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Army Aviation

APRIL 22, 1982



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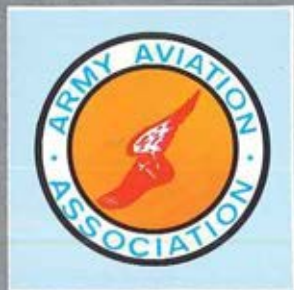
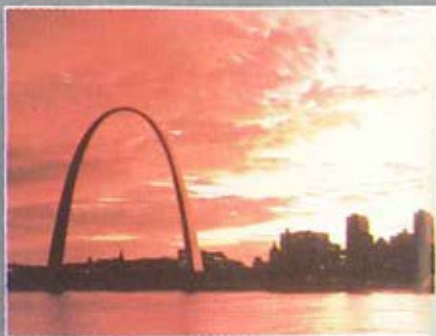
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tion into the next century. Most importantly, it means the ground commander will be getting modern, effective, logistical support. It's the result of teamwork... Boeing and Army commitment to meeting tomorrow's needs with the right equipment at the right time. The Chinook CH-47D. Meeting schedules to meet the need.



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MARCONI AVIONICS

A forum for sharing information

THIS month, aviators from units worldwide will attend the **1982 National Convention** of the Army Aviation Association in St. Louis, Missouri, commemorating the organization's Silver Anniversary.

With the members of the AAAA's Lindbergh Chapter serving as convention city hosts, **BG Jim Hesson** and his fellow members from AVRADCOM and TSARCOM have developed an excellent program that promises a professionally rewarding time for all who attend. I hope to see you there.

Fortunately, the professional challenges experienced by those who come to the AAAA Convention do not end on the last day when everyone heads home. Our strong network of local Chapters offers the forum through which your representatives can share with each of you what they learned during meetings with their contemporaries, industry representatives, and the top leaders of our Army.

One of our great strengths

The opportunity to meet professionally with professionals in an atmosphere of mutual concern for improving every aspect of the aviation program is one of the great strengths of Army Aviation, and the AAAA National Convention is one ex-

ABOUT THE AUTHOR

Brigadier General Ellis D. "Don" Parker serves as the Deputy Director of Requirements and Army Aviation Officer in the Office of the Deputy Chief of Staff for Operations and Plans, Dept. of the Army

ample of this opportunity.

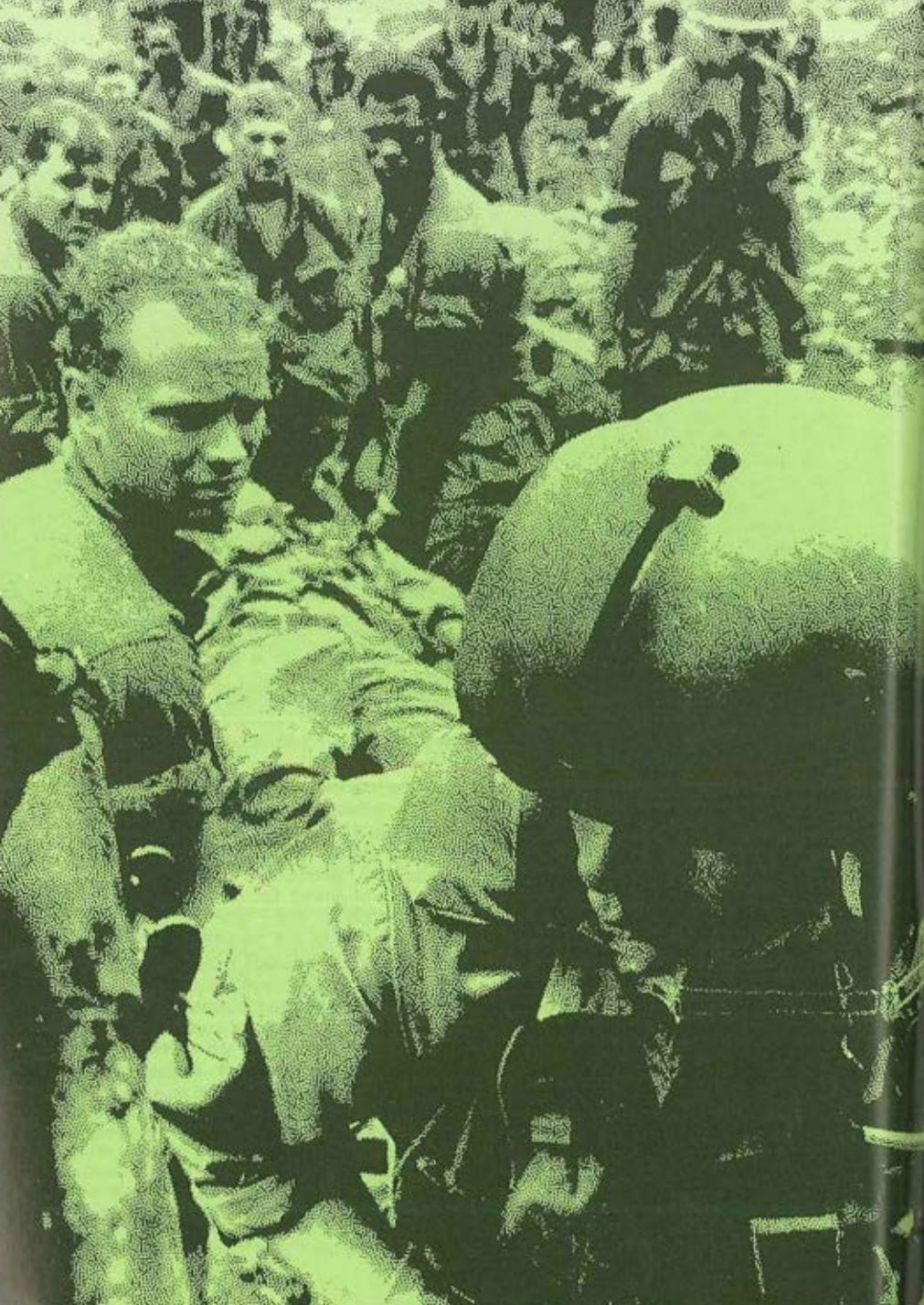
Another is the **DA Worldwide Aviation Logistics Conference (WALC)**, hosted this year by TSARCOM, that will follow the AAAA Convention in St. Louis. The WALC was instituted by the Deputy Chief of Staff for Logistics to meet DA policy guidance for centralized inventory management of aviation systems.

