

# Army Aviation

JULY 31, 1979

## 24-Hour Tactical Flexibility

U.S. Army's AAH  
Hughes YAH-64



Ahead of **TIME**




Hughes Helicopters

# ARMY AVIATION

Volume 28 — July 31, 1979 — Numbers 7


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ARMY AVIATION (ISSN 0004-248X) is published monthly, except February and December by Army Aviation Publications, Inc., Westport, CT 06880. Editorial and Business Offices: 1 Crestwood Road, Westport, CT 06880. Phone: (203) 226-8184 or 226-8185. Subscription rates for non-AAAA members: \$10, one year; \$19, two years; add \$7.50 per year for foreign addresses other than military APO's. The views expressed in the publication are not necessarily those of the Department of the Army or of the staff of the publication. Receipt of change of addresses are acknowledged by publication of the residence change in the PCS or "Takeoffs" column of the magazine. Manuscripts, photos, or other material cannot be returned unless accompanied by a stamped, self-addressed envelope. Display and classified advertising rates are listed in SRDS Bus. Publications, Classification 90. Second class postage paid at Westport, CT.



**The  
U.S. Army/Sikorsky  
UH-60A  
BLACK HAWK**

**SIKORSKY  
AIRCRAFT**



Division of

**UNITED  
TECHNOLOGIES**



## Commonality Champions

Now all four branches of the Armed Services have a very uncommon airplane in common.

It's the highly versatile C-12 jetprop military transport produced by Beech Aircraft.

For the first time ever, one company is building the same aircraft for the U.S. Army, U.S. Air Force, U.S. Navy and the U.S. Marine Corps.

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ocean surveillance.

If your command could use an aircraft with such mission versatility, please write to Beech Aircraft Corporation, Aerospace Programs, Wichita, Kansas 67201.

**Beechcraft**

# Smooth flying for the new Chinook.

On the 11th of May, the U.S. Army's first CH-47D Chinook accomplished its maiden flight without a hitch. On this and subsequent flights, it met or exceeded every test objective.

This means that the Army is about to acquire a significantly improved medium-lift helicopter while saving

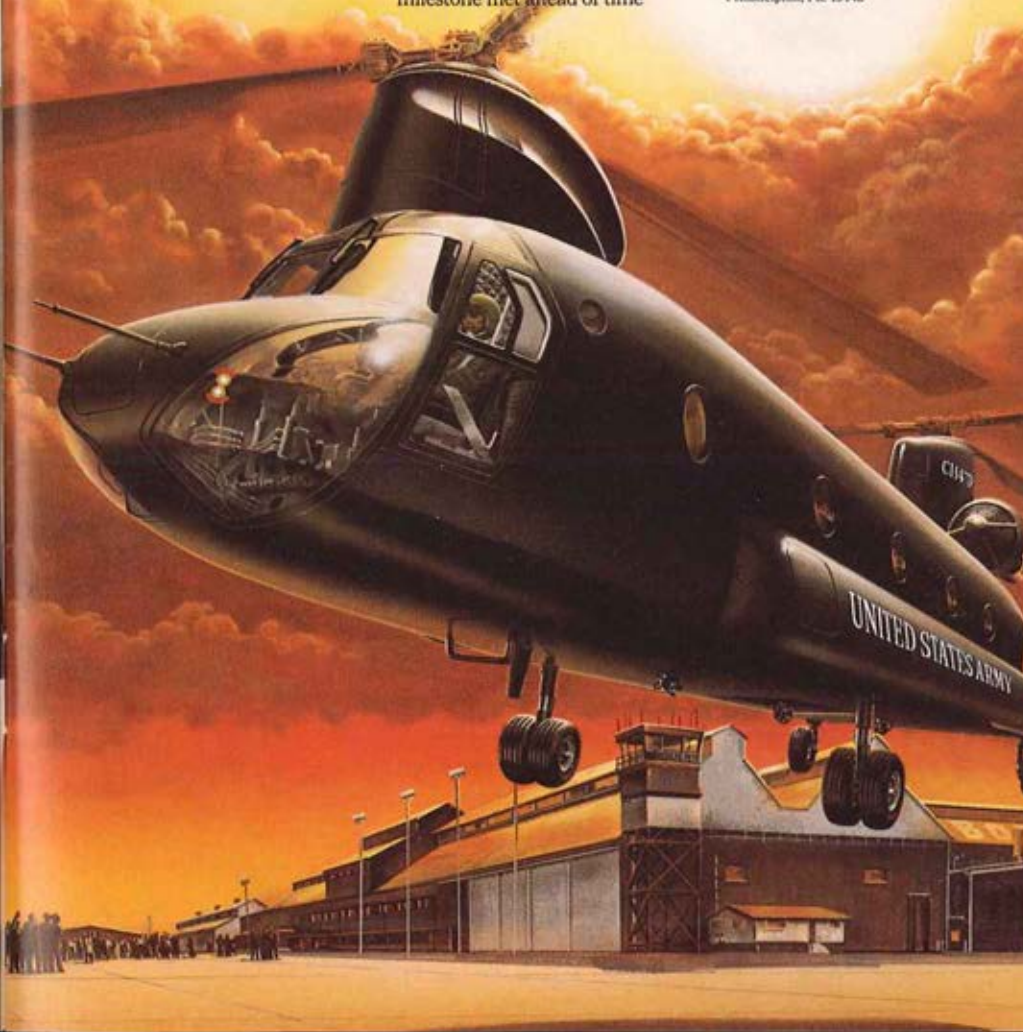
millions of defense dollars. With capabilities well beyond that of any of its predecessors, the 47-D utilizes the existing, performance-proven Chinook airframe, remanufactured into a new aircraft which will cost less to acquire, operate, and maintain.

First flight is the eighth consecutive development milestone met ahead of time

and below budget. It is another demonstration of Boeing's ability to deliver as promised. And of the Army's foresight in planning for this advanced combat support aircraft. The CH-47D will fly into the next century.

**BOEING VERTOL  
HELICOPTERS  
THE LEADING EDGE**

Philadelphia, Pa. 19142



**A**RMV Aviation is alive and well in the 96th Congress! Led by **Brigadier General "Chuck" Franklin**, the Deputy Chief of Legislative Liaison, nine Army Aviators are assigned to the **Office, Chief of Legislative Liaison (OCLL)**.

Coming from varied backgrounds and aviation assignments, they are:

**BG Charles Franklin**, Deputy Chief of Legislative Liaison.

**COL William Chritton**, Chief, House Liaison Division.

**LTC Jim Kanouse**, House Liaison Division.

**LTC Jack Spisak**, Senate Liaison Division.

**LTC Hershell Murray**, Deputy Chief, Plans & Operations Division.

**LTC Charlie Moore**, Congressional Correspondence Agency.

**LTC Gordon Merritt**, Plans & Operations Division.

**LTC Alex Allen**, Plans & Operations Division.

**MAJ(P) Wayne Tingle**, Plans & Operations Division.

**OCLL** is responsible to the Secretary of the Army for policies and programs concerning the Army's relationship with the Congress. This mission ranges from providing advice to the Army Staff on the

status of congressional affairs to providing legislative counsel to Army witnesses called to appear before Congress.

The Congress discussed many significant issues that will impact directly on the future of Army Aviation. Noteworthy issues are:

#### **UH-60A - Black Hawk**

Both the **House Armed Services Committee (HASC)** and the **Senate Armed Services Committee (SASC)** believe **Black Hawk** procurement is fully justified and recommended the approval of the requested \$380.2 million for 145 **Black Hawks**.

#### **Flight Simulators**

Both Armed Services Committees recommended approval of \$16.8 million for the Army Flight Simulator program.

#### **Aerial Scout**

Both the HASC and SASC recommended a reduction of \$5 million from the Army request to \$12.5 million for the **Aerial Scout** program. The reduction is intended to eliminate airframe development efforts and provide only for completion of ongoing studies to select an airframe, for program management, and for development of mission equipment and aviator systems compatible with the mission.

## **Congressional Corner**

.....

*An update on selected Army Aviation hardware programs that are under review by the Armed Services Committees as reported by Colonel William R. Chritton, Jr., OCLL*



## Standoff Target Acquisition System (SOTAS)

The SASC feels the SOTAS system should be planned for existing helicopters due, primarily, to the Army's current funding problem. Therefore, the reduction of \$13.5 million of a \$66.5 million request was recommended consistent with the work effort associated with design modifications of the UH-60 helicopter and a re-consideration of the significant cost increases in the program.

### C-12A Huron

The Army budget submission for FY 80 did not contain a request for the **Huron**. However, the HASC recommended the addition of \$22.5 million for the procurement of 20 C-12A aircraft.

### AH-1S (Cobra TOW)

The HASC recommended the addition of \$68 million for 34 AH-1S helicopters. Testimony received by the HASC confirmed that National Guard units are authorized a total of 372 attack helicopters, with only 324 in the inventory. The HASC agrees these 34 helicopters are fully justified.

### RU-21 Aircraft Modification Guardrail V System

Although no funds were requested for modifying the RU-21 aircraft with the new **Guardrail V System**, the HASC recommended an addition of \$12.5 million for the system based on testimony received during the budget hearings. They feel the tactical field commanders will be provided the timely information necessary to make correct decisions on the battlefield. Further, they agree the **Guardrail V** configuration will have significant advantages over the existing **Guardrail** systems.

### Hellfire

The HASC recommended additional authorization of \$3 million to the Army



A FT. RUCKER—A mammoth birthday cake is cut by COL Robert A. Bonifacio, left, President of AAAA's Aviation Center Chapter, and MG James H. Merryman, post CG, during the recent Army Aviation birthday ceremonies held at the Alabama facility.

request of \$58.0 million for the **Hellfire** missile program to be used for a feasibility demonstration and evaluation of firing **Hellfire** air-to-ground missiles from a **Black Hawk** helicopter. They feel this missile system which is being developed as an antitank weapon for launching from an AAH could provide significant firepower enhancement if it were carried on as many platforms as possible.

