

Army Aviation

April-May, 1976 Issue

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HUGHES IS FIRST AGAIN

In firepower and performance,
Hughes leads the way
First AAH Chain Gun and Rocket
firings conducted in March



Hughes Helicopters
division of summa corporation

Dedicated to Support!



IT is our desire at the *U.S. Army Aviation Systems Command (AVSCOM)* to communicate periodically to the Army Aviation community the accomplishments and the problems in the field of aviation system hardware development and logistics.

At this time of year it is very appropriate to expound on our ability to provide supply support to the aviation user community. One of our key drivers is the support of readiness in Army field units through stock availability.

A goal of 85 percent

For the first time since 1972 AVSCOM is maintaining parts stock availability percentages in the low 80's, and this despite severe limitations in funds to buy these stocks. The first month this was achieved was January 1976 when availability was 81.9%. The latest and highest percentage in this new surge was 83.5% during March . . . Our goal is 85%.

Stock availability is a standard measure of how the *National Inventory Control Points (NICP's)* provide their cus-

tomers with stocked items. It is computed based on demands and backorders. When availability is low at a NICP like AVSCOM, this normally indicates problems in computing requirements as a result of surges in demands, changes in flying hour programs, reductions in DA funding or in delays in the acquisition process. All of these factors impact on the capability of AVSCOM to have the required parts on hand when the demand arises.

Other areas show improvement

While stock availability has been improving, other key indicators in the supply area are also showing significant improvement. The number of backorders and zero balance items have been reduced to a level *below* their 1972 totals. For the same time frame the number of intensively managed items has been reduced. All of this looks great to us at our logistic support level, but there may be problems underlying this picture.

Practically everyone in Army Aviation
(Dedicated, Continued on P. 30)

Our goal is 85 percent!

**BY MAJOR GENERAL EIVIND H. JOHANSEN,
Commander, U.S. Army Aviation Systems Command, St. Louis, Mo.**

First to Fire



The Hughes AAH Team is first again.

Firepower and performance are the keys to an effective AAH. Hughes Helicopters, with its Ordnance Division, is leading the way.

In March, the Hughes YAH-64 Advanced Attack Helicopter successfully fired 1,040 rounds from its Hughes 30mm XM230 Chain Gun™ and 84 2.75-inch rockets — 24 in a single salvo.

These tests firmly established the compatibility of the YAH-64 with the weapons it is intended to employ in mid-intensity combat situations. And they reaffirmed the validity of Hughes' "total testing" approach to the AAH program.

The unique XM230 Chain Gun™ developed by Hughes' Ordnance Division specifically for the AAH, graphically illustrates company total test concepts. First fired in a test fixture in April 1973, it has evolved into a family of weapons which have now fired more than 200,000 rounds. Mounted on the YAH-64, the Chain Gun™ was fired at azimuth angles from straight ahead through 110 degrees each side; at

elevation angles from +13 degrees to -60 degrees; at mission requirement firing rates; and at aircraft speeds up to 100 knots.

Aircraft flight testing, meanwhile, had topped 170 hours by 13 April with excellent results. Flights have been conducted up to speeds of 170 knots forward, 45 knots sideward and 45 knots rearward, at altitudes to 12,000 feet and gross weights of over 17,000 pounds. The YAH-64 also has demonstrated single-engine landings, running takeoffs and landings at 45 knots, and sustained rates of climb of 3,500 fpm. Flight testing with the stability augmentation system is successfully underway.

The Hughes YAH-64 and its armament systems — made for each other by a team whose members are the world's best at what they do. Totally tested for top performance.



Hughes Helicopters

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**Now another go-anywhere transport
from de Havilland joins the U.S. Army...**

the UV-18A Twin Otter.

The U.S. forces had already chosen the Beaver, the Otter and the Caribou—more than 1,300 go-anywhere planes from de Havilland. They knew our performance first hand. And they had a very demanding order to fill, selecting transports for "command administrative, logistical and personnel flights from battalion headquarters to remote village sites throughout western and northern Alaska on a year-round basis."

It's no wonder they chose the Twin Otter. With their de Havilland experience. Plus these Twin Otter features:

It converts readily from wheels to wheel-skis, floats or high-flotation tires. (The U.S. is equipping each Twin Otter with all of these.)

It carries 19 troops in and out of rough, makeshift 300 m (1,000 ft) strips with room to spare.

In 15 minutes, two men can change

it to a cargo plane that will carry a payload of more than two tons.

On a hundred-mile-radius reconnaissance or search and rescue mission, it can stay aloft for more than 6 hours because of its exceptional fuel economy.

It cruises at 182 knots at 10,000 feet. Or handles easily at 70 knots for pin-point parachuting of men or supplies.

The de Havilland Twin Otter. The go-anywhere plane that has proved its dependability, versatility and economy with 18 other defence, police and government organizations. And with 135 civil operators.

*The de Havilland Aircraft of Canada Limited,
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**Twin Otter: the standard of dependability
and versatility in more than 50 countries.**

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ARMY AVIATION

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A MIXED BAG!

Typical of today's [and tomorrow's] flight school graduates were the 19 aviators who graduated from USAAVNC on March 30. Included were two women, four USAF officers, and three Israeli Air Force officers. Guest speaker? MG Noah C. New, Hq, USMC, Washington, D.C. An Army 1LT and WO1 [both male] won "Top Graduate" honors, however. □

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AAAA MEMBERS ELECT SEVEN TO AA'S HALL OF FAME

MORE THAN 2,200 CAST INDIVIDUAL BALLOTS IN WORLD-WIDE
VOTING CONDUCTED BY THE ARMY AVIATION ASS'N IN MARCH



BRISTOL



MADDOX



MARINELLI

Seven new members will be inducted into the Army Aviation Hall of Fame during ceremonies held at Ft. Rucker on 5 June.

Elected were William T. Piper [Prior to 1942 period]; MAJ's Delbert L. Bristol and John W. Oswalt [1942-1949]; COL Jack L. Marinelli and LTC Spurgeon Neel [1950-59]; and COL William J. Maddox, Jr., and BG James C. Smith [1960-69].

The induction will be a part of full-day activities celebrating the Nation's Bicentennial and Army Aviation's 34th Birthday. A morning air show at Cairns AAF will feature a static display, flying demonstrations - including a remote control speedster built and flown by LTG John M. Wright, Jr., AAAA National President, and a precision flying demonstration by the Silver Eagles.

A formal Bicentennial Aviation Ball will end the day's activities. For details, write: AAAA, P.O. Box 113, Ft. Rucker AL 36362.



SMITH



PIPER



NEEL



OSWALT

Three favorable DOD decisions bring good news for Army Aviation this spring!

By Major General
William J. Maddox, Jr.,
Commander,
U.S. Army Aviation Center

THE good news for spring is that both the *Advanced Scout Helicopter* and the *HELLFIRE Laser Seeker Missile System* for the AAH have been approved for engineering development.

These Department of Defense decisions follow on the heels of favorable decisions on the *CH-47 Modernization Program*, and major product improvement of the Cobra attack helicopter based on the PASS IN REVIEW studies conducted here, and a product improvement of the 2,75-in. rocket stemming from a *Selective Effects Armament System* analysis also performed at Fort Rucker.

The remainder of this article gives more particulars on the *HELLFIRE* and *ASH* decisions, and it describes a major force structure study, *ARCSEA III*, which is underway now. As I look back on recent months, I see progress in our standardization effort, in the use of the new high threat tactics and the creation of a new tactics laboratory in our academic training corps, and in the use of flight simulators.

Truly, much progress has been made in many aviation fields. So . . . spring became a good time for an evaluation. I performed this on myself as well as on the Aviation Program and concluded that many of the goals I established the summer of 1970 as I became Director of Army Aviation have been achieved or action is well underway to reach them.

Recognizing that I could not remain here at Fort Rucker indefinitely and that any new assignment probably would take me away from the aviation field, I elected to request retirement from the Army, effective 30 June. After all, no future assignment could be as challenging and exciting as the recent past in Washington and Fort Rucker.

Therefore, I would like to make my move now while I still have time for a second worthwhile career if I so decide.

However, please don't write me off as a disinterested observer. I intend to keep in close touch with Army Aviation and to speak out whenever I feel I can be helpful.

ARCSA III in full swing

Success, as any manager knows, is contingent upon effective utilization of assets. Nowhere is this principle more applicable than on the battlefield where the Army ground commander must make the most of what the combined arms team has to offer.

In order for him to do this, the force planners must give him companies and troops having the right numbers of, say, tank-killing attack helicopters. Further, these right numbers must be assigned at the organizational level from which the uniquely mobile firepower of the attack helicopter can be translated most rapidly into a force multiplier.

Currently underway at the Aviation Center is a study designed to show the force planner how many Army aircraft are required in FY 77-86 in view of the threat, how many are affordable in view of the budget, and where what is affordable



SELECTED! — Recently promoted to Major General, AAAA National Board member John N. Brandenburg, Chief of Staff, XVIII Abn Corps & Ft. Bragg, will report to Hq, First U.S. Army in May. A Senior AA with two DFC's and 14 Air Medals, Brandenburg is an Oklahoma State ROTC graduate who entered active duty in June 1951. He's served in a wide variety of command and staff assignments in Korea, Vietnam, and CONUS, being an ADC of the 101st Abn Div [AASLT] prior to his Ft. Bragg tour.

must be located to exploit firepower and mobility on the battlefield.

The third in a series of studies dating back to 1965 entitled "*Aviation Requirements for the Combat Structure of the Army [ARCSA]*", *ARCSA III* is studying the aviation requirements in the 1977-86 period, evaluating the effectiveness of current and future aircraft organizations, and developing an analytical base for future decisions regarding aircraft requirements.

This study will provide objective justification for the number and type of TOE aircraft and aviation units, divisional and non-divisional, required by Army active and reserve force components to support sustained combat operations. Directed by the Aviation Center's Colonel Robert Sauer, *ARCSA III* has been underway since January 1976 under the *Study Advi-*

RUCKER REPORT (Cont. from P. 9)

sory Group [SAG] guidance of LTG Frank Camm, Deputy Commander of TRADOC.

Obviously, *ARCSA III* can have far-reaching effects on the Army and justifiably assumes primacy in aviation-related studies and activities. Joining in the effort are the Armor, Infantry, and Transportation Centers together with the Health Services Command, FORSCOM, DARCOM, USAREUR, 8th Army, the DA Staff - in fact, representatives of almost the entire Army community. Results of the first phase will be briefed by the end of June 1976, and the entire study is scheduled for completion by 31 August 1976.

Advanced Scout Helicopter

The *Advanced Scout Helicopter [ASH]* successfully negotiated the *Defense System Acquisition Review Council [DSARC]* IA on 23 March 1976. Mr. Parker, Principal Deputy of DDR&E chaired the DSARC



CONGRATULATIONS! - Twelve AAAA members were recently nominated for promotion to Brigadier General, including James H. Mapp [left], USAAVNC CofS and a Master AA, and Charles W. Dyke, Cdr, 1st Brigade, 101st Abn Div [AASLT]. Prior to successive assignments at Ft. Rucker, BG Mapp was Cdr, 164th CAG in the Mekong Delta in '71, while BG Dyke, the holder of 18 Air Medals, was Military Assistant and later Exec. to the Secretary of the Army.

IA and the urgent need for the ASH was revalidated.

The *Target Acquisition and Designation System [TADS]* for the ASH was given approval by the DSARC Board to begin development in early 1977, and the airframe contractors will be selected 18 months after start of the TADS development. The TADS and *Pilots's Night Vision System [PNVS]* will be selected after Army competition on the Advanced Attack Helicopter (AAH) and the ASH. The resulting system that best meets the AAH and ASH requirements will be common to both helicopters.

The present goal is to enter production on the ASH five to six years after the airframe development begins. This will place the ASH in the inventory in 1983. It will carry an 823 pound mission equipment package and gross weight of the helicopter will range between 6,000-8,000 pounds. The variation in the weight is due to the basic ASH airframe being designed so growth versions can be produced by simple modification.

LUH and LAH growth versions

The growth versions would be a *Light Utility Helicopter [LUH]* and a *Light Attack Helicopter [LAH]*. Each of these versions will be derivatives of the basic ASH airframe. They would be scheduled for introduction into the inventory in the 1980s to replace the low side of the High-Low mix - the UH-1 and the AH-1. However, although the ASH will be capable of growth into the other versions, the Army has not formulated such a requirement to date.

The commonality issue of the TADS and PNVS was of major concern to the DSARC Board, as were the dynamic components of the ASH to that of the LUH and LAH. The DSARC IA decision gives the go ahead to Colonel Ed Browne, ASH Project manager, to continue his effort of getting the ASH into the Army inventory as soon as possible. When the ASH is fielded it will possess a true day, night,

T700 Progress



Best performance by a helicopter engine.

Two T700 engines have completed tough, demanding 150-hour Model Qualification Endurance Tests – the most rigorous of a series of 20 production qualification requirements that must be completed to clear the way for UTTAS and AAH engine production.

This test success was only the most recent of many milestones met on or ahead of schedule during the 4-year development program.

21,000 engine hours have been accomplished since testing began, including operation for more than 10,000 hours in UTTAS and AAH ground test vehicles and prototype helicopters.

The T700. The helicopter engine that's setting new standards of reliability and durability... clearing the way to production for UTTAS and AAH.

205-141

The T700 now - For the Army of the 80s.

GENERAL  ELECTRIC

RUCKER REPORT (Cont. from P. 10)

and adverse weather capability and be able to operate with the AAH and other advanced weapon systems.

AAH

A Joint Working Group, composed of user/materiel developers, met at Fort Rucker 24 March 1976, to resolve the changes recommended by the HELLFIRE Special Study Group to the AAH Materiel Need (ED) document.

The changes provide the requirement of replacing the TOW missile system with the HELLFIRE system. The other changes included deletion of the direct view optical sight on the AAH. Assistant Secretary of the Army (R&D) Edward A. Miller, deleted the requirement for direct view optics prior to the ASH DSARC, 23 March 1976.

In a memo prepared by Secretary Miller, he indicated that "Should current field tests in Europe, subsequent user evaluation, and our AAH testing with the indirect sight dictate overwhelmingly that a direct view capability is an absolute necessity, consideration could then be given to an alternative direct view arrangement."

Undue penalties of cost and complexity influenced the decision to delete the direct view requirement at this time. The Joint Working Group also recommended a self-contained navigation system in lieu of the present requirement for a Loran System. A self-contained system will provide commonality with the AH-1S, ASH and UTTAS. The system will be capable of operating in the absence of any externally referenced facilities.

HELLFIRE Missile System

Success of the HELLFIRE ASARC, 6 January 1976, was followed by an equally successful DSARC, 26 February 1976. The ASARC recommended installation of

"SECOND CAREER SUPPLEMENT"

On the drawing boards for publication later in '76 is a multi-page center-fold insert [detachable] that'll list "Second Career" details on AAAAA's 850+ retired members. Those on the AAAAA rolls as at 1 June 76 will be invited to submit name & address, and job title & address info for publication. [Something for the "Old Faithfuls" who don't drop AAAAA on their retirement, and the first annual "Who's Where?" manual.]

the HELLFIRE on the first AAH. Deputy Defense Secretary Clements approved the DSARC recommendation to authorize the Army to proceed into full-scale engineering development.

Also included in the recommendation was the development of a plan which will provide for the overall coordination and management of the AAH, ASH, and the HELLFIRE development and test programs.

Reserve Component Training

Fort Rucker is continually improving its facilities to support the Reserve Components' Annual Training (AT). At the present time, we have the capability of logistically supporting up to 1,200 soldiers during a two week AT period. Our goal, however, is to have accommodations and capability to support two battalions training concurrently.

Fort Rucker is 100% behind this support as evidenced by our increase in Annual Training during the past few years. Illustrative is the almost 600% increase in AT from 750 personnel in AT 74, to 4,436 scheduled for AT 76.

