

Army Aviation

January 15, 1977 Issue

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The Winner in the Army's AAH Competition



Hughes YAH-64

The YAH-64: Affordable



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MENASCO

NGA



TELETYPE

TELETYPE

The Winning Team!

In 1973, the Hughes AAH TEAM promised a different approach for the Army's advanced attack helicopter.

- Smaller in size
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- More agile
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- Lower in cost

In 1976, that's what we delivered.

Combat Effectiveness.



The Hughes TEAM realizes there are no shortcuts. 852 hours of ground and flight tests proved that performance, survivability, reliability and operational suitability are **available now**.

During this intensely competitive period, the YAH-64 accomplishments included:

- First to fly
- First to fly second prototype
- First to conduct airborne weapons firing
- First AAH to be delivered for government test
- First to complete government test

**The Hughes TEAM delivers
Technology of the 80's
Helicopters for the year 2000**



YAH-64 pilot-in-rear crew compartment.



Hughes XM230 Chain Gun



Air-launched 2.75-inch rockets.



12°-15° slope-landing capability.



Hughes "Black Hole" IR suppression system.



Hughes Helicopters

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READY IN RESERVE



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

USAR aviation personnel accomplished the Aviation Safety Officer's dream of a "ZERO" accident rate for the FY 76 period. Although not for a complete year, it goes down in the books as the only zero rate ever recorded by any Component.

This follows another record established in FY 76 when the USAR experienced "ZERO" injuries and "ZERO" fatalities - the first time any Component has achieved a zero record in each of these areas.

Congratulations and continued safe flying to the many individuals who collectively contributed to these records. OCAR would like to publicly congratulate and quote one of those individuals - CW3 Al Cargen, Ret., Fifth Army Aviation Safety Specialist and winner of AAAA's "James H. McClellan Aviation Safety Award for 1976."

Al says: "Accident rates are past history and the attitude that -

we must be doing something right - will not produce continued low rates. It takes an effective aviation accident prevention program."

The 300th Aviation Company (AH) of Fort Worth accomplished its Annual Training this past summer by participating in the Ft. Rucker-sponsored Reserve Component Aviation Unit Training Program. This two-week program was at USA-AAVNC's initiative, and was designed to provide RC aviation units with the opportunity to train and update all phases of unit operations under the supervision, guidance, and expertise of the Aviation School. This individual refresher training is of the type and quality that can't be duplicated anywhere in CONUS.

The caliber of instructor personnel, the sophistication of training aids, and the presence on post of all agencies devoted to the development of doctrine, tactics, and equipment serve to make a two-week active duty tour for RC aviation units at Fort Rucker a unique and important facet of their combat readiness training.

Major Jerry Stokley, commander of the 300th, had the following to say about the program in his after action report: "Annual Training

USAR has "Zero" rate for FY 76

was an outstanding success overall and should be credited to the Fort Rucker support provided through the Director of Reserve Components, LTC Rex Peterson, his staff, and the 376th Transportation Company (USAR). This was truly a one-team concept with the Active Army providing outstanding support to the Reserve elements. I highly recommend this training for other RC aviation units."

Over 200 aviation unit commanders and staff officers from Reserve Component aviation units within the Fifth U.S. Army area gathered for a highly successful three-day Aviation Tactical Training Conference/Seminar at Ft. Campbell, on 16-18 November.

The seminar included a discussion of training guidelines for

UPDATE ON WHO'S WHO

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

AVIATION OFFICERS

FORSCOM . . . COL William A. Hobbs
First USA . . . COL Robert Huebner
Fifth USA . . . COL Jack H. Dibrell
Sixth USA . . . LTC Donald R. Bauser

AVIATION COORDINATORS

ARR I . . . COL Robert D. Bretz
ARR II . . . COL Robert W. Seigert, Jr.
ARR III . . . COL Alfred J. Iller
ARR IV . . . COL Harold Keebaugh
ARR V . . . LTC John A. Freese
ARR VI . . . COL E.W. Rhyan, Jr.
ARR VII . . . LTC Charles S. Kettles
ARR VIII . . . LTC George S. Murry
ARR IX . . . LTC Clarence Keville, Jr.

AVIATION SAFETY AWARDS

Recipients of the 1976 FORSCOM Commander Trophies for outstanding achievement in the field of aviation safety and accident prevention:

Category F award for TOE units with 12 or less aircraft — 458th Engineer Battalion, 99th ARCOM, Washington, PA. Major Frank H. Spriggs, Jr., CDR.

Category G award for USAR TDA sections and detachments — U.S. Army Reserve Flight Facility, 122d ARCOM, Norman, OK. Earl Mixon, Flight Facility Supervisor.

Category H. award for company size units — 300th Aviation Company [AH], 90th ARCOM, Fort Worth TX. Major Jerry Stokley, CDR.

FY 77, demonstrations by the 101st Aviation Group, and a service school panel headed by MG James C. Smith, USAAVNC Commander, with panelists from Ft. Benning, Ft. Knox, Ft. Sill, and Ft. Eustis.

Conferences like this provide an update of current tactics and employment doctrine to Reserve Component aviation personnel. The "Total Army" policy was effectively demonstrated with the participation of commanders from all levels of both Active and Reserve Components working together.

OCAR would like to express its appreciation to LTG Allen M. Burdett, Jr., Commander, Fifth U.S. Army; and COL Jack H. Dibrell, Fifth U.S. Army Aviation Officer; for conceiving this seminar and to COL Larry Baughman, 101st Avn Gp; and LTC Jay Woodbeck, Director of Reserve Components at Ft. Campbell for their outstanding efforts in hosting the conference.

Army selects Hughes design for its AAH

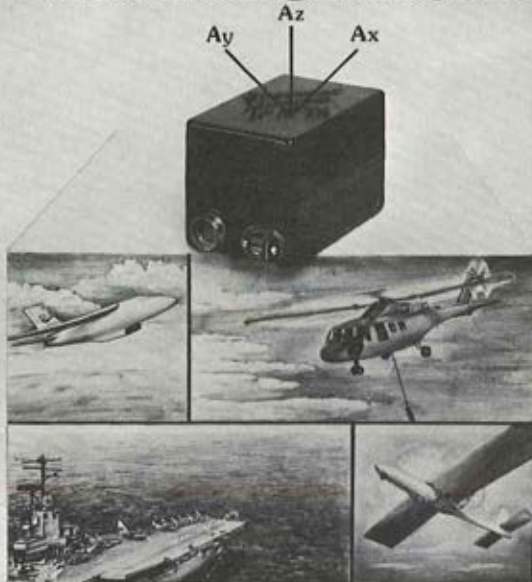
THE U.S. Army announced on Dec. 10 that Hughes Helicopters had been awarded a \$317.7 million contract as the winner in the Army's Advanced Attack Helicopter [AAH] program.

Being developed to provide the Army with an effective anti-tank helicopter, capable of delivering its ordnance payload on a day-night basis and under all weather conditions, the Hughes YAH-64 will carry eight Hellfire anti-tank missiles, air-to-ground rockets, and 30mm cannon. In winning the helicopter competition, Hughes also won the competition for the 30mm cannon, its XM 230 Chain Gun winning over the competing entry.

Hughes Helicopters Chief Executive, Thomas R. Stuelpnagel, said, "This AAH award . . . confirms Hughes' design approach, which emphasizes exceptional performance and survivability at an affordable price. The AAH is the most revolutionary step forward in the combat use of helicopters since it permits full performance of its mission at night while taking full advantage of ground cover and stand-off protection from enemy weapons."

During the 3-year Phase II contract, Hughes and its team of subcontractors will build an additional three YAH-64 prototypes. These aircraft, together with the original prototypes, will be equipped with the full complement of target acquisition and weapon systems, and will undergo two years of extensive testing by both Hughes and the Army.

The VG-204 Vertical Gyro/ Accelerometer.



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Now you can have pitch and roll stabilized accelerometers for sensing vertical, lateral, and longitudinal accelerations. The unique J.E.T. Vertical Gyro design with integrally mounted accelerometers have been proven in flight to satisfy critical design and operational problems. This proven gyro design also features true lateral acceleration outout to eliminate turn errors; thus eliminating a rate switching gyro.

If your programs involve guidance and stabilization for targets, drones, RFPV's, helicopter

hover, shipboard tethering, in-flight analysis of airframe stresses or flight path angles, J.E.T.'s VG-204 Vertical Gyro/Accelerometer is just what you've been looking for. It performs to MIL-A-22858, Amendment 5, MIL-G-23081C, MIL-G-25597D, or MIL-G-81620A. You'll like the price, too.

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Jet Electronics and Technology, Inc.