### Consolidation of Army/Navy Helicopter Training

At this writing the HASC and SASC have held hearings on the consolidation effort. As a best guess, it looks as though it will happen in the near future.

### Summary

On balance, we believe the congressional attitude toward Army Aviation is healthy. Recent visits by Members of Congress to various installations have gained a number of converts. Although it's easy at times to criticize our Congressmen and find fault with what they do — or fail to do — we must recognize the very tough job they have. We should not let individual actions be the sense or mood of the Congress.

AAH Power



## The T700: Thoroughly proven power for the rugged AAH mission

When the Army/Hughes AH-64 Advanced Attack Helicopter arrives on the modern, tank-heavy battlefield, its T700 engines will be equal to the challenge. Backed by exceptionally rigorous testing, plus years of experience powering the Army's Black Hawk, the T700 will provide the extra reliability, survivability and simplified maintenance needed for the AAH's demanding operating environment.

GENERAL  ELECTRIC



**T**HERE'S an old saw about an angel appearing before a dedicated parishioner announcing some good news and bad news for this worldly being.

"First, the good news," the angel said, "You are surely going to heaven when you expire." The parishioner beamed and remarked, "With news like that, what can be the bad news?" The angel replied, "You're leaving tonight."

That is sort of how I feel when I review our accident statistics for the first half CY 79. The rate is down; accidents are down; fatalities are down; but we have still lost 20 Army aircraft and damaged 34 more this year due to accidents. These aircraft — and their \$19.8 million associated cost — could have assisted in our much needed Army modernization program and intensified training.

Not only have we experienced some unfavorable midairs and hard landings, but we also have experienced nine wire strikes. It is disappointing to me that the bulk of these are not induced by tactical training but occur mostly in an administrative/support flight environment.

In fact, over 77% of the wire strikes since the introduction of NOE flight were non-NOE related. This should tell us something. So while there is good news in aviation safety, the bad news makes us feel less professional than we are trained to be.

So commanders, supervisors, aviators, crewmembers everywhere, set your sights a little higher for the balance of this year — it's your life and your aircraft at stake.

The box score is looking better, but the game isn't over.

### ARMY SAFETY BOX SCORE YEAR TO DATE

	FY 78	FY 79
A/C Losses.....	28	20
Major Accidents.....	26	23
Minor Accidents.....	15	11
Injuries.....	78	43
Fatalities.....	40	11

July saw the release of four promotion lists of great importance to Army Aviators everywhere. First came the CW3 list with 371 aviators selected, 14 from below the zone. Next the CW4 list with 110 Army Aviators, 10 below the zone. Aviator selection rate for CW4 was over 82%, and for CW3 was 75%.

The Majors' list followed and included 523 Army Aviators, with seven below the zone. And lastly, on 17 July, a long awaited Colonel's list included 64 aviators. Our heartiest congratulations to all the selectees!

And the bad news — just as there were many selected, there were some non-selects; however, it was encouraging to note some high pickup rates in the previously considered category. To CW4, 65.9% of the aviators previously considered were selected compared with the Army average of 48.3%. To CW3, the aviator pickup rate was 49.2% compared to the average of 45.5%. There must be a moral to these rates, so "Hang in there!"

### ADDITIONAL ARMY ASTRONAUTS

While on the subject of personnel, many of you may be interested to know that the Army has received word that NASA will soon be seeking additional astronauts to support the space



## Good News. Bad News.

By BRIG. GEN. CARL H. McNAIR, JR.,  
Army Aviation Officer, ODCSOPS, Department of the Army

shuttle program in the coming years. Although the Army has only one astronaut currently in training with NASA, we're certainly anxious to nominate additional qualified personnel. The field is not limited simply to pilot positions alone but mission specialists in the scientific disciplines as well.

If you are interested in such an option and can meet the scientific and/or flying prerequisites for training, make your desires known to MILPERCEN for screening purposes.

Turning to training, the DA level IPR for the aircrew training manuals (ATM) was held at Fort Rucker 17-20 July with all MACOMs participating. It was a well-attended meeting. Everyone was heard, and we are now well on our way to finalizing a far more field acceptable product. The ATM is a valuable tool to the commander not only in planning and managing training but in determining relative readiness.

Further, it assists greatly in programming the annual flying hour program. Revised ATM's will be distributed to MACOM aviation officers at the DA Aviation Policy Board Meeting in November.

#### OPERATION NORTHERN LEAP

Training is intensifying at Fort Carson for Operation Northern Leap, the self-deployment of four CH-47C helicopters by the 179th Aviation Company to Germany via the North Atlantic Route. Scheduled for an early August departure, the entire operation is expected to take less than a week, far less time than our traditional seaborne, ship-loaded CH-47 deployments. We all wish the crews fair skies and strong tail winds all the way to Europe.

July also saw a critical IPR held at DA to assess the releasability and acceptability of the Night Vision Goggle (NVG) exportable Training Package so that units may begin to do hands-on NVG training. The safety of flight release and lack of trained SIP's have caused us some delay over the past year, but we now have unanimity of MACOM's as to the procedures to be followed.

An MWO directive is to be released shortly by DARCOM. This will clear the way for units to begin training with the goggles and aircraft now on hand.

Also, in the publications area, the new revised unabridged version of AR 95-1, complete

with all field fixes, clarification, and expurgations was just released to TAG for printing this week. It should be in your hands within a few weeks and I hope you find it clearer and more readable and usable than the current regulation. In the words of the Aviation Center, "We strive for excellence."

Because of my two-week tour evaluating active duty training of the 157th Infantry Brigade (USAR) at Fort Pickett in July, my aviation-related travels were somewhat limited; however, I did manage stops at Fort Dix, Fort Eustis, and Fort Indiantown Gap in the East, and to Fort Campbell and Fort Rucker in the South. In all cases I visited briefly with the aviation units and airfield complexes.

Perhaps my greatest revelation was at Fort Indiantown Gap, where I first served in 1956 as a 2LT aviator from the 82d Airborne Division in summer support of the PA NG. What a change! Seeing the Gap after 23 years!

The L-19's and L-21's are replaced now by row upon row of OH-6's, UH-1's, and CH-47's. A beautiful airfield complex complements the units there — complete with gunnery ranges, NOE courses, Tac sites, and even its own 2B24, UH-1H flight simulator. Fort Indiantown Gap is an ideal aviation facility and the National Guard has much to be proud of there.

COL Bobby Hanna, the state aviation officer, showed me through ably assisted by MAJ Leroy Shelbecker, the Aviation Support Facility Commander, and MAJ Walt Stewart, the Operations Officer. CWO Charlie Decker treated me to an NOE flight and a couple of pinnacle approaches. If you are in the vicinity of Indiantown Gap, stop by. You, too, will be impressed and the proud crew there will give you a super tour.

#### FLIGHT SCHOOL ATTENDANCE

At Fort Eustis on 13 July, I spoke to the Transportation Officers Advance Course 1-79. Of the 82 graduates, 19 followed the aviation maintenance officer track. Since this track is normally reserved for aviators, I was surprised to find five non-rated officers therein — but all were flight-school bound.

You might pass this bit of poop on to some of your flight school aspirants. They may elect an advanced course aviator maintenance officer track prior to flight school attendance and put the two back-to-back.

And regarding flight school attendance — with our expanded training rates and aviation now an initial accession specialty without a preparatory 12 month troop duty proviso, pass the word among your "hard charging" non-rated junior officers, ROTC Cadets, and others soon to be commissioned that MILPERCEN is now accepting applications for Fall flight classes.

If the Navy training program moves to Fort Rucker in January, 1980, increased Army training spaces may be temporarily reduced until the Navy impact is absorbed — so Fall is a good entry period.

#### FT. CAMPBELL AND THE AAAA

Lastly on the travel scene, Fort Campbell and the 101st hosted the AAAA National Executive Board meeting in mid-July and MG John N. Brandenburg and his Air Assault team did their usual superb job of showing the Army and aviation at its best. COL Teddy Allen, 101st Aviation Group Commander, orchestrated the details much to the satisfaction of MG George S. Beatty, our national President and the 12 other NEB members present.

Much was discussed at the Board meeting but of personal significance, I was unanimously elected the new National Membership Chairman replacing my old "friend", BG Joe Kastner, now serving as C/S USARJ. (And I always thought people were elected when they didn't attend the meetings.) But, seriously, I welcome the challenge of Membership Chairman and you'll be hearing more from me on this later.

In the meantime, perhaps you would let me hear your ideas of how AAAA can expand its outreach. If we could all recruit like Fort Campbell and Corpus Christi, we could achieve 10,000 members by 1980. Let's try!

#### THE BIRDS ARE DOING WELL!

Finally, while at Fort Campbell, I visited the Black Hawk F.D.T.E. being administered by LTC Jim Spears of the 101st and ably assisted by MAJ Fred Dickens of the Aviation Board. I was totally impressed with the enthusiasm of the team which, in spite of a temporary flying setback awaiting new servo actuators, was driving on.

The birds are doing well and yielding the fine performance we expected and have long awaited.

Special note to the members at Fort Campbell: In an earlier issue, I mentioned a visit to the 101st and referred to LTC Jack McQuestion, Commander, 229th Attack Battalion as "Dick." Well, his name is really Jack, but I was checking to see if anyone was reading the magazine. And my error proves that you are — Right, "Dick," I mean, Jack?

#### ENROUTE TO USAAVNC ON A PCS

On 23 August, you will find me enroute to Fort Rucker as advertised. In these past 13 months as Aviation Officer, I have been totally impressed with the action and accomplishment everywhere in the aviation program, R&D, acquisition, operations, exercises, et al and it has been my pleasure to participate in this dynamic period of our growth.

#### THERE'S ONE REGRET

Having traveled frequently and visited with many of you on many CONUS installations and attended your aviation conferences, I regret most not having been able to spend some time with our units in USAREUR and EUSA. Two visits were scheduled, to include the Regional AAAA meeting, but unfortunately were pre-empted by other commitments.