Five aviation units are scheduled to participate in the special two week readiness unit training program this year. These units include the 143d Aviation Company of the Connecticut National Guard, 198th AHC of the Delaware National Guard, 30th Aviation Battalion and 449th AHC of the North Carolina National Guard, and 635th AHC of the Missouri



THE OF 1976 — Although the curriculum of the U.S. Army War College has very little to do with aviation in any form, the student body has a few pilots in it. With 28 Army Aviators in the 227-member class, the air-time total came to approximately 100,000 flight hours. Shown, l-r, in front are LTC's Charles A. Beitz, Jr., Jay W. Pershing, Rodney S. Beasley, John G. Burbules, Earnest W. Rhyan, Jr., Jessie E. Stewart, J.P. Stewart, and COL Walter A. Ratcliff. Row 2 l-r are LTC R.E. Stephenson; COL John S. McLeod; LTC's James H. Kitterman, E.L. VanDervort, R.J. Frazier, Jr., Danny L. Romig, Joseph R. Campbell, III, Alfred J. Iller, Gordon M. Hunt, and Robert E. Harris. In Row 3 are LTC C.E. teeter; COL's Henry B. McNider, III and R.L. Swanson; and LTC J.E. Thompson, Jr. Absent: COL's G.S. Dockler, J.J. Davis, John F. Moran, Jr., and William C. Rudd; and LTC's Winfield C. Frank and R.H. Botts. □

National Guard. The fifth unit is a USAR Company, the 300th AHC assigned to the 90th ARCOM from Fort Sam Houston, Texas.

Additionally, two Engineer Battalions will work a myriad of engineer projects while training in the various skills of engineer construction units. The 926th Engineer Group and 926th Engineer Battalion of the 412th Engineer Command, will be returning to Fort Rucker for their second year, while the 877th Engineer Battalion of the Alabama National Guard, an affiliate program unit of our own 46th Engineer Battalion, will be here for the first time.

At the same time this is going on, the U.S. Army Aeromedical Center hosts five reserve component hospitals on a year round training program. This is accomplished by melding the experienced personnel of the hospital with personnel to be trained in the Reserve Component unit

into composite teams. These teams then train together for a two week period.

Crashworthy troop seats

Mr. Joseph L. Haley, Jr., Aerospace Engineer, U.S. Army Aeromedical Research Laboratory [USAARL], Fort Rucker, Alabama, was awarded an Army Research and Development Achievement Award for the development of a crashworthy troop seat for helicopters which is designed for passenger, crew chief, and gunner to survive crashes and remain uninjured.

This seat was initiated as a joint project between the U.S. Army Agency for Aviation Safety [USAAAVS] and USAARL while Mr. Haley was associated with USAAAVS.

Mr. Haley was instrumental in the creation of this fatality-reducing and injury-preventing seat from concept to completed hardware. Bioengineering input

RUCKER REPORT (Cont. from P. 13)

and fabrication of the prototype and impact testing were completed by USAARL.

The crashworthy troop seat is an energy-absorbing seat that could be forward, aft or side-facing. Each seat features highly unique and innovative load-limiting devices to attenuate crash loads. The seat utilizes ceiling cockpit structures, nonrebounding woven steel mesh seat and other load-limiting devices never before incorporated in such a comprehensive manner. In addition, the seat is larger and contoured to accommodate a combat equipped soldier.

Aviation training literature

For the past few years, the development of military hardware for both friendly and aggressor forces has evolved by leaps and bounds. Because of this rapid evolution, tactical training has fallen behind. This problem was recognized throughout TRADOC and rapid progress is being made to develop new publica-

tions containing the latest doctrine for the employment of Army Aviation and training programs which prepare the aviator to operate on the high threat battlefield.

The Aviation Center's first effort to meet this challenge was *FM 1-1, Terrain Flying*. This publication provides the latest techniques for using the terrain to afford maximum protection to helicopter crews and represents a new approach in training literature. It is highly illustrated, written using the aviator's language and incorporates the latest manual design procedures.

The manual which is considered to be the cornerstone of the Aviation Center's literature program is *FM 90-1, Employment of Army Aviation Units in a High Threat Environment*, a part of the TRADOC "How to Fight" series. It identifies the threat and presents the principles of employment for Army aircrews when operating on a high threat battlefield.

Helicopter Gunnery manual

Under development is another manual, *TC 1-4, Helicopter Gunnery*, which will help our attack helicopter aircrews shoot more accurately and achieve greater effectiveness from the current weapons systems. This publication assembles the facts about helicopter gunnery that are usually passed from pilot to pilot but have never been put down in writing. This book will provide the latest information pertinent to the aerial TOW missile system that will soon be delivered to units in the field.

An area of concern which has received very little attention in years past, but which has become increasingly important, is night operations. *TC 1-28, Rotary Wing Night Flight*, now being released in DA print, was written to provide aviation units with a comprehensive reference for night operations. In addition, a series of publications is being developed on how to prepare each of the current inventory of Army helicopters for night flight. This



INNOVATOR — Joseph L. Haley, Jr., right, of USAARL, Ft. Rucker AL, receives a DA R & D Achievement Award from BG K. Dirks, Commander, USA Medical R & D Command, for being instrumental in the development of a crashworthy helicopter troop seat. □

training circular series is being written to provide recommended procedures which aviation units can use to prepare their helicopter for night operations until permanent MWO's reach the field.

Another area for which new training literature is being developed is environmental flying techniques. A series of six TCs, referred to as "the senses publications," are being written. These circulars address the specific skills that are required for a particular environmental condition (e.g., mountain flying sense, cold and hot weather flying senses, night flying sense, instrument flying sense, and human flying sense).

An evaluation guide

In addition to FMs and TCs, the training literature program includes the development of proponent *Army training and evaluation programs* [ARTEP] and soldiers' manuals. The ARTEP is a new publication used by the unit as a guide for conducting and evaluating unit training. It is performance oriented and is designed to help the aviation unit commander attain a high state of combat readiness.

A soldiers' manual is a series of performance tests relating to a specific MOS and skill level and is used by the soldier to improve his individual skills in preparation for his annual *skill qualification test* [SQ7]. The Aviation Center has responsibility for developing four ARTEPs and 20 soldiers' manuals. Other ARTEPs and manuals on aviation are being written in the combined arms centers and at the Transportation Center.

Although there are a number of new publications being developed that will help fill the present void, future development of new weapons systems and tactics continuously create a requirement to write new training literature. It is the mission of the Deputy for Training Developments, U.S. Army Aviation Center, to insure that field units are provided with the latest training literature on which to



TWO OF 12 — COL James H. Patterson [left], Cdr, 6th Cav Bde [Air Combat] at Ft. Hood, and COL Joseph H. Kastner, Chief, Aviation Division, ODCSOPS, were two AAAA members on the recent "Brigadier General" list. A Master AA, COL Patterson organized, commanded, and tested the award-winning 1st Squadron, 9th Cav [Air] prior to a DA tour as an Operations Research Systems Analyst. A Member-at-Large on AAAA's National Board, Kastner commanded the 12th Avn Gp [Combat] at Ft. Bragg prior to his current DA assignment. □

build a meaningful and realistic training program.

Aviation Safety Officers' Course

In July 1975, Department of the Army tasked the *U.S. Army Agency for Aviation Safety* [USAAAVS] to conduct all formal training for the MOS awarding *Aviation Safety Officer* [ASO], Flight Safety Technician Course.

This training will replace the ASO Course currently being taught under contract by the University of Southern California. The decision to transfer the training to USAAAVS considered both cost savings to the Army and realistic training, based on the identified needs of the ASO for job performance.

The ASO Course development closely followed *TRADOC Regulation 350-100-1, Systems Engineering of Training* [Course Design]. Initial input to this effort was accomplished through personal interviews with ASOs at several major installations, as well as information gleaned from questionnaires sent to the major commands. The major thrust of the eight-

RUCKER REPORT (Cont. from P. 15)

week program of instruction is on mishap prevention.

The other subject areas presented in both the classroom and during practical exercises include Accident Investigation; Aviation Physiology, Psychology, and Technology; Management, Communications; OSHA; and Aviation Law. A practical exercise on the accident prevention survey will be conducted at a major installation other than Fort Rucker, which has been excluded only because of the large exposure it has to other aviation safety training exercises.

The new ASO Course is currently being critiqued by students in an evaluation course that commenced on 15 March 1976. The total of 32 commissioned and warrant officer students for this course were selected from 109 nominations received from the Army at large. The class composition includes trained ASOs, individuals who have expressed a desire to serve as ASOs, and USAAAVS personnel. Untrained students who successfully complete the evaluation course will be

awarded the appropriate MOS/ASI.

In the future, five ASO Courses per fiscal year will train an approximate total of 150 students. Quotas for these courses will be controlled by the Deputy for Professional Development, MILPERCEN.

Conservation efforts

In January of this year, Fort Rucker joined with the Federal Energy Administration in spreading the word for conservation throughout eleven southeastern states.

Our activities have included hosting of seminars here at the Aviation Center for schools, civic clubs, city officials, and industry, and fabrication of a mobile energy conservation display in an M292 expandable van. This unit will in turn be put on the road to tour some 26 cities and towns throughout the states in the interest of natural resource conservation.

Birthday Party invitation

Plans are in full swing for the Army Aviation Birthday celebration (our 34th) this 4th and 5th of June here at Fort Rucker. The festivities, which include the 1976 Army Aviation Hall of Fame induction ceremonies, will start with the traditional *Early Bird Reception* at the Officers' Open Mess, hosted by the U.S. Army Aviation Center Chapter (pay-as-you-go bar starting 1830, 4 June).

On the morning of Saturday, 5 June, there will be a flight demonstration and display at Cairns Army Airfield featuring aircraft from the early years up to the newest aircraft systems, followed by a luncheon at the Officers' Open Mess at 1215 hours.

The Hall of Fame inductions will be held at the Physical Fitness Center at 1430 hours, followed by a tour of the Army Aviation Museum. That night at the Officers' Open Mess, a gala Bicentennial Ball will start at 1830 hours. Make your plans early and watch for the flyers from your local AAAA chapters.



TWO NOMINEES - AAAA members COL Joseph T. Palastra, Jr. [left], since promoted to BG, and COL Richard S. Sweet were among 12 recently selected for BG. A Senior Army Aviator, BG Palastra was assigned to the 101st Abn Div [AASLT] at the time of his selection. COL Sweet came to his OASD [M&RA] assignment in Nov 1975 after serving a year as CofS at the USA Recruiting Command. □

Don't restrict me!

A RECENT article in the Feb. 28, 1976 issue of ARMY AVIATION, regarding Unit Safety Officers and standardization boards has cut to the bone every muscle and tendon of respect and acceptance that these two groups may have had.*

AS A DEPT. OF THE ARMY IP and school-trained Aviation Safety Officer, I've tried hard during the past seven years to encourage realistic training and have utilized my experience as both an IP and a safety officer in a way as to not "unnecessarily restrict" training. In fact, I have used this knowledge to help develop sound tactical training missions in an effort to provide all aviators with valuable skills. This statement is true of ALL safety and standardization personnel in my area here in Korea.

MANY OF THE STATEMENTS such as, "Commanders have been told they cannot, nor will they allow their safety officers to add any safety margins to the new AR 95-1 or AR 95-63, regardless of local conditions", are in and of themselves ridiculous. Is it possible that the "local conditions" of Korea are so identical to those of Ft. Hood that "local conditions" are not to be regarded?

SHOULD A PILOT become so comfortable in a high risk environment that he will accept those conditions as "normal"? Or should he be trained not to accept those conditions but to be qualified

**By CW2 Frank H. Wright
Aviation Safety Officer,
117th Aviation Company (AH)**

through training in that hazardous environment so that he can cope with the difficulties involved? Surely NOE flight cannot be considered "normal".

AS A "local safety officer" I'm quite proud of my unit's record in the areas of safety, standardization, and training. We've logged in excess of 23,000 accident-free flight hours. Last month, the 117th Avn Co (AH) flew 1,098.2 hours, during which time we averaged two air-mobile operations per week with ROK troops, and utilized the latest tactics provided.

WE HAVE WORKED with STABO rig extractions, conducted paradrops with both rough terrain and SCUBA jumpers, and have carried out repelling exercises. As one of three assault helicopter companies in Korea, it is SAFE for me to report that we're indeed tactically qualified and at the same time safe.

MY CONCERN, as a unit safety officer, is to make safety an attitude of awareness towards mission accomplishment, and not a binding force towards viable training. No mission was ever successful that terminated in a burning mass, and attitudes that would belittle safety and standardization cause accidents.

I WOULD NEVER restrict good tactical training "if given a chance." I don't expect anyone to restrict my desire to accomplish my mission in wanting to help people by destroying the attitudes these same people have for safety and standardization, and do so by damning statements.

WE cannot allow the crust of yesterday to inhibit us in today's action-oriented, "First to win with what we've got", modern Volunteer Army! In Army Aviation, the mold on the crust is readily apparent!

SIMPLY STATED, people aren't getting with the realistic training programs that will allow us to survive in the low to mid-intensity battlefield. Some commanders have stated they hate the word, "Safety", and refuse to allow the subject to be discussed, but these brave souls are few in number and need all the help they can get.

IT'S TIME TO *ELIMINATE* those who are blocking effective training. The knife must be sharp - what you might call *carefully honed*.

IN DOING SO, some recommendations that should be considered are:

●1. Put all Safety Officers on Special Duty with the installation staff. Let them run the museums, keep the statistics for the comptroller, help out at the Rod & Gun Clubs, work in DIO, etc. These "tunnel vision" safety types do not comprehend the "Big Picture" (BP).

●2. Put Armor Officers in command of ALL aviation units. Their naturally aggressive spirit is at home as much in the air as on the ground, and no additional training is required. They are - except for an occasional throwback - aware of the "Big Picture" (BP).

●3. Dispel the absurd theory that there is such a thing as an administrative flight. If there were such a mission (Heaven for-

**By LTC Gary V. Dennison
HQ, FORSCOM
Fort McPherson, Georgia**

bid!), someone would suggest flying it above the trees.

●4. Have all safety surveys, inspections, etc. done by recent *Aviation Center* graduates. These are sharp lads - taught at the seat of power at their master's knees and they *know* the BP ("Big Picture"). Make sure, of course, that they realize they are simply fulfilling an anachronistic requirement (safety surveys, inspections, etc.) that will soon be gone.

●5. Send a team of "experts" to all installations. Have them tear down any training program *that* inhibits, in *any way*, realistic training. Imagine, if you will, an installation directive that starts our soldier out at 100 ft. AGL! If the enemy attacks tomorrow, will he wait for us to become 100% proficient at night NOE? We have no time to waste . . . down, down, down, and now! - that should be our motto. That's the "Big Picture".

●6. Ignore the cost of autorotational practice sessions, accidents, lives lost, and other such trivia. People who concern themselves with this nonsense have no conception of the honorable profession of arms. They do not have the "BP". . . They have no idea what is meant by *realistic* training. Terribly small minds. The other services which have for years precluded good, solid training based on irrational fears are typical of this sort. Nasty!

(Continued on Page 43)

Down with aviation safety!



UTTAS ACCEPTANCE - A REAL BEGINNING

ON behalf of Secretary Hoffmann and the men and women of the United States Army, it gives me great pleasure to accept the Sikorsky YUH-60 prototype for Army competitive evaluation.

This ceremony today marks a real beginning - a beginning of a new era of Army utility aircraft mobility for future battlefields.

It was designed from the wheels up to the top of its rotors with the combat soldier in mind. Inherent in its advanced design are significantly improved performance reliability and survivability capabilities than ever before embodied in a single rotary wing aircraft which wears the Army green.

Advances such as these were not easy in the making - or quick to achieve. The helicopters we see before us are the result of a very thorough development pro-

cess on your car. These engine features coupled with the major improvements of the airframe and dynamic components mark the UTTAS as one of the most advanced rotary wing developments to evolve from the American Aviation Industry.

It is fitting that this acceptance ceremony should take place at Fort Benning, the home of the Infantry, for it is here that the need was first expressed and the documentation prepared which has led us to this milestone. It is the Infantry which will benefit most from the tactical advances the UTTAS offers.

Not only can a full squad be carried into the battle aboard a single aircraft, but the squad can be moved more quickly and with far greater survivability than ever before. From crashworthy seats to crash resistant fuel cells and unprecedented agility, this aircraft will survive

**Remarks by the
Honorable Edward A. Miller, Assistant Secretary of the Army (R & D)
at the UTTAS Acceptance Ceremony, Ft. Benning, Ga., on March 20**

cess which began 10 years ago with the inception of an advanced jet engine development leading to the General Electric T-700 which now powers both of these UTTAS candidates, as well as our Advanced Attack Helicopters.

The engine itself represents a giant technological step forward - not only is it far simpler in its construction and easier to maintain, but it delivers more power at half the weight and with 20% less fuel than the current Huey engine.

