

Army Aviation

SEPTEMBER 15, 1980



**The U.S. Army/Boeing Chinook 47D:
The Battlefield Sustainer.**

ARMY AVIATION

ARMY AVIATION

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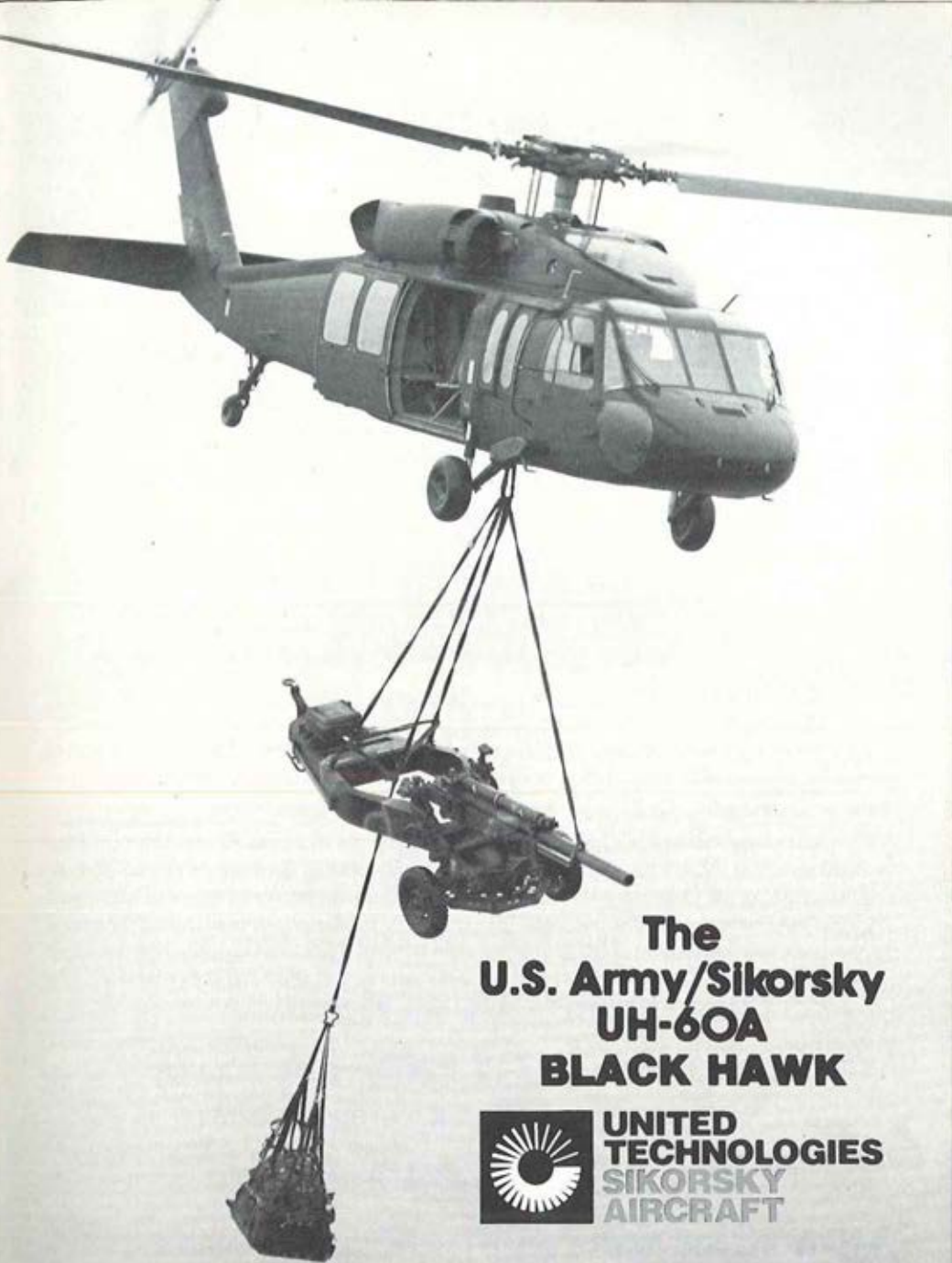
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**The
U.S. Army/Sikorsky
UH-60A
BLACK HAWK**



**UNITED
TECHNOLOGIES
SIKORSKY
AIRCRAFT**



Army Aviation Association

1 CRESTWOOD ROAD, WESTPORT, CT 06880 — (203) 226-8184

12 September 1980

SAVE \$! A LAST CHANCE TO JOIN OR RENEW AT 1974 DUES! _____

There's still time for you to save several dollars as a **NEW** or **RENEWAL MEMBER** of AAAA. Our first dues increase in six years goes into effect on 1 October, but our National Office has been instructed to honor all new applications and renewal extensions at the **Old \$12 Dues** through 30 September . . . This means that you can save as much as **\$8.50** on a three-year membership, or **\$6** by initiating a two-year membership or renewal, or **\$3** on a one-year membership or extension. Only one action is required . . . That of mailing your dues on or before the cutoff date of 30 Sept. An application with the **Old Dues** — the last one we'll publish at these rates — appears on page 42.

THE WORLD HELICOPTER CHAMPIONSHIP (WHC) . . . IS IT FOR US? _____

The answer is "Yes!" . . . AAAA is committed to supporting the effort of the **Helicopter Club of America (HCA)** in fielding the best qualified United States team for entry in the 1981 Championship in Cracow, Poland. Read up on both the **WHC** and the **HCA** on pages 46 and 47 of this issue. In later issues, we'll bring you details of each of the Championship's Events and a report on all U.S. competitive trials as they occur.

IT ISN'T TOO EARLY! _____

Planning for AAAA's April 1981 National Convention is underway with the appointment of **Brig. Gen. Richard D. Kenyon**, Army Aviation Officer—DA, as Chairman of the Presentations Subcommittee, and **Lt. Col. John Boysen**, as Vice Chairman.

THE MUSEUM'S IN PHASE I, AND WE'RE HELPING! _____

Under the three-phase funding plan for construction of a new **Army Aviation Museum**, the AAAA has agreed to help raise \$50,000 as its share of the \$700,000 Phase I program conducted during 1980-1982. If this brief comment, or a later direct mail AAAA letter, or any subsequent **Museum cry for help** you read in this magazine jogs you into forwarding a Museum donation, we'd appreciate your sending a simple "Credit the AAAA" note with it so that we, as an group, can attain our assigned goal. The Museum is forever; it is for each of us; and each of us should lend it his support.

GEORGE S. BEATTY, JR.
Major General, USA (Retired)
President, AAAA



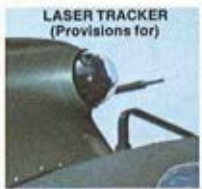
DOPPLER



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on the
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that helps
you find
and
destroy.**

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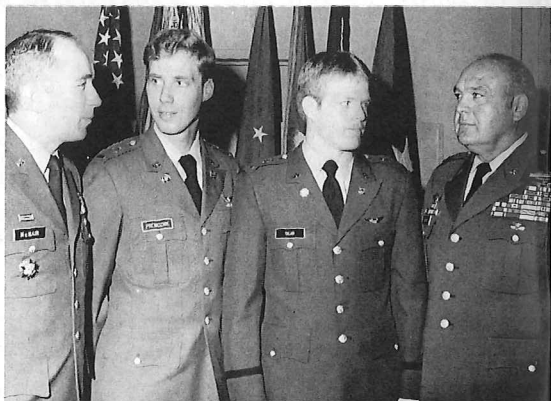
ARMY AVIATION IN THE NEWS

FT. RUCKER—The Distinguished Graduates of the July 11 Officer and Warrant Officer Rotary Wing Classes at USAAVNC were WO1 Scott S. Smith and 2LT Donald H. Dunn, USAF, second and third from the left. The two DG's are shown talking to Maj. Gen. Jerry R. Curry, right, Deputy Assistant Secretary of Defense of Public Affairs, and Brig. Gen. Carl H. McNair, Jr., left, Acting Commanding General of Ft. Rucker. The DOD general officer was the guest speaker at the July ORWAC-WORWAC graduation exercises.



NEW GRADUATES—Members of Air Traffic Control Officer/Warrant Officer Class which completed its six-week course recently at Ft. Rucker, AL, are, front row, left to right, CPTS Carl J. Kropf and Randy F. Hudson; CW3 Carl D. Swanson; and CPT Dennis G. Bledsoe. In the second row from the left are CW3 Curtis L. Franklin, Jr.; CPTS Bobby L. Brown, James C. Hassinger, and Joseph G. Kaufmann, Jr. Not pictured are LTC Emmett F. Johnson and CW4 William W. Davis. The group photo of the class was taken on 12 August.

THE BEST—The Distinguished Graduates of the recent Officer and Warrant Officer Rotary Wing Classes at USAAVNC talk with the graduation speaker, Maj. Gen. Jack V. Mackmull, right, CG of the 101st Airborne Division (Air Assault), and Brig. Gen. Carl H. McNair, Jr., Rucker's Commanding General, about their future plans. They are WO1 Timothy A. Prewoznik, second from left, and 2LT Eric S. Dean. The graduation ceremony for the nine-month ORWAC-WORWAC flight classes was held on August 8.



FIREPOWER Ahead of TIME

The U.S. Army's Advanced Attack Helicopter — Hughes YAH-64 — is the most effective anti-armor weapons system ever developed. Equipped with completely integrated weapons and aircraft systems, the YAH-64 will acquire and destroy hostile targets at maximum standoff ranges during day, night and adverse weather.

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DA Happenings

BG Richard D. Kenyon, the Army Aviation Officer at DA, examines the programs that have received significant dollar funding



“ . . Aviation is the future of the Army.”

IN a recent issue of *Army Aviation*, we examined the Army's aviation hardware program, where we are, and where we are headed.

In this issue we will take another look at our aviation programs, but this time from the **budget side** — what we asked for at the beginning of the FY 81 budget cycle, and where we are near the end of that cycle.

In his address to the Army's 1979 Standardization and Policy Committee Conference, **LTG Glenn K. Otis**, the Deputy Chief of Staff for Operations and Plans, stated: "Even though I do not wear wings, I am convinced that Army Aviation is the future of the Army. We are at a stage in Army Aviation comparable to where the tank was between War I and War II."

A large commitment

He went on to say that we have done a lot with aviation, but there is an awful lot more to do. It is important that we plan well for the future because we have already committed ourselves with dollars, people, and force structure to Army Aviation - a large amount for today and even more for the future.

You will see as we examine the various programs that we have committed significant dollars to Army Aviation but more are needed to achieve the level of capabili-

ty required to accomplish our mission. We have taken cuts in some areas, made concessions, compromises, and tradeoffs; but overall, I think we are going to come out of the FY 81 budget cycle with Army Aviation in good shape.

Procurement and research and development funds are separate programs. The FY 81 Army aircraft procurement request submitted to Congress in January 1980 was for \$925.3 million. This was amended in April 1980 to \$933.4 million to compensate for inflation.

This figure was adjusted upward in June 1980 by the **House Armed Services Committee (HASC)** and readjusted in July 1980 by the **Senate Armed Services Committee (SASC)**. In August 1980, the House and Senate Joint Conference agreed on a final authorization figure of \$1,076.4 million.

Let's look at the various systems starting with the **Attack Helicopter**.

AH-64: We asked for \$50.8 million for advance procurement of long lead time items required for the production of the first 14 aircraft in FY 82. These procurement figures remain unchanged.

AH-1: We did not request any procurement money for the new **COBRA/TOW's** in FY 81. However, the Joint Conference provided \$44.5 million for 17 **COBRA's** and \$1.6 million for spare parts support. The 17 aircraft will prob-

ably go directly into the Army National Guard force structure.

AH-1 MOD: The FY 81 request for the **COBRA/TOW** modernization program was \$121.7 million. The **HASC** added \$34.5 million to convert 24 trainers (TH-1G) to the fully modernized configuration. However, the Joint Conference revised this figure to \$17.2 million to convert 12 trainers.

Utility Aircraft

UH-60A BLACK HAWK: To support this program, we requested \$300.6 million for the procurement of 80 aircraft. In addition, we asked for \$41.0 million for spares support. This program has experienced some turbulence along the way.

The **HASC** determined that the dollars initially requested were not sufficient for the procurement of 80 aircraft, so they added \$32.9 million.

The **SASC** desired to procure a total of 96 aircraft with spares at an additional cost of \$110.9 million. During the Joint Conference, a compromise was reached for a total of 88 aircraft with spares at an additional cost of \$70.7 million. A summation would probably be helpful.

At this point, the **BLACK HAWK** FY 81 procurement plan is for 88 aircraft at a cost of \$361.8 million plus spares support at a cost of \$50.5 million.

Medium Lift

CH-47: The CH-47 fleet modernization program will begin in FY 81 with the first nine aircraft. We will be producing the modernized "D" model and have requested \$152.3 million to support this effort. The modernized CH-47D is designed to improve aircraft **reliability, availability, and maintainability (RAM)** while also considerably improving aircraft capabilities in range and cargo carrying capacity.

Fixed Wing

C-12: We were unsuccessful in our efforts to get the C-12 in the budget. However, the **HASC** added \$29.9 million for the procurement of 20 aircraft.

Unfortunately, the Joint Conference reduced this to \$9.0 million for six aircraft. These aircraft will help to fill current shortfalls in the Active Component utility fleet and free quality substitute aircraft for assignment to the **Reserve Components (RC)**.