Thus, I was unable to see firsthand the great results of our fine aviation team there. "Project Maximize" was a tremendous success and DA recognition of that was relayed to COL Lew McConnell, the USAREUR aviation officer. COL Nate Pulliam has only recently assumed that position and I am sure will continue to give aviation the visibility and viability it deserves, ably assisted by our other senior and key aviators there, LTG Berry, MG Partain, BG Canedy, and COL John Toolson.

#### OUR OVERALL POSTURE

And lastly with respect to our overall posture, perhaps it can best be said as stated by General E.C. Meyer, long-time supporter of Army Aviation and one of the original architects of ARCSA I, on the occasion of his swearing in as the Chief of Staff of the U.S. Army on 22 June 1979:

"These are exciting times. Let us convey our optimism to our soldiers and our civilians. The heart of our Army is within our squads and platoons — listen to them and allow them to excel."

Need we say more?

# AGUSTA

## ...NATO Partner to the U.S. Helicopter Industry.

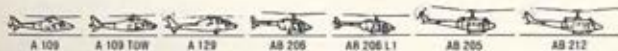
AGUSTA — 27 years of continuous experience in producing Bell, Sikorsky, and Boeing/Vertol military helicopters in Italy

AGUSTA — for 27 years building military helicopters to U. S. military standards and U. S. military specifications

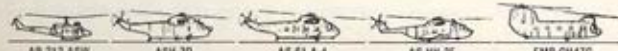
AGUSTA — for 27 years the reliable and effective partner for a strong NATO



...NATO Partner to the U.S. Helicopter Industry.



A 109    A 109 TOW    A 129    AB 206    AB 206 L1    AB 206    AB 212

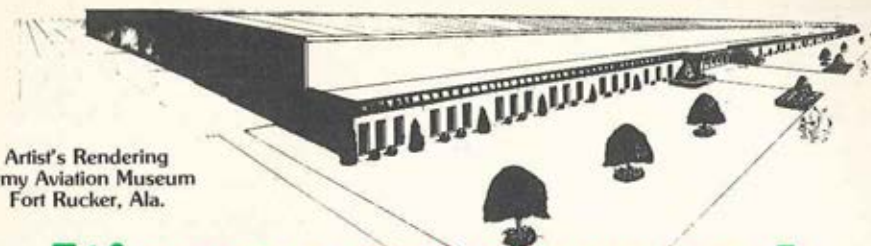


AB 212 ASW    ASH-30    AS-61 A-4    AS NH-3F    EMB CH47C

# AGUSTA

20151 Milan, Italy

Represented in North America by:  
**Italian Aircraft Corp.**  
Arlington, Virginia 22202



Artist's Rendering  
Army Aviation Museum  
Fort Rucker, Ala.

## It's your museum and it needs your help!

THE ARMY Aviation Museum at Ft. Rucker has what is believed to be the world's largest collection of helicopters of all types on public display.

IN THE PAST ten years over one million museum visitors have enjoyed seeing and learning how these remarkable aircraft were developed.

**BUT THE VIEW of Army Aviation presented at the WWII facility leaves much to be desired.**

THE BUILDINGS are old; paint is peeling off the ceiling onto the floor; other than the general office area, the buildings are dusty, hot, musty, and overcrowded with exhibits.

OF MAJOR importance, the WWII buildings are **not fire-**

**proof**, and humidity inside the museum promotes rust and further deterioration of aircraft and other memorabilia.

WITH ITS indoor space limited, the museum stores many aircraft out of doors subjecting them to the elements. Many show definite signs of deterioration; interiors are fading or rotting due to sun damage.

CURATOR TOM Sabiston noted that should the museum be inspected, as is expected, it would not pass inspection by the Army, and could not gain accreditation by the American Ass'n of Museums. In this event, the museum would then become merely a holding area and would lose its funding.

**SO SOMETHING had to be done.**

## **A Pressing Need!**

RECOGNIZING the need for a new facility, an **Army Aviation Museum Foundation, Inc.** was incorporated in 1970.

THE FOUNDATION is a perpetual organization; the development program **is not**. The eventual facility will be constructed on a site selected by the Ft. Rucker Planning Committee.

WHEN COMPLETED, the museum will be donated to the Army by the Foundation. The museum will then be operated by the military with the Museum Foundation playing a support role.

THE FOUNDATION solicits your support and financial aid

to properly display and protect the \$60 million collection of Army aircraft and memorabilia.

IT FEELS certain you're aware of the beautiful **Air Force Museum** at Wright Patterson AFB in Ohio, the **Naval Aviation Museum** in Pensacola, Fla., and the new **Marine Aviation Museum** in Quantico, Va., all three of which house outstanding collections properly.

**NO CONTRIBUTION is too small** or too large to help in launching the Museum building program.

CONSIDER MAKING a tax-deductible Museum donation today! Tear-out and return the contribution coupon that appears on the opposite page, and help to build a Museum of which all of us may be proud!



Edmund L. "Skip" Eveleth, a veteran of 45 years in the aviation industry, has been appointed by the Board of Directors of the Army Aviation Museum Foundation to be the Director of Development of the fund-raising drive to obtain \$2 million for the new Museum.

# A Pressing Need!

There is a pressing need for a new museum building to exhibit the \$60 million collection of Army aircraft and memorabilia.

Such a building is planned from proceeds of a nationwide fund drive now underway.

Contributions to this worthy project are tax deductible, with the following categories of donor participation available:

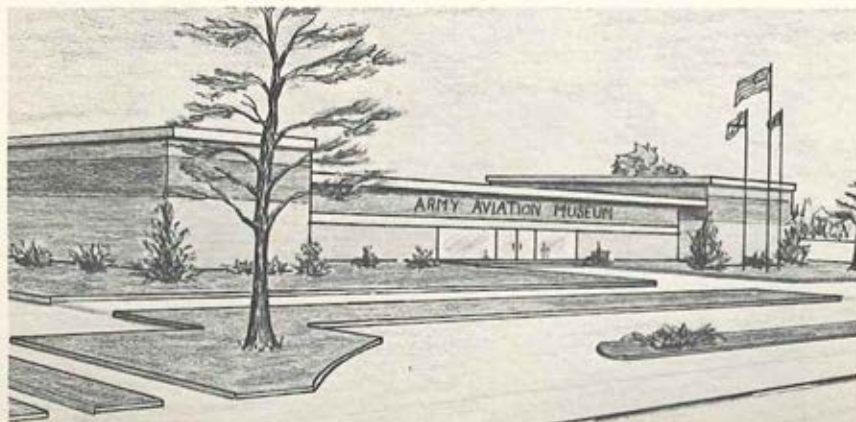
**Organization Membership**—Contribution determined by the Foundation Board of Directors. The organization's name will be engraved on a permanent plaque.

**Charter Membership**—Contributions of \$1,000. Individual names will be engraved on individual plaques.

**Life Membership**—Contributions of \$100.00. Names of Life Members will be engraved on permanent plaque.

**'In Memoriam' Sponsorships**—Contributions of \$100. Memorialized persons' names will be engraved on a permanent plaque.

**Annual Memberships**—\$10.00 annual contribution.



ABOVE: Alternate Artist's Rendering

See the Reverse Side

# There is a pressing need! Support the new Museum!

**CHARTER MEMBERSHIP**—Contributions of \$1,000. The individual names will be engraved on individual plaques.

**LIFE MEMBERSHIP**—Contributions of \$100. The names of Life Members will be engraved on permanent plaque.

**"IN MEMORIAM" SPONSORSHIPS**—Contributions of \$100. The memorialized persons' names will be engraved on a permanent plaque.

**ANNUAL MEMBERSHIPS**—Annual contributions of \$10.00.

## YOUR CONTRIBUTION MAY ALSO BE A MEMORIAL ("IN MEMORIAM" SPONSORSHIP — \$100.00)

Gifts are promptly and gratefully acknowledged to the concerned family or person designated by the donor. The name and address of the donor, and the amount of the donation are mentioned in the formal acknowledgement.

IN MEMORY OF \_\_\_\_\_

PLEASE SEND GIFT CARD TO:

NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY-STATE \_\_\_\_\_ ZIP \_\_\_\_\_

FROM (YOUR NAME)

NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY-STATE \_\_\_\_\_ ZIP \_\_\_\_\_

### CHECK ONE:

- Charter Membership, \$1,000.00;  Life Membership, \$100.00  Annual Membership, \$10.00

**PLEASE CREDIT THIS CONTRIBUTION OF \$ \_\_\_\_\_ TO:**

PLEASE PRINT NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/TOWN \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Your contribution should be made payable and addressed to: The Army Aviation Museum Foundation, Inc., P.O. Box H, Fort Rucker, Alabama 36362



