reporting their 2B24 in use five days a week, 0500 to 2200 hours daily, two-hour periods, 97% availability, 22 hours required for EACH aviator. A great training device; it's simulation at its best. A simulator for the Chinook and Cobra are under development and programmed for delivery; should be a BIG help to units using these aircraft.

A short aside: I was personally impressed by the visible enthusiasm of the 101st's aviators and Aviation Soldiers at the AAAA Convention. Over 150 were reported in at-



ANIMATION! — AAAA members view the several AVSCOM/101st Abn Div displays in the lobby of the Sheraton National Hotel during one of the many program breaks during the three-day convention.

tendance, including PVT Donald Maclean, B Co, 158th Aslt Hel Bn. Donald's a Huey mechanic who hopes to become a crew-chief. He drove his own car from Ft. Campbell to D.C. to attend! Most enthusiastic over his USAAVNC training and his service in the "Air Assault Division," he's a fine example of the dedicated and highly-motivated Aviation Soldiers so essential to the aviation team.

"Staying Power" - Idea needed

A third Panel Session covering "Staying Power" was chaired by MG Morris Brady of CACDA at Ft. Leavenworth.

MG "Al" Post, TSchool Comdt, reported on maintenance and recovery. We must do as Israel demonstrated in '73 — battlefield-recover and repair some 2,000 pieces of equipment [tanks, trucks, and guns]; most applicable to our birds and their recovery.

Future war will probably be short, and must be fought with what we have. Hence, we must keep the maximum number of birds operational. A great challenge to our maintenance technicians and mechanics.

Night maintenance a problem

• Must do better in providing equipment, facilities, and means for NIGHT maintenance. Now experimenting with hat-mounted red lanterns, chemi-luminescent light [like fireflies], and night vision goggles [cumbersome and heavy]. We MUST do better; we need the equipment and the training. Logis-

tics face a great challenge and, assisted by operators, must develop new ideas and techniques.

• New ideas in avn maint in progress; field has only begun to be plowed. Centralization: Saves \$ in peacetime, but will we have to time to reconvert to a command-centralized system which we know will work in time of war?

• We need a better exchange of information on maintenance, as well as O&T among Europe, Korea, FORSCOM, and TRADOC. Too many people still inventing the wheel? Shades of the 11th Air Assault?

• Much successful work and progress in survivability. MG Maddox's article in the actual Convention Issue and Program told it like it is . . . New birds will have a host of new survivability features designed in; things are definitely looking up in this area.

• Aviation Medicine. Not much progress, in my opinion. Lots of talk about problems, but little is really being accomplished to help an aviator see and hear better, and fly for longer periods of time under fatigue and stress.

• Icing presentation left me cold [no pun]. Reminded me of how little we've done in 20 years; yet Russians have had an effective system for years. UTTAS and Atk Helicopter will have anti-icing systems for rotors. It's about time.

"Hardware" Panel: "Superb!"

The "Hardware" Panel Presentations were superb! Held on the top [16th] floor of the



ANSWER MEN — Representing the Warrant Officer Division [l. to r.], CW4's Lloyd D. Washer, Burton J. Vleck, and John A. Walsh field questions from the floor during the AWO session by MILPERCEN.



NO. 1! — COL Charles W. Bagnal, I., ExVP of Ft. Campbell's Air Assault Chapter, accepts the "1975 Top Chapter" Emblem from Art Kesten, AAAA's ExVP, at a Gen'l Membership Luncheon ceremony.

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hotel under almost IFR conditions outside, we were still clear of clouds and had one-mile visibility. Perfect weather for choppers in peacetime, but could have been a lot worse for combat flight.

- Bell planning a 60-day tour of South America with Bell Ranger WITHOUT maintenance support; will only carry crewchief tools as on any normal DAILY operation. [Hope someone at Bell writes about this.]

- Boeing Vertol has already made a similar S. American tour with Chinook with splendid results reported. Did some flying and performed missions literally unbelievable to the South Americans. Who wrote about this?

'How can we do a better job'

In introduction, MG Maddox reminded all that there had been very little conversation during the previous day's Q&A period on "What more can aviators do to improve Army Aviation"; he said he'd heard many words on mundane subjects, such as 'How to log IP time' and other self-centered questions and conversations, etc. Not heard was 'How can we do a better job?' We could exceed the capabilities of our equipment right now, he indicated, but do not.

Interesting point: MG Maddox said that new aviators [like you, Dave] are of much better quality now - as a result of changes in School programs - than the average older

aviators of two to three years' experience or more. The new Army pilots "can perform more skillfully tactically and at night." Glad to hear this, Dave; maybe some of the older aviators need to get out of the admin syndrome, and THINK and FLY tactically. Let's train up to the level of the capabilities of our equipment says it all!

- AA's flew 13 million hours in Vietnam with 36 million sorties - interesting statistics we all should know well.

- Importance of AA on the 'Army Team' today is emphasized by fact that TWO of the five major Army Programs [the 'Big Five'] are aviation-related [UTTAS and the Attack Helicopter, and soon an ASH will be added].

- In FY 75, over 9% of all procurement dollars and 12% of the R&D budget was spent on aviation. We certainly aren't being neglected.

- Engines . . . The GE T-700 doing well; being tested in both UTTAS and AAH airframes [four test beds]. Unit maint requires only FIVE simple tools carried in crewchief's pocket. Will need ONE-FIFTH the maintenance time spent on engines today. Whatever happens, the T-700 will power the winners.

- Hughes: Attack helicopter expected to give more for less — less cost, less size, less weight [one ton less] with increased agility and capability. New version of OH-6 can lift a one-ton VW 'Bug.'

- Boeing Vertol: Fiberglass rotor blades, hingeless rotor with 60% fewer parts,



EYES FRONT! — A part of the 400+ members at the Friday a.m. "Hardware Panel" listen attentively as an industry executive covers his firm's 1976 plans. Meeting site: The 16th floor supper club.



QUESTIONS AND ANSWERS — Each panel and each "Personnel" presentation allowed time for floor questions. Shown asking one is CPT Linda Horan, Army Aviator and Ft. Bragg AAAA member.

improved roll rate [three to eight times] provides more response and maneuverability; backup lube system in UTTAS transmission, can even operate dry long enough to get you home; improved maintenance, longer life components, better safety, less vulnerability.

"Takeoff autorotation" described

Bell: Pilot up front in ASH, simpler design, two-bladed rotor, gun forward, built-in serviceability, two-position mast than can be lowered to aid air transport. Flat windshield on Cobra and OH-58C, one third increase in power on OH; working on composite rotor [several materials together].

MOST AMAZING: A high-energy rotor permitting takeoff, 360° climb to 150 feet and then back to the ground, all AFTER the engine quits! A takeoff autorotation! Bird can also make a "jump takeoff" with this rotor; it needs an effective rotor brake to shut down; also reported excellent for cutting trees due to high energy in rotor. Wow!