In the area of **Modification**, the following programs will modify existing aircraft to improve aircraft operational capability, safety, and RAM: **OV-1/RV-1**, \$13.2 million; **EH-1 Quick Fix**, \$5.2 million; and **OH-58**, \$4.4 million.

Guardrail is a combined airborne and ground communications intelligence system designed to intercept and locate enemy communications emitters. We have programmed \$49.4 million for conversion of C-12D aircraft to the **Guardrail RC-12D** configuration.

The balance of the procurement allocation provides for funds in **support** areas including repair parts, support equipment (primarily in avionics and flight simulators), and facilities support. These are the non-glamorous, cost-of-doing-business items which are vitally required to have a complete, executable Army aircraft program.

RDTE

The **Research, Development, Test, and Evaluation (RDTE)** budget submitted to Congress requested \$383.8 million. The majority of the budget request is in advanced development and engineering development. Highlights of the **RDTE** effort are contained in the following projects:

Advanced Development: The aircraft weapons request was for \$6.52 million (DA/Continued on Page 42)

James M. Boen of USA TSARCOM indicates a new device may serve to increase tree-strike survival



Equipment

CRS: Canopy Removal System

USUALLY a major tree strike by a helicopter results in a catastrophic accident, but there's evidence improved composite rotor blades increase chances for crew survival and reduce aircraft damage.

The new evidence was provided recently by an unplanned demonstration.

The AH-1S **Cobra** crew had been briefed on their mission; the aircraft had been inspected, fueled, and readied for flight. The take-off was routine and the flight crew maneuvered into position for the simulated anti-armor mission.

During the target acquisition phase while the AH-1S **Cobra** was performing an **out-of-ground-effect (OGE)** hovering maneuver, the tail rotor struck and cut the top ten feet out of a 60-ft. pine tree. The loss of tail rotor control forced the flight crew to land the helicopter immediately.

An autorotation was initiated and as the **Cobra** descended to the ground with the main rotor blades coming into contact with a 60-ft. pine tree. The blades severed four sections of the tree ranging from seven inches to 9.5 inches in diameter. Despite these repeated tree strikes, the transmission was not displaced and the main rotor blades remained attached to the damaged **Cobra**. The helicopter continued to the ground in an upright position.

A new device

This helicopter is equipped with a **Canopy Removal System (CRS)**. The **CRS** is a self-contained pyrotechnic device which cuts the windows and doors free from the helicopter, thereby giving the crew a quick egress in an emergency. Since the helicopter landed in an upright position, there was no need to activate the



Equipment

system. The crew initiated proper emergency procedures and a normal egress was accomplished.

A visual examination of the helicopter by qualified maintenance personnel indicated there was no apparent damage to any root hardware of either blade, rotor hub, mast, or rotating flight controls. The helicopter involved in this accident was an AH-1S ECAS with the improved main rotor blades which are made of composite materials.

What was the damage?

"What was the damage to the main rotor blades," you ask? Well, the impact with the trees occurred in the outer two feet of the blades. On one blade the leading edge erosion guard received a spanwise slit of 20 inches from blade station 235 to 255.

Some underlying areas of the frangible leading edge filler were broken with related damage to the spar under the filler. A kink existed in the spar, including the brass weight, at blade station 250. Shape and direction of the kink indicated that the blade was at nearly full collective pitch at time of impact. The remainder of the blade damage indicated high edgewise bending with compressive failure of the trailing edge spline, and diagonal buckles in the skin; but little spar damage inboard of blade station 220. The afterbody was extensively damaged due to contact with the tree.

As a result, sections of the core and approximately eight feet of the trailing edge spline were missing or torn loose on both blades. The stainless steel tip cap was still



attached, but slightly loosened on the blade. On the other blade, damage was similar in appearance except that the brass spar weight did not appear to be bent, nor was the stainless steel tip cap loose. Incidentally, the brass weight weighs 54.85 lbs.

It is noteworthy that in spite of the fact that both blades received repeated severe structural impacts, they remained essentially intact and connected to the helicopter. Since all components remained intact, the flight crew was not injured.

The cause of fatalities

Major tree strikes of this magnitude generally tend to rip the transmission from its mount due to the centrifugal force. When this occurs, the following blade dips forward striking the cockpit. These two events would generally cause fatalities.

The resulting damage is graphically demonstrated in the photographs. These are vivid examples of the inherent resilience and energy absorbing characteristics of the Composite Main Rotor Blade and its enhancement of the **Cobra's** survivability. The most outstanding survivability aspect of this event is that the crew returned to flight status three days after the accident.

No stranger to fire-fighting, the Crane is the only aircraft in Alaska capable of lifting the needed D-7 bulldozers



Operations

Alaskans greet returning CH-54

THE Cranes are back! Actually, only one Crane came back to Fort Wainwright this year, but who is counting?

Veteran Wainwrighters may remember the familiar sight. It still resembles a rather large praying mantis in flight, and more often than not, it'll have something dangling underneath it.

Yep, the Crane is back and it's just as ugly as ever. But ugly is beautiful this summer, because it's here to help our soldiers fight "The Scourge of 1980", the Blair Lakes Training Area fire.

Only one capable aircraft

No strangers to smoky operations, the Cranes flew hundreds of hours during the 1970s in support of fire-fighting ef-

ports. Today, according to its pilot, CW3 Roger Showers, it's the only aircraft in Alaska that's capable of doing what it came here to do — to transport the heavy D-5 and D-7 model bulldozers needed to construct fire breaks around the blaze.

History tells us that the CH-54B Flying Cranes were formerly assigned to the 343rd Aviation Detachment of the 222nd Aviation Battalion. With the unit's deactivated in late September last year, the four Cranes were reassigned to the Alaska Army National Guard's 207th Arctic Recon Group in Anchorage.

Their primary mission was, and still is, to provide combat support to the 172nd Infantry Brigade (Alaska), and in the performance of that mission, they managed to set a few outstanding records along the way.

For the benefit of those who may not know, one CH-54B Crane broke all existing weight records at Unalakleet, Alaska when it successfully lifted a gross weight of 56,000 lbs. (9,000 lbs. over the normal gross lift allowed for the aircraft).

This feat was accomplished when a 22,000 lb. bulldozer was needed at Moses Point on Norton Sound, a distance of 60 miles from Unalakleet. The chopper not only lifted the excess weight, it



Operations

also flew the distance bucking a strong headwind.

That same **Crane** broke its own record the same day by transporting another dozer over the exact same route, this one weighing 25,000 lbs.

As of June last year, the **Crane** also held the CH-54B altitude record when it

topped off at 36,000 feet — about 6.8 miles — and set a time-to-climb record by reaching an altitude of 10,000 feet in one minute and 25 seconds.

All this glory aside, however, it's good to see our old friend fluttering around in our skies again. Although the CH-47 **Chinooks** have performed admirably during the latest crisis, it's nice to know that its big brother is still on call.

“There’s been an explosion!”

By Major Rick Kiernan, Fort Benning, Georgia

AT 3:45 p.m. on Friday, July 8, 1977, the Fort Wainwright Provost Marshal Office received an alarming message, “There has been an explosion at Pump Station #8 on the pipeline and there could be mass casualties.”

Immediately, the word spread across the post! At nearby Bassett Army Hospital, doctors, nurses and staff personnel flew into action that resembled organized chaos. At the Public Affairs Office, cameras and notebooks were hastily snatched amidst a scuffle of feet and ringing

telephones. Meanwhile, the **222nd Aviation Battalion**, the largest aviation unit in the Army, scrambled pilots and choppers for standby rescue missions.

33 miles distant

A quick check with the Alyeska Pipeline Company office located at the fort, pinpointed the fire at the pump station approximately 33 miles south of Wainwright and adjacent to Eielson Air Force Base. The race with the clock was on!

Army helicopter pilots took to the air and medical personnel on the ground prepared for mass casualties. One nurse at Bassett was busy converting the waiting room in the pediatric clinic to a receiving room complete with stretchers on sawhorses.

“Don’t let these Bermuda shorts throw you”, she said, “I got the call on the golf course.



Besides, I only had a 41 going into the back nine!"

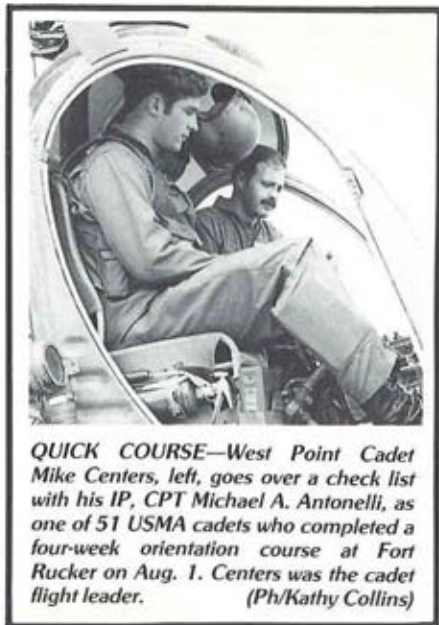
All agencies began similar checklists that met general requirements for a disaster, but with calculated reservations because this was a "first" . . . This was **The Pipeline!**

Luckily, initial reports were exaggerated and probable casualties were now estimated at 10 to 20 possibly injured. At 4:32 p.m., a helicopter from the 222nd Aviation Battalion brought one civilian with leg burns to the Bassett Hospital. At 4:35 p.m., three more pipeliners were flown to nearby Fairbanks Memorial Hospital with burns. By this time, Wainwright Commander, **Colonel Victor R. Feicht** and LTC **Joseph S. Davis**, 222nd Commander, had flown to Pump Station #8 and were on the ground to estimate the situation.

As **Colonel Feicht** later told the Anchorage Associated Press correspondent, "We were all leaning forward in our foxholes prepared to do whatever had to be done to help the injured."

Fortunately, Bassett Hospital personnel had only recently reacted to a simulated disaster which evaluated response time and emergency procedures. This annual exercise is conducted in coordination and cooperation with Fairbanks Memorial Hospital.

Each year it "plays" through a scenario that might cover anything from



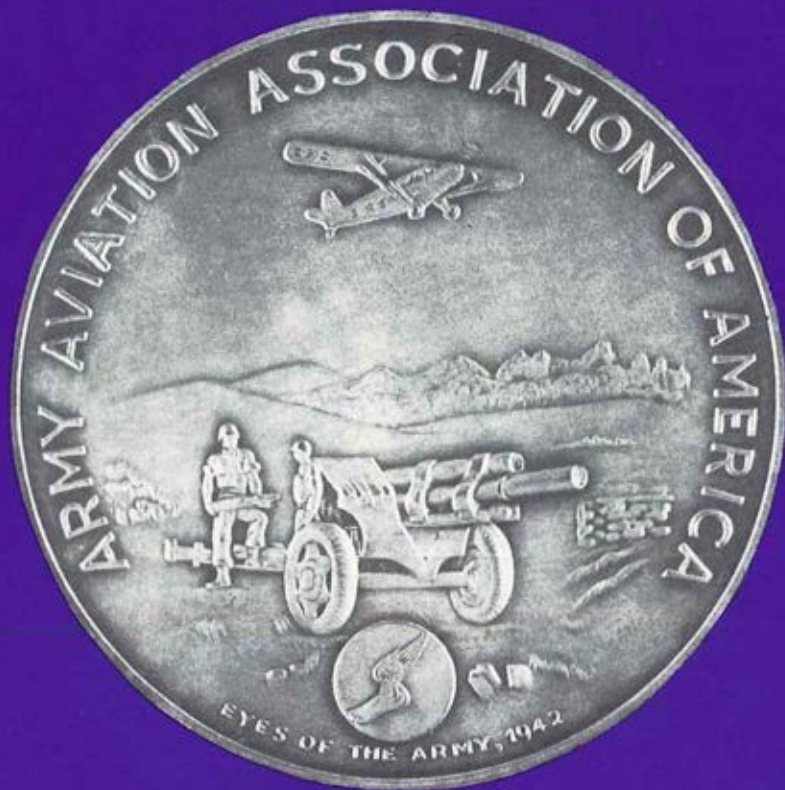
QUICK COURSE—West Point Cadet Mike Centers, left, goes over a check list with his IP, CPT Michael A. Antonelli, as one of 51 USMA cadets who completed a four-week orientation course at Fort Rucker on Aug. 1. Centers was the cadet flight leader. (Ph/Kathy Collins)

an earthquake to a forest fire. This time the scenario was not only real but timely as rehearsed procedures went like clockwork.

By 5:30 p.m., the fire was under control, but had claimed five injured and one life. The explosion at the pump station alerted not only the Alyeska Pipeline Company but everyone in the Alaskan interior to the need for constant and responsive surveillance of the latest and greatest man-made engineering feat of the century — **the Alaskan Pipeline.**

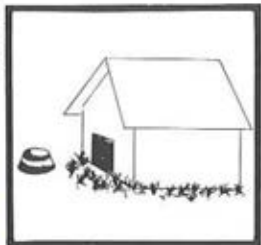
CHANGE OF COMMAND—Major General Emil L. Konopnicki assumed command of the U.S. Army Troop Support and Aviation Materiel Readiness Command (TSARCOM), St. Louis, Mo., on 31 July, succeeding Major General Richard H. Thompson who has been reassigned to the office of the Deputy Chief of Staff for Logistics, Department of the Army. A native of Philadelphia, Konopnicki is a graduate of Maryland University and OCS and has served overseas tours in both Korea and the Republic of Vietnam.

THE TIME IS NOW!



