

CONVENTION ISSUE

Army Aviation

OCTOBER 12, 1978

The Army's AAH A Total System for Battle



Ahead of TIME



Hughes Helicopters

**SPECIAL
ISSUE '78**

ARMY AVIATION

AAAA CHAPTER MEETINGS

- ★ Aug. 29—Lone Star Chapter. After supper business meeting. Austin AA Support Facility.
- ★ Sept. 16—Birmingham Area Chapter. "Kill-A-Keg" informal social at Ft. Henry V. Graham Armory.
- ★ Sept. 21—Tennessee Valley Chapter. Business Luncheon. Annual Report, Chapter Plans. Redstone Arsenal O-Club.
- ★ Sept. 21—David E. Condon and Ft. Monroe Chapters. Joint professional luncheon meeting. LTC Robert A. Mangum, R&D Coordinator, AVRADCOM, guest speaker. FEOM.
- ★ Sept. 21—Air Assault Chapter (Ft. Campbell). First Annual AAAA Industry Symposium. Sergei Sikorsky, Sikorsky Aircraft Division, guest speaker. 229th AHB Hangar at Destiny Heliport.
- ★ Sept. 23—Suncoast and Embury-Riddle Chapters. Joint professional-social dinner meeting with USA Aviation Board speakers. Bilmar Beach Resort Hotel, Treasure Island.
- ★ Sept. 24—Birmingham Area Chapter. Professional-business meeting tied to Semi-Annual Aviation Seminar. Montgomery Coliseum.
- ★ Sept. 28—Ft. Hood Chapter. Late afternoon general membership meeting. Election, Chapter planning. Main FHOM.
- ★ Sept. 29—Rhine Valley Chapter. Professional luncheon meeting. "Update on Project Maximize." Zum Dunenrand.
- ★ Sept. 29-Oct. 1. Corpus Christi Chapter. "Bayfest 78." AAAA sponsored "Frito Pie" booth.
- ★ Oct. 4—Washington, D.C. Chapter. Joint prof'l luncheon meeting with AHS. Flight Captain Hanna Reitsch, guest speaker. Ft. McNair O-Club.

Volume 27 — October 12, 1978 — Number 10 FEATURES

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1978 AAAA NATIONAL CONVENTION

Oct. 12-15 — Stouffer's Nat'l Center Hotel, Arlington, Va.

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

the UV-18A Twin Otter.

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

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

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

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

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

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Twin Otter: the recognized standard of dependability and versatility around the world.

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**MAJOR AAAA
NATIONAL AND REGIONAL FUNCTIONS
FOR THE 1978-1979 PERIOD**

October 12-15, 1978
1978 AAAA National Convention
Stouffers' National Center Hotel,
Arlington, Va.



November 11, 1978
1978 Fifth Region—AAAA Awards Dinner
Fort Hood, Texas

Mid-March, 1978 (Date to be determined)
Sixth Region—AAAA Convention
Reno, Nevada

March 21-23, 1979
1979 Avionics Symposium sponsored by the
Monmouth Chapter—AAAA
Fort Monmouth, N.J. Area

March 28-31, 1979
1979 USAREUR Region—AAAA Convention
Garmisch-Partenkirchen, Germany

April 19-22, 1979
1979 AAAA National Convention
Colony Square Hotel, Atlanta, Georgia

May, 1979 (Date to be determined)
1979 Product Support Symposium sponsored by the
Lindbergh Chapter—AAAA
St. Louis, Mo.

June-Sept., 1979 (Site and date to be determined)
First Region—AAAA Convention
Fts Rucker, Monmouth, and Bragg; Williamsburg, Va.
(Sites under consideration)

The U.S. Army Chinook:



Designed by Boeing Vertol.

Built by Boeing Vertol.

Tested by Boeing Vertol.

Proved by 1½ million flight hours.

Remanufactured by Boeing Vertol as the "D" model—

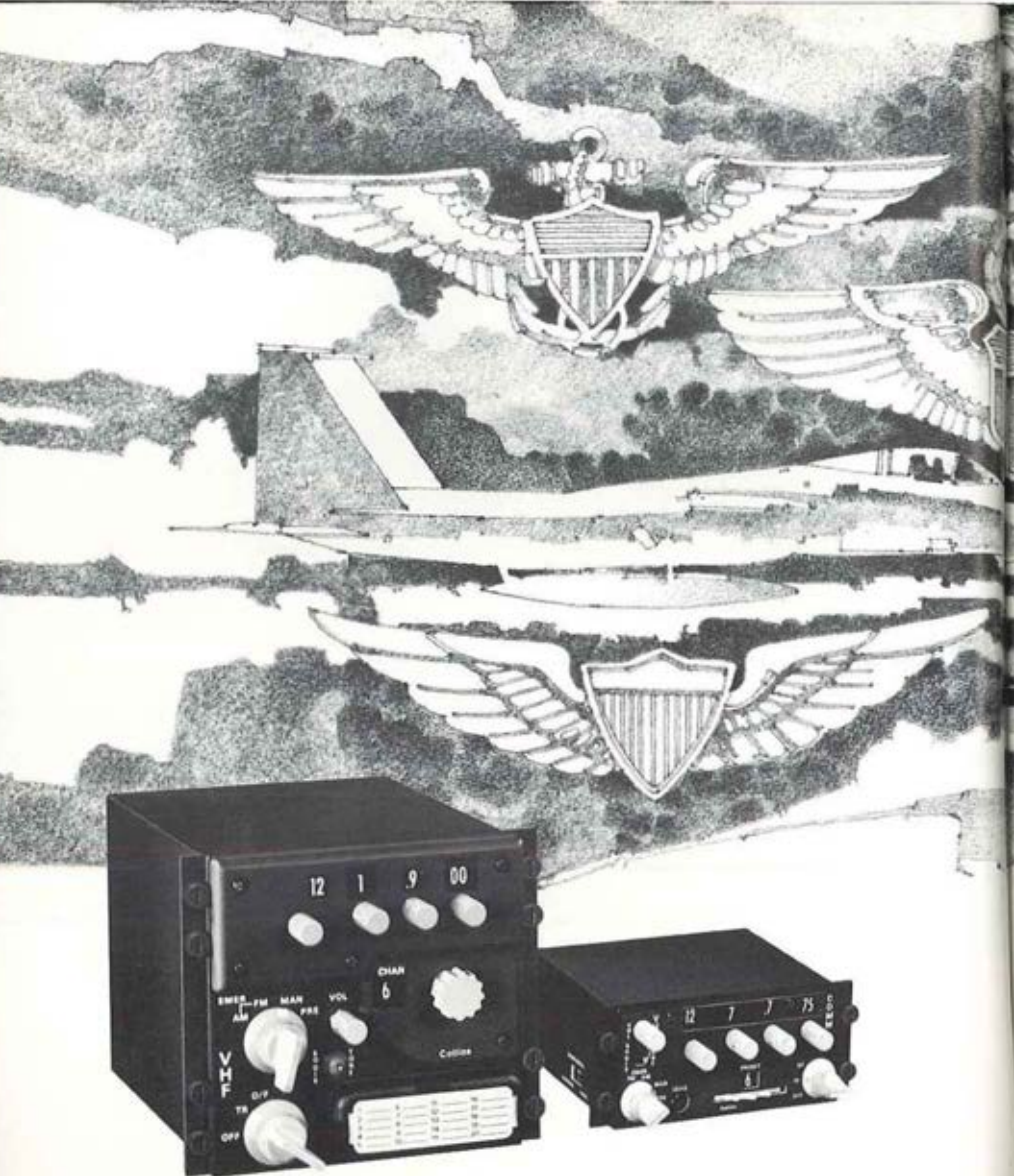
Prototypes respliced and systems being installed.

Fiberglass blade qualification testing completed.

Transmissions running on test stands.

Ahead of schedule...on budget...meeting objectives.

**BOEING VERTOL
HELICOPTERS
THE LEADING EDGE**



**The Rockwell-Collins AN/ARC-186(V)
tactical VHF. Big news because
life cycle costs are so small.**



Low acquisition and life cycle costs. Those are just two reasons why the U.S. Air Force recently selected the new Rockwell-Collins AN/ARC-186(V) VHF AM/FM tactical radio for their entire fleet.

ARC-186 will increase the MTBF nearly six times over the MTBF of VHF transceivers now in the Air Force's inventory. And life cycle cost savings projections are more than double original Air Force planned savings.

What's more, the ARC-186 will replace both their VHF AM transceivers and VHF FM transceivers since ARC-186 is the first production airborne military VHF AM/FM transceiver. Imagine the flexibility allowed by utilizing one radio to communicate either on the military FM frequencies for tactical use or on all VHF AM frequencies, either in plain text or secure speech with 25 kHz channel spacing.

Its weight is big news, too. A mere 6.5 lbs. It's capable of replacing VHF systems weighing up to seven times as much.

The ARC-186 is going to be a powerful voice with other domestic and international services as well. It can easily retrofit the ARC-131 (FM-622), ARC-134 (807), VHF-101 and it's directly replaceable for the ARC-115 — all that's needed is a screwdriver.

Available in either panel or remote mounted configurations.

For details, contact Collins Government Avionics Division, Rockwell International, Cedar Rapids, Iowa 52406. 319/395-4412.



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International**

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T700-POWERED SIKORSKY UH-60A BLACK HAWK



The T700: Now being delivered to meet the needs of the modern Army

The first production T700 engine has been delivered for the Black Hawk. Backed by the most rigorous engine qualification program in Army history, the T700 is also the most mature new helicopter engine ever to enter Army service. And uniquely well-prepared to live in the Black Hawk's combat environment.

GENERAL  ELECTRIC

OVER the past two months, I have had the opportunity to visit a number of installations and activities key to our Army Aviation operations, training, combat developments, maintenance, and safety programs.

It is indeed refreshing to find such a **dynamic, positive, and enthusiastic attitude** in all quarters.

On 21 September, I attended the FORSCOM Aviation Resource Management Conference in Atlanta and was most impressed with the proceedings there. Over 140 aviation personnel from all points of the FORSCOM compass assembled, discussed issues, and exchanged ideas.

Key to the success of the conference was the full support and participation of representatives from TRADOC, DARCOM, USAAAVS and, of course, the entire FORSCOM community.

Colonel Bill Hobbs, his Aviation Division, and all participants are to be commended for a very professional program.

Other visits over the summer have included Forts Knox, Benning, Monroe, Rucker, and Eustis, and St. Louis (TSARCOM/AVRADCOM) at which

In his second open letter to aviators and crewmen, BG Carl H. McNair, Jr., the DA Army Aviation Officer, says that he's . . .

Getting to know you!

I found the same enthusiasm and dedication towards getting and keeping aviation at the "**Ready.**"

As a system, aviation is unique in that it cuts across many component boundaries in the TRADOC community and involves diverse readiness and R&D commands in DARCOM, yet ultimately it comes together in a compact, cohesive, combined arms fighting force.

Such would certainly not be possible if it were not for the close and continuing cooperation of the many commands involved in our aviation business — a tribute to the professionalism of all concerned.

Aviation is one of the Army's most costly but most valuable resources: training, acquisition, operations — all are big users of our limited budget dollars; hence, we must strive for a maximum return on this investment.

In terms of outlay, it may be of interest for you to know just how much of our acquisition program is going into Army Aviation. The **FY79 Army Budget Summary** published by the Comptroller reflects the following:

Major Army Procurement Authorizations (TOA \$ Millions)

Appropriation	FY77	FY78	FY79
Aircraft	543.5	659.7	1017.8
Missiles	480.9	536.9	773.2
Wpns/TCVs	1129.6	1421.2	1636.6

Not only does the aviation-related FY79 procurement exceed a billion dollars for the first time in our history, but particularly significant is the fact that the aviation portion has almost doubled over a two-year period (+87% to be exact), while missiles and tracked ve-

hicles increased 61% and 45% respectively.

The final FY79 budget has not yet been approved, but included therein will be 129 **Black Hawk** UH-60A's, rounding out our first three year incremental buy of 200 aircraft. Next year, we will see the IOC of this newest addition to our fleet with its introduction into the 101st Airborne Division in May.

With respect in FY80, aviation will again be highly visible with the continued buy of **Black Hawks** and the modification of AH-1G's to S models. The bottom line on the budget issue is that as aviation is enjoying an increasing share of the acquisition, modification, and maintenance dollars, we must continue to optimize utilization of these systems.

Training time must be carefully planned, programmed, and executed so that the ATM's and ARTEP's can be accomplished within the flying hour program. Only you in the field can insure that you and your unit get the most out of each flying dollar.

As you innovate and achieve even better utilization, I encourage you to share this with your sister units so that the entire Army will benefit accordingly.

This spirit of cooperation and sharing was very much in evidence at the FORSCOM conference, but **don't wait** for the annual command conference; share your experiences, both good and bad, through this magazine, the **Aviation**

Digest, or through the appropriate agency (training, safety, combat developments, other media) of the Aviation Center.

With respect to maintenance procedures and practices, TSARCOM is anxious to hear from you and to know your problems as well as your solutions. I was very pleased during my recent visit there to note their high demand satisfaction rate on replacement spares and their intensive management of critical items to keep your systems up.

Major General Richard Thompson

has a highly motivated team backing up your logistical pipeline to keep the NORS rate at near all time lows.

On the **people** side, a detailed examination of aviation maintenance personnel has begun. A task force was recently inaugurated at DA to examine our enlisted maintenance structure. Their work will be accomplished under the staff cognizance of ODCSLOG and monitored by an advisory group co-chaired by **Joe Cribbins** and myself.