An opportunity to improve

What it really does is give aviation managers the opportunity to discuss maintenance and spare parts supply programs, to review system distribution plans, to share experiences and techniques developed in local maintenance management programs, and to work toward improvement across the board.

Basically, it gives us the chance to see the "big picture" as aviation system development, distribution, and supportability are reviewed for completeness and compatibility. But it does not stop there. The results are retransmitted to unit level through aviation logistics and maintenance officer channels as they meet locally throughout the world.

What the WALC is to our supply and maintenance programs, the annual **Training Symposium and Aviation Policy Committee Meeting** is to our standardization and training program. Every command, through their local standardization boards, has the opportunity. (FORUM/Continued on Page 103)



Vietnam and the military mind

SOONER or later, the scar is bared. Late at night in an Army club or an aircraft carrier's wardroom, someone will say "My God, if they'd only thought it through in Washington," or, "Brother, if we knew then what we know now about that kind of war," or, "You damned reporters and the damned TV, you're as much to blame as anyone."

At a bivouac in a pine forest, during a recent military exercise in West Germany, a colonel gazed moodily at the stars. "I suppose it's all over now," he said. "But it isn't over. For some of us, it will never be over."

It is getting on for nine years since the last American troops left the cities and bases and jungles of Vietnam, disengaging from a war that the majority of their countrymen regarded as lost.

To the world at large, the fall of Saigon in April 1975, two years after the American withdrawal, marked the final American defeat. But to a whole generation of American officers who, understandably,

Drew Middleton is the military correspondent of the New York Times.

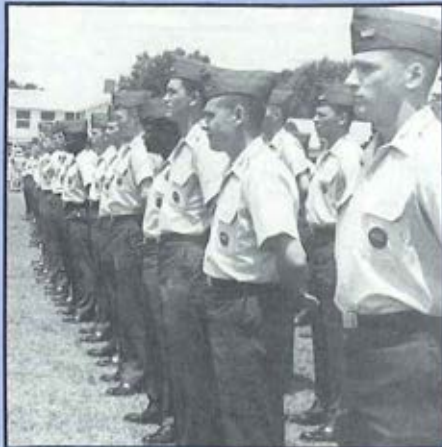
remember only the successful air strikes and the victorious battles, the idea of defeat is still hard to accept.

The bitter conviction

They are men in their late 30's and early 40's now, ranging in rank from lieutenant colonel to major general. You will find them commanding battalions or serving on the advisory committees of the Joint Chiefs of Staff or studying at the Army War College or some other high-level military academy. They have reached positions just below the highest rungs of military authority, which some of them will doubtless attain.

Yet, for most of them, the memory of those days when they were young lieutenants and captains in Vietnam is still painfully fresh. The old contentious issues—the way the war was fought, the way it was reported, the way it was directed by civilians back home—still feed the bitter conviction, that had things been run differently, the war could have been won.

The scar is raw. It governs the attitudes both of those officers who fought



The Army's future is tied to its personnel. How well are the lessons of Vietnam being assimilated?

in Vietnam and those who share in the legacy of the conflict. It will, in all likelihood, affect the performance of the armed forces the next time they are called into action—an intangible as important to the American military performance as the number of tanks, fighters or carriers deployed. For battles, as the British military historian Sir Basil Liddell Hart has written, are won or lost in the minds of the opposing commanders.

And today, remembering the confident beginnings and confused ending of our Southeast Asian involvement, the minds of the officers of the American military establishment are troubled.

They admit they made mistakes in tactics, especially in the early years of the war, and especially in the Army, the service that bore the brunt of the fighting, suffered the most casualties and underwent the greatest psychological stress.