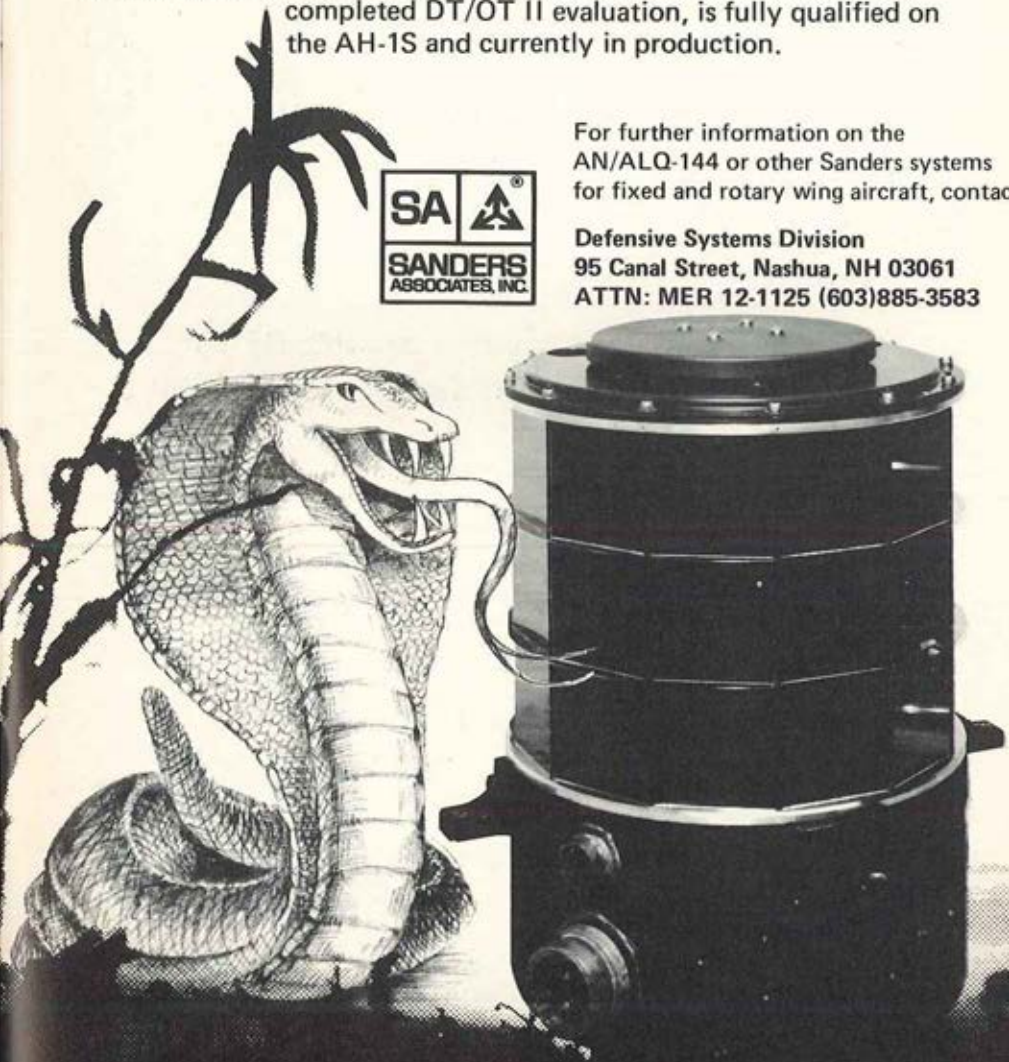
# Snake Protection

Even a deadly killer like the AH-1S Cobra needs protection! Designed with the Cobra in mind, Sanders AN/ALQ-144 Countermeasures Set provides the protection needed against IR heat seeking missile threats. The AN/ALQ-144 features proven high reliability, simple maintenance and is suitable for worldwide deployment. The system successfully completed DT/OT II evaluation, is fully qualified on the AH-1S and currently in production.

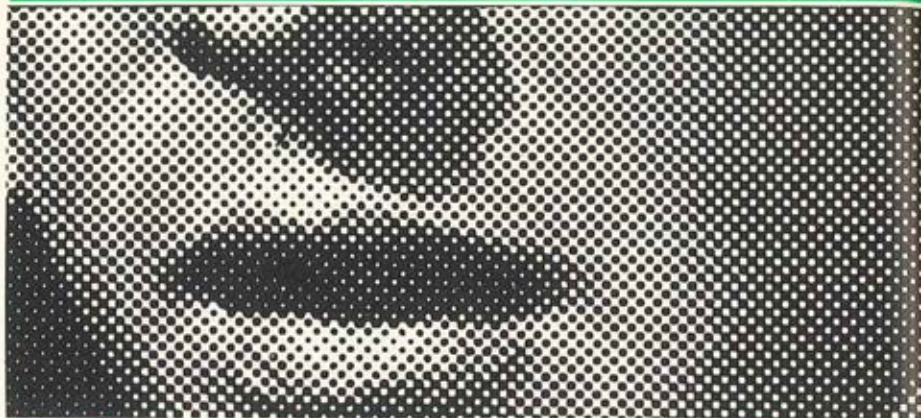


For further information on the AN/ALQ-144 or other Sanders systems for fixed and rotary wing aircraft, contact

Defensive Systems Division  
95 Canal Street, Nashua, NH 03061  
ATTN: MER 12-1125 (603)885-3583



# SPEAKING OUT



## It's time to reevaluate some of the aviation gospel we've been absorbing!

**M**ANY, many years ago, when I was a small boy, some of my favorite reading material was fables. One of the fables to which I've given much thought recently is the story about a fox and a cat.

The fox and the cat were in the woods discussing a mutual problem: how to get away from the dogs. The fox, who felt that his brilliance was exceeded only by his humility, told the cat that he had figured out approximately 1,001 different foolproof ways to escape the dogs.

The cat listened patiently while the fox talked on and on about his plans and strategy. He not only had 1,001 plans, but he also had a boxcar full of forms and records to "verify" the number of times

he had practiced each plan.

The fox, not too subtly, hinted that the cat was not being very "professional" because it (the cat) wasn't overly impressed. The fox was describing **Plan No. 99 w/change 6**, when and behold, the dogs were upon them! The cat became wide awake and scrambled up the nearest tree to safety.

The fox pulled out his checklist for **Plan 207G**. One of the first items on the checklist required that he fill out a new weight and balance form if his weight had varied more than 1% of his total weight, or if his CG had changed more than 1/2-inch since he wrote the plan.

He remembered that he had lost 1/4 of his tail in a trap a couple of weeks before, but he knew that this incident hadn't affected his running ability (if anything, he

**(SPEAKING/Continued on P. 23)**

---

*A Master Army Aviator and Rotary Wing Instrument Flight Examiner, CW4 Carl L. Hess calls for a review of some of our "sacred policies."*



**For two-way protection as an  
Army Aviator under age 30,  
the new AAAA-endorsed  
LIFE/FLIGHT PAY PLAN  
provides you up to \$17,640  
in life insurance indemnities  
AND**

**if grounded medically, up to  
\$11,280 in direct flight pay  
reimbursement.**

**The cost for this unique life  
and flight pay coverage?  
A low \$2.75-\$8.21 a month  
by allotment depending on  
on the monthly flight pay  
that you receive.**

# Here are details of the AAAA-Endorsed Flight Pay Insurance

## HOW YOU BENEFIT IF GROUNDED

### Basic Plan

Provides tax-free indemnity payments of 80% of your current flight pay - payable each month for up to 12 months - if you are grounded for illness, an ordinary accident, or a military aviation accident caused by combat action . . . . and pays up to 24 months if you are grounded for a military aviation accident not caused directly or indirectly by war or an act of war.

### Added Benefit Plan

Doubles the standard 12 and 24 month indemnity payment periods - for only about 1/3 more than the cost of the basic coverage.

If you elect this ADDED BENEFIT plan, benefits are payable each month for up to 24 months if you are grounded for illness or ordinary accident or military aviation accident caused by combat action, and for up to 48 months for groundings caused by military aircraft accident not caused directly or indirectly by war or act of war.

This optional coverage, together with the plan's graduated premium scale, offers the maximum flight pay income protection for Army Aviation flight personnel during the years when financial obligations are greatest.

### Combat Coverage

That is, all risk combat protection illness, wounds, aircraft accident, anything that is caused by a combat action with indemnities payable up to 24 months - IS AN EXCLUSIVE FEATURE OF AAAA-ENDORSED FLIGHT PAY INSURANCE that is not available under any program to members of the other services.

### Indemnities are tax-free

Your monthly indemnity checks - in the amount of 80% of your flight pay, are TAX FREE under Sec. 1.104 (d) (3) of the 1954 Internal Revenue Code. This means that your income checks are roughly equivalent to the TAXABLE flight pay income you'd normally receive from the government.

## BENEFITS P

### Life

Life Insurance indemnity and flight pay are paid for the period shown determined by your age

Under 30

30 - 34

35 - 39

40 - 44

45 - 50

51 - 55

### Exclusive

This death benefit - a AAAA-Endorsed Flight Pay Insurance - is payable for natural or accidental death, military aviation accident by war or an act of war, or terrorism or invasion, or result of suicide, while sane or insane, effective date.

### Premium Table

#### Flight Pay

The Annual Premium Payable of the Insured

Age

of

Insured

Under 30

Age 30 and Over

### Premium Pay

Premiums are payable quarterly, or monthly by check, if you wish. If you select government mode of payment, submit with your application. Complete Form DA 1341 to apply.

### Other facts a

All policies are dated after the month in which you are grounded and protection against groundings starts as of that date. Protection to illness begins 30 days

## DEATH AT DEATH

### Insurance

Payments of 80% of your current pay to your beneficiary each month for 12 months. The payment period is from the time of death.

- 4 years
- 6 years
- 5 years
- 4 years
- 3 years
- 2 years

### Death Benefit

This is an exclusive feature of AAAA-Endorsed Insurance — is paid in the event of death except death sustained in a line of duty caused directly or indirectly by hostile, police, or civil commotion or riots, or within two years of the effective date of the insurance.

### AAAA-Endorsed Insurance

Insurance is based on a percentage of your Annual Flight Pay.

Basic Plan	Added Benefit
3%	3 3/4%
4%	4 3/4%

### Payment Options

Payments can be made annually, semi-annually, or as a government allotment, as your preferred payment allowance as your preferred payment month's premium along with your Finance Officer for the allotment.

### How to get your policy

Apply on the first day of the month following the application is postmarked, and coverage is pending due to all accidents and groundings due to the insurance.

## Pre-existing illnesses

After 12 months of continuous coverage, the policy guarantees protection against groundings due to ANY AND ALL illnesses, even those pre-existing your first date of coverage, provided your policy is renewed from term to term without lapse.