**CALENDAR YEAR 1980
NOMINEES ARE SOUGHT FOR
AAAA'S NATIONAL AWARDS
[FOR ADDITIONAL DETAILS, TURN TO PAGE 24.]**

An open letter from a veteran AA and
a long-time member of AAAA,
Norman T. Elliott



Hall of Fame

We've overlooked a great aviator!

AT least once each year most every member of AAAA meets an outstanding personality and wonders why he isn't in our **Army Aviation Hall of Fame**.

This is usually as far as it goes — the wondering stage. The rapidly moving sands of time take their toll and a worthy individual is missed.

I am just as guilty of this as the next, but I've decided to make a feeble attempt to rectify the situation.

I have never met this aviator, yet his exploits and contributions to Army Aviation are as familiar to me as the floor plan of my home. I have never flown with him, yet he has been with me on countless missions — missions ranging from the boring to the truly terrifying.

His contributions to the morale of all Army Aviators, both individually and collectively, cannot be measured, their scope being beyond definition. When we are down and depressed he has the right words to lift our spirits.

Embarrassing situations? He has had many and he cheerfully shares his experiences to help us through.

Success? It comes hard sometimes but he always makes it and thus sets the

example of perseverance for us all. He loves parties and social events and is always ready to share song or libation.

His exploits are faithfully reported in a multitude of newspapers throughout the world. Hardly a day passes when someone, somewhere doesn't read about him. Never has one aviator received such favorable press for so long and yet he is not in our **Army Aviation Hall of Fame**.

Perhaps it is because he is all too familiar to us — being too much of a friend. We not only share his aviation exploits; we share his daily life. He never graduated from Fort Rucker yet he is with every class, in their hearts and minds. He is in all our hearts and minds and deserves a place in our **Hall of Fame**.

He would not, I am sure, demand a place of prominence since this is not his nature. Perhaps a quiet corner where he can rest and forever look out over his comrades and say to himself: "Yes, I knew them all and they knew me — I flew with them."

I think it's time that we all paused a moment and recognized this great aviator and his unparalleled contribution to Army Aviation by creating a special spot for him (**HALL OF FAME/Cont. on Page 38**)



For two-way protection as an Army Aviator under age 30, the new AAAA-endorsed FLIGHT PAY INSURANCE/LIFE PLAN provides you with up to \$17,640 in life insurance indemnities AND AT THE SAME TIME, something no other life policy does, up to \$11,280 in returned flight pay, if you are grounded medically. The cost for this unique combined flight pay and life coverage? A low \$2.75-\$8.21 monthly allotment, depending upon the amount of flight pay you now receive.

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A former crewchief and PAO specialist,
R.T. Edwards, tells the story of an often
overlooked Cobra combat mission



Yesterday

AFA — The Other Cobra Unit

TEN years from now, when a soldier leafs through a history of Army Aviation, he or she just might come upon a section devoted to the AH-1G **Cobra** helicopter and will, in all probability, only recall that this aircraft served as a “gunship.”

This is because most of the “stories” that are employed in assembling histories are just that — “stories.”

Fortunately, Cav units were not the **only** units in Vietnam using the **Cobra**. And despite the heavy dosages of publicity, Cav “gunships” didn’t perform all of the missions . . . There were other **Cobra** units and they weren’t Cavalry!

The Cav was “out front”

In fact, they tried to stay as far away from the Cavalry as they could, and while they tried to get the press interested in their operations, the Cav always seemed to be “out front.” But was there a “front” in Vietnam?

For the **Aerial Field Artillery (AFA)** units fighting in various areas in Vietnam, the “front” was wherever the grid coordinates called the shots.

The Aerial Field Artillery concept was important because it showed the tacticians

the attack helicopters’ adaptability in facing the problems at hand. In brief, the AH-1G **Cobra** had the ability to provide the necessary functions required to perform the mission of “artillery from the sky.”

The old slogan, “Taking the worry out of being close,” thus belonged in the house of the Aerial Field Artillery for it performed this mission exactly and the **Cobra** adapted well to the AFA mission.

Many physical differences

As to the physical differences between the AFA and the Air Cav, there were many. The sheer mission itself was sufficient to distinguish the two. Cav **Cobras** were gunships — they lifted fewer rockets and thus were able to carry more fuel and to remain “on station” longer, patiently waiting for the “little bird,” the OH-6A, to find the enemy.

The “**Heavy Hog**” configuration, on the other hand, was the common sight wherever the AFA called the terra cotta home. This meant that the Artillery **Cobra** was loaded for action with 15 pairs of 17-lb. 2.75 inch rockets and 19 pairs of 10-lb. 2.75 inch rockets.

Due to the altitude and the air density,

the Artillery **Cobra** was limited operationally by its fuel capacity and, therefore, it came **"on station"**, went about its business, and went back to get re-armed. If the situation called for a **"hand off"**, this would be performed prior to the departure of the first section that was **"on target."**

A numerical advantage

The FA Battalion also had a numerical advantage over its cross-sworded ally. While the Cav had an LOH integrated into its operations, the FA Battalion had 36 AH-1G **Cobras** compared to the Air Cav Squadron's 27 AH-1G's. The **extra** nine **Cobras** added quite a punch when all 36 **Cobras** were used in a concerted effort.

With these numbers, the entire AFA Battalion could dish out 1,224 **pairs** of rockets; an impressive 54,000 rounds of mini-gun ammo; and 9,000 rounds of 40mm grenades.

One such action occurred in Janu-

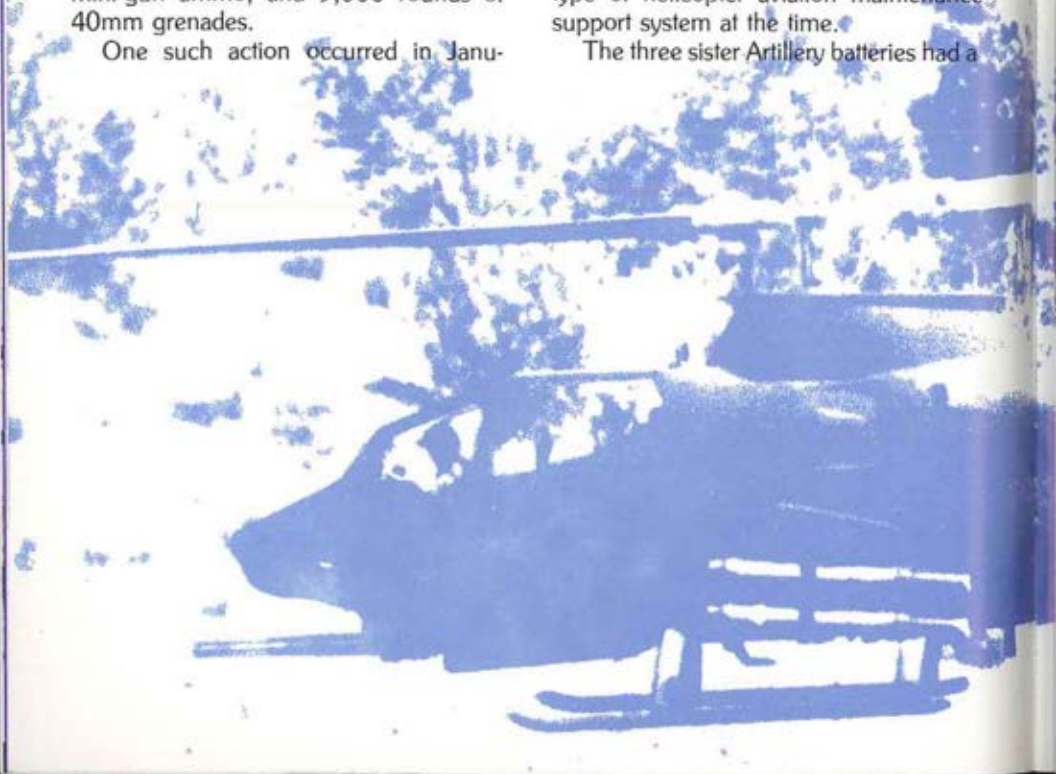
ary 1970 when the 4th Battalion, 77th FA, 101st Airborne Division (Airmobile) took on the task of pulverizing the logistics trail in the Ah Shau Valley, and the unsuspecting enemy. Unfortunately, the mission didn't fare as well as it could have due to weather and intelligence information problems.

All 36 **Cobras** returned without incident, and the thunderous fly-by was a very impressive sight to see.

Since the 4th Bn, 77th FA (AFA) was a homebed for me, and one of only three units devised as an AFA unit, it'll be easy for me to "look under the hood" a bit and see just what made this battalion tick.

Although the unit was an aviation unit, it was actually assigned to Division Artillery. All officer slots were Artillery branch, but the battalion had a unique type of helicopter aviation maintenance support system at the time.

The three sister Artillery batteries had a



direct support maintenance detachment, the one assigned to B Battery, for example, being the 268th Transportation Corps Detachment.

All four batteries — H&H Battery, and A, B, and C Batteries — had helicopter assets and helicopter maintenance personnel assigned to them, but, in the true sense of the word, the Aerial Field Artillery Battalion was an Artillery unit.

A new lingo to be learned

The words, "**Fire Mission**," seemed to be out of place for every other type of aviation maintenance unit except those dealing with the AFA's helicopters. And there was a new lingo to be learned if you wanted to talk to an AFA aviator.

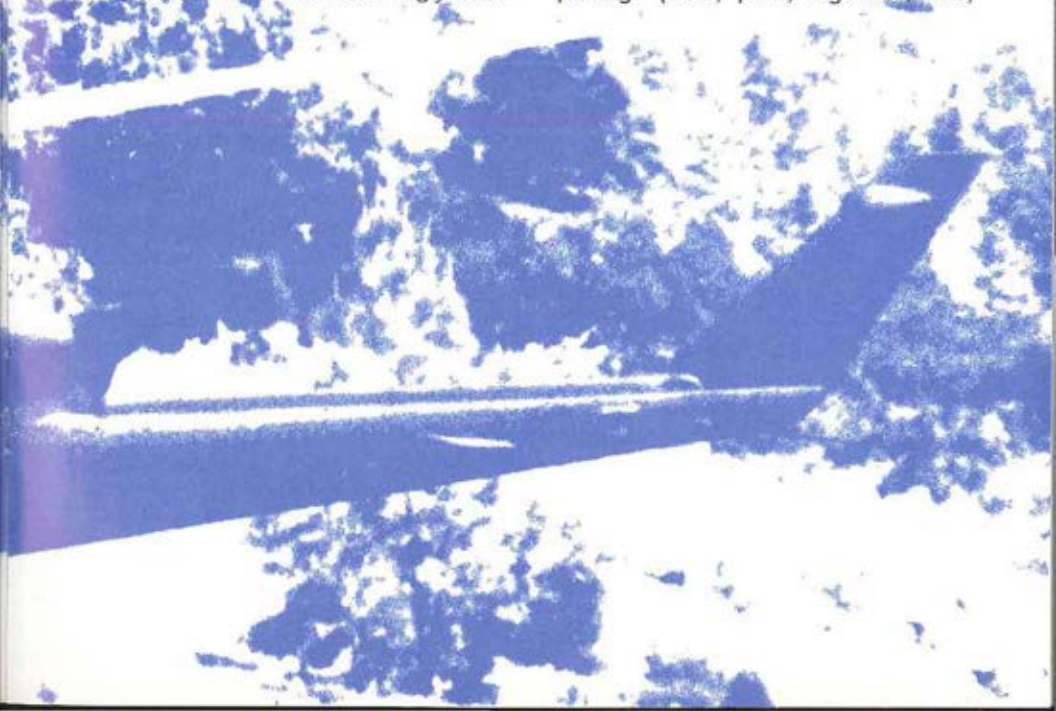
Overall, the one person who seemed to feel the pressure most was the TC Detachment Commander. This young captain not only felt the pressures of being a TC officer in a world seemingly over-

populated by Artillery officers, but he also felt the pressures of supply and demand that were placed upon him and his personnel by the Artillery BC.

For the most part, the TC Commander found himself understaffed, overworked, and always at the right place but at the wrong time. In short, it was a pressure-filled job, especially if you were that particular TC Commander with B Battery about 0230 hours on 3 May 1970 at which time you saw your entire command go up in flames.

Some writers later referred to that morning as "**the Fourth of July come early!**" Some people wanted to forget that morning's rocket attack while others couldn't forget it.

By noon that day the figures reaching Bn Hqs on the destruction included one hangar, five AH-1G **Cobras**, a TOC, and the entire direct support maintenance package (tools, parts, logbooks, files,



combat equipment, tech supply, and the allied shops). All were destroyed!

More than 500 rockets exploded along with mini-gun ammo, 40mm grenades, and whatever else could catch fire did just that!

An unbelievable job!

It seemed an unbelievable task at the time but the 268th TC Detachment put the AFA Battery's aviation side back together within 90 hours after the incident, an action unmatched by any other maintenance unit in Vietnam up to that time.

The organization of the AFA is of some interest . . . Each sister battery had 12 **Cobras**, the battery then being broken down into sections. Two **Cobras** were assigned to each section, and a four-**Cobra** two-section element made up a Platoon.

Maintaining an alert status

With the battery having the mission of providing tube artillery, there was a certain designated **reaction time**. The battery designated a **2-Minute Section**, a **Five-Minute Section**, a **15-Minute Section**, and a **Standby Section**.

Generally, the 1st Platoon and the 2nd Platoon were the two Platoons that worked the four Sections. The 3rd Platoon served as the **float** or **special projects platoon**.

With an 87% combat-ready level, it was a good bet that there would be at least two **Cobras** in the maintenance cycle, while two other AH-1G's, making up the 3rd Platoon, would cover the check rides and the familiarization flights required.