In spite of its design sophistication, it can be maintained in the field with ten simple tools - fewer than you would use

the rigors of battle far better than any of its predecessors in the Army fleet.

With respect to the actual development schedule, it is sometimes said that hardware is too long in coming, but the UTTAS is an excellent example of what can be done. From contract award in late August 1972, first flight came only 26 months later and following these competitive tests, production aircraft will be available in 1978.

Much has been said of late about the Soviet threat and how the Warsaw Pact is outstripping us in men and materiel. (Real Beginning, Continued on P. 26)



Boeing's YUH-61A UTTAS

Design-to-cost iteration: another advantage of prototyping.

The challenge: To meet the acquisition cost threshold established for the UTTAS without compromising the high standards of performance, survivability, and low life-cycle cost that will be essential to the U.S. Army mission in the 1980's and beyond.

The program: Boeing has stressed the importance of production cost from the very beginning of the YUH-61A prototype program. The fly-before-buy competitive environment has provided a unique opportunity for design iteration and further reduction of production costs. After constructing six prototype airframes, Boeing conducted a second formalized design-to-cost program with the participation of every engineering

and manufacturing discipline. Over 300 trade studies of cost-saving potential were carried out to a level of detail which is unprecedented in the industry; over 180 of these will be incorporated in the production aircraft.

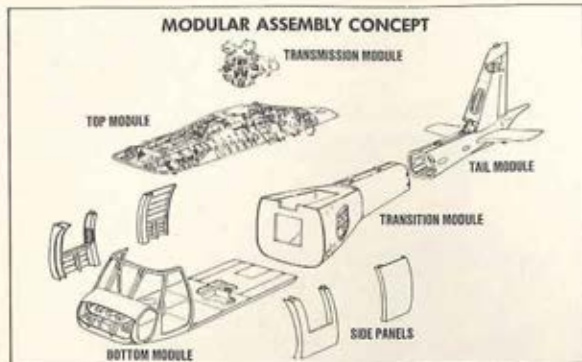
The results: An 18% cost reduction over that achieved during the initial design-to-cost effort, with an associated 6% reduction in empty weight and additional improvements in reliability and maintainability.

New technology for the Army of the 1980's.

BOEING HELICOPTERS
BOEING VERTEL COMPANY

Philadelphia, PA 19142

Boeing's design-to-cost program has focused on three areas of improvement.

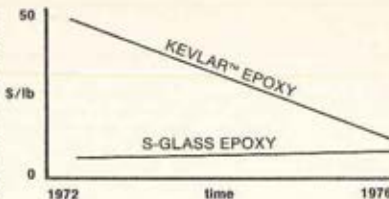


Manufacturing techniques

In the initial YUH-61A design, low parts count and planning for automated fabrication and assembly resulted in low production manhours. After the construction of six prototype airframes (using conventional assembly techniques), Boeing engineers developed a modularized assembly approach. Modules will be mounted in pivoting fixtures, positioned for accessibility, to facilitate installation of wiring, tubing, and equipment; the modules will then be joined to complete the aircraft. Overall savings of 10% final assembly manhours will be realized.

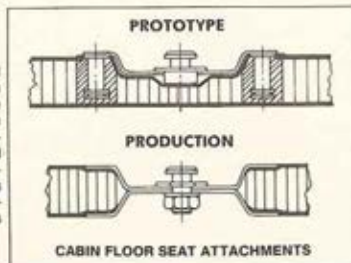
Material selection

Material cost trends and technological progress require continuing reassessment of every selection. For example, the lower cost of the new lightweight fiber Kevlar[™] makes substitution for fiberglass economical. Also, because the cost of titanium has increased, the production YUH-61A will use less titanium than did the prototype. Such material substitutions will save \$36,000 (1976 dollars) per aircraft and reduce weight.



Design review

All components were subjected to design review for modification or elimination to reduce cost. One example is the cabin floor, where formed metal pans are now included in the primary floor bond cycle, eliminating the costly inserts and secondary bonding steps required in the prototype. Cabin-floor manufacturing manhours were thus reduced by 24%.



BOEING UTTAS UPDATE

A report on timely events concerning the YUH-61A and the U.S. Army UTTAS program

001 flies again

Boeing's UTTAS prototype 001, damaged in a flight-test mishap in November, has been repaired and is now flying again. Following a ceremonial "first flight" at the Boeing Vertol plant—with the same crew at the controls—the UTTAS was ferried to Calverton for a brief period of additional testing before being turned over to the Army for GCT.

30-hr continuous GTV run sets record

Fueled from a 5000-gal underground tank, Boeing's YUH-61A ground test vehicle ran continuously for 30 hr on February 25-26, 1976. All systems remained "in the green" during the 15 demanding two-hour endurance cycles, in which the GTV power and flight controls are applied to simulate a typical UTTAS mission, including taxi, takeoff, climb, high-speed cruise, evasive maneuvering, and landing.

XT-700 runs 1052 hr before removal

Running well but having reached its current thermal cycle limitation, a General Electric XT-700 engine (S/N 104) was removed from the GTV after 1052 hr, which included operation in both the left and right nacelles. Thanks to the close cooperation between Boeing and G.E., resulting in an excellent engine/airframe interface, this remarkable engine never required an unscheduled removal. All engine issues are resolved now as Boeing's UTTAS moves into the GCT.

2500-hr MTBR achieved

The major dynamic components of the YUH-61A are currently experiencing a Mean Time Between Removals (MTBR) of 2500 hr for depot repair. This already better, by a substantial margin, the Army's maturity objective of 1500 hr, which was not programmed to be reached until 1981.

LORAS™ Answers The Attack Team Call.

THE ATTACK MISSION

NOE operations, 24 hours a day in the mid intensity environment . . . nobody has any illusions, it's a tough business. The scout and the attack helicopter are in it together as a team.

Combat crews must be prepared to scout and attack the enemy under adverse conditions . . . cross-winds . . . tailwinds . . . high density altitude . . . haze . . . rain . . . darkness. Under all conditions, operational success requires precision aircraft control and a margin of power available for agile maneuvers.

LORAS IS . . .

LORAS is an omnidirectional airspeed system. When the sensor is mounted on top of the main rotor mast, it can accurately measure flight path speed through zero knots up to about 200 knots in any direction . . . forward, rearward, sideward and any degree of quartering flight. The system is very responsive, there is no deadband about zero, and the indicator does not lag even the quickest speed changes. It is simple, reliable, rugged, lightweight, low cost, ready for service and proven cost effective.

LORAS FITS THE MISSION

LORAS provides the pilot with the information he needs to select the best attack site, aggressively attack and agilely maneuver to remark . . . the result is success with minimum exposure.

TOW ATTACK. The Omnidirectional Airspeed Indicator (OAI) mounts next to the Pilot Steering Indicator (PSI) for the TOW. The pilot can now learn which relative wind conditions are best suited for weapon release.

Referencing the OAI, he evaluates candidate attack sites before he exposes his aircraft. Selecting a suitable site, he attacks and quickly remarks, using LORAS to avoid settling with power, and to minimize exposure time.

ENVELOPE LIMITS. High-speed sideward flight is required for some evasive maneuvers and to maintain line of sight. The OAI is marked to provide a simple and quick envelope check. This prevents inadvertent

flight outside of the envelope, precluding possible loss of control, structural damage, or accelerated wear-out. Observing limits during training can reduce repair cost and increase readiness.

DISORIENTATION. LORAS information can be presented on, or next to, the Attitude

Indicator. This format provides a very powerful stabilizing cue for pilots encountering spatial disorientation.

MANEUVER MARGIN DISPLAY.

The MMD cues pilots to the margin of power they have available at any given low airspeed. Caution lights warn of approaching limit conditions.

PROVEN CAPABILITY

LORAS has been accepted internationally for military and commercial applications including helicopter and V/STOL aircraft.

LORAS has been proven during thousands of operating hours over a ten-year period. Its success has been demonstrated under the most severe environmental conditions including dust, heavy rain, snow and freezing rain.

During development, PACER compiled an extensive amount of data verifying the system's suitability for Army, Navy, Marine Corps, Air Force and Civil missions. We have also explored numerous specific applications including flight control, fire control and navigation. And we have designed and proven a number of main mast sensor installations.

READY FOR USE

LORAS is now in production. Our applications engineers welcome the opportunity to discuss your particular requirement and to develop a report showing how LORAS can meet your needs. Write or call Dave Green at 1755 So. Jefferson Davis Highway, Arlington, Virginia 22202 (703-920-8300) or Don Johnsen at 87 Second Avenue, Northwest Industrial Park, Burlington, Mass. 01803 (617-272-5995).



 **Pacer**
SYSTEMS INCORPORATED

LORAS, the only proven OMNIDIRECTIONAL airspeed system with LOW and HIGH RANGE CAPABILITY.

ON behalf of General Weyand, I am pleased and honored to accept the Boeing-Vertol prototype for the Army's new tactical transport helicopter. As you can probably imagine, this is a long-awaited, exciting day for the Army and another great step forward for Army Aviation.

We of the Army are looking to the UT-TAS to provide us with the mobility and flexibility to survive, move, and fight on the battlefield of the 1980's. To fight against a larger force . . . and to WIN. The helicopter is the key element in the all-important third dimension of the modern battlefield.

Lethality . . . beyond description

The lethality and deadliness of the battlefield of tomorrow are beyond description. The ability of modern weapons technology, both nuclear and conventional, to decimate massed formations in tomorrow's conflict is awesome. What can be seen can be hit . . . and what can be hit can be killed.

The key to tactics . . . to survival . . . and to winning on the battlefield of tomorrow is going to be mobility:

. . . the mobility to be where you're not expected to be.

. . . the mobility *not* to be where your enemy expects to kill you.

. . . and the mobility to strike in force, anywhere on the battlefield . . . without warning . . . at a time, and at a place of your choosing.

Any static or slow-moving force on the modern battlefield is almost sure to be destroyed. The modern commander will have to keep his maneuver forces, his combat support elements, and his support elements fluid and continuously on-the-move.

Before the attack, the commander is going to have to keep his force sufficiently dispersed and fragmented to prevent a lucrative target for mass destruction weapons. At the critical moment of the attack, he must:

. . . mass his forces quickly,
. . . gain sufficient combat power to achieve his strike objective,
. . . and immediately disperse.

A specific need

To gain this kind of mobility and tactical speed, our Army is going to need a full-squad utility helicopter with improved speed . . . reduced maintenance demands . . . and a high ability to survive.

But that helicopter has to be more:

It's got to be a fast, reliable medical evacuation ship; it must provide the lift and capacity to move large quantities, (Long-awaited, Cont. on Page 26)

A long-awaited day!

Remarks by

**General Walter T. Kerwin, Jr., Vice Chief of Staff, U.S. Army,
at the UT-TAS Acceptance Ceremony, Ft. Benning, Ga., on March 20**

**Sikorsky's UTTAS delivered to
U.S. Army on-time and ready for
"fly before you buy."**



**That's the way we designed it
from the beginning.**

**Sikorsky's UTTAS.
It's a fact, not a promise.**



March 18. Two Sikorsky UTTAS aircraft fly away from home base in Stratford, Conn. on their way to Bradley Field near Hartford.



March 19. Loading preparation at Bradley was accomplished 10 minutes faster than the mandated 1 hour and 30 minutes. This verified that Sikorsky's UTTAS is readily air transportable.



March 19. Loading into the C-141 took just over 30 minutes. Thanks to the professional cooperation between the Sikorsky loading team and the loadmasters of the Air Force Military Airlift Command.



March 19. Offloading at Fort Benning, Georgia. We were allowed 30 minutes per aircraft, but unloaded both in only 33.



March 19. Preparation for flight. The target for our UTTAS was 2 hours. The job was done in just 1 hour and 37 minutes.



March 20. Official delivery to the Hon. Edward A. Miller (right), Assistant Secretary of the Army for R&D, by Gerald J. Tobias (left), President of Sikorsky Aircraft.



March 20. Ready to go on delivery, Sikorsky's UTTAS demonstrates its flying ability. In this particular maneuver, it pulled 3½ G's. And that's performance in anybody's language. Sikorsky Aircraft, Stratford, Conn. 06602.

SIKORSKY AIRCRAFT  Division of **UNITED TECHNOLOGIES.**

A real beginning! (Cont. from P. 19)

However, in the area of helicopters, we are meeting the challenge with these aircraft you see today to maintain our qualitative and quantitative lead. With systems such as the UTTAS and the technology it represents, this lead can be protected.

Today, the UTTAS moves into the home stretch. We have done the research and development, now the true measure of our product lies ahead in its test and evaluation. In hundreds of flying hours, these aircraft have proven themselves in the eyes of the contractors. I would like to congratulate both helicopter contractors and the engine contractor for outstanding performance during the development phases of the Army UTTAS program.

I now charge the United States Army Test and Evaluation Command, the Aviation Systems Command and the 101st Airborne Division, and each of its respective UTTAS test personnel individually, to conduct a rigorous, thorough, fair and impartial evaluation of these aircraft according to the requirements of the coordinated test plan, and to report their findings and recommendations.



TWO NOMINEES — COL [now BG] Arthur J. Junot, I., a Master AA and '52 Ft. Sill flight school graduate, and COL Benjamin E. Doty, a Senior AA with an extensive Artillery background, were recently nominated for promotion to BG. AAAA members both, BG Junot is the Assistant Commandant of the U.S. Army Transportation School, while COL Doty serves as Chief of the FA Branch, OPD.

A MIXED BAG!

Typical of today's [and tomorrow's] flight school graduations were the 19 aviators who graduated from USAAVNC on March 30. Included were two women, four USAF officers, and three Israeli Air Force officers. Guest speaker? MG Noah C. New, Hq, USMC, Washington, D.C. An Army 1LT and WO1 [both male] won "Top Graduate" honors, however. □

A long-awaited day! (Continued)

long distances; but most of all, it has to be reliable.

High inflation, competing budget demands, and long development lead times allow few opportunities for quantum improvements in aviation systems and once those new models are developed and deployed, we are going to have to rely on them for a long time.

This is specifically why these prototypes you see here today have got to be the best . . . the very best that the genius of American business can put together. I'm convinced that this is exactly what is represented here today in these two prototypes.

We see in these splendid aircraft not just the genius of huge business enterprises like Boeing-Vertol, Sikorsky and the General Electric Company, but we see here the combined genius of hundreds of subcontractors who contributed in their specialized ways towards making this day possible.

Our soldiers deserve to have . . . and must have . . . a tactical helicopter which is second to none -- a helicopter that will give our soldiers and our field commanders the air mobility which, in conjunction with the combined arms team will knock the enemy off balance, keep him off balance, provide a battlefield fluidity heretofore unknown, and give our Army the added edge it needs to meet any foe, anywhere, and make him wish he'd never taken the field of battle against the modern American Army.

The Personal Side

PERSONAL ITEMS ABOUT AAAA
MEMBERS AND AAAA AWARDEES

AAAA REGIONAL AWARDS

"Army Aviator of the Year [Army]" in First Region—AAAA: CW3 Thomas S. Beukelman, HHT, 2d Sqdn, 17th Cav, 101st Abn Div (AASLT), Ft. Campbell.

"Aviation Soldier of the Year [Army]" in First Region—AAAA: SP5 Danny D. Keeton, B Trp, 2d Sqdn, 17th Cav, 101st Abn Div (AASLT), Ft. Campbell.

"Outstanding Aviation Unit of the Year [Army]" in First Region—AAAA: 101st Aviation Battalion, commanded by LTC Teddy G. Allen; Senior NCO: CSM Donald R. VanMeter, Fort Campbell.

"Army Aviator of the Year [Reserve Component]" in First Region—AAAA: CPT Michael G. Casey, 112th Med Co (Air Amb), Maine-ARNG.

"Aviation Soldier of the Year [Res Comp]" in First Region—AAAA: SP5 Terrance R. Knowles, 262d Engineer Bn (Combat), Maine-ARNG.

"Outstanding Aviation Unit of the Year [Res Comp]" in First Region—AAAA: 51st Aviation Company [AH], commanded by MAJ D. Edward Baxley, SC-ARNG.

AAAA CHAPTER AWARDS

"Army Aviator of the Year" in Army Aviation Center Chapter area: CW2 William Yarlett, DUFT, USAAVNC.

