

Army Aviation

March 30, 1977 Issue

Iran is making enormous strides!

by COL Obel H. Wells, p. 2

Joe Cribbins selected as the
AAAA's "DAC of the Year," p. 4

A Most Important Month for all

by BG Charles E. Canedy, p. 9

A Constant Picture of Change

by MG James C. Smith, p. 15

About Warrants.

by CW4 Lloyd N. Washer, p. 26

12 Win AAAA Scholarships, p. 12

The challenge is gone.

by COL S.P. Kalagian, Ret., p. 32



**The Army's AAH - the YAH-64
The world's most advanced
helicopter**



Hughes Helicopters

A Division of Summa Corporation

By COLONEL OBEL H. WELLS,
President, Persia Chapter, AAAA



International

"Iran is making enormous strides!"

A formation of very dignified mounted cameleers (left below) passed the reviewing stand followed by horse-drawn artillery, reminding all onlookers of days gone by.

In stark contrast, the sky suddenly filled with the whirling blades of sleek **Cobra** attack helicopters and powerful **214** assault helicopters.

It was **Azarbayjan Day** in Tehran, Iran, with the country celebrating the liberation of one of its major provinces and displaying the vivid contrast between the Armed Forces which were instrumental in that liberation, and the modern forces employed to maintain Iran's freedom.

A significant element of Iran's modern forces is its Army Aviation. Three short years ago, His Imperial Majesty's order to build a helicopter force was initiated. The man with whom he charged the task was **MG Manouchehr Khosrodad**.

Beginning with nothing more than a small fleet of light airplanes and a handful of fixed wing pilots, **General Khosrodad** has already built an Aviation Pro-

gram that is acclaimed throughout the Western World. If this accomplishment had occurred in the U.S. Army, he would already have earned the title, "Father of Army Aviation."

The extremely ambitious program includes recruiting, training, and equipping thousands of pilots, technicians, and managers. Mission definition, and the organization and equipping of several group-size aviation units were required.

Complete modern bases had to be constructed, often in remote areas. A huge training center, probably the most modern training facility in the world, has already blossomed out of the desert.

The logistical and maintenance base designed to support this dynamic aviation program has been activated and deployed with the same professionalism and enthusiasm as the Aviation Training Program. **Imperial Iranian Army Aviation [IIAA]** has adopted the most modern concept available in the field of aviation maintenance support, in utilizing three levels of maintenance to support its helicopter fleet.



Iranian Cameleers



Tehran reviewing stand

For example, the Service Platoon of the attack or assault company is tasked with the organizational maintenance requirements for the unit, similar to the U.S. Army's unit maintenance concept.

A **Forward Area Support Center [FASC]** is located with each Aviation Group. Support provided to **IIAA** units by the **FASC** is comparable to that provided by the our Army's **DS/GS Aircraft Maintenance Support Companies**. The **FASC** is under the command of the group commander and is highly responsive to the needs of the group.

Depot level maintenance is provided by the **Iranian Helicopter Support and Renewal Company [IHSRC]**, a modern depot facility that functions as the national inventory control point for all **Government of Iran [GOI]** helicopters. The development and training of this organization is also in the hands of an extremely able officer, **BG Abbas Fartash**.

AN ENORMOUS UNDERTAKING

Such an undertaking is indeed enormous and will take time and Herculean efforts by all involved. But an amazing amount has already been accomplished. **Aircraft** have been delivered, and **buildings** and **hangars** have been built. **Managers, pilots, and technicians** in significant numbers have been trained. **Units** have been activated and deployed, and **missions** are being flown. **Parts** are moving from manufacturers to user; **depot level work** is being done — all in three years!

One of the most encouraging aspects of the program is the degree to which it is already in the hands of "**counterparts**." These are **Iranians** trained by Americans to be the future **trainers and managers**.

Another amazing aspect, particularly to foreigners, is the fact that prior to joining the Aviation Program, many of these young men came from remote villages where they'd never touched machinery of any kind before. These pilots, technicians, and managers have proven - once and for all - that the Iranian is as capable as anyone in learning how to handle the sophisticated machines and systems of the modern world.



Imperial Iranian Army Aviation Cobras represent a force in being.

The leader of an American Military Training Team (sent here for a few months to train Iranian pilots to be IP's and SIP's) commented on his departure:

"I believe these instructor pilots to be as good as any we have at Ft. Rucker - and in some cases - better." Foreign dignitaries from many countries such as England, France, Jordan, Egypt, and Oman, where aviation experience varies widely, have been unanimous in their admiration of what they'd seen at the Esfahan Training Center.

INNOVATIVE INDIVIDUALS

While U.S. advisors have been most helpful to the Iranians in this program, they're learning a good deal by themselves. A new program - uninhibited by old thinking - leaves a lot of room for innovation. The Iranians in charge of this program are indeed innovative individuals who are producing some food for thought.

Obviously, the program has a long way to go to full completion, if indeed such a dynamic program is ever really finished . . . but it is crystal clear now that the goals established by His Imperial Majesty for a viable helicopter force will be attained.

The result will be a significant contribution toward the defense of Iran and the Free World.

AAAA TO PRESENT NEW AWARD
IN ST. LOUIS ON 30 APRIL



DAC Award

“Joe” Cribbins selected as ‘DAC of Year’”

JOSEPH P. Cribbins, Special Assistant for Aviation Logistics, Office of the Deputy Chief of Staff for Logistics, DA, has been selected by the Army Aviation Association as the “Outstanding Department of the Army Civilian of the Year” for 1976.

Cribbins, a mainstay of the Aviation Logistics Program for over a decade, as well as in CY 76, will be honored at ceremonies conducted at the Awards Dinner of the Fifth Region—AAAA at St. Louis, Mo., 30 April.

In his nomination, Cribbins was cited for his many contributions in increasing Army Aviation's operational readiness in CY 76. Personally instrumental in the development and implementation of many programs, he fostered an **Aviation Intensive Management Items [AIMI] Program**, one that involves the negotiation of requirements for high dollar repairable components between the user and the Commodity Manager to insure the most cost effective and responsive support to the field.

Another program is the **Aviation Components Intensive Management System [ACIMS]** which was a prerequisite requirement to worldwide visibility and management of aviation engines and ma-

for dynamic components. This program provides the Commodity Managers with the location, condition, operating hours, and status of these components worldwide.

The **On Condition Maintenance Program [OCM]** has eliminated, for the greater part, the unnecessary return of aircraft for overhaul. Prior to this system, the worst case aircraft were not always priority for depot maintenance. Cribbins personally helped guide this program through its development and gave it the credibility it now deserves.

WIDE INFLUENCE A FACTOR

“The foregoing comments (extracted from many by the Editor) are no more than a thumbnail sketch of the many programs in which Mr. Cribbins has personally assisted in implementing. Although many individuals have contributed to these programs, probably no one has had more influence than this candidate.”

“Each of these efforts met with the usual distrust and resistance by many elements. Additional reporting was required. More visibility exposed inefficiencies. The total collapse of these efforts could have occurred.

“Through personal dedication, contagious enthusiasm, and the clout of his prestigious position, he kept these programs moving ahead.”

“The end result has been significantly increased operational readiness in 1976.”

ARMY AVIATION MAGAZINE is published monthly except May and September. Second Class Postage paid at Westport, Conn. □



1977 FIFTH REGION — AAAA CONVENTION

Red Carpet Inn, Bridgeton, Mo. [St. Louis]

Friday, 29 April — Saturday, 30 April 1977



Professional-Social Program for 29-30 April

FRIDAY, 29 APRIL 1977

(Red Carpet Inn)

- 0900-1200 National Board Business Meeting.
1000-1800 Arrival, check in, and Registration.
Lobby, Red Carpet Inn.
1530-1700 Fifth Region—AAAA General Membership Meeting. Plans, Programs, Problems.
1800-2000 General Membership Reception for Members and Guests.
2000-2300 Dinner on the Town.

SATURDAY, 30 APRIL 1977

[Wiltshire Room, Red Carpet Inn]

- 0815-0830 Welcoming Remarks
COL Jack H. Dibrell, President, Fifth Region & Donald F. Luce, President, Lindbergh Chapter, Host Chapter for the '77 Regional Convention

PROFESSIONAL SESSIONS

- 0830-1015 Panel Presentation
"Change of Command - An Assessment of the Future"
Personnel Picture (MILPERCEN Representative)
Legislative Situation (OCLL Representative)
Pay & Benefits (MAJ Ray Burns, ODCSPER, DA)
Press Viewpoint (Gene Famigletti, Army Times)

1015-1040 Program Break

- 1040-1145 Professional Presentation
"Air Cavalry on the Mid-Intensity Battlefield"
COL Bobby J. Maddox, Cdr, 6th Cavalry Bde
1145-1315 General Membership Luncheon in the Royal Ballroom.

PROFESSIONAL SESSIONS

- 1315-1510 Panel Presentation
"Current Issues"
BG Charles E. Canedy, DA AvNO, Moderator
DA Overview (BG Canedy, ODCSOPS, DA)
Force Structure and Combat Development
MG James C. Smith, CG, USAAVNC & Ft. Rucker
Three Level Maintenance. Joseph P. Cribbins, ODCSLOG, Dept. of the Army

1510-1530 Program Break

- 1530-1700 Panel Presentation
"Aviation Hardware"
COL William E. Crouch, Jr.,
Chief, Aviation Sys Div, ODCSRDA, Moderator
Speakers - Selected Project Managers

- 1830-1930 President's Reception
1930-2200 Fifth Region—AAAA Awards Dinner

FIFTH REGION—AAAA CONVENTION REGISTRATION FORM
April 29-30, 1977—Red Carpet Inn, 4690 N. Lindbergh, Bridgeton, Mo. 63044
RETURN THIS CONVENTION COUPON TO:
AAAA Convention, 1139 Olive Street—Suite 408, St. Louis, Mo. 83101

Registration
Form for the
1977 AAAA
Fifth Region
Convention

Rank/Grade Name

Military Unit or Business Firm

Address

City

State

ZIP

CONVENTION REGISTRATION FEE

Members, \$6.00 — Non-Members, \$12.00

- I have enclosed the Registration Fee.
 I will pay when registering on April 29.

GENERAL MEMBERSHIP LUNCHEON

Members, \$5.00 — Non-Members, \$6.00

- I have enclosed the cost of the ticket[s].
 I will pay when registering on April 29.

AWARDS RECEPTION AND DINNER

Members, \$10.00 — Non-Members, \$12.00

- I've enclosed the cost of the ticket[s].
 I will pay when registering on April 29.

AAAA LADIES' ST. LOUIS TOUR

[Mid-morning to mid-afternoon, April 30]

- My wife wishes to join the Tour Group
and the attendant AAAA Ladies' Luncheon.

Please make your check payable to "AAAA CONVENTION" and return with this top half coupon to: AAAA Convention, Attn: Mr. Donald F. Luce, 1139 Olive Street—Suite 408, St. Louis, Mo. 83101. Phone: [314] 436-2070. Please mail on or before Friday, 15 April.

Red Carpet Inn Hotel
Reservation Form

SPECIAL HOTEL ROOM RESERVATION COUPON

Complete and return with deposit* directly to:
Red Carpet Inn, 4690 North Lindbergh,
Bridgeton, Mo. 63044

I'll be attending the Fifth Region-AAAA Convention. Please reserve the room checked below and confirm the reservation to my address as shown. I understand I'm to include a deposit of one night's lodging to guarantee this room after 6 p.m. on Friday, 29 April 1977.

- A Single Bedroom at \$18.50 per night; A Twin Bedroom at \$25.00 per night;
 Three persons per room at \$29 per night; A roll-away bed at \$2.00 per night

Arrival Date _____ Departure Date _____

No. of Persons _____ No. of Rooms Required _____

Rank/Grade Name

Military Unit or Business Firm

Address

City

State

ZIP





**1977 AAAA
Product Support Symposium
Red Carpet Inn, St. Louis, Mo.
29-30 April 1977**



SPONSORED BY THE LINDBERGH [ST. LOUIS] AAAA CHAPTER

Professional-Social Programming for 29-30 April

FRIDAY, 29 APRIL 1977

1300-1305

Welcome Donald F. Luce
Lindbergh Chapter, AAAA
1305-1310

Symposium Intent Joseph P. Cribbins
Special Assistant for Aviation Logistics, Office of
the Deputy Chief of Staff for Logistics, DA
1310-1330

AVSCOM's Top 1,000 COL Ken Lewi
Director for Materiel Management
1330-1440

Contractor Support for SUB Systems
Electronics COL Douglas L. Hutchens
Chief of Procurement Division, ECOM

Armament COL Charles Drenz
COBRA Project Manager, AVSCOM
1400-1420

Organic Maintenance Capability .. COL Howard
J. Tuggey, Director of Maintenance, AVSCOM
1420-1440

Warranty Programs for Aeronautical Materiel
Edward J. Hollman, Director for Product
Assurance, AVSCOM

1440-1500 Coffee Break

1500-1530

Contract Field Support COL William R. Benoit
Chief, Aircraft Systems Procurement Division,
Directorate for Procurement and Production,
AVSCOM

1530-1630 Panel Presentation

Joseph P. Cribbins, Moderator
COL Lewi - COL Hutchens - COL Drenz
COL Tuggey - COL Benoit - Mr. Hollman
COL Rudolph D. Descoteau, DARCOM

1800-2000 Social Mixer

Open to Product Support Symposium attendees
and Early Bird attendees of Fifth Region—AAAA
1977 Convention

SATURDAY, 30 APRIL 1977

0830-0900

Contractor Support-UTTAS Allan K. Poole
Vice President - Product Support, Sikorsky Air-
craft Division, UTC
0900-0930

Contractor Support John N. Kerr
Program Director - AAH, Hughes Helicopters
Division of the Summa Corporation
0930-1000

Contractor Support-T700 Engine ... William J.
Crawford, III, T64/T58/T700 Projects Gen. Mgr.

1000-1020 Coffee Break

1020-1130 Panel Presentation

Joseph P. Cribbins, Moderator
Mr. Poole - Mr. Crawford - Mr. Kerr
COL Edward M. Browne, Project Manager, AAH
COL Richard D. Kenyon, Project Manager, UTTAS

NAP-OF-THE-EARTH BRED . . .



. . . THE UH-60A IS A NATURAL.

**SIKORSKY
AIRCRAFT**



Division of

**UNITED
TECHNOLOGIES.**

DA Happenings

By BRIG. GEN. CHARLES E. CANEDY,
Deputy Director of Requirements and
Army Aviation Officer, HQDA



The most important month in our history

DECEMBER 1976 was not only the capstone of our bicentennial, but was also perhaps the single most important month in the history of Army Aviation.

On 10 December, we signed a full scale production contract with **Hughes Helicopters** for the **YAH-64 Advanced Attack Helicopter**. Value of this contract was \$317.7 million.

On 23 December, we signed a full scale production contract with the **Sikorsky Aircraft Division** for 15 **UH-60A** utility transport helicopters, with an option for an additional 353 **UH-60's** to be delivered over the next three years. Production deliveries should start in August 1978 with the first unit to be equipped with the **UH-60's** to be the **101st Airborne**. Value of this contract for the first 15 aircraft is \$83.4 million.

More significant than the monetary value, however, is the fact that the Army and the Department of Defense have bitten the bullet and have gone for two superior new helicopters.

The next major milestone for the attack helicopter is the selection of a winning **target acquisition designation system [TADS]** and **pilot night vision system [PNVS]** contractor for integration on the **YAH-64**. I would hasten to point out that although we are moving out on schedule with the advanced attack helicopter program, it will be years before they become operational.

One could then ask the question: If it is going to take years before we field the

advanced attack helicopter, how do we handle the threat in the meantime? The answer is the universal **AH-1S** model.

Those units equipped with **AH-1G's**, particularly in CONUS, are well aware that we are converting **G's** to a form of **S** model, in that the latter are equipped with the **TOW** and do have the improved agility/maneuverability mods applied. The universal **S** merely upgrades all **TOW**-equipped birds to a standard configuration.

Major improvements include a universal gun turret capable of accepting the **GD 197 20mm** gun in the near future and the **Hughes 30mm** chain gun later on. Wing stores management with cockpit-settable fuze selection and a laser range finder and tracker are also included in the mod.

Present plans are to convert all of the **AH-1G's** to full up **S's** to fill the immediate requirement for tank-killing attack helicopters.

ARCOSA III RECOMMENDATIONS INCREASE UTTAS ROLE

The **Aviation Requirements for the Combat Structure of the Army [ARCOSA III]** study about which I reported to you earlier is nearing completion. The significant recommendations of this study are:

- .. increases in attack helicopter units,
- .. elimination of separate assault helicopter units in favor of forward assignments to divisions, and
- .. an increased utilization of **UTTAS** helicopters in the logistics role.