## EXCLUSIONS

The insurance under the program shall not cover any loss to any Insured Person resulting in whole, in part from, or due to any of the following:

1. Criminal act of the Insured, or from injury occasioned or occurring while in a state of insanity, temporary or otherwise.
2. "Fear of flying," as officially certified by responsible head of the Insured's Service in accordance with applicable regulations.
3. Anxiety neuroses, mental or nervous disorders, dizzy spells, or loss of consciousness that are not accompanied by any organic symptoms or ailments.
4. Alcohol, drugs, venereal disease, arrest or confinement.
5. Disability caused by intentional self-injury, attempted suicide, or criminal assault committed by the Insured, or fighting, except in self-defense.
6. Failure to meet flying proficiency standards as established by the Insured's Service, unless caused by or aggravated by or attributed to physical disqualification, including sickness or accidental bodily injury.
7. Inability of the Insured to meet the physical standards for Hazardous Flight Duty because of a revision in those standards, rather than because of disease or accidental bodily injury causing a change in the physical condition of the Insured.
8. Voluntary removal or suspension from Hazardous Flight Duty.
9. Willful violation of flying regulations resulting in suspension from flying, as a punitive measure, or as adjudged by responsible authority of the Insured's Service.
10. Sentence to dismissal from the Service by a general court martial, submitted resignation for the good of the Service, or suspension from flight duty for administrative reasons not due to disease or accidental bodily injury.
11. An accident caused while riding, flying, or driving in any kind of a race.
12. Primary duty requiring parachute jumping.
13. Due to accidental bodily injury sustained before the effective date of an Insured's coverage under the program.
14. Caused by illness or disease which arose or was contracted before or within thirty (30) days after the effective date of an Insured's coverage under the program, or a recurrence of such disability, whether or not a waiver has been authorized by appropriate medical authority in accordance with regulations or directives of the Service concerned, unless the Insured has been covered under the program for twelve consecutive months immediately prior to the date the disability commenced.

**PREMIUM TABLE FOR INSUREDS UNDER AGE 30**  
**AAAA-Endorsed Life Insurance/Flight Pay Protection Plan**

Monthly Flight Pay is:	Your Annual Flight Pay is:	Your Annual Prem. Rate is:	Your Semi-Annual Prem. is:	Your Quarterly Prem. is:	Your Gov'l Allot. Prem. is:
\$100	\$1,200	30.00	16.00	8.50	2.75
Added	Benefit	39.00	20.50	10.75	3.50
\$110	\$1,320	33.00	17.50	9.25	3.00
Added	Benefit	42.90	22.45	11.73	3.83
\$125	\$1,500	37.50	19.75	10.38	3.38
Added	Benefit	48.75	25.38	13.19	4.31
\$150	\$1,800	45.00	23.50	12.25	4.00
Added	Benefit	58.50	30.25	15.63	5.13
\$165	\$1,980	49.50	25.75	13.38	4.38
Added	Benefit	64.35	33.18	17.09	5.61
\$185	\$2,220	55.50	28.75	14.88	4.88
Added	Benefit	71.50	36.75	18.88	6.21
\$200	\$2,400	60.00	31.00	16.00	5.25
Added	Benefit	78.00	40.00	20.50	6.75
\$205	\$2,460	61.50	31.75	16.38	5.38
Added	Benefit	79.95	40.98	20.99	6.91
\$225	\$2,700	67.50	34.75	17.88	5.88
Added	Benefit	87.75	44.88	22.94	7.56
\$245	\$2,940	73.50	37.75	19.38	6.38
Added	Benefit	95.55	48.78	24.88	8.21

**PREMIUM TABLE FOR AGE 30 AND OVER**  
**AAAA-Endorsed Flight Pay Protection Plan**

\$150	\$1,800	63.00	32.50	16.75	5.50
Added	Benefit	85.50	43.75	22.38	7.38
\$165	\$1,980	69.30	35.65	18.33	6.03
Added	Benefit	94.05	48.03	24.52	8.09
\$185	\$2,220	77.70	39.85	20.43	6.73
Added	Benefit	105.45	53.73	27.37	9.04
\$200	\$2,400	84.00	43.00	22.00	7.25
Added	Benefit	114.00	58.00	29.50	9.75
\$205	\$2,460	86.10	44.05	22.53	7.43
Added	Benefit	116.85	59.43	30.22	9.99
\$225	\$2,700	94.50	48.25	24.65	8.13
Added	Benefit	128.25	65.13	33.07	10.94
\$245	\$2,940	102.90	52.45	26.73	8.83
Added	Benefit	139.65	70.83	35.92	11.89

**TO OBTAIN COVERAGE**

1. Complete the application form in its entirety, selecting your premium payment mode. Consult the premium table to determine your appropriate premium.
2. Make your check or money order payable to LADD AGENCY, INC. in the amount of the correct premium.
3. Mail your check and this application form to LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn. 06880.
4. Allow 2-3 weeks for the delivery of your individual policy of insurance.
5. Consider that your coverage under the FPPP begins on the first day of the month after the postmark month in which you make application.

**APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE**  
**Ladd Agency, Inc., 1 Crestwood Road, Westport, Connecticut 06880**

Rank/Grade ..... Name ..... ASN ..... Date of Birth.....  
 Address..... City..... State..... ZIP.....  
 Yrs Svc for Pay.....

I have enclosed a check or money order made payable to LADD AGENCY, INC. for the correct premium and understand that coverage under the FPPP is to become effective on the first day of the month after the month in which I make application for the coverage.

I certify that I am currently on flying status in an Active U.S. Army or ARNG USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet the required physical standards of the service.

Signature..... Date.....  
 NOTE: This coverage is only made available to AAAA members  I am not an AAAA member, and have enclosed the appropriate \$12.00 first year Association dues.  
 Annual Flight Pay..... Premium..... Mode.....  
 Beneficiary.....  
 Relationship to Insured.....

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## Speaking Out!

(Continued from Page 18)

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could run faster now), but, being a "professional" he decided he had better fill out the 365F (in duplicate, of course). He was busy checking the -10 for the moment of his newly-modified tail when the hounds were upon him and his time upon this earth was terminated.

Well, maybe that wasn't exactly how the fable was originally written, but it might have been if the author had been an **Army Aviator!**

### They defy common sense!

I think it's past time for us to re-evaluate some of the aviation gospel we've been absorbing and practicing for the past few years. We have too many policies, practices, and regulations that have become sacred and we won't admit that they defy common sense. The "fox" is alive and well in Army Aviation.

Let's start off with the checklist for helicopters. Now we know that the checklist must be good because that's what the "big boys" use and we surely want to be like them. No, I don't advocate discarding the checklist and returning to the 11th Air Assault doctrine of "kick the tire, light the fire, first one in the air is lead, and we will brief on Guard"; such as we used in the early 1960's. I question the necessity of having a checklist almost as thick as a Sears catalog (and current doctrine for its use) for a helicopter such as the UH-1H.

Take the "Before Landing" check as an example. Here you are, at night, in an "approved tactical training area", in a UH-1H with no attitude indicator or windshield wipers. The weather is "100

foot ceiling and 1/2-mile visibility with rain and you suddenly (by sheer luck) locate your landing zone. You call for the checklist and the co-pilot fumbles for his flashlight to read it. By the time he passes the first item and has read it, you have lost the landing zone and have encountered in-advertent IMC (I almost forgot. In our business that is now called "vertical helicopter IFR recovery procedure" conditions).

The "Before Landing" checks are: (1) RPM - 6,600; (2) Warning lights - checked; (3) Fuel quantity - checked; (4) Instruments - checked; (5) Caution lights - checked; (6) Landing light - as required. Of those items, only two (RPM and landing light) would possibly require some change for landing. The other items should be checked constantly. If they haven't been, it's too late as you prepare to land. Surely we could remember to check the two items without resorting to a checklist!

### A good example

What about the doctrine for call-out and confirmation during preflight inspection? Let's look at the pre-flight on the UH-1H. About half way through, we get to the item entitled "Tail Rotor". To inspect the tail rotor properly, a step ladder or maintenance stand is required. So one pilot goes for the ladder and the other pilot stands with the checklist in hand, one finger diligently on the item entitled "Tail Rotor". Even if it takes 10 minutes or longer to locate a ladder, he doesn't move to inspect some other item.

Now suppose, after they have inspected the tail rotor, they are doubtful about a pitch change link. One pilot goes for a TI and the pilot with the checklist

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## **Speaking Out!**

(Continued from Page 23)

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again stands fast, this time for 15 minutes. The TI finally arrives, checks the pitch change links, and says they are OK. Now, according to our doctrine, both pilots are supposed to start at the beginning of the checklist, because they were interrupted! Does this really make sense?

### **Instilling an awareness**

Another area where we should be concerned is fuel management and conservation. In the next war, I suspect fuel will be at least as precious as it was around Hue during Tet of 1968. Therefore, it seems as if we might start thinking about it.

Obviously, we should always use the proper helicopter for the task. If the mission requires that two people be moved from point A to point B, they should be moved by OH-58. Rank of the passenger should not generally be a factor in determining which aircraft to use.

Then we need to instill an awareness of the fuel situation in our pilots and commanders. Eliminate needless run-ups, unnecessary hot re-fueling, and unnecessary weight, and stop using four aircraft when two could do the job more efficiently. Too often I see aviators who have given little thought to fuel conservation during instrument flight because they were trained in aircraft with 300 gallons of aux fuel on board!

They said they always landed with at least an hour's fuel remaining, so they were never concerned about unforecast winds, most economical airspeeds for holding, airspeed and RPM for maximum range, shortened procedure turns, etc. We don't have the weight capacity to

carry aux fuel during most missions, so we shouldn't be using aux fuel for training.

### **A waste of fuel!**

Activities such as "dog and pony" shows, rappelling, and STABO usually result in a waste of fuel as well as place the crew and other participants in a position where their lives are unnecessarily endangered should an emergency occur.

We have spent millions of dollars on flight simulators (and they work very well). Are we going to take the flight time saved by the use of simulators and squander it by using the helicopter to simulate a rappelling tower? Pilots, who were infantrymen in combat, say it doesn't make sense to practice rappelling and STABO with helicopters.

