

Army Aviation

FEB.-MARCH, 1979



The
U.S. Army/Sikorsky
UH-60A
Black Hawk

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Division of
**UNITED
TECHNOLOGIES**

ARMY AVIATION

Volume 28 — February-March, 1979 — Numbers 2 & 3

FEATURES

- You should know the answers!**
by Brig. Gen. Carl H. McNair, Jr., Army Aviation Officer - DA. 9
- An All-New '79 AAAA Convention**
Taking Quad-A out of Washington has added a few new wrinkles. 4
- A long-range capability!**
The Black Hawk completes an 880 nautical mile flight. 14
- A Look at TSARCOM**
by Maj. Gen. Richard H. Thompson, Commander, USA TSARCOM. 16
- Photo-Story: Our Enlisted Aviation Technicians**
by Sergeant R.T. Edwards, DISCOM, 101st Abn Div (AASLT). 20
- Photo-Story: The Aviation Systems Division**
by Lt. Col. George W. Sibert, XO, Avn Systems Division, ODCSRDA. C-4
- AAH Position Report**
by Brig. Gen. Edward M. Browne, AAH Program Manager. 23
- 1979 AAAA Aviation Electronics Symposium**
Monmouth Chapter-sponsored function to be held March 21-23. 28
- AAAA professionals welcome WW I pilot**
Corpus Christi Chapter cites 83-year-old veteran. 32
- Top Drawer: Fifth Region—AAAA Awards**
Region Honors its Outstanding Units and Individuals. 39

OTHER FEATURES

- Letters to the Editor. 35 PCS - Address Changes. 36

LIST OF ADVERTISERS

- | | |
|--|--|
| Arvey Corporation. 38 | Hughes Helicopters. 22 |
| Beech Aircraft Corporation. 8 | JET Electronics & Technology. 3 |
| Collins Gov't Avionics Division. . . 6-7 | Ladd Agency, Inc. 21 |
| Collins Telecommunications. . 30-31 | Martin Marietta Aerospace. C2-3 |
| General Electric Company. 13 | Sikorsky Aircraft Division. Cover I |

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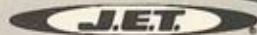
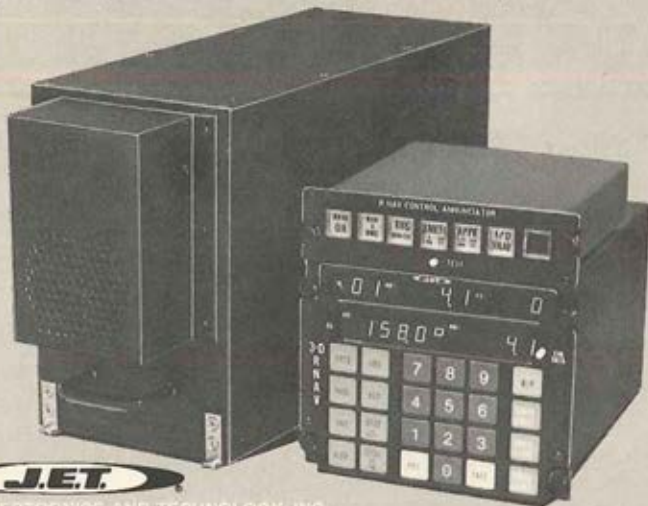
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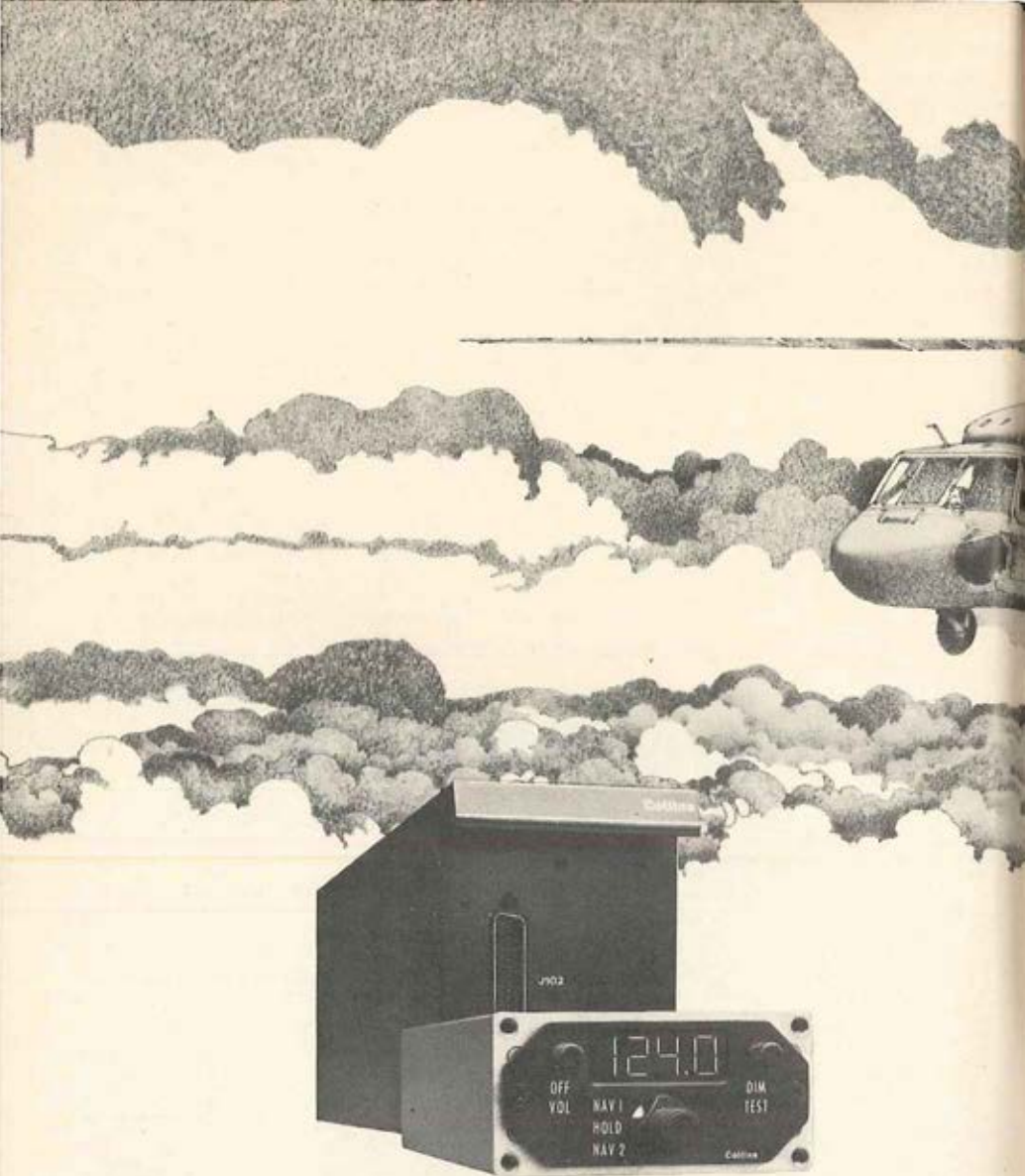
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You Should Know The Answers!

By BG Carl H.
McNair, Jr.,
ODCSOPS, DA



WAS I caught short recently when my 11-year-old daughter read the January issue of *Army Aviation Magazine* before I saw it!

With a gleam in her eye, she had opened it at the dinner table and said, "Dad, what is the only known Air Force Base that has more Army aircraft assigned to it than it has Air Force aircraft?"

I looked at her quizzically and said, "What kind of a question is that?"

By that time she had the attention of everyone at the table and said, "After all, since you are the 'Army Aviation Officer', you should know the answer."

I tried a couple of futile replies to include some transferred Air Force bases — Campbell AAF, Hunter AAF, and the like — but all drew negatives.

I finally had to give up, and she told me "Whiteman AFB, Mo.!" per the re-

cent article in *Army Aviation*. I'm a little wiser now — and a lot better informed on that particular question.

In retrospect, therefore, I thought I might share a potpourri of data with you, good for dinner table conversation, or even "Happy Hour Talk" about your favorite subject — Army Aviation. Let's start with aircraft . . .

★ ★ ★

Q. How many aircraft does the Army actually have?

A. According to the January "Gold Book" maintained by Joe Cribbins and his Aviation Logistics Office in ODC-SLOG, there are 8,728 Army aircraft in our fleet. Of these 91.5% are rotary wing aircraft and 8.5% are fixed wing.

For those of you who may have wondered why there are not more fixed wing and twin engine transitions, your

Knowing the pertinent statistics on the number of Army aircraft, the number of each type, and the number of aviators will win you a few bar bets.