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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.⁶

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, Downsview, Ontario, M3K 1Y5.*

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

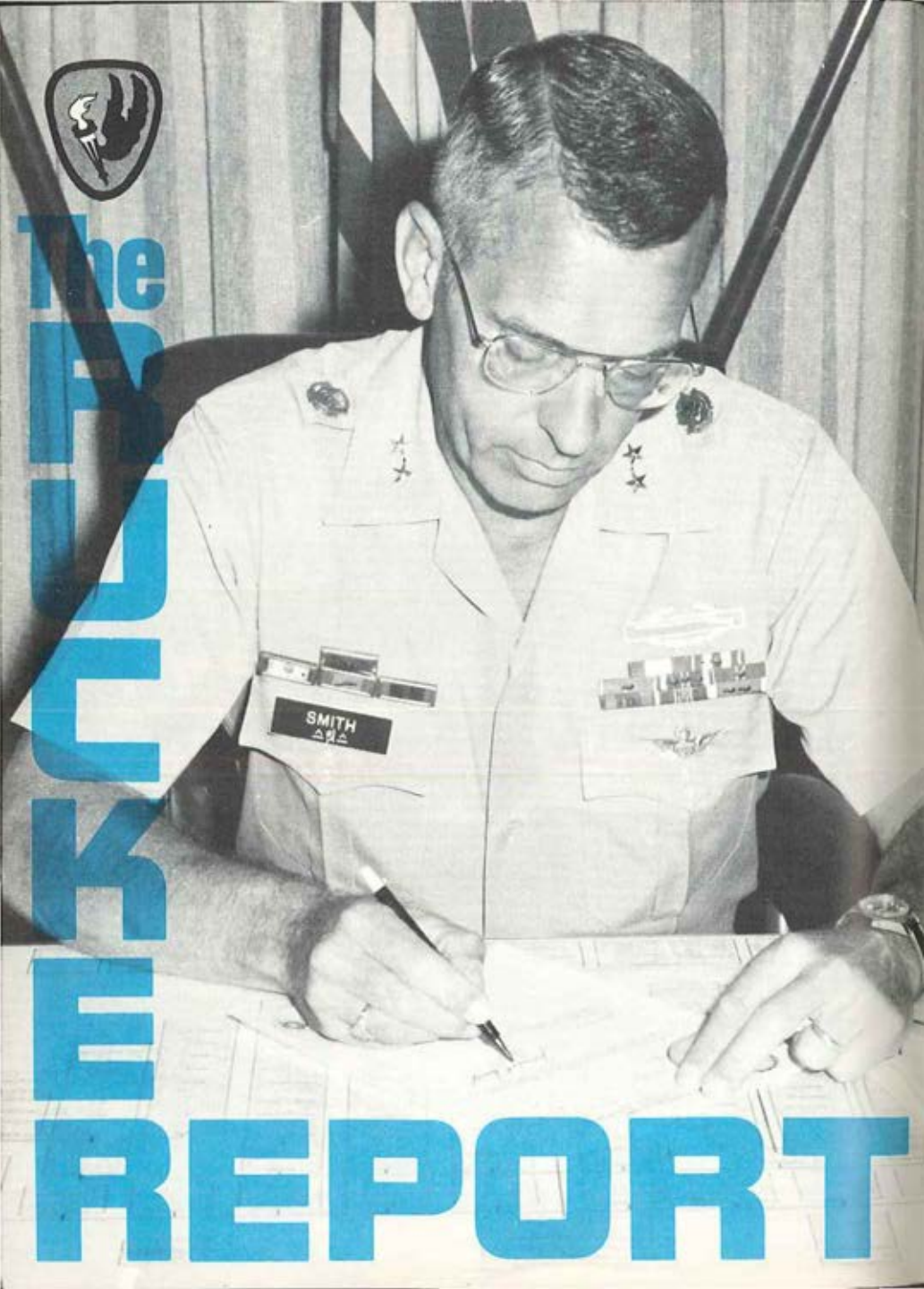
de Havilland



The
A
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REPORT



AS you can see from the byline, you have a new reporter from the **Home of Army Aviation and Fort Rucker**. It goes without saying I'm delighted to be heading up the Aviation team and look forward to supporting and assisting you in your mission accomplishment.

Many new developments and changes were evident and underway when I arrived at the Center this past July and many more have been initiated in the ensuing four months. In this and in following articles, I'll try to keep you updated on these actions as they impact on your operation. Conversely, if you have a question or problem that we at the Center can assist you in solving, don't hesitate to call or write.

Another new face here at the Center is that of my Deputy. **Brigadier General Ben Harrison** replaces **Bob Holloman** who is on his way to a new assignment that has not yet been announced.

Ben joins us from a three year tour as deputy at C&GSC, Fort Leavenworth, Kansas. I plan to involve him primarily in the developments and training area which, as you will read later in this report, is receiving a major redirection and emphasis.

Reorganization Update

Reported earlier to you in this column was the reorganization of the Aviation Center under TRADOC's School Model organization. This reorganization has resulted in

A Comprehensive Report by Maj. Gen. James C. Smith, Commander of USAAVNC and Fort Rucker

a totally new school organization which breaks with many traditional school concepts. Our final approved TDA came into effect this past October. Prior to that date the Center operated in an "OPCON" setup.

The new organization established four major elements. These are the **Directorate of Combat Developments**, the **Directorate of Training Developments**, the **Directorate of Training**, and an evaluation element - the **Directorate of Evaluation and Standardization**. Those of you in the field need to be aware of the new division of responsibility between these directorates so that as questions arise, inquiries can be directed to the correct office to speed responses.

The Director of Combat Developments, **Colonel Bob Sauers**, is responsible for concepts and organizations, materials to include some aircraft systems, avionics, visionics and electronic warfare, tests and evaluations, and studies.

The biggest change and addition to the TDA lies in the **Directorate of Training Developments**. This is a new, philosophical change which has been instituted at all schools/centers. The Director of Training Developments, **Colonel Doug Ciley**, is responsible for job and task analysis, design of courses, selec-

tion of training aids and devices, soldier's manuals, skill qualification tests (SQT's), commander's supplements, and all course development work for courses (this means a complete training package), lessons and TEC courses for both institutional training and exportable training.

This directorate is also responsible for training literature, the TC's, FM's, and checklists that are utilized throughout Army Aviation. Additionally, Training Aids and ETV are under the umbrella of Training Developments.

The Director of Training, **Colonel Ken Burton**, is responsible in turn for presenting the training at the Aviation Center by the Departments of Academic Training, Undergraduate Training, Graduate Training, and Resident Training Management. The products of the Aviation Center are then evaluated in the field

to determine if your needs are being met. In a nutshell, the Director of Training Developments prepares the total training package and the Director of Training teaches the package.

The Director of Evaluation and Standardization, **Colonel Clem Wyllie**, then looks at the finished product and identifies deficiencies and training shortfalls back to the training developers who analyze and modify the training course to eliminate identified shortfalls.

A Revised Initial Entry POI

Concurrent with reorganization, the Center is working on a revised initial entry rotary wing course which will be implemented with classes starting in June 1977. This is a dual tracked course (see box) which will graduate aviators who are systems-qualified in either the observation helicopter or the utility helicopter.

Initially, as this revised course is implemented and new equipment introduced, there undoubtedly will be some growing pains and changes required, but we're convinced the final results will be a better qualified Army Aviator for all units.

WOC development Program Changed

A new six-week **Warrant Officer Candidate Military Development Course [WOCMDC]**, an integral part of the revised initial entry rotary wing course, was instituted here at the Aviation Center in November of this year. This dedi-



LAST SHOW — LTC Ben Powell, Jr., commander of the Silver Eagles demonstration team, welcomes over 5,000 people to the Silver Eagles' final show at Knox Army Heliport at Ft. Rucker. The precision team, which consisted of 25 enlisted volunteers and 12 officers and AWOs, was deactivated following a Department of the Army budget cut. □

cated program is designed to counter the long identified problem of non-flight, military development stresses interfering with the actual flight training of the warrant officer candidate.

The WOCMDC is designed to teach the candidate acceptance of individual responsibility, leadership, will, stamina, physical conditioning and a knowledge of military subjects essential to his future performance as a warrant officer aviator. Following successful completion of this six-week course the candidate is then able to devote his undivided attention and efforts to the job of learning to fly.

Rotary Wing Aviator Refresher Course

To meet the need of aviators returning to flying positions from ground assignments the Aviation Center will inaugurate a five-week **Rotary Wing Aviator Refresher Course** beginning in April 1977. While the major thrusts of the instruction are instrument requalification and nap-of-the-earth flight, familiarization will be provided in current aviation threat doctrine, night vision goggle use, and other pertinent aviation changes.