### **Remember the peons!**

A final area I will mention is the changes in doctrine, such as ATM's and flight regulations, that require IP's to spend more time studying publications than training aviators. Empires are fine and I believe in them, but don't lose sight of the peons out in the real world.

The point I am trying to make is that we need to carefully re-evaluate our doctrine to ensure that we are being practical, consistent, and credible. Our present practice of misplaced priorities is not only costing us in short term readiness, but I'm convinced that it's a contributing factor in the number of highly skilled AA's leaving the Army (affecting long-term readiness.)

The fox fooled everyone but the dogs (and they were supposedly not as smart.)

The had had only one plan. It was a practical one, and he was proficient in its execution — and it worked! ◀



# “Rollin’ Hot!”

Army Aviation and an Art Form Recalled





*Refueling a  
Helicopter  
at An Khe  
by SP4  
Roger Blum*

**I**T was a helicopter war. No two ways about it.

To take nothing from the grunts who daily wrestled with jungle and **Charlie**; the redlegs who went almost everywhere the grunts went and the engineers, medics, tankers, and the rest whose roles were incalculable, it was really the pilots and crewmen who held it all together. It'll be that way next time, too.

### **Some bright pages**

We left Vietnam in a fashion that none of us recall with satisfaction, but there are some bright pages in the book that a lot of Americans don't want to open and re-read. One of the brightest is that written by the pilots, gunners and ground crewmen of the Aviation and Medical Brigades and the divisional and non-divisional aviation and air cavalry units between 1963 and the last day of the war, whatever that may have been.

The use of Army Aviation in direct support of the troops was not a tactical brainstorm, born in Southeast Asia, but a concept that had evolved slowly from experiments in rickety paper-and-wire crates on the Western front in World War

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*Colonel James B. Agnew, Ret., writes about the camaraderie and obvious affinity within Army Aviation in Vietnam, and its many art forms.*

I. It wasn't even an American concept, but Americans exploited it more and more in World War II and in Korea where Marines, not soldiers, foresaw the great potential multi-mission role for low performance airplanes and helicopters.

### **A new concept is born**

But the Army pursued the idea. With technology came flexibility. The year 1962 saw the birth of the new concept of the Air Assault Division, but the tests of the prototype showed more spinoff capability than envisioned — concepts useful for non-divisional adaptation.

In Vietnam by 1967, Army combat aviation was approaching its zenith as the U.S. buildup was completed. Landing strips and "pads" of every description marked the terrain. Infantrymen moved from secure and remote base camps over a distance of twenty-five miles in a matter of minutes into "hot" landing zones. Direct support artillery came in on the next wave. Then, in logical succession, engineers and supplies of all kinds.

The mind-numbing, fatiguing assault march of previous wars became a torture of the past. No longer would there be any "lost battalions" for gun-mounting assault helicopters could hover in place and literally blast a path through a sur-

rounding enemy. Because of medevac, couple with trigger-quick evacuation hospital staffs, the combat death rate dropped to a phenomenal 2.6 percent.

Small observation helicopters dodged around tree trunk and plied the rice-paddy rows in a persistent search for the elusive enemy, aware as were Americans, that warfare had achieved another dimension. He had made it a war of "no front lines", but Army Aviation and the innovation of its users ground the fine edge from the blade the enemy had forged.

### A military art form

It may not have been apparent to those who flew or used the assets, but besides its intrinsic tactical value in Southeast Asia, U.S. Army Aviation was becoming a **military art form**, unparalleled, perhaps since the romantic appearance of the old bi-wing interceptors over the trenches of France in 1914. Not that there is anything romantic about being on the receiving end of 2.75-inch rockets as the enemy might vouchsafe, but from the

American standpoint, things were subtly happening.

First of note, there was the **obvious affinity and camaraderie** growing between the earth-bound soldier and his helicopter support counterpart. While the weary grunt could watch the Air Force or Navy jets flash-by, the relationship was one of mutual anonymity: "He's helping," the grunt might say "but he's up there and I'm down here." The jet might be launched from Bien Hoa, a hundred miles away, or even a carrier seaward. It was impersonal.

### As familiar as the family car

Not so with the helicopters. Like imperiled heroes in a melodrama, the infantry squad and the helicopter crew **shared the scary adventure** together. Perhaps at first the relationship tended to be impersonal as with the jet pilot, but as the soldier got involved, he forgot his awe of the noise, vibration, and dust. After a ride or two, the **slick** became as comfortable and familiar as the family car and, to the pilots, the squad became **precious cargo**, like

*"C's and Siesta" — By SP4 Michael R. Crook — 25 February 1967*



members also of the same family.

After a few air assaults, the young riders took a devil-may-care attitude about the birds — sitting cockily on the floor with weapons in their laps, no safety belts, and legs dangling from the sides of the craft. As they approached the landing zones, some would even crawl down on the chopper skids and jump the last five yards to the ground while gimlet-eyed door-gunners saturated the landing zone.

### The way it was

Then the infantry would pour concentrated fire into likely concealment areas so that the lumbering **slicks** could make their escape. It things were too hot, the soldiers knew, the gunships circling above would make their lethal passes and the **slicks** would return to pick them up, drop them in a better zone, or give them a cool ride back to the relative safety of the firebase to await another mission.

When days were long and hot and contact had been heavy, other helicopters would arrive, bearing the essentials of life — ammo, water, food — and perhaps the amenities — mail, soda, ice, and sometimes even beer. Many replacements first met their platoon sergeants on a jungle-clearing chopper pad and others waved

goodby, bound for "the world" as the **slick** rose slowly, blowing dust on envious buddies who had unfilled blanks on short-timers' calendars.

### A level of cohesion

Often the outbound cargo was grimmer — the screaming wounded or the dreaded body-bags. Even the "young — old" Warrants and Specialists crewing those flights could not always hold back the tears for they had carried those youngsters, legs dangling, laughing, and puffing PX smokes on too many trips to consider this last run "just business".

In short, the infantryman and the Army crewman had looked each other in the eye, grinned, and unwittingly given birth to a new form of warfare. They may have achieved a level of cohesion that the artilleryman and tanker have never reached with the infantry. This was drama in real life — **emotion, trust, mutual respect, and dependence**. It came overnight.

Aside from the dramatic aspects of the new art form, there were the aural connotations because of the aviation environment of the war in Vietnam. As happens among soldiers in every conflict, there evolved a whole new lexicon typical of the omnipresence of aviation: "log-bird",



#### 'Door Gunner'

*A painting of  
acrylic on canvas  
by SP4*

*Michael R. Crook.*

*(Flying out  
from Bearcat, Hq,  
9th Inf Division,  
128th Aviation Co,  
11th Aviation Bn,  
1st Avn Brigade,  
U.S. Army, Vietnam,  
25 Feb 1967.*

“gunship”, “laager”, “dust-off” are typical.

The veteran knew that “hooks” brought in his artillery ammo and that “cranes” lifted the engineers’ bulldozers; if a “C-and-C” ship was inbound, it might be the battalion commander or even COMUSMACV; “Snoopy” did different things than “Spooky”.

“Rollin hot” was a warning from a Cobra pilot — get your head down! To get by, soldiers and officers had to know at least two languages: English and Aviatonese.

### Airborne graffiti

But even more interesting than the vocabulary of air assault were the two- and three-dimensional forms of aviation combat art. There were few pilots who could resist the temptation to prevail upon the unit painter or artist to adorn his ship with a slogan, picture or name, providing the observer of the craft with an “insight” into the personality of the birdman.

Perhaps it might be a cartoon character such as Walt Kelly’s **Pogo** or that inveterate Schulz favorite, the beleaguered beagle, **Snoopy**, or perhaps the buxom and enticing **Anny Fanny**, ingenue of the stag magazines. Names appeared in great profusion also, many providing clues to the age and experience of the pilots: “**Oldies but Goodies**” usually characterized the older field graders; “**Kansas City Kitty**”, “**Sweet Lorraine**” and “**King of the Road**”; while other birds bore titles with more youthful connotations: “**Arizona Gambler**”, “**Angel of the Morning**”, and “**Dusty Rusty**”.

The more bellicose pilots might decorate their craft with an ominous

theme: “**Tennessee Undertaker**”, “**The Hatchetman**”, or simply “**Attila**”: State flags, branch symbols, confederate banners, dice (invariably showing “eleven”) and skulls and crossbones were other hull embellishments.

### Some notable combat art

The Army commissioned a number of artists to capture the war with sketchpad and pallet. Some of the finest pieces of combat art pertain to the performance of Army Aviation. Noteworthy among the latter pieces in the collection maintained by the Army’s Center of Military History in Washington, D.C. are several portraying the aviators at work and relaxing.

**Specialist Fourth Class Michael R. Crook** did some excellent work painting the exploits of the 128th Aviation Company, 11th Aviation Battalion. In one acrylic-on-canvas, he has caught the intentness of the right door gunner in flight overwatching the Mekong Delta. His “**C’s and Siesta**” portays a scene witnessed a hundred times — an aircrew relaxed between missions, availing themselves of the shade provided by the cargo compart-

“*Gunship*” by 2LT Augustine Acuna, 1966.



ment and dozing in the tropical heat.

**"Dropping in on Charlie"** portrays the frightful, vulnerable first seconds as the infantry depart the bird and it swirls away in a climbing-turn, door guns ready to erupt.

Other articles of equal talent, **Lieutenant Augustine Acuna**, and **Specialist Roger Blum**, to mention but two, have done beautiful yet poignant work that few Vietnam-vintage Army Aviators have seen nor would have believed possible.

The bond that existed between the ground soldier and his direct support aviation has been described in other art forms. Many soldiers will recall **Corky Trinidad's** smile-provoking cartoon series **"Nguyen Charlie"** in which helicopter crews are the timely and envied heroes of the grunt platoon trying to run the zany **"Nyet-Congs"** to ground.