Overall, it will look at our aviation maintenance system, enlisted maintenance requirements, and the grade structure to satisfy the force. This effort should do much to define our out year needs and align the rank structure more realistically with the system requirements considering existing grade limitations.

Concerning aviators, a TOE/TDA review of commissioned requirements has begun throughout all the major commands to identify additional positions which may require Army Aviator expertise and are not so identified currently.

Such positions as G3/Se Air at Bn Bde, Div, and Corps or aviation tac-



**Brigadier General
Carl H. McNair, Jr.,
Army Aviation
Officer, DA**

tics instructors at service schools may well be able to capitalize upon aviation expertise, but are not documented as such.

There are numerous other positions throughout the Army where aviation expertise is a distinct asset to the unit or agency concerned. We hope to pinpoint these and document them for our overall aviator requirements — but we need your help. If you are in such a position, be certain to let us know through your command's report.

Crew Ratio Study

In addition to the TOE/TDA review, the aviation crew ratio study continues at Fort Rucker to document the crew/cockpit ratio we must have to sustain the force in peacetime and combat. We have traditionally programmed one aviator per cockpit; however, with our more capable aircraft, the systems may well exceed the endurance of our crews to fly around the clock.

Consequently, we need a ratio of greater than 1:1 to get full utilization of our systems. Results from these analyses will bear heavily on the authorized training rates for FY81 and beyond — an increase in which will assist us immeasurably in alleviating the critical shortage of Army Aviators.

Coupled with these studies is the officer career pattern analysis being done by MILPERCEN and ODCSPER. As reported in last month's column, various patterns and degrees of specialization of Army Aviators are being examined to see which best fit the needs of the Army and the aviators therein.

It is expected that decisions concerning the desired career patterns and amounts of time to be spent in alternate



specialty development will be made prior to January. This matter is under review at the very highest echelons and has the personal attention of the Chief and Vice Chief of Staff as these key policy decisions are made.

There are a myriad of other details on which I would like to report to you this month, but space simply does not permit me to do so, and I'll continue in a subsequent issue.

I would hope that many of you will be able to attend the **AAAA National Convention** in Arlington, VA, during 12-15 October where many of these and other important matters will be discussed further by principal speakers and panelists. I look forward to seeing you there and sharing your ideas with our other participants.

While the theme for the convention is "**Army Aviation on the NATO Horizon,**" it is mutually applicable since our forward defense concept puts us all in the NATO environment in one way or another. The more we know and share in that scenario, the more we will be "**Ready,**" for the next conflict.

In the NATO/USAREUR vein, we are indeed fortunate to have **General (GETTING/Continued on Page 56)**

A USAREUR Army Aviator takes aim at the "experts" who assume the Soviet air defense as being invincible

A Not So Bleak Picture

IN his article, "An Imaginary Edge" (*Army Aviation*, July 31 issue), Arthur T. Hadley paints quite a bleak picture of U.S. equipment and readiness in Europe.

He neglected to clarify who he is, what his qualifications are, or for whom he was conducting his "month long investigations." Considering the obvious errors and false assumptions in his article, I find that understandable.

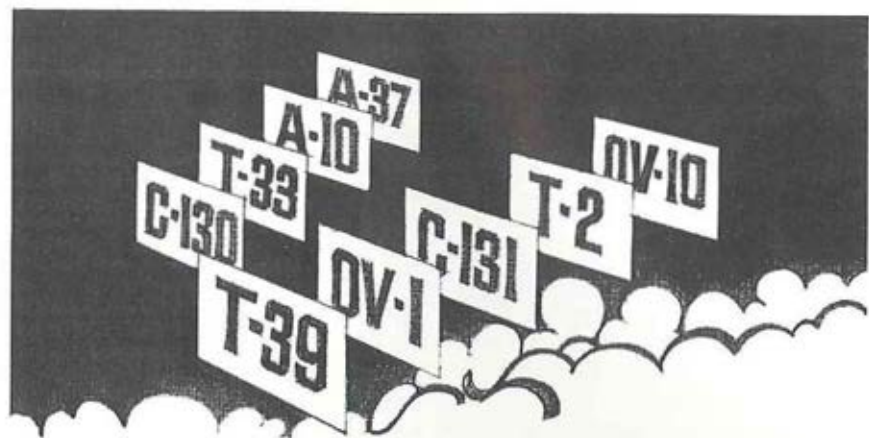
For example, he makes a big point that the Soviet mobile ZSU-23-4 is by far the best in the world, and that there are 140 of these in each Soviet armored division. In fact, only 16 of these vehicles are assigned to Soviet divisions, broken down to four per combat regiment.

He goes on to state that we have no means of locating the Soviet **anti-aircraft (AA)** radars. Is he unaware of the **APR-39 Radar Detection Devices** currently in the cockpits of the Scout and attack helicopters in Europe and their APR-44 replacements, and unaware of the training we pilots receive in interpreting the various Soviet radar signals?

Too many experts are fond of citing the difficulties the Israelis encountered in the 1973 Yom Kippur War, particularly the problem of "getting under" the Soviet AA umbrella, as being "the key to understanding". These experts completely disregard the difference in the terrain between Europe, where low level, contour, and NOE tactics are possible, and the flat terrain of the Sinai desert, where they were not.

In theory, the ZSU-23-4's prevent you from getting in under the Soviet AA umbrella. In fact, Soviet tactics call for these vehicles to be employed in pairs approximately 200 meters apart, some 400 meters **behind** the leading elements of the armored assault. This would imply they must remain on the move with their radar in operation, as their effectiveness without it decreases from 3,000 meters to 2,500.

In either case, we could engage them from well outside of their effective range. If you take that into consideration, as well as the ZSU's lack of amphibious capability, thin armor protection, radar signature, and limited availability, (BLEAK/Continued on Page 58)



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J.E.T.
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Sky cavalry . . . is much more than a passing fad. It is a military innovation of great significance.

It would seem to be the ideal combination of air power and land power, and when properly organized, it is the optimum combination of mobility and fire power. It should prove to be an extremely effective peace-keeping organization under the control of, for example, the **United Nations**. Its development should be brought along with this as its primary purpose. . .

. . . For, as man has sought through history to find new forms of mobility in war, he has persistently used his new-found mobility to carry out tasks that require increasingly heavy armor.

Mobility in war, with adequate fire power and communications, gives the commander a screen of time and information. At the same time, it denies the enemy that talisman of success, **surprise**, while it provides our own forces with the means to achieve that same important ingredient of victory, **surprise**.

The Greeks were the first to understand this and they typically organized light forces, the **pelasts**, to screen the heavier armed phalanx.

The Persians were excellent horsemen, but the first great cavalry leader was **Alexander, the Great**.

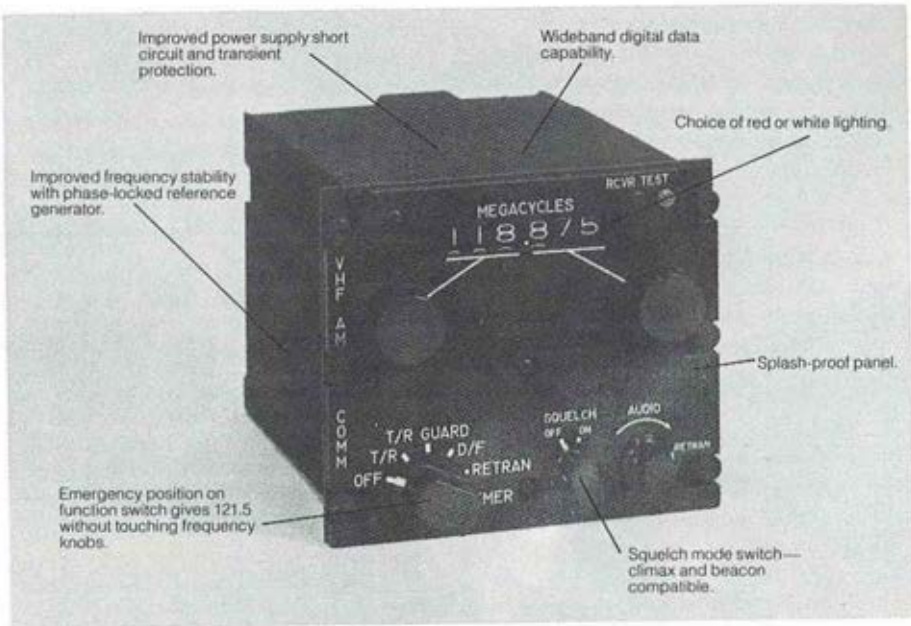
The Roman legion, by virtue of its organization and individual training, was able to defeat the Greek phalanx and ultimately the Carthaginian cavalry. It was a traveling fortress, and this, combined with the superb Roman roads, enabled it to maintain peace throughout the Roman Empire for many years.

Vauban and gunpowder each made their impact on the employment of mobile forces, and in the American Civil War cavalry had reached its highest point in development and employment in the gunpowder age. Its use as a screening and reconnaissance force was quite extraordinary, in an historical sense. Its low casualty rate led one of our more renowned Civil War generals, "**Fighting Joe**" **Hooker**, to exclaim, "Whoever saw a dead cavalryman?"

Despite the excellent use of cavalry, the gasoline engine brought an end to the role of the horse and suggested a new form of mobility - the tank and reconnaissance vehicle. But, with their arrival on the combat scene a new evolution in mobility was being introduced into warfare in World War

Peace Cavalry in the Sky

One of the earliest supporters of the "air cav" idea, retired Army Lieutenant General James M. Gavin suggests another use for rotary wing aircraft in this reprint of an article published in the mid-'60's . . .



Who keeps making the best tactical radios even better?

For example, the AN/ARC-115-A(V)1—the latest version of the U.S. Army's lightweight airborne transceivers produced by our Memcor Division.

We've pointed out the radio's many features and improvements to prove a point: As the holder of current Army contracts and as the Army's (and the world's) largest supplier of tactical radios,



Memcor offers the most current design configurations available.

Memcor also provides total support and service—field application, maintenance, and complete logistics for customers anywhere in the world.

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II by the airborne forces.

Through the use of gliders and parachutes, we were able to achieve surprise, exploit opportunities, and block the movement of major enemy forces; typically cavalry roles.

However, since the troops who arrived in the combat area by these means were limited to the mobility of the foot soldier once they landed, there were practical limitations on their employment in the cavalry role.

Fighter bombers and interceptors began to play a major role in warfare also and in many ways they were competing for resources with big bomber forces. While this competition was going on for the nation's resources, quietly and almost unnoticed, the **helicopter** made its appearance.

I first was given 24 helicopters to experiment with at **Fort Bragg** immediately following World War II, in 1946. Although they required twenty hours of maintenance for every hour flown, they obviously had great potential.

I formed the **first sky-cavalry platoon** in 1955 only to find it rejected because it was too revolutionary. For other reasons, the most important being interservice, its development was delayed until the election of **President John F. Kennedy**.

Even then, however, in its very beginning, basic disagreement became apparent over how the units should be employed. I remember arguing with an experienced sky-cavalry officer about the need to keep them light and flexible and to use them as sky cavalry. His reply was that they would be used to "take the cork out of the bottle" - that is, to attack the for-

tified position and make an opening for other forces.

Ultimately, the helicopter may be capable of filling this role. In the meanwhile, if we have learned from history, we must develop air vehicles of the many types needed so that the sky cavalry can function as an instrument of world peace through the **United Nations**. Light reconnaissance helicopters, larger troop-carrying helicopters, gun support, logistics support, and command and communication helicopters will be needed. Such a force, well trained and equipped with the latest and most sophisticated sensory and surveillance devices, would be invaluable as a peace-keeping force.