ARCSA III, plus the scrub of TDA organizations, were designed to increase combat power and if the assigned aircraft didn't make such a contribution, they were eliminated or consolidated.

In a typical CONUS heavy division, for instance, **ARCSA III** provides an attack helicopter company, consolidates the brigade and division air sections into a combat support aviation company for better availability/maintainability so that the division ends up with a total of 109 helicopters vice 64.

The study has been endorsed by the major commands, and the Chief of Staff has approved our concept. Implementing instructions are on the way to the field. A lot of work remains to be done, but I'm convinced that effort will significantly improve Army Aviation's ability to fight.

ADVANCED SCOUT BEING SLIPPED

With respect to the **advanced scout helicopter**, we have deliberately slipped the program for some two years. The primary reason was affordability.

Although we desperately need a new **scout**, I believe that the slip will provide us a leg up on new technologies. I believe, for instance, that we are on the

verge of a major breakthrough in composite materials for helicopter application.

As demonstrated in rotor blade fabrication, the composites offer tremendous cost and operational benefits. By design, composites are lighter, stronger, corrosion-resistant, and far more survivable than our current fabrications. What this suggests to me is a lighter, cheaper, and greater power-to-weight ratio helicopter than currently feasible.

With the delay, we are now talking about fielding the **scout** in the 1986 time frame. For the near term, we are proceeding with the development of an **Initial Airborne Target Acquisition and Designation System [IATADS]** program.

Recently approved for development, this program will provide a limited number of **UH-1H** aircraft mounting the **YAH-64 TADS** to selected Attack Helicopter Companies, Air Cavalry Troops, and Division Artilleries.

The decision to go with the **UH-1** was tough, and undoubtedly unacceptable to many. Unfortunately, we found that the improved **OH-58** could not carry the **TADS**; and a lighter system would not be a competent teammate for the **AH-1S**, **COPPERHEAD**, and **HELLFIRE**. Optimistically, we can expect some **IATADS** in late 1981.

While not meeting our need for a **scout**, the **IATADS** will provide a means to develop doctrine and tactics for integrating precision designation of guided munitions into the combat arms team.

IMPROVED SAFETY RECORD

Our safety record this year is looking somewhat better than last. During the period 1 July 1976 through 31 December 1976, we had 42 accidents, four fatalities, and 50 injuries compared to 47 accidents, 30 fatalities, and 60 injuries for the same period in 1975.

As with earlier analyses, the **common cause factor** continues to be **crew error**. This cause factor was prevalent in 27 of the 42 accidents. Included in these 27 accidents were seven wire strikes and



Like a monster about to set upon its prey, this CH-47 Chinook settles down for a landing during a 101st Air Assault demonstration. Bug-eyes, fish out of water, you name it. SP5 Richard T. Edwards came up with an interesting on-site photo.

eight accidents wherein the IP permitted a maneuver to deteriorate beyond the point of safe recovery.

The second most significant cause factor was **materiel failure**. This was prevalent in 11 of the 42 accidents, including two engine failures and two P-1 multiplier failures.

We're getting better equipment, but we still have a long way to go. I've been convinced that the biggest part of our problem is that we're not flying enough; hence, our collective proficiency is pretty low.

The **average Cobra time per month** is ranging around eight hours. This simply is **not** enough hours to gain and maintain proficiency. The cure is to develop a **flying hour program** that provides a framework which supports individual proficiency and ensures unit competency and readiness. Such a program has been developed and will be implemented in October.

NEW CRF MINIMUMS IN MILL

We're eliminating the old requirement for 80 hours of **combat readiness flying [CRF]**, and developing criteria that are system-oriented. It just doesn't make sense that an **AH-1** pilot and a **U-21** pilot have the same **CRF** requirement. The accidents and incidents we experienced in FY 76 sound the alarm that indicates we must concentrate on individual and crew training so that we can successfully conduct safe operations in a hazardous environment.

New CRF minimums will be implemented by training manuals that are presently being developed. The training manuals will be oriented to an aircraft system such as the **AH-1, OH-58, etc.**

A significant step forward will be the training which is event-oriented and not just time-directed, such as 20 hours of hood and 20 hours night time. We're pushing to get manuals to the field for test and validation by second quarter, FY 77. Simulator (2B24) instrument check rides will be directed in the near future, thus saving several thousands of

The Biggest!

Kaman Aerospace Corporation is to be awarded a NASA contract to design and fabricate the largest rotor blade ever built . . . one for a 300-foot diameter windmill. Such windmills are being developed under government funding to produce electricity as an alternate energy source for the future.

The new contract for the Connecticut-based company represents its fifth major wind energy program. The largest helicopter rotor, made by Hughes in the '50's, was approximately 130 feet in diameter. □

hours previously required for hood training.

Eventually, aviation systems training manuals will be tied in with the **Army Training and Evaluation Program [ARTEP]**. Finally, a reporting system for unit accomplishment for flying hour programs is being developed to provide improved management of the program at installation and MACOM as well as at the DA level.

DA AVIATION CONSOLIDATION

On 16 November 1976, the **Office of the Deputy Chief of Staff for Operations and Plans [ODCSOPS]** management of aviation programs was consolidated in the **ODCSOPS Requirements Directorate**. When I was assigned to HQDA in July 1975 as the Deputy Director of Operations and Army Aviation Officer, I found that people who worry about current operations of Army Aviation were in the **Operations Directorate** and that people who worry about materiel requirements for Army Aviation were in the **Requirements Directorate**.

What we have now is consolidation in the **Requirements Directorate** of such things as the Army flying hour program, AR 95-1, product improvement pro-
(DA HAPPENINGS/Cont. on Page 42)



KEGELMEYER



POE



VEIT



SHELTON



BRETZ

12 win National A

\$1,000 AAAA Memorial Scholarship

LTG William B. Bunker Memorial Scholarship to William P. Kegelmeyer, Jr., son of MAJ (Ret.) William P. Kegelmeyer (Fayetteville, N.C.). Career goal: Pure Research.

\$500 AAAA Memorial Scholarship

Charter Life Members Memorial Scholarship to James F. Poe, son of MAJ James F. Poe, NY-ARNG (Cambria Heights, N.Y.). Career goal: Medical Research.

\$250 AAAA Memorial Scholarships

LTC Randolph N. Kahl-Winter Mem-

orial Scholarship to Mary J. Veit, daughter of CW4 Fred R. Veit, IL-ARNG (Arlington Heights, IL). Career goal: Accounting.

LTC Randolph N. Kahl-Winter Memorial Scholarship to Jeffery L. Shelton, son of LTC Huntly E. Shelton, Jr. (US-NWC, Newport, R.I.). Career goal: Engineering.

William R. Horton-Michael Hawley Memorial Scholarship to Bonnie M. Bretz, daughter of COL Robert D. Bretz (Colorado Springs, CO). Career goal: Teaching.

William R. Horton-Michael Hawley Memorial Scholarship to Cynthia L. McNair, daughter of COL Carl H. McNair, Jr. (Alexandria, VA). Career goal: Teaching.

CWO James P. Ervin Memorial Scholarship to Teresa Carrillo, daughter of LTC (Ret.) Arnold R. Carrillo (Tucson, AZ). Career goal: Law.



CLARK



MELLISH



SWEENEY



GREEN



CROOK



McNAIR



CARRILLO



OKSA



EVANS



BILL

AAA scholarships

\$250 AAAA Award for Individual Merit

First Award to Tonya L. Oksa, daughter of LTC Reino O. Oksa (Oxon Hill, MD). Career goal: Teaching.

Second Award to Kathryn A. Evans, daughter of LTC Wallace M. Evans (Salinas, CA). Career goal: Forest Management.

\$150 AAAA Memorial Scholarships

LTC Randolph N. Kahl-Winter Memorial Scholarship to Barbara J. Bill, daughter of LTC Gary R. Bill (Newport News, VA). Career goal: Architecture.

William R. Horton-Michael Hawley Memorial Scholarship to Byars B. Clark, son of LTC Gary L. Clark (Alexandria, VA). Career goal: Engineering.

David G. Cogswell Memorial Scholarship* to Barbara Curry, daughter of LTC (Ret.) Paul R. Curry (Northridge, CA). Career goal: Medicine.

1977 Merit Plaque Award Winners

Daryl E. Balint, daughter of LTC Barry T. Balint (Canal Zone). Career goal: Computer Science.

Michael P. Courts, son of LTC Philip E. Courts (Tacoma, WA). Career goal: Nuclear Engineering.

Michael J. Crook, son of COL George R. Crook (Springfield, VA). Career goal: Ph D., Biology.

Celinda L. Green, daughter of LTC (Ret.) Nathan C. Green (Sierra Vista, AZ). Career goal: Nursing.

***Charter Life Membership Memorial Scholarship.**



TRAPP



COURTS



BALINT



PHILLIPS



REDELL

AAAA Merit Award Plaque Winners

Daniel G. Leonard, son of LTC Daniel R. Leonard (Columbia, S.C.). Career goal: Teaching Art.

Dianne L. Mellish, daughter of LTC James R. Mellish (Enterprise, AL). Career goal: Accounting.

Cynthia M. Pease, daughter of Edward C. Pease (Branford, CT). Career goal: Dentistry.

Geoffrey S. Phillips, son of LTC Robert A. Phillips (USAWC, Carlisle Barracks, PA). Career goal: Aerospace Engineering.

Patti J. Reddell, daughter of LTC (Ret.) Eugene B. Reddell (Lake Charles, LA). Career goal: Not stated at this time.

Diane M. Shook, daughter of CW3 Robert E. Shook (Alamogordo, NM). Career goal: Accounting.

Robert F. Sweeney, II, son of LTC Robert F. Sweeney (Joppapatowne, MD). Career goal: Military Aviation.

Ellen A. Trapp, daughter of COL Turner J. Trapp (Falls Church, VA). Career goal: Veterinary Science.

The 1977 scholarship award program involved 80 applicants, 58% of whom were in the top 15% of their senior class. AAAA scholarships are awarded on the basis of both merit and/or need.

15-YEAR [1963-77] AWARD TOTALS [Cash and Award Summary by Rank]

Rank of Father	1963-77 Cash Totals	% of '63-'77 Cash	No. of '63-'77 Schols.	% of '63-'77 Schols.
MG ..250		.004	1	.005
BG	500	.008	1	.005
COL	9,900	.171	28	.152
LTC	\$24,225	.420	81	.440
MAJ	8,225	.143	26	.141
CPT	975	.017	4	.022
CWO	4,475	.078	17	.092
ENL	500	.008	1	.005
CIV	8,600	.149	25	.136
Total	\$57,650	-	184	-

1977 APPLICATIONS RECEIVED BY AAAA SCHOLARSHIP FOUNDATION

Rank of Father	No. of Applicants	No. of Winners	Percent of Winners
MG	1	0	.00
BG	1	0	.00
COL	13	2	.15
LTC	47	7	.15
MAJ	5	2	.40
CWO	8	1	.13
ENL	1	0	.00
CIV	4	0	.00
Total	80	12	.15



FT. McNAIR, WASHINGTON, D.C.—Army Aviator students and faculty at the Industrial College of the Armed Forces (ICAF) are, left to right, COL Danny J. Burkard; LTC[P] Frederic W. Watke; and COLs [Dr.] Paul B. Malone, III (Faculty), and George R. Crook. Rear, LTC Dennis H. Boerner; and COLs Robert L. White, III, Albert B. Luster, and Robert W. Newton. LTC[P] Ivar W. Rundgren, Jr., was missing at the time. The group has 30,800 hours of flying experience.

By MAJ. GEN. JAMES C. SMITH,
Commander, U.S. Army Aviation
Center, Ft. Rucker, Alabama



Training

A Constant Picture of Change

EACH of the topics I want to talk with you about this month involves additions and changes that have been, are being, or will be made in the Army's aviation picture.

And that is as it should be. There is no place in this vital part of the Nation's defense for stagnation, whether it be of doctrine, people, or equipment. All that is done to strengthen Army Aviation is important because it means we are staying abreast of our mission.

First off, a most recent addition to our Headquarters organization is the position of Deputy Installation Commander. **Colonel Patrick N. Delavan**, recently arrived from a tour as Army Advisor to the Air University, Maxwell AFB, Ala., has assumed these duties. His responsibilities will focus on post support activities.

1ST AVIATION BRIGADE

A change using the past to strengthen



the future is the redesignation of the Aviation Center Troop Brigade as the **1st Aviation Brigade**. The red, blue, and gold colors of the 1st were unfurled at Fort Rucker Friday, 18 February.

The **1st Aviation Brigade** dates back to March 1966, when it was organized to provide troop transportation, aerial weapons support, tactical fixed wing transportation, surveillance, reconnaissance, and administrative support for combat units in the Republic of Vietnam.

It was reduced to zero strength on 6 April 1973 and the colors and memorabilia were transported to Fort Rucker where they were stored at the Army Aviation Museum. Those colors carry 14 battle streamers, two meritorious unit citations, and two Republic of Vietnam Crosses of Gallantry with Palm.

Reactivation of the **1st Aviation Brigade** is intended to memorialize the thousands of soldiers who served in it in the past, and to give those who will be in it from now on a strong base on which to build further achievements.

Concurrent with its redesignation the brigade command has also changed. **Colonel George Powers** is the new commander replacing the outgoing commander, **Colonel Anthony J. Adessa**. **Colonel Adessa's** next assignment will be in the Directorate of Combat Developments, Army Air Defense School, Fort Bliss, Texas.

On this same day, **Lieutenant Colonel Donald M. Frierson** took command of the brigade's 1st Battalion. The former com-

mander, Lieutenant Colonel William J. McCluskey, will be on Colonel Power's staff in brigade headquarters until departure for the War College.

TERRAIN FIRING FOR AIRCREW OF ATTACK HELICOPTERS

Training Circular 1-4, "Helicopter Gunnery," was printed and distributed to the field last September. It was necessitated by the obvious change in gunnery perspectives imposed by terrain flight, which is the way attack helicopter aircrews will have to operate in a high-threat environment.

As proponent for the circular, the Aviation Center was tasked to research what had been accomplished and what on-going tests were being conducted in the area of helicopter gunnery.

It was found that TCATA (Ft. Hood) was actively involved in testing new terrain firing techniques, and that the 4/77 Aerial Field Artillery, 101st Airborne Division (Air Assault), was employing its attack helicopters to engage targets using indirect hover fire techniques. Aviators who served with the 11th Air Assault Division added their comments on how it was done when the concept of terrain firing was originally developed.

All the information was compiled, experiments with new firing techniques

were conducted, and TC 1-4, which has been tagged as the "how-to-shoot bible" for attack helicopter aircrews, resulted. The circular provides instructions for those who are transitioning into the attack helicopter, as well as advanced firing technique for the more experienced aviators. It also includes a section on the TOW missile system, providing information on how to insure a high probability of kill and survivability against enemy armor.

Other topics covered are employment consideration, fire coordination, improved ammunition and weapon systems, training requirements, aerial door gunner training, and aerial gunnery safety. The value of the publication is enhanced by the illustrations used to aid in the comprehension and retention of the material.

If you're an attack helicopter aircrew member, then TC 1-4, "Helicopter Gunnery," is a must for your reading list.

GET YOUR MONEY'S WORTH!

One of the best ways for new Army Aviators to be trained and for rated ones to stay proficient is the use of flight simulators.

The UH1FS is a proven member of the training team at Ft. Rucker, and the new CH47FS is a welcome addition, as well as the AH1FS that will be operational in a few months. These devices provide the ability to learn through mistakes at no loss in lives or equipment, giving the pilot an opportunity to practice those procedures needed for proficiency in a way not possible in the aircraft itself.

For instance, if the student wants to redo an instrument approach that wasn't just right, the console instructor can put the trainer back out in the "gaming area." Another valuable feature is the five-minute "playback" capability. If the pilot has performed a perfect intersection holding pattern and wants to see it again, it can be played back for him. Other capabilities to aid the student are the auto-training tapes, the freeze mode, slow



CH47FS - A welcome addition!

mode, and the ability to practice emergency procedures.

Flight in helicopter simulators can be both exciting and beneficial, especially if the aviator gets his money's worth because he knows all that the simulator can do for him.

THE AVIATOR'S PROTECTIVE HELMET: THE SPH-4

Another matter of importance for crew members of all the Army's aircraft is an educational television (ETV) presentation, "The SPH-4: The Aviator's Protective Helmet."