While programmed at five weeks in length, proficiency graduation may be attained following the second week of training. It is currently DA's plan to place aviators requiring this refresher training TDY to Fort Rucker en route to their new flying assignment. Initial priority will be for officers away from

flying three or more years and moving to command aviation units.

Aviation Commander's Readiness Course

As a direct fallout of the recently completed, TRADOC-directed study of Aviation Training, the Center is reinstating its two-week **Aviation Commander's Readiness Course**. Primarily aimed at newly designated aviation unit commanders and staff officers, the course presents the latest thoughts and information on aviation trends, doctrine, and the threat. It further emphasizes to these key individuals the maximum utilization of aviation assets in a tactically sound and cost effective manner.

The POI contains instructions in aviation management, aviation safety, tactical unit training, aviation standardization, aviation developments, aviation medicine, and organizational effectiveness training.

Coincident to this course the aviator student returning to a flying assignment from ground duty can immediately undertake the rotary wing aviator refresher course, mentioned above, prior to proceeding to his new duty assignment. Plans are for this course to commence on 10 April 1977.

Single-engine Fixed Wing Instruction Phased Out

Effective 9 November 1976, single-engine, T-41 introductory training for the **Fixed Wing Multi-engine Qualification Course** [FW-

MEQC] was terminated. Henceforth, all training in the FWMEQC will be conducted in the T-42, multi-engine aircraft.

This change results in an over-all course reduction of nine days to 10 weeks and two days. Flight time has also been reduced from 80 to 60 hours while fixed wing simulator time has increased from 27 to 39 hours.

ARCSA III

The just concluded study on **Aviation Requirements for the Combat Structure of the Army [ARCSA III]** has been briefed to the Commanding General of TRADOC and the Vice Chief of Staff of the Army. A final report on the study has been published and is in the able hands of a **Special Task Force [STF]** at the Department of the Army.

Under the guidance of **Brigadier General Charlie Canedy**, this STF has been analyzing and evaluating

its conclusions and recommendations, and is scheduled to wind up its efforts in the first days of December. It will then brief the VCSA relative to the extent that the Army can satisfy the requirements for aviation as recommended by the **ARCSA III** study.

The goal of **ARCSA III** study effort was to determine an aviation force structure for the 1977-1986 time frame, a major portion of the study effort being in the area of attack helicopters and an increase in their capabilities to support our ground forces on a high threat battlefield. This **ARCSA III** effort was the first full study of this nature since the completion of **ARCSA II** in 1967, which was overshadowed at the time by our total commitment to the Vietnam effort.

While I am unable at this time to furnish you with final results and the total force structure, the proposed force represents a long term goal of placing more aviation readily available to the division commander.

Educational TV Advances

Since 1966, the Aviation Center has increasingly utilized the flexibility of television in the enhancement of training effectiveness. Repetition of expensive demonstrations or flight maneuvers without substantial recurring costs, use of extreme close-ups or especially prepared graphics in showing small objects or areas to a number of students at one time, presentation of senior commanders or persons



MAXWELL AFB, AL — Army Aviator students and faculty at the Air War College are, l-r front, COLs James A. Quinlan, Patrick N. Delavan [Fac.], Eugene F. Crooks [Fac.], & George A. Brown. Rear, LTCs Larry E. Lowe, Ronald E. Hudson, Robert A. Hefford, & James W. Bradin . . . and 100% AAAA, too. □

with special expertise whenever desired, and other capabilities of the medium have made instructional television an invaluable partner in meeting the Aviation Center training mission.

The **ETV Branch** of the Director of Training Developments has made rapid progress in developing educational television as an effective component of exportable training packages. The TRADOC/FORSCOM self-contained NOE Television Course is a particularly relevant example of effective television use in exportable training.

Already completed are twelve programs of some thirty-four to be produced in ten NOE-related subject areas. Reduced student flight time (and associated cost savings) and other benefits are expected to accrue as additional units are completed.

The EPMS and ARTEPS presentations which have recently been completed illustrate how a senior commander's guidance can be available to a degree that would be prohibitive if he were to repeat presentations to this extent on a "live" basis. The **ETV Branch** will continue to make every effort to incorporate state-of-the-art developments in the design of instruction as each production is developed and produced.

Air Traffic Control Unit Refinement

Army Communication Command representatives have been working closely with the Director of Com-

bat Development's Organization Branch to provide a new TOE for the Army's Air Traffic Control Unit. The new **ATC Group**, TOE 1-222, consolidates present ATC assets and supports a theater of operations. It replaces TOE 1-207, which was designed to support a Field Army.

The Group provides support for three Corps with up to fifteen division instrumented airfields or heliports, twelve corps instrumented airfields or heliports, four communication zone instrumented airfields, and twenty-seven tactical helipads or landing zones. The TOE will be forwarded to field commanders and service schools for area of interest review in early December.

Aviation Board Operational

One of the more recent additions to the Aviation Center Team has been the **U.S. Army Aviation Board** commanded by **COL Bob Bonifacio**. The **Aviation Board** was formally activated by TRADOC on 1 July 1976 to conduct operational tests, concept evaluations, and force development tests and experiments representing the troop user.

Unlike the remaining TRADOC boards which were virtually transferred intact from TECOM, the **Aviation Board** was created from scratch. The TECOM test organization, **U.S. Army Aircraft Developmental Test Activity [USAADTA]**, formerly the **U.S. Army Aviation Test Board**, remains at Ft. Rucker to conduct developmental testing

for DARCOM. USAADTA is currently commanded by COL Don Hemphill, who succeeded COL Bob Kellar upon his retirement.

Currently, the Aviation Board has reached approximately 80% fill in personnel and equipment with future prospects looking bright for TRADOC to increase the authorized strength of 88 military and civilian spaces to 112 spaces in order to meet the expanding aviation operational test mission.

To date the Aviation Board has completed two operational tests and concept evaluations and is engaged in conducting eleven more. Eighteen additional operational tests and concept evaluations have



ALL IN THE FAMILY — WO1 Mary C. Slaughter receives AA wings from COL Anthony J. Adessa, CDR of the Avn Trp Bde at Ft. Rucker, on her graduation, as her husband, WO1 Kurt S. Slaughter, Jr., looks on. The latter graduated about eight months ago. Both will serve at Ft. Hood.

been planned for initiation during FY77.

Colocation of the aviation operational and developmental test facilities here with the other Army Aviation Center Team responsibilities and expertise provides a focal point for management of aviation systems development on the users side of the R&D community.

The activities of the Center Team will mutually support and complement each other's efforts to close the loop in future aviation operational concepts, training and hardware requirements. The Aviation Center is now better equipped to provide the vital mix of technology and operational requirements necessary for research, development, test and evaluation of the Army aviation materiel systems necessary to meet the challenges of future battlefields.



DHC DELIVERS — D.B. Annan, VP Operations of de Havilland Aircraft of Canada, turns over the logbooks of two UV-18A Twin Otters in a late October ceremony at the company's Downsview, Ontario facility. Accepting the first of the two aircraft is LTC E.J. Dolan, Jr., of the NGB, who in turn gave them to MAJ R. Engstrand, representing TAG, Alaska, user of the versatile aircraft that has wheel, wheel-ski, or float options. [DHC]

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Any T700 engine can be installed in the right or left-hand position in both UTTAS and AAH aircraft. Its use of standard nuts and bolts is unparalleled. And it's the only engine that can be field maintained using just 10 standard Army tools.

Compared with current engines, Army maintenance personnel will spend 75% less time keeping the T700 flight-ready. For the Army's UTTAS and AAH programs, that means fewer man-hours, lower operating costs and greater aircraft availability.

205-127

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

GENERAL  ELECTRIC

**Retired COL Sam Kalagian
expounds on two of his
hangups, and encourages
you to comment on each**

Anachronisms Revisited

ARMY Regulation 600-107 lists the criteria under which an aviator may be ordered to appear before a Flying Evaluation Board (FEB).

FEB's used to be a normal, accepted administrative function throughout the Army Aviation Program, but the use of FEB's over the past several years has been virtually eliminated. The reason? FEB's are invariably a reflection on the supervision and leadership prevalent within an aviation unit.

Most of the reasons for convening an FEB have an underlying disciplinary taint. Commanders throughout the chain of command cannot tolerate a public admission

17 paragraphs authorizing waivers, exceptions, and deviations to the contents therein.