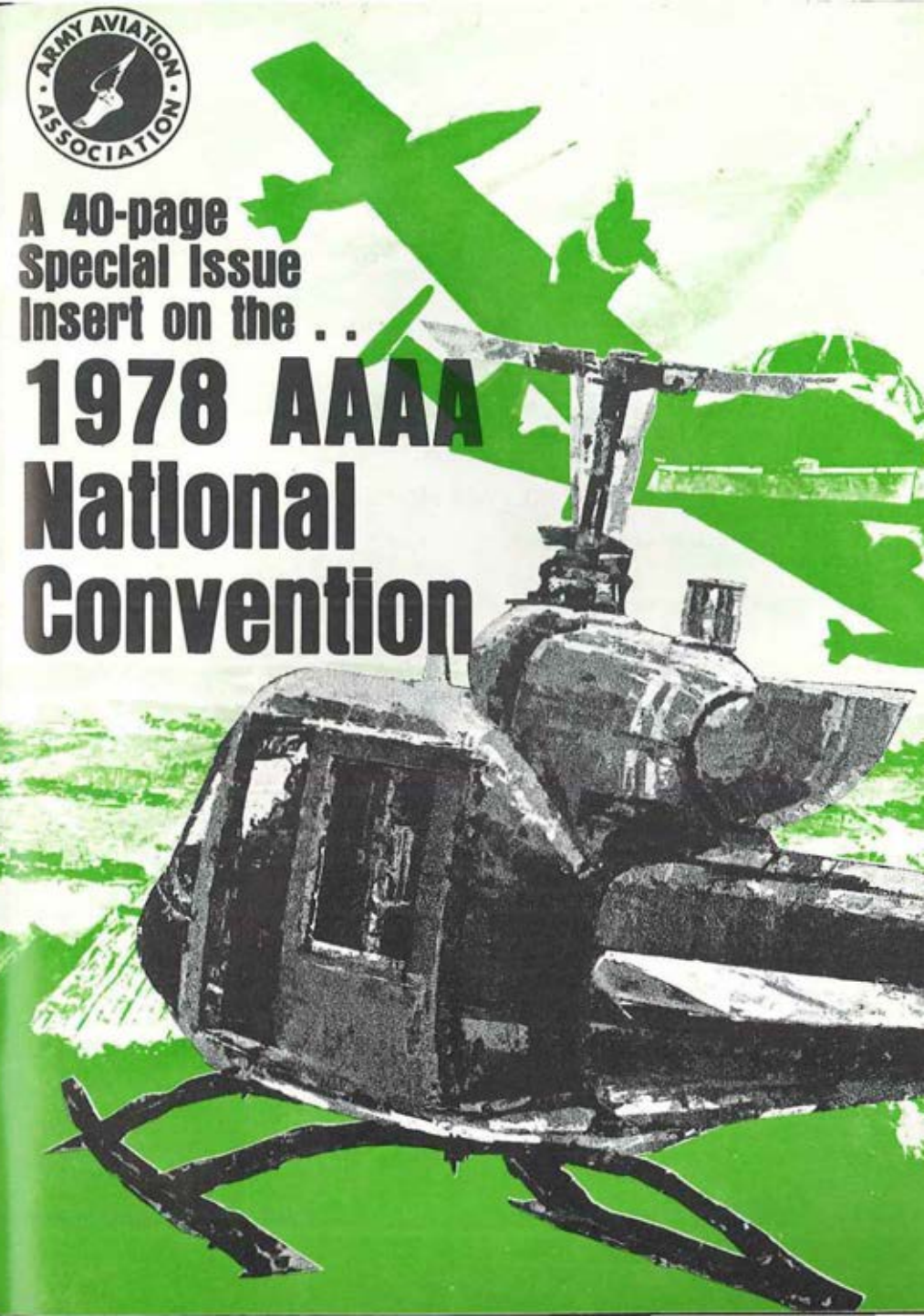
A multinational sky cavalry force immediately available to the **United Nations** and based at several points about the globe could be extremely useful in putting out brush fires promptly. It could be most helpful in the current impasse in the Middle East . . . It seems to me that this should be the primary goal of developing sky cavalry at this time.

We have hardly begun to realize its potential. And its development should be aggressively pursued. When employed under the auspices of the **United Nations**, and in association with a modern satellite reconnaissance system, and a global satellite communications systems, it would give the **United Nations** a capability to warn nations of impending disasters. It could also provide prompt evacuation, and food and medical supplies, for example, if they are needed. Finally, it might provide the basis for a first step toward lasting global peace.



**A 40-page
Special Issue
Insert on the . . .**

1978 AAAA National Convention





AAAA NATIONAL EXECUTIVE BOARD OFFICERS FOR THE 1977-1978 TERM

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ELECTION PROCEDURE

The Officers and Vice Presidents of AAAA are elected for three-year terms at the National Convention. The Executive Vice President serves as a five-year National Board appointee. The National Past Presidents serve in perpetuity. National Members-at-Large are appointed by the President for one-year terms. The Regional Presidents are elected within the Regions for two-year terms. Chapter Members-at-Large are those representing CONUS Chapters having 150 or more members as at each 30 June.

*Deceased

Grumman Mohawk. Outfitted for survival.



The battlefield. It demands an aircraft that can survive the rigors of intensive action, around-the-clock surveillance and EW missions.

Like the Mohawk OV-1—the Army's only true tactical fixed wing aircraft. Designed to military specifications, the OV-1 is equipped to survive. With armor plate. Self-sealing fuel tanks. Low noise levels. A full complement of ASE. And ejection seats.

Grumman is at work integrating new systems into the Mohawk to meet new challenges. Like an electronically-scanned antenna for SLAR. And an enhanced COMINT version to complement the OV-1D/RV-1D and provide the corps commander with a common aircraft for all airborne electronic missions...at an "affordable cost."

The Grumman Mohawk OV-1. Where survival counts, you can count on Mohawk.

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OUTGOING NAT'L BOARD OFFICERS AND NOMINEES FOR THE 1978-1981 TERM

OUTGOING NATIONAL BOARD OFFICERS



MG Brandenburg

■ **MG JOHN N. BRANDENBURG** has been an AAAA member since 1959, serving in several Chapter offices over the years, to include the Presidency of Ft. Campbell's Air Assault Chapter in 1974. While there, he led his Chapter in an unprecedented 30-day membership drive that enrolled 963 new members. Currently the CG of the 101st Airborne Division, the youthful general officer can be counted on to speak out for the young officer and crewmember.



MG Beatty

■ **COL TED A. CROZIER, RET.** has been an enthusiast on all matters pertaining to the AAAA. The Clarksville, TN resident has served on the AAAA National Awards Committee for eight years, and on the AAAA's National Convention Committee on three occasions, in addition to being a panelist-presenter at both National and Chapter meetings while serving as Chief of the AWO Branch. A prolific writer, he drafted the initial proposal calling for AAAA to sponsor an "Army Aviation Hall of Fame."



COL Crozier

■ **CW4 E.M. "MEL" COOK** was elected in 1974 as President of the Washington, D.C. Chapter, then AAAA's largest, one which he had served for many years as its Senior Vice President. Long recognized as an "aviator's aviator," the Belvoir-based CWO has always been ready to help, serving at various times as a member of AAAA's national By-Laws, Fiscal, Convention, and Congressional Appreciation Committees. A 20-year member of AAAA, "Mel" has been a regular contributor at 1975-1978 Nat'l Board meetings.



CW4 Cook

INCOMING NATIONAL EXECUTIVE BOARD OFFICERS

■ **MG GEORGE S. BEATTY, JR.**, a longtime proponent of Army Aviation and the former commanding general of the Hunter AAF-Ft. Stewart, GA complex, has served AAAA in



BG Kastner



Mr. Tallia

the capacity of a National Member-at-Large. The former 11th Air Assault Division veteran has also participated as a panelist-presenter at several National Conventions. A Charter Life Member of AAAA, he joined AAAA in 1959.

■ **BG JOSEPH H. KASTNER**, an ADC of the 101st Airborne Division (AASLT) and the current President of the Division's Air Assault (AAAA) Chapter, has served the Association in a variety of assignments. A 20-year member, he also completed a term as President of the Fort Bragg Chapter, then the Assn's fifth largest membership activity. A former "personnel" specialist, he also participated in several AAAA nat'l conventions as a panelist-presenter.

■ **EUGENE J. TALLIA**, a Charter Life Member of AAAA, has served in numerous Chapter, Regional, and National offices since 1966. The Vice President for Government Operations of the Sikorsky Aircraft Division, he's been a Connecticut Chapter VP, Programming; a First Region VP, Industry; and a National Member-at-Large on AAAA's Nat'l Board. The Potomac, MD resident has also been Chairman of AAAA's National Honors Luncheon on two occasions, and is Chairman of AAAA's national Industry Affairs Committee.

■ Under the Association's staggered election system, three or four of the ten AAAA elective three-year National Executive Board offices are vacated each year, the six or seven incumbents, together with the Executive Vice President, the Past Presidents, and the carryover Regional and Chapter Presidents provide year-to-year continuity to AAAA national affairs.

SCIENCE/SCOPE

"The greatest contribution to communications since the synchronous satellite" was the promise made by a Hughes official for the tri-service Joint Tactical Information System (JTIDS). It is being developed to deliver critical command-control-communications securely, with resistance to countermeasures.

In a totally interoperational manner for the Joint Chiefs of Staff, the system could feature three basic terminal types: Class I for large platforms like the USAF/Boeing E-3A Airborne Warning and Control System and the Navy's Naval Tactical Display System carriers; Class II for air superiority aircraft such as the F-14, F-15, A-10 and F-4; Class III for Manpack radios and remote piloted vehicles.

Laser rangefinders now can be tested accurately on a miniature range (4"x4"x1") that replaces the standard 490-meter outdoor range. Developed by Hughes, Simulated Optical Range Tester (SORT) can surround the laser beam so that the device need never be shut down by atmospheric or safety problems. It can be configured for any laser application, including airborne, and can provide multiple targets.

As the laser is fired into SORT, light travels through a collimator, into a delay module, then to a fiber optic delay line. These delays simulate distance and signal losses normally found on any standard test range. Eventually, a SORT will be in all Hughes laser systems as a quick test of operational readiness.

Creating a new world with electronics

HUGHES

HUGHES AIRCRAFT COMPANY

SIKORSKY

**The one helicopter
that's built today
to survive in tomorrow's
hostile environment.**

Sikorsky's Black Hawk.

There's no doubt that the Sikorsky Black Hawk is survivable.

- It is invulnerable to 7.62 mm fire.
- The main rotor head and rotor blades can tolerate 23 mm HEI.
- The dynamic component systems can all tolerate multiple hits.
- The vertical stabilizer provides stability after tail rotor loss.
- To minimize forced landings, the engines and all controls are redundant.

• The aircraft is designed and built for the high threat environment.

And when things get rough, this is the kind of aircraft any soldier wants to fly or fly in. Sikorsky Aircraft, Main Street, Stratford, CT 06602.



Division of

**UNITED
TECHNOLOGIES**





AAAA'S OBJECTIVES, PURPOSES, AND SPECIFIC PROGRAMS

BACKGROUND

The Army Aviation Association of America (AAAA) was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional-technical societies in existence, the AAAA grew rapidly, receiving the membership support of a majority of those military and civilian persons having an interest in this segment of the armed forces.

GENERAL PURPOSES

To advance the status, overall esprit, and the general knowledge and efficiency of those persons who are engaged professionally in the field of U.S. Army Aviation, including the Active Army, the Reserve Components, the aerospace industry, the various activities in the Department of the Army which support Army Aviation, such as the Army development, supply, and maintenance agencies, and all other activities, military and civilian, that contribute to the furtherance of Army Aviation.

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

SPECIFIC OBJECTIVES

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

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

STIMULATING good fellowship nationally, regionally, and locally.

INSPIRING Army-wide and nationwide interest in Army Aviation careers.

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

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

MAINTAINING historical records.

CONDUCTING meetings, seminars, briefings, symposiums, exhibitions, air meets, etc.

RECOGNIZING outstanding contributions within Army Aviation.

PROVIDING special types of group programs of benefit to the individual membership.

SPECIFIC PROGRAMS

An **AWARDS PROGRAM** in which outstanding individual and unit calendar year achievements receive National, Regional, and/or Chapter recognition.

A **CHAPTER ACTIVITIES PROGRAM** in which outstanding military and civilian leaders address the widespread Chapter organizations on specific areas of Army Aviation interest.

A **LOCATOR SERVICE PROGRAM**, augmented by bi-monthly "segment rosters" of Retired, AWOs, DACs, Industry, ARNG-USAR, and Company Grade members, all of which serve to assist the member in his efforts to keep abreast of the location and professional qualifications of his contemporaries.

A **SCHOLARSHIP AWARDS PROGRAM** in which the sons and daughters of members and deceased members receive scholarship aid is pursued annually through the AAAA Scholarship Foundation, Inc., a separate, non-profit foundation that works closely with the AAAA.

A **HALL OF FAME PROGRAM** that recognizes broad, long term individual contributions to Army Aviation and to those who serve within it.

An **ANNUAL NATIONAL CONVENTION** at which distinguished panelists update attendees on current Army Aviation programs.

KEY OFFICERS & MEMBERSHIP STRENGTH OF AAAA'S 52 CHAPTER ACTIVITIES



AIR ASSAULT CHAPTER (Ft. Campbell)

President: Brigadier General Joseph H. Kastner
Secretary: Captain Gary J. Alexander
676 Members — Last Meeting: 3 June 1978

AIR CAVALRY CHAPTER (Ft. Knox)

President: Captain Gregory R. Jenkins
Secretary: CW3 Robert E. James
78 Members — Last Meeting: 31 March 1978

ALAMO CHAPTER (Ft. Sam Houston)

President: Major Dan Snell
Secretary: Captain Bruce G. Furbish
126 Members — Last Meeting: 28 July 1978

ALOHA OF HAWAII CHAPTER

President: Lieut. Colonel Curtis J. Herrick, Jr.
Secretary: To be elected.
130 Members — Last Meeting: 20 May 1978

ARMY AVN CTR CHAPTER (Ft. Rucker)

President: Colonel Robert A. Bonifacio
Secretary: Lieut. Col. Thomas J. Sabiston, Ret.
410 Members — Last Meeting: 14 August 1978

BENELUX CHAPTER (Brussels)

President: Brig. General William J. Kennedy
Secretary: CW4 Richard S. LaMonica
31 Members — Last Meeting: 25 March 1978

BIRMINGHAM AREA CHAPTER

President: CW3 W. Richmond Stephens
Secretary: CW3 Charles A. Uhlich
65 Members — Last Meeting: 17 March 1978

BONN AREA CHAPTER (Bad Godesberg)

President: Lieut. Col. George L. O'Grady, Jr.
Secretary: Colonel Robert Sherman, Ret.
40 Members — Last Meeting: 17 May 1978

CAJUN CHAPTER (Ft. Polk)

President: Lieut. Colonel William N. Hibbs
Secretary: Captain Ronnie Griggs
86 Members — Last Meeting: 29 Sept. 1977

CHECKPOINT CHARLIE CHAP. (Berlin)

President: Captain Frank C. Kurinac
Secretary: To be elected.
28 Members — Last Meeting: 2 April 1977

CHESAPEAKE BAY CHAPTER (Maryland)

President: Major Walter R. Mueller
Secretary: 1Lieutenant David M. Lusker
95 Members — Last Meeting: 19 February 1977