Sikorsky: Concentrating on crashworthiness with better cabin support structure, stronger fuel tank support and floor, built-in fire extinguisher, better crew protection. Also improved ballistic tolerance for components to survive on battlefield against AA guns up to 23mm; titanium main spare in rotor blade can accept a great deal of damage without blade failure.

Avn Material R&D Lab at Ft. Eustis headed by COL George Shallcross is doing a

great job. They've learned much from recent controlled crash research of CH-47; some spectacular crash films were shown, especially impact crash results to the crew [dummies].

Iran's Five Year Program

The presentation of MG Manouchehr Khosrowdad, Director of Imperial Iranian Army Aviation, was most interesting — Film depicted IIAA in field action in ALL roles of airmobility. Iran's Five Year Program, in third year now, shooting for 800 birds, 2,000 aviators, and 15,000 aviation soldiers. Film and plans made me think of 11th Air Assault and early days of airmobility in 1963-1966.

The other side of the AAAA Convention coin is the social side and, Dave, I know that if you had been there your adjective would have had to be "Splendid!"

The Early Early Bird Reception, the Early Bird Reception, and other informal get-togethers provided a fine opportunity for all to renew old acquaintances, make new friends, and to exchange ideas and, of course, war stories. This has always been a most important aspect of our Conventions, in my opinion.

Incidentally, for those who came in early, the AUSA-Industry Displays at the Sheraton-Park Hotel in the District were well worth attending Hughes' Helicopters' display at AUSA — it's AAH with tie-in displays by its 14 subcontractors was both impressive and informative.

The AAAA's '75 Convention Hotel - the



SCHOLARSHIP DONATION — LTC 'Ken' Eaton, right, David E. Condon [Ft. Eustis] Chapter President, presents a \$500 Chapter check to Bryce Wilson, AAAA Scholarship Foundation President.



OUT IN THE OPEN — Members of AAAA's National Board cover a long agenda during the first of three business meetings held during the '75 Nat'l Convention. In foreground: CW4 "Mel" Cook.

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Sheraton-National in Arlington - had many advantages in providing a much better set-up for the professional meetings over 1974, although growing pains with this newly-opened hotel's staff, did cause some obvious problems. No room service and the close of the moderately-priced main lobby restaurant by 2045 every night forced many to buy the \$11.95-\$13.95 dinners in the roof-top Supper Cub, or taxi to some nearby beanery. I never did get coffee or dessert at the Honors Luncheon. Did anyone? . . . The rooms and hallways were certainly a refreshing change from the ancient barracks AAAA's been in at past Conventions . . .

Lastly, Dave, I think you would have been proud of LTG "Jack" Wright, AAAA's Nat'l President. A fine gentlemen who lends prestige to the Ass'n. His professionalism, and that of his Convention staff - particularly "Bill" Maddox for the simply outstanding program, and the real workhorses, Art and Dotty Kesten, who tie everything together, were never better illustrated than at the '75 National - the best yet held, in my view . . . and the post-Convention news at the Diehards' Reception, General Wright has been reelected for a second term as AAAA President and this guarantees another fine year of AAAA activities ahead.

Dave, the National Convention, by itself, isn't why I belong to AAAA - the organization is involved in many, many areas of activity, each sparked by volunteer



I'M LISTENING! — MG John W. McEnery [center], 101st Commander, listens as the 6th Cav Bde's COL "Jim" Patterson [right] makes a point. LTG 'Bob' Shoemaker, I., is another interested panelist.

AAAA NATIONAL AWARD



HONOREE — The Hon. William L. Dickinson [R-Ala.], right, is shown receiving the AAAA's 1975 Congressional Appreciation Award from LTG John M. Wright, Jr., Ass'n President. The award ceremony was held at a black tie AAAA dinner held at the Sheraton National Hotel in Arlington, Va. at which the Hon. Strom Thurmond [R-S.C.] was the guest speaker. A Navy veteran of WW II and a member of Congress since 1964, Dickinson was cited as the first member of Congress to draw attention to the plight of POWs and their treatment at the hands of the Communists. He's also been instrumental in assisting DA in maintaining a modern volunteer Army. The function was chaired by MG James M. Lee, AAAA Board member, and hosted by the Washington, D.C. Chapter. □

officers and members, your contemporaries!

I can only say that the Ass'n is part of the Army Aviation Team, one which we hope that you'll participate in now that you have your wings.

Join us . . . There are countless Chapter activities to come, and four planned Regional Conventions and, of course, next year's National Convention. I hope to see you there. In the meantime, all the best, good luck, and good flying.

Ken Mertel



The Army's implemented new forms to replace the Enlisted Efficiency Report.

SEER / EER



**BY MISS PAT SINGER,
Career Progression
and Evaluation Branch,
EPD, MILPERCEN**

THE Enlisted Evaluation Reporting System has existed in the Army since 1959. In the continuing effort to improve and update the system the Army has implemented two new Enlisted Evaluation Report Forms to replace the Enlisted Efficiency Report [DA Form 2166-4].

Wider range covered

These forms — the Enlisted Evaluation Report DA Form 2166-5, for soldiers in grades E5 and below, and the Senior Enlisted Evaluation Report DA Form 2166-5A, for E6's and above — come at a time when the Army is looking to upgrade quality and provide greater equity and fairness to its personnel. The forms are specific in the evaluation of a soldier's duty responsibilities, and cover a wider range of those responsibilities unique to the junior and senior enlisted grades.

Extensive research went into the development of the new forms. Technical literature

on psychological rating forms, experience with previous rating systems, the rating systems used by other services and the Army Officer Evaluation Reporting System were all studied in approaching the task of designing the Enlisted Evaluation Reports.

The idea of the new evaluation procedures is based on the whole-person concept which looks at all aspects of the soldier's career: efficiency and demonstrated performance, personal actions, integrity, attitude, physical fitness and appearance, and other indicators of overall potential.

Part I, the Personal Data section of each form, is the same for both junior and senior grades. However, entries such as date of rank, ending date of last EER and report sequence number have been eliminated to allow a SIDPERS computer to fill in the necessary personal information.

On the senior report, Part II calls for the evaluation of the individual's specific leadership ability since most E6's and above are

Hughes is first again.



Both Hughes YAH-64 Helicopters

On Saturday, 22 November, Hughes Helicopters successfully flew its second YAH-64 Advanced Attack Helicopter for nearly an hour. Just seven weeks earlier, on 30 September, Hughes' first YAH-64 became the world's first AAH to fly. These accomplishments are a credit to the Hughes AAH design and the performance of its 14-company Team.

Consistently first, the Hughes AAH

technology is confirmed and the Team has demonstrated its capability to produce on schedule. Hughes offers a different AAH—smaller, lighter, with maximum emphasis on agility and performance, the keys to combat survivability. Hughes' program concept—a total Team effort—provides a solid technical and production base for all AAH requirements.

As of 2 December, over 40 flight-test hours



Advanced Attack are flying.

had been accomplished by the YAH-64 since first flight—an average of nearly five hours a week. Maximum one-day effort has been 3.4 hours. In a test program of this magnitude, that's outstanding flying.