There are more aviators on active duty today than there are valid operational flying positions. Within the aviator community are many aviators who are violating flying regulations, who fail to properly discharge their supervisory roles, who fail to meet required annual flying requirements, and who have indicated a reluctance to fly by their flying record; but who are not forced to visibly demonstrate such reluctance because the hand of leadership is not firm.

The Army's FEB record has failed to surface these ills. Instead, waiv-

Flying Evaluation Boards

that their managerial talents have not resolved the problem at hand.

Instead, the tendency in recent years is to waiver problems that surface. The aviator's regulation bible, AR 95-1, contains no less than

ers compensate for bland management.

Until the height of the Vietnam War, the Department of the Army Flight Status Review Board met annually IAW Chapter 5, AR 600-

EVALUATION BOARDS (Cont.)

107 and generally purged 20-25 aviators of all grades from the Aviation Program.

Although the number of aviators "permanently removed from Army Aviation for lack of potential" were relatively few in number, aviators became highly aware of the Board's existence and its authority and there was a general tightening up of personal standards throughout the aviation community to keep from "getting their records before the Board."

The Board has not been convened in several years; however, the time is opportune when possible forced attrition action may become "necessary to balance authorized strengths."

The Army Aviation Program must be purged of those officers and warrant officers who profess to be aviators, but who, through manipulation of their "careers," insure that they rarely serve in pure aviation assignments AND fly.

AN aviator should NOT be permitted to continue in today's fluid Army Aviation Program, which becomes more sophisticated and demanding with each passing day, if he fails to serve in an operational flying assignment at least one tour every three years. Otherwise, he should be eliminated from the program.

Hopefully, the Aviation Career Incentive Act of 1974, coupled with the institution of the aviation specialty within OPMS, will bear fruit along these lines in the very near future.

My recommendations in this area would be to:

- Eliminate the maximum number of waivers and exceptions now encompassed within AR 95-1.
- Foster the use of FEB's for handling disciplinary aviation problems versus waivers.
- Limit the granting and approval of an aviation waiver to the DA Aviation Officer's office at DCSOPS.
- Convene the Army Flight Status Review Board on an annual basis to review the records of aviators submitted for Board consideration.



CLASS 60 — The Armed Forces Staff College, Norfolk, Va., has 12 Army Aviators on board, including three members* on its faculty. They are, l-r, MAJs Douglas K. Erway, Norbert I. Patla, R.D. Hewes, and J.E. Easton; COL Athol M. Smith*, senior Army rep, AFSC; MAJ H.J. St. Germain; COL Reginald H. Corliss* and LTC Jeffrey D. Brock* [both on the faculty]; and MAJs Morris G. Schallenberger, J.W. Filson, D.J. Antonoplos, and W.A. Jones. The group photo of Class 60 was taken on November 10, 1976.

Historically, the Army has been reluctant to invest funds in an aerial vehicle that performs a single mission, such as reconnaissance or gunnery.

Because the primeval L-4's and L-5's were cheap and easy to fly, they were used for observation,

aviators, and therein lies a problem. When the USAF or USN train an F-4 pilot, he flies nothing else and concentrates only on F-4's. If he is a B-52 pilot, all he flies is a B-52. But NOT the Army.

Because the Army hierarchy still remembers the simplicity of the L-4

Aircraft Qualification

transport, medical evacuation, wire laying, artillery adjustment, Judas goats (to get the enemy to reveal his position), supply vehicles, and — in some instances — as a gunship. To justify the expenditure of funds after World War II for Army aircraft, the Army Aviation pioneers developed a kaleidoscope of missions for each aircraft they proposed for buy.

This philosophy continued through the RVN period when the UH-1 — a medical evacuation vehicle — became the backbone of Army Aviation as a medical evacuation vehicle, a troop transporter, a supply van, a gunship, a maintenance retriever/wrecker vehicle, a spotter aircraft, a C&C vehicle, an admin vehicle, and a VIP sedan. The AH-1 Cobra and the OV-1 Mohawk were the only aircraft designed and bought to theoretically perform in a single mission role — but guns and rockets were still hung on the OV-1A's.

This idiosyncrasy of Army planners carries over from aircraft to

and L-5 and O-1 and OH-13, they expect today's aviators to fly OH-58's, UH-1's, AH-1's and a U-21 interchangeably and with equal skill.

It would be heresy to limit a Cobra pilot to simply fly Cobras! That's why annual proficiency requirements for aviators are the same whether the aviator flies Cobras or a U-8, to include the requirement to attain and retain an instrument rating and to acquire 50 hours of actual instruments as a requirement for a Master Army Aviator rating.

It matters not that learning, practicing and acquiring proficiency in AH-1 emergency procedures is a full-time job. The aviator must be equally skilled and at ease in any other aircraft assigned to his unit.

We grant safety awards to aviation units using standard criteria, measuring a VIP, twin-engine flight detachment flying off of a fully-instrumented, fixed base with

10,000-foot runways against a multi-ship air cavalry troop flying a mixed bag of OH-58, UH-1, and AH-1 aircraft, in and out of unimproved maneuver/training areas in Korea, USAREUR and Fort Polk.

Certainly, the cavalry troop has a higher accident/incident rate and will continue to have mishaps because of exposure regardless of everyone's efforts to reach a zero accident rate. Then, to insure that these cavalry troop aviators will bear out everyone's prediction that aviation mishaps will occur, they are directed to perform all of their missions and to conduct their training in the nap-of-the-earth (NOE) environment.

It matters not a twit that from his first day of flight training, each aviator who flies a helicopter is warned, advised, and trained to keep the helicopter out of the danger zone of the height-velocity envelope (H-V) — the so-called "Dead Man's Curve" — depicted in the performance charts in the aircraft operator's manual.

Why? Because no one has, as yet, devised the proper techniques to save the aircraft should major materiel failure occur while the

helicopter is in the H-V envelope. NOE is flight in direct opposition to this danger signal and to the aviator's training.

Army Aviation is very fortunate that more catastrophic accidents have not occurred as a result of NOE flights. Only the skill and luck of many flight crews have kept the record within acceptable limits. But such accidents will increase!

In the meantime, the incident rate — those "accidents" that do not cost the Army enough to be raised to the publicity level of an accident — average 44 per 100,000 flying hours in our tactical divisions.

Perhaps the time has come to limit the number of aviators and units that should participate in NOE training and flight on a routine basis. Surely the time is at hand when there should be no stigma for an aviator to limit his flying to a single type, model, and series of aircraft and to become a true professional in that aircraft.

The examples to support this thesis are the extremely low accident rates for CH-47 and CH-54 units throughout the Army where assigned pilots only fly the unit's CH-47 or CH-54. Scout pilots and slick UH-1 drivers could well be moan being stuck in their respective type of aircraft for years and years, but think how good they'd get and how quickly they could detect the emergency.

The key to being a successful Army Aviator is survival. This could well be one of the key factors!

FULL-TIME Flight Instructors. Applicants should have 4-yr college degree w/CFI-A & CFI-I aeron ratings w/ a min of 600 hrs PIC & 500 hrs instruction. Send resume & references to: Chairman, Division of Flight Technology, Embry-Riddle Aeronautical Univ., Regional Airport, Daytona Beach, FL 32014. An Equal Opportunity/Affirmative Action Employer.

“ . . some of Col. Kalagian's views reflect a viewer's nostalgic bias toward the past but are without substantiation.”

When I read the segment - “Who Leads The Troops?” - in Colonel Kalagian's September article, I was reminded of an incident some months ago when a friend and I went to a professional baseball game.

During the game my friend, who had not seen a baseball game since his high school days, turned to me and said: “You know I'm really amazed! The last time I saw a game, men were playing — these guys are all kids!”

It appears some of the author's views (much like my friend's) reflect a viewer's nostalgic bias towards the past but are likewise without substantiation.

Thus, before his swipe at today's

aviation unit commanders and the centralized command selection system goes unchallenged, it's important to point out a few facts and allow the readers to draw their own conclusions.

A good starting point is to briefly look at the rationale for the centralized selection of brigade/battalion level commanders. During the post Vietnam drawdown the diminishing number of commands and increased stability dictated that not all officers would have the opportunity to command.

The Army Chief of Staff determined in 1972 that DA centralized command selection was the best way to insure the equitable selection of those officers best qualified

Who leads the troops?

By

Lieutenant Colonel Terence M. Henry

to command. In '74 the centralized command selection system was expanded to include battalion level command.

Although the centralized selection of commanders does, in fact, deprive the major commanders of personally selecting aviation unit

**“The backgrounds . . .
reveal a factual
contrast to the
author’s opinion.”**

commanders from within their own limited resources (favored by COL Kalagian) it expands the eligible population for command of any given unit to include all eligible aviators. Boards comprised of general officers or colonels (all of whom commanded at least at the brigade level) are instructed to select those officers best qualified to command the designated units.