CHICAGO AREA CHAPTER

President: 1Lieutenant Ray R. Norris
Secretary: Captain James A. Hitch
76 Members — Last Meeting: 24 Sept. 1977

COASTAL EMPIRE CHAP. (Hunter-Stewart)

President: Lieut. Colonel Harold E. Culley, Jr.
Secretary: To be elected.
136 Members — Last Meeting: 16 May 1978

CONNECTICUT CHAPTER (Stratford)

President: Lieut. Col. Vincent P. Bailey, Ret.
Secretary: Colonel Alexander J. Rankin, Ret.
219 Members — Last Meeting: 19 August 1978

CORPUS CHRISTI TEXAS CHAPTER

President: Colonel Charles F. Drenz
Secretary: Ms. Peggy Rutter
264 Members — Last Meeting: 24 Sept. 1978

DAVID E. CONDON CHAPTER (Ft. Eustis)

President: Colonel Richard L. Stoessner
Secretary: Captain Campbell M. Motley
212 Members — Last Meeting: 3 August 1978

DELAWARE VALLEY CHAP. (Philadelphia)

President: CW3 Ralph E. Domenic, Ret.
Secretary: To be elected.
133 Members — Last Roster: 18 May 1977

EMBRY-RIDDLE CHAP. (Daytona Beach)

President: Captain William N. Dove
Secretary: Mr. Wilbur A. Middleton
84 Members — Last Meeting: 23 Sept. 1978

ESFAHAN CHAPTER (Iran)

President: Colonel Nicholas G. Psaki, Ret.
Secretary: CW2 Robert A. Albino, Ret.
73 Members — Last Meeting: 9 August 1978

FORT BENNING CHAPTER

President: CW4 George B. Horan
Secretary: CW2 Richard M. Mazur
105 Members — Last Meeting: 8 Dec. 1977



KEY OFFICERS & MEMBERSHIP STRENGTH OF AAAA'S 52 CHAPTER ACTIVITIES

FORT BRAGG CHAPTER

President: Colonel Emory W. Bush
Secretary: Captain James E. Arenz
160 Members — Last Meeting: 22 April 1978

FORT HOOD CHAPTER

President: CW2 Donald C. Follett
Secretary: Captain Richard L. Macey
270 Members — Last Meeting: 23 Nov. 1977

FORT MONROE CHAPTER

President: Lieut. Colonel William W. Fraker
Secretary: Lieut. Colonel Raymond F. Holleran
47 Members — Last Meeting: 22 June 1978

FORT RILEY CHAPTER

President: To be elected.
Secretary: To be elected.
50 Members — Last Meeting: 29 June 1977

FORT SILL CHAPTER

President: Lieut. Colonel Daniel T. Madish
Secretary: CW2 Lawrence A. Morgan
109 Members — Last Meeting: 20 January 1978

FRANCONIA-MARNE CHAP. (Germany)

President: To be elected.
Secretary: CW3 David C. Thill
131 Members — Last Meeting: 17 August 1978

GOLDEN GATE CHAPTER (San Francisco)

President: Major Christian J. Miller, III
Secretary: Major Ronald R. Tamaccio
56 Members — Last Meeting: 16 April 1977

GRAND CANYON CHAP. (Ft. Huachuca)

President: Colonel Samuel G. Conley, Jr.
Secretary: Captain James O. Erickson
94 Members — Last Meeting: 19 May 1978

LEAVENWORTH AREA CHAPTER

President: Lt. Colonel Charles A. Robinson, Jr.
Secretary: Major William R. Craig
77 Members — Last Meeting: 25 August 1978

LINDBERGH CHAPTER (St. Louis)

President: Colonel Walter A. Ratcliff
Secretary: Ms. Carol C. Murta
316 Members — Last Meeting: 19 July 1978

LONE STAR CHAPTER (Austin, Texas)

President: CW4 Kenneth R. Pruitt
Secretary: Major Robert E. Brown
43 Members — Last Meeting: 29 August 1978

MAINZ CHAPTER

President: CW2 Lester R. Witmer
Secretary: 1Lieutenant John L. Priest
142 Members — Last Meeting: 18 April 1978

MISSISSIPPI VALLEY CHAP. (Davenport IA)

President: To be elected.
Secretary: Lieutenant Roy H. Ballinger
173 Members — Last Meeting: 22 June 1978

MONMOUTH CHAPTER

President: Colonel Darwin A. Petersen
Secretary: Mr. Vincent C. O'Donnell
174 Members — Last Meeting: 25 April 1978

MONTEREY BAY CHAPTER (Ft. Ord)

President: Major John R. Quesenberry
Secretary: Captain Russell J. Sanderson
119 Members — Last Meeting: 25 January 1978

MORNING CALM CHAPTER (Seoul)

President: To be elected.
Secretary: Captain Daniel J. Petrosky
66 Members — Last Meeting: 18 June 1978

MT. RAINIER CHAPTER (Ft. Lewis)

President: CW3 Billy J. Allen
Secretary: CW2 Everett A. Ellison
181 Members — Last Meeting: 22 June 1978

PERSIA CHAPTER (Teheran)

President: Colonel George R. Crook
Secretary: To be elected.
94 Members — Last Meeting: 11 April 1978

PIKES PEAK CHAPTER (Ft. Carson)

President: Major Robert C. Stack, Jr.
Secretary: To be elected.
78 Members — Last Meeting: 21 April 1978

RHINE VALLEY CHAPTER

President: Colonel Lewis J. McConnell
Secretary: Lieut. Colonel Jon C. Stillman
139 Members — Last Meeting: 24 April 1978

KEY OFFICERS & MEMBERSHIP STRENGTH OF AAAA'S 52 CHAPTER ACTIVITIES



RIYADH CHAPTER (Saudi Arabia)

President: Lieut. Colonel Charles W. Addicott
Secretary: Captain Harold Limer
14 Members — Last Roster: 21 August 1978

ROCKY MOUNTAIN CHAPTER (Denver)

President: To be elected.
Secretary: Captain Jerry W. Marshall
64 Members — Last Meeting: 22 Sept. 1978

SCHWAEBISCH HALL CHAP. (Germany)

President: Captain Kenneth E. Allen
Secretary: Sergeant Mary McKenna
64 Members — Last Roster: 29 April 1977

SO. CALIFORNIA CHAPTER (Los Angeles)

President: Mr. Carl D. Perry
Secretary: Mr. Peter Schulz
198 Members — Last Meeting: 4 May 1978

STUTTGART CHAPTER (Germany)

President: Major Anthony C. Manilla
Secretary: Captain John T. Moore
127 Members — Last Meeting: 17 August 1978

SUN BOWL CHAPTER (Fort Bliss)

President: Major Thomas J. Konitzer
Secretary: Major John P. Kennedy
58 Members — Last Meeting: 9 September 1978

SUN COAST CHAPTER (Central Fla.)

President: Brigadier General Harold I. Small
Secretary: Major Thomas J. Shaver
58 Members — Last Meeting: 23 Sept. 1978

TAR HEEL CHAPTER

President: Colonel Barrie S. Davis, Ret.
Secretary: Major Warren M. Sandlin, Jr.
72 Members — Last Meeting: 26 August 1978

TAUBER VALLEY CHAPTER (Germany)

President: Major Kenneth R. Collins
Secretary: WO1 Gary W. McCullor
48 Members — Last Meeting: 27 August 1976

TAUNUS CHAPTER (Germany)

President: CW3 John P. Airington
Secretary: CW3 John C. Horvath
101 Members — Last Meeting: 21 Dec. 1977

TENNESSEE VALLEY CHAP. (Huntsville AL)

President: Colonel Clement A. Wyllie, Jr.
Secretary: Mr. Robert O. Wyne
75 Members — Last Meeting: 27 June 1978

WASHINGTON, D.C. CHAPTER

President: Colonel Walter Urbach, Jr.
Secretary: Mr. Leonard D. Kulik
511 Members — Last Meeting: 26 August 1978



LEADERSHIP OF AAAA'S NATIONAL, RE- GIONAL, AND CHAPTER ACTIVITIES

The leadership and control of the AAAA rests with the Executive Boards of its 52 Chapters and four Regions, and its National Executive Board. Establishing broad policy and implementing Association-wide programs, the 47-member National Executive Board (personnel listed on Page 18) meets 3-4 times a year. Its membership includes military, DAC, industry, and civilian representatives, and covers all categories, ranks, and grades of AAAA membership.

Chaired by National Board members, the 13 major AAAA standing committees bring

additional members into the governing process. Composed of 4-9 members, the committees include the Awards, By-Laws, Convention, DAC, Enlisted, Executive, Fiscal, Hall of Fame, Industry, Membership, Nominations, Reserve Components, and Scholarship Foundation Committees.

More than 200 local Chapter meetings are held annually under a quarterly meeting requirement. The Assn's four current Regions (the First, Fifth, Sixth, and USAREUR Regions) also schedule annual conventions during the course of a membership year.



D-9574

UNITED STATES ARMY

ARMY

The ALQ-136 radar jammer is synonymous with helicopter survivability.

Flight tests demonstrate that attack helicopters equipped with the advanced ITT ALQ-136 radar jammer are assured significantly greater survivability on the modern battlefield.

The ALQ-136's unique design delivers effective ECM performance that will keep pace with ever-changing threats well into the 1990's. Its light weight and straightforward configuration make it compatible with every U.S. helicopter and with NATO rotary-wing aircraft as well. That makes it a protective system with the benefits of equipment commonality and force interoperability — important advantages for both U.S. Army



and NATO units. Judged by any standard, the ALQ-136 is a major advance in ECM technology. If the performance and survivability of helicopters are among your responsibilities, contact: Product Line Director, Electronic Defense Systems, ITT Avionics Div., 390 Washington Ave., Nutley, N.J. 07110, (201) 284-0123.

AVIONICS DIVISION

ITT

Member, ITT Telecommunications and Electronics Group—North America



1978 AAAA NATIONAL CONVENTION THURSDAY-FRIDAY PROGRAM

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**THURSDAY, OCTOBER 12, 1978
BUSINESS-SOCIAL PROGRAM**

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1300-1430 LUNCHEON

AAAA National Executive Board

Wives are welcome. Dewey I.

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1430-1630 . . . BUSINESS MEETING

AAAA National Executive Board.

Closed meeting. Dewey II.

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1800-2100 RECEPTION

Early Birds' Reception. Cash Bar &
Snacks — Chesapeake Hall

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FRIDAY, OCTOBER 13, 1978

**AAAA PROFESSIONAL-SOCIAL
PROGRAM**

(Program, speakers, and all times are
subject to change. All meetings are
to be held in Chesapeake Hall.

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**Lieutenant General
Robert R. Williams
AAAA National
President**

0900-0905 WELCOME

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0915-0945 . . . BUSINESS MEETING

AAAA General Membership Business
Meeting Annual Report; Elections.

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0945-1015 PROGRAM BREAK

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1015-1130 . . . BUSINESS MEETING
AAAA Gen'l Membership Business
Meeting. Open Discussion with Chap-
ter Delegate and General Member
Floor Proposals.

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1030-1200 LADIES' BRUNCH.

(By ticket. Dewey I.)

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1130-1300 OPEN LUNCHEON.

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1300-1630 FIRST SESSION

AAAA PROF'L PRESENTATIONS

(Open to Convention Registrants)

(Chesapeake Hall-Lower Level)

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**Brigadier General
Carl H. McNair, Jr.,
Army Aviation
Officer—DA**

**1300-1305 INTRODUCTION
of AAAA Professional Sessions by BG
McNair, Chairman, AAAA Pre-
sentations Subcommittee**

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**The Honorable
Walter B. LaBerge,
Under Secretary
of the Army**



1300-1330 . "INTEROPERABILITY."



1978 AAAA NATIONAL CONVENTION FRIDAY-SATURDAY PROGRAM

1330-1500..... ALLIED PANEL.

(Army Aviation representatives from several Free World countries.)

1500-1530..... COFFEE BREAK

Exhibit Hall (Sponsored).

1530-1630..... SECOND SESSION

AAAA PROFESSIONAL PRESENTATIONS

(Session Open to Non-Registrants)



Major General
Charles K. Heiden
Commander, U.S. Army
MILPERCEN

1530-1630... PERSONNEL PANEL

1700-1830... CUB CLUB REUNION

(Posted Suite)

1900-2030..... THE PRESIDENT'S

RECEPTION. (By ticket. Informal.)

(Decatur & Farragut Rooms)

SATURDAY, OCTOBER 14, 1978

AAAA PROFESSIONAL-SOCIAL PROGRAM

0900-0950..... THIRD SESSION

AAAA PROFESSIONAL PRESENTATIONS

(Open to Convention Registrants)

(All sessions in Chesapeake Room)

0900-0930.... USAREUR UPDATE

General George S. Blanchard,
Commander-in-Chief,
U.S. Army, Europe
& Seventh Army
(Keynote Address)



0930-0950..... "HARDWARE."

0950-1020..... COFFEE BREAK

Exhibit Hall (Sponsored.)

1020-1200.... FOURTH SESSION

AAAA PROF'L PRESENTATIONS

(Open to Convention Registrants)

1020-1040.... "ARCSA USAREUR UPDATE."

(PROGRAM/Continued on Page 34)

0930-0950..... "HARDWARE."

0950-1020..... COFFEE BREAK

Exhibit Hall (Sponsored.)

1020-1200.... FOURTH SESSION

AAAA PROF'L PRESENTATIONS

(Open to Convention Registrants)

1020-1040.... "ARCSA USAREUR UPDATE."