This television tape is being produced by the ETV Branch, Directorate of Training Developments, and the Army Aeromedical Research Laboratory. It will be ready by 15 March.

We at the Aviation Center consider the SPH-4 the most effective aviation headgear available, but it must be worn properly or its value is nullified. This tape shows the correct way to wear this important piece of survival equipment.

All aviation units can, and should, obtain a copy of the tape by sending a blank 30-minute 3/4" video cassette to Commander, United States Army Aviation Center, Directorate of Training Developments, ATTN: ATZQ-TD-TS-ETV, Fort Rucker, Alabama 36362.

SOLDIER'S MANUALS

The Aviation Center is on schedule in getting Soldier's Manuals ready for MOS codes 71P (Flight Operations Coordinator), 93H (ATC Tower Operator) and 93J (ATC Radar Controller). Armywide distribution of the 71P manuals began last fall and by this summer, the 93H and 93J manuals are to be in the hands of everyone with these Aviation Center proponent MOSs.

The TRADOC goal is to have the Soldier's Manuals distributed at least six months before the quarter in which the Skill Qualification Test (SQT) will be administered. (The first SQT for MOS 71P, 93H and 93J holders will be during



LEADERS — Shown following a recent meeting are five members of the board of directors of the Army Aviation Museum Ass'n, Inc. From left, Wilmer Parker; LTG John J. Tolson and Robert R. Williams, both Army retired; Douglas Brown, and Marvin Lewis. [USA photo]

the period July-September 1978). Using the Soldier's Manual as a guide, each person should know what skills will be needed to do his or her job and how to score well on the SQT.

Commander's Manuals for commanders of soldiers with MOS 71P, 93H, or 93J are also being developed at Fort Rucker. These manuals are designed to help commanders understand the **Enlisted Personnel Management System [EPMS]** and to better fulfill their responsibilities to soldiers in their command.

As a supplement to the Soldier's Manuals, the Commander's Manuals contain an **Outline Individual Training Plan [OITP]** for all skill levels of each MOS. This OITP lists each critical task to be trained, the training material references, and the location (institution, unit, etc.) where initial training is to be received by the soldier. The Commander's Manuals are expected to be in DA print before the end of this calendar year.

PLUG FOR THE PAST

While this month's report to you looks primarily to changes that will impact on Army Aviation's future, that is in no way meant to detract from the significance **(TRAINING/Cont. on Page 42)**



**In production now,
a rescue hoist just right
for the UH-1 and UTTAS.**

**Backed by over
50,000,000 man-hours
experience hoisting men
aloft on a wire rope.**

Our latest rescue hoist, proved in U.S. Army tests, is already operational with military services abroad and helping in civilian rescue missions here at home.

If you fly a rescue mission helicopter this reliable hoist will make your assignment faster, more dependable. Here's why:

Spend less time over target because this high speed hoist lifts a single payload 265 feet per minute. You can rely on it.

Clear most terrain objectives because the self-contained cable is 250 feet long. Anti-fouling feature protects against twisting of cable by load which can lead to cable fouling.

Operate without interruption because this hoist is rugged and built for continuous duty, not just intermittent use. Perfect for extensive training missions.

Change direction of reeling, up or down, without affecting aircraft stability. Automatic acceleration modulation of reeling protects against aircraft damage and personnel injury. Starts and stops gently.

Reduce on-board weight because this hoist is lighter than other hoists in inventory. At least 12 pounds lighter.

For a dependable, mission-responsive hoist, specify Western Gear. Applied Technology Division, Western Gear Corporation, 14724 East Proctor Avenue, City of Industry, California, 91744. Telephone 213 • 968-6525.



*Western Gear Personnel Rescue Hoists.
When reliability is a matter of life.*

WESTERN
GEAR CORPORATION

**Applied Technology
Division**

By LT. COL. E.J. EVERETT-HEATH
British Liaison Officer, USAAVNC
Fort Rucker, Alabama



Performance

How a helicopter REALLY flies

A new era is dawning in Army Aviation with the impending introduction into service of two new helicopters. The most interesting design feature of both the AH-64 and UH-60A, as all discerning pilots will instantly recognize, is the articulated rotor head; not the traditional head with its three hinges but one using elastomeric bearings which, in the case of the UH-60A, requires 73% fewer major parts than a comparable articulated rotor.

Inherent stability is much better than in the good old days when everything used to hinge on hinges to cater for the three motions of a blade: feathering, flapping, and dragging. Flapping and dragging have been of little concern to the current generation of Army pilots who are in general accustomed to the

Bell two-bladed teetering head found on the UH-1, AH-1, and OH-58.

The notes which follow are intended principally for these teeter-headed pilots. They go straight to the heart of basic rotor theory. They are in no way concerned with those myriad issues with which designers seek to demonstrate their intellectual superiority over those who keep them in business — simple pilots.

We should start, perhaps, with an elementary formula:

$$HP = D \frac{V}{100} \frac{3 \times 10^{-6}}{F} x \frac{P}{5.5 \quad 0.002378}$$

If this makes you emotional and you cannot resist the urge to reach for your textbooks you should ignore the rest of this piece which is aimed purely at the wearers of size 6 hats.

A LITTLE BIT OF HISTORY ALWAYS HELPS!

A little bit of history always helps when the mathematical side of things gets a bit unmanageable or inconvenient. It's only since the last World War that the helicopter has come to the fore in aviation which, since the first flight of the **Wright brothers** on 17 December 1903 has been dominated by the fixed wing aeroplane.

However, rotary wing development started long before this. Indeed, Sir Isaac Newton was devoting himself to



tail rotors as long ago as 1680. Some years before this even, he had suffered the unnerving experience of having an apple fall on his head while sitting at the foot of a tree musing on more exalted matters. This pitiful incident had certain repercussions: concussion and the rather more important discovery of gravity.

Earlier still, in 1483, **Leonardo da Vinci** had actually had the design for an Army helicopter on his drawing board. The fact that no prototype was even built was due to the perspicacity of the airframe manufacturer who quickly realized that no powerplant would be able to cope with even the empty weight.

The machine was to be built with iron and bamboo and covered with linen cloth. The pilot's comfort and workload were not considered to be of much importance in those days and so the crew was given the task of manually rotating the 96 ft. diameter rotor.

The chapter in the **Operator's Manual** concerning the rotor included this paragraph:

"I say that if this instrument made with a helix is well made, that is to say of flaxen linen of which one has closed the pores with starch, and is turned with speed, the said helix is able to make a screw in the air, and to climb high . . ."

WHY A TAIL ROTOR?

The tail rotor deserves a brief mention. Most single rotor helicopters have a tail rotor. **Sir Isaac Newton** is directly responsible for their existence. He decreed, although he had a little difficulty in getting his message across due to the lack of helicopters flying at the time, that those craft with a single set of main rotor blades should have a tail rotor.

It is a measure of the man's stature that all he actually said was: 'For every action there is an equal and opposite reaction.' He realized that, were he to mount a rotor on a fuselage which contained an engine to drive that rotor, the fuselage would have the disconcerting habit of rotating in the opposite direction to the blades, a motion unlikely to be greeted with much enthusiasm by either passengers or crew.

TO GET THE BIRD TO RAISE . . .

To get the bird to rise you raise the collective lever which alters the angle, or pitch, of all the main rotor blades simultaneously. This movement of the blades of course is known as **feathering**.

The feathering hinge, or its modern equivalent, also allows individual blades to change pitch so that the entire rotor disc may be tilted (becoming a universal joint and permitting the enterprising Mr. Hooke to discover his 'Joint Effect') and the helicopter can move in any direction.

HOW TO GO FORWARD!

When at the hover, all the blades rotate at the same speed which is just as well for everyone's peace of mind. To move forwards, sideways, or backwards you merely push the cyclic stick in that direction. As the helicopter starts to move forward, the advancing blade has the forward speed of the aircraft added to it while, naturally, the retreating blade has the aircraft speed subtracted.

No prizes for guessing what would happen now. There are various ways of sub-



EL PASO—Shown after a **Sunbowl Chapter-AAAA** professional dinner meeting are, left to right, **Maj T.J. Konitzer**; **Mrs. Konitzer**; and **Ralph P. Alex**, Sikorsky Chief of R&D Marketing, the evening's guest speaker.

duing this irritating tendency. One way is to have a teetering or 'see-saw' head for two-bladed systems whereby the advancing blade is allowed to rise to give less lift and the retreating blade to fall to increase lift thus, to cut a long story short, obtaining the same lift from both blades.

HINGES: FLAPPING AND DRAG

Another way is to fit a flapping hinge at each blade root, which allows the blades to flap within certain limits thus also equalizing lift. A **Monsieur Coriolis** had a number of complicated but important theories about this which included the Delta-3 hinge, a refinement.

Regrettably, the problem does not end here. During flight each individual blade tends to move to and fro in the horizontal plane in relation to the rotor hub or other blades. If the blades were rigidly fixed, a bending moment would be set up and fatigue caused.

So a third hinge, a drag hinge, perhaps in the form of an Alpha-1, together with drag dampers, can be fitted. This hinge, or its substitute, gives the blade some freedom of movement in this horizontal plane and thus relieves the stresses.

PHASE LAG = STUDENT HYSTERIA

Having mastered the key question of blade motion, little remains to be said about articulated rotor head theory except the rather tedious business of phase lag. This is simply the 90° delay between the pilot applying a change in blade angle and the resulting movement of the blade.

For example, if you move the stick forward to go forward the aircraft will roll to the left. This will produce in the pilot, not to mention the passengers, a state of mind that usually heralds an accident.

This unwelcome tendency can be overcome by a technique known as advance angle which leads us onto inflow roll which is balanced by advance angle roll which leads most student pilots into a

MILITARY EXPORTS DWARFED

Civilian aerospace exports of \$5.6 billion topped military exports (\$2.1 billion) in 1976, according to AIA statistics. The combined figure represents a 9% increase in aerospace exports over '75. Individual gains were in commercial transport aircraft (+3.3%), general aviation aircraft (+16%), and helicopters at +8%. Parts & accessories jumped 17%. □

state of nervous hysteria. At this stage it is better to stop.

DRAMATIS PERSONAE

The giants of the business undoubtedly are:

Maestro Leonardo da Vinci: an Italian painter and decorator who designed the first Army helicopter.

Sir Isaac Newton: a British fruit grower who decreed that single rotor helicopters should have a tail rotor.

Alpha and Delta: a pair of precocious Greeks who designed blade root hinges.

Monsieur Coriolis: a 19th century French scientist who intimated that blade tip speed varies with flapping movement. He it was who first described Coriolis force, an effect of motion on a rotating body. Unfortunately he died at the relatively early age of 51, his rotating body no longer able to cope with any more escargots and vin rouge.

Mr. Hooke: a London butcher who possessed a joint which refused to rotate at a constant speed. It is interesting to note that he also made some unusual discoveries about the Earth's rotation. He was the first to notice that bath water flowing through the plughole rotates clockwise in the Northern Hemisphere and counterclockwise in the South.

Ample proof of this fact is available. It can most easily be obtained by merely examining a simple tub plug. This normally has '1/2 IN' imprinted on it. The '1/2' clearly refers to the size while 'IN' of course means 'In the North'.

Bigger than UTTAS, the Soviet Mi-24 is in use with forces in East Germany



Hardware

Hind-D: Most heavily armed 'copter in world

COMPARED to the U.S. Army's newly-selected Hughes Advanced Attack Helicopter carrying a crew of two in a sleek bare-bones airframe, the Soviets' Mi-24 **Hind** attack helicopter presents an entirely different profile for entirely different reasons.

Although **Hind** series production began sometime in late 1972 and a few aircraft were seen in the spring of 1973, photographs of the new type did not become available anywhere until much later.

Double Punch Plus. The **Hind** is apparently the result of an ongoing program dedicated to the development of a true attack helicopter capable of operating closely with armored forces.

The Mi-24 carries a crew of three and can carry up to 16 lightly armored troops in the after cabin, but in the tactical tank-killer role, the passengers are most likely to be a nine-man antitank squad armed with guided missiles and control equipment.

As it is now configured, the **Hind** is equipped with three hard points, or weapons stations, on each of its stubby

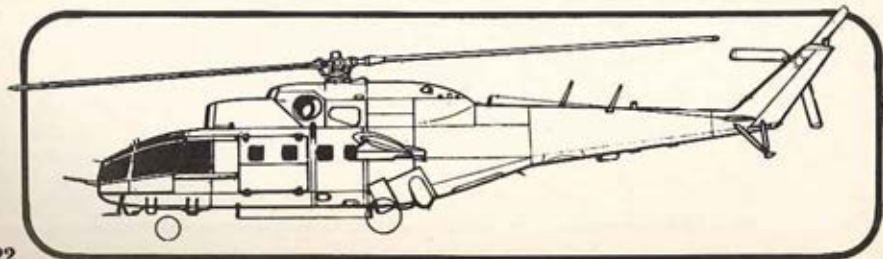
wings. Fully armed, it can carry four guided antitank missile and 128 air-to-ground unguided missiles.

The outboard hard points each mount twin launching rails capable of carrying the radio-guided **Sagger** or wire-guided **Swatter** missiles, both having a 3,000 to 3,500-meter range and capable of penetrating 500-mm or 20 inches of armor.

The **Hind's** inboard weapon stations are commonly used to carry UB-32 weapon pods, each containing 32 S-5 57-mm unguided hollow charge, armor-defeating unguided rockets with a range of approximately 1,200 meters and capable of penetrating approximately 220-mm or 8.8 inches of armor.

The inboard stations can also be used to mount 250-kg bombs, a common practice on the older Soviet armed helicopters; 23-mm twin-cannon gun pods; the AS-7 **Kerry** air-to-surface guided missile, or several other Soviet unguided rockets including: 160-mm S-16s, 210-mm S-21s, or 240-mm S-24s.

Combined with the onboard antitank squad, the ordnance carried by the **Hind** which also mounts a .50-caliber nose gun,



makes it the most heavily armed helicopter currently in service anywhere.

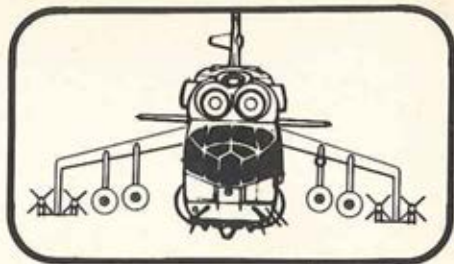
Performance. In terms of its operating weight, 8,400 kg or 18,480 lbs., the **Hind** is still nimble. Its combat radius is 360 km or 220 miles, and with maximum load, the range is considered to be 90 km or 56 miles.

In vertical takeoff, its rate of climb has been estimated at 8.8 meters per second. Compared with the Army's **Cobra** gunship, the **Hind** is slightly slower. **Hind** has an estimated 310 km-per-hour top speed compared to the **Cobra's** 352.

BIGGER THAN THE 'JOLLY GREEN'

The overall length of the fuselage is 19.3 meters, two meters longer than an Air Force **Jolly Green Giant** CH-3 and six meters longer than a **Cobra**. The width of the **Hind** is determined by the seating configuration which has the pilot and co-pilot sitting alongside each other while the gunner occupies the forward-most position in the helicopter's nose.

Five main rotors driven by two Glushenko GTD-3F engines provide the 1,500 shp needed for takeoffs at minimum weights. Since Soviet technology is still behind the West's in terms of engine design, Western engineers assume the



increase in power was achieved by increasing the turbines' inlet temperatures rather than by increasing the engine's compression ratio.

RELATIVELY LIGHTLY ARMORED

Armor. The fuel tanks located below and after of the cargo compartment are reported armor-protected; otherwise the materials used in the construction of the **Hind** appear to be less strong than their Western counterparts, mainly because the development of composite materials in the USSR has not progressed very far.

The glazing around the pilots and the gunner is a bullet resistant material, but with the exception of what is believed to be armor plate in the frame to protect

HARDWARE [Cont. on Page 46]



Garrett helicopter APUs: tough as the mission.

In war, helicopters must be tough and reliable. There's flack in the air when they blunt armored thrusts, fly close air support and deliver troops in combat assault. Modern military helicopters have to be fast and rough. Every component aboard must be able to do its job under the toughest conditions.

So it's no surprise that Garrett was selected to provide auxiliary power units for the U.S. Army YAH64. Garrett APUs also have been proposed for other military helicopter applications.