"Aviation Soldier of the Year" in Army Aviation Center Chapter area: MSG John Montgomery, Silver Eagles Demonstration Team.

"Outstanding Aviation Unit of the Year" in Army Aviation Center Chapter area: 6th Student Battalion, Aviation Troop Brigade, commanded by LTC Synda Allen.



STUTT GART, FRG — COL Francis J. Toner, right, CDR, 11th Avn Gp, presents a Broken Wing Award to CPT Donald W. Kerr, 73d MI Co [AS] on 30 March. Kerr was on a night IFR Side Looking Radar mission flying in icing conditions when his number one engine failed. After securing the engine, he completed an instrument approach at his home base without the use of lower console lights and glide slope. VMC conditions were encountered at approximately 200 feet prior to MDA and landing was made safely. □

BROKEN WING AWARD

CPT Donald W. Kerr, 73d Military Intelligence Company (AS), APO NY 09359.

DISTINGUISHED GRADUATES

U.S. ARMY AVIATION SCHOOL
(AAAA presents engraved silver wings)

CPT Rickey C. Simmons, ORWAC Mar. 16

WO1 Robert L. Weatherly, WORWAC, March 16.

1LT Gary S. Mulrooney, ORWAC Mar. 30

WO1 Ronnie G. Westbrook, WORWAC, March 30.

2LT Arnon Dim [Israeli Air Force], ORWAC April 13.

WO1 David A. Garner, WORWAC Apr. 13

USA TRANSPORTATION SCHOOL

(AAAA Certificates of Achievement)

SP5 Robert D. Mathis, Aircraft Maintenance NCOBC Class No. 8-76, 10 Mar.

2LT Jan S. Drabczuk, AMORTC, Class No. 5-76, CH-47, 18 March.

SP5 Steven D. Campbell, Aircraft Maintenance NCOBC, Class No. 9-76, 29 March 1976.

SFC John J. Casey, Aircraft Maintenance NCOAC Class No. 5-76, 29 March.

OBITUARIES

Rollie M. Harrison, a retired Army Flight Surgeon, died on March 2, 1976. He is survived by his wife who resides at 500 Merritt Street, Ft. Worth, Texas 76114.

Martin L. Lanznar, a 13-year member of the AAAA, died suddenly on April 4, 1976. He is survived by his wife who resides at 8109 Halifax Drive, Clayton, Missouri 63105.

Chief Warrant Officer [W2] Eular M. Young was killed in the crash of an Army helicopter at Fort Hood on March 25, 1976. He is survived by his wife, Charlotte; two sons, Martin and Neal; and two daughters, Monica and Angelis, of 103 Wolfe Avenue, Copperas Cove, Tex. 76522.

RATINGS

LTC Synda B. Allen, USAAVNC, Ft. Rucker, Ala., Master Army Aviator Badge



A BOOST! — Winners of the AVIATION DIGEST's Feb 76 writers' competition donate their prize, a \$25 savings bond, to the AAAA's Scholarship Foundation. L-r are LTC Robert L. Graham and USMC LTC Ray M. Franklin, co-authors of the winning article; MG Maddox, CDR, USAAVNC; and Douglas Brown, Chairman of the Army Aviation Museum Ass'n, which gives a bond each month to the AVIATION DIGEST winner. □



1 2
3 4



More than 400 persons, including AAAA members, wives and guests, attended the Second Convention of AAAA's First Region at Williamsburg, Va. in early March. Members viewed an eight-firm industry display area (1) during evening receptions and daytime coffee breaks, following their general registration on opening day (2). A wives' tour of Colonial Williamsburg (3) was held during the professional sessions keynoteed (Photo 4) by COL "Dick" Stoessner, Regional Convention Chairman; MG Ailton G. Post, Convention host and USATC Cdr; and Sergei Sikorsky, a Sikorsky Div VP. BG Charles E. Caneedy (6) presented the "First Region AA of the Year (Army)" cube to CW3 Thomas

S. Beukelman, 2d Sqdn, 17th Cav, 101st BG John S. Weiringa, CoFs, First U.S. Army awarded (photo 8) the "First Region Avn Soldier of the Year (Res Comp)" cube to SP6 Terrance Knowles, 262d Engr Bn (CBT) Maine-ARNG. Shown at a coffee call (6) were, l-r, COL "Jim" Tuggey, Corpus Christi Army Depot; COL (P) Joseph H. Kastner, Ch, Avn Div, ODCSOPS; COL "Bob" Williams; and BG (then COL) Orlando E. Gonzalez, 7th Trans Gp, Ft. Eustis. "Dick" Stoessner (far right, photo 7), touches base with a trio of Quad-A officers, l-r, LTG Harry W.O. Kinnard, Past President; LTG Robert R. Williams, Senior Vice President; and LTG John M. Wright, Jr., National President of AAAA.



3 6
7 8





1 2
3 4



A Colonial Williamsburg life drum and drum sextet (photo 1) opens the First Region - AAAA Honors Banquet. Later (2), BG Charles E. Canedy, Deputy Director of Ops, ODCSOPS, presents the Region's "Outstanding Aviation Unit Award (Army)" to LTC Teddy Allen, Commander, 101st Avn Bn, 101st Abn Div (AASLT), while (3) BG John S. Weiringer, Jr., First Army Chief of Staff, left, awards the "AA of the Year (Res Comp)" cube to CPT Michael G. Casey, Maine-ARNG. The head table at the First Region Banquet is shown in photo (4). Welcoming the guests were (photo 5) MG Alton G. Post, left, Fort Eustis Commander, and MG William J. Maddox, Jr., President, First

Region-AAAA. SP5 Danny D. Keeton, right (photo 6), accepts the First Region's "Aviation Soldier of the Year (Army)" cube from BG Canedy, Army Aviation Officer, DA, while (photo 7), BG J.S. Weiringer, left, presents the First Region's "Outstanding Aviation Unit of the Year (Reserve Component) Award" to MAJ D. Edward Baxley, Cdr, 51st Aviation Company (Assault Helicopter), SC-ARNG. Senator Barry M. Goldwater, the Honors Banquet's guest of honor and guest speaker, gestures "Thank you. You're too kind," on receiving a standing ovation from the AAAA members and guests in attendance. His address ended the 1976 First Region Convention.



5 6
7 8



Dedicated to Support

(Continued from Page 2)

knows that the flying hour programs of many users have been reduced to the bare minimum to conserve user O&MA funds. This conservation of funds could well induce the stockpiling of stock fund (O&MA funded) orders or demands by some field users. This would be in anticipation of end-of-the-year money being released or receiving new fiscal year funds.

One disturbing practice, which we believe could be occurring in some units to circumvent the system, is the ordering of free issue or *Army Procurement Aviation [APA]* funded repair parts when only a small stock-funded part within them has failed. An example of this would be the ordering of a gearbox when only the replaceable "O" rings have failed.

Poor management technique

This is a poor management practice and wastes money needed for other APA purchases. The temporary relief of such practices is short-lived and in the end all are required to suffer a reduced readiness posture. These type practices could have an effect on AVSCOM of suddenly reducing our inventory of high dollar, long procurement lead time items at the NICP before they can be refilled from the manufacturers.

The time it takes to refill our stocks at the NICP during the present peacetime environment at this time varies from four months to two years, with an average time of thirteen months. This time to refill stocks we call *procurement lead time*.

It follows that if we receive a surge of demand for parts, it is possible that the first delivery of increased production may be thirteen months or longer away.

Because of many factors present in our civilian economy today, our suppliers of aviation parts just cannot be as responsive as they were during the Vietnam War. Each month we run demand-supported supply control studies to calculate just how many parts we are to buy that will be delivered usually over a year away. The delivery of these parts to the NICP is almost always at a very steady rate over a period of time.

Insufficient flexibility

Manufacturers are not flexible enough (for obvious reasons) to meet known or unknown surges in our demands; therefore, when our demands increase rapidly for a short period the system cannot react accordingly. As you can see, the parts will eventually arrive to satisfy the higher level of demands, but not when they are needed the most.

We at AVSCOM are very proud of our efforts to achieve stock availability in the 80% range. However, we want to do better! Thus, we're enlisting the help of all Army Aviation users to give us an orderly flow of demands or orders for parts and materiel, as well as the help of industry to reduce the excessively long lead times we're now experiencing for production increases, or new production starts. Remember — all of this is necessary for a healthy readiness posture in Army Aviation. If we all do our part, all of us will share in additional operationally ready aircraft. **KEEP 'EM FLYING!**

AVSCOM HOSTS WORLD-WIDE AVIATION LOGISTICS CONFERENCE

The U.S. Army Aviation Systems Command will host a world-wide aviation logistics conference in St. Louis May 17 through May 21. The purpose of the conference will be to review and/or establish depot maintenance programs and distribution schedules for aircraft, avionics, armament subsystems, GSE, and aircraft survivability systems through FY 78. The conference will also address the aviation logistics problems of participating commands. □



briefs

BRANCH



By
CW4 LLOYD N. WASHER,
Warrant Officer Division,
OPD, MILPERCEN

AVIATION Warrant Officers, like all other troops, sometimes get the feeling that some blindfolded dart thrower and the laws of chance control where he works, what job he has, and when he moves.

Despite the feeling that your assignment is unplanned, *Warrant Officer Division* [WODIV] makes every effort to put you in the right job. It's a long, complex process and this article is intended to explain exactly how it works.

The major consideration is meeting the Army's requirements for personnel, which arrive at MILPERCEN in the form of requisitions. The assignment process is really nothing more than a sophisticated supply system that fills requisitions for people. But how does that requisition (requirement) come about?

It all starts with a commander in the field who has a need for a person because a vacancy exists in his unit or will exist in the future. The need is made

known to the AG who collects all the information and forwards it through command channels to Officer Distribution Division, OPMD, MILPERCEN, ten months in advance for overseas commands and six months in the future for CONUS.

The folks in distribution are responsible for "validation" of officer requisitions. This process verifies that there really is a need for the officer and that the Army somewhere has a person to fill the need. TOE/TDA "slots" that are empty on an orderly room chart are not necessarily valid requirements and officer distribution does not consider them.

PRA balances assets

They use a management tool called the *projected requisitioning authority* [PRA] to balance assets, authorizations, and priorities to determine which requisitions will be validated and sent to the *Warrant Officer Division*. PRA deserves some

BRANCH BRIEFS (Cont. from P. 31)

explanation because it is often confused with "slots" and MILPERCEN does not deal at all in slotting of people. That is the job of the commander.

PRA is the number of people a command is authorized to have on hand. It is a number derived from the *DA Master Priority List [DAMPL]*, availability of personnel, and Army-wide strengths in a particular skill. Because of these considerations, PRA is nearly always less than TOE-TDA authorizations. Obviously then, a vacant TOE/TDA slot does not mean that a valid requirement exists or that MILPERCEN will honor a requisition. Only those requisitions validated by Officer Distribution Division are forwarded to assignment officers in the WODIV for fill.

Aviation assignment officers are functionally organized in WODIV. CW4 *Stuckey* and CW4 *John P. Valaer* make assignments to CONUS. CW4 *Donald R. Holloway* and CW4 *Lloyd N. Washer* assign people to overseas areas.



TAPPED! - On DA's recent "BG" list were AAAA members COL John P. Casey, Jr. [left], Director, III Corps Plans & Exercise Group at Ft. Hood, and COL Charles W. Bagnal, Cdr of the 101st Avn Gp [Combat], 101st Abn Div [AASLT]. A former Member-at-Large on AAAA's National Board, Casey served as Deputy Director, Army Aviation Directorate, ODCSOPS, in '73-'74, while Bagnal, a Master AA with an MS in Aeronautical Engineering [Ga. Tech] is the current SrVP of AAAA's 1,600-member+ Chapter, the Air Assault Chapter. □

CONUS requirements are filled with people returning from overseas. Except in extraordinary cases, no CONUS to CONUS moves are permitted. Assignments for stateside are made four months in advance. That is to say, if your DEROS is in June your CONUS assignment will be made no sooner than February. A new homebase/advance assignment policy implemented in Jan 76 allows us to make follow-on CONUS assignments for warrant officers assigned to unaccompanied 12-13 month tours prior to their departure from CONUS.

Keep your Form 483 current!

The *Officers Assignment Preference Statement, DA Form 483*, is a key factor and must be current if you are to obtain the post you want in the states. The CONUS assignment officer reviews each officer's file as the officers become available for reassignment and lists desired posts prior to assignment action. Then they try to match your desires with the valid requisitions received from Distribution Division. This entire process is driven by Army needs. The best way to get the CONUS assignment you want is to send a preference statement or letter to the appropriate assignment officer not more than six months prior to DEROS.

CW4 *Stuckey* manages all of the other CONUS/FORSCOM installations. CW4 *Valaer* sends people to TRADOC installations. All overseas assignments to the USAREUR are made by CW4 *Holloway* and all other overseas areas are assigned by CW4 *Washer*. These requisitions are checked against PRA and validated nine months prior to the in-country date.

For example, during December most assignments with August-September report dates are made. The selection process for overseas is substantially different than CONUS because most people in the states are not in a "must move" status, i.e., *Warrant Officer Senior Course*; *Aviation Warrant Officer Advanced Course*, and civil school gradu-

ates. Because they are required to move, all are considered for overseas. Primary consideration is *date returned from overseas [DROS]*. The longer you have been back the more vulnerable you are to go overseas.

Generally, those in a must move status who have been back from overseas less than three years are turned over to the CONUS guys for assignment. If there are still open requisitions, then volunteers are sent to the areas they have requested. There are always enough volunteers for Alaska, Hawaii, and the Canal Zone, but a draft of otherwise available and eligible officers is usually needed to fill all of the the Korea and USAREUR requisitions.

The first people considered are those who have never been overseas and will have three or more years on station at the time of report date. They are at the top of the vulnerability roster. The rest of this list is in DROS order, i.e., the longer you have been back from overseas the higher you are on the roster and more vulnerable for an overseas levy.

Ten year "yardstick"

The general rule uses a ten year yardstick. According to the model, in any given ten year increment of a career, each aviation warrant officer will spend three years in CONUS, one year on short tour, another CONUS tour, and then three years on a long overseas tour. This is the normal rotation base. The sequence of tours may change; tour lengths may vary; and many things are different for each individual. However, it is our established pattern and set goal.

A number of variables must be considered before the assignment is finalized, including number of short and long tours, total months of overseas service, total years active Federal service, aircraft qualifications, strength at losing organizations, and the preference statement. There is no hard, fast rule as to how the decision is made. The preference statement is considered but does not weigh as



ELEVATED! — Recently promoted to Brigadier General were AAAAA members Fred K. Mahaffey (left), Cdr of the 2d Bde, 101st Abn Div (AASLT) and Orlando E. Gonzales, Cdr of the 7th Transportation Group at Ft. Eustis, Va. Holder of 16 Air Medals, BG Mahaffey will become Asst Comdt, U.S. Army Infantry School, in May; BG Gonzales, a former commander of the 26th Combat Avn Bn in Vietnam, later served as Product Manager of the AH-1 Cobra series aircraft. □

heavily as it does in making CONUS assignments.

Several conclusions can be drawn from the ten year pattern. If you have been in CONUS for more than three years, you are vulnerable to some degree. If the last tour was short, you will be considered for a long tour (the opposite is also true). In 20 years of service, you will normally pull two long tours of 72 months each, two short tours of 24 months each, and the remainder in CONUS. Extensions, ITT's, volunteering, and PCS schools put a person outside the pattern. Remember! If you haven't volunteered but are selected for assignment overseas, it will almost always be to Korea or Germany depending upon where you fit in the ten year rotation policy.

The foregoing is a broad view of a complicated process that involves your whole life in great personal detail. It leaves many questions unanswered, particularly when applied to specific individuals. While we cannot possibly hope to answer all questions in this article, we can address those most commonly asked, and they are as follows:

WARRANT OFFICER BRANCH Q & A

Q - How long can I expect to remain at my present station, Fort X?

A - Minimum, mandatory time on station is 36 months and you cannot move prior to that. Normal turn-around time is four to four and one-half years except for those who have never been overseas (three to three and one-half years).

Q - How can I get to a specific place overseas?

A - Fill out a DA Form 4187, *Personnel Action*, and forward it thru channels as outlined in Chapter 2, AR 614-30. Remember you must have three years on station before we can move you, and a volunteer statement does not protect you from involuntary overseas assignment if it's your time to go and we must have a requirement at that place.