(PROGRAM/Continued on Page 34)

Brigadier General Carl H. McNair, Jr.,
Army Aviation Officer—DA



1020-1040.... "ARCSA USAREUR UPDATE."

(PROGRAM/Continued on Page 34)



The Navy joins
the Army.



When the United States Navy awarded Beech Aircraft a contract to produce C-12 military transports, it joined the ranks of some very distinguished company. Namely the United States Army. And the United States Air Force.

And now, for the first time ever, one company is supplying the same aircraft to all three branches of the Armed Services.

This interesting commonality of C-12 aircraft offers the Army important benefits.

First, since all three branches of the Armed Services will be operating C-12s, mass production economies can be realized, and unit costs will be held to a minimum.

Second, the Army will have access to an even greater number of C-12 service technicians and service facilities than ever before. This fact, plus the record of over 90% operational readiness these airplanes are maintaining, translates directly to less downtime.

Presently, the Army is using its C-12s as military personnel and cargo transports. But the number of other applications for this versatile jetprop are almost limitless. They can be outfitted for many kinds of special missions to meet the Army's most demanding needs. A few of the many available special mission packages include: aerial surveillance, ECM, Side Looking Radar (SLAR), remote sensing, and tactical field support.

If your command could use an aircraft with this much versatility, call or write for more information. E.C. Nikkel, Vice President, Aerospace Programs, Beech Aircraft Corporation, Wichita, Kansas 67201. (316) 681-8175.





1978 AAAA NATIONAL CONVENTION SATURDAY PROGRAM (CONTINUED)

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(PROGRAM/Continued from P. 31)



Major General
James C.
Smith,
Commander, USA
Aviation Center &
Fort Rucker

1040-1100..... "TACTICS"
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Maj. Gen. Richard
H. Thompson,
Commander, USA
Troop Support &
Avn Readiness
Command



1100-1120. "AVIATION SUPPORT."
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1120-1200..... Q & A
with all Third and Fourth Session
Presenters and Brig. Gen. McNair as
Moderator.

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1200-1230..... RECEPTION
Pre-Luncheon Reception. Cash Bar.
Promenade outside of Admiralty
Ballroom.

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Colonel
John W. Marr, Ret.
Secretary-Treasurer,
AAAA

1230-1400.... AAAA LUNCHEON
Recognition of "Air Traffic Controller
of the Year," the "Outstanding ATC
Unit," outgoing AAAA Board mem-
bers, and the "Outstanding Chapter
of the Year," Decatur & Farragut
Rooms. (By ticket.)

Maj. Gen. John N.
Brandenburg,
Outgoing Vice
President, AAAA



Colonel Ted A.
Crozier, Ret.
Outgoing Vice
President, AAAA

Chief Warrant
Officer E.M.
"Mel" Cook,
Outgoing Vice
President, AAAA



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1400-1530..... FIFTH SESSION
AAAA PROFESSIONAL
PRESENTATIONS

(Open to Convention Registrants)
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1400-1420. "REFORGER 1978-1979"
Background remarks by General
Shoemaker and presentation by
General Brandenburg.



1978 AAAA NATIONAL CONVENTION SATURDAY-SUNDAY PROGRAM

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General Robert M. Shoemaker,
Commander, USA
Forces Command



Colonel Lewis J. McConnell,
Aviation Officer,
U.S. Army, Europe

Major General
John N. Brandenburg,
Commander, 101st
Airborne Division
(Air Assault)



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Brig. Gen. John W. Woodmansee, Jr.
ODCS for Combat
Developments, USA
Training &
Doctrine Command

1420-1440..... JAATT
Joint Air Attack Team Tactics, TAC/
TRADOC.

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1440-1500... USAREUR AVIATION
INITIATIVES

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1500-1530..... Q & A
with Fifth Session Presenters, Brig.
Gen. McNair, Moderator.

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1900-2000..... RECEPTION
AAAA Awards Dinner Reception.
Formal. Chesapeake Hall.

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2000-0100..... DINNER-DANCE
1978 AAAA Awards Dinner-Dance.
Formal. Admiralty Ballroom.

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SUNDAY, OCTOBER 15, 1978
BUSINESS-SOCIAL PROGRAM

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1000-1100... BUSINESS MEETING
AAAA Nat'l Executive Board Busi-
Meeting. AAAA Conf. Room

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1100-1300..... BRUNCH
AAAA DIEHARDS' Getaway
Brunch. Fantail Lounge.

(By advance ticket.)

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THE ACTUAL AWARDS — The "Aviator", "DAC", and "Soldier of the Year" receive permanent possession three-inch silver medallions encased in 4-inch by 4-inch clear lucite cubes. The "McClellan Aviation Safety Award Winner" receives a personal 28-inch trophy. The "Outstanding Unit Award" trophy is retained by the winning unit for a year, the unit later receiving a permanent possession award plaque. The "Outstanding Reserve Component Aviation Unit Award" trophy is also held for one year by the winning unit and replaced by a permanent plaque.

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AAAA'S 1978 NATIONAL AWARD WINNERS

OUTSTANDING AVIATION UNIT OF THE YEAR AWARD

Established by the Army Aviation Association of America,
sponsored by Hughes Helicopters, and presented to the
242ND AVIATION COMPANY (ASSAULT SUPPORT HELICOPTER)
of Fort Wainwright, Alaska, and accepted for the unit by
Major Gary D. Johnson and First Sergeant James E. Fuller

• • •

OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD

Sponsored by the Army Aviation Association of America
and presented in 1978 to
TROOP E, 19TH CAVALRY, 29TH BRIGADE, HI-ARNG
and accepted for the unit by
Major Bernard M. Watson and Master Sergeant Richard Y. Tabe

• • •

DEPARTMENT OF THE ARMY CIVILIAN OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America
and presented in 1978 to
JOHN B. GREENWELL
U.S. Army Troop Support & Aviation Materiel Readiness
Command, St. Louis, Missouri

• • •

ARMY AVIATOR OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America
and presented in 1978 to
MAJOR WILLIAM S. REEDER, JR.
334th Aviation Company (Attack Helicopter)
APO New York 09165

• • •

JAMES H. McCLELLAN AVIATION SAFETY AWARD

Sponsored by the McClellan Memorial Foundation
and presented in 1978 to
CHIEF WARRANT OFFICER (W2) FATE HUTCHINS
129th Aviation Company (AH), 269th Aviation Battalion (Combat)
Fort Bragg, North Carolina

• • •

AVIATION SOLDIER OF THE YEAR AWARD

Sponsored by the Army Aviation Association of America
and presented in 1978 to
SERGEANT CHRIS B. ARCHER
236th Medical Detachment, APO New York 09178



PROGRAM 1978 AAAA AWARDS DINNER

Welcome and Introduction of Head Table Guests
LIEUTENANT GENERAL ROBERT R. WILLIAMS, USA (RET.)
President, Army Aviation Association

• • •

Invocation
CHAPLAIN (BRIG. GEN.) KERMIT D. JOHNSON
Deputy Chief of Chaplains, United States Army

• • •

Presentations
"OUTSTANDING AVIATION UNIT AWARD"
presented by
GENERAL BERNARD W. ROGERS,
Chief of Staff, United States Army

• • •

"OUTSTANDING RESERVE COMPONENT AVIATION UNIT AWARD"
presented by
GENERAL ROBERT M. SHOEMAKER,
Commanding General, USA Forces Command

• • •

"DEPARTMENT OF THE ARMY CIVILIAN OF THE YEAR AWARD"
presented by
HONORABLE WALTER B. LaBERGE,
Under Secretary of the Army

• • •

"ARMY AVIATOR OF THE YEAR AWARD"
presented by
GENERAL GEORGE S. BLANCHARD,
Commanding General, U.S. Army, Europe

• • •

"JAMES H. McCLELLAN AVIATION SAFETY AWARD"
presented by the
HONORABLE HOWARD E. HAUGERUD.
President, McClellan Memorial Foundation

• • •

"AVIATION SOLDIER OF THE YEAR AWARD"
presented by the
GENERAL FREDERICK J. KROESEN,
Vice Chief of Staff, United States Army

• • •

Benediction by **CHAPLAIN (BRIG. GEN.) KERMIT D. JOHNSON**

• • •

Brief intermission followed by dancing

Bell's AH-1S modernized Cobra is combat ready... **NOW!**

The most advanced aircraft technology available is incorporated in Bell's AH-1S. Firepower versatility, battlefield flexibility, compact size, survivability and desirable pilot handling qualities are some of its

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20TH AAAA AWARDS DINNER HEAD TABLE GUESTS

- Sergeant Chris B. Archer, "Aviation Soldier of the Year"
Lt. Gen. Robert J. Baer, Dep CG for Materiel Development, USA DARCOM
Sergeant Major William G. Bainbridge, Sergeant Major of the Army
General George S. Blanchard, Commander-in-Chief, U.S. Army, Europe
Joseph P. Cribbins, Special Assistant to the Deputy Chief of Staff for Logistics
Lt. Gen. Eugene J. D'Ambrosio, Dep CG for Mat Readiness, USA DARCOM
First Sgt James E. Fuller, Sr NCO, "Outstanding Aviation Unit of the Year"
John B. Greenwell, "Outstanding DAC of the Year"
Honorable Howard E. Haugerud, President, McClellan Memorial Foundation
Chief Warrant Officer Fate Hutchins, "James H. McClellan Award" Winner
Honorable Daniel K. Inouye, United States Senate
Major Gary D. Johnson, Commander, "Outstanding Aviation Unit of the Year"
Brig. General Kermit D. Johnson, Deputy Chief of Chaplains, U.S. Army
Lt. Gen. Donald R. Keith, DCS for Research, Development & Acquisition, DA
Arthur H. Kesten, Executive Vice President, Army Aviation Association
General Frederick J. Kroesen, Vice Chief of Staff, U.S. Army
Honorable Walter B. LaBerge, Under Secretary of the Army
Brig. General Robert M. Leich, Chairman, AAAA Nat'l Awards Committee
Brig. Gen. Carl H. McNair, Jr., Dep Dir of Requirements & Army Avn Off, DA
Lt. General Edward C. Meyer, Deputy Chief of Staff for Military Opns & Plans
Major William S. Reeder, Jr., "Army Aviator of the Year"
General Bernard W. Rogers, Chief of Staff, U.S. Army
General Robert M. Shoemaker, Commanding General, USA FORSCOM
Maj. General James C. Smith, CG, USA Aviation Center & Fort Rucker
General Donn A. Starry, Commanding General, USA TRADOC
Maj. General Story C. Stevens, CG, USA Aviation R & D Command
Master Sgt Richard Y. Tabe, Sr NCO, "Outstanding Res Comp Avn Unit"
Maj. Gen. Richard H. Thompson, CG, USA Troop Supp & Mat Read Comd
General John W. Vessey, Jr., Commanding General, UNC/USFK/EUSA
Lt. General Volney F. Warner, Commander, XVIII Airborne Corps
Maj. Bernard M. Watson, Commander, "Outstanding ResComp Avn Unit"
Maj. General LaVern Weber, Chief, National Guard Bureau
Lt. General Robert R. Williams, Ret., President, Army Aviation Association
*Note: Head Table List correct as at 12 September.

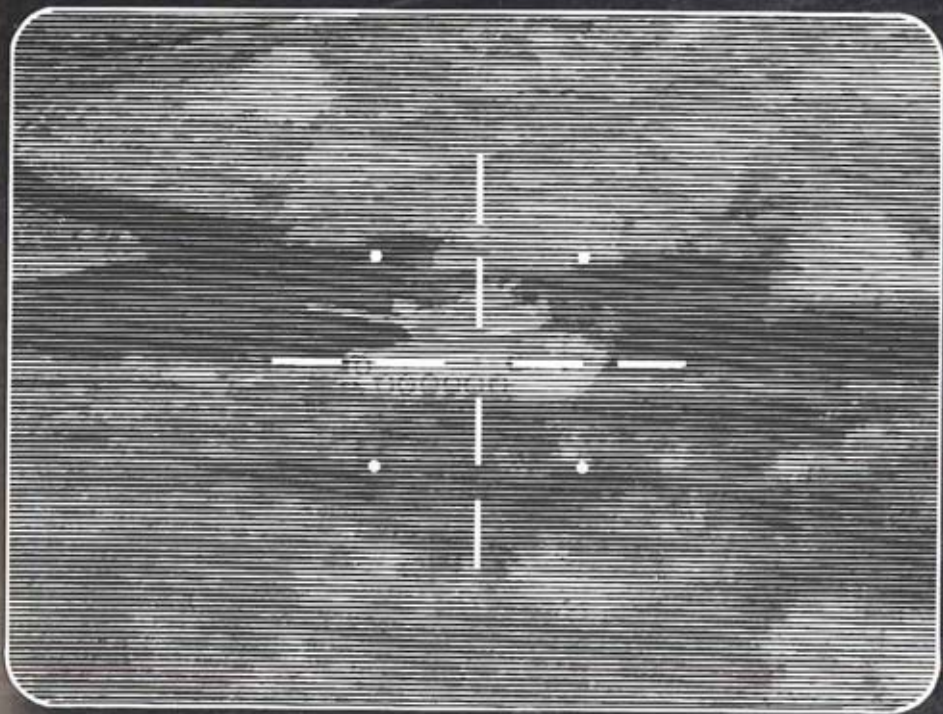
The Army Aviation Association membership totaled 8,466 as at 5 September. Some 6,164 of these members are serving in the active U.S. Army; 307 in the Army National Guard; 102 in the USAR; and an additional 887 on the "Retired" rolls. Total military membership stands at 7,460. In addition, there are 337 individual Industry Members in AAAA, and 452 with Industry (Corporate) Membership affiliations. The total Non-Military Membership is 1,006.