Forward speeds up to 130 knots, sideward to 35 knots and rearward to 30 knots have been demonstrated at maximum forward and aft CG, and at weights up to 14,900 pounds—1,700 pounds

more than primary mission gross weight. Speeds to 170 knots and operations at 2G load conditions are underway.

The Hughes YAH-64. It's proving in performance what we promised on paper.



Hughes Helicopters

A Division of Summa Corporation

SEER EER (Cont. from P. 23)

called upon at some time to exercise leadership within their fields. The leadership ability evaluation is used to assist career managers in determining a soldier's potential for higher grades. In addition, the senior report evaluates an individual's potential for either First Sergeant or Command Sergeant Major duty.

Rater and indorser counsel soldier

There are significant improvements on both forms to give the rated soldier a fair and understandable score. The addition of an indorser's position in the rating chain affords two independent observations of the rated soldier's work as opposed to the single evaluation that's been used since July 1970. Both the rater and the indorser are now required to counsel the soldier as part of the rating process. After the soldier has been rated, a reviewer examines the report



A LOOK AHEAD! — BG Charles K. Heiden, Director of EPD, MILPERCEN, briefs AAAA members on "Enlisted Personnel Management" during the afternoon professional sessions on 22 October.



I THINK IT WILL WORK! — 1SG 'Mickey' Leighton, Nat'l Member-at-Large on AAAA's Nat'l Executive Board, boosts a proposal during a Board meeting as Bryce Wilson, AAAA Past President, looks on.

and authenticates the evaluation.

Again, the scoring system used on both forms is open for the soldier to examine, enabling him to note his favorable points as well as his shortcomings. If the soldier disagrees with any of the comments on the form, he can cite that particular section objectionable to him and, as in the past, file a formal appeal through administrative channels.

However, the process of rebuttal used in the current evaluation system has been eliminated. The formal appeal provides the soldier with a valuable means to correct an injustice with documented evidence, whereas the rebuttal served no purpose other than to allow the individual to let off steam.

In addition to differentiating between junior and senior enlisted personnel, the new forms were created to provide more precise and realistic report scores.

Extensive field testing

In order to validate the management concepts of the new rating system, the forms were extensively field tested. More than 3,800 EER and 1,600 SEER were sent to 12 separate organizations at eight installations for the trial run which took place over a period of three months. The completed reports and comments solicited from the thousands of personnel who participated in the field trial provided the basis for the improved versions of the reports.

Commanders, military personnel officers, and personnel specialists are urged to check revisions to Chapter 8, AR 600-200, which outline the new concept of enlisted evaluation reporting. In addition, DA Pamphlet 623-1, offers brief and direct instructions to raters, indorsers and reviewers for completing the new forms.

Overall, the new enlisted evaluation reports are designed to benefit both the soldier and the Army. The soldier benefits by having the most accurate evaluation of his ability and potential; the Army benefits by being able to identify more easily the most capable men and women to fill positions requiring leadership ability and potential.



AAAA Membership Activities



□ **OCT. 3. Pikes Peak Chapter.** Professional-Social Dinner Meeting. **Emily Howell**, Frontier Airline pilot, Chapter guest speaker. Fort Carson O-Club.

□ **OCT. 15. Army Aviation Center Chapter.** Professional Luncheon Meeting with **Clifford J. Kalista**, Vice President - AAH, Bell Helicopter Co., guest speaker. Ft. Rucker Officers' Open Mess.

□ **OCT. 24. Sharpe Army Depot Chapter.** "Oktoberfest 1975" - Cocktails/Dinner-Dance with German Folk Band, and prizes for best costumes. Sharpe Army Depot O-Club.

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

□ **OCT. 25. Indy Chapter.** Professional Meeting and Dinner-Dance. **Fritz Harvey**, Detroit Diesel Allison Division, as guest speaker. Fort Benjamin Harrison O-Club.

□ **OCT. 29. Aloha Chapter.** Late afternoon professional-social meeting. **COL Samuel P. Kalagian**, Deputy Commander, USAAAVS, as guest speaker. Schofield Barracks O-Club.

□ **NOV. 1. Taunus Chapter.** Halloween Dinner Party. Frankenstein Castle, Frankfurt.

□ **NOV. 2. Utah Chapter.** AAAA Organizational Meeting. Air National Guard Theater.

□ **NOV. 6. Fort Hood Chapter.** AAAA Professional Luncheon. Mini Dome, Fort Hood.

□ **NOV. 14. Checkpoint Charlie Chapter.** Dinner and Presentation. **Mr. Serge Sikorsky**, as guest speaker. Harnack House, West Berlin.

□ **NOV. 14. Air Assault Chapter.** Professional Program. Avionics Symposium and Display. Top Six Club.

□ **NOV. 15. Mississippi Valley Chapter.** Business Meeting and Professional Presentation, with **MAJ Schrum**, AVS-COM, CH47 Project Officer, as guest speaker. ARNG AVN Support Facility, RR #3 Municipal Airport, Davenport, Iowa.

□ **NOV. 16. Idaho Chapter.** Membership Business Meeting and Dinner with **BG Charles E. Cenedy**, Deputy Director for Operations, ODCSOPS, as guest speaker. Business Meeting; Gowen Field O-Club. Dinner: Rowday Inn, Boise.

□ **NOV. 18. Chesapeake Bay Chapter.** Professional-Social Dinner Meeting, with **LTG Jeffrey G. Smith**, Commanding General, First U.S. Army, as guest speaker. Fort Meade O-Club.

□ **NOV. 18. Delaware Valley Chapter.** Professional Dinner Meeting, with **COL William E. Crouch, Jr.**, Chief, Army Aviation Systems Division, ODCSRDA, DA, as guest speaker. Media Towne House, Media, Pa.

□ **NOV. 18. Connecticut Chapter.** Professional-Social Dinner Meeting with **MG William G. Maddox, Jr.**, Commander, USAAVNC & Fort Rucker, as guest speaker. Frederick's Restaurant, Fairfield, Ct.

□ **NOV. 20. Rocky Mountain Chapter.** Business Meeting. Buckley ANG Base NCO Club, East Sixth Ave., Aurora.

□ **NOV. 21. Lindbergh Chapter.** Pre-Holiday Dinner Dance. Towne Hall-North Inc., St. Louis.

□ **NOV. 21. Fort Stewart-Hunter Chapter.** Reactivation Meeting, with **COL W. Hornish**, Chief of Professional Development, of the Officer Personnel Directorate, as guest speaker. HAAF Officer's Open Mess.

□ **NOV 19. David E. Condon Chapter.** Fall Dinner Dance. Yorktown Navy Weapons Station O-Club.

□ **DEC. 5. Fort Benning Chapter.** Professional Meeting, with the **101st Airborne [Air Assault Division]** as guests. Fort Benning Country Club.

□ **DEC. 6. Golden Gate Chapter.** First Annual Thanksmas Dinner and Dance. Hamilton Airforce Base O-Club.