The **2-Minute**, **5-Minute**, and **15-Minute Sections** were always on a 24-hour alert status, meaning they were

ready for action at anytime, day or night. The enemy liked to prowl at night so there wasn't any slack time whatsoever.

Missions, by the way, came down through the Div Arty TOC or through one of the Brigades through the AFA Bn's TOC to the Battery TOC and then out to the **2-Minute Section**.

Down-shuffling the Sections

When the call came and the **2-Minute Section** scrambled, the **5-Minute Section** would then become the **2-Minute Section** and the **15-Minute Section** the **5-Minute Section**. This down-shuffling would guarantee that there would always be a **2-Minute Section** throughout the 87% combat-ready **Cobra** posture.

The AFA was definitely a different breed of cat from the Air Cav. And it didn't take long for many to recognize the worth of utilizing the **Cobra** in its new role as aviation tank killer.

By progression, it wasn't difficult to reorganize the 4th Battalion, 77th Field Artillery, 101st Airborne Division (Air Assault) as the 229th Attack Battalion.

The AFA spirit lives on!

The 3rd CAB was the mold for other similar units in Europe that supported division-sized elements, but the AFA was the flying artillery platform from which extensive tactical doctrine was later developed. The concept was so well proven that the **Cobra** will be around for the next ten years.

The spirit of the **Aerial Field Artillery** lives on in the veins of the **TOW Cobra** and its aviators. Today, "They take the worry out of being so close to enemy tanks."

MG Story C. Stevens reports the
MANTECH II Conference covers
new manufacturing technology



Hardware

Setting the '80's Technological Pathways

BEFORE the establishment of the current AVRADCOM **Manufacturing Methods and Technology (MM&T) Program**, new manufacturing technology was developed primarily through limited contractor funded programs.

Through the **MM&T Program**, AVRADCOM now sponsors and funds projects designed to develop and apply new manufacturing techniques. This approach provides greater incentive to the contractor, and it insures transfer of the technology to industry and other military services.

Needed: A clear application

The projects are geared to reduce cost and improve reliability and maintainability. **MM&T** projects must have a clear application to current and planned aircraft production. This aids implementation of successful projects which will lower acquisition and life cycle costs.

As part of an overall effort to maintain a total awareness of advance production methods, the Second AVRADCOM **Manufacturing Technology (MANTECH) TECH) Conference** was held at Corpus Christi, Texas, and hosted by the AAAA Chapter located there.

The **USA Materiel Development**

and **Readiness Command (DARCOM)** sanctioned the **MANTECH II Conference** as an aid to AVRADCOM in the update of the **MM&T Five Year Development Plan** and to insure consideration of current technology. Participants in the conference included civilian and military personnel knowledgeable in all facets of aviation production technology.

A productivity decline

Dr. Walter B. LaBerge, Principal Under Secretary of Defense for Research and Engineering, delivered the keynote address during the opening session. The thrust of **Dr. LaBerge's** presentation was that, until recently, the U.S. had enjoyed production supremacy over other nations. In recent times, however, the U.S. has suffered from a productivity decline while other nations are prospering. **Dr. LaBerge** stated that he will follow up on the results and recommendations of the conference.

Fred Randall, Jr., VP—Subcontracts, Vought Corp., presented the luncheon address indicating that lead times on many items have been extended beyond an acceptable point; critical materials are in short supply; and sufficient quantities of skilled labor are difficult to find.

It's Time AAAA

AAAA National Awards for accomplishments during the 1980 calendar year will be presented at the **Annual Awards Banquet** to be held at the **1981 AAAA National Convention** in Washington, D.C., April 25. The Secretary of the Army normally makes the award presentation to the "Aviation Soldier of the Year," with the Army Chief of Staff presenting the awards to the outstanding aviation units. The "Army Aviator of the Year" award is presented by the Vice Chief of Staff while a representative of the McClellan Memorial Foundation makes the safety presentation. The Commander of DARCOM is invited to present the "Outstanding DAC of the Year Award."

NOMINATION FOR THE "OUTSTANDING ARMY AVIATION UNIT OF THE YEAR AWARD"

BACKGROUND: Sponsored by the Hughes Helicopters Division, this award is presented "to the aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation **over and above the normal mission assigned to the unit** during the previous calendar year."

NOMINATION FOR THE "OUTSTANDING RESERVE COMPONENT AVIATION UNIT OF THE YEAR"

BACKGROUND: Sponsored by the AAAA, this award is presented annually "to the Reserve Component aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation **over and above the nor-**



How to Nominate for National Awards!

mal mission assigned to the unit during the awards period ending the previous calendar year."

NOMINATION FOR THE AWARD TO THE "ARMY AVIATION SOLDIER OF THE YEAR"

BACKGROUND: Sponsored by the AAAA, this award is presented "to the enlisted man serving in an Army Aviation assignment, who has made an outstanding individual contribution to Army Aviation during the awards period ending the previous calendar year."

ELIGIBILITY: A candidate for either of the above awards must serve in an Army Aviation assignment in the active U.S. Army or its Reserve Components. Membership in AAAA is not a requirement for consideration.

NOMINATION FOR THE "OUTSTANDING DEPARTMENT OF THE ARMY CIVILIAN OF THE YEAR"

BACKGROUND: This AAAA-sponsored national award is presented annually to a Dept. of the Army Civilian who has made an outstanding contribution to Army Aviation during the previous calendar year. A nominee for this award must have been a DAC for the awards period, and must have made an outstanding individual achievement.

ELIGIBILITY: A candidate for this award must be a current Dept. of the Army Civilian, and must have made an outstanding individual contribution during the awards period. Membership in AAAA is not a requirement for consideration.

NOMINATION FOR THE "JAMES H. McCLELLAN AVIATION SAFETY AWARD"

BACKGROUND: Sponsored by the McClellan Memorial Foundation and the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, an Army Aviator who was killed in a civil aviation accident in 1958, the award is presented "to an individual who has made an outstanding contribution to Army Aviation safety during the previous calendar year."

ELIGIBILITY: Any individual - military or civilian - is eligible as a nominee for this award. Membership in AAAA is not a requirement.

DOCUMENTATION FOR AWARDS

ACCOMPANYING DATA: Documentation should include the name and address of the individual or unit, and the name of the present commander. A cover sheet should provide a brief outline of not more than 100 words citing the main reason(s) for the nomination. Additional supporting information should be attached as inclosures and is limited to 1,500 words or three pages (whichever is greater); and be typed.

SUSPENSE DATE: Nominations should be mailed on or before January 15 to: AAAA, ATTN: National Awards Committee Chairman, 1 Crestwood Road, Westport, CT 06880.

**Suspense Date:
January 15, 1981**



ABOVE—Dr. Walter B. LaBerge, Under Secretary of the Army, delivers the keynote address. Richard L. Long, Dep Dir, Sys Engrg & Devel Directorate, AVRADCOM, left, and Corpus Christi Mayor Luther P. Jones listen closely.



ABOVE—Fred Randall, Jr., VP—Vought Corp., was the Conference's Luncheon Speaker. MG Story C. Stevens, AVRADCOM Commander, is shown seated at the left.



Mr. Randall anticipated that solutions to many of these problems and productivity improvements will be provided by **MANTECH** efforts. He also commented that he could not think of any better short term payoff for the Government than their investment in **MANTECH Programs**.

Gerhard Neumann, retired VP for Special Projects, General Electric Company, delivered the banquet address in which he stressed the importance of manufacturing expertise. He also gave the audience many colorful accounts of his illustrious career in the aviation industry, which has spanned over 30 years.

Robert J. Torok, Senior VP—Production Programs, Sikorsky Aircraft, was chairman of the **Airframe Panel**. This panel reviewed 69 proposals from 19 companies. The panel rated superplastic forming of aluminum and the use of low cost tooling as the top proposals in the metallic airframe structures area.

Other proposals receiving high ratings related to aluminum **hot isostatic pressed (HIP)** casting technology. Proposals on low cost molding techniques, thermo-plastic forming, and improved trimming and joining operations received high marks in the nonmetallic structures related programs.

Richard K. May, VP—Operations of Bell Helicopter Textron, chaired the **Drive System Panel**. This panel evaluated 33 proposals. High ratings were given to the development and use of modernized gear manufacturing equipment and technology to improve the quality of drive system components.

The **Propulsion Panel** was chaired by **Don Weidhuner**, Senior VP—Pro-
LEFT—GE's Gerhard Neumann, a retired VP, was the Banquet's guest speaker. MG Stevens (left) and Sikorsky's Robert J. Torok, and Bell's Richard K. May (right) listen attentively.

grams, Avco Lycoming. This panel reviewed some 54 proposals. The highest priority proposals were improved cast turbine wheel manufacturing technology.

Emphasis was also placed on technological development for the fabrication of dual property turbines (turbine rotors fabricated of dissimilar materials), centrifugal casting, **HIP** techniques, and methodology to eliminate nonmetallic inclusions in superalloys.

Rotor Panel proposals

Kenneth Grina, Director of Engineering, Boeing Vertol Company, was chairman of the **Rotor Panel** which evaluated 24 proposals with seven proposals being recommended for early funding by the Army. A low cost composite main rotor blade proposal received the highest rating. A proposal for radiation cure of rotor blade coatings was rated very high based on cost savings and industry-wide application.

Utilization of chromatography and automated cure cycles was recommended to upgrade and insure consistency in the production of composite components. Additional proposals rated high were superplastic forming/co-diffusion bonding of titanium sheet, investment casting with **HIP**, and electronic blade balance system.

A decisive element

The assistance provided by the Corpus Christi Texas Chapter of AAAA under the direction of **COL Walter Ratcliff**, Chapter President and Corpus Christi Army Depot Commander, was a decisive element in making **MANTECH II** an overall success. The efforts expended by **Colonel Ratcliff** and the AAAA Chapter



ABOVE—AAAA support of the MANTECH Conference by the Corpus Christi Chapter was provided in part by, from left to right, Garland Lange, Audrey Dornak, Gloria Ramirez, Sandra Strub, Suzanne Vass, and Mary Ann Combs.

in coordinating and interfacing with community leaders are deeply appreciated.

The **MANTECH II Conference** was considered to be highly successful by all who attended. Cost reductions in major technology areas identified above would have singularly justified the conference. Additionally, the conference provided an excellent forum for the exchange of ideas between the Army Aviation community and industry.

It was strongly recommended by the Panel Chairmen that planning for **MANTECH III**, scheduled two years hence, be started immediately.

BELOW—MG Story C. Stevens, left, AVRAD-COM Commander and Conference Chairman, presents COL Walter Ratcliff, CCAD Commander and local AAAA Chapter President, with an award for his aid in helping MANTECH II.



The former commander of D Co of the 158th Avn Bn, Major William L. Zanow, recalls two major airmobile operations



Airmobility

The fielding of the UH-60A Black Hawk

THE autumn days of early October drew a close to the extensive Force Development Test and Evaluation (FDTE) phase in the fielding of the Army's new UH-60A **Black Hawks** by the **Ghostriders** of Co D, 158th Avn Bn, 101st Avn Div (AAslt).

The next mission to challenge the unit was to develop and demonstrate combat proficiency with an operational company of 15 **Black Hawks**.

In the short three weeks after the test, reports were written; inventories taken; commanders changed; and seven additional aircraft arrived, bringing the total to 15. World attention was then directed to **Iran** with the taking of American hostages.

Nationwide interest

In retrospect, it's not hard to figure why **Dragon Team XI's** rapid deployment of 1,500 soldiers (and 33 helicopters) from Ft. Campbell brought the national news services to witness the 101st's ability to move and to fight.

Coincidental as it was, the Army's UH-60A's were also on the move at the time, and the world was watching. At 0200 hours on Monday, 13 November,

Colonel Claude Fernandez, Commander of **Task Force Eagle** (the 101st Avn Div contingent supporting **Dragon Team XI**) initiated a well planned recall action to alert deploying forces.

90 minute "All ready!"

Within 90 minutes aircraft rotor blades were being folded and tail rotors being prepared to air deploy all 15 UH-60A's by C-5A aircraft to Ft. Hood, TX. Sister units were tasked to ready the aircraft while D Company soldiers were undergoing POR checks, and unit air movement officers were planning, coordinating, and occasionally bargaining for every square foot of usable space being offered by the USAF.

Rumor had accurately predicted that the Air Force would be undergoing an annual proficiency test and because of this, their standards on loading procedures would be even more stringent than usual.

The giant C-5A's arrived as scheduled and the 15 **Black Hawks** were systematically loaded aboard the designated aircraft very quickly. After a brief two-hour flight the C-5A **Galaxies** touched down at Grey AAF at Ft. Hood.

This time, the **Ghostriders** were fully tested by the ground commanders, who

depended upon their assault aircraft to support the movement of their infantry troops into the battle area.

All units were in place **36 hours after the sequence began**, 1,000 miles from their point of departure, and by the following morning all units were ready to be air-assaulted into the battle area.

A 30-hour battle

Load after load of 14-passenger ACL's were swiftly inserted, and were followed by **Black Hawks** with slung TOW Mules, 105mm howitzers, jeeps, and ammo. In a subsequent 30-hour battle, 14 UH-60's flew 165 hours.

A two-battalion, night air assault was accomplished successfully giving the advancing 101st forces a decisive advantage. High maneuver speed and NOE flight techniques, backed by the doppler navigation system, insured the ground commanders of highly mobile, responsive forces.