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Northrop's long-range visionics enable U.S. Army Advanced Attack Helicopter (AAH) to attack and survive. Northrop's Target Acquisition Designation System (TADS) and Pilot Night Vision System (PNVS) permit AAH to operate at extended standoff ranges, day or night, under adverse weather conditions.

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*TISEO—Target Identification System Electro Optical. SPAL—Stabilized Platform Airborne Laser. ISTAR—Improved Scout Target Acquisition Recognition. LOHTADS—Light Observation Helicopter Target Acquisition Designation System. LATAR—Laser Airborne Target Acquisition Recognition. LTDS—Laser Target Designator Set.



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security purposes in photo above.)

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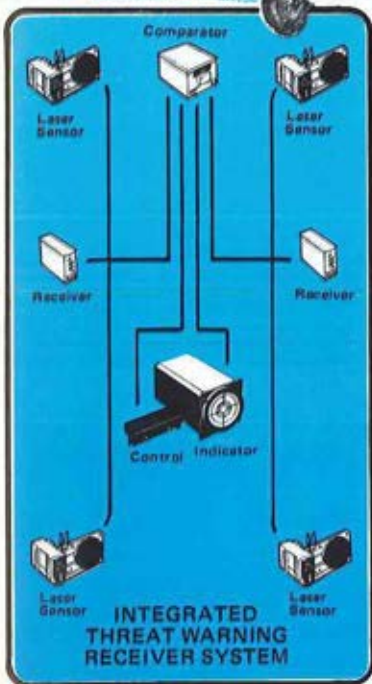
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Until now, if you came face to face with a laser-related weapon system, the advantage automatically went to the opposition. No more.

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Why a DAC PACK?

Dear DAC Member/Subscriber:

In conjunction with our April publication of the "SPOOF ROSTER" for the Association's retired military members, we polled several of our long-time DAC members and asked them if they wished us to publish an annual roster of the DAC professionals in our business — the civilian support force behind today's Army Aviation. We'd determined that a preponderance of these career DAC's are members of AAAA, and that securing roster info from them would not be difficult since they are members of record.

The response was most favorable— most said that if we were to publish an annual roster — a "DAC PACK" as we'd like to call it — that the returns would be there for such an issue, as they put it, would serve their interests and would be a decided "plus" to AAAA membership.

In having published an earlier "SPOOF" roster for AAAA's retired members — and in being involved now in preparing a "Who's Who" roster for the Aviation WO members — we know something about the time, effort, and cost involved in getting out a DAC roster, and it would be well within our capability . . . so WE INVITE YOU and each of the other 737 DAC members of AAAA to be listed in our first worldwide "DAC PACK."

As you'll note, we ask you for a SUBSTANTIAL amount of information — most of it professional in nature — some of it personal (the first name of your spouse and children, and the ages of the latter). You are FREE to answer whatever questions you wish; we'll only publish the entries YOU return.

There is NO CHARGE for this annual listing; the only cost the listee is asked to bear is the postage tab to return his or her form. Also, we'd like you to know that the Privacy Act precludes our listing your name, rank, and address if you do NOT return a form. Lastly, since we have no month-to-month contact with non-AAAA members, or have access to their addresses, the "DAC PACK" only lists those DAC's who are members and who return the forms.

We plan to publish the first "DAC PACK" issue this coming February, and update it as a regular 16-20 page centerfold "lift out section" in each subsequent February issue. So . . . the FIRST time you fill out the form will be the hardest! In subsequent years — when we send you a form to UPDATE your listing — you'll only have to send us your changes.

The CLOSING DATE for the receipt of your reply form is WEDNESDAY, NOVEMBER 22. While this date is somewhat off in the future, this is a one-time mailing — and if you put it aside now and forget it, you'll miss getting your listing in the issue . . . so take a moment or two now and complete and return the brief form today!

Arthur H. Kesten
Editor & Publisher

JOIN THE PROFESSIONALS!

Support AAAA – Army Aviation's Only Professional Association.



ARMY AVIATION ASSOCIATION

1 Crestwood Road, Westport, Conn. 06880



I wish to join the Army Aviation Ass'n of America [AAAA]. My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and the purposes of AAAA. I understand that the annual membership includes a subscription to the AAAA-endorsed magazine, ARMY AVIATION, and that my membership starts on the subsequent 1st of the month.

Note: A home address is suggested, if one's military or firm address exceeds 25 characters.

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RANK

FIRST NAME

LAST NAME

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CITY

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List your AAAA Professional Qualification

Government

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USA Active Duty

Manufacturing*

DA Civilian*

Small Business*

Army Nat'l Guard*

Retailing*

Army Reserve*

Consultant*

Army Retired*

Professional*

Other Services

Other*

AAAA ANNUAL DUES

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1 Yr, \$12- 2 Yr, \$23- 3 Yr, \$33.50

New & Renewal Dues for Enlisted; GS-6 & below; and Wage Board 12 DACs & below:

1 Yr, \$8 - 2 Yr, \$15 - 3 Yr, \$22

This is the only application form accepted by the AAAA. It may be reproduced locally.

*Nat'l Office will request add'l information.

**Return the "DAC Pack" form on or before
Wednesday, November 22, to:
ARMY AVIATION MAGAZINE**

**1 Crestwood Road
Westport, CT 06880**



CWO Turvey



CWO Madden



MAJ Brady



CPT Knight



CPT Kerr

1959-1978 WINNERS OF THE AAAA "ARMY AVIATOR OF THE YEAR AWARD"



- 1959—CPT James T. Kerr, USA Transportation Test & Support Activity, Ft. Rucker, AL
- 1960—CWO Clifford V. Turvey, U.S. Army Aviation Test Board, Ft. Rucker, AL
- 1961—CWO Michael J. Madden, U.S. Army Transportation Board, Ft. Eustis, VA
- 1962—CPT Leyburn W. Brockwell, Jr., Hqs. XVIII Airborne Corps, Ft. Bragg, NC
- 1963—CPT Emmett J. Knight, 57th Aviation Company, USARV
- 1964—MAJ Marquis D. Hilbert, John F. Kennedy Center for Special Warfare, Ft. Bragg, NC
- 1965—MAJ Paul A. Bloomquist, 57th Medical Detachment (Helicopter Ambulance), USARV
- 1966—CPT James A. Scott, III, 219th Aviation Company, USARV
- 1967—CWO Jerome R. Daly, 121st Aviation Company, USARV
- 1968—CPT Robin K. Miller, 114th Assault Helicopter Company, USARV
- 1969—MAJ Patrick H. Brady, 54th Medical Detachment (Helicopter Ambulance), USARV
- 1970—CWO John I. O'Sullivan, 174th Aviation Company, USARV
- 1971—LTC Robert B. Molinelli, 2d Squadron, 17th Cavalry, 101st Airborne Division (Airmobile)

- 1972—CPT Ronald A. Radcliffe, F Troop, 4th Cavalry, 1st Aviation Brigade, USARV
- 1973—MAJ Theodore J. Dolloff, Company D, 227th Aviation Battalion, 1st Cavalry Division, Ft. Hood, TX
- 1974—CWO Norman E. York, 71st Aviation Company (Assault Helicopter), APO NY
- 1975—MAJ Eugene L. Richardson, HHD, Military Bureau, Maine Army National Guard
- 1976—CWO Robert R. Hawkins, 7th Squadron (Assault Helicopter), 17th Cavalry, Ft. Hood, TX
- 1977—CWO Randy F. Dyer, 155th Aviation Company (Attack Helicopter), Ft. Ord, CA
- 1978—MAJ William S. Reeder, Jr., 334th Aviation Company (Attack Helicopter), APO NY.



BACKGROUND

Sponsored by the Army Aviation Association, the award is made annually to the active duty or Reserve Component aviator who has made an outstanding individual contribution to Army Aviation during the previous calendar year.

The award — a cubed silver AAAA medallion — is normally presented by the Vice Chief of Staff of the Army or one of the Army's most senior aviators.



CPT Radcliffe



MAJ Bloomquist



CPT Scott



CW3 Daly



CPT Miller



1960-1978 WINNERS OF AAAA'S "OUTSTANDING AVIATION UNIT AWARD"

- 1960—First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medical), LTC Robert F. Tugman, Commander
- 1961—937th Engineer Company (AVN) (IAGS) LTC Jack W. Ruby, Commander
- 1962—45th Transportation Battalion (Helicopter), LTC Howard B. Richardson, Commander
- 1963—U.S. Army Utility Tactical Transport Company, MAJ Ivan L. Slavich, Commander
- 1964—11th Air Assault Division and its attached 10th Air Transport Brigade, MG Harry W.O. Kinnard and COL Delbert L. Bristol, Commanders
- 1965—13th Aviation Battalion, LTC Jack V. Mackmull and LTC J.Y. Hammack, Co-Commanders
- 1966—1st Cavalry Division (Airmobile), MG Harry W.O. Kinnard, Commander, and SGM Kenneth W. Cooper, Senior NCO
- 1967—1st Aviation Brigade, MG G.P. Seneff, Jr., Commander, and Brigade SGM Douglas W. Sims, Senior NCO
- 1968—52nd Combat Aviation Battalion, LTCs Raymond G. Lehman, Jr., Edward P. Lukert, Jr., and Paul C. Smithy, Co-Commanders, and SGM Ernest J. Winters, Senior NCO
- 1969—25th Aviation Battalion, 25th Infantry Division, LTC Kenneth J. Burton, Commander, and CSM William H. Bennett, Senior NCO
- 1970—101st Airborne Division (Airmobile), LTG Melvin Zais and LTG John M. Wright, Jr., Co-Commanders, and CSMS Robert A. Young and William T. Mixon, Co-Senior NCOs
- 1971—1st Squadron, 9th Cavalry, 1st Cavalry Division (Airmobile), COL Robert H.

Nevins, Commander, and CSM John F. Adams, Jr., Senior NCO

• 1972—F Battery, 79th Field Artillery, 3rd Brigade, MAJ Lawrence F. McKay, Jr., Commander, and SFC Lionel S. McDonald, Senior NCO

• 1973—227th Aviation Battalion, 1st Cavalry Division, LTC Frank L. Henry, Commander, and CSM James W. Reed, Senior NCO

• 1974—155th Aviation Company (Attack Helicopter), MAJ Kermit E. Larson, Jr., Commander, and SFC Ray M. Teer, Senior NCO

• 1975—210th Aviation Battalion (USAR-CARIB), LTC Joseph R. Koehler, Commander, and CSM Stephen M. Cole, Senior NCO

• 1976—334th Aviation Co (Attack Helicopter), USAREUR, MAJ Gary F. Ramage, Commander, & 1SG Charles Lewis, Senior NCO

• 1977—7th Squadron (Attack Helicopter), 17th Cavalry, 6th Cavalry Brigade (Air Combat), LTC Gary F. Dolin, Commander, and 1SG Leon S. Wozniak, Senior NCO

• 1978—242nd Aviation Company (Assault Support Helicopter), MAJ Gary D. Johnson, Commander, and 1SG James E. Fuller, Senior NCO

BACKGROUND

Sponsored by Hughes Helicopters, a division of the Summa Corporation, the "Outstanding Aviation Unit Award" is given annually under the auspices of the Army Aviation Association "to the aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the normal mission assigned to the unit during the previous calendar year."



LTC Lukert



MG Seneff



MG Kinnard



LTG Wright



LTC Henry



SFC MacNevin



SP5 Falo



SFC Dodson



SFC Baum



SP5 Jantz



1961-1978 WINNERS OF THE AAAA "AVIATION SOLDIER OF YEAR AWARD"

- 1961—MSG Robert R. Young, Airfield Operations Command, Ft. Rucker, AL
- 1962—SFC James C. Dykes, 225th Signal Detachment, USARV
- 1963—SFC James K. Brock, First Aviation Company (Caribou), USARV
- 1964—SFC Robert M. George, Utility Tactical Transport Company, USARV
- 1965—MSG Cyril G. Manning, 13th Aviation Battalion, USARV
- 1966—SFC Donald A. MacNevin, 114th Aviation Company, USARV
- 1967—SP5 Dennis L. Falo, 1st Cavalry Division Airmobile, USARV
- 1968—SFC Jesse J. Dodson, Jr., 405th Transportation Maintenance Detachment, USARV
- 1969—SFC William R. Baum, 122nd Maintenance Battalion, 3d Armored Division, USAREUR
- 1970—SP5 Dennis L. Jantz, 240th Aviation Company (AH), USARV
- 1971—SP5 Dennis M. Fujii, 237th Medical Detachment (Air Ambulance), USARV
- 1972—SP5 Richard G. Hatch, 3rd Brigade, 1st Cavalry Division (Airmobile)

- 1973—SFC Robert H. Vaughan, 4th Battalion (Aerial Field Artillery), 77th FA, 101st Airborne Division (AMBL)
- 1974—SFC Robert J. Coleman, C Company, 159th Aviation Company (Assault Support Helicopter), 101st Airborne Division (AMBL)
- 1975—SP5 Gregory J. Maurakis, B Company, 101st Aviation Battalion, 101st Airborne Division (AMBL)
- 1976—MSG John R. Montgomery, USA Aviation Precision Demonstration Team
- 1977—SP5 Charles W. Ball, 146th Medical Detachment (Helicopter Ambulance), West Virginia-ARNG
- 1978—SGT Chris B. Archer, 236th Medical Detachment (Helicopter Ambulance), APO NY.