Unlike the previous system where the local commander was restricted to selecting an OPD Branch recommended officer based solely on his current duty performance, the DA board can evaluate a potential commander's total record, and review his performance in all aviation assignments — to include previous aviation command.

The article paints a rather negative picture regarding centrally selected aviation unit commanders. However, a look at the career backgrounds of those 25 aviators

who were selected by the January 1976 Lieutenant Colonel Combat Arms Troop Command Selection Board, and then slated by MILPER-CEN to command TO&E aviation battalions/air cavalry squadrons, reveals a factual contrast to the author's opinion.

For example, COL Kalagian states in his article:

“The officers who make up the aviation command list are generally those who have demonstrated their ‘potential’ for command by their recorded success in non-aviation staff work, civilian schooling, non-aviation military schooling, and non-aviation assignments at DA/DOD and JCS staff level.

The majority of those officers who now appear on aviation command lists have not been in an aviation assignment for four years or more . . .”

“Majors are not centrally selected . . . A review of their credentials is irrelevant.”

However, the facts show that only one of the 25 has served on the JCS or OSD staff with nine more having served at DA staff level. The remaining 15 (60%) have served primarily at corps/division level or lower. In regard to time away from flying assignments, ten of the 25 were in flying assignments when

[Continued on Page 27]

Q.

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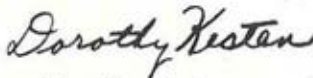
It's a fact . . . particularly with "Extra Cash!" hospitalization plans . . . different companies offer what appear to be similar plans, but when you compare their payouts - by the day or week, or by the month or year - against their annual premium, you'll find a great disparity in their "benefits to premium ratio" - the raw cost to you.

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5 BENEFITS ARE PAID DIRECTLY TO YOU. UNICARE checks are sent directly to you — not to any middleman, or doctor or hospital, unless you specifically request otherwise. This is money for you to use as you wish.

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WHAT UNICARE DOES NOT PROVIDE

1 Pre-existing conditions, that is, illnesses or injuries which are in existence before the coverage takes effect, are not covered until your insurance has been in effect for two years, or after one year if you receive no medical attention for that disability.

2 No benefits are payable under the UNICARE Plan for loss resulting from: suicide; pregnancy, childbirth, miscarriage or complications resulting therefrom; war, or an act of war, whether the war is declared or not; intentional self-inflicted injury; dental surgery or treatment except for the repair of injury to sound teeth; an insured being under the influence of a narcotic, unless administered at the advice of a physician; and confinement for nervous or mental disease or disorder, except while confined in a general hospital not specializing in the treatment of such disease or disorder.

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Who leads the troops?

selected and the remaining 15 averaged less than 2.5 years away from operational flying assignments.

As an aside, 21 of the selectees are Senior Army Aviators and collectively the command designees average 12.7 years as rated Army Aviators.

Colonel Kalagian further opines:

"Usually, the record will reflect that command-selected major's last aviation assignment was an aviation company platoon leader in RVN 5 to 6 years ago, and the command-selected lieutenant colonels last served with aviation on an aviation battalion staff, or — in rare cases commanded an aviation company." Leadership qualities: spending too much. This makes a review of their credentials difficult and irrelevant to a discussion of the centralized command selection system. The command selected lieutenant colonels have all served in repeated aviation assignments. Each has flown two or more tours in RVN; each has commanded at least one aviation company; and nine, as majors, commanded a second aviation unit. Many have also served as company/battery/ troop commanders in ground units.

The segment goes on to conclude with the author's unsupported diatribe against today's aviation commanders for a host of "wrongs" which go from demonstrating leadership qualities: spending too much time on availability rates, personnel

management, motor pool, reenlistment, mess, personal appearance of troops, discipline, etc.

In light of this, one must question the effectiveness of that unit commanded by an officer who does not demonstrate leadership qualities, ignores his aircraft maintenance, is unconcerned about his people, and avoids his motor pool which is apparently manned by sloppy, ill-fed, undisciplined soldiers.

The author does make a solid point concerning the lack of technical refresher training for officers selected for aviation command. With longer times being spent away from flying because of the requirement for increased stability and OPMS dual-track development, this training will become even more important. Hopefully, the proposal currently being staffed to implement such training by Fiscal Year 1978 will become a reality.

Today's aviation commander is plagued more than commanders in the past by a myriad of non-aviation problems and challenges which compete for his attention and all too limited time. The centralized selection system will not provide commanders who are eight feet tall. It does, however, in the unanimous opinion of the major commanders, provide officers as dedicated and as qualified for command as ever.

Perhaps the author, like my friend reminiscing at the ballpark, chooses to remember how things were or at least how he remembers them.



TOP LEFT: Chinooks enter a landing zone to drop off their equipment loads during the 101st Air Assault demonstration conducted at annual REFORGER exercises. **ABOVE:** Men of the 101st unload an Army "Mule" from a CH-47 Chinook as, **LEFT PHOTO,** motorcyclists from the Scout Platoon move out from their drop aircraft. **BELOW:** A TOW-equipped trio of Mules awaits its turn in action during the 101st demonstration.

BELOW: A Cobra gunship moves stealthily through a wooded area near the action during the 101st Airborne Division's demonstration.



RIGHT: Hueys of the 101st await their assault unit passengers before participating in a demonstration of vertical assault capability.

BELOW: Cobra gunships go NOE through a wooded area at Wolfersstetten, Germany, site of the 101st REFORGER demonstrations.



BELOW: A Huey of the 101st is hidden safely away under the protection of a camouflage net. **BELOW LEFT:** Army Mules mounted with TOW missiles stand by after being unloaded during the "Autumn Forge" part of REFORGER 76. Note USAF transport awaiting takeoff at far left. (All REFORGER 76 photos were taken by SP5 Richard T. Edwards, 3rd CAB, 3rd Infantry Division, APO NY).



BELOW: A 101st Airborne Division Vulcan is ready to play its air defense role during REFORGER.



Reforger 1976

THERE are only two jobs in aviation worth having — and being a staff officer is **not** one of them. Sometimes, however, aviators are thrown into the “staff officer” arena.

All jobs in the Army have frustrations and rewards, but experience says that the two jobs that make a man sleep well at night are simply being the pilot-in-command of **any** airship, or being the commander of **any** unit, regardless of shape, size, or form — aviation or otherwise.

As a pilot you have a mission (often self-generated as in training flights), the means to accomplish the mission, and usually the time to accomplish it. Pure luxury in today's Army.

As a commander, you have the mission, sometimes the means to accomplish it, and - at times - the time to do it. Still luxury - at least in the sense you can still blow the whistle if you need to do so.

As a pilot - and let's be honest

about it - you can cloak yourself in a protective regulation, and a commander has “command prerogative” to use as his ally, if he doesn't use a regulation.

The staff officer has “zilch” and deals in substances rife with the same amount of importance while the aviation staff officer has a very hard row to hoe.

First of all, he is surrounded by non-aviators and professional staffers. It's a different Army, one where nuances of verbiage and format peculiarities assume major proportions that inevitably lead to good and/or bad efficiency reports.

It is a **political arena** where one cannot say what he means to say, a place where “gentlemen of equal rank” (defined as O-6's and above) discuss solutions. Unlike the real political world, honest differences of opinion are rare inasmuch as they do not promote the team image.

Regulations at this level are truly “guides”. They're subject to being

Reflections at 20 years

By

Lieutenant Colonel Gary V. Dennison

ignored, supplemented to allow avoidance, or are simply abolished. (The latter action is rare, however, since too many people in the next higher headquarters have a vested interest in the regulations, and their abolishment could easily lead to lost jobs, or power — a “no-no” in any bureaucracy.)

It's a world where one cannot discuss a problem over a phone or lunch and hope to have it resolved. Instead, one must “grease the skids”, convince four layers of bosses, in writing, and then hope for a favorable response. Fat chance!

Small (very small) items, such as memorandums for record (MFR) cannot be dashed off and stuck in a file. If you attended a meeting and are recording it, you must say so.

The fact that you were there and are listed (TAB A) as one of the attendees, and signed the MFR are all facts which, by themselves, are insufficient. You did not **say** you

were there and you, therefore, are remiss in your duties as a staff officer.

In the business world we could say that such an organization has misconceived itself as an end and the institution as a means. In our world, it's a bunch of staffers trying to justify their jobs when they simply don't have one. They're Army officers caught between wars who are still pushing for rank the only way they know how.

They're bringing the fun game of nit-picking into the realm of science. The better ones gravitate towards the higher headquarters — and they get promoted doing it.