Garrett's gas turbine APUs for helicopters, like the ones certified on the A-10, are built to run long and

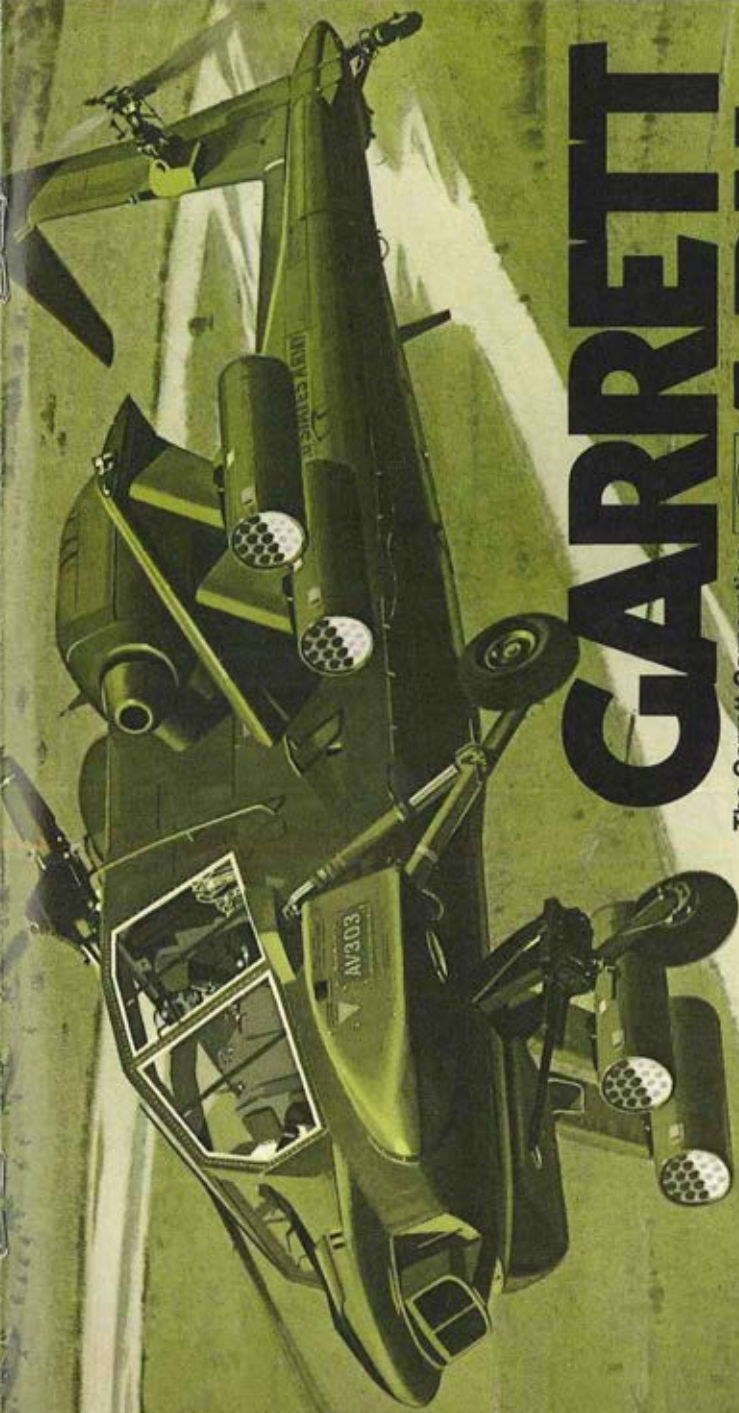
strong. To survive the environment. And to deliver an extra measure of cost-effectiveness.

We can supply the APU, ready for interface with other systems. Or—as in the case of our GTCP 36-55 for helicopters—we can deliver a total performance package with lightweight advanced technology turbine, integrated single-plate dry disc clutch, and lightweight starter, all in one.

Garrett's been giving aircraft users what they want in APUs for 30 years. More than 30,000 Garrett APUs have logged some 105 million hours running time.

Whether the program is a combat or utility helicopter, military or transport aircraft, consider Garrett's APU experience. Nobody can match it or beat it. For details, contact: Sales Manager, Power Systems, AiResearch Manufacturing Company of Arizona, 402 S. 36th Street, Phoenix, Arizona 85034.





The Garrett Corporation
One of The Signal Companies



GARRETT APUS

Tough to beat

About Warrants

By CW4 LLOYD N. WASHER
WO Assignment Branch, WOD
OPD, MILPERCEN



**You are 'people.' We deal with 'people.'
So . . . communicate with us!**

THIS is the first in a continuing series of articles designed to keep the Army Aviation community informed on the Army's personnel procedures, policies, and philosophies.

Our goal is to provide AAAA members with an article in each issue. To this end, we solicit each member to send topics that should be discussed. Please send any questions or subjects you would like to have us address to the editor who will forward them to MILPERCEN, or send them directly to us at MILPERCEN, ATTN: DAPC-OPW, 200 Stovall Street, Alexandria, VA 22332.

We will attempt to address any subject that relates to personnel matters and is general enough to cover the Army Aviation community. We cannot, of course, address issues that apply to specific individuals or units.

Several changes have been made here and some new people are now in the **Warrant Officer Division [WOD]**. The new Chief of Warrant Officer Division is **Colonel Robert Travis** who came aboard early in January. There are seven aviation warrant officers assigned to WOD, and they are:

CONUS ASSIGNMENTS:

TRADOC

CW4 Willis Stuckey 221-7835

FORSOCM

CW4 Thomas L. Keene 221-7836

Bragg, Campbell, Hood

CW4 Charlie Sturtevant 221-7836

OVERSEAS ASSIGNMENTS:

Europe

CW4 Chuck Hawk 221-7837

Other Overseas

CW4 Lloyd N. Washer 221-7838

PROFESSIONAL DEVELOPMENT:

CW4 Burton J. Vleck 221-7843

PERSONNEL ACTIONS:

CW4 John P. Valaer 221-7845

In addition, we have two more aviators assigned. **LTC Bob Lenderman** is the Deputy Division Chief and **MAJ Howard P. Born** is Chief of the Professional Development Branch. All Aviation assignments are made by Aviation Warrant Officers.

The Professional Development Branch handles both civil and military schools; conducts long term career planning and counseling; and monitors assignments/utilization of all warrant officers.

The Personnel Actions Branch acts on requests for retirements, release from active duty, OER appeals, MOS changes, suspension from flying status, and various special requests for action. We are all at your service and want you to feel free to contact us at any time.

Assignments are the essence of our business. We move people to meet the needs of the Army, the needs of the individual, and the desires of the individ-

ual, in that order. It's a long, complex process.

Based on requirements, the field generates requisitions for personnel to meet future needs. MILPERCEN receives, processes and fills the requisitions from the field based on the requisitioning agency's fair share of available assets. For overseas commands, the requisitions are received ten months in advance of the reporting date and for CONUS six months. Overseas requirements are met from assets assigned in the CONUS sustaining base.

CONUS requirements are filled with people returning from overseas, and graduating from service/civil schools. Except in extraordinary cases, no CONUS to CONUS moves are permitted. Assignments for stateside are made four to six months in advance. A new **Home-base/Advance Assignment Policy** implemented in Jan 76 allows us to make follow-on CONUS assignments for 12-13 month O/S tours prior to their departure from CONUS.

The **Officers Assignment Preference Statement, DA Form 483**, is a key factor and must be current if you wish to be considered for a specific post 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 requisitions received from Distribution Division.

The 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 less than six months prior to DROS.

DROS IS A MAJOR FACTOR

The selection process for overseas is substantially different than for CONUS because most people in the states are not in a "must-move" status. In fact, most don't want to move at all!

First priority goes to those in a "must-move" status, i.e., Warrant Officer Senior Course; Aviation Warrant Officer Advanced Course; and civil school graduates. 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 a CONUS 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 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. That is the longer you have been back from overseas the higher you are on the roster and the more vulnerable for an overseas assignment.

A number of variables must be considered before the assignment is finalized, including number of short and long tours, total months of overseas service,

ON THE SUBJECT OF BLIND OBEDIENCE TO ORDERS

An octogenarian was giving specific instructions to the sculptor regarding his recently deceased wife's headstone:

I'd like the inscription to read 'Rest in Peace' on both sides, and if there's enough room, 'We'll meet in Heaven.'

Several weeks later, the headstone was ready, and a pale and badly shaken customer read, "Rest in peace on both sides and if there's enough room, we'll meet in heaven."

total years active federal service, aircraft qualifications, strength of losing organizations and the preference statement. There are no hard, fast rules as to how the decision is made. The preference statement is considered but does not weigh as heavily as it does in making CONUS assignments.

THE 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 concerned. It is, however, our established pattern and goal.

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 (72 months), two short tours (24 months), and the remainder in CONUS. Extensions, ITT's, volunteering, and PCS schools put a person outside the pattern.

THERE ARE ADD'L FACTORS!

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.

Next month we will discuss some additional factors that enter the assignment process. We will consider type aircraft, number of aviators assigned, unit and mission. In addition we will list all aviation assignments world-wide.

FIRST REGION-AAAA SEEKS TOP UNITS, PERSONNEL

Nominees for the "Army Aviator of the Year" (Active Army and Reserve Component) - "Aviation Soldier of the Year" (Active Army and Reserve Component) - and "Outstanding Aviation Unit of the Year" (Active Army and Reserve Component) in AAAA's 22-State First Region are now being sought.

The individual nominees need not be members of AAAA. Nomination forms may be obtained by writing: COL William A. Hobbs, First Region Awards Committee Chairman, Hq FORSCOM, Attn: AFOP-AV, Ft. McPherson GA 30330. The nominations carry a 1 June 1977 suspense date.

The presentation of the First Region-AAAA Awards will be made at its 25-27 August convention in Nashville, Tenn. □

Milestones

Sometime ago a LTC Broman asked in an issue if he was the last Army Aviator out of Southeast Asia . . . It's water-over-the-dam at this point, I know, but would you believe approximately 2100 hours, 29 April 1975?

As the Assistant Army Attache to the Republic of Vietnam, I wound up my tour by running a helicopter extraction zone at the old MACV Hq on Tan Son Nhut until I departed with the USMC Security Force on one of their CH-46 choppers. After arriving aboard the USS Okinawa (LPH-3), we remained about 12 miles off the coast of Vung Tau until the evening of 1 May when the ship departed for the Philippine Islands.

I can't comment on any flying done during the 1975 time frame so LTC Broman may well have received the last Air Medal awarded to an Army Aviator in SE Asia. —LTC Warren R. Silva
NGB, Washington, D.C.



U.S. Army Aviator commands U.K. anti-tank unit that wins SS-11 shootout

DETMOLD, GERMANY—I am pleased to announce that **655 Squadron, 9 Regiment Army Air Corps** recently won the annual **British Army of the Rhine "Anti-Tank/Attack Helicopter Competition."**

This is no great surprise, as **655 [Anzio] Squadron** has a long and proud history of excellence. What is noteworthy, however, is that the Anti-Tank elements of that squadron are commanded by an American Armor Exchange Officer, **CPT Alfred Seidel**.

CPT Seidel and his Air Gunner, **CPL Bob Glonek** of the Royal Scots Dragoon Guards, took the "top crew" honors as well. Other crews from **ANZIO Squadron** took third and fourth places to complete the near sweep.

The competition included equipment

recognition and systems knowledge examinations, flying and tactics tests for single crews and sections of aircraft, and single aircraft and section firing. The competition was clinched by the **Squadron's Blue Section** which hit 100% (nine for nine) in a three-minute tactical engagement using the venerable old **SS-11** missile system at virtually its maximum range.

CPT Seidel is completing a successful 2½-year exchange tour representing Air Cavalry for Armor Branch. While on the tour, he became the first U.S. Army Aviator to be awarded **British Army Flying Wings** and the command of a British Anti-Tank Helicopter Unit.

—J.C. Aylward
MAJ, 9 Regt Army Air Corps

International

UK'S ARMY AVIATION SERVES AS AERIAL 'COP ON THE BEAT'

SHAPE, BELGIUM—The United Kingdom's Army Aviation is proving its versatility daily in Northern Ireland operations, according to **LTC Michael Parish**, former senior Army Aviation representative in Northern Ireland.

Addressing AAAA's **Benelux Chapter**, the officer enumerated the various roles of "Army Air", saying, "It's important to remember that we're involved in police operations there. Consequently, one of our primary roles is that of deterrence through presence similar to the cop on the beat."

"However," he continued, "a helicopter (H-13) can saturate a 10 square kilometre beat."

Parish, who is both a military police officer and an aviator, admitted, "It's difficult to measure how many terrorist activities are inhibited by the mere presence of the chopper on the beat." He pointed out that the absence of incidents more than justifies this role.

According to the 18-month Northern Ireland veteran, the command and control "scout" aircraft are equipped with a color TV camera providing the commander a view of the action in living color. Incidents are video-taped and reviewed for intelligence value.



The 43 aircraft average approximately 2,000 hours per month, and at least 30% of the time is logged at night. In addition to normal night missions, some aircraft (equipped with "Nightsun", a three million candlepower searchlight), accomplish the illumination missions.

Parish refers to the U-6 **Beaver** pilots as the "unsung heroes", for it's their hairy task on low-level photo missions to overfly suspected explosive devices. The three 12-aircraft squadrons have 12 pilots each, including the commander. All missions are flown solo, and the pilots log 60 to 80 hours per month.

Parish describes the essential maintenance support provided by a separate unit as "super." Despite the demanding nature of operations, the overall safety record is very good. Sadly, both accidents which occurred in the past two years involved fatalities.



TOP GRADS—Pilot Aspirant **Volker Nottenkaemper** (2d from right) of the German Army, became the first NATORWAC Distinguished Graduate at recent Fort Rucker ceremonies. He's shown with, l-r, **BG Keith A. Smith**, ADCS for Aviation, USMC Hq; **1LT Gary D. Alverson** and **WO1 David M. Parziale**, ORWAC and WORWAC top grads respectively; and **COL William R. Ponder**, Chief of Staff at Ft. Rucker. □



A CLOSE LOOK

BG Amichai Shumeli, left, base commander, **Israeli Air Force**, and **MAJ Jacob Baram**, base maintenance officer, **Israeli Air Force**, talk with their service's liaison officer at Ft. Rucker, **CPT Raanan D. Ellran**, center. The general and the major recently visited the Aviation Center to discuss helicopter pilot training of Israeli students. □



USAAVNC BRIEFING

General Andrea Cucino, center, **Italian Army** chief of staff, exchanges greetings with **MG James C. Smith**, right, **Fort Rucker** Commanding General. **General** and **Mrs. Cucino**, 2d from right, visited the Ft. Rucker facility for an aviation update. At the left are **BG[P] Ben L. Harrison**, Post Deputy Commander, and **Mrs. Harrison**. (Ph: Debbie Caskey)

Help Wanted!

"As a keen collector of U.S. Army helicopter unit insignia, I find these very difficult to obtain here in England, and turn to you for assistance. My aim is to build a comprehensive collection of the insignia of helicopter units that served in Vietnam, and would want to establish liaison with any of your readers who might wish to provide an "extra" patch

to me, or trade patch-for-patch with me.

I trust I have not offended anyone by making this direct request, and any assistance you may be able to give me would be very much appreciated.

—Derek Pilkington
38, Wolsey Road
Rush Green
Romford, Essex, England



GUEST SPEAKER—**COL Kurt Veese** (far right), Deputy General of Army Aviation for the Federal Republic of Germany, was the guest speaker at an **ORWAC-WORWAC** graduation ceremony. He's shown with, l-r, **MG James C. Smith**, the **USAAVNC** commander; and **ILT Daniel T. Frank** and **WO1 Rex L. Prickett**, Distinguished Graduates of their respective **ORWAC** and **WORWAC** classes. □

Whether you regard him as a healthy skeptic or a congenital knocker, COL Sam Kalagian's not one to mince words



Opinion

“The challenge is gone.”

NOW that I'm out - looking back and in at Army Aviation - I'm troubled. It doesn't appear to be the fun career anymore to those participating in the program. I hear too many enlisted members and officer/WO associates saying:

“In just 2½ more years, I'll have my 20 . . . and then I'm getting out,” or . . .

“I'm just hanging in until I click the last fogie,” or . . .

“I'll stay until I see what my next assignment will be. If they let me stay here at Rucker/Benning/Bragg, I'll serve a few more years - but I'm not moving anymore.”

What has happened is that the Army - and even Army Aviation - has been reduced to a **safe security blanket**.

The challenge is gone - the individual is no longer treated as an individual - it's the time for ticket-punching - and if you're not one of the **annointed***, forget it for you're not going much beyond 20- to 22 years anyway.

The “P” has not only been dropped from Personnel; it's not even present in the so-called “People's Posts” or the “People's Army.”