*** BACKGROUND

Sponsored by the AAAA, the Award is made annually to the enlisted man serving in an Army Aviation assignment who has made an outstanding individual contribution to Army Aviation during the previous calendar year. The Secretary of the Army normally presents this Award at the AAAA National Convention.



MSG Young



SFC Dykes



SFC Brock



SFC George



MSG Manning



MAJ Eliasson



COL Inskip



CPT Ramage



COL Bonasso



COL Neel



1958-1978 WINNERS OF THE "JAMES H. McCLELLAN AVIATION SAFETY AWARD"

- 1959—Major Arne H. Eliasson, Aviation Safety Division, Headquarters, Seventh Army, APO New York
- 1960—Colonel John L. Inskip, Co-Winner, USA Primary Helicopter School, Ft. Wolters, TX
- 1960—Raymond L. Thomas, Co-Winner, Southern Airways Co. (Contract Operations)
- 1961—The James H. McClellan Aviation Safety Award was not presented in 1961.
- 1962—Colonel Spurgeon H. Neel, Jr., U.S. Army Hospital, Ft. Rucker, AL
- 1963—Colonel James F. Wells, U.S. Army Board for Aviation Accident Research, Ft. Rucker, AL
- 1964—Colonel Conrad L. Stansberry, Headquarters, U.S. Army, Europe, APO N.Y.
- 1965—Ralph B. Greenway, Army Aviation Directorate, OACSFOR, Dept. of the Army
- 1966—Gerard M. Bruggink, U.S. Army Board For Aviation Accident Research, Ft. Rucker, AL
- 1967—Captain Gary R. Ramage, 228th Assault Helicopter Battalion, USARV
- 1968—Francis P. McCourt, U.S. Army Aviation Laboratories, Ft. Eustis, VA
- 1969—Colonel Russell P. Bonasso, U.S. Army Board for Aviation Accident Research, Ft. Rucker, AL
- 1970—Colonel Robert W. Bailey, U.S. Army Aeromedical Research Laboratory, Ft. Rucker, AL
- 1971—Colonel Eugene B. Conrad, U.S. Army Board for Aviation Accident Research, Ft. Rucker, AL
- 1972—Brigadier General William W. Spruance, Air National Guard, Wilmington, DE
- 1973—Chief Warrant Officer Ralph S. Park, 155th Avn Co (Atk Hel), Ft. Ord, CA
- 1974—Captain Charles F. Nowlin, U.S. Army Agency for Aviation Safety, Ft. Rucker, AL
- 1975—Chief Warrant Officer George L. Allen, Simmons Army Airfield, Ft. Bragg, NC
- 1976—CWO Alfred J. Cargen, Ret., Hq. Fifth U.S. Army, Ft. Sam Houston, TX
- 1977—Major Arthur M. Mountcastle, 101st Aviation Group, 101st Airborne Division (AH), Ft. Campbell, KY
- 1978—Chief Warrant Officer Fate (Jim) Hutchins, 129th Aviation Company (AH), 269th Aviation Battalion, Ft. Bragg, NC

Sponsored by the McClellan Memorial Foundation, the award is presented "to an individual who has made an outstanding contribution to Army aviation safety during the previous calendar year."



COL Stansberry



COL Bailey



COL Conrad



BG Spruance



R.B. Greenway

1970-78 WINNERS OF AAAA'S "OUTSTANDING RESERVE COMPONENT UNIT AWARD"

- 1970—1105th Aviation Company (Assault Helicopter), Iowa, ARNG, MAJ Robert C. Cummings, Commander, ISG Arnold J. Newsom, Senior NCO
- 1971—24th Medical Company (Air Ambulance), Nebraska-ARNG, MAJ Roger W. Fosbender, Commander, ISG Andrew M. Alexander, Senior NCO
- 1972—997th Aviation Company (Assault Helicopter), Arizona-ARNG, MAJ James H. Cowan, Commander, ISG Dale S. Swensen, Senior NCO
- 1973—307th Aviation Company (Heavy Helicopter), Alabama-ARNG, MAJ Arthur E. Fleet, Commander, ISG John F. Hoskins, Senior NCO
- 1974—445th Aviation Company (Assault

Helicopter), Oklahoma-ARNG, MAJ Karl M. Frank, Commander, ISG Kenneth Inman, Senior NCO

• 1975—536th Aviation Company (Assault Support Helicopter), Texas-ARNG, MAJ Joe E. Harry, Commander, ISG Joseph R. Kimball, Senior NCO

• 1976—1042nd Military Intelligence Company (Aerial Surveillance), Oregon-ARNG, MAJ Loren W. Franke, Commander, and ISG Donald MacPherson, Senior NCO

• 1977—300th Aviation Company (Assault Helicopter), Texas-USAR, MAJ Jerry Stokely, Commander, and ISG Jack Powell, Senior NCO

• 1978—Troop E, 19th Cavalry, 29th Brigade, Hawaii-ARNG, MAJ Bernard M. Watson, Commander, and MSG Richard Y. Tabe, Sr NCO.



ARMY AVIATION ASSOCIATION

1 Crestwood Road, Westport, Conn. 06880



I wish to join the Army Aviation Ass'n of America [AAAA]. My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and the purposes of AAAA. I understand that the annual membership includes a subscription to the AAAA-endorsed magazine, ARMY AVIATION, and that my membership starts on the subsequent 1st of the month.

Note: A home address is suggested, if one's military or firm address exceeds 25 characters.

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RANK

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LAST NAME

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STREET ADDRESS

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List your AAAA Professional Qualification

- | Government | Non-Government* |
|--|--|
| <input type="checkbox"/> USA Active Duty | <input type="checkbox"/> Manufacturing* |
| <input type="checkbox"/> DA Civilian* | <input type="checkbox"/> Small Business* |
| <input type="checkbox"/> Army Nat'l Guard* | <input type="checkbox"/> Retailing* |
| <input type="checkbox"/> Army Reserve* | <input type="checkbox"/> Consultant* |
| <input type="checkbox"/> Army Retired* | <input type="checkbox"/> Professional* |
| <input type="checkbox"/> Other Services | <input type="checkbox"/> Other* |

AAAA ANNUAL DUES

- New & Renewal Dues for other than below:
 1 Yr, \$12- 2 Yr, \$23- 3 Yr, \$33.50
 New & Renewal Dues for Enlisted; GS-6 & below; and Wage Board 12 DACs & below:
 1 Yr, \$8 - 2 Yr, \$15 - 3 Yr, \$22

*Nat'l Office will request add'l information. This is the only application form accepted by the AAAA. It may be reproduced locally.

1977-1978 WINNERS OF AAAA'S "OUT- STANDING DAC OF THE YEAR AWARD"



• 1976—Joseph P. Cribbins, Office, Deputy Chief of Staff for Logistics, Department of the Army, Washington, D.C.

• 1977—John B. Greenwell, U.S. Army Troop Support & Aviation Materiel Readiness Command, St. Louis, Mo.

ARMY AVIATION HALL OF FAME USAAVNC, FORT RUCKER, ALA.



Located in the Army Aviation Museum at Fort Rucker, Ala., the AAAA-sponsored "Army Aviation Hall of Fame" was initiated in 1974 with the induction of seven individuals. Elected to Hall of Fame membership in the initial three years by vote of the Association's 10,000+ members, the 28 inductees have their portraits displayed in a separate "hall" in the Museum. The 1974-76 inductees were elected on the basis of their accomplishments during specific periods of time; subsequent inductees were elected on the basis of career-long accomplishment. □

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Colonel Jack L. Marinelli, 1950-1959
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The "Club" has no dues, officers, business, By-Laws; no program, benefits, lapel pins, budget or charter; no awards, policies, leadership, morals . . . or staff. It supports a periodic AAAA Scholarship through hastily-collected "donations" collected from semi-inebriates gathered at an annual "I'm glad to be alive and I look a helluva lot better than you!" gatherings.



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WINGED!—Members of ORWAC 78-12 who graduated USAAVNC Sept. 1 are, kneeling from left, 1LTs Kenneth D. Carkeet, Jeffrey S. Hill, Dennis M. Wedding, Alan H. Ray, and Leonard W. Pardue, Jr.*; and standing from left, 2LT Gregory P. Bailey; CPTs John W. Mims‡ and Gerald F. Monin; 1LT Joseph N. Jaggars, III; 2LT Michael Kaner°, 1LT Joseph E. Langan**, 2LT Hillel Yakir°; 1LT Robert L. Johnson, Jr.; 2LT Amnon Nevo°; 1LTs Joseph E. McCutcheon*, John R. Lanier, Ronnie C. Jackson, and Robert G. Lambourne. **Distinguished Graduate, *Honor Graduate, ‡Class Leader, °Israeli AF. (USA photo)



OFFICER "PROFESSIONALS"

Sir:

I'd like to reply in part to MAJ Edward O'Brien's letter in the September issue, and state it's unfortunate that he felt slighted by the magazine's "Who's Who" questionnaire.

If he took a candid look at Army Aviation, he'd reasonably conclude who the professionals are. As in any line of work, the professional is the man or woman who does the job "day in and day out."

Unfortunately, many commissioned officers go to aviation units and end up being the S-1 through the S-4, or the XO, and then have to make the trip to the flight line once each month for a currency ride.

This isn't always the case, but for commissioned officers it is more the rule than the exception. By and large, the aviators who are

doing the job — the professionals — are the ones who wear the silver and black bars. It may be tough to take, Major, but it's the truth.

—CW3 Edward P. Napier
B Co, 101st Avn Bn
Ft. Campbell, KY

WITH ADMIRATION

Sirs:

An AAAA charter member, LTC John J. Zirkle, Jr., (Ret.), passed away at Methodist Hospital in Houston, TX, after extensive surgery on Sept. 6.

Colonel Zirkle entered the Army Aviation Program in 1943, taking his "A" stage training at Denton, TX, and serving in WW II in the South Pacific. He received his rotary wing training at Camp Gary, TX, in 1956.

I believe that many Army Aviators will remember "Dad Zirkle" - most of them with respect and admiration - some as the person who "made waves."

—Francis Zirkle
RFD #5, Box 144-D
De Funiak Springs, FL



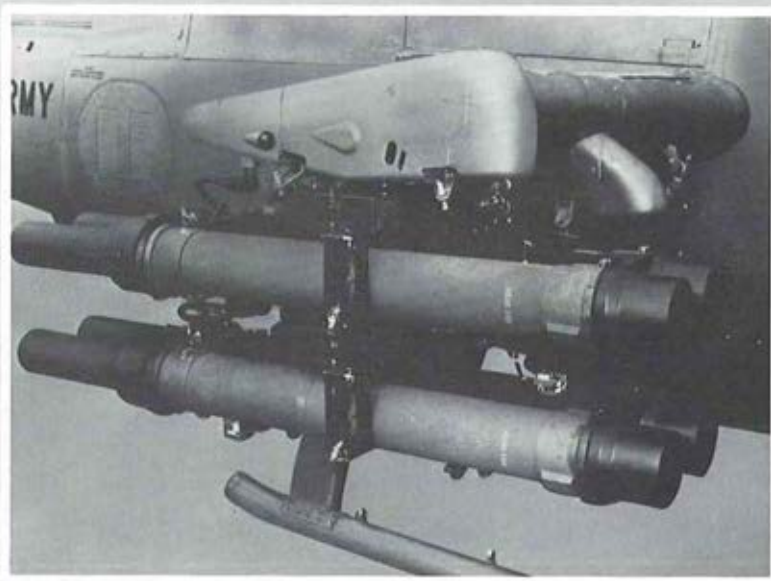
MASTER—CW4 Albert Smith (center), USA Avn Spt Element, MacDill AFB, FL, receives his Master Aviator wings from MG James C. Smith (right), USAAVNC Commander, during REDCOM's Exercise BRAVE SHIELD 18 at Ft. Carson. LTC Bruce Silvey, USAASE Commander, affixes the Master wings to Smith's headgear. ■

SAME OLD SYSTEM

Sir:

You have a chronic and cyclic editorial practice that bugs me. Each decade you sock the readers with undefined acronyms, and each decade I write to you and say, "Spell out the acronym FIRST!" You get your act together, and for about seven or eight years we are informed what TRADOC, USAAAVS, and the like are. Then you go off the deep end again. What's a reader to do?

—Sam Freeman
LTC, USAR (Ret.)
Far Hills, NJ



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Getting to Know You! (Continued from Page 11)

George S. Blanchard, CINCUSA-REUR, as our keynote speaker on Saturday, 14 October. **General Blanchard** will provide an update on USAREUR activities.

Friday's session will be keynoted by **Dr. Walter LaBerge**, Under Secretary of the Army, who will share with us some of his views on rationalization, standardization, and interoperability (RSI), key factors in our everyday NATO activities — tactics, doctrine, and hardware, followed by a panel of Army Aviator representatives from the UK, Germany, and France. And, on Saturday, we will conclude with an aviation summary from **Colonel Lew McConnell**, Aviation Officer, USAREUR, who will summarize Army Aviation initiatives in Europe.

There is a great deal to be shared, so

join in the experience at the Quad-A convention.

In closing, I want to express the congratulations of the entire aviation community to the 161 Army Aviators selected for promotion to **lieutenant colonel** in the 15 September announced list. Significant in their accomplishment is the fact that aviator SC 15 and aviation maintenance SC 71 specialties achieved first time selection rates of 76% and 79% respectively, compared with the overall Army average of 69.5%.

In the previously considered category, SC 15 and SC 71 had selection rates of 18% and 15% respectively, compared to the Army average of 13.7%. Secondary zone selections numbered 18 aviators, an equally impressive standing.