HUGHES HELICOPTERS OFFERS OH-6 COMBAT AWARD PINS

A limited quantity of Combat Aviator Award lapel pins are available for those eligible Army pilots who have not previously received one, according to Hughes Helicopters.

Introduced at the height of the conflict in Vietnam, the Hughes award is intended for Army pilots who flew the OH-6A Cayuse Light Observation Helicopter on Southeast Asian combat missions. Over 1,400 of the Hughes-built "Loaches" were operated in Vietnam, and an estimated 10,000 pilots became eligible for the award.

Hughes officials said the lapel pins will be sent in the order of the requests received, but asked that the pins only be requested by pilots who flew the OH-6A in combat. Requests should be submitted to: Hughes Helicopters; Attn: Public Relations Dept.; Centinela & Teale Streets; Culver City CA 90230.

Q - What can I do to get the CONUS post I want when I DEROS?

A - Put in a current preference statement six or seven months prior to DEROS. Attach a note or letter to explain any special circumstances that you want to point out. As a last resort call the assignment officer, but *not* prior to 90 days prior to DEROS.

Q - Can I get a school enroute?

A - If the requirement justifies a school, the assignment officer will automatically give it to you. If not, then the Professional Development Branch (CW4 *Vleck*), Autovon 221-7843 must be contacted.

Q - What about severe personal hardship? How can I get off orders or how can I move to a specific place?

A - MILPERCEN must approve a compassionate or permissive assignment under the provisions of Paragraphs 3-3 or 3-2, AR 614-101, respectively. Your local Personnel Officer will help you get the required documents together. Personnel Actions Branch (CW4 *Holmes*), Autovon 221-7845, will process the paperwork in Warrant Officer Division and is available for advice.

Q - Can I go to the career course in conjunction with my next move?

A - No. Selection for WOSC and AWOAC is done by a DA Board at MILPERCEN. If chosen, you will be sent to Rucker for the designated class. Assignment officers have *no* control over who will go and *very little* over when.

Q - Where can I go and what is the possibility?

A - Shown below is a complete list of Aviation Warrant Officer assignments showing location and PRA as of 1 January 1976 and type aircraft on hand. There are roughly 5,300 AWO's and you can figure your own odds.

THE TYPES OF U.S. ARMY AIRCRAFT FOUND AT 67 WORLD-WIDE INSTALLATIONS

CODE:

1/58 = UH-1/OH-58 54 = CH-54
 47 = CH-47 C = AH-1 Cobra
 FW = Fixed Wing

SITE[AWO's]	TYPE A/C
Alaska [149].....	All types
Aberdeen PG [6].....	1/58, C, FW
Bliss [105].....	1/58, C, FW
Bragg [403].....	1/58, 47, C, FW
Buchanan [3].....	1/58
Campbell [613].....	1/58, 47, C, FW
Carson [101].....	1/58, 47, C, FW
China [1].....	1/58, FW
Charlottesville [1].....	FW
Corpus Christi [1].....	1/58, C, FW
Devens [16].....	1/58, FW
Dix [15].....	1/58, FW
Dugway Proving Ground [1].....	1/58, FW
Eustis [67].....	All types
Ethiopia [1].....	FW
Edwards AFB [6].....	All types
Europe* [800].....	All types
Gillem [10].....	1/58, FW
Gordon [3].....	1/58, FW
Hawaii [215].....	1/58, 47, C, FW
Hood [499].....	1/58, 47, C, FW
Homestead AFB [4].....	1/58, FW
Huachuca [30].....	1/58, FW
Iran [6].....	1/58, C, FW
Jackson [10].....	1/58, FW
Japan [5].....	1/58, FW
Knox [92].....	1/58, C, FW
Korea [292].....	1/58, 47, C, FW
Leavenworth [3].....	1/58, FW
Lee [3].....	1/58, FW
Lewis [293].....	1/58, 47, C, FW
Leonard Wood [4].....	1/58, FW
McPherson** [10].....	1/58, FW
McClellan [2].....	1/58, FW
Meade [29].....	1/58, 47, C, FW
MacDill AFB [6].....	1/58, FW
Monroe [8].....	1/58, FW
MDW - Belvoir, DA [49].....	1/58, 47, FW
New Cumberland AD [1].....	47

Ord [117].....	1/58, C, FW
Polk [65].....	1/58, FW
Presidio of SF [12].....	1/58, FW
Picatinny Arsenal [1].....	FW
Pakistan [1].....	FW
Philadelphia [1].....	47
Riley [117].....	1/58, C, FW
Redstone Arsenal [6].....	1/58, C, FW
Ritchie [1].....	FW
Rocky Mtn Arsenal [8].....	1/58, FW
Rucker [302].....	All types
Saudi Arabia [6].....	FW
Sam Houston [31].....	1/58, FW
Sheridan [7].....	1/58, FW
St. Louis [7].....	1/58, FW
Sill [78].....	1/58, 47, 54, FW
Stewart [132].....	1/58, 47, C, FW
Thailand [25].....	1/58, FW
[Ft.] Worth, Texas [3].....	C
West Point [3].....	1/58, FW
White Sands MR [5].....	1/58, FW
Yuma Proving Ground [4].....	1/58, C, FW

*Belgium, Berlin, England, Germany, Greece and Italy.

**Includes Patrick AFB.

NOTE: The above figures combine all commands at a given geographic location, and should not be used to determine authorizations or strengths of specific units. Some overseas areas include both short and long tours.

COLLIER TROPHY TO F-16 TEAM

David S. Lewis, Board Chairman of the General Dynamics Corp., and the USAF-industry team that produced the F-16 fighter, have been designated as the recipients of the Robert J. Collier Trophy for 1975. Awarded annually "for the greatest achievement in aerodynamics or astronautics", the trophy will be presented in Washington on May 12 at a Nat'l Aeronautic Ass'n banquet. □

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PCS - Changes of Address

GENERALS

HOLLOMAN, Robert A., III, BG
43 Red Cloud Road
Fort Rucker AL 36362
BRADY, Morris J., MG
611 Scott Avenue
Fort Leavenworth KS 66027
PUTNAM, George W., Jr., MG
Hq. SETAF
APO New York 09168

COLONELS

BAUGHMAN, Larry J.
CDR, 101 Avn. 101 Abn (Air)
Fort Campbell KY 42223
CROOKS, Eugene F.
Air War College, Box 324
Maxwell AFB AL 36112
DANIELS, G.M.
Dir of Int'l Leg. Box 209
St. Louis MO 63166
DRUENER, Hans K.
137-A Murray Drive
Ellenwood GA 30049
GOODE, Franklin C.
9442 Chimney Corner
Dallas TX 75243
KIEL, Frank W.
177 Artillery Post
Fort Sam Houston TX 78234
LAYNE, Leslie A.
3d Bde, 4th Inf Div
Fort Carson CO 80913
SMITHEY, Paul C.
633 Canby Road
APO San Francisco 96557

LT COLONELS

BALINT, Joseph M.
Box R-1
APO New York 09202
BEHRENS, Helmer H.
409-A Russell Loop
Fort Belvoir VA 22060
BENNETT, Ralph O.
302 Poplar Street
Plattville AL 36067
BOND, James A.
1015 Aloola Place, #262
Kailua HI 96734
BOSKING, William H.
8814 Gateshead Road
Alexandria VA 22309
BROWN, Leonard T.
2745 Socorro Loop
Holloman AFB NM 88330
CARDWELL, Kenneth E.
7 Buckner Circle
Fort McClellan AL 36201
FOOTE, Brian G.
123 Hover Creek Road
Savannah GA 31406
FURNEY, Robert M.
14th Co, 1 Bn, CMR, USAAVNS
Fort Rucker AL 36362

LT COLONELS

GLENN, John F.
Quarters 2364
Fort Lewis WA 98433
HARPER, William B.
3391 Pinestream Rd., N.W.
Atlanta GA 30327
HELMICK, Glenna O.
7860 Oliver Road
Seminole FL 33542
JARVIS, James W., Jr.
134 Mills
Fort Huachuca AZ 85613
KNIPPA, Leroy E.
Air Office, 4th Trans Bde
APO New York 09451
LEWIS, Richard W.
306 Hudson Circle
Ozark AL 36360
LOFFERT, George U., Jr.
1509 Barbara Lane
Killeen TX 76541
MCGEE, Bernard A., Jr.
4300 Goodfellow Blvd.
St. Louis MO 63120
NAPIER, Wallace R.
DA Rep Bx 1689, ASW 902
Fort Worth TX 76116
NEAL, Robert L.
771 Bridlewood Street
Dayton OH 45430
NEWPORT, Dennis E.
2901 Archer Court
Woodbridge VA 22193
PRIMIS, Nick J.
Hq & Co A, 5 Bn, USA51GS
Fort Gordon GA 30905
SMITH, Gerald H.
P.O. Box 1107
Fort Myer VA 22211
STEPHENS, Herschel B.
7612 Long Pine Drive
Springfield VA 22151
STONE, James E.
Quarters 17
Fort Carson CO 80913
STROH, George C.
7852 Basille Place
Sevens MD 21144
STUBBS, Frederic H.
420 West Hamilton Road
Fort Sil OX 73503
THOMPSON, David E.
USA Elm, Defense Cmd, Bx24
APO San Francisco 96263
TREDWAY, Robert N.
3808 B Furman Smith Road
Columbia SC 29206
VAN WINKLE, Daniel G.
ODRP Islamabad, Dept State
Washington DC 20520
WEAVER, James H.
SRA Bx1568, Farrow Creek
Anchorage AK 99507
WHITWORTH, David C.
10028 Eastlake Drive
Fairfax VA 22030

LT COLONELS

WOLIVER, Clarence H.
176 North Juniper Street
Maxwell AFB AL 36113
WOOD, John L.
Def. Attache, US Emb., Box V
APO San Francisco 96346
MAJORS
BRYAN, Edward R., III
6309 Dana Avenue
Springfield VA 22150
CHESLER, Conrad F.
USA Elm LSE, CMR Bx 6048
APO New York 09224
COLLAR, William D., Jr.
HHC, 17th Avn Group (Cbt)
APO San Francisco 96301
COLLINS, Raymond E.
General Delivery, Box 890
APO Seattle 98733
ELLIS, Oroul L., Jr.
1623 Stillwood Drive
Savannah GA 31406
FERO, Richard S.
Rural Route 2, Box 93
Shelbyville IN 46176
FOURNIER, David H.
Hq. AF SOUTH, Box 138
Fort Lewis WA 98433
GUERIN, John A.
1018-B Drennan Park
Fort Campbell KY 42223
GODFREY, Thomas J.
HHB, 1st AD Artillery
APO New York 09070
GRNER, Edward G., Jr.
LFTC PAC USNAB
Coronado CA 92155
HIGHSMITH, Roy A., Jr.
HHB, 41st Field Arty Group
APO New York 09455
HUIZI, Richard A.
Quarters 2626-B
Fort Lewis WA 98433
JOHNSON, Joseph V., Jr.
JUSMAGTHAI, Box 468
APO San Francisco 96346
KING, Robert A.
4909 Woodhurst Way
Stone Mountain GA 30088
KRAUS, George F.
HHB, 2d Bn, 42d FA
APO New York 09751
LONG, Donald E.
USAAVNS, Attn: IGAR-DA
Fort Rucker AL 36362
McCLOUD, Harry E.
733 Duncan St., Schofield
APO San Francisco 96557
MINKINOW, Stanley
Mainz Military Community
APO New York 09185
MITCHELL, Peter H.
4117 Curry Street
Columbus GA 31907

MAJORS

MURPHY, John E.
7745 Avondale Drive
Salt Lake City UT 84121
NAUGHTON, Richard
45 Dragon Drive
Fort Leavenworth KS 66027
NIBERT, Lewis R.
HHC, 5/68th Armor
APO New York 09086
POE, James F.
115-112 228th Street
Cambria Heights NY 11411
ROSENBERGER, Friedrich
11th Instructor Co, USAAC
Fort Rucker AL 36362
SCHWACHENWALD, Ronald
1064 75th Drive, Rte. 22
Terre Haute IN 47802
SINOR, Donald R.
3737-A Furman Smith Road
Columbia SC 29206
SMITH, David R.
1623 Stillwood Road
Edmond OK 73034
STARKEY, James O.
US Training Support Activity
Fort Eustis VA 23604
SWIFT, Joe B.
Quarters 8829
Fort Lewis WA 98433
THORNTON, Robert C.
1458-E Downing Street
Mesa AZ 85203
YAHIRO, David J.
1656-A Cedar Street
Fort Dix NJ 08640

CAPTAINS

ALLEN, Thomas S.
179 Merrimac Trail, Apt. #3
Williamsburg VA 23185
ANDERSON, James R.
209 Lannie Rowe Drive
Panama City FL 32401
AOKI, Wayne C.
377th Med Co (AA)
APO San Francisco 96301
BAILEY, Jack M.
8901 Zuni, #246
Denver CO 80221
BAKER, Robert
HHD, 709th MP Bn
APO New York 09757
BARE, Jimmy G.
10604 Gray Fox Way
Savannah GA 31405
BLAKESLEE, William P.
2190 Memorial Dr., Apt. K150
Clarksville TN 37040
BLANKENSHIP, Ernest W.
Route 2, Box 184-C
Monteville AL 35115
BRANDT, William M.
1303 Rusk Drive
Killeen TX 76541
BRIDGERS, John D., Jr.
313 McIver Street
Fort Benning GA 31905
BRYAN, John P.
2172 Post Road
Clarksville TN 37040
COKER, Terry J.
6650 Sisson Wood Lane
St. Louis MO 63033
COSTELLO, Joseph A., Jr.
3d Plt, 507th Med Co
Fort Hood TX 76544
DEFEW, Richard
570 B Forney Loop
Fort Belvoir VA 22060
DOWLING, Charles R.
986 Spanish Grove Drive
Richmond KY 40475
ELLIOTT, James E.
C Btry, 3 Bn, 13 FA, 25 Inf Div
APO San Francisco 96225
FORMAN, Robert M.
515 Antler
San Antonio TX 78213
FULLER, John R., Jr.
44 Kirby Street
Fort Rucker AL 36362
GRIGSBY, Danny
3642-B Parkmore Village Dr.
Colo Springs CO 80916
GRUETZEMACHER, Edward C.
4241 South Meadowlark
Springfield MO 65807
GUNWIN, Larry E.
1082 S.E. Fairfax Avenue
Palm Bay FL 32905
HARES, David H.
USA TAF, Box 140
APO New York 09230
HARRIS, John A.
695-B Kandle Drive
Fort Benning GA 31905
HAYES, Thomas G.
1706 South Ann
Harker Heights TX 76541
HAYES, Thomas M.
127 James Drive
Clarksville TN 37040
HERNDON, Carlton E.
5401-E Chaffee Avenue
Fort Knox KY 40121
HOWARD, Alfred N.
377th Med Co
APO San Francisco 96301
JOHNSON, Clyde T.
408-B Skyline Drive
Killeen TX 76541
JONAS, Larry M.
130 Cressell Road
Inco SC 29063
LACY, Eugene L., Jr.
915 Hilltop Drive
Lawton OK 73501
LAMBERT, Michael O.
Box 314, Route 1
Kempner TX 76539