Basic / Continued from Page 9)

answer lies simply in the fact that the bulk of the aircraft are rotary wing. There has been a dramatic shift since the early '50's when our force was 90% fixed wing (L-19 O-1's, L-20 U-6's, L-23 U-8's) and 10% rotary wing . . . and here's one for the nostalgic aviation buffs who might ask:

★ ★ ★

Q. "Where have all the Beavers gone — and the Otters, too?"

A. Have faith — there are a few still flying painted Army OD. In fact, we have two U-6A **Beavers** still in the active force and three U-1A **Otters**. I entered the Army in 1951, concurrent with the intro-



TOP RATING—CW4 Vincent R. Foulkes, left, the Presidio of San Francisco's Aviation Division Standardization Officer, is shown receiving his Master Army Aviator wings from COL Lowell L. Ballard, Deputy Commander, in Hamilton Field, CA ceremonies. Foulkes has logged more than 8,000 flying hours and is the Sixth U.S. Army CG's personal pilot. USAph

duction of these aircraft and they might outlast me yet.

★ ★ ★

Q. What aircraft does the Army have the most of?"

A. Surely, you would say the **Huey** and you would be right! With almost 4,000 still in the total force . . . and here's one that will tease many friends of Army Aviation:

★ ★ ★

Q. "Do we have more AH-1 Cobras in our inventory, or OH-58 Kiowas?"

A. The OH-58 with slightly over 2,000 is our next largest, followed by the AH-1G/S **Cobra** with nearly a thousand.

★ ★ ★

Q. "Which of our fixed wing aircraft is the most numerous?"

A. In the fixed wing arena, the **Mohawk** leads our force with the U-21/C-12 fleet closely behind. There's a wide range of other support aircraft, such as U-3's, U-9's, and C-45's, still substituting to meet support aircraft requirements.

You'll see them turn up at Army airfields across the country and say, "**Gee, I didn't know we had any _____ in the Army.**"

But we do and will have these substitute resources as long as they can perform a useful mission and until suitable replacements are available.

Now, with respect to personnel . . . In spite of our current shortfall in total aviator strength, relatively speaking, Army Aviators still represent a sizeable portion - almost 20% of the officer corps - with assets nearing 14,000.

At the beginning of FY79, there were 8,188 commissioned aviators on active duty and 5,406 aviation warrant officers.

Of these, two-thirds were in aviation assignments, cockpit or staff positions, while the balance were serving in school or other career development positions. During these days of aviation shortages and increased requirements, we will see a need for a larger percentage to be employed in aviation-related assignments.

Aviation not a hindrance

Certainly worthy of note is the fact that 56 active duty general officers today are Army Aviators (see separate listing). In fact, four of the Army's ten four star generals are aviators:

GEN George S. Blanchard, who serves as CINC USAREUR; **GEN John H. Hennessey**, the CINC REDCOM; **GEN John W. Vessey**, CG EUSA and CINC UNC; and **GEN Robert M. Shoemaker**, the CG US Army Forces Command. And, also in our senior aviation ranks, 460 of our aviation warrants are CW4's.

Concerning aviation units, structure, and force location, the question sometimes arises as to where the bulk of our aviation resources lie. Without a doubt, our focus is on Europe and our NATO commitments and our priorities are certainly there, so we attempt to provide the most modern systems to the forward deployed forces.

But because of training requirements, logistical considerations, and other factors, the vast majority of the aviation units are split between

US ARMY GENERAL OFFICERS WHO ARE ARMY AVIATORS

GENERALS

George S. Blanchard Robert M. Shoemaker
John J. Hennessey John W. Vessey, Jr.

LIEUTENANT GENERAL

Sidney B. Berry Eugene P. Forrester

James M. Lee

MAJOR GENERAL

Morris J. Brady	Joseph T. Palastra, Jr.
John W. Brandenburg	Edward A. Parlain
Jerry R. Curry	George S. Patton
James F. Hamlet	George W. Pulman, Jr.
Benjamin L. Harrison	Ronald V. Rattan
Jack V. Mackmull	James C. Smith
John W. McEnery	Story C. Stevens
James H. Merryman	James C. Smith
Story C. Stevens	Howard F. Stone

BRIGADIER GENERAL

Walter E. Adams	Rufus C. Lazzell
Charles W. Bagnal	James M. Leslie
Wilman D. Barnes	Aaron L. Lilley, Jr.
Edward M. Browne	William C. Louisville, Jr.
Jerry M. Bunyard*	James H. Mapp
Charles E. Canedy	Carl H. McHair, Jr.
Benjamin E. Doly	James H. Patterson
Charles D. Franklin	Elmer D. Pendleton, Jr.
Orlando E. Gonzales	Roderick D. Renick, Jr.
Robert A. Holloman, III.	Harold I. Small
Weldon F. Honeycutt	James E. Thompson*
Joseph H. Kastner	Francis J. Toner
William J. Kennedy	John F. Wall*
Richard D. Kenyon*	Jack A. Walker
*Colonel (P)	John W. Woodmansee, Jr.

FORSCOM and the Reserve Components with approximately one-third to each (with a slight edge to the Reserve Components - and they are indeed a key element of the total force).

I could go on and enumerate the number of aviation companies, by type, battalions and groups, but let it suffice to say that aviation continues as a most viable and visible force in today's Army. Notwithstanding where

your unit or aircraft is or your mission, you are indeed an important part of the Army's overall plan.

Aviation is a **vital** element and is so recognized. We in aviation must ensure that our contribution is enhanced, not diminished. Unquestionably, aviation, by its very nature, is a costly resource, and its return on the battlefield must warrant the investment.

A look at the budget

In the FY 80 budget just submitted to the Congress, aircraft procurement, modification, spares, and support equipment totalled \$946.4 million, or 13.2% of a total procurement request if \$7.1 billion. In addition, a significant amount of aviation effort is included in the total \$2.9 billion Army R.D.T. budget request.

This all points up to the continuing importance of providing a maximum return on the defense dollar invested. Army Aviation is designed to do just that on today's battlefield.

Looking to future systems and leading the list of aviation R&D items for FY 80 with a budget request for \$176 million is the **advanced attack helicopter**. I recently joined with **MG Jim Merz**, Commander, US Army Aviation Center; **MG Thomas Lynch**, Commander, US Army Armor Center; and **BG Ed Browne**, AAH Program Manager, for an AH-64A program review at

Hughes Helicopter facility in Culver City, California, on 30 January.

During that visit, each of us was afforded a brief opportunity to fly in the AH-64A. **What an experience!** The agility, power, and maneuverability of the AH-64 are what we have long sought in an aerial weapons platform — one designed from the ground up to live and fight in the Army's environment. It's a super machine, and one which we need to counter the threat of the '80's.

A fine Chapter panel session

While in the Los Angeles area, we also were privileged to attend a meeting of AAAA's **Southern California Chapter** and participate in an informal panel discussion of Army and aviation needs for the future, near and far. The meeting was well attended, and I am pleased to report that Chapter President **Carl Perry** managed to muster enough questions from the audience to keep all panel participants on their toes.

A number of key aviation events/decisions are expected soon, and I look forward to reporting to you in next month's issue and at the **AAAA's National Convention** in Atlanta on Friday during 19-22 April. At that time, I'll cover Aviation Specialty Career Pattern Decision by the Chief of Staff, the ARC-SA III Annual Review, and the assignment of AH-1S **Cobra TOW** to Army National Guard Units.

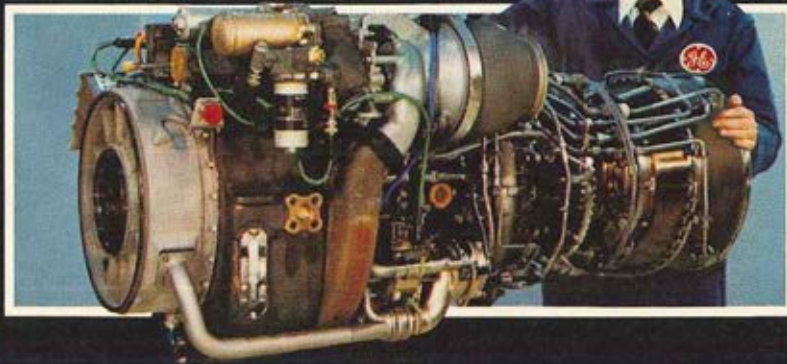
LAST CALL FOR GARMISCH—1979!