### ... and in rhyme, too!

Likewise, a few soldiers, pen in hand, traced their fondness for the aviators and the tools of their trade in a few stanzas. The following is extracted from one soldier's poem, entitled **"Our Birds"**:

Gunbirds sleek, a'mountin' iron,  
The Cobras thunder by;  
Shape so slim and rockets grim,  
The Vikings of the sky.  
But best of all I like the Slicks  
An look' out the door.  
Legs a hangin', rotors banging  
Ridin' on the floor.  
I like to hear 'em slap the clouds  
A'grinding off the 'clicks'  
No legs to pump; no packs to hump,  
I make my hikes in Slicks.  
We can see the ground beneath us,  
Crossroads flashin' by,  
Riding on to landin' zone  
Troopers in the sky!

But the art form that evolved from Army Aviation in Vietnam has more contemporary utility than just as an anchor post for sentimental aviators and graying infantry company commanders now pinning on eagles. It should be more than a club-bar conversation piece. To say that the air-ground relationship changed the face and spirit of warfare and leave it at that is like folding on a full-house before the draw.

The tactical aspects of Army Aviation are no doubt being considered and advanced by the military planners, trainers, educators, and logisticians of the Army. On that score, the Army is keeping up.

But the other side — the art form — that has probably been ignored since the last aviation unit left "Nam". Maybe it bears resurrection.

### Get with it!

We hear the doleful tales from the recruiters about short quotas and low standards and no inducements but money. For decades the Air Force and Navy have glamorized recruiting with sleek jets and streamlined ships. The Army? At best a tank, and that's poor competition for an F-15 or a nuclear submarine. It's hard to make a foxhole attractive.

But I would admonish the Army recruiters to take a look at that art collection pertaining to military aviation. Reproduce it and put it in the recruiting stations and post office lobbies. Push the fuddy-duddies aside and start painting **"Annie Fanny"** and **"Olivia Newton John"** and **"Dolly Parton"** on those birds. Bring back the dice and let the **"Arizona Gambler"** have another roll!

Whether they'll admit it or not, everybody likes art in some form. Wind up the flying galleries! ◀

# Is a quieter Cobra in your future?



*"Yes," says Captain Frame J. Bowers,  
Project Engineer, USAAEFA*

**T**ODAY's **Cobra** pilot has a good deal going for him . . . . He has a missile that can outshoot the opposition and, by flying low and slow, he can avoid early visual detection.

However, he still has a substantial weak point — a fully-loaded **Cobra** makes a helluva lot of noise!

This blade noise becomes especially bothersome on descent and can reveal the **Cobra's** location even when the pilot does an excellent job of flying **nap-of-the-earth (NOE)**. On a battlefield, where substantial amounts of artillery are available to ground observers, even a general location revealed by rotor noise could be hazardous to the pilot's health.

The Kaman Corporation has produced a new rotor blade, now being purchased by the Army, which incorporates features to reduce this problem.

The Kaman blade incorporates an advanced design airfoil, a tapered tip plan-

form, composite material construction, and a multi-cell, ballistically-tolerant spar.

In addition to providing increased lift (and thus more rockets, fuel, and other nice-to-have items for a given power setting), the blade's tapered tip reduces a good deal of the "blade slap" that makes the helicopter so noisy.

To evaluate how successfully the Kaman blade reduced this acoustic signature, the **U.S. Army Aviation Engineering Flight Activity (USAAEFA)**, Edwards Air Force Base, CA, recently conducted a joint project with the U.S. Army Research and Technology Laboratories of the Ames Research Center, Moffett Field, CA. Using an acoustically instrumented YO-3A on loan from the National Aeronautics and Space Administration, in-flight measurements of blade noise were taken of both the regular Bell blade and the new Kaman Blade. The data was taken at various flight condi-

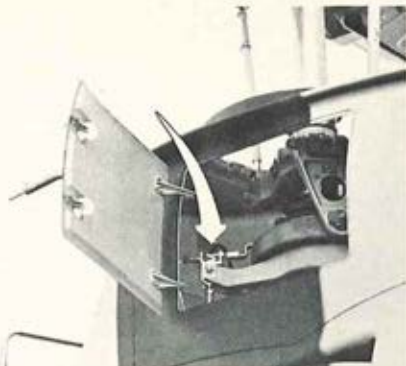


Fig. 1—AH-1S tone generator and swash plate.

tions to include level flight from 60 to 100 knots and various airspeeds with descent rates of 200 to 800 feet per minute.

The YO-3A (Page 31) is a light, fixed-wing airplane that is nothing more than a modified Schweizer 2-32 sailplane with an engine. The long, tapered wings, light weight, extremely well-muffled engine, and wide-bladed wooden propeller combine to make the airplane extremely quiet. Consequently, it is ideal for measuring rotor noise in flight.

### Sound recordings

The YO-3A is outfitted with three microphones. One is mounted on the tip of the vertical stabilizer. The other two are mounted one to each wing-tip. During flight, these record the sounds of the helicopter on a multichannel tape. By noting the helicopter's position and comparing the three recordings, a great deal can be learned about the specific causes of the rotor noise.

One additional channel records the position of the helicopter's main rotor. A small sensor (Figs. 1 and 2) "beeps" every time the rotor passes a fixed posi-

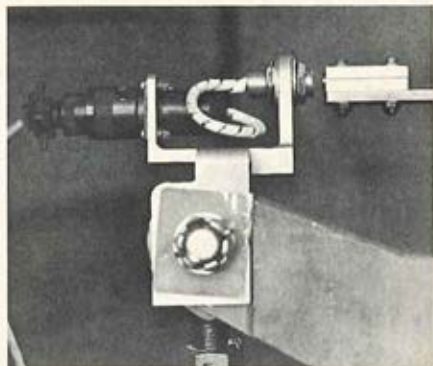


Fig. 2—Tone generator/swash plate closeup.

tion. This tape tone is transmitted over the helicopter's FM radio and is recorded along with the microphone sounds. In this way, the blade "slap" can be fixed with regard to rotor position. This aids in identifying the source of various components of the noise.

### Triangle formation

The tests required three aircraft: the YO-3A; the AH-1S; and a UH-1H chase aircraft. The chase aircraft performed two functions. It was a regular crash-rescue aircraft outfitted with a fire-suppression kit and carried a crash-rescue crew (two firemen and one medic). It also provided photographic coverage to correlate aircraft position to the noise recorded during various data runs.

Because of the fixed camera mount located in the chase aircraft, a somewhat strange formation resulted (**oppos.**). The chase aircraft had to position itself so that the camera could record the test, be close enough to get clear shots, and be far enough away such that its rotor would not produce extraneous noise during the test recordings.

The AH-1S positioned itself behind the



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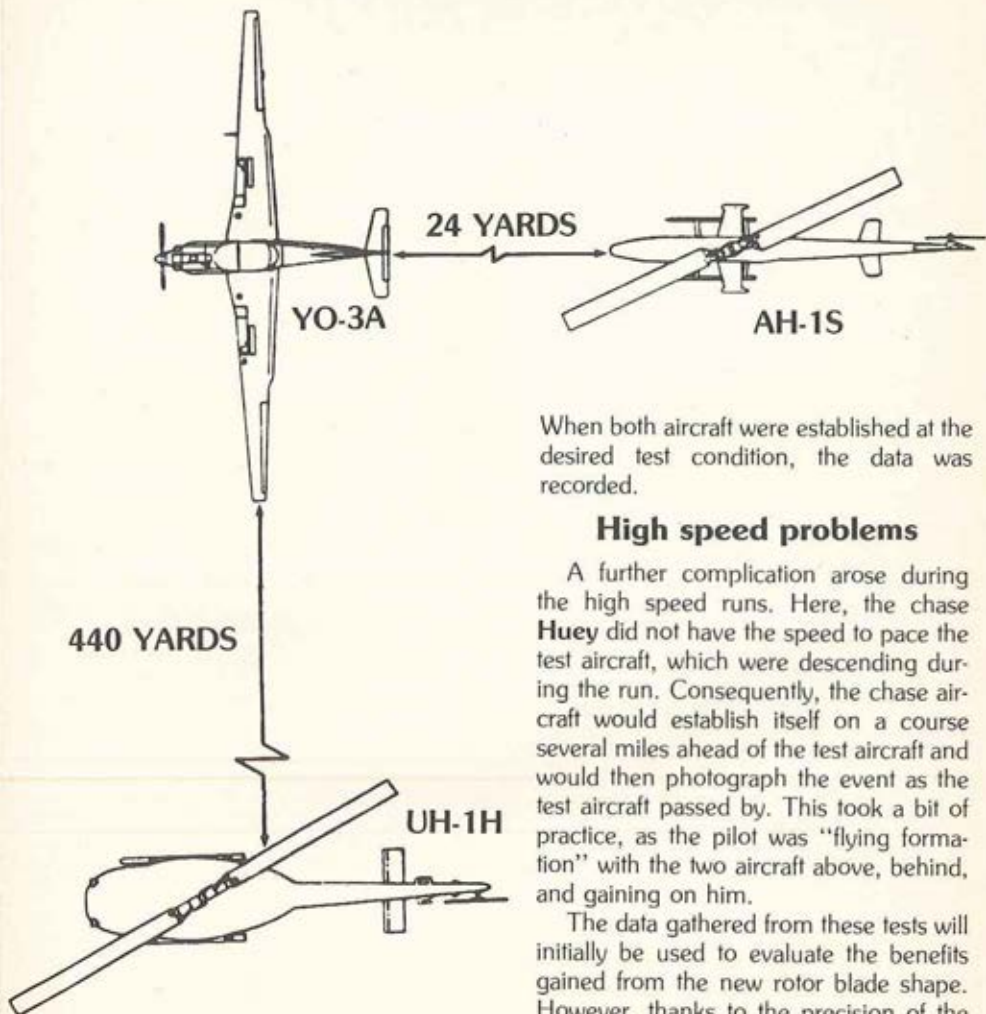


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When both aircraft were established at the desired test condition, the data was recorded.