It is dedication carried to the point of fanaticism, and it's a necessary evil in our society, whether we like it or not.

Be that as it may, one doesn't have to like it and junior staffers, by and large, do **not** like it. Their uneasiness, restlessness, and muttering all indicate an unresolved problem. That many simply quit or retire, or in some cases just give up is to be expected.

This milling around is definitely observable. Remedial actions are pushed down through the pyramid, usually after the “chiefs” have received a glorious briefing at some resort area and have been sold a new solution to the age-old problem, “What do you do with staffers between wars?”

The current fad seems to be “Management by Objectives.” This trans-



TOP AVIATOR — CW3 Thomas Beukelman, 2d Sqdn, 17th Cav of the 101st, accepts the First Region—AAAA and 101st “Army Aviator of the Year Award” from the Hon. William K. Brehm, Asst Secretary of Defense [LA] at the Dec. 3 Aviation Ball of the AAAA's Air Assault Chapter.

lates out roughly as "Give the boys a piece of the action, and they'll go along with the program". In itself this idea has merit — but in the business world, where the concept has been used for years, the assumption is a man has a job, however minor.

But you cannot make this assumption in the peacetime Army, and this is where the theory falls flat. Staffers - generally speaking - do not have meaningful jobs. But being aggressive, they assume as many duties as possible and thereby deprive many enlisted personnel of their jobs. (Guess who else now has job dissatisfaction?)

The professional staffer survives. The aviator whose orientation, background, training, and experience qualify him as a person who is in **charge of something** has a much rougher road. He's a misfit in a bureaucratic society and usually becomes distraught if he remains within the group. He often retires on the job, like his superior, and decides to announce it in two to six years.

Solutions? There are ideas - plenty of them. As examples:

- Give a man a job. Explain it, let him learn it. If he performs, tell him so. If he can't perform - or won't, boot him.

- If he does his job well in two hours a day - and there simply isn't anything else for him to do, let him off. He can catch up during the next war on an hourly basis.

A frequent contributor to **ARMY AVIATION**, LTC Dennison serves with the Off, TIG, at Hq, FORSCOM.

- Quit selling "We don't need a branch" to aviators. Who believes that anymore? What real aviator **ever** believed it?

- Put performance on an objective basis. Use the budget as a measuring device where possible. Many people can justify their jobs on a **dollar basis** if they have a chance to try, and it should at least be considered. One of the deans of American business, Peter Drucker, once said, "You don't measure a preacher's success by the number of souls he's saved since the books are kept elsewhere."

But measure a man you can, just as you can measure the success of an Aviation Safety Officer. If his programs are sound **and** people listen **and** he's out there with them as a member of the team **and** has their respect, then he's a winner if the accident rate is low.

Answers? Not really.

We in the Army are in a state of limbo. We cannot be eliminated, nor can national safety be weakened. We can be realistic and try to do the jobs the best we can, and try to eliminate those jobs that really aren't jobs.

We aviators should be monitored, however, for as someone once said about enlisted men we "are not smart, but are cunning and sly and should be carefully watched".

Especially if we aren't flying or aren't in charge of something.



LEFT: The Hon. Norman R. Augustine, Under Secretary of the Army, presents the AAAA "cube" to MSG John R. Montgomery as the 1975 "Aviation Soldier of the Year." **RIGHT:** The Hon. Howard E. Haugerud, right, presents the "James H. McClellan Aviation Safety Award" to CW2 Alfred J. Cargen, Ret., at the 1976 AAAA Honors Luncheon.



ABOVE LEFT: COL Charles R. Jones, Avn Div, NGB; MAJ Loren W. Franke, Cdr, and 1SG Donald MacPherson, Sr NCO, 1042d Mil Intel Co (AS), OR-ARNG; BG Robert M. Leich, IGR; MG Charles A. Ott, Jr., Dir, ARNG. **ABOVE RIGHT:** 1976 AAAA Honors Luncheon assembly. **LEFT:** LTG William B. Fulton, r., Director of the Army Staff, and MG Ott, l., present the "Outstanding Reserve Component Aviation Unit" trophy to 1SG MacPherson & MAJ Franke.



Above left: COL Darwin A. Petersen, Monmouth Chapter President, accepts the "Outstanding Chapter Award for 1976" from AAAA Exec VP Art Kesten as attending members look on. Right: BG Charles E. Canedy, Convention Presentations Chairman, opens the '76 professional sessions. Below left: Carl D. Perry, outgoing nat'l VP, receives the traditional "Thank you" AAAA cube from nat'l Sec-Trea COL John W. Marr.



Above: L-r MAJ Gary F. Ramage & 1SG Charles Lewis, 334th Avn Co, receive "Top Unit" congratulations from LTGs "Bob" Williams, AAAA; & Howard H. Cooksey and William B. Fulton of the DA Staff. Left: "AA of the Year" CW4 Robert R. Hawkins, center, chats with BG Canedy, Asst Sec of the Army Harold L. Brownman; LTG Hal G. Moore, DCSPER; and LTG John W. Wright, Jr., AAAA President, at Honors Luncheon. Right: "Outstanding Aviation Unit" NCO 1SG Charles Lewis, left, and MAJ Gary F. Ramage, Cdr, right, receive AAAA's "Top Unit" trophy from LTG William B. Fulton 2d from left, and AAAA President Wright



Above right: Nat'l Board VP COL Jack H. Dibrell, left, presents outgoing Board member Don Luce with a correctly engraved "Thank you" cube following the completion of 5 years of Board service.



Above: CW4 Robert R. Hawkins, right, receives the AAAA Silver Medallion cube as the 1975 "Army Aviator of the Year." Making the presentation at AAAA's 1976 Honors Luncheon is LTG Hal G. Moore, Deputy Chief of Staff for Personnel, Department of the Army. Left: LTG Moore congratulates CW4 and Mrs. Hawkins at a reception preceding the Honors Luncheon. [Photos: Peter Montini]





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Above: LTG Allen M. Burdett, Jr., 5th Army Cdr, presents an AAAA plaque to SFC Noel J. Judge, cen., and CPT Ronnie W. Betts, of the Coleman ATC Tower, the "US Army's 1976 ATC Facility."



ABOVE: MG James C. Smith, USAAVNC & Ft. Rucker Cdr, opens the "Safety, Training, and Standardization Panel at the 1976 AAAA Nat'l Convention as panel moderator. RIGHT: L-r, BG Glenn Goodhand, AAAA Past President; CW2 [Ret.] Alfred J. Cargen, 1975 "James H. McClellan Award" winner; the Hon. Howard E. Haugerud, McClellan Memorial Foundation President; and Joseph P. Cribbins, Special Asst for Aviation Logistics, ODCSLOG, chat at the 1976 AAAA Annual Honors Luncheon Reception. BELOW: GEN Hamilton H. Howze, AAAA Past President, leads the 11 other Presidents into the 20th Anniversary Dinner and Presidential Roast. The 470 members and wives in attendance had just turned their backs on their distinguished leaders by sitting down during their entry.





ABOVE LEFT: COL William E. Crouch, Jr., Chief, Aviation Systems Division, ODCSRDA, opens the Friday, October 15 "Aviation Hardware Panel" as Panel Moderator. ABOVE RIGHT: COL William E. Hornish, Chief, Professional Development Division, OPD, led an eight-member MILPERCEN team in OPD, Warrant Officer Division, and EPD presentations. BELOW RIGHT: BG Jack W. Hemingway, Ret., left, receives an AAAA "Thank you" cube from Past President Ed Nielsen on completing his three year term of national office.



ABOVE: MG Alton G. Post, First Region-AAAA President, left, turns over a \$750 Region donation to Bryce Wilson, AAAA Scholarship Foundation President, the funds to specifically augment the LTG William B. Bunker Scholarship Memorial Fund administered by the Foundation. RIGHT: Sixteen members of the AAAA's splinter group, the Cub Club, bend their elbows during the '76 AAAA Convention.



The Personal Side

PERSONAL ITEMS AND AAAA
MEMBERS AND AAAA AWARDEES

AAAA AWARDS AND HONORS

100% AAAA UNIT MEMBERSHIP

273d Med Det [HA], TX-USAR. The first aviation unit of its size to attain 100% membership in the AAAA.

CHAPTER HONORARY MEMBERSHIP

MG John F. Forrest, Commander, 4th Inf Div (Mech)

CHAPTER HONORARY MEMBERSHIP

MG John F. Forrest, Commander, 4th Inf Div (Mech), Ft. Carson, CO, by members of the Pikes Peak Chapter.