Thursday (Day Four) was "**Endex**", and the teardown process and preparations for return to Campbell Army Airfield began. The reverse process was completed without incident with the aircraft and all equipment rebuilt by the week's end.

The winter of 1980

December was a month for internal unit training and planning for the next exercise. Cold weather closed in fast, the first for the UH-60's of a TOE unit to be flown under these conditions. Limited hangar space, thought to be a problem, did not significantly impact on the mission capabilities of the unit.

Fortunately, the winter of 1980 was relatively mild; and of more importance,



DURING THEIR FDTE AT FORT CAMPBELL, UH-60A'S SLUNG LOAD OVER 1,050 TONS.

the maintainability characteristics of the **Black Hawk** reduced the need for hanging the A/C for component repair.

As with every aircraft, maintainability of the UH-60A is a challenge. The aircraft is well designed to perform any AVUM/AVIM level task expeditiously at a field site with only existing (air transportable) equipment. Redundant hydraulic, electrical, and power (multi-engine) systems insure that an independent back-up system will take over should any critical component fail. This, in turn, increases pilot confidence and reduces pilot stress when flying the **Black Hawk**.

D Co experienced a relatively high degree of unscheduled maintenance to date, necessitating a more responsive supply system than has been the case with our other aviation assets. Most maintenance functions require 2-to-3 personnel to perform and usually about as many hours.

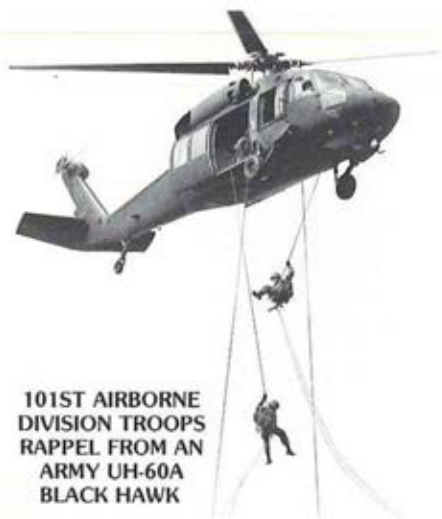
The initial 180-day demand list has been reviewed, and a demand-supported, prescribed load list established. This

Airmobility

stockage is anticipated to increase A/C availability significantly, and as more precise historical data is gathered, the lists will be continually improved.

In discussing maintenance it should be noted that the test pilots experienced a heavier workout with the **Black Hawks** than with most other utility aircraft. This was due to the sophisticated systems that required thorough checkouts after component repair or replacement, and the two-pilot crew requirement.

January marked the first deployment of UH-60A's from CONUS. At 0400 hours on 27 January, six snow-covered **Black Hawk** helicopters were loaded for transport to support JTX **Black Fury III Exercises** that took place in the 90° weather in the Republic of Panama. (*Ed. Note: Compared to the recent 100° + siege in Texas, Panama has to be considered as temperate duty, rather than tropical.*)



101ST AIRBORNE
DIVISION TROOPS
RAPPEL FROM AN
ARMY UH-60A
BLACK HAWK

Six more aircraft followed two days later. This time the **Black Hawks** were prepared to go in an average time of 1.5 hours per A/C. Unit loading objectives were set at 1.7 hours for each six A/C going aboard the C-5A's. Build-up times at Howard AFB, Panama, averaged 1.7 hours per A/C. The return trip teardown preparation was accelerated to 44 minutes and the last aircraft was loaded in just 67 minutes.

Commanded by **LTC Edward S. Broderick** (Cdr, 3/187th Inf) under **Task Force Rakkasan**, the 101st Abn Div elements supporting the JTX were comprised of 800+ soldiers and 33 helicopters. After arriving in Panama, D Co (with 12 **Black Hawks**) was attached to the 210th Avn Bn, 193rd Inf Bde.

Later tropical testing

When briefing **Brig. Gen. Leur** (Cdr 193rd Inf Bde) concerning the capabilities of the **Black Hawk**, he was told that the tropical testing of the UH-60A aircraft was scheduled to commence in March.

General Leur smiled and said, "Who knows? We may not need the testing when we finish this exercise!"

Some 250 flight hours later, a tremendously successful exercise closed with all but after action reports completed.

Flying the terrain around the Canal made the older Army Aviators reminisce of the days spent in Southeast Asia, a decade earlier.

Bringing them back to reality was the UH-60 aircraft they now flew and about which they probably dreamed of flying many years earlier in Vietnam . . . This new aircraft could hover OGE on 95° days with an ACL of 14 persons; or fly (**AIRMOBILITY/Cont. on Page 38**)

LAYING CLAIM TO AN ARMY AVIATION
"FIRST" SUBJECTS THE PROPONENT
TO WORLD-WIDE SCRUTINY



Firsts

IN qualifying all 38 candidates in Warrant Officer Rotary Wing Aviator Class 80-33 to solo in the TH-55 helicopter under 12 hours of flight instruction, a "first" and a new record were set at Fort Rucker, AL, on 6 August.

A precedent was also set when the first candidate to solo was a woman. The new records were established during the 80-33's fifth week of training.

"We believe this is the **first class** to have everyone solo under 15 hours. That is the average time of instruction before solo flight. We're checking the records to see if it's ever been done before," said **CW3 Trow Brown**, of the 1st Avn Bde's 61st Co, 6th Bn.

WORWAC 80-33 also had the prestige of establishing another **first**. The candidate who was the **first** in the class to solo, was **WOC Geraldine A. Siegle** (see photo), of Hollywood, CA. **Siegle** is the only woman in her class, and she soloed after completing only 10 hours of instruction.

"I'm proud to be the first woman to solo first in her class. And I'm very honored to be here and to be allowed to participate in the program," said **Siegle**.

She added that she owes her success to her IP, **William McGowan**, and to her co-students, saying, "The support of the guys is very important. They have helped



WO Geraldine A. Siegle, the first woman in Ft. Rucker history to be first in her flight class to solo in the TH-55 helicopter, prepares to give her fellow WOC Joseph A. Fielder an extra push in propelling the "solo cycle." Fielder was the last in WORWAC 80-33 to qualify, soloing after 12 hours of instruction, which is three hours under the average instruction period of 15 hours.
(Ph1 Pvt. Lorraine Graham)

me a lot. Sometimes I may be extra sensitive, and sometimes they are, too. So we all try to help each other make it through."

Siegle, who is a member of the CA-USAR Unit 336, plans to continue her education upon completing her flight training. However, depending on the needs of her Reserve unit, she may decide to make a career in the active Army.

—Pvt. Lorraine Graham



Letters

GOOD EFFORT!

The June-July 1980 "Equipment Issue" was truly one of the staff's better efforts, and nostalgia buffs will certainly have a field day reliving memories. I'd be remiss, however, if I didn't point out a slight error in the **Quik Quiz #1**. Item #1 is identified as the **Agusta 109** when, in reality, it is the multimission combat helicopter of the '80's and beyond, the **Agusta 129**.

Walt J. Wosicki, Vice President
Italian Aircraft Corporation

CRAZY AS HELL!

In perusing the June-July **Equipment Issue**, I figure you're either trying to mislead the Russians with false information, or somebody on your staff is crazy as

hell in using the performance figures you quote. For example, on page 30, the figure of 160 knots for the L-5's sea level cruising speed is **wild!** I've a lot of L-5 hours and if you could make good 100 mph (90 knots) you were doing well.

Page 36. The good old L-19 (O-1 to the latecomers — its cruising speed a shy 100 mph. Where did that 160 **KNOT** figure come from?

If the figures for planes and 'copters I am not familiar with are as far from reality, then I think the figures should be corrected. The L-17 **Navion** couldn't do 194 knots straight down!

Sam Freeman
Far Hills, N.J.

(Ed: See our full confession on page 38.)

ONE OF THE BEST!

The "Equipment Issue" is one of the best magazines I've ever read. Please send some extra copies to the **Army Aviation Museum** for the information it contains is great reference material. It will be very beneficial to serious researchers using the **Museum's** reference library and the material will also aid us in doing research for maintenance and restoration projects.

Thomas J. Sabiston
Curator

(Ed. Note: Great, but watch out for those airspeeds and ranges, and note page 38.)

AWOA CONVENTION

The U.S. Army Warrant Officer's Ass'n (USAWOA) will host its eighth Annual Meeting at the Charter House Motel, 6461 Edsall Road, Alexandria, VA 22312 during 15-17 October. All WO's, active duty, Reserve Component, and retired, are invited to attend. For add'l information, write USAWOA, PO Box 2040, Reston, VA 22090. Phone: (703) 620-3986.

**FIVE DRAWINGS! NO PURCHASE IS NECESSARY!
ENROLL ONE NEW AAAA MEMBER TO COMPETE!**



1980 AAAA SWEEPSTAKES



**AIRCRAFT MODELS, TRIPS, MANY OTHER PRIZES!
HELP AAAA REACH ITS 1980 MEMBERSHIP GOAL!**

PRIZES!

The "starter" list of Sweepstakes' Prizes includes many hard-to-get models of the aircraft employed in Army Aviation, an expense-paid trip to AAAA's 1981 National Convention site, AA rings, 19" aluminum wings, an aviation "library", and other prizes to be announced in subsequent months. Help AAAA reach its Dec. 31, 1980 membership goal of 10,000 members by participating in the 1980 National Sweepstakes!

GRAND SWEEPSTAKES' FIRST PRIZE

As Grand Sweepstakes' winner, fly round-trip accommodations for two between any two points served by Delta Air Lines in the Continental U.S. on or before Dec. 31, 1981. The new members you enroll may also win **substantial prizes!** Their coupons will be entered in a separate **End-of-Sweepstakes' Drawing** for new members only. It's easy to enter! Just complete one or more of the coupons that follow, and have your new members complete the opposite side, and remit them with the appropriate dues.

FIVE CHANCES TO WIN!

Sign up **ONE** new AAAA member using the application form provided, and your coupon will be entered in **FIVE** separate Sweepstakes' drawings . . . You'll be competing for prizes in three **bi-monthly drawings** during the 1980 calendar year, the **Grand Sweepstakes' Drawing** to be held on January 15, 1981. That's **four** drawings in which you may still compete for prizes, and if you want to enter the "**Top Gun Drawing**" for AAAA's **Top Recruiter**, that's a **FIFTH** opportunity to win!



GENERAL RULES

No purchase is required. An AAAA member may submit as many entries as he wishes, and is not limited in the number of prizes he or she wins. All Federal, State, and Local Regulations apply, and an entry is void where prohibited by law.

Individual, Chapter Sweepstakes Leaders

SWEEPSTAKES' TOP GUN — THE INDIVIDUAL MEMBERSHIP ENROLLMENT LEADER
CAPTAIN WILLIAM S. BROPHY of the 101st Airborne Division (Air Assault) at Fort Campbell, Kentucky, is the current "Top Gun" in the 1980 AAAA National Membership Enrollment Sweepstakes having enrolled 140 new members during the period 1 January-31 July 1980.

CATEGORY I: LARGEST MEMBERSHIP GAIN (DIFF. BETWEEN 1 JAN—31 DEC 1980)
 Chapter Prize: AAAA Walnut Plaque and an All-Expense Paid Chapter Hospitality Suite for One Night at the 1981 AAAA National Convention in Washington, D.C.

LEADER: Air Assault Chapter, Fort Campbell, Kentucky — Gain of +355 Members

CATEGORY II: LARGEST PERCENTAGE GAIN (% GAIN AT 31 DEC 1980 OVER 1 JAN)
 Chapter Prize: AAAA Walnut Plaque and \$100 Cash Award Payable at the 1981 AAAA National Convention in Washington, D.C.

LEADER: Old Ironside Chapter (Illesheim) — 71.7% Membership Gain over 1 January 1980

1980 CHAPTER TROPHY % MEMBERSHIP GAIN

**Membership Gain of 8.6%
or More Since 1 January**

Old Ironside (Illesheim).....	71.7%
Air Assault Chapter.....	50.3%
Morning Calm (Seoul).....	41.3%
Franconia-Marne Chapter.....	35.1%
David E. Condon (Ft. Eustis).....	30.3%
Chicago Area Chapter.....	30.0%
Stuttgart Chapter.....	28.4%
Bonn Chapter.....	26.7%
Fort Benning Chapter.....	22.6%
Fulda Chapter.....	20.8%
Coastal Empire Chapter.....	20.0%
Taunus Chapter (Frankfurt).....	19.5%
Aloha Chapter (Hawaii).....	17.2%
Metro-Atlanta Chapter.....	17.1%
Hanau Chapter (Hanau).....	15.5%
Monmouth Chapter.....	9.9%
Army Aviation Center.....	8.6%
S. California Chapter.....	8.6%

1980 CHAPTER TROPHY NET MEMBERSHIP GAIN

**Gain of 12 Members or More
Since 1 January 1980**

Air Assault Chapter.....	+355
David E. Condon Chapter.....	+47
Army Aviation Center Chapter.....	+40
Old Ironside Chapter (Illesheim).....	+33
Morning Calm Chapter (Seoul).....	+31
Franconia-Marne Chapter.....	+26
Stuttgart Chapter.....	+23
Taunus Chapter (Frankfurt).....	+22
Lindbergh Chapter.....	+18
Monmouth Chapter.....	+18
Aloha Chapter (Hawaii).....	+17
Coastal Empire Chapter.....	+17
Southern California Chapter.....	+17
Fulda Chapter.....	+16
Metro-Atlanta Chapter.....	+15
Washington, D.C. Chapter.....	+15
Fort Benning Chapter.....	+12
Corpus Christi Chapter.....	+12

Additional Army Aviation "Aces"

New AAAA Membership Recruiters during 1 Jan.—1 Aug. 1980

1LT Peter Brandt, APO NY 09031.....	5
SFC William Burton, Ft Campbell.....	5
CPT Wm. Childers, Ft Campbell.....	5
Mr. Tony J. Del Grosso, Binghamton.....	5
CW4 Clinton E. Downing, Wahiawa, HI.....	5
CPT Randolph M. Hansen, Rainier, WA.....	5
MAJ James R. Jarrett, Jr., APO NY 09165.....	5

Mr. Clifford E. Letts, Jr., Newport News.....	5
WO1 Daniel D. Mauss, Ft Campbell.....	5
SFC Ernest C. Salyer, Ft Campbell.....	5
MAJ Albert A. Shaulis, Ft Campbell.....	5
LTC Barry J. Soffak, Ft Campbell.....	5
LTC Tommy C. Stiner, APO NY 09039.....	5



1980 AAAA NAT'L SWEEPSTAKES
1 CRESTWOOD ROAD, WESTPORT, CT 06880

As a member of AAAA and in accordance with the Sweepstakes' general rules, I enter this Coupon in the 1980 AAAA National Sweepstakes. I've enclosed the first year dues of the new member whose application appears on the reverse side. I understand I need not be present at any drawing to win.