***Annointed.** One who has been selected to serve on the DA staff; has a track record as a five-percenter; been selected for a fully-funded graduate degree program; been picked up on the DA selected command list; OR already has had a **recognized** command tour.

We have commanders who claim they run a “People's Post” - but have any of them ever instituted a program to get the married folks - particularly post quarters' inhabitants, to invite our young soldiers (male and female) into their homes to share holidays like Thanksgiving or Easter or Christmas or New Years?

We make a fetish of sponsoring Allied students. **Why don't** we sponsor young American kids who are **also** away from home and family?

No . . . it's a damn sight easier to furnish company dayrooms (funded with the money these young people accrue through **their own purchases** in the PX), or turn the kids over to the post recreation center where their care falls under the aegis of hired civilians.

WE HAVE 'COUNCILS' GALORE!

On these same posts, we have advisory councils, BOQ/BEQ councils, EM councils - none of which are worth the time as long as one man - the CG - has complete and dictatorial veto power over the proceedings and recommendations.

Everyone bemoans the fact that the **Voluntary Army** is not working, after they budgeted out some of the recruiting gimmicks that worked. We used to send young soldiers back to their home towns (funded) to help recruit their friends; we used to have a demonstration group known as the **Silver Eagles**. The supposed lack of \$ killed these two programs.

At the same time, suggestions submitted by military members that are really geared to save money are disapproved over and over again because some **unconcerned** evaluator doesn't want to take the time, or the objective attitude, to find the good in the suggestion.

"**Mickey Mouse**" still exists no matter how much the do-gooders try to stamp it out. The DA Staff expends more time on haircut and "fattie" regulations than they do to stop the erosion of monetary benefits to the serviceman.

CFR DOESN'T APPLY

We still establish stringent combat readiness flying (CFR) regulations; then we excuse or waiver 40% of the aviator population from meeting them. Why?

To combat **alcoholism** at many posts, senior commanders take the **mass punishment route**. They forbid the sale or serving of any alcoholic beverages to **anyone** - before 1400, 1600, 1700 hours - (Take your choice!) and do this in any facility on post, to include Clubs where each member pays the **same** dues for service and privileges as the man who sets the rule!

I always thought that the **commanders of units** were charged with the responsibility of handling personnel problems **within their individual commands** as a part of their command function. I also thought that **Alcohol & Drug Abuse Programs** were established on each post to help in the handling of alcohol and drug problems. But perhaps, since the Army went to the centralized command selection process, senior commanders have determined that such selectees **don't** have the capability to handle these types of intimate personnel problems!

We hold competitive flyoffs to get the best possible aircraft into the hands of the field troops, and then - because either we did our homework poorly or because those selected to fight Army Aviation's "good fight" don't really think too much of us expensive rascals - we blow the buy and our ARCSA III

"I am unequivocally opposed to unionization of the military. Legislation prohibiting union activities is **not enough**. We must also address the fundamental causes that would make union membership attractive within the military."

—Statement of GEN George S. Brown, Chairman of the Joint Chiefs of Staff in his annual report to the Congress.

theories go down the tube. One young aviator told me - and this is the truth! - that he expects to be flying the Cobra Z model before he ever sees the Hughes gunship version.

We have many posts where an **adult military participant**, voluntarily or involuntarily, can have all of the time off he needs to support **any** program designed for youth activities (Scouting; Little League/Football/Basketball/Bowling; PTA carnival activities; etc.) **but the same military member** can't have time off to participate in intramural sports activities during duty hours.

So intramural sports programs on most posts are dying a slow death.

How many post commanders take advantage of the **accrued experience** of their local retired population in helping to resolve problems - or even to achieve some modicum of support for changing post policies? The rule seems to be "Once out, never back in."

THE WAY WE WERE

How does all of this relate to Army Aviation, and to those in it? The aviator community used to be a close-knit group. It once was, young man, that you could land at "Mother Cairns" and before the chocks were placed under the wheels or the main rotor(s) were tied down, the crew had several offers for dinner, three choices of places to RON, two sets of car keys, an impromptu Bar-B-Q or cocktail party invitation, etc.

Nowadays, you'll be lucky when you come to Rucker if someone will even of-

fer you a free cup of coffee. Crews landing at Rucker no longer bother calling old friends or stick-buddies — they simply sit around the snack bar and pull out as fast as they can.

It's sad, but the times are a-changing!

Army Aviation is becoming divisive; we are not pulling together - en masse - as we used to. As a result, we're falling further and further away from the nadir we reached in Vietnam.

The sons and daughters of Army Aviator fathers are no longer being enjoined to make Army Aviation a career. Where we once all reveled in the successes of another aviator, now there's mainly jealousy — sniping — envy. Maybe that's why we've never produced an Army Aviation astronaut candidate.

The **annointed** at DA are still struggling with OPMS. **Why?** They don't want to make **Aviation** a branch, although as a group, **Aviation** is bigger than any branch except **Infantry**. So you are **Infantry** for the first eight years and then you're supposed to be a specialist in **Aviation** and/or Force Development, Personnel, Logistics, Operations, Criminal Justice, Maintenance Management (jobs we oldtimers used to handle as **extra duty** like Postal Officer, Defense/Trial Counsel, S-1, Maintenance Officer even if we hadn't attended AMOC, S-2, Assistant S-3/G-3.

One wonders if a Special Forces officer must also have a secondary specialty in Force Development. I don't think so because those guys are **fighters**, not **lovers**. Same as an aviator!

WHAT'S THE SOLUTION?

So what do you do, young aviator, young crewchief? — and old ones, too? You must **stop** raising objections every time an innovative idea is proposed that might help Army Aviation.

A brief letter to the editor is welcomed on any subject. Letters must be signed; however, the writer may ask to have his name withheld. Submit letters to: Editor, Army Aviation Magazine, 1 Crestwood Road, Westport CT 06880.

TENNIS HAS PROBLEMS, TOO!

"Your key years for learning are 18 to 22. It made me (learn)—traveling and living with the best. The small things you could pick up. Any bloody fool could see that Rocket (Laver) hit with topspin, but I could see the little things. And I watched. Even when I turned pro, I would study Laver every chance. I would sit with him and pick his brains when someone else was playing. Nowadays, you never see the kids watching the older players. No one even asks questions anymore."

—John Newcombe, Tennis Pro
'Sports Illustrated,' Mar. 21

Find the good in every suggestion and support it vocally and strenuously.

Keep in touch with old aviator friends. There is strength in these bonds. **Take pride** in their successes as they do in yours.

Be curious — **find out** what's new in Army Aviation; strive to learn all you can about this program in which you are involved.

Be irreverent — don't buy "Mickey Mouse" and don't accept second rate solutions to poor tactics, equipment, safety, and training standards.

Vocalize — **write up** your thoughts and ideas for this magazine, the **Digest**, the **Army Times**, **Army**, wherever you can. **Spread the word.**

Fight to be one of the **annointed**; or else you won't have the crunch to make yourself heard.

And last but not least, if and when you become one of the **annointed**, **don't forget your "Roots."**

FIRST REGION-AAAA CONVENTION

Programming for the 25-27 August 1977 First Region—AAAA Convention has been developed, according to COL Larry J. Baughman, General Chairman. The 5,000+ member Region will conduct its 1977 convention at the Sheraton-Nashville Hotel. □

Life Membership



AAAA Enrollment Plan to End Sept. 30

AT its February 12 meeting in Washington, D.C., AAAA's **National Executive Board** approved a **Life Membership Program**, with an effective starting date of April 1, 1977.

A member-applicant would make a one-time \$150 donation to the "AAAA Scholarship Foundation, Inc." and forward his donation directly to the **Foundation** at 1 Crestwood Road, Westport, CT 06880.

The AAAA — on notification from the **Foundation** of the member's donation — would provide a **Life Membership** to the applicant with appropriate credentials signifying "Life Membership" to follow in a later correspondence.

The AAAA Scholarship Foundation would retain the \$150 sum in the donor's

name, and on his or her death would — together with all other funds received in memory of the donor — provide a **Memorial Scholarship** in the donor's name in the academic year following his or her death.

The \$150 donation to the AAAA Scholarship Foundation, Inc. would be considered deductible for tax purposes.

The 1977 "Life Membership Program" enrollment will cover a six month period, and terminate on September 30, 1977. A consolidated roster of **Life Members** enrolling in AAAA during 1977 will appear in the October, 1977 **Convention Issue** of "Army Aviation."

A member may request that his current year dues — if already paid — be credited towards his "Life Membership."



AAAA Life
Membership Form
Complete and return
to:
AAAA Scholarship
Foundation, Inc.
Crestwood Rd.
Westport CT
06880

APPLICATION FORM FOR LIFE MEMBERSHIP

I would like to enroll as a **Life Member** of the AAAA, and have enclosed a check made payable to the AAAA Scholarship Foundation, Inc. in the amount of \$150.00. I understand that my donation is tax deductible, that the donation - along with other funds donated in my name — will underwrite an AAAA Memorial Scholarship in my name on my death, and that I hereby authorize the use of the funds for this purpose. When available, please forward my **Life Membership** credentials to me at the address appearing on the enclosure.

Name

Address

City State ZIP

Career Opportunities in the land of Growth and Change..

If you've never considered an overseas assignment before, or if you have extensive overseas experience, Bell Helicopter International would like you to evaluate the advantages of living and working in Iran. We would welcome the opportunity to

Iran

discuss with you the many career opportunities available now. We offer an excellent income plus our outstanding company benefit program including relocation and transportation expenses for you and your family.

HELICOPTER INSTRUCTOR PILOTS

Minimum 1500 total R/W hours, 250 of which must be as an Instructor Pilot. Successful applicants must possess the desire to instruct foreign students in all phases of helicopter flight operations and procedures.

ROTOR/WING MECHANICS

Should have at least two years experience on military Rotor/Wing aircraft with specific experience on airframe, power plant, or armament systems. Prefer applicants with previous overseas experience.

ARMAMENT TECHNICIANS

Should have at least two years experience on military aviation armament systems. Prefer avionics/electrical background with thorough knowledge of 7.62 and 20 mm gun systems.

For immediate attention, please send resume
in complete confidence to:

Bell Helicopter International
1901 Central Drive, Bedford, TX 76021

Bell Helicopter **TEXTRON**

An Equal Opportunity Employer M/F

MUST BE U.S. CITIZEN

Permanent Changes of Address
as submitted by 'AA' subscribers



Takeoffs

GENERALS

WOODMANSEE, John W., BG
26 Ruckman Road
Ft. Monroe VA 23651

COLONELS

ADESSA, Anthony J.

401 Sheridan Road
Fl. Bliss TX 79916

BENOIT, William R.

1600 Red Bud
Collinsville IL 62234

CONLEY, Samuel G., Jr.

107 Grierson Avenue
Fort Huachuca AZ 85613

WILLIAMS, Glenn M.

12965 East 2nd Avenue
Aurora CO 80011

WRIGHT, Billy R.

61 Ingalls Road
Ft. Monroe VA 23651

WRIGHT, Dean E.

22 Courter Street
Banking Ridge NJ 07920

WYLLIE, Clement A., Jr.

52 Red Cloud Road
Fort Rucker AL 36362

LT COLONELS

BAEB, David E.

713 Duncan Street
APO San Francisco 96557

BEYER, Eugene A.

HQ, 5th US Army
Ft. Sam Houston TX 78234

BOLAM, Paul F.

P.O. Box 243 USAWC
Carlisle Brks PA 17013

BRAFFORD, Robert T.

273 Bizerle Road
Fl. Lee VA 23801

BROWN, Patty E.

394th Trans. Bn. (AVIM)
APO New York 09061

BURDEN, John R.

5117 Coleridge Drive
Fairfax VA 22030

CARABALLO, Julian T.

Hq, VII Corps, G-3 Avn
APO New York 09107

CARR, Glenn P.

Hq, 3rd Sgdn 8th US Cav
APO New York 09028

LT COLONELS

DAVIS, Jonah B., JR.

Deputy G-3, Hq, USARJ
APO San Francisco 96343

DEWEY, Lawrence R., Jr

USAMAK
APO New York 09227

ELLIOTT, James R.

2763 McManus Place
Fl. Eustis VA 23604

ESTES, Ernest F.

19th Avn Bn (CBT)
APO San Francisco 96271

FILER, Robert E.

7641 Long Pine Drive
Springfield VA 22151

FLEMING, Jerry L.

1405 Wellesley Drive
Mt. Clemens MI 48043

FOURNIER, Albert I.

USDAO Amer Emb - Paris
APO New York 09777

FRANKER, William W.

Box 140 FAT 1
APO New York 09230

FRIX, Robert S.

HHT, 3d Sgdn 5th Cav
Fl. Lewis VA 98433

GANTT, John R.

9123 Volunteer Drive
Alexandria VA 22309

GARDNER, William H.

27 Jackson Ct Ft Adams
Newport RI 02840

GAUZE, James E.

HHC 4th Trans Bde
APO New York 09451

GEIGERMAN, David J.

OR-KAH
Fl. Meade MD 20755

HALEY, Robert H.

2231 Idlewild Street
Arlington TX 79605

HENRY, Terence M.

401 Gordon Rd Schild
APO San Francisco 96557

HULL, Donald R.

1300 Army Navy Dr (#708)
Arlington VA 22202

HYERS, James E.

Hq, 205th Trans Bn (AVIM)
APO New York 09165

IRONS, Richard L.

2765 S. Ives Street
Arlington VA 22202

LT COLONELS

JONES, William S.

20 Myer Avenue
Fort Gordon GA 30905

KANNING, James R.

200 Windcreek Way
Enterprise AL 36330

KLOSE, John A.G.

Box 31, Staff CINCPAC
FPO San Francisco 96110

KOEHLER, Joseph R.

160 Boles Loop
Fl. Sheridan IL 60037

LARGE, Ulysses S., Jr.

502 Van Buren
Fl. Walton Beach FL 32548

LAWSON, Robert A.

606 Piney Point Road
Yorktown VA 23692

LENOCI, Joseph V.

10 Buckner Drive
Ft Leavenworth KS 66027

LEUTY, Ray S.

19th Aviation Bn
APO San Francisco 96271

LITTLEWOOD, Arthur R., III

511 Rock Canyon Drive
Fayetteville NC 28303

LUDIN, Keith E.

2710 Fordham Road
Alexandria VA 22302

MADISH, Daniel T.

1217 Avondale Drive
Industry PA 15052

McDAVID, Donald G.

6015 Rena
Houston TX 77092

MORITZ, Thomas W.

102 Mazak Court
Fort Bragg NC 28307

MURPHY, Thomas W.

M221 Miller Hall U of Wash
Seattle WA 98105

RANDOLPH, James W.

716 Summerchase Drive
Jonesboro GA 30236

ROUNSEVILLE, Richard G.

5513-B Gardner Drive
Fort Polk LA 71459

SCHNELL, Hudson A.

HND 21st SAMC (D10)
APO New York 09636

SELLERS, Robert P.

Rural Delivery #3
Gettysburg PA 17325

LT COLONELS

SHEHORN, H. Wayne

7808 Braemar Way
Springfield VA 22153

SPROWLS, Leigh R.

Rt 1 Box 37 H
Cascade MD 21719

TOOMEPUU, Juri

9102 Bryant La Apt 3B
Indianapolis IN 46250

WALBURN, Richard L.

98-719 1th Pt Apt 1203
Alea HI 96701

WEAVER, John L.

1701 Hybrid Place
Clementon NJ 08021

WINTERS, Donald L.

BOQ 504, Apt 34
White Sands NM, NM 88002

WISBY, James M.

USMILMIS - Liberia W. Africa
APO New York 09228

MAJORS

AOKI, Wayne C.

56th Medical Battalion
Fl. Ord CA 93941

BARRINGTON, John E.

G Troop, 1st Cavalry
Fl. Knox KY 40121

BITHER, Rodney D.

1009 Drennan Park
Fl. Campbell KY 42223

BOWEN, Gal D.

HSC, 8th Medical Battalion
APO New York 09111

CAMIA, Dante A.

102 Mazak Court
Fl. Bragg NC 28307

CHADDERDON, Robert N.

RR #1, Box 45C
Easton KS 66020

COLE, Gene W.

Co A, 3rd Combat Avn Bn
APO New York 09033

COOPER, Robert L.

540 Morrison Drive
Clarksville TN 37040

CRAMER, Gary E.

707 Godfrey Drive
Newport News VA 23602

EXVALL, Charles J.

205th Trans Bn (AVIM)
APO New York 09165

MAJORS

EMORY, Sherwood L., Jr.