□ **DEC. 6. Embry-Riddle Chapter.** Christmas Dinner-Dance. Daytona Hilton.

□ **DEC. 7. Persia Chapter.** Profes-

sional Business Dinner Meeting, with **MG Hoyt S. Vandenberg, Jr.** as guest speaker. U.S. Army Officers' Open Mess, Tehran.

□ **DEC. 8. Southern California Chapter.** Professional Social Dinner Meeting, with **LTG Howard H. Cooksey**, Deputy Chief of Staff for RD&A, DA, as guest speaker. Airport Marina Hotel, Playa del Rey.

□ **DEC. 8. Pikes Peak Chapter.** Professional-Social Luncheon Meeting with **Dr. Benjamin Tencer**, Director, Customer Requirements, UTTAS, Boeing Vertol Company, as guest speaker. Fort Carson O-Club.

□ **DEC. 9. Leavenworth Area Chapter.** Professional Meeting, with **Mr. Clifford J. Kalista**, Vice President, Bell Helicopter Company, as guest speaker. Heath Room - Fort Leavenworth Officers' Open Mess.

□ **DEC. 9. Chicago Area Chapter.** Business-Social Meeting, with **Dr. Benjamin Tencer**, Director, Customer Requirements, UTTAS, Boeing Vertol Company, as guest speaker. O'Hare Air Force O-Club.

□ **DEC. 11. Latin America Chapter.** General Membership Meeting. Fort Clayton O-Club Annex.

□ **DEC. 12. Air Assault Chapter.** Annual Aviation Ball, with **LTG Hal G. Moore**, Deputy Chief of Staff for Personnel, DA, as guest speaker. Hangar 12, Destiny Airport, Fort Campbell.

□ **DEC. 16. Alamo Chapter.** Professional-Social Dinner Meeting, with **Mr. Jim Foulk**, Supervisor, Ballistics & Crash Survivability, and **Mr. Bill Pollard**, Mktg Rep, both of Sikorsky Aircraft Division, as guest speakers, Randolph AFB Officers' Open Mess.

CHANGE IN AAAA NATL AWARDS PROGRAM

AAAA's Nat'l Executive Board recently approved a proposal placing the AAAA Nat'l Awards period on a calendar year basis. This action ties the Nat'l zone to the calendar year time frame used by all four AAAA Regions. Individual nominations will be solicited during Jan 1-Mar 31 of each year with the top three Regional awards in each category being forwarded automatically to National for consideration.



Details of the AAAA Charter Life Member Program



- At its August 9, 1975 meeting in Washington, D.C., the AAAA's National Executive Board approved a LIFE MEMBERSHIP PROGRAM, effective with a brief announcement in the Sept '75 issue of 'Army Aviation.'
- A member-applicant would make a one-time \$120.00 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" to follow at a later date.
- 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 donor's name in the academic year following his or her death.
- The \$120.00 donation to the AAAA Scholarship Foundation, Inc. would be considered deductible for tax purposes.
- Charter Life Members would be those who enrolled in the Program on or before 31 January 1976. A 'Life Membership Program' is planned to start after April 1, 1976. □



AAAA CHARTER LIFE
MEMBERSHIP FORM
Complete and return to:
AAAA Scholarship
Foundation, Inc.
1 Crestwood Road
Westport CT 06880

Application Form. Complete and Return to AAAA

I would like to enroll as CHARTER LIFE MEMBER of the Army Aviation Association, and have enclosed a check made payable to the "AAAA Scholarship Foundation, Inc." in the amount of \$120.00. I understand that my donation is tax deductible, that the donation - together with such other funds donated in my name - will underwrite an AAAA Memorial Scholarship in my name on my death, and that I hereby authorize the use of these funds for this purpose. When available, please forward my Charter Life Membership credentials to me at the address below:

Name

Address

City State ZIP

AAAA's Charter Life
Enrollment Continues

This Form is invalid on or after Feb. 1, 1976

Join the 93!

Brig. Gen. Robert M. Leich, IGR Evansville, Indiana #1	Colonel Henry H. McKee, Ret. San Antonio, Texas #32	Colonel John S. Aull, Ret. Prince George, Virginia #63
Lt. Gen. John M. Wright, Jr., USA (Ret.) Trenton, New Jersey #2	Colonel Nelson A. Mahone, Jr., USA (Ret.) Sunnyvale, Florida #33	Lieut. Colonel Harold O. Bourne APO New York #64
Mr. Arthur H. Kesten Westport, Connecticut #3	Lt. Colonel Lee R. Cattlebury, Ret. Dunwoody, Georgia #34	Colonel Turner J. Trapp Falls Church, Virginia #65
Mr. Bryce Wilson Glenbrook, Nevada #4	Mr. Eugene J. Tallia Trumbull, Connecticut #35	Lieutenant Colonel Dwight Lorenz APO New York #66
Maj. Gen. John L. Klingenhagen, USA (Ret.) Washington, D.C. #5	CWO (W4) Robert L. Hamilton, Ret. Alexandria, Virginia #36	Lieutenant Colonel David Larcomb Presidio of San Francisco, Calif. #67
Lt. Gen. Robert R. Williams, USA (Ret.) Fort Worth, Texas #6	Colonel Robert F. Cassidy, USA (Ret.) Sunland, California #37	Colonel George D. Shields Fort Rucker, Alabama #68
Lt. Gen. Harry W.O. Kinsard, USA (Ret.) Athens, Georgia #7	Lieutenant Colonel Neal R. Christensen Fort Rucker, Alabama #38	Mr. David Money Sesto Calende (VA), Italy #69
Chief Warrant Officer (W4) E. "Mel" Cook Springfield, Virginia #8	Colonel Rudolph D. Descoteau Alexandria, Virginia #39	Major George W. Crofoot Lakehurst, New Jersey #70
General Hamilton H. Howze, USA (Ret.) Fort Worth, Texas #9	Lieutenant Colonel Kenneth C. Eaton Newport News, Virginia #40	Mr. Albert W. Pollard Hamden, Connecticut #71
Colonel Alexander J. Rankin, USA (Ret.) Bridgeport, Connecticut #10	Colonel Raymond E. Johnson, USA (Ret.) San Diego, California #41	CWO (W4) George L. Allen Fort Bragg, North Carolina #72
Colonel John T. Pierce, III, USA (Ret.) Des Peres, Missouri #11	Lieutenant Colonel Henry S. Wann, Ret. Williamsburg, Virginia #42	Sergeant First Class Montie Johnson Killeen, Texas #73
Mr. Larry C. Franzoi St. Louis, Missouri #12	Colonel George W. Adamson McLean, Virginia #43	Colonel Robert R. Corey, USA (Ret.) Alexandria, Virginia #74
Mr. Paul L. Hendrickson St. Louis, Missouri #13	Brig. Gen. Edwin L. Powell, Jr., USA (Ret.) Annapolis, Maryland #44	Lieutenant Colonel Glenn W. Lewis Lakehurst, New Jersey #75
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'One Army' at work!