Print Name.....

Address.....

City.....State.....ZIP.....

GENERAL RULES
An entrant must be an AAAA member at the time of entry. Renewals of January-December, 1979 memberships are not considered as "new memberships." Entry constitutes full approval to publish name, address, and/or photo without add'l compensation. Additional '80 Sweepstakes' forms available on request, or a same size facsimile may be utilized.

Recruiter's Coupon



1980 AAAA NAT'L SWEEPSTAKES
1 CRESTWOOD ROAD, WESTPORT, CT 06880

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Print Name.....

Address.....

City.....State.....ZIP.....

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Recruiter's Coupon



SAVE \$2-\$3 IN DUES BY JOINING AAAA
AT THESE PRE-OCTOBER 1, 1980 RATES
ARMY AVIATION ASSOCIATION

2 Crestwood Road, Westport, Conn. 06880



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

RANK FIRST NAME LAST NAME

STREET ADDRESS

CITY

STATE

ZIP

FOR HOME OFFICE USE. Rk Cat Chap Name R PZ Geographic St

THIS AAAA FORM SHOULD NOT
BE USED AFTER 1 OCTOBER 1980

AAAA ANNUAL DUES

New & Renewal Dues for other than below:
[] 1 Yr, \$12- [] 2 Yr, \$23- [] 3 Yr, \$33.50
New & Renewal Dues for Enlisted; GS-6 &
below; and Wage Board 12 DACs & below:
[] 1 Yr, \$8- [] 2 Yr, \$15- [] 3 Yr, \$22
This is the only application form accepted
by the AAAA. It may be reproduced locally.

TO USE MASTER CHARGE OR VISA:

BILL MY [] MASTER CHARGE [] VISA CREDIT CARD

MY CARD NO. IS.....

ITS EXPIRATION DATE IS.....

INTERBANK NO. (Master Charge Only).....

SIGNATURE.....



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ITS EXPIRATION DATE IS.....

INTERBANK NO. (Master Charge Only).....

SIGNATURE.....

Winners of AAAA Sweepstakes' Models



WINNER—Captain Jose F. Campos, right, Operations Officer of the Army Aviation Support Facility, Puerto Rico Army National Guard, is shown being congratulated by Major Jose Maldonado, State Aviation Officer (PR), on being an AAAA National Sweepstakes' Winner. Campos won the fully-assembled model of the Grumman OV-1 Mohawk in the May-June, 1980 Sweepstakes' Drawing held at Grumman Aerospace Corporation's Bethpage, N.Y. plant.

WINNER OF THE JANUARY-FEBRUARY 1980 AAAA SWEEPSTAKES DRAWING
Drawing held in Atlanta, Ga. during the 1980 AAAA National Convention. Sweepstakes coupon was drawn by Mr. Gerald J. Tobias, President of the Sikorsky Aircraft Division, United Technologies Corp. The prize is a fully-assembled model of the U.S. Army UH-60A Black Hawk Helicopter.

WINNER: 1SG James Neale, 101st Airborne Division (Air Assault), Ft. Campbell, Kentucky

WINNER OF THE MARCH-APRIL 1980 SWEEPSTAKES DRAWING
Drawing held in Culver City, California, with the winning AAAA Sweepstakes coupon being drawn by Mr. Jack G. Real, President of Hughes Helicopters, a Division of the Summa Corporation. The prize is a fully-assembled model of the Army's YAH-64 Advanced Attack Helicopter.

WINNER: Major Ace A. Cozzallo, 501st Combat Aviation Battalion, APO New York 09326.

WINNER OF THE MAY-JUNE 1980 AAAA SWEEPSTAKES DRAWING
Drawing held in Bethpage, N.Y., with the winning Sweepstakes coupon being drawn by Mr. Thomas J. Kane, V.P. and Director of Business Development, Grumman Aerospace Corporation. The prize is a fully-assembled model of the U.S. Army's OV-1D Mohawk.

WINNER: Captain Jose F. Campos, Brigade Aviation Section, 92nd Inf Bde, Puerto Rico ARNG

**More than Four and a Half Months Remain in the
AAAA's 1980 National Sweepstakes . . . It's Not
Too Late to Participate!! Sign Up a New Member!**

One consistent error!

Since the distribution and receipt of the recent June-July 1980 "Equipment Issue," we've received a number of letters and phone calls from observant readers who have pointed out to us — always politely — that we're "all wet," or words to that effect.

The letters and calls were generated by the **maximum** and **cruising speeds**, and **ranges** published in the issue, all of which were, in the word of one reader, **wild.**"

All too true! The **maximum speeds**, **cruising speeds**, and **ranges** were incorrect because your Editor - and not some other staffer - multiplied the given **maximum**

speed by a factor of 1.6 to get **knots** when that process returns **kilometers per hour**. The damage has been done. How can we best undo it?

The best way to undo it, if you plan to refer to the issue's performance data in the future, is to have you note on the front cover that all listed **maximum speeds** and **cruising speeds** should be divided by 1.6 to get **mph**, and all **ranges** shown in nautical miles divided by 1.6 to get a reading in **miles**.

Needless to say, when the issue is updated we'll make the necessary editorial corrections, but in the interim we have to bring a halt to the cries of "Wow!" and "Wild!" and the like.

Airmobility

NOE at night in having an accurate internal navigation system (doppler); or carry a 105mm howitzer, 30 rounds of ammo, and a gun crew of four into a hover-down confined area, release this load, and speed back at 150 knots for another load.

Black Fury III support included combat assault operations; extractions; reconnaissance; external loads; VIP/foreign dignitary flights; psyops functions; pinnacle, slope, and confined area operations; and testing for rappelling.

All missions were completed in a highly successful manner, proving again that the **Black Hawk** is an aircraft on the move, fully capable of rapid deployment to any part of the world in support of the ground commander's scheme of maneuver.

At this point, the writer must inject a

solid word of thanks to the personnel of the 210th Avn Bn for their superb in-country orientation and professional assistance provided to all aviation elements participating in **Black Fury III**.

The fielding of the **Black Hawk** has been done in a safe, expeditious manner, largely due to the close teamwork among the officers and men of D Company and the Project Manager's fielding team with its representatives from the Army, the Sikorsky Aircraft Division, and the General Electric Company.

Hall of Fame

in the **Army Aviation Hall of Fame**. He already has a very special spot in our hearts.

For your consideration I offer the name of that great flying ace: **Snoopy** . . . with credit to Charles Shultz, of course.



Leadership

INSTALLED at a National Board meeting held upon the conclusion of the 22nd AAAA National Convention in Atlanta, GA in April, the 40-member National Executive Board has since charged ahead in many areas of AAAA activities while trying to stimulate greater individual membership in the Association. A digest of many of its more recent actions is found elsewhere in this issue.

Major General George S. Beatty, Jr., Ret., a former bank executive and currently an aerospace industry consultant, was re-elected for a second term in Atlanta, while Colonel John W. Marr, Ret., the AAAA's National Secretary-Treasurer for the past seven years, became Senior Vice President. Paul L. Hendrickson, of St. Louis, MO, replaced Marr as the AAAA's Secretary-Treasurer.

Incumbent board members who will serve as Nat'l Vice Presidents include Maj. Gen. William J. Maddox, Jr., Ret., of Lafayette, LA; Carl D. Perry, Culver City, CA; and Eugene J. Tallia, of Potomac, MD. Newly-elected Board members who'll serve during '80-'83 include Maj. Gen. James C. Smith and Maj. Gen. John L. Klingenhagen, Ret., both of Arlington, VA; and Brig. Gen. Carl H. McNair, Jr., and CW4 Michael J. Novosel, both of Ft. Rucker, AL.

Continuity to Ass'n affairs is provided by the AAAA Executive Vice President, Arthur H. Kesten, an appointee from Westport, CT; and by 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; Col. Richard L. Long, St. Louis, MO; Lt. Gen. Harry W.O. Kinnard, Arlington, VA; Maj. Gen. Delk M. Oden, Alexandria, VA; Col. Edward L. Nielsen, N. Palm Beach, FL; Lt. Gen. John M. Wright, Jr., Irving, TX; and Lt. Gen. Robert R. Williams, Ft. Worth, TX.

Two Regional Presidents, Maj. Gen. James H. Merryman (First Region) and Brig. Gen. John W. Woodmansee (USAREUR Region), and the following National Members-at-Large (appointees) also serve on the Executive Board:

Maj. Gen. Story C. Stevens, Granite City, IL; Brig. Gen. Richard D. Kenyon, Springfield, VA; Colonel John J. Stanko, Edgewood Arsenal, MD; Lt. Col. Bert L. Rice, Odenton MD; and Mrs. Thyra V. Bonds, Webster Groves, MO.

The elected Presidents of ten AAAA Chapters with 150 or more members complete the full Executive Board.



WOODMANSEE

USAREUR REGION ELECTS 1980-1982 OFFICER SLATE

The 13-Chapter, 982-member USAREUR Region—AAAA has elected a new slate to govern its affairs, the new officers including BG John W. Woodmansee (President); COL Nathan Pulliam (Senior Vice President); LTC George Hollwedel (Secretary); CPT Douglas Plummer (Treasurer); COL George Borow (Vice President, Military Affairs); LTC Jack Willard (Vice President, Publicity); LTC Tom Berta (Vice President, Allied Affairs); Vice President, Industrial Affairs (To be elected); and AAAA "Unit of the Year" Representatives: LTC Tom Scofield and CPT Scott Wells.

DA Happenings

million. This was decreased by the Joint Conference to \$3.05 million.

Rotary wing controls/rotor/structures budget request was for \$13.9 million. The SASC added \$1.5 million for investigation of an in-flight helicopter escape system. This additional money was approved by the Joint Conference.

Engineering Development: We requested \$3.08 million for a UH-1 modernization program. However, the Joint Conference decided the Army did not adequately justify this R&D project and deleted the total request.

We also requested \$55.4 million to support work on a heliborne version of **HELLFIRE**. This request was reduced by Congress to \$50.0 million. \$5.42 million will be used to qualify wing stubs and hard points for feasibility test firing



General John R. Guthrie, left, the Commander of U.S. Army Materiel Development & Readiness Command, presents the two star flag to Major General Edward M. Browne, Program Manager—Advanced Attack Helicopter, immediately following the pinning of the latter's new rank. Mrs. Browne looks on during the 31 July ceremony.

HELLFIRE on the **BLACK HAWK**.

To support the "Fire and Forget" version of the **HELLFIRE**, we asked for \$25.01 million. The scope of this program was revised and the Joint Committee reduced the request to \$14.0 million.

Against a request for \$8.6 million to support aircraft avionics work, the Joint Conference authorized \$4.26 million. This reduction will preclude development and timely incorporation of operational improvements and technology to the fielded airborne radar surveillance system.

We submitted a request of \$5.02 million to support our **Army Helicopter Improvement Program (AHIP)** and this was increased to \$25.9 million by the **HASC** and the **SASC**. This will allow the Army to structure a developmental program that should accelerate the development of an interim scout helicopter.

The component improvement program request for \$15.4 million was reduced by the Joint Conference to \$10.0 million.

The AH-64 request was for \$173.0 million and this has not changed.

Wrap Up

It is evident from the figures that we have committed a significant amount of dollars to Army Aviation. Once these funds are appropriated, our competent program managers, project managers, RPO's, and commodity managers from USA DARCOM have a challenge to optimize the results of our funded efforts.

USATRADOC will be on board to validate the accuracy and currency of requirements. This should ensure that our aviation units throughout the force structure receive highly capable hardware and logistical support.

It is a continuing challenge to ensure that our budget money is being well spent toward building and maintaining a combat effective force.