CAPTAINS

LEE, Robert M., Jr.
1973 Craigmont
Clarksville TN 37040

LUTHER, William H.
5-4 1st BCT Bde
Fort Jackson SC 29063

McGINNESS, Harry J.
661st Trans Co (Avt)
Fort Meade MD 20755

METCALF, Marvin G.
HHC, 32d Signal Bn (Avt)
APO New York 09757

NOYES, Paul M.
HHC, 7th ATC
APO New York 09114

OGLE, Glenn A.
1038-H Dogwood Street
APO Seattle 98731

O'LEARY, Arthur J., Jr.
B Co, 2d Avn Bn
APO San Francisco 96224

OLSEN, Wesley R.
P.O. Box 265
Cavalier ND 58220

PEDUZZI, Lawrence P.
7011 Kiltbridge Drive
Fayetteville NC 28304

PORTMAN, Robert L.
1716 E Kupukupa Circle
APO San Francisco 96557

POUNCEY, John E.
338 Livvy Way
Marina CA 93933

PRESTIDGE, James C., Jr.
1701 Wood Street
Killeen TX 76541

PULLIAM, James B.
5017 Collingwood Drive
Clarksville TN 37040

PULLMANN, Clarence
140-A Arrowhead Road
Fort Benning GA 31905

QUIBERG, Lean R.
P.O. Box 60
Stonyford CA 95979

RADONOVICH, Michael A.
P.O. Box 33292
Fort Lewis WA 98433

RAUSCH, Steven F.
Sta Off Bn, TOAC 76-3
Fort Eustis VA 23604

REEDER, John J.
1404 Story Street
Boone IA 50036

REICHELDERFER, Ronald R.
5524 Lawnwood Drive
Fayetteville NC 28304

RICHARDSON, Patrick D.
2100 Avenue "F"
Huntsville TX 77340

ROBINSON, Russell N.
1164 Spruance Road
Monterey CA 93940

SCALF, Cecil F.
410 Montrose
Clarksville TN 37040

SCHREIFER, Stephen P.
1056 West Wilson Avenue
Chicago IL 60640

CAPTAINS

SKIPPER, Donald B.
5834-A Brett Street
Fort Knox KY 40121

SPODECK, Walter D.
5474-C Kelley Street
Fort Knox KY 40121

STAURST, Sveere O.
3106 North 29th Street
Tacoma WA 98407

STRYE, James W.
HHC, 13th Sig Bn, 1st CD
Fort Hood TX 76745

SULLINS, Palmer, Jr.
7200 Hanover Road
New Orleans LA 70127

THOMAS, Harold W.
13302-H Garden State Drive
Newport News VA 23602

WHITE, Richard
HHC, 1st Bn, 7th Infantry
APO New York 09162

WHITE, Robert T.
2530 Florida Blvd.
So. Daytona Beach FL 32019

WINSETT, Gary W.
1901 Auburn Drive
Richardson TX 75080

WINSOR, Milton G., Jr.
101-D Running Avenue
Fort Benning GA 31905

WOLFE, James R.
301 Janice Street
Enterprise AL 36330

WOTKINS, Anthony L.
458th Trans Co
Fort Story VA 23459

LIEUTENANTS

BRYAN, Jerry D.
P.O. Box 9166
Fort Riley KS 66442

GALLEGOS, Thomas E.
Quarters 2828-B
Fort Lewis WA 98433

GATES, Carl G.
122 Mountain View Road
Titusville NJ 08560

KING, John W.
USAs, TSB, Class 3-76
Fort Benning GA 31905

KOACH, Stephen F.
11 Wall Place
Fort Bragg NC 28307

LAWRENCE, Michael
94 521 Hokaala Street
Mölani Town HI 96789

LUSKER, David M.
2950 Sandy Hook Road
Bel Air MD 21014

MOKEY, W.J.
M-110 Park Village Apts.
Clarksville TN 37040

NG, Peter Lieu
2-76 EOAC SOD, 3d Bn
Fort Belvoir VA 22060

SHORTSLEEVE, Dane W.
5476-A Kelley Street
Fort Knox 40121

LIEUTENANTS

SLICK, Douglas S.
Metro Villa, Apt. #19
Oak Grove KY 42262

CW4'S

BENHAM, John R.
1976-B Patton Avenue
Fort Eustis VA 23604

DOWNING, Clinton E.
HHC, DUSA
Fort Belvoir VA 22060

FRANKLIN, James W., Jr.
2d Av. W., Bldg 2172, #501
Randolph AFB TX 78148

GRIFFIN, Gerald L.
10601 Islerock Drive
El Paso TX 79935

HORTON, Christopher A.
42 Luzon Drive
Fort Bragg NC 28307

NEWMAN, Donald N.
531-C 8th Street
Fort Richardson AK 99505

QUERRY, Bobby R.
202 Coral Way
Enterprise AL 36330

CW3'S

BRYAN, Gary E.
116 Cherry St., Box 154
Stanley KS 66223

COMBS, George J.
5321 N.W. Glenn
Lawton OK 73501

REESE, Lawrence D.
Route 1, Box 252-B1
Arrington VA 22922

SCHULTE, Robert A.
1 Spt Bde, Msn Spt Co, AVIM
APO New York 09028

SHORTRIDGE, Richard B.
1109 No. O'Connor Rd., #207
Irving TX 75061

SINGER, David L.
Officers Club, Dev.Center
Natick MA 01760

TIFFANY, William A.
P.O. Box 947
Seaside CA 93955

WILLIAMS, Robert L.
1412 S1 Sp 38
Turlock CA 95380

CW2'S

ANDERS, Albert L.
1445-A Werner Park
Fort Campbell KY 42223

ATHAN, George J.
4928 Roja Drive
Oceanside CA 92054

BOGER, Paul D., Jr.
7009 Avenue "E", Apt. #5
West Point GA 31833

BROWN, Willard F.
15208 15th Avenue, South
Spanaway WA 98387

CW2'S

CHAMBERLAIN, Douglas
7370-A Gardner Hills
Fort Campbell KY 42223

CRIBBS, Larry G.
P.O. Box 870
Placerville CA 95667

DAHMER, John N.
1116 Red Closed Road
Fort Rucker AL 36362

DAILEY, Charles L.
168-D Middleton Road
Fort Belvoir VA 22060

DENNY, Harmon D., IV
311 Shannon Street
Clarksville TN 37040

FISHER, Robert C.
10433 Canfield
St. Louis MO 63136

GANT, Charles L., Jr.
17 Olsen Lane
Fort Rucker AL 36362

GARRETT, Eugene T.
Box 282, R1.9, Center Dr.
Clarksville TN 37040

GRAVES, Auther W.
706 West Hillbore Street
Lake City FL 32055

HARPER, Lawrence J.
12170 Douglas Street
Yucaipa CA 92399

HOPKINS, David
234 Tobacco Road
Clarksville TN 37040

KYSER, Billy J.
204 So. Daleville Avenue
Daleville AL 36322

LANNINGHAM, Sammy D.
2070-B Werner Park
Fort Campbell KY 42223

MARTIN, John T., II
Route 9, Box 10, Ford St.
Clarksville TN 37040

NIRMAIER, Clayton G.
334th Aviation Company
APO New York 09165

PARRIS, Steven
1209-A Werner Park
Fort Campbell KY 42223

PRESELY, William R.
ARMISH/MAAG TAF T.Box 181
APO New York 09230

PROCTOR, Owen V.
U.S. Army Avn School
Fort Rucker AL 36362

SHIPPY, Ronald R.
53501 Highway 50 East
Boone CO 81025

SLYH, William A.
1556 Valley Crest Drive
Columbus OH 43228

TEDFOR, Jon
Sta Office, AMOC 76-9
Fort Eustis VA 23604

TRUITT, Robert
Rural Route 1, Box 13
Charlottesville IN 46117

WISCOMBE, William
4824 Whipple Wb Road
Clarkston MI 48016

CW2'S

WITMER, Lester R.
D Troop, 3/8th Cavalry
APO New York 09185

WOOLWINE, Charles
1575 Cherry Tree Drive
Yarkville TN 37040

YARBROUGH, Clyde D.
1527-B Werner Park
Fort Campbell KY 42223

YOUNG, Eric
63rd Co, 6th Bn, USAAS
Fort Rucker AL 36362

WO'S

BENSON, Gary
234 Tobacco Road
Clarksville TN 37040

DAVIS, Martin J.
2306 Columbus
Muskegon OK 74401

NEILAN, Michael R.
HHC, 1 Bde, 1 Armor Div
APO New York 09140

PRICE, Michael
1416-A Werner Park
Fort Campbell KY 42223

ENLISTED

BENTON, Amos, SP5
Woodland Trl. Pk., Lot 183
Oak Grove KY 42262

BLAMEY, Billy, SSG
3 Charlemagne Blvd.
Clarksville TN 37040

BLODGETT, Gregory D., SGT
4621 Leiber Drive
San Diego CA 92117

BUECHNER, Leo, SP4
HHC, 158th Avn Bn
Fort Campbell KY 42223

COTTRELL, Charles, Jr., SGT
B Co, 4th Bn, 77th FA
Fort Campbell KY 42223

DOSS, Thomas, SGT
Box 32, Ross Road
Clarksville TN 37040

ESPINOZA, Ramon M. SSG
1016 1/2 Swift Drive
Clarksville TN 37040

EVANS, Thomas, 1SG
P.O. Box 247
Fort Rucker AL 42223

FAMNE, Howard L., SP4
726 1/2 Robb Avenue
Clarksville TN 37040

FARRELL, Joseph F., SFC
2354-F 11th Street
Fort Eustis VA 23604

FOSTER, Dennis, E-4
163d Aviation Co (GS)
Fort Campbell KY 42223

GIBSON, Claude F., Jr., SGM
854 Chaffier Road
Ft. Sam Houston TX 78234

GODSEY, David L., SP5
Co C, 158th Avn Bn
Fort Campbell KY 42223



The AAAA's Charter Life Membership Program came to a close on March 31, 1976



- 241. LTC Ralph E. Hill, Ret.
- 242. COL James F. Wells, Ret.
- 243. CW2 John R. Hedges
- 244. MAJ Joel Terry, Jr.
- 245. LTC Horace G. Cooke, Ret.
- 246. LTC Robert K. Jayne
- 247. LTC Donald E. Holroyd
- 248. MAJ Jowarreu B. Shively
- 249. LTC Willard D. Conklin
- 250. COL James O. Hegdahl
- 251. COL Eugene B. Conrad *
- 252. CPT H.B. Van Rensselaer
- 253. LTC Roger K. Paquette
- 254. LTC Robert M. Deets, Ret.
- 255. CW2 Robert H. Rowe
- 256. COL Albert A. Johnson, Ret.
- 257. LTC Carl E. Bobo, Jr., Ret.
- 258. LTC William H. Forster
- 259. MAJ Jimmy R. Chapman
- 260. COL Robert W. Siegert, Jr.
- 261. LTC Gerald H. Hanson, Ret.
- 262. MAJ Robert L. Mason, Sr.
- 263. LTC Donald W. Phillips

- 264. COL Fred F. Fulton, Ret.
- 265. CPT Gregory R. Jenkins
- 266. MAJ Gary F. Ramage
- 267. COL Emil E. Kluever
- 268. Judith E. Hurt
- 269. LTC Herbert M. Webber
- 270. COL George A. Lutz, Ret.
- 271. COL Edward McMaken *
- 272. MAJ Clinton B. Boyd
- 273. LTC Darrel W. Basom
- 274. CPT Richard L. Frazier
- 275. CW4 John P. Valaer
- 276. Orville H. Snyder
- 277. LTC Keith A. French, Ret.
- 278. LTC Jerry Lynn Fleming
- 279. MG Alton G. Post
- 280. MAJ Grady W. Wilson
- 281. LTC Harry O. Davis, Ret.
- 282. CW4 Carl L. Hess
- 283. COL James L. Burke
- 284. MAJ Raymond A. Miller *
- 285. LTC Paul B. Gale
- 286. Charles E. Herschbach

- 287. CW4 Raymond L. Curtis
 - 288. Alfred C. Carrell
 - 289. COL John W. Elliott, Ret.
 - 290. COL Joseph L. Gude, Ret.
 - 291. LTC George D. Shonerd *
 - 292. MAJ Louis L. Share, Ret.
 - 293. LTC Adolph H. Grimm, Ret.
 - 294. LTC Charles Barnett
 - 295. COL Carl H. McNair, Jr.
 - 296. LTC Eugene L. Adoue
 - 297. MAJ John R. Baumgarten
 - 298. LTC C.R. Sandidge, Jr., Ret.
 - 299. CPT James F. Speelman
 - 300. LTC Ernest L. Holmes
 - 301. LTC Wesley N. Sims
 - 302. CPT F.W. Grothe
 - 303. CPT John P. Dodson
 - 304. Harro Zuest
 - 305. Dr. Mark A. Hofmann
 - 306. LT Phillip G. Johnson
- NOTE: A Life Membership Program will be initiated on 1 Oct. *Retired

More than 300 members have become AAAA "Lifers". A Life Member Program will begin on October 1.

ENLISTED	ENLISTED	RETIRED	RETIRED	RETIRED
HARRELL, Minard A., Jr., SP6 3021-F Hammond Heights Fort Campbell KY 42223	RICHARDSON, Lisa C., SP4 2191 Memorial Dr., M-116 Clarksville TN 37040	BOSWELL, Leonard L., LTC Rural Route 1 Davis City IA 50065	JACOBS, Norman P., LTC 109 Collins Drive Columbia SC 29210	PASSANO, John D., LTC 4672 South Foster Road San Antonio TX 78220
HAUSFELDER, Donald, SGM 105 Valley Hill Drive Enterprise AL 36330	TRUMPFELLER, Herbert G. CSM 4617 Via Felipe Sierra Vista AZ 85635	CARRILLO, Arnold R., LTC 2705 South Lands End Tucson AZ 85713	JONES, Clarence T., CW4 10021 120th Street, S.W. Tacoma WA 98498	PAYNE, James A., Jr., COL 215 West 8th Street Russellville AR 72801
HUNTER, Jesse D., SFC P.O. Box 204 Fort Campbell KY 42223	TURPIN, Ronald C., SP4 4841-A Lee Village Fort Campbell KY 42223	CHASE, David W., CW4 P.O. Box 2 Lawton OK 73501	KEILERS, Charles H., LTC P.O. Box 156 Bessie OK 73622	ROSAS, Louis J., Jr., CW3 803 Sailboat Court Edgewood MD 21040
JACKSON, Hulon J., SFC 517 Paddy Run Road Clarksville TN 37040	WEAVER, Marcell, SFC HHC, 158th Avn Bn Fort Campbell KY 42223	ELIASSON, Arne H., COL Box R-BHI, Tehran APO New York 09205	KERN, Harry J., LTC 3006 Stanford Road Fort Collins CO 80521	SPYDER, Paul B., COL P.O. Box 154 Bethany Beach DE 19930
LISS, Ronald A., SSG 198th PSC APO New York 09061	WILLIAMS, Randall, SP4 Lot #45, Sunnysdale Trl. Ct. Clarksville TN 37040	EVINS, Robert O., LTC 503 North Green Marianna FL 32446	LAYA, Robert E., LTC 217 N.W. 74th Street Lawton OK 73501	SOUCEK, Leo E., BG Box R-426 APO New York 09202
MATTHEWS, Willie, SP4 Co B, 4th Bn, 77th FA (alt) Fort Campbell KY 42223	WILSON, Ronnie, SP5 Rural Route 1 Gracemont OK 73042	FROST, Frank A., CW4 Box R-BHI APO New York 09205	LUPTON, Wm. R., Jr., LTC 1900 El Cederal Avenue Las Vegas NV 89102	ASSOCIATES
McNUTT, James, Jr., SP5 127 Wildwood Drive Fayetteville NC 28304	RETIRED	GURLEY, William F., LTC 1019 Sleepy Hollow Irving TX 75061	LUTZ, George A., COL 3433 Cullen Lake Shore Drive Orlando FL 32806	BARTLETT, Melvin P.O. BOX 33 Huntsville AL 35805
OLIPHANT, Curtis, SP4 HHC, 158th Avn Bn Fort Campbell KY 42223	ANDERSON, Robert C., MSG 328 Williams Court Girard OH 44420	HANSON, Gerald H., LTC 5315 Kentfield Drive San Jose CA 95124	MANIERI, Rich A., LTC 124 Glenview Lane Willingboro NJ 08046	HICKMAN, Don D. #136 Barstone Apartments Dothan AL 36301
OSBORNE, Thomas, SP5 20th Adj Gen Repl Det Fort Campbell KY 42223	BEVERLY, Joseph L., CW3 5201 S.W. 88th Terrace Cooper City FL 33328	HENDERSON, Ralph E., LTC 1704 Laura Duncan Road Apex NC 27502	McKENZIE, Billy J., MAJ 204 Northside Drive Enterprise AL 36330	HOLUK, Steven K. 240 Lake Avenue Nesconset NY 11767
RANEY, Roger J., E-3 21st Repl Det APO New York 09757	BOEHM, William C., COL 8605 Highgate Road Alexandria VA 22308	HILL, Ralph E., LTC 5312 Espl 9th Street Tucson AZ 85711	NICHOLSON, Rowland J., LTC Box R-421 APO New York 09202	IERARDI, Philip R. 1800 Peachtree Rd NW* #304 Atlanta GA 30309

HALLEY'S COMET!