The 1979 USAREUR Region—AAAA Convention will be off-and-running just about the time you receive this issue, being scheduled for Garmisch, Germany, during 28-31 March. The meeting, under new Regional President Brigadier General Charles E. Canedy, has as its 1979 professional theme, "Army Aviation — The NATO Commander's Edge." ◀

Black Hawk Power



T700-POWERED SIKORSKY UH-60A BLACK HAWK



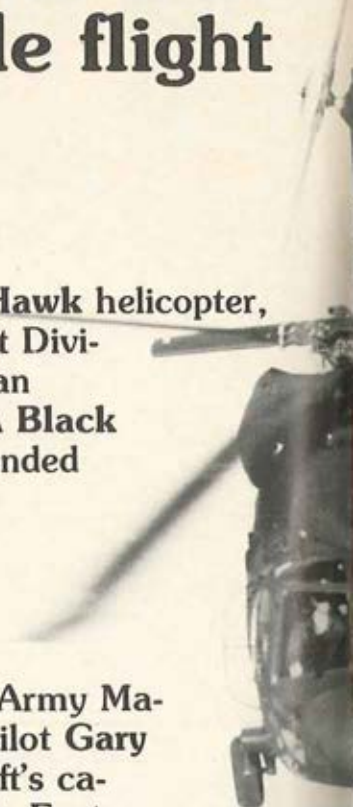
The T700: Now being delivered to meet the needs of the modern Army

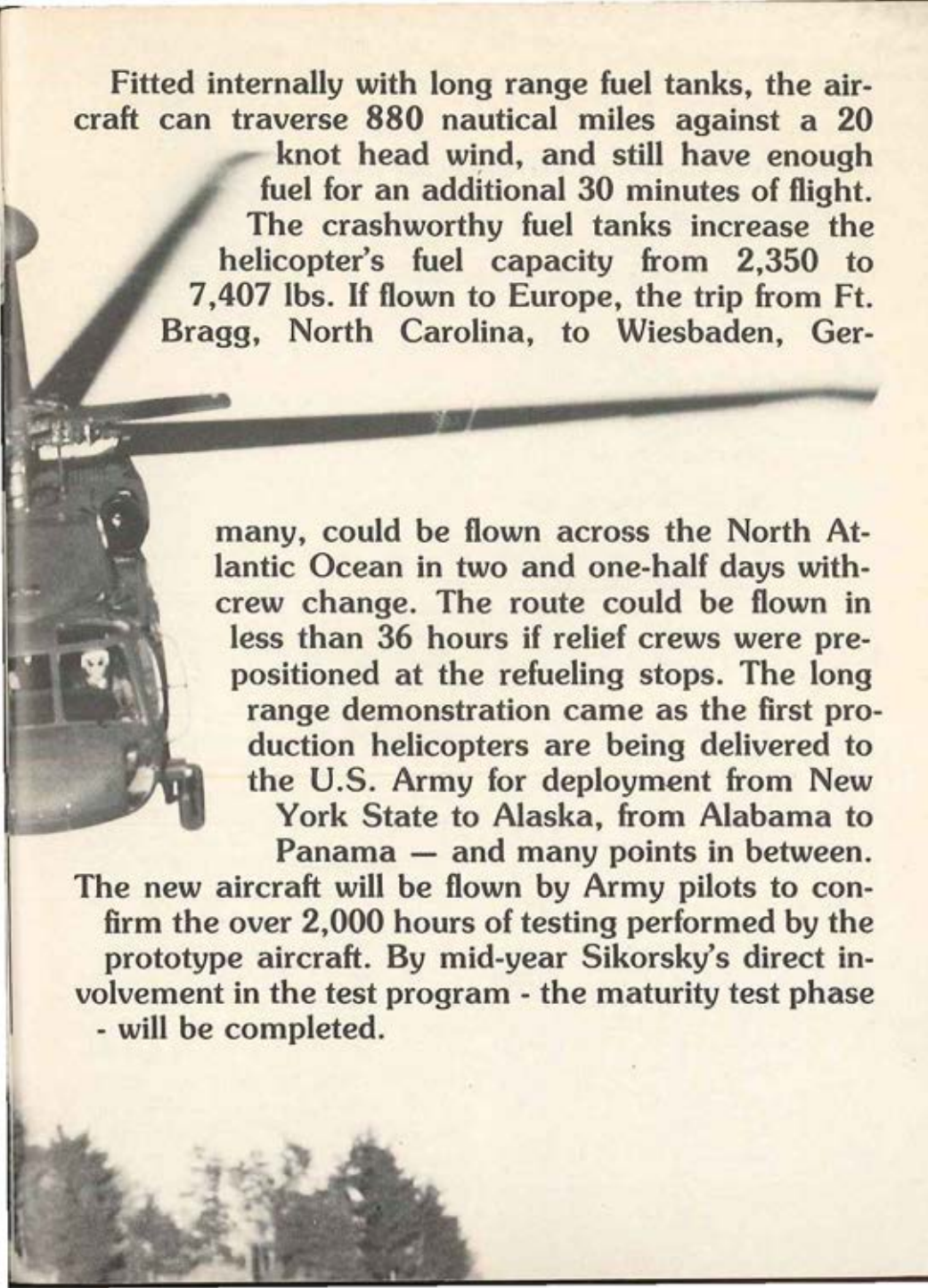
The first production T700 engine has been delivered for the Black Hawk. Backed by the most rigorous engine qualification program in Army history, the T700 is also the most mature new helicopter engine ever to enter Army service. And uniquely well-prepared to live in the Black Hawk's combat environment.

GENERAL  ELECTRIC

UH-60A Black Hawk in 880 nautical mile flight

THE U.S. Army's UH-60A Black Hawk helicopter, produced by the Sikorsky Aircraft Division, has successfully demonstrated an 880 nautical mile range capability. A Black Hawk prototype, rigged with an extended range kit, recently completed a 6.9 hour continuous flight — one of the longest ever by an Army helicopter. The flight over the states of New York, Rhode Island, Massachusetts, and Connecticut was flown by Army Major Rick Walker and Sikorsky test pilot Gary Kohler. The flight verified the aircraft's capability to fly to Europe or the Middle East in emergency situations. Long range ferry of the Black Hawk is due to its efficient fuel consumption, twin engines and minimal vibration which reduces pilot fatigue,





Fitted internally with long range fuel tanks, the aircraft can traverse 880 nautical miles against a 20 knot head wind, and still have enough fuel for an additional 30 minutes of flight.

The crashworthy fuel tanks increase the helicopter's fuel capacity from 2,350 to 7,407 lbs. If flown to Europe, the trip from Ft. Bragg, North Carolina, to Wiesbaden, Ger-

many, could be flown across the North Atlantic Ocean in two and one-half days with crew change. The route could be flown in less than 36 hours if relief crews were prepositioned at the refueling stops. The long range demonstration came as the first production helicopters are being delivered to the U.S. Army for deployment from New York State to Alaska, from Alabama to Panama — and many points in between.

The new aircraft will be flown by Army pilots to confirm the over 2,000 hours of testing performed by the prototype aircraft. By mid-year Sikorsky's direct involvement in the test program - the maturity test phase - will be completed.

An in depth report by
Maj. Gen. Richard D. Thompson
Commander, USA TSARCOM



TSARCOM Home of Logistic Support for all U.S. Army Aviation

ON 1 July 1977, as a result of a reorganization of the US Army Materiel Readiness and Development Command (DARCOM) and its major subordinate commands, the US Army Troop Support Command and Aviation Materiel Readiness Command (TSARCOM) came into being.

The then existing US Army Troop Support Command (TROSCOM) and the readiness and materiel management oriented elements of the US Army Aviation Systems Command (AVSCOM) both located in St. Louis, MO, were merged as TSARCOM under my command. The R&D elements of AVSCOM became the US Army Aviation R&D Command (AVRADCOM).

Responsibility for logistic support and materiel readiness of Army Aviation remained the same with support of aviation customers worldwide No. 1

on the list of priorities for the new command.

The TSARCOM roles and missions most directly associated with support of its aviation customers are the National Maintenance Point (NMP) and the National Inventory Control Point (NICP). These two activities deal directly with users in the field for supply and maintenance and all the related functions in support of the aviation program.

The major function of the NICP is to prepare supply control studies which result in development of requirements with follow-on direction for procurement, overhaul, distribution, and redistribution of all aviation materiel assigned to TSARCOM.

Dedicated managers

This most important job of materiel management is weapon system oriented with management people who are dedicated to the support of specific aircraft systems about which they knew a great deal. The managers are particularly concerned with obtaining quantities of components and repair parts from a producer or overhaul site and shipping them to area-oriented depots in preparation for demand from the field.



The task of moving property from a producer or overhaul site to the users involves every element of the command directly and indirectly. The item manager who must rely heavily on others for support has the job of assuring that things happen when they are supposed to. He interfaces with the producer, which can be a manufacturer or an overhaul site; with the transportation element; with the distribution point; and, most important of all, with the aviation customer in the field.

These functions require a wealth of knowledge and professional expertise on the part of the materiel management people. This is not only true for the aviation weapon systems they manage but also for the entire logistics support system used by the Army.

The ACE teams

The NMP plays a vital role in support of Army Aviation overhaul programs. For aircraft, **analytical condition evaluation (ACE)** teams are dispatched worldwide. They inspect and categorize each aircraft based on its serviceability and maintainability in the field or the need for evacuation to a depot maintenance facility for induction into overhaul. This is known as the **On Condition Maintenance (OCM)** program. The ACE teams assign numerical values for each aircraft inspected. As the result of these inspections, the NMP is able to program and schedule aircraft into depot overhaul facilities **worst first**.

Additionally, the teams review aircraft records for application of both depot and below depot for **Modification Work Orders (MWO)**. This infor-

AAAA REGIONAL CHANGES

Major General James H. Merryman, the USAAVNC Commander, has been appointed as First Region—AAAA President, replacing Major General James C. Smith. The Region does not plan to schedule a separate convention in 1979 and will lend its full support to the 19-22 April Nat'l Convention in Atlanta, Ga.

Major General Richard H. Thompson, the TSARCOM Commander, was appointed as President, Fifth Region—AAAA, replacing Brigadier General John who retired in late 1978.