New Members



New Members Joining AAAA in June

1LT Robert M. Abernathy, Ft. Campbell, KY
WO1 David Adams, Ft. Campbell, KY
SSG Stephen Aleshire, Ft. Campbell, KY
MAJ George Alexander, Wahiawa, HI
SGT Phillip Anderson, APO NY 09146
MAJ William H.W. Anderson, Atlanta, GA
CSM Edm. A. Armstrong, APO NY 09031
CPT Larry J. Atchley, APO NY 09093
PVT Alfred F. Aulenta, Trenton, NJ
SSG Willis Baird, Clarksville, TN
SP4 Benjamin Balanay, Ft. Campbell, KY
SGT Jacob K. Baldado, APO NY 09146
SGT Gary Base, Clarksville, TN
Mr. Henry D. Basley, Rockport TX
CW3 Glen W. Baxter, APO NY 09146
E4 Thomas Beaver, Ft. Campbell, KY
SFC Ronald Blanchette, Ft. Campbell, KY
E4 William Cobine, Jr., Clarksville, TN
SGT Nicholas Boston, APO NY 09031
SGT Kenneth G. Bradford, APO NY 09031
MAJ D.R. Brimage, Copperas Cove, TX
SP4 Elizabeth Brown, Clarksville, TN
Mr. Stan Brown, Davenport, IA
CPT David E. Bunker, Florissant, MO
CPT Neil Butcher, APO NY 09031
2LT Scott Campell, APO NY 09146
SP4 Victor Canz, APO NY 09031
Mr. Richard A. Cardinale, Corpus Christi, TX
SP4 Glen Chamberlin, Ft. Campbell, KY
CW2(P) Ted Chappelle, Ft. Campbell, KY
SP4 David Chrisman, APO NY 09031
CPJ(P) William Clawson, APO NY 09702
1LT Wilson C. Coats, Enterprise, AL
CW2 M.N. Colbert, Ft. Campbell, KY
WO1 Douglas Colley, Clarksville, TN
Mr. Dennis R. Collins, Corpus Christi, TX
SGT Robert Connor, Ft. Campbell, KY
E7 Paul J. Conrad, APO NY 09146
Mr. Brian Cowen, Teterboro, NJ
CW3 Howard Crawford, Clarksville, TN
PFC William Cribbs, Ft. Campbell, KY
Mr. Craig Criss, Toms River, NJ
WO1 Paul E. Criss, APO NY 09146
SGT Rickie E. Cummings, APO NY 09146
PFC Alan Dure, APO NY 09031
Mr. Louis A. DuBensieck, APO NY 09031
PV2 Freddie Davidson, Clarksville, TN
CPT Gary R. Davis, Enterprise, AL
MAJ Hugh Dimmy, APO NY 09611
CPT Michael L. Dexter, Clarksville, TN
SP4 Antoine Duplessis, Ft. Campbell, KY
Mr. Ross Edlin, Clarksville, TN
Mr. Harold W. Elder, Jr., Hampton, VA
SGT Claudette Elsson, Clarksville, TN

PFC Eric Emerson, Hopkinsville, KY
SP5 John Engelbert, APO NY 09146
PFC Armand Fagan, APO NY 09146
1LT James Fairchild, APO NY 09031
SP4 Kenneth Fark, Ft. Campbell, KY
PFC Douglas Farmer, Ft. Campbell, KY
E4 Robie Faucher, Ft. Campbell, KY
PVT Glenda Felician, Ft. Campbell, KY
Mr. Merceon Ferguson, Clarksville, TN
Mr. Thomas Floyd, Aubury Park, NJ
Mr. James H. Foster, St. Louis, MO
Mr. Dick Freeman, Eatontown, NJ
SP4 Fred Freeman, Oak Grove, KY
CW4 Richard P. Freestland, Wahiawa, HI
2LT John Gultrey, Ft. Rucker, AL
PFC Penelope Geankopolis, APO NY 09031
Mr. Maureen Genovaese, Ocean, NJ
CW3 James A. Glenn, APO NY 09146
WO1 Steven C. Goolt, Clarksville, TN
CW2 Leon Golembewski, APO NY 09093
CPT Bruce W. Goable, Lawton, OK
E2 Vernon Gray, Ft. Campbell, KY
WO1 David J. Griffin, Clarksville, TN
PVT Jacquelin Griffin, Ft. Campbell, KY
CW2 James Hague, APO NY 09093
Mr. Charles W. Hamilton, Colonia, NJ
PVT David Hammond, Ft. Campbell, KY
Mr. Kenneth Hampton, Newport News, VA
CW2 George Harston, APO NY 09031
SSG Steve Harris, APO NY 09611
CPT John Hayes, Hanahan, KS
MAJ Eugene K. Heckle, Jr., Ft. Eustis, VA
MAJ James E. Hennip, Itasca, IL
WO1 Michael Hillwig, APO NY 09146
CPT Paul C. Hinkle, APO SF 96271
CW3 Jimmy J. Hodgett, APO NY 09146
MAJ Sungsil Hong, APO SF 96301
CPT John M. Hopkins, APO SF 96301
E4 Douglas Hoppe, Ft. Campbell, KY
WOC Belvin Horres, Ft. Rucker, AL
SP4 Robert Houchin, Ft. Campbell, KY
CPT Jerry A. Howard, Clarksville, TN
MAJ Tony G. Idol, Smyrna, GA
SSG Arthur Jackson, APO NY 09146
1LT Marc J. Jacobson, Clarksville, TN
SP4 Thomas Jones, Clarksville, TN
PFC Anthony Jordan, Ft. Campbell, KY
CW2(P) Michael P. June, Ft. Campbell, KY
LTC Seung J. Kang, APO SF 96301
PV2 Daniel Keen, Ft. Campbell, KY
1LT Maureen J. Keenan, Ft. Eustis, VA
CPT James Kelley, APO NY 09093
SSG Wayne Kelshimer, Ft. Campbell, KY
Mr. Sonny Kherchand, APO NY 09611

BG Kook Rok Kim, Seoul, Korea
Dr. Roy Kimbrough, College Park, GA
CPT Joseph Klees, Huntsville, AL
MAJ William Knarr, APO NY 09031
Mr. Robert E. Ladd, Oak Grove, NY
Mr. Charles P. Lazzaro, Ft. Monmouth, NJ
CW2 John Lee, Ft. Campbell, KY
COL Jung Keun Lee, Ret., Seoul, Korea
COL Min Hee Lee, APO SF 96301
COL Seok Lee, APO SF 96301
SSG Wayne Lohasz, Clarksville, TN
Mr. Robert Lorenz, Collinsville, IL
E3 Robert Lovelady, Walnut Ridge, AR
Mr. Le Roy Ludl, Newport News, VA
SP4 Susellen MacFarland, APO NY 09031
MAJ John C. Maher, Wahiawa, HI
SP4 Rafael Manzanares, Ft. Campbell, KY
WO1 Brook A. Martin, APO NY 09146
CPT Matthew C. Matla, Clarksville, TN
WO1 Lawrence McDonald, APO NY 09093
1SG Walter D. McGowan, APO NY 09031
SSG William D. McKinney, APO NY 09185
COL Richard McManus, Granite City, IL
MAJ Booker H. Meisinger, Madison, IL
E5 Gary Miller, APO NY 09146
CPT John Miller, Ft. Campbell, KY
CPT Clinton Miner, APO NY 09326
SP4 Ralph Montgomery, APO NY 09146
1LT Furman E. Moore, Ft. Rucker, AL
1LT Frances Morgan, Lake St. Louis, MO
Mr. Gene Morgan, Lake St. Louis, MO
Mr. Henry Morrow, Williamsburg, VA
CW3 Jonny J. Nading, APO NY 09611
CW3 Charles Jay, Torrance, CA
COL Paul E. Needles, Hampton, VA
Mr. Harry Newell, Ft. Lauderdale, FL
PFC Laverne Norman, Ft. Campbell, KY
PFC Michael Norton, Ft. Campbell, KY
WO1 Wade A. Nugent, Clarksville, TN
Ms. Pat O'Neill, Wall, NJ
SP4 Edwin Ordway, APO NY 09146
Mr. Dick Ordway, Yorktown, VA
Mr. Rich Ovi, Bridgeton, MO
CW2 Gary Osberg, Enterprise, AL
E2 Paul Paddock, Ft. Campbell, KY
Mr. Robert G. Palazas, West End, NJ
WO1 Richard L. Paradis, Ft. Campbell, KY
SP4 Willie Parker, Ft. Campbell, KY
PFC James D. Patrick, APO NY 09031
PFC Thomas L. Peirce, APO NY 09031
MAJ Robert Pickett, Ft. Campbell, KY
Mr. Blaz Piskate, Williamsburg, VA
CW3 Thomas W. Potter, APO NY 09146

(Continued on the Next Page)

New Members

W01 Jimmy Poulton, Ft. Campbell, KY
 MAJ Charles R. Poulton, II, Ft. Rucker, AL
 MAJ James B. Pulliam, Clarksville, TN
 Mr. Gene Raper, Mishawaka, IN
 Mr. Harry Raven, Nutley, NJ
 MAJ Hubert Reed, River Forest, IL
 Mr. William Reed, Baltimore, MD
 Mr. Jerry W. Richter, APO NY 09031
 PFC Douglas Riddle, Ft. Campbell, KY
 CPT Stephen Rippe, APO NY 09146
 CW2 R. L. Robinson, Jr., APO NY 09293
 Dr. Francis L. Rose, Williamsburg, VA
 E6 Dennis F. Rotenberry, Eatontown, NJ
 CPT Ronald Roux, Enterprise, AL
 W01 Randal C. Saenger, Ft. Campbell, KY
 SP4 Harry Sarrkiddis, Silver Spring, MD
 CPT Richard I. Savage, APO SF 96251
 W01 Douglas Schmolz, APO NY 09146
 Mr. Gary Schober, Waukegan, NJ
 SP4 Brian Seals, APO New York 09742
 Mr. Deward Shaler, Bricktown, NJ 08723
 1LT Thomas H. Shea, Newport News, VA
 1SG Raymond Shroyer, Downers Grove, IL

SGT Stephen Sikorski, Calumet City, IL
 CW2 Harry Smith, APO NY 09146
 1LT Lee O. Smith, Ft. Eustis, VA
 PFC James M. Sneed, APO NY 09031
 Ms. Jane Spann, Corpus Christi, TX
 SP4 James Spearman, Ft. Campbell, KY
 MAJ James Springfield, APO NY 09031
 COL John E. St. John, Newport News, VA
 1LT Robert A. Stallsmith, Clarksville, TN
 CPT Russell M. Stansler, Bloomington, IN
 CPT Richard M. Stark, Dalmatia, PA
 1LT David W. Starr, Ft. Campbell, KY
 1SG William Stone, APO NY 09146
 CW3 Thomas A. Story, APO Miami 34002
 CW3 Ellis F. Sult, Ft. Eustis, VA
 Mr. John Sweger, Oceanport, NJ
 CPT Thomas Soczerba, Cumberland Fair, TN
 SFC Marion Terry, Clarksville, TN
 1SG Luch S. Tesnik, Ft. Sheridan, IL
 SP4 William Tetch, APO NY 09146
 LTC Charles L. Thomas, Ferguson, MO
 SP4 Ralph Thompson, Bradenton, FL
 E2 Michael B. Timmons, APO NY 09031

SGT Steven Tomaszewski, Clarksville, TN
 2LT William Treasky, Clarksville, TN
 Ms. Joyce Tuck, Clarksville, TN
 E4 Ateliano Tullelelepepa, APO NY 09146
 CW2 Glenn S. Uchiyama, APO NY 09146
 Mr. Jerry Van Loon, North Hollywood, CA
 1LT Gennan Velez, Ft. Campbell, KY
 CPT Lionel R. Verrett, APO NY 09511
 SP4 Thomas Vincent, Ft. Campbell, KY
 Mr. James Waller, Williamsburg, VA
 1SG William Walter, Clarksville, TN
 W01 Ricky Wardell, Ft. Campbell, KY
 E5 Michael Warren, Ft. Campbell, KY
 E4 Robert Wells, Ft. Campbell, KY
 CPT Douglas R. Whiteside, Wahiawa, HI
 CW3 Rulus Whyatt, APO NY 09611
 Mr. Robert E. Williams, Long Branch, NJ
 W01 Louis A. Willis, Clarksville, TN
 1SG Jerry Wilson, Clarksville, TN
 CPT John P. Woodward, APO NY 09146
 Ms. Janet Wyeysana, Oceanport, NJ
 CPT Ronald D. Zec, Ft. Campbell, KY
 Ms. Eileen Zwuka, West End, NJ

This is a partial list for June

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NASA Receives XV-15 Tiltrotor



The XV-15 tiltrotor airplane, a vehicle that can takeoff and land like a helicopter and cruise in flight like a conventional aircraft, was delivered to NASA's Flight Research Center, CA, on August 13. Two XV-15 aircraft were built for NASA and the U.S. Army by Bell Helicopter Textron, Ft. Worth, TX. Bell has since successfully completed the contractor portion of the XV-15 flight tests at its Arlington, TX, Flight Research Center.

The second XV-15 tiltrotor is now at NASA's Ames Research Center, Mountain View, CA, preparing for research flight tests. The aircraft being delivered to NASA Dryden will be used to expand the performance limits by NASA, military, and contractor pilots. Then, the XV-15 aircraft at NASA Ames will be flown within these limits to perform specific research objectives.

The flight program at Dryden is expected to last approximately one year with the first flight expected within three to four weeks of the arrival of the aircraft at Dryden.

Enlisted

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I. CALL TO ORDER (Roll Call for Quorum)

IV. ACTION ITEMS

A. AWARDS COMMITTEE

1. Regarding the custody, transportation, receipt, and retention of the "Outstanding Aviation Unit" trophy, the Exec VP INDICATED that the trophy was in Calif. as at 19 Jul and in the custody of Hughes Helicopters, that new locks were being refitted to the trophy case, and its shipment by Korea Air Lines to the winning unit was imminent.