A Colonel Issued the following Directive to his Executive Officer:

"Tomorrow evening at approximately 2000 hours Halley's Comet will be visible in this area; an event which occurs only once every 75 years. Have the men fall out in the squadron area in fatigues, and I will explain this rare phenomenon to them. In case of rain, we will not be able to see anything; assemble the men in the base theatre and I will show them films on it."

The Executive Officer told the Squadron Commander:

"By order of the Colonel, tomorrow at 2000 hours, Halley's Comet will appear above the squadron area. If it rains, fall the men out in fatigues. Then march to the theatre where a rare phenomenon will take place, something which only occurs once every 75 years."

The Squadron Commander told the Lieutenant:

"By order of the Colonel in fatigues at 2000 hours tomorrow evening, the phenomenal Halley's Comet will appear in the theatre. In case of rain in the squadron area, the Colonel will give another order,



CATEGORY A — BG John S. Wieringa [cen.], CofS, First USA, presents the Category A First Army Commander's Aviation Accident Prevention Trophy to CW2 Steven E. Winter, 79th Army Reserve Flight Facility [Hagerstown MD] as MG Willie Dixon, 99th ARCOM commander, looks on. The presentation was made at Ft. Eustis, Va. on March 6.



CATEGORY B — CPT Alfred J. Devilacque, Army-Navy Reserve Flt Facil [Newburgh NY], left, accepts the Category B First Army Commander's Aviation Accident Prevention Trophy from BG John S. Wieringa [cen.], FUSA, as BG Frederick Scheer, 77th ARCOM Dep Comdr, looks on. The award was made at a March 6 FUSA Avn Stdzn Tng & Saf Conference.

something which occurs once every 75 years."

The Lieutenant told the First Sergeant:

"Tomorrow at 2000 hours, the Colonel will appear in the theatre with Halley's Comet, something which happens every 75 years. If it rains, the Colonel will order the Comet into the squadron area."

The First Sergeant told the troops:

"When it rains tomorrow at 2000 hours, the phenomenal 75-year-old General Halley, accompanied by the Colonel, will drive his Comet through the squadron area in fatigues."

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USAWOA TO MEET IN JULY

The United States Army Warrant Officers' Association [USAWOA] will host its Fourth Annual Meeting of the Members at the Bordeaux Motor Inn, Fayetteville, N.C., during Wednesday, 7 July, through Friday, 9 July 1976. All warrant officers — active duty, Reserve, National Guard, and retired are invited to attend. For more information, please contact USAWOA, P.O. Box 3765, Washington, D.C. 20007.

—Don Hess, CW4 [Ret.], Exec. Sec.

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On Guard!

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

A REMINDER: Nominations for AAAA National Awards for this year need to be submitted by mid-June. ARNG units and/or personnel are eligible to be nominated for all but "(Active Army) Aviation Unit of the Year".

Therefore, some of our outstanding ARNG units and individuals should be nominated so that they receive earned recognition.

ARNG safety

Major Timothy Flynn has been selected to fill the job of supervising the ground and aviation safety program. He takes over at a time when the ARNG aviation accident rate is low; unfortunately, we have recently experienced two major accidents with four fatalities (UH-1: CPT Phillip Ramsey and CPT James Henry; OV-1: LT Lyle Pinson and CW2 James Crowe).

Intensive prevention programs are keeping the accidents down even though the *Flying Hour Program* is increasing yearly. In the first half of FY76, 52% of the flying hours were utilized with an accompanying accident rate of 0.0%.

New assignment

LTC Edmund J. Dolan, Jr., is now more than six months into his assignment with NGB. He replaced COL Geoffrey Daniels as Aviation Logistics Liaison Officer with the Logistics Division, and comes from assignment as Eighth Army Aviation Logistics Officer, South Korea.

Ed recently said, "I am very favorably impressed with the quality of the people and the ARNG Aviation Program."

Potpourri

- COL Charlie Woodie, long-time Aviation Commander in VA, announced his retirement in July.
- MAJ Raymond Engstrand is selected as Chief, Aviation Maintenance Branch replacing LTC David Guest.
- New Facility Commander in NM is CPT Thomas Horan; new Commander in WY facility is MAJ Ray Williams.
- LTC Sam Workman, CA TARS Commander, recently underwent surgery and is now recovering.
- Newest Master Army Aviator is MAJ Dana Batey, SAO and AASF Commander in Oklahoma.
- First U.S. Army Region AAAA Awards:
 - The "Reserve Component Aviator of Year" is CPT Michael G. Casey, 112th Med Co [Air Amb], Maine ARNG.
 - The "Reserve Component Aviation Soldier" is SP6 Terrance R. Knowles, 262d Engr Bn [Cbt], Maine ARNG.
 - The "Reserve Component Aviation Unit of Year" is the 51st Aviation Company [Aslt Hel], South Carolina ARNG, Commander - MAJ Edward Baxley.

Thanks, Ed, and welcome to the Guard Program.

Selected for AWC

Your correspondent has been selected to attend the 1976-1977 Army War College course. This means an absence of 10 months from ARNG aviation duties — from August 1976 to June 1977 — and at that time I hope to return as Aviation Division Chief upon my graduation.

Letters.....

Dear Editor:

I would like to comment on General Canedy's recent article, "The Readers Respond" (Feb 76 *ARMY AVIATION*). I firmly agree with his statement, "Unfortunately, our accident experience continues to be bad and perhaps even more unfortunately, operator headspace remains the number one contributor."

I think the key to reduced accidents is increased professionalism. Lowering the standards will *not* decrease our accidents. Therefore, I do not understand - nor do I agree with - General Canedy's suggestion to drop the 50-hour actual instrument requirement from the Master Army Aviator criteria.

It is quite evident that Army Aviators ARE having accidents due to their inability to fly in actual weather, especially helicopter pilots (Ref Ft. Benning, 20 Mar 76, 7 fatalities). Since there no longer is a "Special" instrument ticket in Army Aviation and the 50-hour AI requirement can actually be flown as co-pilot, I find it incredible that any aviator would perceive this as an insurmountable obstacle to obtain.

This is not the old "I get mine the hard way" syndrome; it is the "True Professional" elan of the individual who has the

honest desire to excel as an Army Aviator.

In closing, I would like to say that any aviator who cannot function as pilot-in-command under actual instrument conditions should NOT be awarded Master wings.

WILLIAM F. CARROLL
MAJ(P), MSC
USAARL, Ft. Rucker

Dear Editor:

I've taken pen in hand to offer my comments to views set forth on pages 7 and 20-21 of the 29 February 1976 issue concerning the Master Army Aviator Badge. I truly feel sorry for those who have not been able to qualify for this distinction.

Especially noteworthy are those who did not achieve 3,000 flying hours in fifteen years and 50 hours of actual instrument flying, either rotary or fixed wing. These same individuals, who now suggest lowering the criteria, managed promotions, senior service school attendance, and command tour selection.

Perhaps the badge is designed to honor those who elected to make Army Aviation our principal specialty. Some officers achieve both general stars and a Master Aviator Badge. Does DA or anyone else suggest lowering the requirements, for example, of the Combat Infantryman Badge? I think not. That is precisely why it is coveted.

Perhaps we should issue everyone a Master Aviator Badge upon their designation as an Army Aviator and the problem would be solved. Even the Roman Legions had their distinctive insignia.

Lastly, let me say, "Pull up the anchor, boys. I got mine!"

EDWARD E. WALDRON, II
COL, USA

SHARE YOUR VIEWS!

Letters to the editor on any Army Aviation subject are welcomed by the publication. Such letters should be brief, and should be signed by the writer. The publication will withhold the name of the writer at his request. Letters should be directed to "Army Aviation Magazine, 1 Crestwood Road, Westport CT 06880.

Dear Editor:

Just a short note to let you know that the recipient of the AAAA's first "Eric H. Petersen Memorial Scholarship", my daughter, Cherie A. Cropp, is to graduate from the William Jewell College nursing program on May 16, 1976.

In keeping with the confidence displayed by your national scholastic selection committee, she has - through seven semesters - attained a grade point average of 3.958 out of a possible 4.0, receiving one "B" in 3½ years.

Permit me - with a little parental pride - to say "Thank you" for the help and incentive you gave to her through your AAAA scholarship award.

Sincerely,
Ralph C. Cropp

AAAA TO CITE CONGR. YOUNG

Congressman John Young, [D] Texas, will be honored by the Army Aviation Ass'n of America at its Third Annual Congressional Appreciation Luncheon, June 29, 1976. Dedicated to the service of the nation and to his native South Texas, he has been a consistent supporter of Army Aviation in representing the interests of his 14th Congressional District. The annual luncheon, at which both military and civilian dignitaries join AAAA in saluting a member of Congress, will be held at the Hyatt Regency Washington to facilitate the attendance of the honoree's many friends in Congress. □

Down with aviation safety! (Cont.)

•7. Publish articles and gives slide shows about the "old women" in Army Aviation. Particularly CW4's. The cowards will run - they always do. Besides, they're homesteaders, set in their ways and lazy by nature.

•8. On the unit level much can be done. What few units still have conspicuous markings on their aircraft should take immediate action to mud them out. White blade tips and danger signs and

NEW AAAA CHAPTER ACTIVATED

A "Lone Star Chapter" of the Army Aviation Ass'n was activated at the Austin Army Aviation Support Facility on March 29. Some 29 persons attended the initial meeting at which the members voted to meet on a quarterly basis. Leading the new slate were LTC Herbert G. Purtle [Pres], CPT Toby R. Hardy [SrVP], MAJ Robert E. Hinton [Sec], and SFC Clifford E. Kelley [Trea]. Chapter Vice Presidents elected were CSM Bobby E. Ingram [Membership] and CPT Robert D. Kohler [Programming]. □

those "cute-sy" U.S. Army stars and logos are dead giveaways to the enemy. He can actually see you if you're dressed that way! (How did we ever allow ourselves to get to this point?)

•9. Do all NOE at night with a FULL load of passengers? (Do I read correctly?) Do *not* waste time fooling around in daylight hours. Practice of the ultimate skill is the only way to acquire and retain the skill. Cover up all navigation lights - better yet, pound them out with a hammer to preclude a "namby-pamby" type from being tempted to retain them. Schedule a few trips over the nearest city (in close formation, of course), unless there are enough flares being used on the reservation to simulate realism. Dark adaptation is a luxury we will not have in combat. To have it in during training is stupid.

•10. Above all else - and this is most important - publicize and emphasize a "CAN DO!" attitude on a 24-hour-a-day basis, regardless of weather, terrain, the skill level of your aviators, and other minor factors. Force the lame and the lazy to get out of bed and get with it! ALL THE WAY, SIR!



New members all!

SGT's, SP5's, E5's

Gary Childress
James Christian
Roger T. Day
Dennis Dugan
Rickey Ellis
John M. Gibson
Jessie Gurra
Stephen Hall
Alan Hardison
A.L. Heyde
Curtis Hines
Jeffrey Holting
John R. Hoskins
Robert C. Hulihen, III
Rex Humberger
Bobby Jackson
Harold James
Herb Marshall Johnson
Danny D. Keeton
Russell King
Raymond Lane
Robert K. Leidelmeier
Warren Lindner
Clarence Magge
Anthony Maguadog
Michael H. Mathewson
Robert McGuire
Mary McKenna
Valerie McKell
Emil Mitchell
Francis Morales
Carl Olesen
Dennis O'Meara
Tony Palum
David Rieger, Sr.
John Ryan
Kenneth R. Ryce
Eric Smith
Tony Spilvey
Foxy Stacey
Paul Stack
Michael Stevens
Joe B. Thomas
Thomas Trigg
William Uhl
Perry Underwood
Jimmy Vance
Thomas Waddle
Richard Wakefield
Willie Williams
William Wolf

SP4's and E4's

Reginald Baloun
Anthony Banks

SP4's and E4's

Thomas Barbay
Donald Bennett
Robert Bravo
James Brown
Terry Bryant
Ted Burleson
Zachary E. Burton
Patsy Carbo
Ralph Castro
James Coleman
Linda Conner
Jerome Davis
Randy Davis
Charles Dial
Darrell Dinsmore
Gene Ellison
Robert Federick
Robert Fellen
Ed Finch
Michael Foster
Robert Foster
Roger D. Free
Stephen Falter
Roger Fulmer
James Galison
Peter Gardner
Richard Gayton
John Grubb's
John Haller
Terry Hardin
Francis Hatcher
Guy Hayes
Gerald Heitzman
James Hensen
James Hess
Timothy Hess
George Hoffman
Robert Holcomb
William Hueltner
Anthony Hughes
James Johnson
Michael Lane
Douglas Lansing
Carl J. Lapine
Ronald Long
Paul Lucas
Tony Lucas
Michael D. McMahon
David Medina
Timothy Meighen
Jeffrey Miller
Mario Muela
Roy Mundorff
Clifton O'Brien, III
Kevin Ouellette

SP4's and E4's

Jerry P. Patnaude
Randolph Patterson
J. Pearson
Renaldo Pearson
Paul Perraino
Evanda Perry
Donald Phillips
Jerome Pierce
Antonio Reller
Dennis Rolles
Jerry E. Rollins
Paul Russel
James Sams
Donald J. Schoolcraft
Reginald Scifers
Fouad Shaloun
Johnny Simmons
John H. Slaughter
Kenneth Smiley
Ourtis Smith
Jerry Smith
John Smith
Raymond Soia
Richard St. Pierre
Richard Stone
Noah Swain
Jack Tapp
Beasley Trammell
George L. Vanvolkinburg
Bruce Vick
Nicky Walker
Warren Weaver
Gerald Wells
Randy Wells
Willie White
Joan E. Whitehead
Franklin Williams
Dane C. Wyant
Randall Wyman
Charles Year
Stephen M. Yeggy

PF2's and E3's

Jim Ackisson
Ludwig Abil
John Anthony
Roy Armes
Ryland Beamon
Edward Berg
Emmanuel Boggs
Robert Brent
Randall Bryant
Philip Burkus
Jerry Burnham

PF2's and E3's

Kenneth Campbell
Roy Clarke
Herbert Coleman
Ted M. Cooner
Charles Cranfield
Melvin Oider
Michael J. Cummings
Lester Currie
Donald Davies
Kerry Davis
Steven Day
Benjamin Delgado, Jr.
Robert Dixon
John Donovan
Jerry Dely
Frank Dunn
Frank S. Edwards
George Ellis
Richard Fanning
David Fischer
Donald Fisher
John Smith
Vernon Francis
Cesar Garcia
Edward Garrell
Raymond Gilliam
James Gold
Virginia Hahn
Dancy Harrison
Willie Hendrix
Thomas Horan, II
Terry Howell
Rodolfo Huerta
Gerard Huels
James Isenberg
Ronald D. Jacobs
Jeffrey Jones
Thomas Jones
Louis Josval
James Kerins
Arnold Klutz
Willie Knight
Walter Lapointe
Michael J. Loeffler
Richard Lukes
Lewis D. Lynch
Fernando B. Malulac, Jr.
William McGuire
Paul W. Meredith
William Miller, III
David Mroz
Carl O'Connell
Timothy O'Connor
Lojulus Oliver

PF2's and E3's

Ingonar Osborne
Michael Ois
Daniel Pauly
Robert B. Payne
Larry Peeples
Mark E. Pike
Larry I. Powell
Rickey Pritchard
Derry Roland
Gerrit Rude
Charles Salome, Jr.
Carl Scaparo
Lawrence J. Sewall
Clarence Sexton
David Smith
Peter Stalsaker
Virgilio Tarango
Jeffery Taylor
Terence A. Teluch
Gregory Walker
Lee Washington
Kenneth Wegleben
Joseph Williams

PRIVATES and E2's

Freddie Anderson
Eddie Blackmon
Melissa Borden
Cesar Bowers, Jr.
Kenneth Bryant
Dennis Bullock
Albert Calhoun
James Clark
Mansfield Chappel
Joseph Childister
Keith Chisholm
Robert W. Cooney, Jr.
Robert D. Crites
Jerry G. Davis
Kathleen Doherty
Michael Dunlon
Kenneth J. Driscoll
David Escudero
Jon Fink
Isaac Friday
Michael Gaskill
David A. Gonzalez
Dexter Hall
Richard Headen
Mary Holzer
Bradley E. Hunting
Bobby Jones
James Kenney
Sharon L. Leo
Lee Little