By
CAPTAIN JACK KAPLAN,
Readiness Group,
Fort McCoy, Wisconsin



AN innovative training program was recently conducted under a truly "One Army" at Fort McCoy, Wisconsin.

The training, titled Nap-of-the-Earth [NOE], was given to 35 Reserve component personnel attending a Fifth US Army Area School. The school faculty and maintenance support package consisted of a combination of USAR, National Guard and active Army personnel all working together toward the common goal of qualifying Reserve Component Aviators as NOE pilots.

The concept of a Reserve Component Training NOE school was originated by COL W.M. Bennett, Aviation Coordinator, Army Readiness Region V [ARR V], Fort Sheridan. In order to make the program a reality, detailed coordination was required with National Guard Bureau, Office of the Chief Army Reserve, Forces Command and Fifth United States Army.

ARR V was tasked to organize a school that would become a centralized training area for Reserve Component personnel throughout the Region's geographical area of responsibility which includes Illinois, Wisconsin, Missouri, Minnesota and Iowa.

Mission: NOE pilots

The mission of the school, in the words of its commandant, MAJ Jon Freese, Aviation Team Chief, Readiness Group, Fort Sheridan, was to "qualify Reserve Component aviators located in ARR V as NOE pilots."

In order to overcome the multitude of stumbling blocks such as the lack of availa-



'ONE ARMY' (Continued)

bility of qualified instructors and facilities, active Army and Reserve component resources were pooled at Fort McCoy.

Additionally, the Reserve components training provided the necessary equipment and maintenance support for the school. In keeping with the "One Army" concept the IPs were drawn from the WISC-, IA-, and ILL-ARNG, 86th and 102d Res Comds, and Fts Hood, Bragg, Riley, and Campbell.

Other faculty and staff members were from ARR V, Fort Riley, Kansas and Fort Campbell, Kentucky. The 88th Army Reserve Command located at Fort Snelling provided backup direct support maintenance and the spare parts necessary to keep the helicopters flying.

According to MAJ Freese, the "program of instruction was a compilation of training given to active army units."

Two classes were conducted this fall with 18 Reserve component pilots attending each two weeks. Additional classes are planned for early 1976.

Practical application

While half the students were in a classroom environment for the first part of the day, the remainder were flying — putting to practice what had been taught in the classroom. At mid-day the students switched, which enabled all to practice what was being taught in the classroom.

The student's flight instruction utilized courses laid out under the supervision of MAJ Roger Greenwood [of the Directorate of Plans, Training and Security at Fort McCoy. MAJ Greenwood, a Senior Army Aviator, is a Fort Rucker-trained NOE instructor pilot and a member of the Wisconsin-ARNG on a two year training active Army tour at Fort McCoy.

While flying, the students utilized evasive techniques hugging the terrain and were known as "low birds." While training, they were under constant observation by both an instructor pilot in the student aircraft and a "high bird", the command and control helicopter which flew above the students. Addi-

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- Dorothy Kesten, General Manager

tionally, qualified Medics, provided by the 44th General Hospital [USAR], flew aboard the command and control aircraft in the event medical aid were needed in the case of an accident.

MAJ Freese stated that "the school averaged 40 hours of flying time daily" and that the attitude of the entire school complement "had been very cooperative." The experience gained by combining the talents of the active Army, National Guard and USAR played a tremendous role in making the course a total success.



Aviation

It was a little over a year ago that MG William J. Maddox, Jr., Commanding General of Fort Rucker and Commandant of the Army Aviation School, announced in this magazine that the Aviation Center would undergo a major reorganization.

A key feature of the realignment was the integration of all School and Center command and staff elements into a single structure. The new organization would be akin to a combat division with "maneuver" elements and a support echelon, with appropriate deputy/assistant commanders responsible for each.

For the Aviation Center, the "maneuver" elements would actually be the training, developments, and standardization deputies. The administrative and logistical offices for the entire installation as well as the major supporting troop units would comprise the other half of the Fort Rucker "Division."

A multitude of advantages

This framework offered a multitude of advantages, not simply in clear-cut command, operations, and support channels but even more fundamentally, critical spaces were saved in areas where duplication or overlap had existed between Center and School functions.

In the most rudimentary sense, one could take liberty with the age old principles of war and cite the key application here: mass, simplicity, economy of force, and unity of command. Paramount throughout the reorganization, however, was the spirit of "unit

of purpose." The existing separate structure of the Center and School had evolved under the earlier CONARC schools/installation organization which was superseded by the more refined and clearer cut TRADOC organization effected in FY 1974.

All Troop units consolidated

The specifics of the departmental reorganizations in training, standardization, and developments have been discussed in some detail in earlier articles and in other publications. But one of the key moves and decidedly successful actions in the Center/School integration which has not been addressed was the consolidation of all troop units, TDA and TOE, TRADOC and FORSCOM, into a composite Aviation Center Troop Brigade of five battalions — almost 6,000 men. This action combined 90% of the Fort Rucker military personnel in a single unit under a single commander.

Finally, the remaining Fort Rucker troops are organic to other major commands such as Army Materiel Command [Aviation Test Board], Health Services Command [medical activities], 7th Signal Command [communications activities] and seven other similar tenant activities.

Previously, the Aviation Center had its own Headquarters Battalion for the assignment and support of Fort Rucker command and staff personnel. The Aviation School had a School Brigade with a Staff and Faculty Battalion, and Enlisted Student Battalion, and an Officer Student Battalion. While these two command entities were both

Brigade Revisited

TRADOC units, they reported to the Commanding General through separate command channels, the School unit through the Assistant Commandant and the Center unit through the Deputy Installation Commander [DIC].

A third command, the 46th Engineer Battalion [Const], a FORSCOM unit, also reported directly to the DIC. This battalion was also a heterogeneous unit of six FORSCOM companies as well as three TRADOC elements, an Infantry Company, Pathfinder Detachment, and Artillery Detachment, all attached to the 46th for DS and maintenance purposes.

Conduct independent study

Faced with the multiplicity of these organizations, an independent study was conducted to examine the feasibility of bringing all troop units into a single Aviation Brigade. In the words of the CG, "not only to tighten up our structure but also create a unity of effort ... this entire post has one primary mission — to create doctrine and trained personnel for the rest of the Army ..." Thus was born in 1974 the U.S. Army Aviation Center Troop Brigade.

BY COL CARL H. McNAIR, JR. Former Commander Aviation Center Troop Brigade

A year has now passed and on 30 June 1975, the final step of the reorganization was taken when the former Headquarters Battalion [Center Staff] was consolidated with the 1st Battalion [School Staff and Faculty] to form a single 8-unit battalion representing all administrative staff and school elements of the Aviation Center.

One of largest Bn's in the Army

This multifaceted unit, ably commanded by LTC Bill G. Lockwood, is now by far the largest battalion in the Brigade and with its 2,400 troops, it is one of the largest battalions in the Army. With respect to mission, its impact is widely felt, not only in the School at Fort Rucker but over the entire Southeast through the efforts of its 98th Army Band, 141st Military Police Company, and 123d Explosive Ordnance Demolition Detachment, all of whom perform support for both military and civic events/services in the tri-state, Ala-Fla-Ga, area.