Brigadier General Charles E. Canedy, ADC, 3d Armored Division, APO NY, was elected as President of the USAREUR Region—AAAA, replacing Maj. Gen. George S. Patton who rotated to a CONUS assignment.

mation is then used to reconcile **TSARCOM** records with actual configuration of each aircraft inspected.

Aircraft having a degree of serviceability which does not require depot overhaul, but needing many **MWO** kits installed, are earmarked for induction into one of the designated sites established by **TSARCOM** for completion of modification at a later date. The **NMP** performs like services for aviation engines and components that are returned to the depot for overhaul and reissue to the field.

A procurement mission

In addition to the NMP and NICP functions, **TSARCOM** is responsible for procurement of aviation materiel which is needed by the Army from production. For major weapons systems, such as the **Black Hawk (UH-60A)**, the Project Manager carries the system from research through development and testing to that time when it is ready to enter the inventory.

TSARCOM then handles the man-

agement of these new weapons systems through **integrated logistic support (ILS)**, a major function of the Readiness Command. In this mission, **TSARCOM** interfaces with the Project Manager lead time in a way to assure an orderly transition from development and test to acceptance by the Army and follow-on support in the field.

For example, while the **Black Hawk** is still the responsibility of the Project Manager, **TSARCOM** is already deeply involved in day-to-day activities in both the **NMP** and **NICP**. Budgetary actions have been taken, and long lead time items are now being identified and procurement actions are being initiated to assure continuity of support when **TSARCOM** assumes full responsibility for the **Black Hawk** as a weapons system.

The procurement function is also responsible for initial procurement of new materiel and replenishment of items already in the inventory. These procurement functions are vital for the overall success of the **TSARCOM** mission since they make for effective, efficient, and economy-oriented support to the field.

For some weapons systems and projects already in the inventory or in being, **TSARCOM** has its own Project Managers. Two examples for weapons system management are the Project Manager for the **Cobra/TOW** and the Project Manager for **Special Electronic Mission Aircraft (SEMA)**.

COMBINED ISSUE

Under its normal ten-issue publication schedule **ARMY AVIATION** will publish its February-March and November-December 1979 issues as combined issues.

These Project Managers report to the Commander, exercise a great deal of authority, and have complete responsibility for their weapons system. Of necessity, they interface closely with all elements of **TSARCOM** to insure that the systems they manage are supported consistent with their needs, recognizing competing requirements for resources which are often limited.

TSARCOM also has a Project Manager for the Iranian Aircraft Program. This Project Manager was established to oversee the **Foreign Military Sales (FMS)** cases for sale of helicopters to the Government of Iran and follow-on development of a logistic support structure and training program for eventual turn-over to the Government of Iran.

Readiness Project Officers

In addition to the commodity managers in materiel management, and the Project Managers outlined above, **TSARCOM** has also established **Readiness Project Officers (RPOs)** who closely monitor systems; for example: observation, utility, and cargo helicopters and fixed wing aircraft for which they are responsible and in this capacity act as the fountainhead of all knowledge concerning their respective systems.

The entire organization of **TSARCOM** is designed to provide the very best logistic support to its customers in the field recognizing that aviation materiel is extremely costly and requires a great deal of intensive management to accomplish the basic readiness mission.

To accomplish this, **TSARCOM** uses techniques unique to this com-



HAWAII (Delayed)—MG Herbert E. Wolfe, right, Commander, USA Support Command, Hawaii, and BG Richard S. Fye, left, ADC, 25th Infantry Division, and Senator Joseph T. Kuroda of Hawaii, 2d from left, presented the Aloha Chapter—AAAA "Aviator of the Year Award" to CPT Larry G. Hatch, center, and the "Aviation Soldier of the Year Award" to SP4 Daniel T. Lussier, 2d from the right, at ceremonies held at a Chapter Ball at Schofield Barracks, HI.

mand; here are three examples: First, for selected high value engines and components, TSARCOM has a worldwide daily transaction reporting system known as the **Aircraft Component Intensive Management System (ACIMS)**. Under this system TSARCOM receives reports giving each change in condition, location or status on some 35 high value items that are worth nearly \$2 billion.

The second technique is the **Aircraft Intensive Management System (AIMI)**. Under the AIMI program TSARCOM intensively manages all ACIMS items as well as selected critical items which stay in the AIMI program only as long as necessary to remove criticality of the assets.

Every six months TSARCOM holds an AIMI conference with major commands worldwide in order to negotiate quantities of the items managed under the AIMI program. This has resulted in reduced pipelines for all the items managed under this program and is truly user-oriented since the negotiations are based on actual and forecast consumption rather than demand.

The third management technique is the **Worldwide Aviation Logistics**

Conference that's hosted annually by TSARCOM, (WALC) usually in May of each year. The WALC conference brings together aviation users worldwide along with appropriate members from other DARCOM subordinate commands and HQS DA.

During the WALC, aircraft production and overhaul programs are developed into schedules which will occur throughout the current and succeeding fiscal years. Thus, the product of the WALC becomes a single document which is used as a guide for aircraft users worldwide.

This article has not begun to scratch the surface of the many diversified aviation activities of the command known as TSARCOM. If there was ever any concern that changing the name from **Aviation Systems Command (AVSCOM)** would in any way adversely impact on support of Army Aviation in the field, be assured.

The **bottom line** at TSARCOM is — this is the place where the buck stops for aviation materiel readiness and logistic support.

TSARCOM is aviation-oriented, is customer-oriented, is user-oriented, and is alive and kicking in support of the Army Aviation Program.





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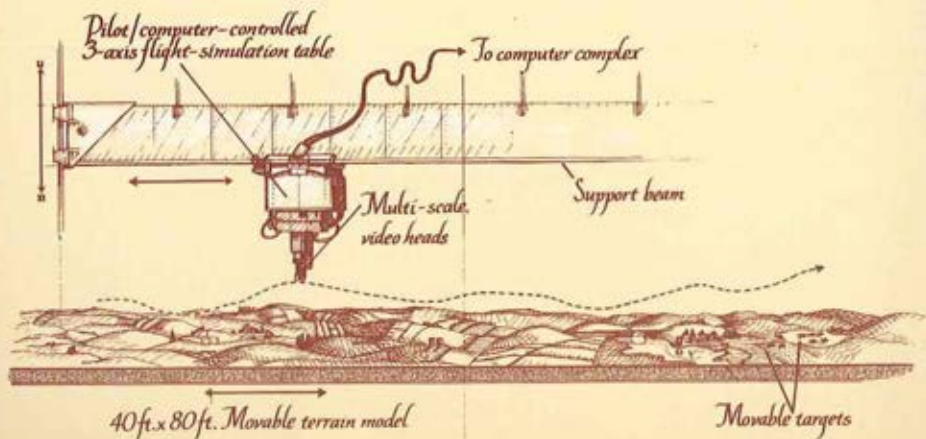
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Sergeant R.T. Edwards
of the 101st Airborne
Division (AASLT)
on some of the people
who keep our aircraft
"Above the Best!"**

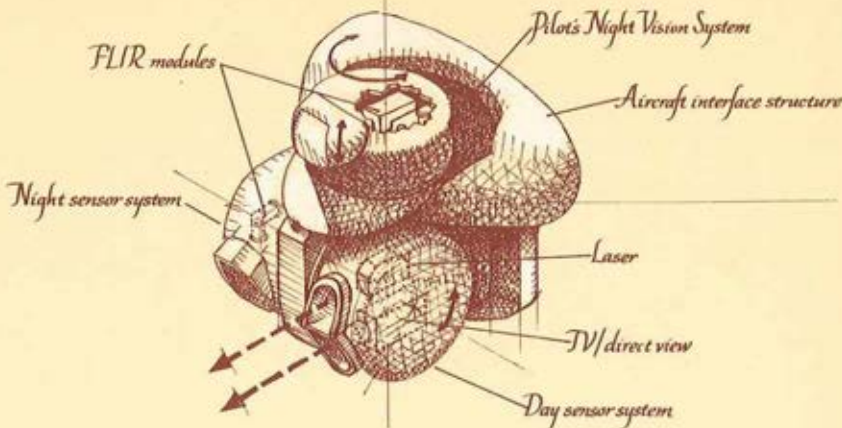


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For three decades we have placed great emphasis on a continuous program of analysis and study to help us foresee the future course of world military strategy.

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In fact, a number of systems with vision of their own have grown out of this analytical approach. Paveway, an airborne laser designator, Pave Penny, an airborne laser tracker, and a Target Acquisition and Detection System known as TADS, for example, all required advanced electro-optics in order to search out, mark, and track targets day or night. Our Pilot's Night Vision System (PNVS) required new developments in forward-looking infrared technology.

When analyses also revealed a greater need for first-round accuracy, the military services called for weapons that could "see." Two such are Copperhead, a laser-guided artillery projectile, and Pershing II, a tactical missile that uses radar cor-

relation, terminal guidance to point of impact.