2. The Board NOTED the provision of AAAA "Certificates of Achievement" to the NCO Academy—Hawaii.

C. CONVENTION COMMITTEE

b. The attendee survey reflected general membership approval of the various Convention programs, except that the timing of the General Membership Meeting and the length of time the Convention allowed for open discussion of purely AAAA matters were most inadequate. In response, the Board DIRECTED the General Chairman to schedule sufficient time for AAAA Affairs at appropriate periods during the 1981 Nat'l Convention.

3. Regarding the 1981 and 1982 Nat'l Convention sites and dates, the ExVP INDICATED that 1981 plans for the Shoreham Hotel site in Washington, D.C. were firm and continuing; and for 1982 St. Louis (first choice) and New Orleans (back-up) hotel sites had submitted proposals to AAAA, and that the St. Louis sites would be inspected during AH Kesten's 22-23 Oct. visit to AVRADCOM-TSARCOM on magazine business.

4. In response to the ExVP's request that the AAAA be protected on 1983 convention hotel facilities, the Board APPROVED the conduct of the 1983 Nat'l Convention in Atlanta, and AUTHORIZED the Nat'l Office to block 1983 Convention space at one or more Atlanta hotels.

5. Regarding 1981 professional programming, **BG RD Kenyon** AGREED to serve as the Presentations Committee Chairman, and the Board DIRECTED the General Chairman to provide **Gen Kenyon** with a Convention schedule and broad time blocks for professional programming at the earliest possible date.

D. FISCAL COMMITTEE

2. **COL Marr** INDICATED that the Statement of Revenue, Expenses, and Change in Fund Balance as at 31 Mar 80 was such that the annual dues increase authorized by the Board at the 10 Apr 80 meeting and tabled at his request until 1 Oct 80 or 1 Jan 81 in view of the 1980 Membership Drive, was not imperative and that it should be implemented as at 1 Oct 80.

G. INT'L AFFAIRS COMMITTEE

1. The Board NOTED that Army support of the Fall 1981 Helicopter World Championships now at the FORSCOM level, and reiterated its desire to support the US Army's "finals" with AAAA prizes.

H. LEGISLATIVE AFFAIRS

1. The Pres. REQUESTED the ExVP to coordinate with the DA Aviation Officer on a Nat'l Board appointee and to forward their recommendations on to him.

I. MEMB ENROLLMENT COMMITTEE

d. The Board APPROVED a limited enrollment plan for primary students at Ft. Rucker wherein enrollees would receive a letter of welcome, a membership card, and three issues of the magazine at no charge, the Avn Cen Chapter VP—Memb to provide AAAA with the applications bearing the names and addresses of the students at least four months prior to graduation, the Center Chapter to conduct a separate one-time briefing on this program for the students at

AAAA Action Items

(Digest of Minutes of the 19 July
AAA Nat'l Executive Board Meeting)



the time of their no-charge AAAA enrollment, the AAAA to invoice the student at the regular dues approximately two weeks prior to graduation, and the Nat'l Office, on receipt of the new member's dues, to provide the new member with the balance of his or her credentials (Lapel pin, decal, etc.)

J. MUSEUM FOUNDATION

2. **LTG RR Williams**, wearing the hat of Chairman of the Board of the Museum Foundation, BRIEFED the Exec Board on the Foundation's proposed \$50,000 goal for AAAA donations with all past, current, and future donations generated through AAAA activities, direct mail, etc. to be credited to the AAAA.

L. REGIONAL AFFAIRS

1. The President, as he had at the 10 Apr Board meeting, REQUESTED the members to give some thought to the Regional concept in CONUS and to be prepared at the Oct 80 NEB meeting to either "kill the concept or retain it."

2. The ExVP REPORTED that the Fifth Region—AAAA had been mothballed as at 5 Jul 80 with the Nat'l Office receipt of the Regional records, holdover funds, and letters of resignation (for reasons of PCS and retirement) of both the Regional Pres. and SrVP, and that any NEB action at this time on deactivation would be well after the fact.

M. RESERVE AFFAIRS COMMITTEE

1. **JJ Stanko** (NGB) and **LTC BL Rice** (OCAR) INDICATED they'd coordinate on the Aloha Chapter proposal on Flight Pay Equalization for Reserve Component personnel and report back at the Oct 80 Board meeting.

N. RESOLUTIONS COMMITTEE

1. Acting on the proposal of **BG CE Canedy**, the Board AGREED to the proposal that the President, the ExVP, and the SrVP SERVE as an ad hoc Resolutions Committee and REVIEW all proposals submitted by the membership; and that these three Nat'l Officers coordinate by mail on each matter.

P. WARRANT OFFICER AFFAIRS

1. Regarding his 12 Mar 80 letter to the SecDef on Flight Pay Equalization, the President INDICATED that he had not as yet received a response from DOD and that he would write a follow-up letter to the SecDef.

2. **BG RD Kenyon** REPORTED on the subject of flight pay equalization, indicating that while DOD was the stumbling block at the moment, things were moving and approval seemed likely in the 1983-87 time frame. He ADDED that his article in the Aug 80 issue would report on AWO issues in detail.

V. NEW BUSINESS

A. NATIONAL BOWLING TOURNAMENT

1. The Board AGREED that AAAA sponsorship of a Nat'l Bowling Tournament based on multiple Chapter entries would be an outstanding program, THANKED the **David E. Condon** Chapter for developing this proposal, and ENCOURAGED **COL JD Rocky**, the Chapter President, to provide the Nat'l Office with a workable program prior to the start of the Fall bowling season.

VI. SITE AND DATE

VII. ADJOURNMENT

U.S. TEAM EFFORT FOR 1981 World Helicopter Championship UNDER HCA Sponsorship

The Helicopter Club of America (HCA) was formed in 1979. Membership is now being made available to persons from all walks of life who wish to foster and promote sport helicopter flying on a national and international basis.

A non-profit organization, HCA has been designated as the Helicopter Division of the National Aeronautic Association which, in turn, is the official U.S. representative of the Federation Aeronautique Internationale. The FAI not only regulates international sport flying competitions, but is the official organization for verification, recognition, and documentation of world aviation records.

The Helicopter Club of America is responsible for the sponsorship and development of the U.S. team which will participate in the next international helicopter competition now scheduled to be held in Poland in 1981. This will be a series of precision, non-acrobatic flying events.

Both civilian and military pilots' flying skills will be evaluated during regional competitions to determine who will represent the United States during the 1981 World Helicopter Championship.

Your participation as a member in the activities of the HCA will contribute greatly to the development of professionalism and sportsmanship in the operation of rotary wing aircraft.

Members will receive a membership card, HCA notices and bulletins; may vote in accordance with HCA by-laws; will have the opportunity to participate in HCA-sanctioned events; have free entrance to sanctioned HCA contests as a spectator; will receive an HCA directory; and may participate on HCA committees.

Donations and dues are tax deductible. To submit an application or to obtain additional information about the Helicopter Club of America, please use the form on this page.

U.S. ARMY MILESTONES

A. August 1980. Installations begin training for local preliminary trials.

B. 15 Oct. 1980. Installation finalists selected in local competition and training continues for FORSCOM and Army trials.

C. Mid-November 1980. FORSCOM trials conducted at Fort Hood.

D. 19 December 1980. Army trials conducted. Selectees continue training for HCA "Fly-Offs."

E. February 1981.

HCA fly-offs conducted with the final selection of a U.S. Team composed of eight two-member crews. Training for the World Helicopter Championships on 14-23 August 1981 continues.

AAAA will provide team prizes for the Army "finals."

Editor's Note: The above dates may be revised in view of the WHC slippage from the earlier 19-20 June dating to 14-23 August 1981.

Application for HCA Membership

TO: Helicopter Club of America
c/o NATIONAL AERONAUTIC ASSOCIATION (NAA)
821 15th STREET, N.W., SUITE 430
WASHINGTON, D.C. 20005

(I) (We) make application for the following HCA membership:

- MEMBER (\$20) CHARTER MEMBERSHIP (\$500)
 SEND INFORMATION ONLY CORPORATE MEMBERSHIP (\$500)

Enclosed is a check for the membership made payable to the "HCA"

FIRST NAME _____ MI _____ LAST _____

Address _____

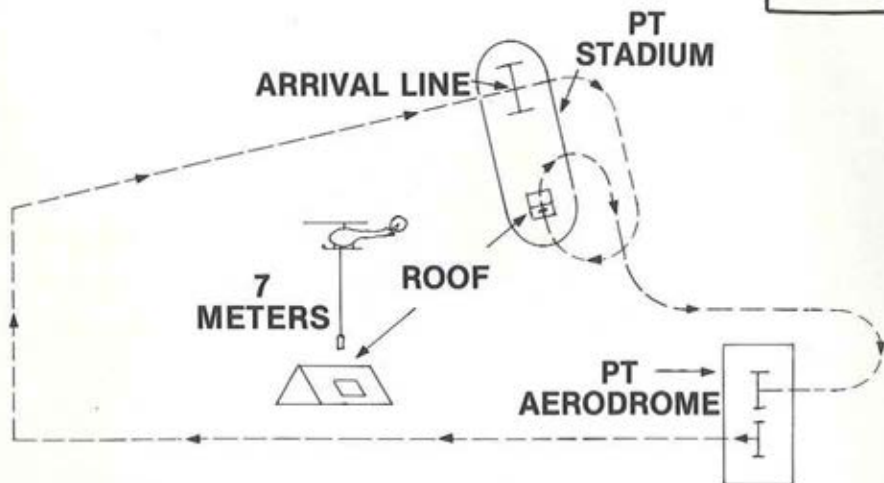
City _____ STATE _____ ZIP _____

HOME PHONE _____ BUS. PHONE _____

Briefly outline your interests _____

Event #1—Timed Arrival and Rescue Event Fourth Helicopter World Championship

PART 1 OF
AN 8-PART
MAGAZINE
SERIES



AEROKLUB PRL INSTRUCTIONS

"Each competitor will receive an arrival time to the sporting stadium in PT and knowing the three-section arrival route to be 50-80 km long with the beginning at the PT Aerodrome, will calculate and deliver to the Judging Panel the required time of lift-off.

"The arrival time will be the time at which the fuselage nose will cross the imaginable surface perpendicular to the ground and extended from the arrival line on the surface of the PT Stadium.

"The whole route will be flown at the height of 100 m QFE and the arrival line will be crossed at the same height. Hovering, "snaking", and visible changes of the speed will not be permitted on the first 3 km of approach.

"After crossing the arrival line the competitor will make the RH turn. Decelerating and descending he will introduce the helicopter into hovering with the fuselage headed in accordance with the ground signs above the roof mock-up.

"It will be the duty of the co-pilot to manoeuvre the simulated medical equipment into the roof opening. The opening will have the square size 40 x 40 cm and the

"medical" parcel will be 5 kg heavy and attached to the rope 7 m long.

"The hovering height must assure that the parcel will not hit the ground. After having manoeuvred the parcel into the roof opening, the co-pilot will drop the line and it will be the finish of the timed exercise. The helicopter will then leave the area and return to the PT Aerodrome.

"For the execution of the rescue exercise the competitor will have **three minutes** counting from the time of crossing the arrival line. If during the three minutes the parcel is not manoeuvred into the roof opening, the exercise must be interrupted and the helicopter flown to the PT Aerodrome."

SCORING

Maximum scoring: 200 points.

PENALTY POINTS

"Competitors will be penalized one point outside their arrival time.

"Hovering on the last 3 km of approach will cause 5 penalty points. 'Snaking' or visible speed changes will be treated as hovering.

"During the rescue exercise the penalty points will be given for the parcel hitting the ground (3 penalty points) and for every second above one minute after crossing the arrival line (0.5 penalty point)."

ARMY AVIATION MAGAZINE
1 Crestwood Road
Westport, CT 06880

August, 1981 Set for the Fourth Helicopter World Championship

The **Fourth Helicopter World Championships** will be held in Piotrkow Trybunalski (PT), Poland during August 14-23, 1981, and will be comprised of both obligatory and non-obligatory events. The **Aeroclub of the Polish People's Republic** will host the competition at the PT Aerodrome.

The obligatory events include a **Timed Arrival and Rescue Event**, a **Precision Flying Event**, a **Navigation Exercise**, and a **Helicopter Slalom Event**. The fifth event, the **Free Style Event**, is non-obligatory.

A complete set of rules for the FAI-sanctioned 10-day competition may be obtained by writing to the **Helicopter Club of America** (see p. 46), and includes more specific coverage on the following:

1. Only helicopters with two or more seats will be allowed to participate. Crews must consist of two persons (pilot and co-pilot/assistant). All crews must be entered. No changes will be permitted unless they are approved by the **International Jury**.

2. Each competing helicopter must be licensed to comply with its own national flight regulations. Experimental helicopters will **not** be allowed to participate.

3. Use of special (nav-aid) equipment . . . is not permitted. If aboard, these devices will be locked during the competitions.

4. Practice will not be permitted during the **Championships**. The aim of the flights permitted on the second day is to familiarize the participants with the airfield, and to check the technical condition of the helicopters.

5. The **official language** of the Championships will be English with Polish being the working language. ATC talks will be allowed in either Polish, English, or Russian.

6. Scoring will be on the basis of **penalty points**, the winner being the competitor with the highest number of points remaining. Each competitor will start an event with **200 points** from which the penalty points will be subtracted.

7. All participants will be obliged to obey the general ICAO rules of the air and the detailed Polish ATC regulations, e.g., prohibiting photography from the air. Breeches may lead to disqualification. (See pages 46-47 for additional information).