### High speed problems

A further complication arose during the high speed runs. Here, the chase Huey did not have the speed to pace the test aircraft, which were descending during the run. Consequently, the chase aircraft would establish itself on a course several miles ahead of the test aircraft and would then photograph the event as the test aircraft passed by. This took a bit of practice, as the pilot was "flying formation" with the two aircraft above, behind, and gaining on him.

The data gathered from these tests will initially be used to evaluate the benefits gained from the new rotor blade shape. However, thanks to the precision of the methods and equipment used for this evaluation, the data will eventually be employed by Ames to determine the basic sources of rotor noise — and thus provide ways of reducing or eliminating it.

This, in turn, will make quieter helicopters — and offer the pilot a better chance of survival on tomorrow's battlefield. ◀

YO-3A with the plane of the rotor level with the tip of the vertical stabilizer (Fig. 3). A flight test engineer in the front seat of the **Cobra**, using a visual range finder similar to the focusing range finder on a camera, established a distance of 18 to 22 meters between him and the YO-3A.

# Calendar



DECEMBER

M	T	W	T	F	S
			1	2	
4	5	6	7	8	9
11	12	13	14	15	16
17	18	19	20	21	22
24	25	26	27	28	29
30	31				

APRIL

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

★★ JUNE 14. Monmouth Chapter. Twelfth Annual Dinner & Birthday Ball commemorating Army Aviation's thirty-seventh birthday. Fisherman's Wharf. Open bar, hors d'oeuvres, dinner. Entertainment by the "Mods".

★★ JUNE 14. Army Aviation Center Chapter. Army Aviation Birthday Party & Cake Cutting. Celebrating Flag Day, Fort Rucker Day, Vietnam Veterans Week, and the 37th Birthday of Army Aviation. Informal remarks by Major General Merlyman.

★★ JUNE 16. David E. Condon Chapter. Annual Picnic. Fort Eustis Rod & Gun Club picnic area. Hamburgers, hot dogs (all the trimmings), beer & soft drinks. Games will be provided.

★★ JUNE 22. Lindbergh Chapter. AAAA Scholarship Golf Tournament & Tournament Awards Dinner. Clubhouse, SLASC Golf Course. Trophies & prizes for each flight. Cocktails, steak dinner, awards presentation. Casual.

★★ JUNE 24. Lone Star Chapter. General membership meeting. North Fort Hood. Place TBA.

★★ JUNE 27. Nurnberg Chapter. Luncheon meeting. Pastorius Club. Cold cuts, salad, ice tea. CW4 Lloyd N. Washer, as guest speaker.

★★ JUNE 28. Taunus Chapter. Quarterly membership meeting. Maurice Rose AAF,

Bonames, FRG. Free beer, chips, snacks. Mr. John Murphy, Director Embry-Riddle University, as guest speaker.

★★ JUNE 28. Stuttgart Chapter. General membership meeting. Snoopy's Club, Stuttgart Army Airfield. General business program, election of Chapter Executive Board members.

★★ JUNE 29. Franconia-Marne Chapter. Professional luncheon. Schweinfurt O-Club. CW4 Lloyd N. Washer, as guest speaker.

★★ JULY 4. Washington D.C. Chapter. Annual Army Aviation Picnic. Davison Army Airfield Rotary Wing Area. Aircraft displays, SFTS demonstrations, circus aircraft on display, food, beverages.

★★ JULY 13. Air Assault Chapter. General membership meeting & professional dinner. Fort Campbell O-Club. AAAA's Nat'l Board members will be present. Social hour (cash bar), dinner. Major General George S. Beatty, Jr., Ret., as guest speaker. Wives & guests are welcome!

★★ JULY 18. Suncoast Chapter. Executive committee election. Bid farewell to Brigadier General (P) "Hank" Small. MacDill AFB O-Club (Green Room). Cocktails, dinner. Informal.

★★ JULY 19. David E. Condon Chapter. Professional luncheon meeting. Pay-as-you-go bar.

LTC William W. Priest, as guest speaker. "Goodbye" to Post Commander, MG Oren E. DeHaven.

★★ JULY 19. Coastal Empire Chapter. Professional membership meeting. Hunter Army Airfield O-Club. Dime Beer!

★★ JULY 21. Corpus Christi Chapter. Family-Style Picnic. Sunrise Beach. Swimming, water skiing, boating, fishing tournament, volleyball, horse-shoe contest, washer pitching contest. Sausage & beans, free beer and soft drinks.

★★ AUG 5. Valley View Chapter. Bus trip to the Ramstein Air Show. Aircraft displays, acrobatic flights.

★★ AUG 15-16. Monmouth Chapter. Sport Day and Clam Bake. Fort Monmouth O-Club. Tennis, golf tournament.

★★ AUG 17. Fulda Chapter. General membership meeting. Bus tour of the Alexander Schleicher Glider Factory in Poppenshausen. "FREE" Bar-B-Que & Beer Party. Members and their families only.

★★ AUG 24. David E. Condon Chapter. Joint professional dinner meeting with AHS. Fort Eustis Officers' Club. Cocktails, Dinner, Cash Bar. Coat & Tie. Congressman Paul Trible, as guest speaker.

★★ SEPT 29. Connecticut Chapter. Army vs North Carolina Football Game. Bus tour to West Point. Cadets Parade, lunch at the West Point Officers' Club (optional), BYOB.

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DOUBLE CEREMONY — In the left photo, COL Clyde J. Crawford, right, V Corps Aviation photo) by COL Crawford's receipt of an AAAA "Certificate of Achievement" from the Officer, is shown receiving his Master Army Aviator wings from fellow aviator, LTC Taunus Chapter of the AAAA. Making the Association's award presentation for the Sidney B. Berry, the Corps Commander. The June 4 ceremony was then followed (right) Taunus Chapter is its Chapter Secretary, CW3 John Horvath. (SP4 David D. Hoch).



## Maj. Gen. Beatty elected as AAAA's 14th President

**INSTALLED** at a National Board meeting held upon the conclusion of the 21st AAAA National Convention in Atlanta, GA, a new 49-member National Executive Board slate looks ahead to increased '79-'80 activity within its growing Chapter program.

Major General George S. Beatty, Jr., a Trust Company Bank of Savannah executive, was elected as the 14th National President of the AAAA, succeeding Lieutenant General Robert R. Williams. Major General William A. Becker, of Kaufman, TX, is the Association's new Senior Vice President.

The board members also reelected Colonel John W. Marr, of Arlington, VA, as National Secretary-Treasurer.

Incumbent board members who will serve as National Vice Presidents include Major General William J. Maddox, Jr., of Lafayette, LA; Brig. Gen. Joseph H. Kastner, USAR-J; Colonels William E. Crouch, Ft. Rucker, AL, and Rudolph D. Desco-teau, Alexandria, VA; Paul L. Hendrickson, of St. Louis, MO; and Eugene J. Tallia, of Potomac, MD.

Completing the full Executive Board are Arthur H. Kesten, Westport, CT, an appointee; Past Presidents Brig. Gen. Robert M. Leich, Evansville, IN; Bryce

Wilson, Glenbrook, NV; James N. Davis, Springfield, VA; Darwin P. Gerard, Alexandria, VA; Brig. Gen. Glenn Goodhand, McLean, VA; General Hamilton H. Howze, Ft. Worth, TX; Colonel Richard L. Long, St. Louis, MO; Lt. Gen. Harry W.O. Kinnard, Arlington, VA; Maj. Gen. Delk M. Oden, Alexandria, VA; Colonel Edward L. Nielsen, N. Palm Beach, FL; Lt. Gen. John M. Wright, Jr., Irving, TX; and Lt. Gen. Robert R. Williams, Ft. Worth, TX.

Four Regional Presidents, Maj. Gen. James H. Merryman (First); Maj. Gen. Richard H. Thompson (Fifth); Brig. Gen. Jack S. Walker (Sixth); and Brig. Gen. Charles E. Canedy (USAREUR), and the following eight Nat'l Members-at-Large also serve on the Executive Board:

Maj. Gen. James C. Smith, Washington, DC; Maj. Gen. Story C. Stevens, Granite City, IL; Brig. Gen. Carl H. McNair, Jr., Ft. Rucker, AL; Colonel William R. Chritton, Jr., Springfield, VA; Colonel John J. Stanko, Edgewood Arsenal, MD; Lt. Col. Bert L. Rice, Washington, DC; CW4 Leland C. Komich, Alexandria, VA; and Mrs. Thyra V. Bonds, Webster Groves, MO.

The Presidents of fourteen Chapters with 150 or more members complete the full Executive Board. The latter group includes three USAREUR Presidents.



## APPLICANTS FOR 1980 SCHOLARSHIP AID SOUGHT BY AAAA

The AAAA Scholarship Foundation, a separate non-profit educational activity created to provide scholarship aid to the sons and daughters of AAAA members and deceased members, announces the availability of assistance funds for the 1980 college-entry year. Program participation is limited to the children of members with an effective date of membership on or before March 31, 1979.

### APPLICATION PROCEDURE

Student-applicants are asked to request the appropriate application forms by writing to the AAAA Scholarship Foundation at 1 Crestwood Road, Westport, CT 06880. Requests for applications must be received on or before December 15, 1979. Grades and test scores must be submitted by February 15, 1980. All forms, together with other supporting data, must be returned to the Foundation on or before February 1, 1980 to receive Awards Committee consideration. The student-prepared application should state the full name of the applicant's father-member and address of student if different.

### ELIGIBILITY CRITERIA

The AAAA applicant must also be: (1) a high school senior who has applied to an accredited college or university for Fall, 1980 entry as a freshman; and (2) unmarried.

### SELECTION & NOTIFICATION

Selection of winners will be made during the month of March 1980 with each applicant to receive a list of the winners not later than 1 April 1980.

### BACKGROUND DATA

Incorporated in December 1963, the AAAA Scholarship Foundation provided 11 scholarships in 1979, and has furnished more than \$64,100 in direct aid.

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1 Crestwood Road  
Westport, CT 06880