To test systems with advanced technologies we've invested in some of the most sophisticated facilities in the industry. A unique and spectacular one is our multi-million dollar Simulation and Test Laboratory. Its electro-optical simulator includes a mammoth terrain model over which such systems can be "flown" by a pilot or missile.

Through vision, innovation and testing we've helped keep our country abreast of its defense needs. Without question, we're eminently qualified to help analyze and develop our country's future defense systems.

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MELLIN
Chief
of the
Aircraft
Team
695-9571



COL DONALD
P. WRAY
Chief of the
Aviation
Systems
Division
695-3869



AVIATION DIV

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L. BALLARD
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(RSRA, ABC)
695-1362



LTC HOWARD
P. BLOUNT
DASC for
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Transportability,
Cargo Handling
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LTC WILLIAM
H. BOSKING
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- 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.

The Aviation Systems Division provides DA staff supervision over every aircraft project from the AMST to helicopter icing

A myriad of projects

THE Aviation Systems Division, in the Office of the Deputy Chief of Staff for Research, Development and Acquisition (ODCSRDA), is organized with three teams serving under the Division Chief, COL Donald P. Wray.

DA manpower reductions find this group smaller by five action officers since the Jan 1976 Army Aviation issue describing our functions. There are 16 officers, three civilians, and five secretaries to accomplish the mission of the Aviation Systems Division of providing general staff supervision over all Army Aviation systems research, development and acquisition programs.

These include aircraft, aircraft components and subsystems, and other aviation-related systems to support Army forces with hardware and equipment to insure airmobility capabilities and concepts.

The Division also provides general staff supervision of airdrop and air transportability RD&A assuring the Army capability for airborne operations and concepts.

Office of the Chief

The Division Chief, COL Don Wray came back to the Division in August 78 after a sabbatical at the Air War College, Maxwell AFB. COL Wray served in the Division from 1973 to 1977 as the AAH Dept. of the Army Systems Coordinator (DASC).

LTC George Sibert is the Division Executive Officer, RDTE Coordinator, and DASC for Helicopter Icing. He also serves as US Repre-

sentative to the NATO Armaments Group (NAAG) AC/225 (Panel X, with Panel X meeting semi-annually at NATO HQ in Brussels. George joined the Division in January 1976 following com-mand of the 1st Bn (Mechanized), 8th Infantry Div, at Ft. Carson.

Aircraft Team

LTC Pat Mellin is Chief of the Aircraft Team and the DASC for the Advanced Attack Helicopter (AAH). He also is the secretary of the Joint Helicopter Commonality (HELCOM) Planning Group, a four-service general/flag officer committee chaired by the Army. LTC Mellin was an instructor at West Point before joining ODCSRDA in July 1975.

The Advanced Scout Helicopter (ASH) DASC is LTC Jim Satterwhite. His program has NATO Rationalization, Standardization and Interoperability (RSI) potential; consequently, his duties involve interaction with NATO counterparts. He also arrived in July 1975 from duty as an instructor at USMA.

MAJ Mike Summers is the HELLFIRE DASC. Mike arrived in August 1978 from industry duty at Bell Helicopter Textron.

LTC Joe Csoka is the DASC for AH-1S Cobra/TOW and for Aircraft Weapons, each program being key to Army readiness. Joe came to the Division from CDEC, CA last August.

LTC Don Taylor is the DASC for Special Electronic Mission Aircraft (SEMA). He came from INSCOM at Arlington Hall Station last summer and is well-versed in the

SIGINT/EW language of **QUICK FIX**, **GUARD RAIL**, **MULTEWS**, etc. If you have any questions on the Army's electronic aircraft, call **Don Taylor**.

The new **Black Hawk DASC** is **LTC Ed Robinson** who arrived in January after six months at the **Defense Systems Management College (DSMC)**. Prior to that school stint, **Ed** was in the **Cobra/TOW Project Manager's Office** in **St. Louis**.

LTC Charlie Densford came to the Division last May from **TCATA** at **Ft. Hood**. His experience in testing led naturally to his selection to serve on the **Attack Helicopter Operations and Analysis Group (AHOAG)**.

The Budget Team

The Budget Team Chief is **Jim Yamashita**. He arrived in December 1977 from **HQDA, ODCSPER**.

MAJ Joe Kuzmick is a Procurement Analyst in the Budget Team. He came via **AVRADCOM** and **DARCOM**, and has a broad background in procurement programs.

MS Dortha Winkel is another **RDTE** Coordinator in the Budget Team. She joined the Division in 1974, coming from **ODCSLOG** during the **HQDA** reorganization.

Technology & Support Team

Dick Ballard is "Mr. Continuity" in the outfit. He came to **ODCSRDA** from the Army Research Office where he orchestrated the Army Aeronautical Technology programs. **Dick** has served under three Division chiefs, and is currently the Deputy Division Chief and the Chief of the Technology and Support Team.

LTC Bill Bosking is the **DASC** for Avionics and Air Traffic Control. If your interests include the Joint Microwave Landing System, **CONUS NAV. Improved Lighting System for Aircraft (ILSA)**, or a myriad of other Avionics/ Air Traffic Control projects, call **Bill Bosking**. He's another Division old-timer in having arrived in August 1975 from **OTEA**.

LTC Roger Waddell is on two teams as the **DASC** for **CH-47 Modernization (Aircraft)** and for **Aircraft Propulsion Systems (Technology)**. He joined us in August 1975 from **AEFA, Edwards AFB, CA**.

The **DASC** for **Aircraft Survivability Equipment (ASE)** is **LTC Jay Bisbey**. He is also the **DASC** for **Aviation Life Support Equipment (ALSE)** and for **Manufacturing Methods** and

NATIONAL AWARDS

The winners of **CY 78 AAAA National Awards (AA of Year, Aviation Soldier of Year, etc.)** were selected at a **2 March National Awards Committee meeting** at **Ft. Myer**. Winner notification was made on **5 March** by **TWX (military)** and **Mailgram (AAAA)**. ■

Technology (MMT). **Jay** arrived in January 1978 via the **DSMC** at **Fort Belvoir, Virginia**.

LTC Jim Burke is the **DASC** for Aeronautical Technology. In **ODCSRDA** we tend to view the future as now, i.e., working on **FY 81-85** programs makes it difficult to remember it's the winter of 1979. **Jim** provides the **DA** staff supervision to the future Army Aviation. He speaks the language of **Tilt Rotor**, advancing **Blade Concept (ABC)**, and **Rotor Systems Research Aircraft (RSRA)**, and even talks to **NASA!**

We have a paratrooper, **LTC Paul Blount**, who is the **DASC** for **Airdrop**, for **Air Transportability**, and for the **USAF Advanced Medium STOL Transport (AMST)**. He is also responsible for **Cargo Handling Equipment**. **Paul** joined the Division this summer after four years in Europe.

The newest member of the Division is **MAJ Charles M. Stancil** who will become the **DASC** for our **Synthetic Flight Training Systems (Flight Simulators)**. He joined the Division from the **Armed Forces Staff College**.

The Back-Up Staff

Mrs. Georgi DiSalvo in the Office of the Division Chief, **Ms. Joan Feggins** (Aircraft Team), **Mrs. Geneva Collins** (Budget Team), and **Mrs. Merylee Norton** and **Mrs. Phyllis Newlon** (Technology/Support Team) are the secretaries who provide us with fine support.

For the record, our 1978 departees were **COL Ivar W. Rundgren** who is the **PM-ASH**; **COL Bill Dillingham** who went to **OTEA**; **MAJ Don Fite** to **MILPERCEN**; **LTC Bob Letchworth** to **HQ TRADOC**; **LTC Ralph Lauder** to battalion command in Germany; **LTC Ed Larson** to **Asst Executive DCSRDA**; **LTC Sy Berdux** to Executive for the Director of Weapons Systems, **ODCSRDA**; and **LTC Al Balberde** who retired.

Questions? Suggestions? Or comments on Army Aviation **RDTE** or **Acquisition**? Give the Division a call!

Q.

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Ahead of TIME

The United States Army's Advanced Attack Helicopter (AAH) is the most advanced helicopter ever built. Ahead of time in technology, performance, survivability and mission capability.

As an indispensable member of the combined arms team, the AAH-64 is a total system for battle.

Designed by Hughes, built by the most professional industrial team ever assembled.

The Advanced Attack Helicopter— ahead of time. For further information, call or write Carl D. Perry, Vice-President, Marketing, Hughes Helicopters, Centinela & Teale Street, Culver City, California 90230.



Hughes Helicopters



AAH Position Report

IT has been almost a year and a half since we last reported on the **Advanced Attack Helicopter (AAH)** in the forum of this Quad-A magazine, so I thought it time to provide you with a short update on what's going on in the Army's **No. 1** aviation program.

You may recall that during the Government competitive testing, from which we selected the Hughes YAH-64, several airframe deficiencies were noted and to correct these a series of three, phased in time modifications were planned to be accomplished during the full scale engineering development phase.

Contractually, these modifications were identified as **MOD 1**, **MOD 2**, and **MOD 3**. **MOD 1** was accom-

install the new design concept for IR suppression.

During April 1978, the Army test pilots evaluated the results of the **MOD 1** changes. Across the board we achieved about 80% of the improvement objectives of **MOD 1**.