317 Oakland Drive
West Monroe LA 71291

ERHAY, Douglas K.

239 Thomas Road
McMurray PA 15317

EVANS, Jay T.

2010 West Brooks
Norman OK 73069

EVANS, Mickey S.

H1B, 1st Arm'd Div Arty
APO New York 09070

FALKENSTROM, James E.

Hq 5th Sig Comd ATC Off
APO New York 09056

FAULKNER, William L.

52351-1 Biloal Circle
Fl. Hood TX 76544

FERO, Richard S.

RR #3, Box 163
Shelbyville IN 46176

FLEET, Arthur

1499 Alexander Court
Alabaster AL 35007

FREEMAN, Eldon V.

8021 New Colony Court
Severn MD 21144

GEORGE, Robert C.

V Corps Engineer
APO New York 09079

GIBSON, Emmitt E.

HHC, 223d Aviation Bn
APO New York 09359

HARDY, William J.

Hq Det, USAMCA (DPCA)
APO 09164

HARWOOD, Jerry T.

2001 Hilltop
Belton TX 76513

HAWKINS, James M.

210 Hickory Bend Road
Enterprise AL 36330

HOOD, John W.

914 N.W. 44th Street
Lawton OK 73705

JOHNSON, Gary D.

HHC, 222nd Aviation Bn
Fl. Wainwright AK 99703

JOHNSTON, William B.

501 West Arcadia
Dawson Springs KY 42408

JOLES, Robert J.

48327 Hoensshell
Selridge ANG Base MI 48045

MAJORS

JONES, Gary W.
HHD(P) USMCA Coppinger
APO New York 09454

KEITHLY, Douglas L.
USASO AC6/ 101 Patten
Fl. McPherson GA 30330

KOHLER, Robert D.
9003 Laurel Grove Drive
Austin TX 78756

LONGAN, Patrick B.
P.O. Box 209
Tulare CA 93274

MacDOWELL, Gerald D.
56 Hilltop Trail
Sparta NJ 07871

MATHERN, Vernon J.
10535 Jordan Avenue
Chatsworth CA 91311

McKIMMIE, James R.
US Army Berlin (C-E Div)
APO New York 09742

MERRITT, Donald E.S.
DISCOM, 3rd Armored Division
APO New York 09039

MIDDAUGH, John K.
Quarlers 2670-B
Fl. Lewis WA 98433

MILLER, George R.
ODCSOPS (Aviation), Hq.
USAREUR, APO NY 09403

MITTAG, Carl F.
6716 Doolittle Drive
Edwards CA 93523

MOUW, James W.
1936 Pine Run Drive
Chestertown MD 63017

MULLADY, Brian P.
3352 Brookwood Street
Montgomery AL 36116

NISSAN, Thomas R.
216 Rachel Lane
Friendswood TX 77546

MAJORS

OLSEN, Wesley R.
4417 South Akron
Englewood CO 80110

OWENS, Bobby L.
499 Pearman Avenue
Radcliff KY 40160

PRAWITT, George F.
RWQC, Class 77-4
Fl. Rucker AL 36382

REEDER, Williams S., Jr.
334th Avn Co (Aft Hel)
APO New York 09165

RHODES, Jerry L.
14312 Piccadilly Road
Silver Spring MD 20906

ROSSER, Terry N.
5403 Broadmoor Street
Alexandria VA 22310

SCOTT, James A., III
P.O. Box 6322
APO New York 09012

SIMPSON, James E.
924 Old Mill Road
Savannah GA 31406

SMITH, Bruce E.
Hq. V Corps (AETVLYN-ADE)
APO New York 09079

STOUT, Donald E., Jr.
3342-A Avery Drive
Fl. McClellan AL 36205

SWINK, Terry E.
Route 6, Box 415
Jonesboro TN 37659

TANNER, Warren M.
1049-5 Chena Road
Fl. Wainwright AK 99703

THOMAS, Charles A.
HHT, 11th Avn Group (CBT)
APO New York 09025

TOMLIN, James E.
Intel Div, Hq. SHAPE
APO New York 09055

MAJORS

WALLACE, Emitt
2 Barclay Road
Newport News VA 23602

WILLIAMSON, Hubert S.
5310 Chantilly Lane
Charleston Heights SC 29405

WILMART, Gerald K.
1140 Dorothy Lane
Harker Heights TX 76541

WISDOM, Jerry L.
Hq. 59th Ord Op, 53d Div
APO New York 09189

WOOD, Norman M.
314 Piez Avenue
Newport News VA 23601

WREN, Charles C.
1528 Beech Street
Radcliff KY 40160

YATES, Walter H., Jr.
ODCSLOG, Hq. USAREUR
APO New York 09403

CAPTAINS

ALLEN, Kenneth E.
180th Avn Co (ASH)
APO New York 09025

AVERY, Charles N.
13303-A Garden State Drive
Newport News VA 23602

BAKER, Robert V.
200 Pineview Court
Orank AL 36360

BAREFIELD, Robert L.
514 Dandridge Drive
Fayetteville NC 28303

BARGER, James
8800 Piedra Way
Fair Oaks CA 95628

BARR, George H.
HHC, 5th Signal Command
APO New York 09056

CAPTAINS

BEAUCHEMIN, Richard R.
8606 Glen Breeze
San Antonio TX 78239

BECK, Gary S.
505 Ouida Street
Enterprise AL 36330

BECK, Silas E.
2D Signal Group
APO New York 09086

BENNETT, Marshall S.
Rt. 1, Box 601
Sumner WA 98390

BENTLEY, Aubrey L.
17 Howard Street
Fl. Rucker AL 36362

BERGERON, George C.
1528 NW 44th St Apt 1
Lawton OK 73505

BIRCH, Christopher E.M.
5969 Tamworth Court
Fayetteville NC 28304

BORUM, Benton H.
1636 East Concord Avenue
Orlando FL 32803

BOYLTSON, Robert L.
211 Kirby Drive
Clarksville TN 37040

BRIDGERS, John D., Jr.
29 Edwards Street
Fl. Rucker AL 36362

BRIGHTMAN, Bradford C.
1203 Ski Lodge Apartments
Orank AL 36801

BRUNS, Donald J.
202 Lodge Drive
Clarksville TN 37040

BRYAN, William H.
5-A Sargent Court
Fl. Benning GA 31905

BUCKMAN, John H., III
58 Honey Bee Drive
Savannah GA 31406

CARDER, Ronald D.
16 Whitshire Drive
Avondale Estates GA 30002

CARRALES, Carlos
Co C, 4th Bn (AFA), 77th FA
Fl. Campbell KY 42223

CHING, Ronald S.
5662-A Corley Street
Fl. Knox KY 40121

CHUNG, Russell W.
7th Div Mat Mgt Center
Fl. Ord CA 93941

CODNEY, Robert C.
11738 25th Avenue, S.E.
Olympia WA 98503

COLE, Peter C.
1703 Kirk Avenue, #2
Killeen TX 76541

COPLEY, Kenneth J.
A Co, 24th Avn Bn
Hunter AAF GA 31409

CORN, Larry B.
Svc Btry, 1/77th FA, 1st Cav
Fl. Hood TX 76544

CRACIUN, Nicholas J.
44th Medical Brigade
Fl. Bragg NC 28307

CAPTAINS

CRAIG, William R.
2205 Sunset Court
Leavenworth KS 66048

CROSSLAND, Gary F.
408 Front Street
Brownsville PA 15417

DALTON, Peter J.
5325 Babcock Terrace
Colorado Springs CO 80915

DANDRIDGE, Wayne L.
9 McKinley Drive
Newport News VA 23602

DERSHAM, George E., Jr.
27 Mechanic Street
Bath ME 04530

DRAPER, David N.
8507 Leyland
San Antonio TX 78239

EASTERWOOD, Richard L.
1910 Tangle Lake
Kingwood TX 77339

EDWARDS, James H.
171 Hilltop-Lake in the Hills
Algoonin IL 61012

ELLIS, Glenn T., Jr.
817 Woods Road-Apt GA
Newport News VA 23606

EVANS, Timothy A.
7427 Pentan Drive
Riverdale GA 30296

FEMRITE, Richard C.
HHC, 52d Avn Bn (Combat)
APO San Francisco 96301

FIGHTER, Thomas A.
2435 W. 227th St. - Apt 12
Torrance CA 90501

FITZPATRICK, Steven J.
P.O. Box 73
Medicine Park OK 73557

FORMAN, Robert M.
109 Atwater
San Antonio TX 78213

FOX, Timothy J.
c/o 45 Madison Road
Swansea MA 02777

FULLER, Marvin E., Jr.
13 Sunset Drive
Richmond IN 47374

GALLAWAY, David M.
15th AG Repl Det, 1st Cav
Fl. Hood TX 76545

GEE, Clister M.
3336 Gwin Street
Portsmouth VA 23704

GIBSON, Douglas F.
1165 Constitution Drive
Brunswick OH 42212

GRABLE, Bruce W.
2924 Piper Street
Columbus GA 31904

GREEN, Horace C.
112-B Gall Court
Fl. Benning GA 31905

GREEN, Lorane
Hq. 4th Trans Bde (SPD)
APO New York 09451

GROVES, Gary E.
HHC, 223d Avn Bn (CBT)
APO New York 09359

ANOTHER RICKENBACKER NOW PLIES THE SKIES OF ALABAMA

GREENWICH, Conn.-Slated to begin primary training at USAAVNC in March is the daughter-in-law of famed World War I flying ace Eddie Rickenbacker. A former model and actress in her 20s, Carroll Rickenbacker is joining the USAR to learn how to fly helicopters.

"I love to fly," said Mrs. Rickenbacker, a licensed fixed-wing pilot. "It's a great thrill." She also said she is going into the Army so she can give something back to America.

"The program I'm entering is reputed to be the finest in structure in the world," she said in describing the 9-month course of flight training she'll undertake at Ft. Rucker.

Her husband, William, who flew as an Air Force transport pilot in the Korean War, said, "She should have her Army Aviator wings by Christmas, and I'm delighted." Mrs. Rickenbacker completed a written flight test, scored 98 out of a possible 99 on the Army entrance examination, and passed a rigorous flight physical prior to acceptance for flight training. She's been flying since last May, especially a Cessna 210, and one of her three instructors was an Army warrant officer. She soloed after nine hours of flight training.