A single Brigade is needed "not only to tighten up our structure, but also create a unity of effort. This entire post has one primary mission: to create doctrine and trained personnel for the rest of the Army."

AVIATION BRIGADE REVISITED

One of the key missions formerly accomplished by the Headquarters Battalion has now slipped into the pages of Army history — that of command and control of all WAC personnel assigned or attached to Fort Rucker including tenant units. On 17 January 1975, "A" Company [WAC], an all EW unit, was inactivated and female soldiers were integrated into their organic units. Where all females were earlier concentrated in a single company/barracks, they are now assigned to 21 units and collocated with their units in twelve barracks complexes.

The Fourth Battalion, composed of four enlisted student companies, has remained essentially unchanged from the School Brigade organization with the exception that it virtually tripled in strength over the past year from 400 trainees to 1300. Based upon increased needs in the field for helicopter repairmen [67N, 67V for UH-1, OH-6, and OH-58], school input/output was increased dramatically. The battalion also includes students undergoing air traffic control training to include ATC tower operators, radar controllers, flight operation coordinators, and flight simulator specialists. A final and most important function is the support of personnel attending the NCOES basic and

advanced courses for air traffic control and flight operation specialists MOS's.

Although a training battalion, the Fourth under LTC Neal R. Christensen has become one of the most spirited battalions in the Army with its "Soldier On" motto complete with all the trappings and esprit to include "Soldier On" tee shirts, auto tags, signs, blue helmets, and soldierly attitude. For the old timers, this battalion is now located in the WWII structures formerly occupied by the Student Officer Company, BOQ's, and officers' field mess years ago.

As a point of pride, the barracks are holding up well, the area stands tall even among the many new structures on the post and the food in the mess is better than ever. Indicative of this is the battalion mess won the Post Best Mess Competition for FY 75 even when pitted against the newer and more modern facilities of other battalions.

"Black tab" country

The Sixth Battalion is "black tab" country through which almost all aviators have passed at one time or another during their careers. This symbology is quite meaningful to the many warrant officers who worked so diligently to earn the black tabs of senior status leading to the warrant's bar and the wings of an Army Aviator. With the closing of Fort Wolters, Texas, two years ago, all candidate preflight and primary training responsibility was transferred to Fort Rucker and ably assumed by the Sixth Battalion.

Under the command of LTC Sydna B. Allen, the Sixth not only has the responsibility for the guidance and military development of the warrant officer candidates through its two candidate companies, but also serves as the parent unit for all officers undergoing courses of instruction at the Aviation Center. This includes some 200 warrant officers attending the Warrant Officer Senior and Advanced Courses and all flight training, both initial entry and graduate courses.

The fourth and final major element making up the Aviation Troop Brigade is the 46th Engineer Battalion [Const], soon to be redesignated a Combat Engineer Battalion [Heavy]. The 46th, commanded by LTC



SHOW AND TELL — Briefing BG Charles E. Canedy [2d from left], Army Aviation Officer at DA, on the Synthetic Flight Training System at USAAVNC are LTC Wilfred H. Wittekind, Chief, Ft Sim Div, DOAT; Don Hickman, Dept of Standardization; and COL Howard E Brown, DOAT Director. BG Canedy visited Ft. Rucker for a two-day program review and post tour.

Rudolph E. Abbott, though assigned to FORSCOM and in turn attached to TRADOC and Fort Rucker, is actually under the operational control of USCINCEUR and committed to NATO as a REFORGER unit. Consequently, this battalion not only supports the Center with major troop unit and construction support, but at the same time, trains to maintain a fully combat ready posture.

In addition to the normal administration, operation, and intelligence support, the Battalion Headquarters maintains a soils and materials testing laboratory. Two of the five organic companies are detached, one at Fort Knox and one at Fort McClellan. The remaining construction company at Fort Rucker provides a vertical as well as horizontal construction capability for the post, to include roads, landing areas, and other installation improvements.

The separate companies . . .

Four separate companies are attached to the 46th. They are the 108th Quartermaster Company [Petroleum Support Forward], the 416th Transportation Company [Medium Truck, Petroleum], the 427th Medical Company [Ambulance], and Company E, 30th Infantry. The 108th and 416th are both Airborne "D" units responsive to XVIII Airborne Corps for worldwide deployment to meet military contingencies. While at Rucker, these units perform petroleum missions in support of staging fields and tactical landing sites.

The 427th is a REFORGER unit identified with the Medical Command in Europe and did in fact participate in the highly successful REFORGER '74 operation. Deploying at 100% strength, the company was fully operational in the field in Europe less than five days after departure, drove 50,000 miles under adverse European weather conditions, and transported more than 300 actual patients without accident or incident. At the Aviation Center, the 427th provides routine medical ambulance support for Lyster Army Hospital and all tactical training sites.

Company E, 30th Infantry, designated as the official honor guard for the Center, provides the Infantry support for instruction



AAAA GROUPING — MG William J. Maddox, Jr., USAAVNC Commander, meets with William E. Diefenderfer [I.], Group VP, UTC, and Gerald J. Tobias, Sikorsky President, after addressing a joint AAAA-AHS dinner meeting in Stratford CT. Mr. Tobias is also National President of the American Helicopter Society. □

such as Survival, Evasion; Resistance and Evasion Training so important to the aviator of today. Also attached to the 46th are three detachments, the 5th Infantry [Pathfinder/Airborne], the largest Pathfinder unit in the Army, conducts day and night operations in the field LZ's in support of tactical aviation training; the 260th Field Artillery [105 How] provides artillery support to include night illumination missions for aerial gunnery training; the 91st Engineers [Firefighters] provides firefighter support and crash rescue support for Knox Army Airfield.

Diverse and broad mission

The magnitude and scope of the Brigade mission with such diverse units is perhaps as broad and more all-encompassing than that of any other Brigade in the Army. This is not at all dissimilar to the diverse organizations and very broad missions of many of the aviation units structured to be self-sufficient on isolated airfields during the Vietnam conflict. Beyond the unit mission, however, the outreach of Fort Rucker and its units extends into every community of the surrounding Tri-State Area, providing community action support, relief operations during tornadoes and floods, and neighborly deeds.

On post, the units do no less with com-
[Continued on Page 46]



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.

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TWO-TIMERS - Participants in a ceremony in which the Instrument Qualification Division of the Dept. of Undergraduate Flight Training, Ft. Rucker, Ala., received the Daedalian Army Aviation Safety Award for the second consecutive year look at the silver trophy to be retained by the Division for another year. From left, BG R.A. Holloman, III, Post Dep CG; LTC T.S. Epperson, former IQD Commander; Dr. (COL) W.W. Wagner and LTC I. Allen, representatives of the Order of the Daedalians; BG R.F.C. Winger, Comdt, Air Command Staff College, Maxwell AFB, Ala., guest speaker; and MAJ J.P. Seery, IQD Director. Some 200 attended the Oct. 16 award ceremonies at the Ft. Rucker Officers' Open Mess.