BG Roswell E. Round, Jr., ADC(S), 25th Inf Div, Schofield Barracks, HI, by members of the Aloha Chapter.

FLIGHT SAFETY AWARDS

UNIT FLIGHT SAFETY AWARDS

Branch III, Adv Div, DUFT, CPT William F. Aubuchon, CDR, 21,337 hrs. Jun 74-Jun 76.
Branch II, Primary Div, DUFT, CPT David H. Pollock, CDR, 2,767 hrs. Jul 75-Jun 76.

INDIVIDUAL FLIGHT SAFETY AWARDS

LTC Herschel E. Reynolds, Ret., USA Bell Plant Activity, 8,400 hours, 26 years.

COL Franklyn C. Goode [CDR], MAJ Karl R. Griffin, CPT Michael D. Doyle, CPT John W. Grow, CW4 Maurice G. Myers, USA Bell Plant Activity. (Part of 10-member group that amassed 30,000+ hours.

BIRTHS

Heather Dawn Brandt, daughter of CPT and Mrs. William M. Brandt. Born October 3, 1976 at Ft. Hood TX. (8 lbs, 5 oz).



MASTER AA — LTC J. Thomas H. Denney, left, Cdr, 4/77th Atk Hel Bn, receives his Master Aviator wings from BG Weldon F. Honeycutt, ADC(O), 101st Abn Div [AASLT]. A member of the 101st since 1971, Denney appropriately holds Charter Life Membership No. 101 in the AAAA. □



NEW ENERGY! — The Chesapeake Chapter's newly-elected officers are shown during a dinner-business meeting held Oct. 28. They are, left to right, CPT Robert N. Gedzun, Ft. Meade Fil Det [VP, Memb]; MAJ Howard D. Hill, Hq, First US Army [Sec]; MAJ Richard A. Sperring, USAR [VP, Programs], and MAJ Walter R. Mueller, NGB [President]. □

DEGREES AND HONORS

SFC Homer L. Moran, F Co, 122d Maint Bn, APO NY 09165. Master Degree in Business Administration, Boston University.

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WO1 James M. Deason, II, WORWAC, Aug 3.
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CPT Victor R. Bustamante, ORWAC, Sep 14.
WO1 Michael D. Buchanan, WORWAC, Sep 14.
CPT [Dr.] Timothy G. Berger, Army Aviation Medicine Basic Course, Sep 23.
1LT David W. Ledford, ORWAC, Sep 28.
WO1 Michael R. Phillips, WORWAC, Sep 28.
1LT Raymond E. Munson, ORWAC, Oct 13.
WO1 Tome L. Rehders, Jr., WORWAC, Oct 13.
1LT Michael R.U. Clifford, ORWAC, Oct 27.
WO1 Paul E. Gillespie, WORWAC, Oct 27.
1LT Randall J. Sandone, ORWAC, Nov 9.
WO1 Derek B. Johnson, WORWAC, Nov 9.
1LT Blaine W. Hyten, ORWAC, Nov 23.
WO1 Philip E. Davis, WORWAC, Nov 23.

U.S. Army Transportation Center

(AAAA presents Achievement Certificates)

CWO Robert A. Commerford, ACRTF Maint Off Repair Tech Crs Class 11-76, AH-1G, Sep 2.
WO1 Howard E. Suttler, ACRTF Maint Off & Repair Tech Crs Class 12-76, UH-1, Oct 5.
SSG Roy A. Payne, ACRTF Maint NCO Adv Crs, Class 10-76, Oct 22.
CW2 Frank H. Zahrt, Jr., ACRTF Maint Off & Repair Tech Crs, Class T016, Ch-47, Nov 5.
SP6 Scott F. Rockwell, ACRTF Maint NCO Adv Crs, Class 1-77, Dec 3.

CW2 Gerald L. Baker, ACRTF Maint Off & Repair Tech Crs, Class T026, CH-47, Dec 6.

MEDALS

COL Edmund K. Ball [Ret.], Legion of Merit, Meritorious Service Medal
CW4 Jess L. Taylor - CW4 Hubert A. Wellman
CW4 John F. Williams

OBITUARIES

Major Edwin B. Dean, USA Transportation School, Ft. Eustis, Va., sustained fatal injuries on September 21, 1976 in a boating accident on the Warwick River in Newport News, Va. He is survived by his two sons, John and Michael of Martinsburg, W.Va. Interment took place on September 25 in Buckhannon, W. Va., with full military honors.

RATINGS

Master Army Aviator Badge

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LTC C. Douglas Eady, Spec Wpns Sec, P&O Div, Hq, LANDSOUTHEAST, Izmir, Turkey.
LTC Donald R. Hull, Cdr, 34th Medical Battalion, Ft. Benning, Ga.
LTC Engle W. Scott, USAREUR Avn Safety & Standzn Board, Hq, USAREUR.
MAJ Irvin L. Travis, HHC, 24th S&T Bn, Hunter AAF, Ga.

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NO. 11 - The 273rd Air Med Det, Tomball, Tex., commanded by MAJ Marvin E. Bonner, is the first USAR aviation unit to claim 100% AAAA membership. Shown, l-r, in the front row are CW3 Ken Bartula; CW2s Bryon Grubbs, Tony Parrot, Brownlow Sinclair, and Jack West; CPT Roberts, and CW3 Wayland Gustafson. Rear: CPT Rod Seidel; CW3 Doss Pruitt; MAJ George Wheeler; CW2 Jon Easton; CPT Larry Little; CW2s Ray Young and Dudley Mason; and MAJ Marvin Bonner.