CAPTAINS

HAINES, William L.
2191 Memorial Dr - Apt E-50
Clarksville TN 37040

HAMMACK, Stevan J.
c/o Giantz, 1321 46th Street
Lubbock TX 79412

HARPER, Stephen D.
2216 Cheyenne Drive
Santa Rosa CA 95405

HARRELSON, Joe F.
HHC, 2732d Armor, 3d Arm'd
APO New York 09045

HEFFLEY, Robert E.
HHC, 2236 Aviation Bn
APO New York 09359

HOWARD, Joseph C.
123 Greenbriar Drive
Savannah GA 31406

HUDSPETH, Lewis A.
7548 Titan Drive, S.E.
Olympia WA 98503

JOHNSTON, Allan G., Jr.
2110 Somerset Drive
Florissant MO 63033

KEITH, David A.
942 Village Drive
Ormond Beach FL 32074

KENNEDY, Jefferson L.
1409 Helm Street
Henderson KY 42470

KRIEGER, Mark
13311-A Garden State Drive
Newport News VA 23602

LASSER, Thomas E.
5514 Sandpiper Court
Stockton CA 95207

LESTER, Richard A.
307 Sparta Street
Warner Robbins GA 31093

LUENBURG, David C.
2550 Wedgfield Ct-Apt #32
Columbus GA 31903

MADDEEN, Gary E.
377th Medical Co (Air Amb)
APO San Francisco 96301

MANLEY, Clarence, Jr.
CMR 6, 1147
Fl Rucker AL 36362

MARSHALL, John L., Jr.
175-A Arrowhead Road
Fl Benning GA 31905

MARTIN, Ronald S.
General Delivery
Ozark AL 36360

McDUGALD, John C.
550 Memorial Dr - Apt 22-B
Cambridge MA 02139

MELO, Michael J.
6905 Brooklawn Dr - A-5
Louisville KY 40214

MILNER, Dennis J.
34th Sig Bn (AVN Sec)
APO New York 09359

MITCHELL, Robert L. Jr
PO Box 2123
Sierra Vista AZ 85635

MOJICA, Siman T.
6-8-C22 AHS Box 1006
Fl Sam Houston TX 78234

CAPTAINS

MORROW, Sidney H., Jr.
612 West Nixon Drive
O'Fallon IL 62269

MOTLEY, Campbell M.
PO Box 2526
Fl Benning GA 31905

NOWLIN, Charles F.
304 Acorn
Warrensburg MO 64093

ORDWAY, Richard C.
443 Bay Tree Beach Rd
Yorktown VA 23692

PAGE, Ralph E.
76 Red Cloud Rd
Fl Rucker AL 36362

PAVERO, Joseph J.
65-B Cambridge Arms
Fayetteville NC 28303

POTTER, Raymond G.
RR #3 Box 9
Warrensburg MO 64093

QUALLS, Michael
108 Jeffords NBU 69J
Fl. Huachuca AZ 85613

RAUSCH, Steven F.
4538 NE Highlander Circ
Lawton OK 73501

REESE, Wesley D.
117 Dial Street
Fl Benning GA 31905

REININGER, Terrance
96 Glade Road
Newport News VA 23606

REVELS, Jack W.
425 Hallmark Road
Fayetteville NC 28303

RHOADES, Ronald G.
5929 Seabright Road
Springfield VA 22152

RICHARDSON, Charles E.
1481 W. Pinedale Ave
Fresno CA 93711

ROLAND, Kenneth P., II
49 Logan Street
Fl Rucker AL 36362

SELF, Robert R.
207 North Mantle Ave
Elizabethtown KY 42701

SHAFFER, Keith O.
7515 Lotus Court
Laurel MD 20810

SHIRLEY, John H., Jr.
6507 Leavell
Fl Bliss TX 79906

SHRODE, Jack W., Jr.
1303 Prospect Street
Palatka FL 32077

SMITH, Douglas L., Jr.
A Bly, 2d Bn, 28th FA
APO New York 09177

STAFFORD, Michael
1104-A Thompson Circle
Fl Eustis VA 23604

STONE, David M.
A4 Camelot Vll Rucker Blvd
Enterprise AL 36330

STONE, Samuel E.
5985 Randy Lane
Ellenwood GA 30049

CAPTAINS

SULLIVAN, Julian A.
699-A Chelsea Place
Newport News VA 23603

THOMAS, Harry W.
2922 LaEstrella Court
Colorado Springs CO 80910

TOMLINSON, Thomas C.
619 Grove Court
Maitland FL 32751

TUTTLE, Thomas L.
R3 Box 522 Clevelandtown Rd
Boonsboro MD 21713

VAN DEN BERG, Gary A.
7855 Highlander Drive
Anchorage AK 99502

VERTY, James E.
203 Lochaven Drive
Newport News VA 23602

WALLS, Russell K.
5446-A Brett Drive
Fl Knox KY 40121

WEATHERSPOON, Samuel R.
204 S Topi Trail
Hinesville GA 31313

WILSON, Kenneth E.
2240 Robin Road
Oak Grove KY 42262

WOOLFOLK, Rogers J.
1114-E Thompson Circle
Fl Eustis VA 23604

YOOD, Richard P.
111 Sequoyah Drive
Hendersonville TN 37075

CW4'S

FERRANTI, Delfo J., Jr.
30 Silver Lake Ave
Newton MA 02158

GRESSETT, John W.
B Co 205th Trans Bn
APO New York 09165

KEPNER, Alex W.
Qtrs 4086-6 9th St
Fl. Walnright AK 99703

LEONARD, John F., Jr.
3016 Dove Drive
Sierra Vista AZ 85635

MADIGAN, Michael G.
391 D Kenai Avenue
Fl Richardson AK 99505

MANZKE, Richard C.
PAT Flt Sec F/W Davison AAF
Fl Belvoir VA 22060

NIELSEN, John R.
24 Howard
Fl Rucker AL 36362

NILES, Douglas W.
105 Springmont Drive
Hopkinsville KY 42240

POPPELLWELL, Reagan E.
180th Aviation Co
APO New York 09025

WUJEC, Stanley J.
478th Avn Co
Fl Benning GA 31905

CW3'S

BRADSHAW, Sidney E.
630 Calle Vicente
San Clemente CA 92672

CAUGER, Michael B.
89 Red Cloud Road
Fl Rucker AL 36362

DENYS, Byrd R.
USAFELMSLE, CMR Box 2175
APO New York 09224

ELDRIDGE, Benton D.
HHC, 2d Inf Div CG Mess
APO San Francisco 96224

FIELDS, James W.
394th Trans Bn, Co B
APO New York 09061

FRAIN, Philip V.
136 Kentucky Circle
Radcliff KY 40160

GAILLARD, Thomas G.
PO Box 3015, USAYPG
Yuma AZ 85364

HADLEY, James A.
68-255A Crozier Loop
Wailua HI 96791

HELLER, John E.
PO Box 7305
APO New York 09012

HERD, Walter F.
PO Box 33245
Fl Lewis WA 98433

HOWARD, Conrad R.
213th Aviation Company
APO San Francisco 96271

JAMES, William T.
PO Box 222
Fl Rucker AL 36362

CW3'S

KING, Thomas J.
295th Aviation Co (HH)
APO New York 09185

KLARNER, Robert D.
Qtrs 807-B, Fl. Bary
Sausalito CA 94965

MORRISON, Francis M.
125 Mesquite Place
Sierra Vista AZ 85635

POTTER, Allan F.
301 Nalchur Road
Enterprise AL 36362

RILEY, William K.
PO Box 6
Mahawk TN 37810

SNIDER, Ronald P.
A Co, 394th Trans Bn (AVIM)
APO New York 09061

THILL, David C.
B Co 3rd CAB
APO New York 09036

TOLBERT, Ralph V.
712 Stewart
Killeen TX 76541

WILLIAMS, Robert L.
168 Dulchess
Sacramento CA 95827

WILIS, Bruce L., Sr.
HHC, USASAFS, CMR 1399
APO New York 09458

WILLS, Earl R.
D Trp, 1 Sqn, 1 Cav, 1st AD
APO New York 09326

CW2'S

ANDERSON, Peter G.
12031 Albers St., Apt C
North Hollywood CA 91607

BERNARD, George L.
901 Ashwood
Harker Heights TX 76541

BOGER, Paul D., Jr.
402 Avenue E.
West Point GA 31833

BRADY, Charles H.
119 Cielo Vista Street
Colorado Springs CO 80911

BROWN, Joseph M., Jr.
Route 4, Devonshire Drive
Rome GA 30161

BURKHALTER, Lonnie L.
Route #1, Box 808
Kemper TX 76539

CONNER, Lewis W.
213th Aviation Co (ASH)
APO San Francisco 96271

DORSEY, James J.
10321 Bayo Street
El Paso TX 79925

DROSTY, Nicholas A.
AHT, 2nd ACR
APO New York 09093

FOLLETT, Donald C.
Route #1, Box 65
Coppers Cove TX 76522

FULLERTON, Brent H.
329 S.W. 74th Street
Lawton OK 73501

CW2'S

HARPER, Lawrence J.
 9912 115th Street, S.W.
 Tacoma WA 98498

HAWTHORN, Loran A.
 2721-B New York Avenue
 Homestead AFB FL 33039

HEAD, Jerry I.
 306 Daffodil Street
 Killeen TX 76541

HOGAN, Gary
 Air Trp, 11th ACR, Box 968
 APO New York 09146

JONES, Johnny L.
 68-024 Apuhili, Apt. 501W
 Waiialua HI 96791

MAGEE, Ronald C.
 22 Fowler Lane
 Ft. Rucker AL 36362

MAYERS, Ed R., Jr.
 209 Jody Lane, Apt 147
 Clippers Cove TX 76522

McGEE, Clifford L.
 204 Harris Drive
 Ft. Rucker AL 36362

MEEKINS, Thomas
 65 Red Cloud Road
 Ft. Rucker AL 36362

MILES, Joseph A.
 213th Aviation Co (ASH)
 APO San Francisco 96271

PEREZ GONZALEZ, Raul A.
 PO Box 182
 Ft. Bragg NC 28307

PROCTOR, Steven V.
 202 Lincoln Avenue
 Huntington Beach CA 92648

RAINES, Austin M.
 Route #1, Box 71
 Dwight KS 66849

RATCLIFF, Larry L.
 Hq, 2d Bde, 8th Inf Div
 APO San Francisco 96034

ROGERS, William
 213th Aviation Co (ASH)
 APO San Francisco 96271

ROSEN, Robert D.
 617 Squire Street
 Wiedfield CO 80911

SHAFFER, Charles R.
 1101 Pekay Street
 Vienna VA 22180

SIBERT, Daniel S.
 CMR 2, PO Box 5115
 Ft. Rucker AL 36362

SMITH, Gary B.
 3821 Seville Road
 Seville OH 44273

STONE, Samuel D.
 Avn Co, 3d Armored Div
 APO New York 09039

TORNEY, James V.
 175th Aviation Company
 APO New York 09140

TRIPET, Gilbert
 94-1081 Anala Circle #15
 Milliani Town HI 96789

VICTOR, Klaus L.
 Box 996, AAHT, 11th ACI
 APO New York 09146

CW2'S

WHITE, Frank E.
 A Co, 9th Aviation Bn
 Ft. Lewis WA 98433

WINSLOW, Roger D., Jr.
 48th Aviation Co, Box 221
 APO New York 09061

WOOD, Hurley L., Jr.
 HHT, 11th ACR
 APO New York 09146

WOOD, Hurley L., Jr.
 HHT, 11th ACR
 APO New York 09146

WRIGHT, Charles E.
 3014 Ellen Court
 Marina CA 93933

ZIMO, Richard L.
 507th Medical Co (Air Amb)
 Ft. Sam Houston TX 78234

WO'S

AUTY, Wallace C., Jr.
 7365-D Gardner Hills
 Fort Campbell KY 42223

COLLINS, Raymond E.
 Quarters 2430 B
 Ft. Lewis WA 98433

MILLER, Jerry E.
 31120 148th Avenue, S.E.
 Kent WA 98031

O'NEAL, Patrick L.
 1492-B Circle Drive
 Ft. Campbell KY 42223

RAU, Reinold
 9520 Quoyas Court
 Elk Grove CA 95624

ENLISTED

DIAZ, Paul A., MSG
 Hq, PSF, Attn: AF2M-AVN
 Pres of San Francisco 94129

FARNHAM, William A., PSG
 542C Turnberry Wells
 Newport News VA 23602

RUSH, Robert, MSG
 311 Meehan Street
 Ft. Benning GA 31905

COLEMAN, Robert J., SFC
 ST(A), OS Sec, 2d ACR
 APO New York 09093

McLAUGHLIN, Lewis O., SFC
 HHC, 2d Bde, 3d Inf Div
 APO New York 09031

MOW, Jack, SFC
 894 Bedcock Drive
 Fayetteville NC 28303

KERFOOT, Frederick J., SSG
 151 Merriman
 Savannah GA 31405

McGINNIS, Gerald, SP6
 Lot 61 Hillcrest Trk Pk
 Oak Grove KY 42261

APLACA, Calvin L., SP5
 162nd Avn Co, 13th Avn Bn
 Ft. Hood TX 76544

BALDWIN, David A., SP5
 Cargo Branch, RWD, DGF
 Ft. Rucker AL 36362

ENLISTED

BALLENGEE, John M., E-5
 7121 West Foster Place
 Chicago IL 60656

DURN, Eugene L., SP5
 4520 King St, Apt 304
 Alexandria VA 22302

MARSHALL, Stephen A., SP5
 302 Meadows Ct Apt 143
 Daytona Beach FL 32014

McNUTT, James W., Jr., SP5
 613 Seagriff Drive
 Ft. Bragg NC 28307

MILLER, Jon, SGT
 31A Edgewood Cottage
 Oakdale IA 52319

NESBIT, Reginald, E-5
 97 Darlington
 Charleston, SC 29403

RIVERS, Steven A., SP4
 131st MI Company (AS)
 Ft. Hood TX 76544

SWARENGIN, David, SP4
 Apt 808-D, Nob Hill Drive
 Birmingham AL 35209

RETIRED

BAILEY, Richard R., LTC
 184 Corinthia Drive
 Newport News VA 23602

BARDTRIEF, Edgar L., Jr., CW2
 PO Box 1874
 Rock Springs WY 82901

BOYD, Leslie C., LTC
 Route #1, Box 272-C
 Carrollton VA 22314

BROADHURST, Edward C., MAJ
 PO Box 2356
 Satellite Beach FL 32937

BURCHAM, Jerry L., MAJ
 Route 8, Box 396
 Rapid City SD 57701

BURKE, James L., COL
 PO Box 234
 Pearce AZ 85625

DAVIS, Harry O., LTC
 733 Oak Wood Trail
 Ft. Worth TX 76112

GATEWOOD, Clarence N., CW4
 6521 Louise Place, N.E.
 Albuquerque NM 87109

HAWKINS, Billy R., LTC
 4617 Gayle Drive
 Corpus Christi TX 78413

HOLSTAD, Jerry E., LTC
 3444 Regiment Drive
 Fayetteville NC 28303

JANK, Arthur, LTC
 Honeywell Plaza MN 12-5158
 Minneapolis MN 55405

MARTIN, William R., LTC
 12980 Rivercrest Drive
 Little Rock AR 72261

McMILLON, Don, LTC
 Box 262
 Weatherford OK 73096

NELSON, Huey R., CW4
 308 Cawthorn
 Shiloh LA 70458

SCHUSTER, John H., Jr., SP6
 1209 N. 8th Street
 Estherville IA 51334

STEELEMAN, Jimmie L., CW4
 C&C Avn Div, Airport Road
 Alcoa IN 37701

WILSON, Walter C., Jr., LTC
 648 West Tharpe Street
 Tallahassee FL 32303

RETIRED

BATTEY, Thomas C., Sr.
 2906 Silverton Drive
 Dallas TX 75229

BECK, Yvonne, Ms.
 10329 Compton, Apt 504
 Corpus Christi TX 78418

BELL, James W.
 5509 Fresno Drive
 Corpus Christi TX 78411

BENITO, R.V.
 16 Whitford Road
 Stony Brook NY 11790

BOUSMAN, William W.
 1760-B Woodbrook Trail
 Alabaster AL 35007

BURK, William A.
 1528 Palms Verdes Drive, W.
 Palms Verdes Est CA 90274

CARON, Donald R.
 Lynchville Park
 Goffstown NH 03045

CROSSLIN, Floyd
 880-D S. Pickett Street
 Alexandria VA 22304

DAYWOOD, William G.
 316 Kimbrough Road
 Clarksville TN 37040

DEGG, Kenneth W.
 824 South Grant
 Litchfield IL 62056

FULLER, Christopher L.
 115 Pootahack Path
 Stratford CT 06497

FULSHAW, Tom
 5307 Wachtberg-Niederbach
 Ahornweg 2323EMWermogen

HILBERT, Margus D.
 500 N. Broadway - #1550
 St. Louis MO 63102

JACOBS, Donald B., Dr.
 Boeing Co-PO Box 3707
 MS47-25 Seattle WA 98124

KINYON, John L.
 6624-B East Calle La Paz
 Tucson AZ 85715

LAWOIE, Lawrence E.
 Hq, FORSCOM, DCSLOG
 Ft. McPherson GA 30330

ASSOCIATES

LEVY, G.M.
 640-C Turtle Creek Drive
 Crowe Cowser MO 63141

LEWANDOWSKI, S.J., Mrs.
 D Troop, 3/8 Cavalry
 APO New York 09185

LOWEY, John
 Star Route, Box 82
 Mineral Wells TX 79607

MARKHAM, Charles E.
 Rt #1, Box 43
 Balmorhea TX 79718

McCARTY, J.M.
 12331 Charloma Drive
 Tuslin CA 92680

MOUSHEGIAN, Robert G.
 HHC, 2d SUPCOM
 APO New York 09160

PEBLY, Harry E.
 198 Center Grove Road
 Dover NJ 07801

RICHARDSON, Lisa C., Ms.
 354 Roosevelt Avenue
 Pawucket RI 02860

SCHNAIDT, Loran C.
 500 N Broadway, Suite 1550
 St. Louis MO 63102

SINKORSKY, Sergei I.
 443-B North Trail
 Stratford CT 06497

SIMKIN, Maxwell B., BG
 67 Mt Osmany Dr, Jindalee,
 Queensland, Australia 4075

SLAGLEY, George E.
 304 Oakwood Drive
 Enterprise AL 36330

SMITH, Oss H.
 Widman Arms, Apt 618
 Swathmore PA 19081

SOBERT, A. Albert
 8516 Browning Court
 Annandale VA 22003

SORENSON, Sharan A.
 2725 Waldron Road, #2
 Corpus Christi TX 78418

STOPPER, Joseph P.
 500 East Ogletheorpe Avenue
 Anaheim CA 92801

THOMAS, Frank J.
 5474 Alwinck Drive
 St. Louis MO 63129

TRESKON, Andrew A.
 3121 Humming Bird Court
 Modesto CA 95350

WHEAT, Finess A.
 Dynalact, 5317 Kings Row NE
 Albuquerque NM 87109

WHITTENBURY, Olive G., Dr.
 1209 Prospect St., Box 2351
 La Jolla CA 92037

WILLIAMS, Wayne S.
 6508 Abilene Street
 Springfield VA 22150

WITSEL, Robert L.
 GE, PO Box 2500, Rm 2354
 Daytona Beach FL 32015

WYRICK, Ray
 PO Box 476
 Lexington Park MD 20653

By CAPTAIN KEVIN L. BAGLEY
Maryland Army Nat'l Guard
Chesapeake Bay Chapter-AAAA



On Guard!

“Remember, back in the winter of . . .”

THE winter of 1977 will long be remembered by those living on the East Coast. Record-breaking cold weather has even stopped oldtimers from beginning their stories with “Back in the winter of . . .”

To the 730 residents of Smith Island in the southern end of Maryland's Chesapeake Bay, the winter of '77 has had a special meaning. The island is **completely dependent** on boats and barges for supplies and transportation to the mainland.

When the freezing weather struck, the island became **ice locked** and the supplies stopped coming. As each day passed with no thaw of the bay in sight, food supplies and heating oil dwindled to alarming levels.

A plea by the residents of Smith Island to **Governor Marvin Mandel**, and a visit by the governor to the island, prompted him to order **Maryland Army National Guard** helicopters into action on 19 January.



Colonel Thomas F. Donovan, State AO for Maryland, commanded the Smith Island operation, and placed his Opns Center at the airport in Crisfield, a small town on the mainland about eight miles from Smith Island.

It did not take him long to see that the situation was grim. Some 50 Smith Island residents were already stranded at Crisfield - some with ailing family members on the island. Just slightly more than two days of diesel fuel was left to power the island's two electric generators. To make matters worse, a fuel barge loaded with much needed fuel oil was ice locked near the island.

AIRLIFT OF VITAL FUEL OIL

In a rather unique operation, local residents and **Army Guardsmen** constructed a raft on the ice next to the barge, and transferred fuel oil from the barge to tanks which were then sling-loaded to the island.

Some 4,000 gallons of fuel were transferred this way before the vessel was lightened sufficiently to break free of the ice.

The **Army Guardsmen** continued to shuttle food, medical supplies, and patients by air. When the temperatures finally warmed enough to allow passage of vessels between the mainland and the island, the **Army Guardsmen's** job was over and the grateful Smith Island residents returned to their regular activities.

On Guard!

When the mission ended on 14 February, the action report reflected that over 170 hours were flown; 25 medical evacuations performed; and over 60,000 lbs. of much needed supplies were delivered to the island's residents.

Years from now, youngsters who witnessed the operation will tell their grandchildren a story beginning, "Back in the winter of '77 . . ."

IRAN ORDERS SIX MORE BELL 214A 'COPTERS

FT. WORTH, TX—The Government of Iran has ordered six add'l Bell Model 214A utility helicopters, the \$4 million order for the 16-place aircraft being made through the U.S. Government. Bell presently is delivering 287 Model 214A's under a '72 contract, and 39 Model 214C's for IAF search and rescue missions. □

Training

of its past. And that is an excellent lead-in for a plug for the **Army Aviation Museum Association**.

The association was formed in 1970 to spearhead efforts to obtain new facilities for all of the aviation memorabilia in the museum.

Lieutenant General Robert R. Williams and **Lieutenant General John J. Tolson**, former Aviation Center commanders and now retired, were installed as a chairman of the board and president respectively. Additionally, a new executive committee was formed. That committee has been charged to write a proposal on the best course of action to take to build a new permanent museum facility.

I solicit the support of each of you for whatever course is selected. The museum displays the roots from which Army Aviation of today and tomorrow issued,

DA Happenings

grams, and development and procurement of new hardware. I am now the Deputy Director of Requirements and Army Aviation Officer, and the action officers working aviation matters are in the **Combat Division of the Requirements Directorate**.