EPD Staff briefs AAAA

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

ARESSING AAAA's new interest in that all-important member of the Army Aviation Team, the Aviation Soldier, the Army Aviation Ass'n scheduled a distinct professional set of presentations for enlisted personnel at its 1975 National Convention.

Responding to the AAAA invitation, the Enlisted Personnel Directorate [EPD] gave three presentations on subjects directly related to the professional development of our Aviation Soldiers.

Brigadier General Charles K. Heiden, the Director of EPD, opened the presentation period by speaking on the importance of our soldiers to the overall success of Army Aviation.

Noting the '75 Convention's programming theme, "Girding David to take on Goliath", he asked the audience, "Who backs up David?"

General Heiden then answered his own question by listing the important missions and tasks of the 21,000 Aviation Soldiers who make Army Aviation operations possible and who truly do 'back up David.'

Highlighting the mission of EPD and emphasizing how the Directorate performs its main task - the professional development of the Enlisted Corps of the Army, General Heiden then discussed each of the KEY areas of Aviation Soldier professional development:

Training, Assignment, NCOES, Evaluation, Promotion, and Reenlistment.

Stressing that the professional development of our soldiers is a three-way partnership between EPD, the soldier, and his commander, he spoke to the several commanders in the audience* telling them to:

- Assist the Aviation Soldiers in learning their jobs.

- Insure that each soldier is rated fairly and squarely.

- Lastly, encourage the soldier to study for his MOS Test/Skill Qualification Test [SQT].

The most important thing the aviation commander can do? "Challenge your men with jobs that make sense!"

[EPMS/Continued on Page 44]

Brigadier General Charles K. Heiden, Director of the Enlisted Personnel Directorate, MILPERCEN,, addresses AAAA's Convention attendees on all aspects of the professional development of our Aviation soldiers.

EPD STAFF BRIEFS AAAA

Following this brief overview, General Heiden introduced two additional speakers who discussed the new 'Senior Enlisted Evaluation Report/Enlisted Evaluation Report [SEER/EER] which was presented by SFC Dale Ward, the Dept. of the Army Project NCO for SEER/EER. [Ed. Note: A separate article on SEER/EER appears elsewhere in this issue.]

EPD-manned Information Booth

After a third presentation on the Enlisted Personnel Management System [EPMS] by the writer, the Directorate ran an information booth in the main lobby manned by MAJ Frederick D. Blanchard of the EPMS Task Force, and MSG Marion D. Dupree of the Transportation/Aviation Maintenance Branch. These two EPD representatives were on the spot to answer questions on EPMS and Aviation assignments, which were not answered in the Q&A period following the presentations. This part of the program had COL William H. Smith, Chief, Combat Support Career Division, EPD, and SGM Robert A. Brown of the Enlisted Promotions Section, MILPERCEN, join General Heiden and the other panelists in an open Q&A segment.

The plans for AAAA, '76

At next year's AAAA National, the EPD Directorate looks forward to another opportunity to talk -and listen to - Aviation Soldiers and their commanders. In the latter respect, AAAA is to be commended for not scheduling any competitive professional programming during the EPD Session, and enabling the unit commanders, who are vital to the success of the overall EPD Program, to attend the Session and bring home the "answers" to the floor questions as well as the meat of the prepared material.

Also, in 1976, we'll update our subject matter to correspond to the latest areas of interest, and know that one addition will be that of adding a WAC to the panel to answer the great number of questions we anticipate concerning women in aviation-related fields.



SSG from Korea selected as Army's "Top Air Controller"

FT. HUACHUCA, Ariz. — More than 80 persons attended an awards banquet honoring SSG Frederick L. Wiesner as the Army's "Air Traffic Controller of the Year" Nov. 1.

Wiesner is assigned to the Army Communications Command's (ACC) 284th Avn Co (ATC) in Korea. MG Jack A. Albright, right, ACC commander, presented the plaque to the top controller of the 1,700 in the Army.

We'll continue to utilize the columns of this magazine to disseminate information useful in the professional development of the Aviation Soldier, and welcome, through the editor of this publication or by direct communication with EPD‡, the submission of questions on any subject relating to Aviation Soldier programs or problems.

‡For questions with Army-wide interest that may be answered briefly in the EPD column in this magazine, write to ARMY AVIATION in care of the address appearing on the back cover. You may request that your name be withheld; however, your envelope should bear your full name and return address. If you have a question that you wish to be answered personally, write directly to: Enlisted Personnel Directorate [EPD]; ATTN: DAPC-EPZ-H; Hoffman Building; 2461 Eisenhower Avenue; Alexandria VA 22331 □

THE Warrant Officer Division, OPD, MILPERCEN, was organized on 1 April 1975, and provides personnel management and counseling services for all warrant officers except those under control of Judge Advocate General and the Surgeon General.

Aviation warrant officers assigned to the division are located in the Assignments Branch, Professional Development Branch, and Personnel Actions Branch. A list of the aviation warrant officers currently assigned to the division appears in a box on the next

The Managed Tenure Board adjourned in September; however, the results are not available at this time. Those officers selected will be guaranteed 23 years service and will be considered for another three-year increment of service during the 20th year. All non-regular officers are automatically screened and an individual need not apply for the program.

Those selected for retention will be notified and may elect to accept or decline retention beyond 20 years. DA Circular 135-

BRANCH BRIEFS

A SUSTAINING NEWS COLUMN FOR AVIATION WARRANT OFFICERS

page.

AWO's aviators in the Assignment Branch make all assignments for aviation warrant officers. The Personnel Actions Branch acts on requests for retirement, release from active duty, OER appeals, MOS changes, suspension from flight status, and reclassification actions. Professional Development Branch handles both civil and military schools, conducts long term career planning and counseling, and monitors assignments/utilization of all warrant officers.

Recall Program completed

Of interest, the aviator recall program has been completed and the recalled aviators are now on active duty as warrant officers. Except for those who were warrant officers in the ARNG or USAR, the majority of those selected were appointed as WO1 with an adjusted date of rank.



**By Cw4 Lloyd N.
Washer,
WO Division,
OPD, MILPERCEN**

83, Officer Periods of Service on Active Duty Managed Tenure Program.

Warrant Officer Division has received many requests from aviation warrant officers about entry into the UTTAS and C-12 programs. There are no direct input school quotas for either aircraft. Organizations receiving these aircraft are selecting aviators for check out in the UTTAS as the aircraft arrives.

Factory pickup of aircraft

Aviators are being sent to the Beechcraft factory for C-12 training as the aircraft come off the production line, and are coming from the units that pick up the aircraft. In the future an Instructor Pilot course for the UTTAS will be established at Fort Rucker. We do not anticipate any military courses being established for training on the C-12.

The current policy on aviator professional development will permit one advanced aircraft qualification and one career track. The OH-58 and UH-1 are considered basic aviator qualifications. Advanced aircraft are the AH-1G, CH-47, CH-54, and fixed wing. Career tracks are as follows: Operations/Training [IP&IFEC], Maintenance/Resource Management, and Flight Safety.