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Membership Meetings

NEWS OF NATIONAL, REGIONAL,
AND CHAPTER MEETINGS

- **AUGUST 27. [Future] Chicago Area Chapter.** Informal evening meeting to discuss General Membership Business. Glenview O-Club. Prospective members/wives.
- **AUGUST 28. Lone Star Chapter.** Barbecue and Picnic. Bartholomew Park. Members/guests and families.
- **AUGUST 31. Alamo Chapter.** Joint meeting with Daedalians Int'l. LTG Robert R. Williams, Ret., Senior VP, AAAA, and President, Bell Helicopter Int'l, guest speaker. FSHOOM. Members of 2 organizations only.
- **AUGUST 31. Fort Monmouth Chapter.** Professional-luncheon meeting. Ralph P. Alex, Sikorsky Chief of R&D Marketing, guest speaker. Gibbs Hall. Members/non-members.
- **SEPTEMBER 1. David E. Condon Chapter [Fl. Eustis].** Professional luncheon meeting. MG James C. Smith, Commander, USA Aviation Center, Ft. Rucker, guest speaker. FEOM. Members/non-members.
- **SEPTEMBER 1. Isfahan [River City] Chapter.** Professional-social meeting. Rear Admiral Paul E. Pugh, Ret., Isfahan Site Mgr., Hughes Aircraft Corp., guest speaker. The Electric Club. Members/non-members and wives.
- **SEPTEMBER 8. Ft. Monroe Chapter.** Joint professional meeting with Hampton Roads Chapter. AHS. Ralph P. Alex, Chief of R&D Marketing, Sikorsky Aircraft Div., guest speaker. Ft. Monroe O-Club. Members/non-members.
- **SEPTEMBER 16. Tennessee Valley Chapter.** Professional-luncheon meeting, first in program series on aircraft development. Redstone O-Club. Members/non-members.
- **SEPTEMBER 16. Fort Monmouth Chapter.** Golf Tournament & Clam Bake O-Club Golf Course, Gibbs Hall area. Members/guests and wives.
- **SEPTEMBER 20. Bonn Area Chapter.** Professional-social meeting. Phil Norwine, Dir. of Military Marketing, Bell Helicopter Textron, guest speaker. Rheinhof Dreesen. Members/guests and wives.
- **SEPTEMBER 21. Army Aviation Center Chapter.** Professional membership luncheon. Ralph P. Alex, Chief of R&D Marketing, Sikorsky Aircraft Div., guest speaker. Fort Rucker O-Club. Members/guests.
- **SEPTEMBER 21. Washington, D.C. Chapter.** Joint professional-dinner meeting with AHS. COL George W. Shallcross, Director, Ft. Eustis Directorate. AAMRD, guest speaker. Fort Myer O-Club. Members and wives.
- **SEPTEMBER 24. Aloha Chapter of Hawaii.** General membership meeting. BG Roswell E. Round, ADC Support, 25th Inf Div, informal speaker. SBOOM. Members/non-members.
- **SEPTEMBER 24. Fort Sill Chapter.** Professional-business luncheon. Ralph P. Alex, Chief of R&D Marketing, Sikorsky Aircraft Div., guest speaker. BG Charles F. Gordon, Jr., Cdr, III Corps Artillery, safety awards presenter. Fort Sill O-Club. Members only.
- **SEPTEMBER 26. Chicago Area Chapter.** Membership Drive Picnic. Deer Grove Forest Preserve. Members/non-members and families.
- **SEPTEMBER 29. Hanau Chapter.** Professional dinner meeting. LTG Donn A. Stary, Cdr, V Corps, guest speaker. Hanau OOM. Members/guests and wives.
- **SEPTEMBER 29. David E. Condon Chapter.** Mixer and Beerbust. Ft. Eustis OOM. Members only.
- **SEPTEMBER 29. "Cajun" Chapter.** Get-acquainted luncheon. MG Robert Haldane, Cdr, 5th Inf Div (M) and Fort Polk, guest speaker. Fort Polk NCOOM. Members/non-members.
- **SEPTEMBER 30. Lindbergh Chapter [St. Louis].** Professional dinner meeting. Ralph P. Alex, Chief of R&D Marketing, Sikorsky Aircraft Division, guest speaker. Stadium Club. Members/non-members and wives.
- **SEPTEMBER 30. Stuttgart Chapter.** General Membership Meeting. Snoopy's. Members/non-members.
- **OCTOBER 1. Sun Bowl Chapter [Fort Bliss].** Professional dinner meeting. Ralph P. Alex, President, Fed. Aeronautique Internationale, guest speaker. Airport Hilton. Members/guests, and wives.
- **OCTOBER 1. Pikes Peak Chapter.** General business meeting and beer bust. Fort Carson Rod & Gun Club. Members/non-members.
- **OCTOBER 2. Leavenworth Chapter.** Professional social meeting. FLOOM. Members/guests.
- **OCTOBER 5. Tennessee Valley Chapter.** Professional luncheon meeting. BG Winfield S. Scott, Ret., Dir for Acquis, Mgmt Systems, Ool/Controller, Dept of Def, guest speaker. Redstone Arsenal O-Club. Members/guests.
- **OCTOBER 7. Rocky Mountain Chapter.** Professional dinner meeting. Nomination of new Chapter officers. FAMC OOM. Members/guests and wives.
- **OCTOBER 19. Connecticut Chapter.** Professional dinner meeting. Benjamin S. Schemmer, author and publisher, guest speaker. Stratford Motor Inn. Members and wives.
- **OCTOBER 21. Stuttgart Chapter.** Professional meeting. Snoopy's. Members/guests.
- **OCTOBER 26. Lone Star Chapter.** General membership meeting. Bell Helicopter Corp. presentation. Austin Army Aviation Support Facility. Members only.
- **OCTOBER 28. Persia Chapter.** Dinner-dance meeting. Joseph P. Cribbins, Dep for Aviation Logistics, DC SLOG, DA, guest speaker. MG Khosrodad, Hon Chapter Pres., Convention recap. Lavizan IIGF O-Club. Members/guests and wives.
- **OCTOBER 29. Alamo Chapter.** Dinner meeting. Hon. Henry B. Gonzalez, U.S. House of Rep., guest speaker. Randolph



Membership Meetings

NEWS OF NATIONAL, REGIONAL,
AND CHAPTER MEETINGS

AFB OOM. Members/non-members and wives.

NOVEMBER 3. Isfahan [River City] Chapter. Professional-social meeting. Taft House. Members and wives.

NOVEMBER 5. Corpus Christi Chapter. Novemberfest dinner-dance. Shriners Hall. Members/guests and wives.

NOVEMBER 10. Rhine Valley Chapter. General membership luncheon meeting. COL Crawford Buchanan, chapter president, guest speaker. Members only.

NOVEMBER 18. Mainz Area Chapter. General membership meeting. Franklin House NCO Club. Members/non-members.

NOVEMBER 19. Monterey Bay Chapter. Special professional dinner meeting. COL William E. Crouch, Jr., Chief of the Aviation Systems Div. ODCSRDA, DA, guest speaker. Ft. Ord OOM. Members/non-members and guests.

NOVEMBER 19. David E. Condon Chapter. Professional luncheon meeting. COL George W. Shallcross, Director, Eustis Directorate, USA Aviation Mobility Research and Develop. Lab., guest speaker. Fort Eustis OOM. Members/guests.

NOVEMBER 19. Stuttgart Chapter. Professional-social meeting. Ralph Pineo, Bell Helicopter Textron, guest speaker. Nellingen O-Club. Members only.



A FIRST — SP5 Kenneth R. Ryce, left, the Fifth Region-AAAA's "Aviation Soldier of the Year" in 1976, receives the Emergency News' Meritorious Service Award from BG John Oblinger, Acting Commander of USAADCFB, for his lifesaving efforts in a recent aeromedical evacuation. A member of AAAA's Sun Bowl Chapter at Ft. Bliss, the 283d Med Det [HA] crewman is the first Armed Forces EMT [Emergency Medical Technician] to ever receive the coveted award. [Photo by CW2 R.D. Capps]

NOVEMBER 20. Snake River Chapter [Boise ID]. Dinner meeting. Owyhee Plaza. Members/guests.

NOVEMBER 21. [Future] Birmingham Area Chapter. Activation meeting. COL Joseph Rutkowski, Director for Undergrad Trng and President, AAAA Chapter, Ft. Rucker, guest speaker. Birmingham Airport Ramada Inn. Prospective members.

NOVEMBER 23. Fort Bragg Chapter. General membership meeting. Fort Bragg O-Club annex. Members/non-members.

NOVEMBER 26. Lindbergh Chapter. Pre-holiday dinner dance. Stadium Club. Members/guests and wives.

NOVEMBER 30. Tennessee Valley

Chapter. Professional luncheon meeting. Program on aircraft development. Redstone O-Club. Members only.

NOVEMBER 30. Washington, D.C. Chapter. Professional-dinner meeting. Igor B. Bensen, inventor and manufacturer, guest speaker. Fort Myer O-Club. Members/guests and wives.

DECEMBER 3. Embury-Riddle Chapter [Daytona Beach]. Winter dinner-dance. The Hilton. Members/guests and wives.

DECEMBER 3. Franconia-Marne Chapter. General membership meeting. Election of chapter officers. Schweinfurt O-Club. Members only.

DECEMBER 3. Air Assault Chapter [Fort Campbell]. Annual Aviation Ball. Hon. William K. Brehm, Asst. Sec. of Defense for Legislative Affairs, guest speaker. Ft. Campbell O-Club. Members/guests and wives.

DECEMBER 7. Fort Riley Chapter. Late afternoon meeting. Ralph P. Alex, President, Federation Aeronautique Internationale, guest speaker. Patton Hall Auditorium. Members only.

DECEMBER 13. David E. Condon Chapter. Professional luncheon meeting. COL Richard D. Kenyon, UTTAS Project Manager, Army Aviation Systems Command, St. Louis, guest speaker. Ft. Eustis OOM. Members/guests.



ACTIVE AT SHAPE — The officers of AAAA's Benelux Chapter are shown following a recent professional meeting at which LTC Michael Parish, UK Aviation Officer in Northern Ireland, was the guest speaker. Shown, left to right, are SFC Jim Dew [VP, Membership Enrollment], MAJ Charles Crescioni [SrVP], MAJ Fred Mentzer [Pres], SP5 Charles Mills [Sec], and CW4 Dick Lamonica [Chapter Treasurer].



AAAA Scholarship Foundation Seeks Applicants for 1977 Scholarship Assistance

The AAAA Scholarship Foundation, a separate non-profit educational activity created to provide scholarship aid to the sons and daughters of AAAA members and deceased members, announces the availability of assistance funds for the 1977 college-entry year. Program participation is limited to the children of members with an effective date of membership on or before March 31, 1976.

APPLICATION

Student-applicants are asked to request the appropriate application forms by writing to the AAAA Scholarship Foundation, 1 Crestwood Road, Westport CT 06880. The applications, together with other supporting data, must be returned to the Foundation on or before March 1, 1977 to receive Awards Committee consideration. The student-prepared application should state the full name of the applicant's father.

ELIGIBILITY

The AAAA applicant must also be: [1] a high school senior who has applied to an accredited college or university for Fall, 1977 entry as a freshman; [2] unmarried; and [3] a citizen of the U.S.

SELECTION AND NOTIFICATION

Selection of winners will be made during the month of March 1977 with each applicant to receive a list of the winners not later than April 1, 1977.

BACKGROUND

Incorporated in December 1963, the AAAA Scholarship Foundation provided ten scholarships in 1976, and has furnished more than \$54,000 in direct aid to the 13-year program's 177 winners.