To obtain a progressive assessment of the results of follow-on changes, **MOD 2** was further divided into a series: **MOD 2A**, **2B**, and **2C**. **MOD 2A**—designed to make the structural changes necessary to accommodate the competing **Target Acquisition and Designation System/Pilot's Night Vision System (TADS/PNVS)**, incorporate the raised main rotor, install modified engine nose gear boxes to operate at an increased

Brig. Gen. Edward M. Browne updates the attendees at a recent AAH 'Team Meeting'

plished to improve flight handling qualities in sideward flight, to correct excessive flight control loads, to delete the unreliable tail rotor drive shaft mounted cooling fan, and to evaluate the structural modifications required to

RPM, and revise the canopy to reduce panel drumming experienced during previous tests—was completed and first flight of this configuration was flown on 28 November 1978.

We are now in the process of flight

AAH Position Report

envelope expansion and are preparing to apply **MOD 2B** changes to the flying prototypes and update the Ground Test Vehicle.

While all this modification, testing, and flight evaluation activity has been going on, we have also had an active **visitor program**. To foster a combat developer/hardware developer hand-in-hand cooperative approach, I invited the TRADOC Center Commanders responsible for AAH proponentcy and training and the newly-assigned DA ODCSOPS Aviation Officer to come to the AAH contract sites for a program status briefing and an orientation flight in the YAH-64.

First hand view

On 30 January 1979, **MG Jim Merryman**, newly-assigned Commander of the Army Aviation Center and Fort Rucker; **MG Tom Lynch**, Commander of the Army Armor Center and Fort Knox; **BG Carl McNair**, newly-assigned Department of the Army Aviation Officer; **COL Bob Mills**,

the TRADOC System Manager; and I met in the Hughes Helicopters AAH building at Culver City, California.

Tom Stuelpnagel, President of Hughes; **Carl Perry**, Hughes VP-Marketing; and **John Kerr**, VP for the AAH Program, provided a detailed run down of the program. After a tour of the mission equipment development laboratory, where the subsystem components (HELLFIRE, 30mm chain gun, 2.75 rocket control system, target acquisition and night vision systems, and the integrated helmet and display sighting system) are being integrated into a "hot mock-up" of the actual YAH-64, we boarded our U-21 for the 40-minute flight to the Palomar (California) flight test center, located approximately 100 miles south of Los Angeles.

John Kerr, the Hughes Program Manager, and I conducted a walk-around preflight briefing and then our distinguished visitors were given an orientation flight in the world's most **Advanced Attack Helicopter**. (See photographs on page 26).

A point of interest to AAAA members is that while all of these gentlemen



traveled long distances across two time zones and arrived in L.A. about 6:30 in the evening, they turned out at 7:00 p.m. to attend the Southern California AAAA Chapter meeting and participated in an outstanding panel discussion that covered the gamut on attack helicopter doctrine, training, and development of hardware topics.

Immediately after dinner I presented a short AAH program status briefing including a new movie of some of our flight and firing tests. **Carl Perry** then coordinated questions from the floor and the panelists responded with some of the most interesting answers I have heard with respect to our business.

Turning now toward the industrial base that participates in the development of the AAH system, on 6 and 7 February we had a super "**Team Meeting**" at Palomar which my boss, **General Jack Guthrie**, Commander, USA DARCOM, attended. The Hughes AAH "Team" consists of 20 major U.S. industrial companies that are involved in various associate and sub-contract efforts. Almost all the

ARMY AVIATION DIRECTORY

The July 1979 issue will be devoted to the organizational structure of U.S. Army Aviation. Detailed reports will cover all major commands, directorates, and operating agencies having a day-to-day involvement in Army Aviation. The mission, current activities, organizational chart, and command status of each of the activities will be highlighted in the special issue. ■

presidents, VP's, and project managers for each company were present and in many cases the chief executive officer and chairman of the board of the parent corporation also attended.

The meeting was a no-nonsense review of where the program is technically, financially, and schedule-wise. Each team member was given a "report card" on his performance toward our objectives. Those actions needed to meet our program master plan were described and scheduled.

Emphasizing the need

To conclude the event, **General Guthrie** gave us his views and guidance while re-emphasizing the Army's need for the AAH.

I want you to know that your Army PM Office is dedicated to bringing this super fighting helicopter system through the development process on schedule, within cost, and making sure it will provide you with the attack performance you need to accomplish the combat mission.

See you at the "**AAAA National Convention**" in Atlanta.



Key Army Officials Are Given Flight Demonstrations in the Army's YAH-64



ABOVE: BG Ed Browne and John Kerr, the US Army and Industry Program Managers for the AAH, conduct a walk-around inspection and briefing on the YAH-64 with the visiting VIP's.



★★★★ GEN John R. Guthrie, Cdr of USA DARCOM, about to go NOE in the Army's Advanced Attack Helicopter on a recent visit to Hughes Palomar facility.



★★ MG Jim Merryman the CG of the US Army Aviation Center and Ft. Rucker, climbs out of the YAH-64's cockpit after his AAH flight.



RIGHT: A crewmember instructs BG Carl H. McNair, Jr., the Aviation Officer—DA, on several procedures prior to his takeoff in the AAH.



★ BG Ed Browne and Bob Ferry, Hughes test pilot, (in rear cockpit), buttoned in and ready for takeoff on a flight.



LEFT: Shown receiving last minute emergency procedures instructions from a ground crewman is MG Thomas P. Lynch, Cdr of the USA Armor Center & Fort Knox.

RIGHT: Tom Stuelpnagel, right, VP & General Manager of Hughes Helicopters, escorts GEN Guthrie and BG Browne at a display of AAH survivability features.



Morning Briefings on AAH Program followed by dinner meeting of AAAA



► Below are some of the 80 VIP's who heard a comprehensive report on the AAH Program's status from Hughes management and the Army's Program Manager, BG Ed Browne.



★★★★ Stepping off an Army U-21 at Palomar Airport, GEN Guthrie is introduced to various Summa and Hughes executives who were on hand to welcome him.



★ BG Carl H. McNair, Jr., enjoys the hot and cold "goodies" prior to the later dinner meeting of the Southern California Chapter—AAAA.



BELOW: Carl D. Perry, standing, President of AAAA's S. California Chapter, serves as the panel moderator, during the Q&A session that followed BG Browne's presentation.



★★★★ GEN John R. Guthrie, USA DARCOM Commander, addressed the 'AAH Team' meeting at luncheon, charging the industry members to bring the Army YAH-64 in on schedule.



★ BG Ed Browne, AAH Program Manager, presents an update on the program to some 200 members and guests in attendance at the area AAAA Chapter meeting.



Detailed Programming for the 1979 AAAA Aviation Electronics Symposium



21-23 MARCH 1979

— SPONSORED BY THE MONMOUTH CHAPTER OF THE AAAA

Wednesday, 21 March

Early Registration:

Registration will be conducted in the Hotel Lobby, Sheraton Gardens from 1400 hours to 2000 hours.

Early Bird Reception:

A "Get Acquainted Social" will be held at the Sheraton Gardens Hotel from 1700 hours to 2100 hours. Hors d'oeuvres and refreshments will be provided.

Thursday, 22 March

Moderator:

Colonel Darwin A. Petersen
Commander, U.S. Army Avionics
Research & Development Activity

0730-0825

Registration — Lobby of the Sheraton Gardens Hotel, Freehold, New Jersey
0825-0830

Welcome — Colonel Darwin A. Petersen, President, Monmouth Chapter-AAAA
0830-0900

Keynote Address, "Aviation and the R&D Program" — Major General Story C. Stevens, Commander of the U.S. Army Aviation R&D Command, St. Louis, Mo.
0900-0930

"The ASH Study and Where We Are

Going" — Colonel George W. Shallcross, ASH TRADOC System Manager, U.S. Army Aviation Center, Fort Rucker, Alabama.
0930-1000

"The POS/NAV Requirement" — Colonel William W. Hicks, POS/NAV TRADOC System Manager, Fort Leavenworth, Kan.

1000-1030 — Coffee Break

1030-1100

"Army Digital Avionics System" — Dr. Joseph A. Dasaro and Lawrence Youngblood, U.S. Army Avionics R&D Activity.
1130-1130

"NASA Demonstration Advanced Avionics System" — Charles L. Seacord, Senior Staff Engineer, Honeywell Avionics Division, St. Louis Park, Minnesota.
1130-1200

"Experience and Directions for Reliability Improvement Warrantees for Avionics" — Major Timothy Russell, U.S. Army Avionics R&D Activity, Fort Monmouth, New Jersey.

1200-1330 — Luncheon

Moderator: Theodore J. Sueta
Deputy Director, U.S. Army Avionics
Research & Development Activity

1330-1400

"Operational Testing and Its Mean-

ing to Aviation Electronics — Colonel Robert A. Bonifacio, Commander, U.S. Army Aviation Board, Fort Rucker, Ala.

1400-1430

“Designing Testable Electronics for the AAH” — L.M. Schmidt, Member of Technical Staff, Hughes Helicopters, Culver City, California.