The most significant factor is that we no longer have ODCSOPS functions that impact on the overall aviation program split between two directorates. We will continue to have interactions on the Army Staff with DCSPER, DCSLOG, and DCSRDA for aviation matters.

I might add that the cooperation and desire to improve Army Aviation not only on the Army Staff, but among the Major Commands and Reserve Components have been truly outstanding during the past 19 months.

and they are clearly worthy of a fine showcase.

FAREWELL TO BILL HOWELL

We regret that the time has come to say farewell to **Bill Howell**, curator of the Army Aviation Museum. **Bill** ended 39 years of dedicated federal service on 5 March 1977. He retired from his military career as a lieutenant colonel in 1963, and in October 1966 became curator of the Aviation Museum.

Bill entered the horse-drawn field artillery at Ft. Benning in 1938, and graduated from Liaison Pilot School at Ft. Sill in 1947. He had the honor of commanding the first Presidential Flight Detachment at Ft. Belvoir in 1957. **Bill** has been a key-stone in the efforts to establish and maintain a museum of which we can all be proud — and he truly will be missed.

Support AAAA. Army Aviation's Only Professional Association.

Calendar



AAAA Meeting Announcements Rec'd Too Late for Publication in the February 1977 Issue.

FEB. 23. Chicago Area Chapter. Informal after dinner meeting. **George J. Halas**, Chicago Bears professional scout, speaker. O'Hara O-Club. Memb/wives.

FEB. 25. Mainz Chapter. Late afternoon business meeting; Chapter election. Martin Luther King Village NCO Club. Members only.

FEB. 25. David E. Condon Chapter. Professional luncheon meeting. **COL Charles F. Drenz**, AH-1 PM, speaker. Ft. Eustis OOM. Members/guests.

FEB. 26. Lindbergh [St. Louis] Chapter. Post-Valentine's Day Dinner-Dance. Flaming Pit. Members/guests.

MAR. 1. Ft. Bragg Chapter. Late afternoon professional membership meeting. **COL Roy White**, NAVCON PM, speaker. FBOOM. Members only.

MAR. 1. Leavenworth Area Chapter. Late afternoon professional meeting. **Les Gilbert**, Hughes AAH Asst Prog Mgr, speaker. FLOOM. Members/guests.

MAR. 9. Esfahan Chapter. Professional dinner meeting. **LTG Robert R. Williams, Ret.**, speaker. Suite Hotel. Memb/guests.

MAR. 10. David E. Condon Chapter. Professional luncheon meeting. **Les Gilbert**, AAH Asst Prog Mgr, Hughes Helicopters, speaker. FEOM. Members only.

MAR. 10. Pikes Peak/Denver Area AAAA Chapters. Joint professional dinner meeting. **Sergei I. Sikorsky**, guest speaker. Peterson AFB OOM. Members only.

MAR. 12. Mississippi Valley Chapter. Late afternoon professional meeting. Film double feature. Aviation Support Facility, Davenport IA. Members only.

MAR. 15. USAAVNC Chapter. Pro-



DON'T COMMUTE!

On-site accommodations will go to the early birds at the 29-30 April **Product Support Symposium and Fifth Region-AAAA Convention** in St. Louis. The Red Carpet Inn's banquet hall only seats 350, and AAAA planners urge would-be attendees to confirm early. See pages 6 and 7.

essional luncheon meeting. **Les Gilbert**, Hughes AAH Asst Prog Mgr, speaker. FROOM. Members/guests.

MAR. 18. Ft. Sill Chapter. Late afternoon professional business meeting. **MAJ J.W. Philipp**, USAF Rep. at FAS, speaker. Polo Club. Members only.

MAR. 19-20. Sunbowl [El Paso] Chapter. Overnight Charter Bus trip to Davis-Monthan AFB, Tombstone, Static Displays, Airshow. Members and potentials only.

MAR. 19. Snake River Chapter. Professional dinner meeting. **USAF guest speaker**. Owyhee Plaza, Boise, ID. Members/guests.

MAR. 23. Ft. Monroe Chapter. Joint professional dinner meeting with AHS. **Les Gilbert**, Hughes AAH Asst Prog Mgr, speaker. FMOC. Members/guests.

MAR 23-27. USAREUR Region-AAAA 1977 Membership Convention with **GEN George S. Blanchard**, CINCUSAREUR, as keynote speaker. AFRC, Garmisch, Germany. Members and families only.

MAR. 24. S. California Chapter. Professional dinner meeting. **BG Charles E. Canedy**, Army Aviation Officer-DA, guest speaker. Airport Marina Hotel. Members only.

MAR. 29. Stuttgart Chapter. Member-

Calendar



ship Business Meeting - late afternoon. Chapter elections. Snoopy's Lounge. Members only.

MAR. 29. Lone Star [Austin, TX] Chapter. After dinner professional meeting. **Ralph P. Alex**, Chief, R&D Marketing, Sikorsky Aircraft Div., speaker. AASF. Members/guests.

MAR. 30. Alamo Chapter. Professional luncheon meeting. **Ralph P. Alex**, Sikorsky Chief of R&D Marketing, speaker. FSHOOM. Members only.

APR. 2. Checkpoint Charlie [Berlin] Chapter. Professional dinner meeting. Harnack House. Members/guests.

APR. 6. Washington, D.C. Chapter. Late afternoon professional and business meeting. Remarks by **Hon. Edward A. Miller**, ASA (R&D), and **BG Charles E. Canedy**, Army Aviation Officer, DA. Elections. FBOOM. Members/guests.

APR. 6. Ft. Bragg Chapter. Late afternoon general membership meeting. **COL George E. Derrick**, Chapter President, speaker. "Happy Hour." Castle Hill Annex. Members and potentials only.

APR. 16. Golden Gate Chapter. After dinner membership meeting. Free wine & cheese tasting. Introduction of new Chapter officers. Hamilton AFB O-Club. Members and potentials only.

APR. 19. Ft. Benning Chapter. Professional luncheon meeting. **BG Weldon F. Honeycutt**, ADC, 101st Airborne Div (AASLT), speaker. FBOC. Members only.

APR. 29-30. 1977 Product Support Symposium (Lindbergh Chapter-AAAA, sponsor). Red Carpet Inn, Bridgeton, Mo.

APR. 29-30. Fifth Region—AAAA Convention. Red Carpet Inn, Bridgeton, Mo.

AUG. 25-27. First Region—AAAA Convention (Air Assault Chapter, sponsor). Sheraton Nashville Hotel, Nashville, TB.

OCT. 14-16. AAAA 20th National Convention. Stouffer's National Center Hotel, Arlington VA.

Put yourself into the "Hall of Fame"

Dear Fellow AAAA Member:

To underwrite the 1977 Hall of Fame Program, we turn to you for a modest tax deductible donation.

Make a minimum donation of \$10 to the AAAA at this time, and your name will be placed on a 1976-1977 Hall of Fame Patrons plaque to be

hung permanently in the actual Hall with all inductee portraits. We'd need your donation by 21 April to prepare the Patrons' Plaque in time for the 4 June 1977 Induction Ceremony.

Along with a donation acknowledgment, we'll also send you a distinctive 1977 Army Aviation Hall of Fame Patron wallet card.

Your donation— whether one dollar, or \$10, or more— will be appreciated by the Hall and by the members of the Board of Trustees who have the responsibility for conducting this AAAA program.

Sincerely,
HAMILTON H. HOWZE
General, USA (Ret.)
Chairman, Hall of Fame
Board of Trustees





People

COMMAND AND STAFF CHANGES

COL Anthony A. Bezreh, to 5th General Hospital, APO N.Y. 09154.

COL Edward N. Eckert, to ECOM (DRSEL-PT), Ft. Monmouth NJ 07703.

COL Winfield C. Frank, to US Mission to NATO, APO N.Y. 09667.

COL Neil S. Williamson, III, as Cdr, Small Caliber Weapon System Laboratory, Picatinny Arsenal NJ 07801.

AWARDS AND HONORS

SSG Charlie J. Blake, 46th Engr Bn, NCO of Year", Ft. Rucker AL.

SP4 John S. Boyd, 141st MP Co, 1st Bn, "1976 Soldier of Year", Ft. Rucker AL.

CW2 Ande J. Albert, AWOAC, Fort Rucker AL. "Broken Wing Award" for skill in landing his UH-1 in 12-foot swells in the ocean off Maui, HI in Jan., 1975.

DISTINGUISHED GRADUATES

U.S. Army Aviation Center

(AAAA presents engraved silver wings)

1LT Daniel T. Frank, ORWAC. Jan 18.

A "CLOSE FAMILY"

CW2s Mark Clair, David Howard, Robert Johnson, Curtis Piper, and Doyle Nunner, all of the 2nd Sqdn, 17th Cav, 101st Abn Div (AAslt) have done everything together: flight school, commissions, wings, assignments, and now, promotions to CW2s. The March 76 USAAVNC graduates were promoted on 10 Mar. the fifth instance of "togetherness" in the service. "Everything has worked out well for us," they agreed.

WO1 Rex L. Prickett, WORWAC. Jan 18.

2LT Steven J. Hussey, USAF, ORWAC. February 1.

WO1 Dennis D. Wallace, WORWAC. February 1.

1LT Gary L. Bryant, ORWAC. Feb. 15.

WO1 Philip L. Champaign, WORWAC. February 15.

1LT James R. Loy, ORWAC. March 1.

WO1 David T. Purtill, WORWAC. Mar 1.

1LT Leonard P. Motz, ORWAC. Mar. 15.

WO1 Jonathan D. Pejka, WORWAC. March 15.

OBITUARIES

CPT Edward A. Dostal, 26, of Elberon, IN, and **CW2 Guy E. Laughlin, Jr.**, 28, of Guelph, Ontario, Canada, were killed on March 2 when their CH-47 struck a power line near Seoul. Both AAAA members were assigned to the 213th Avn Co, 19th Avn Bn, at the time of their death.

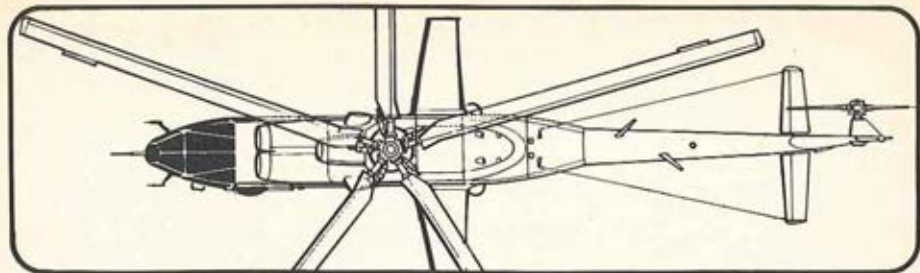
RATINGS

CW4 James K. Church, 101st Abn Div (AAslt), Master Army Aviator.

MORE THAN WINGS!

2LT Daphne M.P. Pratt got more than aviator wings when she took flight training at Ft. Rucker . . . She got a husband. She received her wings on Feb. 1 when she completed ORWAC, the 22nd woman to do so. She got her husband, **Ernest B. Pratt**, in September.

He was her instructor pilot during the 11-week primary portion of the nine-month course. They said, however, that theirs was strictly a student-instructor relationship until August when she was ready to move to advanced training. □



DAC Award

[Continued from Page 23]

vital components from frontal attack damage, the **Hind** is relatively lightly armored.

At this time, not much is known about the **Hind's** aviation electronic package. An optronic bubble for range-finding is visible on the forward underbelly, and it's possible that a laser range finder may be mounted on the inboard weapons stations. And, of course, electronic countermeasures pods can be mounted on the weapon's stations, if necessary, to complement chaff dispensing rockets.

The existence of **Hind** in increasing numbers in East Germany with highly

Reprinted from **Army Reserve Magazine**, Vol. XXIII, Number 1. Page 23 photo, **Defense Intelligence Review**; Page 46 photo, **Encyclopedia of Land Warfare**.

mobile armored strike forces increases the Warsaw Pact's first strike capability to a great extent.

And there are strong indications in the aviation press that **Hind** may soon be joined by a newer attack helicopter with a different rotor system, a tandem gunner and pilot seating arrangement, a radar-directed chin-mounted 23-mm turret gun, and a new missile with a range of 10 km or six miles.

To meet this increasing threat, the U.S. Army's Advanced Attack Helicopter could not have come down the pike at a better time. □



Left: An Mi-24 helicopter gunship. Mission: Fire support during assault landings. 1] Pitot Head 2] 12.7 mm machine gun. 3] Bullet-proof shield. 4; Engine exhaust 5] Laser rangefinder on gun camera mount. 6] Pods holding 32.57-mm unguided rockets, and 7] Rails for 'Swatter' semi-automatic ATGW. — Encycl. of Land Warfare.

Why don't they?

WHY don't they take a closer look at the use of aux fuel tanks (particularly the non-crashworthy variety) during routine helicopter training flights? Little is accomplished on long enroute segments and the added weight increases the rate of fuel consumption.

The hazard should be obvious and the practice is usually counter-productive, in my opinion.

—Carl L. Hess
CW4, USA

WHY don't they do something about the aviator's off-post work uniform? His civilian counterpart - working on post and regardless of his job - can wear whatever clothes (uniform) he works in into ANY off-post establishment. The soldier, however, is prohibited from wearing his work clothes, be it fatigues, flight suit, etc., into the SAME off-post establishment, apparently for the sake of discipline.

On the same subject of clothes, **why don't they** take a hard look at the aviator's **Nomex suit**? They must still be worn tucked in their boots to satisfy appearance standards, instead of safety standards . . . and the **Nomex suit** is still



CONGRATULATIONS—SMA William G. Bainbridge, left, takes time out after a recent speech at Fort Rucker to congratulate PVT Ronald J. Deslauriers, top graduate of a recent UH-1 helicopter repair course at USAAVNC. PVT Deslauriers is now assigned to Otis AFB, Mass.

two-piece, instead of the more logical and safer one-piece. Perhaps it will always be so because the two-piece **Nomex** looks more like the fatigue uniform; then too, the one-piecer makes the aviator look different from the rest of the Army, and apparently we can't have that. All of this falls under the category of "**Mickey Mouse**." Why not publish it under such a column heading?

—Samuel P. Kalagian
COL, Ret.

Operations

The 49th Aviation Company [ASH], CAL-ARNG, Stockton CA, stakes its claim as the unit having the "most aviation experience in the Army."

The following is data from the DA Form 759's of the 39 aviators in the 49th:

Average total time per aviator: 2,147 hrs.

High time aviator [total]: 7,085 hours.

Average total combat time per aviator: 700 hours.

High time aviator [combat]: 1,745 hours.

Average CH-47 time per aviator: 693.

High time aviator [CH-47]: 1,820 hours.

Fourteen Senior Army Aviators.

Thirteen aviators with over 1,000 hours of CH-47 time.

35 of 39 aviators with at least one tour in Vietnam.

We believe these unit figures are the highest averages and aviator data in the Army, ARNG, or USAR, especially for a unit of this type and size. We challenge any aviation unit of our size to top this! . . . Oh yes, the 49th has never had an accident!

LAWRENCE R. FALLER
MAJ, IN, CAL-ARNG
Commanding



This story is a bit difficult to believe, and it's one that merits magazine cover treatment under an 'Incredible!' heading.

Last month, we told you about **LTC Thomas E. Hall, Ret.**, Charter Life Member of AAAA and former Master Army Aviator, who braved chilly weather on Dec. 15 at the Spotswood (Williamsburg, Va.) course to make his **first hole-in-one** after 30 years of golf.

Elated? You can just bet he was!

On her birthday on March 5, his wife, **Anna**, joined her husband in a fivesome, and treated herself to a rare birthday present . . . Her 4-iron shot dropped into the cup on Spotswood's 125-yard eighth hole, giving Anna her **FIRST ACE** in her golfing career.

For **TWO** members of the same family to makes holes-in-one within 12 weeks of each other is truly "incredible."

That Tom Hall is still talking to Anna is also "incredible."

As Tom wrote, "Thanks for the February issue story about my hole-in-one. Some friends wrote notes, and I even received one job offer."

"Anna evidently became envious (as you can tell from the enclosed news clipping)."

"I guess it was inevitable . . . At a golf driving range in Palo Alto, while I was with Hiller Helicopters in 1956-1957, Anna knocked one in during a \$1,000 War Bond Contest - the first girl in 14 years to do so."

Messages of condolence - from male chauvinists - may be sent to Tom at 153 Indian Springs Road, Williamsburg, Va. 23185. Anna, on the other hand, will be pleased to receive any and all messages of congratulation, and "will open them at the dinner table." □