Keep up the good work — and we all look forward to your continued success. ■

MORE LETTERS!

TOSS US A BONE!

Dear Editor:

In the July 31 "Aircraft Survivability Issue" you covered the "Reduction of Radar Cross Section" with some formulae. Until yesterday, I really had no idea that

$$P_R = \frac{P_T \cdot G^2 \cdot \lambda^2 \cdot \sigma}{(4\pi)^3 \cdot R^4}$$

nor was I aware of the fact that:

$$k = \sqrt[4]{\frac{P_T \cdot G^2 \cdot \lambda^2}{(4\pi)^3 \cdot P_R}}$$

I now know it, and I guess I'm a better person for it . . . but really, folks, can't you come up with at least ONE article per issue that some of us retired members can identify with?

While I'm certain that the bulk of my fel-

low readers understood and appreciated Mr. Fischer's article, I for one didn't.

Toss us dummies a bone now and then.
—CW3 Bill Grauling, Ret.
—102 N. Ellwood Avenue
—Baltimore, MD 21224

THE GREATEST!

Sirs:

Here's my renewal! The "SPOOF" issue is the greatest! We, my wife and I, enjoyed learning about old friends, and this annual compilation of retired aviation-oriented folks is worth the cost of the annual membership.

Keep us the good work.

—Newell A. Mock, Jr.
LTC
Fort Rucker, AL

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13756 Hedda Circle
Cerritos, CA 90701

FRASER, JAMES H., JR.
119 3rd Infantry Road
Fl. Leavenworth, KS 66027

FURROW, LARRY D.
Hq. 3rd Support Command
APO New York 09757

GILBERT, JOHNIE R.
57 Dragon Drive
Fl. Leavenworth, KS 66027

GLASS, IEN E.
115 Siler
Fl. Bragg, NC 28307

GREEN, GERALD
102 3rd Infantry Road
Fl. Leavenworth, KS 66027

HAGGAR, MICHAEL J.
18 Dickman Avenue
Fl. Leavenworth, KS 66027

HARMER, GEORGE A.
530-7 Keany Avenue
Fl. Leavenworth, KS 66027

HARWOOD, JERRY T.
HHC, VII Corps (ACSRM)
APO New York 09187

HESLIN, JOHN G.
c/o LTC Pawlik, 401 Maple St.
Enterprise, AL 36330

HESS, ROBERT E.
80 5th Artillery Road
Fl. Leavenworth, KS 66027

HHAIT, RALPH J.W.K.
52 3rd Infantry Road
Fl. Leavenworth, KS 66027

HICKS, DAVID H.
92 3rd Infantry Road
Fl. Leavenworth, KS 66027

HODES, ROBERT W.
4431 Berkshire Lane
Colonial Heights, VA 23834

JACKSON, ANDREW L., JR.
314 Hancock Avenue
Fl. Leavenworth, KS 66027

KATZ, DARRIEL W.
HHC, 3rd Brigade, 2nd AD
APO New York 09069

KEMPSTER, JOHN E.
1019 Summertime Drive
Manchester, MD 63011

KING, BOYD E.
64 4th Artillery Road
Fl. Leavenworth, KS 66027

KOKENES, GERALD P.
6821 Rock Creek Court
Alexandria, VA 22306

KUNSTEL, KENNY J.
1 Bullard
Fl. Leavenworth, KS 66027

LANG, ALBERT G.
841 Country Stone
Manchester, MD 63011

LAUDENSLAGER, CHARLES W.
8 4th Artillery Road
Fl. Leavenworth, KS 66027

LEHRTER, JOHN B.
1 Stillwell Street
Fl. Leavenworth, KS 66027

Majors

MacWILLIE, STEPHEN
128 3rd Infantry Road
Fl. Leavenworth, KS 66027

MAHONEY, DOANE M.
4 Brandynow Court
Colonial Heights, VA 23834

MARTIN, DANIEL W.
4312 N.W. 82nd Street
Kansas City, MO 64151

MASSIEU, RAYMOND W.
66 4th Artillery Road
Fl. Leavenworth, KS 66027

MATSON, DONALD F., JR.
12960 Bolton Court
Covea Cove, MD 63141

METCALF, RONALD C.
1621 Glenn Place, S.W.
Mableton, GA 30059

MEVIS, GARY L.
00CSOPS Avn Div, Box 1492
APO New York 09403

MILLICAN, CHARLES W.
29 Megli Drive
Eatontown, NJ 07724

MONOSKI, STEPHEN W., JR.
32 Dickman
Fl. Leavenworth, KS 66027

MOONEY, PHILIP A.
18 Ardmore Road
Fl. Lee, VA 23801

NORTON, WILLIAM A.
P.O. Box 282
Aberdeen PG, MD 21005

PATRICK, RHODERIC K., JR.
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West Hartford, CT 06107

PEREZ, SIXTO A.
Box 59-3295
Miami, FL 33159

POINDEXTER, ALONZO J.
94-406 Hukuli Street
Millini Town, HI 96789

POOL, THOMAS C.
243 E. Miller Avenue
Garden City, NY 11530

PYBUS, WIMPY D.
2062 Mayflower Drive
Woodbridge, VA 22192

RICKMAN, ALFRED C.
17 Gregory Court
Hampton, VA 23669

ROOP, TROY J.
Ots 87, 4th Artillery Road
Fl. Leavenworth, KS 66027

ROSENBOURGH, MORGAN G.
94 5th Artillery Road
Fl. Leavenworth, KS 66027

RUSHFORTH, BURKARD M.
P.O. Box 1367
APO New York 09057

RUSSO, ALAN M.
CMR 2, Box 5447
Fl. Rucker, AL 36362

SCHAUMBURG, THOMAS J.
68 5th Artillery Road
Fl. Leavenworth, KS 66027

SENDAK, THEODORE T.
1426 Bighorn Road
Fl. Leavenworth, KS 66027

SHANNON, JAMES M.
1426 Bighorn Road
Helena, MT 59401

Majors

SIMPSON, JAMES E.
HHC, 13th COSCOM
Fl. Hood, TX 76544

SMITH, THOMAS G., JR.
7724 Canode Drive
Amarillo, TX 79121

SMITH, WILLIAM R.
P.O. Box 91
Fl. Meade, MD 20755

SPRAGUE, JOHN F.
289 Hancock
Fl. Leavenworth, KS 66027

STACY, JOHN M.
69 4th Artillery Road
Fl. Leavenworth, KS 66027

STIVER, DONALD L.
8277 Halcy
Lenexa, KS 66215

STOLARCEK, WILLIAM G.
164 5th Artillery Road
Fl. Leavenworth, KS 66027

STRATFIE, ROBERT R.
Hq. 5th U.S. Army
Fl. San Houston, TX 78234

STRYE, JAMES W.
6300 East Hampton Road
Fayetteville, NC 28304

SUMMERS, MICHAEL H.
1600 S. Joyce St., Apt. A-1009
Arlington, VA 22202

TASTAD, JEROME W.
13 Stillwell
Fl. Leavenworth, KS 66027

THOMASON, JEFFREY H.
117th Aviation Company (AO)
APO San Francisco 96208

VANCE, JOHN D.
4889 Tahard Place
Amandale, VA 22003

VEHLOW, CHARLES A.
HHT, 47th Cavalry
APO San Francisco 96251

WALDRAN, COOK M.
117 River Road
Poppon, VA 23662

WARE, ROBERT P.
USAREUR & 7th Army, Bx 661
APO New York 09403

WILLIAMS, CLINTON L.
104 Forest Circle
Harker Heights, TX 76541

WILLIAMS, FORREST D.
5712 Bride Path Lane
Montgomery, AL 36116

WILLIAMS, LEWIS R., JR.
60 3rd Infantry Road
Fl. Leavenworth, KS 66027

WOLFINGER, WILLIAM D.
549-B Winans Road
West Point, NY 10996

ZEPKO, JOHN J.
8189 Honey Lane
Canton, MI 48187

Captains

ACKERLY, WILLIAM G., JR.
578 Kalley Street
Fl. Knox, KY 40121

ALDRIGHT, JOSEPH H.
6146 Mounccreek Place
Norcross, GA 30092

Captains

ALEXANDER, JIMMY D.
2530 Harry Wurzbach, 26-A
San Antonio, TX 78209

ALVARADO, MICHAEL J.
209 N. Edinburg Drive
Camano Island, WA 98292

BENNETT, PATRICK J.
412 Cottonwood
Copperas Cove, TX 76522

BLACKWELL, BRENDAN P.
4052 Camelia Drive
Montgomery, AL 36109

BOYLSON, ROBERT L.
5477-C Kelley Street
Fl. Knox, KY 40121

BRIGGS, DUANE A.
1804 Hooten Street
Killeen, TX 76541

BRIT, ROBERT E.
2717 St. Andrews Drive
Corpus Christi, TX 78413

CHRISTIE, JAMES, III
CMR 2, Box 7851
Fl. Rucker, AL 36362

DEWEY, RICHARD
395 War Horse Lane
Manchester, MD 63011

DODGE, RICHARD L.
P.O. Box 523
Rosepine, LA 70659

ERICKSON, THOMAS W., III
P.O. Box 576
Fl. Huachuca, AZ 85613

FODUA, JAMES W.
1322-B Wener Park
Fl. Campbell, KY 42223

GUNN, THOMAS A.
114 Minter
Fl. Huachuca, AZ 85613

HAYES, THOMAS M.
3053 Ayers Drive
Alexandria, VA 22309

HORAN, LINDA M.
20 Boyce Lane
Fl. Rucker, AL 36362

JOHNSON, MITCHELL C.
C Troop, 38th Cavalry
APO New York 09028

LOWE, JOHN W., JR.
15251 S.W. 271st
Homestead, FL 33030

MADDEN, GARY E.
HSC, 326th Medical Battalion
Fl. Campbell, KY 42223

MASON, STANLEY C.
Attn: S-3, HHC 126th
APO New York 09137

MILLER, JAMES S.
1504 N.W. South Young Street
Killeen, TX 76541

MILLER, JOHNNIE
Company A, 8th Aviation Bn
APO New York 09111

HUMBY, ROGER L.
54 Dragon
Fl. Leavenworth, KS 66027

PETERLIN, WILLIAM A.
212 Margarita
Killeen, TX 76541

POWELL, DOUGLAS L.
3545 Stonybrook Road
Apopka, GA 30706

Captains

QUALES, MICHAEL
Box 1179, 2nd Ops Bn
APO New York 09458

RADWICK, MICHAEL J.
Route 2, Box 71
Daleville, AL 36822

ROBERTS, DOUGLAS
330th ASA Company (Aviation)
APO New York 09227

ROSENBERG, TERRY L.
Quarters 709
Fl. Carson, CO 80913

RYSTROM, ROBERT E.
Lakeland Acres, RR 6
Columbia, MO 65201

SCHOLLER, G. SCOTT
13 Co 1 Bo Sch Bde CI 5-78
Fl. Belling, GA 31905

SCRUOGS, RICHARD H., II
USARRUR-MHC-A15SD
APO New York 09052

SILLS, RICHARD E.
1903 Kirk Avenue
Killeen, TX 76541

SINER, CHARLES R.
3365 Hampton Place
Marina, CA 93933

SKAARD, RICHARD A.
Drawer 942, Box 173 USATC
Fl. Clayton, APO Miami 34004

SMITH, LAWRENCE
210 Tinnia
Fl. Orlando, CA 93941

SNOW, TONY L.
6006 Easton
Jamestown, AR 72401

STENZEL, LEROY G., JR.
14818 Col Allen Court
Belton Rouge, LA 70816

STRICKLAND, ROBERT M.
35 Johnson Street
Fl. Rucker, AL 36362

VANRAISDALE, MICHAEL J.
8050-B Lucas Drive
Clay, NY 13041

WAUGH, FRANK A.
36 Mebe Villa Apartments
Oak Grove, KY 42262

WENNER, RANDOLPH B.
271st Aviation Company
APO San Francisco 96271

WELLS, BURNIE D.
1827 South Ricks Street
Amarillo, TX 79104

WIDMAM, RICHARD H.
Glen Gule Bapt The Seminary
Mill Valley, CA 94941

WILCOUGHBY, DONALD E.
2730 S.E. 33rd
Topeka, KS 66605

WOODSON, EDWARD R., III
7924 Oakwood Road
Glen Burnie, MD 21061

WOOLARD, CLAUDE E.
1802 Godman
Killeen, TX 76541

YOUNG, RALPH B.
33 Glenwood Avenue
Demarest, NJ 07627

ZANOW, WILLIAM L.
1406-B Wener Park
Fl. Campbell, KY 42223

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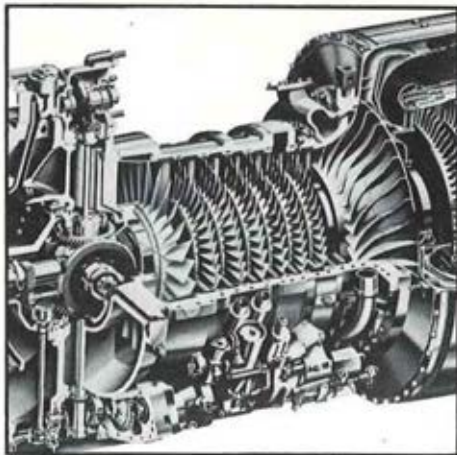
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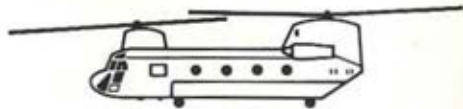
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