1430-1500

“Automatic Test Support System for Helicopters” — Dave Priestly, Manager, ATE Program, RCA, Burlington, Mass.

1500-1530 — Break

1530-1600

‘Heading and Attitude Reference System (HARS) for the Hughes AAH’ G.G. Rock, Hughes Helicopters Division, Culver City, Calif., and J.C. Donehoo, Litton Guidance Control Division, Woodland Hills, Calif.

1600-1630

“Self Calibration for Magnetic Heading References” — William Gregory, General Electric Company, Wilmington, Mass., and Matthew Fisher, CORADCOM, Fort Monmouth, New Jersey.

1630-1700

“Fiber Optic Data Links for Equipment Remoting” — Bernard Grabois, ITT Gilfillan, Van Nuys, Calif.

1830-2000 — Cocktails

2000 Banquet — Guest Speaker

Friday, 23 March

**Moderator: Colonel Roy White
Project Manager, NAVCON**

0800-0830

“User Outlook on Air Traffic Manage-

ment and Landing” — Colonel Clinton B. Dehrkoop, Commander, U.S. Army Air Traffic Control Activity, Fort Huachuca, Arizona.

0830-0900

“Technology for Helicopter Decelerated Steep Instrument Approach and Landing” — Paul S. Demko and Captain James Boschma, U.S. Army Avionics R&D Activity, Ft. Monmouth, N.J.

0900-0930

“Preliminary Investigation of Separation Criteria for Closely Spaced IMC (Instrument Meteorological Conditions) Helicopter Traffic, Performing Decelerated Instrumented Approaches.” — Charles O. Masters, U.S. Army Avionics R&D Activity, Fort Monmouth, New Jersey.

0930-1000 — Program Break

1000-1030

“Very Lightweight Air Traffic Management System Using an Electronic Scan Antenna” — P.J. Woodall and J.L. Shagena, Jr., Bendix Communications Division, Baltimore, Maryland.

1030-1100

“Airborne Data Transfer System” — Charles J. Stuppi, Jr. and Lockwood W. Reed, U.S. Army Avionics R&D Activity, Fort Monmouth, New Jersey; and Dr. E. Banta, Dr. G. Snape, and D. Shapiro, American Electronic Laboratories, Lansdale, Pennsylvania.

1100-1130

“Target Handoff - The Immediate Need Designs Options” — Robert F. Sweider, U.S. Army Avionics R&D Activity, Fort Monmouth, New Jersey.

1130-1300 — Luncheon

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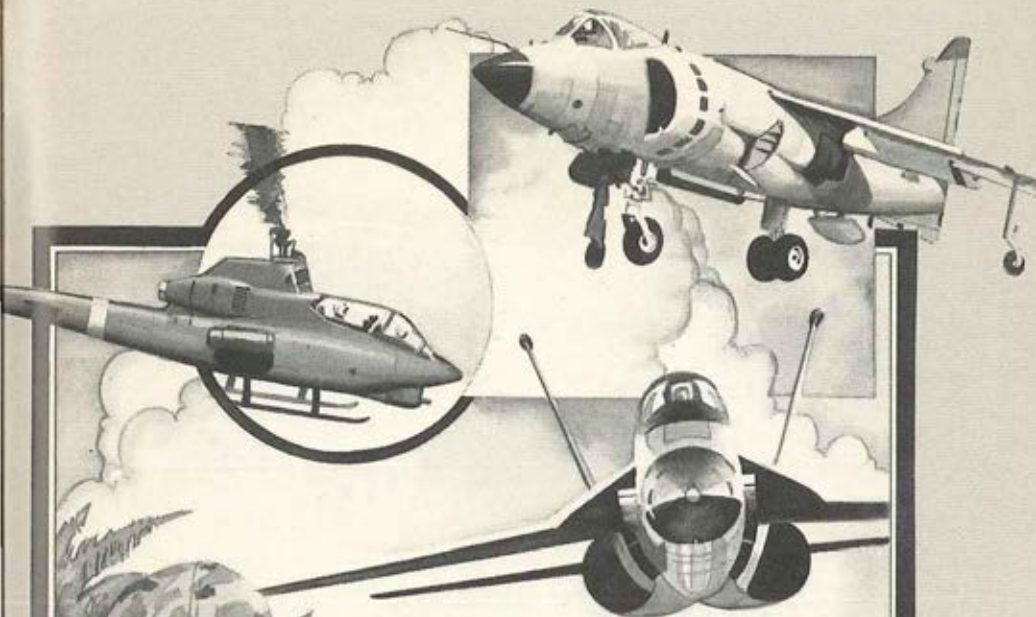
Other features? Built-in guard receivers for each of the 4 bands. Built-in test. Reception for ADF in VHF-AM and UHF-AM. Homing in VHF-FM. 25-kHz channel spacing. Panel or remote mounting. Weight? A mere ten lbs. And it's a cost-effective, highly maintainable unit. Ideal for retrofit, too.

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AAAA pro welcome

he escaped death in a most miraculous way. His plane caught fire and instead of bailing out, he dove his aircraft to the ground and veered off just in time to strike a fence and come out of the accident without injury.

On completion of his training, he was commissioned a lieutenant and sent to Dayton, Ohio, for aerial gunnery training prior to "shipping out for France," and for what was known then as a "most difficult school."

It was here at the school in France



Lieutenant E.G. Horne, left, and a friend in World War I flying days.

AN 83-year-old aviation pioneer, E.G. Horne, who was flying when aviation was still a very new and extremely dangerous game, has been awarded a **Chapter Honorary Membership** by AAAA's **Corpus Christi Chapter** in ceremonies held Feb. 9.

The old and bold octogenarian received the credentials of AAAA honorary membership from **COL Charles F. Drenz**, Chapter President, and expressed "great pleasure" in being accepted into an aviation professional's organization of the '70's.

Horne recounted that while receiving his training in Waco, Texas, in 1917,



professionals WWI pilot

that fledgling pilots learned to fly the most dangerous and most difficult single-seater planes. The death rate for students "was to exceed the number of flying days in the year," according to Horne.

The course was a very stiff one and the students were rushed through it in a month. On completion of the school, Horne became a "chatz" on the highest or third level; his task was the guarding of an observation plane.

Following the armistice, he asked



The helmet worn by today's pilots is examined by AAAA member Horne.

that he be assigned to aircraft test duties. At that time, America was buying planes from France and England, and all of the aircraft had to be tested before acceptance.

Horne knew the aircraft test assignment would not be a picnic, but as it (WWI/Continued on Page 38)

◀From left, COL Charles F. Drenz, Corpus Christi Texas Chapter President, presents a Chapter Honorary Membership to 83-year-old E.G. Horne as CPTs Robert T. Chastine and Darrell Stoker, and Floyd Trudeau look on. USAph



Calendar



DECEMBER

M	T	W	T	F	S
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APRIL

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★ Jan. 10. David E. Condon Chapter. Profl luncheon meeting. BG Carl H. McNair, Jr., AvnO, DA, as guest speaker.

★ Jan. 17. Leavenworth Area Chapter. Business luncheon. Planning for Vintage Aviator Ball; Chapter By-Laws.

★ Jan. 24. Ft. Monroe Chapter/AHS joint profl dinner meeting. Sergei Sikorsky, VP, Sikorsky Aircraft, as guest speaker.

★ Jan. 24. Sun Bowl (Ft. Bliss) Chapter. Late afternoon business meet'g. Chapter programming and election of officers.

★ Jan. 29. S. California Chapter. Profl dinner meeting with MG JH Merryman, USAAVNC CG; MG TP Lynch, USAARMC CG; BG CH McNair, Jr., DA AvnO; and BG EM Browne, AAH Program Manager, as guest speakers & panelists.

★ Jan. 30. Lone Star (Austin, TX) Chapter. After dinner business meet'g. Chapter elections.

★ Jan. 31. Monterey Bay Chapter. Late afternoon profl meeting. MAJ Robert L. Stewart, US Army astronaut, as the Chapter's guest speaker.

★ Jan. 31. Corpus Christi Texas Chapter. Profl luncheon meeting. Joseph P. Cribbins, ODCS-LOG, as guest speaker.

★ Feb. 6. Connecticut Chapter. Profl dinner meeting. Mrs. Nancy Tier, VP, Woman's Air & Space Museum, as Chapter guest speaker.

★ Feb. 6. Fulda (Germany) Chapter. Late afternoon busi-

ness meeting. Garmisch '79 planning.

★ Feb. 7. Ft. Bragg Chapter. Late afternoon profl-business meeting. Chapter elections. Representative from MILPER-CEN and CW2 Jim Hutchins, '78 McClellan Award winner, as Chapter guest speakers.

★ Feb. 11. AAAA Nat'l Board Business Meeting, Arlington, Va. Presentation by Frank D. Cantwell on Third World Helicopter Championship & plans for 4th world competition.

★ Feb. 11. Washington, D.C. Chapter. Family tour of Smithsonian Institute's Silver Hills, Maryland, Aircraft Restoration Facility.