PRIVATES and E2's

Richard Luntz
Phillip MacKinnon
Larry Marks
Peter Martin
Terry L. McCann
Randy Milbocker
Tyler Moore
Charles Pipes
Paul Robertson
Michael K. Shoulders
Howard Surman
Kevin Wesselschmidt
Lloyd Williams
Nick Zaharuch

PRIVATES and E1's

Marilyn Erdman
Mark Livingston
Irene Monaghan
MR's
John Alston
Robert Arnold
Donald E. Askins
Richard J. Bartell
George Barlek
Melvin Bartlett
Bruce E. Bissonette
Robert E. Brock
Coaly Brown
James L. Burroughs, III
Carl Chambers
James Clark
Bob Collins
Corbet Cornelison
William Deatherage
Neal Dehn
Rodney Dempsey
William A. Depalo
Ken Dowd
James A. Fawell
William Flowers
John C. French
Ray Goad
Charles Grossman
Randolph Guwinn
Chet Hall
Kenneth E. Hamilton
John Harilly
William Heilmann
Philip Heim
Joseph H. Huggins
Alex Hunter
Claude James
Vernon Jenkins

MR.'s

James Knobloch
Recco A. LaSala
George Lamar
Charlie H. Laney, Jr.
Richard J. Lewis
Richard J. Lewis
Will A. Lewis
Leslie H. Locke
W.R. Luttrill, Jr.
Frank A. Magnapeza
Kenneth Marks
William Marks
Clinton McCallan
Donald McIver
James Mercer
John Miller
John Moffitt
John Moyskii
Edgar J. Mullins
Yale D. Nalbott
Robert Nathan
Charles Nelson
James R. Newkirk
Dwight Nichols
Thurston A. Payton
Phillip P. Peluso, Jr.
Bobbie Perry
Daniel A. Peterson
Robert E. Phillips
Albert E. Rhode
John Robb
Paul E. Rodman
Edward Ryan, Jr.
Mauri Saari
Howard Shipley
William Shoemaker
Edward J. Stern
Gerald Stewart
Joseph P. Stopper
William Tarr
L. David Tapp
Frazier Treedy
James Vinson
Charles A. Warren, Jr.
Thomas E. Warren
Robert F. Young

MS.'s

Anita Bloom
Jonnie Clor
Lita B. Garrett
Carol R. Kress
Mary Peterson
*Retired

AAAA'S WORLD-WIDE CHAPTER ACTIVITIES

1. Air Assault [21]
2. Air Cavalry [26]
3. Alamo [36]
4. Aloha of Hawaii
5. Aviation Center [35]
6. Born Area*
7. Checkpoint Charlie*
8. Chesapeake Bay [30]
9. Chicago Area
10. Coastal Empire [38]
11. Connecticut

12. Cornhuskers [Feb.]
13. Corpus Christi
14. David E. Condon [23]
15. Delaware Valley [PA]
16. Embury-Riddle [FL]
17. Ft. Belvoir [74]
18. Ft. Benning
19. Ft. Bliss [9]
20. Ft. Bragg
21. Ft. Campbell [1]
22. Ft. Carson [60]

23. Ft. Eustis [14]
24. Ft. Hood
25. Ft. Huachuca [42]
26. Ft. Knox [2]
27. Ft. Leavenworth [48]
28. Ft. Lewis [57]
29. Ft. McPherson [43]
30. Ft. Meade [8]
31. Ft. Monmouth [54]
32. Ft. Monroe
33. Ft. Ord [55]

34. Ft. Riley
35. Ft. Rucker [5]
36. Ft. Sam Houston [3]
37. Ft. Sil
38. Ft. Stewart [10]
39. Franconia-Marne*
40. Folds*
41. Golden Gate
42. Grand Canyon [25]
43. Greater Atlanta [29]
44. Hanau*

45. Indy [Indiana]
46. Isfahan [Iran]
47. Latin America [C2]
48. Leavenworth Area [29]
49. Lindbergh [St. Louis]
50. Lone Star [Austin]
51. Mainz*
52. Midnight Sun [AK]
53. Miss. Valley [IA]
54. Missouri [31]
55. Monterey Bay [33]

56. Morning Calm [Korea]
57. Mt. Rainier [28]
58. Northern Lights [AK]
59. Persia [Teheran]
60. Pikes Peak [22]
61. Rhine Valley*
62. Rocky Mtn [Denver]
63. Schwaebisch Hall*
64. Sharpe Army Depot
65. Snake River [Boise]
66. Sooner [Norman, OK]

67. S. California [LA]
68. Stuttgart*
69. Sun Bowl [19]
70. Tauber Valley*
71. Taunus**
72. Tennes. Valley
73. Valley View*
74. Wash. D.C. [17]
* Germany



AAAA Membership Activities

□□ APR. 6. Coastal Empire [Hunter-Stewart] Chapter. Late afternoon business-social meeting. HAAF Officers' Open Mess. Members only.

□□ APR. 9. Chesapeake Bay Chapter. Late afternoon business-social meeting. Ft. Meade O-Club. Members and prospective members only.

□□ APR. 10. Embry-Riddle Chapter [Daytona Beach]. Professional-business dinner meeting. Jack R. Hunt, President, Embry-Riddle Aeronautical Univ., guest speaker; Chapter elections for '76-'78 term of office. Desert Inn. Members and wives.

□□ APR. 13. David E. Condon [Ft. Eustis] Chapter. General business luncheon. Remarks by MG Allan G. Post, CDR, USATC & Ft. Eustis. FEOOM. Members only.

□□ APR. 19-21. Monmouth Chapter. "Aviation Electronics Symposium"; BG Samuel G. Cockerham, Hq, AVSCOM, as banquet guest speaker. Gibbs Hall.

□□ APR. 20. Connecticut Chapter. Professional dinner meeting. LTG Sidney B. Berry, Superintendent, U.S. Military Academy, guest speaker. Frederick's Restaurant, Fairfield. Members and wives.

WITH US!—MG Joseph P. McDonough, left, U.S. Commander of West Berlin, receives a Certificate making him the Honorary President of AAAA's Checkpoint Charlie [Berlin] Chapter from outgoing Chapter President MAJ Alex Woods, Jr., who has since rotated to CONUS. □

□□ APR. 22. Lindbergh [St. Louis] Chapter. Professional dinner meeting. Remarks by MG Eivind H. Johansen, CDR, AVSCOM; COL Delbert L. Bristol, Ret., guest speaker. Lambert Officers' Club. Members/guests and wives.

□□ APR. 28. Fort Hood Chapter. "Annual Spring Ball." Ft. Hood O-Club. Members/non-members.

□□ APR. 29. Air Assault [Ft. Campbell] Chapter. "Annual Spring Dinner-Dance." FCOOM. Members/Non-members.

□□ MAY 1. Snake River [Boise] Chapter. Late afternoon general business meeting. Gowen Field NCO Club.

□□ MAY 3. Midnight Sun Chapter [Ft. Richardson]. Late afternoon gen'l business meeting; Chapter elections. Ft. Richardson O-Club. Members only.

□□ MAY 4. S. California Chapter [LA]. Professional joint AAAA-AHS dinner meeting. MG Jerry B. Lauer, UTTAS Program Manager, Hq, AVSCOM, guest speaker. Airport Marina Hotel.

□□ MAY 4. David E. Condon Chapter [Ft. Eustis] and Ft. Monroe Chapter. Joint "AAAA Spring Get-Together" (Picnic, but without children). Rod & Gun Club, Lake Eustis. Members, wives, and guests.

□□ MAY 6. Fort Monroe Chapter. Professional luncheon meeting. LTC Bobby H. Freeman, Chief, Avn Management Br, OPD, MILPERCEN, as guest speaker. FMOOM. Members/non-members.

There are 55 Chapters world-wide, some very active, some active, and some just going through the motions. There are literally hundreds of military, aerospace, government, and civilian aviation professionals who'd be willing to share some of their expertise, if they're invited to do so. If you belong to a late afternoon AAAA "beer bust bunch" and want something better, why not light a small fire under your Programming VP? Don't laugh, but he'd appreciate your program ideas!

□□ MAY 19. Tennessee Valley Chapter [Huntsville]. Professional dinner meeting. Ben S. Schemmer, publisher, Armed Forces Journal International, as guest speaker. RSAOOM. Members, wives, and guests.

□□ MAY 28. Mainz Chapter. Late afternoon professional-social meeting. Sergei Sikorsky, guest speaker. Chapter elections. MLKV Club. Members only (Business meeting).

□□ JUNE 5. 1976 Inductions - Army Aviation Hall of Fame. Ft. Rucker, Ala. Ceremonies in Physical Fitness Center; Bicentennial Ball at FROOM. (See page 7 for additional details).

□□ JUNE 29. Third Congressional Appreciation Luncheon honoring Congressman John Young (D), Texas. Hyatt Regency Hotel. Members and invited guests.

□□ JULY 14. National Awards Committee Meeting. Selection of 1975 AAAA National Award Winners. Hyatt Regency-Washington.

□□ JULY 16-18. National Executive Committee Meeting. AAAA National Office, Westport, Conn.

□□ OCT. 13-15. 1976 AAAA National Convention, 20th Anniversary Dinner-Dance, and 1976 Annual Honors Luncheon. Hyatt Regency Washington. Members and invited guests.

□□ NOV. 4-5. Lindbergh Chapter [St. Louis]. "Fourth Annual Product Support Symposium." Site, details to be announced.



10 win AAAA

1976 LTG WILLIAM B. BUNKER MEMORIAL SCHOLARSHIP AWARD OF \$1,000.00 FOR AN ENGINEERING SCHOOL APPLICANT

HENRIK D. PARKER, Landon School, Bethesda, Md. Son of Mrs. David B. Parker, McLean, Va. Probable major: Physics or Engineering. Probable career: Undecided at this time.

1976 AAAA SCHOLARSHIP FOUNDATION MEMORIAL SCHOLARSHIPS OF \$500.00

ERIC H. PETERSEN SCHOLARSHIP

MARY A. HAYES, Eisenhower H.S., Lawton, Okla. Daughter of CW4 [Ret.] and Mrs. Patrick H. Hayes, self-employed snap-on tools dealer, Lawton, Okla. Probable major: English; probable career: Secondary school English Teacher.

JOSEPH E. McDONALD, JR. SCHOLARSHIP

KENNETH D. BARNES, Mt. Vernon H.S., Alexandria Va. Son of BG and Mrs. Wilman D. Barnes, OJCS, The Pentagon. Probable major: Political Science; probable career: Law.

CUB CLUB MEMORIAL SCHOLARSHIP

LYSBETH K.B. BORIE, William H. Hall H.S., West Hartford, Conn. Daughter of Mr. and

Mrs. Henry P. Borie, Jr., Marketing Research Engineer, Sikorsky Aircraft Division. Probable major: Magazine journalism; probable career: same.

1976 AAAA SCHOLARSHIP FOUNDATION SCHOLARSHIP AWARD OF \$500.00

BRUCE W. BOURNE, Forest Park, Ga. Senior H.S., Forest Park, Ga. Son of CW3 [Ret.] and Mrs. Eldred G. Bourne, U.S. Army Missile Command, Redstone Arsenal, Ala. Probable major: Accounting; probable career: Certified Public Accountant.

1976 AAAA SCHOLARSHIP FOUNDATION MEMORIAL SCHOLARSHIPS OF \$200

JOEL R. GRAFT SCHOLARSHIP AWARD

GARY E. LANGSTON, JR., Spring Valley H.S., Columbia, S.C. Son of MAJ and Mrs. Gary E. Langston, Ft. Stewart, Ga. Probable major: Physical Sciences; probable career: unknown at this time.

THE LTC RANDOLPH KAHL-WINTER MEMORIAL SCHOLARSHIP AWARD

DEBRA A. BRITTON, Buena H.S., Sierra Vista, Ariz. Daughter of MAJ and Mrs. James H. Britton, Fort Huachuca, Ariz. Prob-



PARKER



HAYES



BARNES



BORIE



BOURNE

scholarships..

able major: Nursing; probable career: Nursing, R.N.

THE CW3 JAMES P. ERVIN MEMORIAL SCHOLARSHIP AWARD

LINDA B. LILLEY, Killeen H.S., Killeen, Tex. Daughter of COL and Mrs. Aaron L. Lilley, Jr. Probable major: Speech Pathology; probable career: Speech Pathologist.

AAAA MERIT SCHOLARSHIP OF \$200

JOHN S. PICKEL, Denbigh H.S., Newport News, Va. Son of CW4 [Ret.] and Mrs. James P. Pickel, Newport News, Va. Probable major: Physics; probable career: undecided at this time.

AAAA MERIT SCHOLARSHIP OF \$200

STEVEN M. JANSSEN, Fairfax H.S., Fairfax, Va. Son of LTC and Mrs. Arlo D. Janssen, Fairfax, Va. Probable major: Pre-law; probable career: Law.

AAAA CERTIFICATES OF MERIT

Belynda Berry, daughter of LTC Joe D. Berry, Wahiawa, Hawaii.

Janet A. Bill, daughter of LTC Gary R. Bill, Newport News, Va.

Frederick C. Bisch, son of LTC Frederick R. Bisch, Honolulu, Hawaii.

Mary K. Hurley, daughter of MAJ William P. Hurley, deceased, Malden, Mass.

Julia N. Jones, daughter of MAJ Robert S. Jones, Pine Bluff, Ark.

Linda S. Joyce, daughter of LTC Warren C. Joyce, Newport News, Va.

Robert J. Kelley, son of MAJ Robert H. Kelley, Jr., deceased, Milledgeville, Ga.

John R. Kenyon, son of LTC Robert B. Kenyon, Maxwell AFB, Ala.

Brett S. Kilpatrick, son of LTC Thomas M. Kilpatrick, Annandale, Va.

Michelle A., Patnode, daughter of COL Clarence A. Patnode, Chesterfield, Mo.

Jon R. Ruiz, son of Ronald R. Ruiz, Canoga Park, California.

Donna L. Scott, daughter of CW4 [Ret.] Harold R. Scott, Reidsville, N.C.

Michael T. Slye, son of MAJ William T. Slye, Jr., APO N.Y. 09185.

AAAA SCHOLARSHIPS ARE AWARDED ON THE BASIS OF MERIT AND NEED

The 1976 scholarship awards program involved 82 applicants, 61% of whom were in the top 20% of their senior class. AAAA scholarships are awarded annually on the basis of both merit and/or need. □



LANGSTON



BRITTON



LILLEY



PICKEL



JANSSEN

ODE TO THE NATIONAL OFFICE

A member of AAAA's initial 1957-1959 National Executive Board recently submitted his application for Charter Life Membership in AAAA, together with his \$120 donation to the AAAA Scholarship Foundation. Having an April membership expiration date, his dues notice [pink slip] was sent to him by "Non-Profit Orgn" mail, standard National Office procedure to save postage \$ on 10,000+ annual invoices.

Unfortunately, the pony out of Cincinnati went lame, and the P.O. lagged in delivering its express sack to Illinois. The member received a membership due notice AFTER he'd shelled out his \$120 to become a "Lifer." He expressed his concern in the following manner:

Computer, computer, there so smug
You seem to be sweeping me under the rug.
I'm just a number, so what the heck,
You don't care. It's not your neck.

I've joined for life, but you don't know.
My money's gone. Where did it go?
My cancelled check is my receipt.
But you still bill me with deceit.

Garbage in and garbage out.
You're paid to print and not to think.
But save me, please, before I really sink.

Disregard my name and rank,
But put this in your memory bank:
My number's still Oh Oh Five.
Now that you've got it, keep me alive!

One more thing before you're forgiven:
Check 209, One Twenty, I have given.
I hope you don't find this awfully hard.
But I want you to send me my Life Membership Card.

—Frank O. Grey, Jr.
Colonel, ARNG [Ret.]
Frankfort IL

FIFTH REGION—AAA REGION CONVENTION
HELD AT CORPUS CHRISTI, MAY 6-8

Representing more than 2,100 members in its 13-State area, AAAA's Fifth Region held its Second Regional Convention at the Emerald Beach Holiday Inn at Corpus Christi, Tex., May 6-8. Host Chapter for the three-day professional-social meeting was the Corpus Christi Texas AAAA Chapter headed by COL John W. Campbell. The meeting, which featured a Corpus Christi Army Depot tour, sun and fun activities, a Texas Bar-B-Q and Dance, a Shrimp Boil, and the presentation of Fifth Region—AAAA individual and unit awards at its May 7 Awards Luncheon, will be covered in a later photo story. □