There are several aviation warrant officers in the Army who are qualified in more than one advanced aircraft and/or more [BRANCH/Continued on Page 46]

BRANCH BRIEFS (Cont. from P. 45)

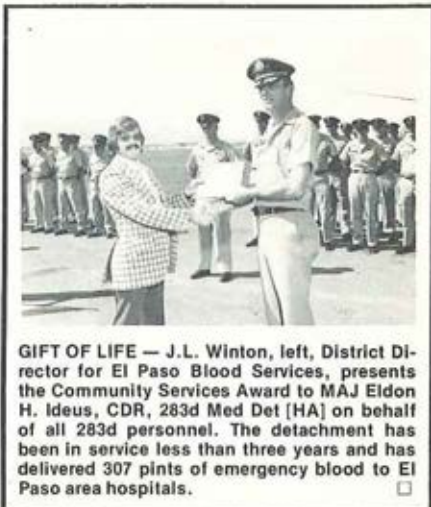
than one career track. The utilization of those aviation warrant officers will depend on the Army requirements at the time they become available for assignment. In other words, they may go from one aircraft and/or career track to another, depending on their qualifications and the Army requirements at the time.

The Department of the Army educational goal for warrant officers is an Associate Degree. As a result, fulltime civil schooling for degrees beyond an Associate Degree can no longer be approved. For those who do not yet have an Associate Degree, both fully funded and permissive TDY programs are available. Interested personnel should contact their installation education center or the Professional Development Branch, DAPC-OPW, for additional information concerning fulltime study leading to an Associate Degree.

Results of the Department of the Army selection board for the Warrant Officer Senior Course will be released early next year. Selectees for the FY 77 Aviation Warrant Officer Advanced Course will be announced in December. Two hundred aviators will be selected to attend the Aviation



ENGINE CHECK — Aviators from Trp D, 1st Sqdn [Air], 17th Cav, 82d Abn, perform a routine engine check on their aircraft at Ft Rucker. They are WO1 Steven Greenberg, I., pilot, and CW2 James R. Martin, Cobra team leader. The Ft Bragg active duty unit took two weeks of refresher training at USAAVNC. □



GIFT OF LIFE — J.L. Winton, left, District Director for El Paso Blood Services, presents the Community Services Award to MAJ Eldon H. Ideus, CDR, 283d Med Det [HA] on behalf of all 283d personnel. The detachment has been in service less than three years and has delivered 307 pints of emergency blood to El Paso area hospitals. □

Warrant Officer Advanced Course, with 100 in each class.

BRIGADE (Cont. from P. 35)

panies and battalions sponsoring a wide range of people oriented activities to include Boy Scouts, Girl Scouts, Post Nursery, Riding Club, Aviation Museum, and many others. These affiliations provide much needed volunteer troop effort to facilities which would otherwise go lacking. In turn, the unit sponsor program creates a bonus effect to extend operating hours, lower operating costs, and improve facilities, all contributing toward a common goal of making Fort Rucker a true "People's Post" — of the troops, for the troops, by the troops.

And now, one year after the Aviation Center reorganization commenced, the Aviation Troop Brigade stands as a single entity united in purpose and dedicated to carrying on the Army Aviation traditions and high standards of the Center. Through the Brigade and the Center pass all the newly trained aviators, Warrant Officer Career College students, flight crewmen, and air traffic controllers who have clearly established over the years that they are the "Above the Best."



FT. WORTH — Bell Helicopter Company's first XV-15 tilt-rotor research aircraft is in final assembly following the recent delivery of the fuselage by Rockwell Int'l Corporation's Tulsa Division. Bell is working under a \$29.2 million joint NASA-U.S. Army contract to design, manufacture, and test two V/STOL tilt-rotor research aircraft.

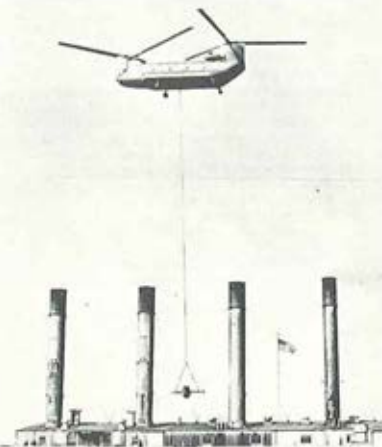
The program spans more than four years, having begun in August 1973. Flight tests with Ship No. 2 will begin in 1976 after the first aircraft has completed wind tunnel testing at NASA/Ames Research Center.

In the photo, Bell employees are shown matching the wing on the first XV-15.



Major George Coutoumanos, assistant fire support coordinator at 101st Abn DivArty Hqs, received \$350 for his suggestion for the construction and utilization of a "Griffin Rig," a portable device that can be used to assemble and disassemble UH-1, AH-1, and OH-58 craft.

The "Griffin Rig" weighs less than 200 lbs., can be carried in the back of the 1¼-ton Gamma Goat, can lift 2,000 lbs, and costs less than \$105 in material to build. It allows



SUPPORT! — Hovering over the Rock Island Arsenal's central steam heating plant is a Chinook from the 1105th Avn Co (ASH), Iowa-ARNG, Davenport, Iowa. A draft fan on the rooftop had to be removed and lowered to the ground for replacement of its main shaft. 100-foot long straps were used to hoist the one-ton fan while the aircraft remained clear of the stacks. Following repair a week later, the fan was airlifted back to the rooftop.

1105th personnel involved were CPTs Johnny L. Evans & Richard D. Dempsey; WO La-Monte B. Combs; SFC George W. McCartney (Enl Advisor); SP6s Robert B. Heaps & Robert A. Ertz; and SGT Edwin T. Reiter (Crew members). CPT Clinton M. Kounk [Army Advisor] and SP6 Robert T. Cash lent rooftop support.

for the rapid reassembly of aircraft in remote assembly areas where other support is not available.

The "Rig" can remove and replace rotor and hub assemblies, masts, transmissions, and engines off aircraft; and can be assembled by a crew of four in less than five minutes.

Giving units down to company level the capability of performing maintenance in field locations, it's been adopted for use throughout XVIII Airborne Corps aviation units.

The idea came to MAJ Coutoumanos as a result of an off-post exercise where there was a need for a portable device to aid in the repair of aircraft in a remote field location. For the record, the Griffin is a mythological beast -

In the photo, MAJ Coutoumanos (left) is shown receiving the \$350 check from COL W.A. Samouce, DivArty Commander. □

THIS MONTH

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NEXT MONTH

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- AAAA Photochart. Names, titles, and phone numbers of the key personnel in the Aviation Systems Division, Office, Deputy Chief of Staff for Research & Development within DA
- AAAA Regional Conventions. Details of the First Region—AAAA Convention at Williamsburg, Va.; the Sixth Region—AAAA Convention in Colorado Springs; and the '75 Garmisch Convention of the USAREUR Region. All will be held in March.

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