★ Feb. 12. Riyadh Chapter (Saudi Arabia). Profl dinner meeting. Tom Lecky-Thompson, winner of Transatlantic Air Race, and Bruno Clunich, ICAO Representative to Kingdom, as guest speakers.

★ Feb. 15. David E. Condon Chapter. "Honor your Favorite Bird AAAA Beer Bust." \$1.

★ Feb. 22. Lindbergh (St. Louis) Chapter. Joint profl dinner meeting with AHS. MG John N. Brandenburg, 101st Abn Div Commander, as guest speaker.

★ Feb. 22. Fort Hood Chapter. Late afternoon profl and social meeting. Frank D. Cantwell, Bell Helicopter Co., with presentation on "Third World Helicopter Championships."

★ Feb. 23. Valley View Chapter. Late afternoon profl and social meeting. Historical films

presented by CPT John L. Johnson; Pay-as-you-go bar.

★ Feb. 23. Aloha Chapter. Late afternoon profl-business meeting. LTC Terence M. Henry, 25th Inf Div G-1, as guest speaker; Chapter elections for the 1978-1980 term of office.

★ Feb. 27. Washington, D.C. Chapter. Joint profl dinner meeting with AHS. LTG Donald R. Keith, DCS for Research, Development & Acquisition, as guest speaker.

★ Mar. 16. Army Aviation Center Chapter. Profl luncheon meet'g. MG James H. Merryman, CG, USAAVNC, as guest speaker.

★ Mar. 21. David E. Condon Chapter. Profl luncheon meeting. BG James H. Patterson, DCG, USAAVNC, as the Chapter guest speaker.

★ Mar. 21-23. Second AAAA Aviation Electronics Symposium sponsored by the Monmouth Chapter. The Sheraton Gardens Hotel, Freehold, N.J. (See pages 28-29 for details).

★ Mar. 28-31. 19th USAREUR Region-AAAA Convention at Garmisch, Germany.

★ Apr. 19-21. 21st AAAA National Convention. Colony Square Hotel, Atlanta, GA. (See pages 4-5 for details).

★ May 23-24. 7th Annual Product Support Symposium sponsored by the Lindbergh (St. Louis) Chapter. Henry VIII Inn, St. Louis, MO. (Contact AAAA for details).

Join the AAAA Professionals!

months takeoffs

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(Continued from Page 35)

days gone by have eyes strong enough, and hands steady enough, and curiosity willing enough to fill in all the little boxes on the Request Form. Nonetheless, you've done good!

LTC (Ret.) "Bob" Koepf
18 Ponderosa Drive
Hampton, Va. 23666

P.S. I had some boxes on the Form left over. Is there a penalty?

(Ed. Note: Only if you complete one during a "four-martini evening." The '79 SPOOF Roster returns are flowing in. Look forward to an updated centerfold tear-out "SPOOF" booklet this May.)



SEOUL, KOREA—LTC Ray L. Burns, left, SrVP of AAAA's Morning Calm Chapter, has just presented an AAAA paperweight memento to BG Francis J. Toner following the latter's address to more than 200 members and guests at a recent meeting. "The photographer was about two seconds behind the ceremony. Please feel free to crop."

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WWI/Continued from Page 15)

turned out it was more hazardous than even he has expected. He had survived the WWI hostilities without a scratch, but while testing aircraft, one incident left him with his hair burned off and both of his shoulders blistered when his plane caught fire in mid-air.

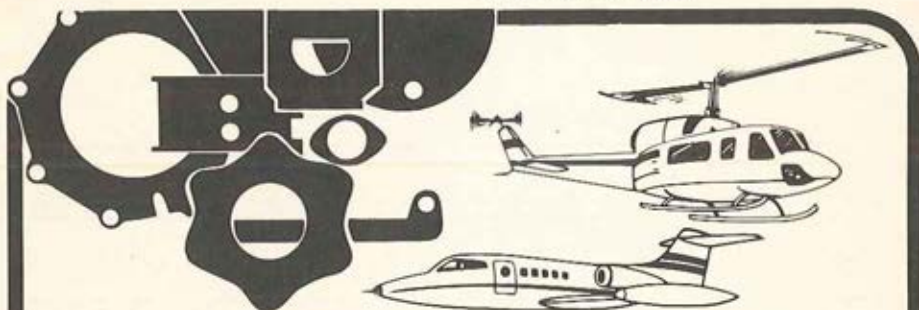
In another incident, he was thrown against his machine gun while landing on a wet field, and received a broken nose.

The nicest plane he ever flew? One with a 220 hp engine capable of flying at a speed of 135-140 mph.

AAAA's newest senior member comes from one of Corpus Christi's pioneer families and spent many years in the banking business in that city prior to his retirement.

The assignment of Mr. John B. Greenwell, the "DAC of the Year", was listed two ways on page 49 of the Dec., 1978 issue. His citation listed his assignment correctly as USA TSAR-COM; the photo caption on the same page listed his assignment incorrectly as USA AVRAD-COM. This is known as "not getting one's act together." Our apologies to all concerned.

(Ed. Note: Cited as AAAA's "Outstanding Chapter of 1977-78" at the 1978 National Convention, the Corpus Christi Texas Chapter - with this action honoring an aviation pioneer - continues to innovate programs worthy of emulation throughout the Chapter structure.)



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Top Aviation Unit

BG John P. Casey, Jr., right, Fifth Region—AAAA President, presents the Region's CY77 "Outstanding Aviation Unit of the Year Award" to MAJ Alfred G. Nichols, Commander of Ft. Carson's 571st Medical Detachment (HA) at late '78 ceremonies held at the Region's Awards Dinner at Fort Hood, Texas.



The "Aviation Soldier"

CSM Gilbert Didriksen, left, the Command Sergeant Major of the 227th Aviation Battalion, presents the Fifth Region—AAAA's 'Aviation Soldier of the Year Award' to SGT Gary Stump, an air traffic control specialist assigned to Ft. Carson's 4th Aviation Company, at the Ft. Hood Mini Dome awards dinner.

Top Drawer!

THE FIFTH REGION - AAAA
SELECTS ITS OUTSTANDING
UNITS AND INDIVIDUALS



Best RC Aviation Unit

BG Benjamin E. Doty, right, ADC of Ft. Hood's 2d Armored Division and a member of AAAA's National Board, presents the Fifth Region—AAAA "Outstanding Reserve Component Aviation Unit Award" to MAJ Donald Derrick, Commander of the 445th Aviation Company (AH), OKLA-ARNG.



Fifth Region's "Aviator"

CW3 William E. Smith, right, A Company, 227th Avn Bn, 1st Cav Div, receives the Fifth Region—AAAA Active Army "Aviator of the Year Award" from COL Robert F. Molinelli, Commander of the 6th Cav Brigade (Air Combat) and a former AAAA National "Aviator of the Year" himself in 1971.

1979 AAAA National Scholarship Winners

Selected at a March 3 meeting of the AAAA National Awards Committee, the following sons and daughters of members won 1979 AAAA scholarship awards. Their photographs and brief biographical sketches will appear next month in the April, 1979 "National Convention Issue."

\$1,000 William B. Bunker Memorial Award

Jay T. Denney, APO New York 09224

\$500 Cub Club Scholarship in Memory of Jane Phillips

Douglas D. Gardner, Hampton, Virginia

\$250 Randolph Kahl-Winter Memorial Award

Clair F. Doser, Palos Hills, Illinois

\$250 Randolph Kahl-Winter Memorial Award

Miss Dennyse L. Fine, Killeen, Texas

\$250 Randolph Kahl-Winter Memorial Award

Miss Christine A. Pacelli, Chester, Virginia

\$250 AAAA National Scholarship Award

Miss Dianne K. Withers, Decatur, Georgia

\$200 William Horton/Michael Hawley Memorial Scholarship

Miss Ellen M. Burden, Fairfax, Virginia

\$200 William Horton/Michael Hawley Memorial Scholarship

Miss Pamela A. Hay, Alexandria, Virginia

\$200 Jack H. Dibrell Memorial Scholarship

Miss Bridget Balmos, Smithfield, Utah

\$200 Barry W. Godfrey Memorial Scholarship

Miss Alma E. Kegelmeyer, Fayetteville, N.C.

\$200 Kay and Eric Petersen Memorial Award

Miss Patricia A. Kieffer, Mechanicsburg, Pa.

Scholarship Merit Plaque Awards

Vincent P. Bailey, Jr., Fairfield, Connecticut

Christopher A. Ebberts, Libertyville, Illinois

Charles E. Hoskinson, Jr., Lyles, Tennessee

Michael D. Humphrys, Merritt Island, Florida

Miss Lynn E. Iltis, Austin, Texas

Jason Jones, Richardson, Texas

Miss Lisa A. Pulliam, Carlisle Barracks, Pa.

An aviation professional and a friend of Army Aviation worldwide, Major General Manuchehr Khosrowdad, the Director of Iranian Army Aviation, died in Teheran February 16. A USAAVNC graduate and key speaker at AAAA's 1975 and 1977 National Conventions, Khosrowdad holds five world helicopter Class E-1.e records established April 29, 1975 in a Bell 214A.