Troops that had been trained for repelling Soviet aggression against Western Europe were thrown into an entirely different environment, against an entirely different enemy. An infantry battalion, trained to fight Soviet troops in the North German plain or the hills of

Hesse, had to adjust to jungle combat against well-led guerrillas in the midst of a civilian population, with no clear identification of friend or foe. No wonder that, until the battalion began to improvise, its tactics did not work.

Personnel turbulence

The Army's rotation system for company and battalion officers weakened the command structure. The officer went to Vietnam to "get his ticket punched." He served a year or less, saw some combat, and went back to the United States or West Germany. To a lesser degree, combat units were subject to the same turbulence in personnel. Men who depended on each other for success and survival never had time to develop those bonds that are indispensable for high morale and effective performance under fire.

The Army's weapons and equipment were often ill-adapted for a campaign that came down primarily to infantry action and artillery assault. The Sheridan tank, for instance, proved to be of little use. A colonel in an armored unit in West Germany compared it recently to "setting a wolfhound after a rabbit—the rabbit gets in its hole and the dog is left high and dry."

As the Army learned from its mistakes, some of its innovations, like the increased use of helicopters for troop transport and infantry support, were successful; others were not. But whatever readiness there is today to concede the justice of some specific criticisms of the Army's doctrine and tactics in Vietnam, there is a deep, abiding resentment in the officer corps against the manner in which, by and large, the war was reported by the American printed and electronic press.

A Marine Corps colonel watching his men scramble up a Sardinian hill during an exercise last fall said: "There they go.

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KING

That's the 95% you people never write about. The good soldiers, the triers, the achievers." His complaint flowed from the Vietnam experience—the impression among the military that the press there tended to concentrate on the "5%" who were inadequate because of a lack of education, a drug or liquor problem, or an inability to adjust to the Army's hierarchical system.

In the litany of "what ifs" and "what might have beens" I have listened to in the 11 years I have been reporting on the American services and on military affairs, one recurring theme is the opportunity that was lost, as most officers see it, at the end of the Communist Tet offensive in January-February 1968.

The defeat of that all-out drive, the military say, broke the offensive capacity of the North Vietnamese regulars and Vietcong guerrillas for months to come. That, it is argued, was the moment when the United States should have applied maximum military pressure on Hanoi.

Instead, it is charged, the American press turned an enemy defeat into a political victory for North Vietnam by concentrating on one brief and unsuccessful Communist action, the attack on the United States Embassy in Saigon. The emphasis on this episode obscured the North Vietnamese reverse and, it is argued, reinforced pressure at home for a negotiated settlement.

More generally, there is the abiding conviction among officers who served in Vietnam that the press tended to exaggerate every setback in the field, every instance of troops getting out of hand, every alleged atrocity.

No officer defends the massacre that was perpetrated by an American platoon in the hamlet of My Lai or the con-

duct of the commanding officer, Lieutenant William L. Calley, Jr., "Hell, he was there with a rifle in his hand," said an infantry colonel during Calley's trial. "He may have been dumb, but he must have known what he was doing. All I can say is that he should never have been made an officer."

But in regard to the overall problem of civilian casualties, another infantry officer, now approaching high command, expressed this view:

"You get a grunt coming out of action and into a village. He's tired. He's been scared out of his wits a couple of times. Remember, even the best get scared, although the best don't show it. A sniper knocks off one, maybe two of his buddies. Guys he's shared food and shelter with. He opens fire and a couple of people get killed. Maybe they're innocent bystanders. Maybe not. Is that any worse than what the Air Force did to a German village whenever there was a roadblock in the village?"

"None of you people ever understand—or, if you did, you didn't write it—the mental state of a guy who's been fighting for a week or 10 days. War is abnormal. People don't act in war as they would in normal circumstances. It's tough, but it's true. No one at home seemed to understand this. And you people didn't try to tell them."

The dubious delights

One reason the press failed to present a more rounded picture of the war, as most military officers see it, is that the press did not spend enough time with the forces in the field. One officer who commanded a battalion at the time remembers telling a correspondent that he was the first newsman to visit his unit in the seven weeks it had been in almost continual contact with the enemy. There is a strong feeling that reporters preferred the dubious delights of Saigon, with



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its convoluted, easily obtainable and ultimately immaterial political stories, to the rigors of front-line reporting on the decisive aspect of the conflict.

THIS lingering "them against us sentiment is a real enough problem for a society that depends on mutual respect among its principal institutions. Even more serious potentially is the military attitude toward the civilian direction of the Vietnam War.

Emphatically, the services accept the constitutional provision for civilian control of the military. The Vietnam-era officers now entering into senior ranks are as devoted as any in the past to the repub-

lican statutes that make the President of the United States their Commander-in-Chief. But there remains the feeling that, had they been allowed to follow their military judgment, they could have won the war in Vietnam.

The memories are remarkably similar. The colonel behind his desk at the Pentagon, the brigadier general at an Army post overseas, could have been, 15 years ago, the young officer harrying a Vietcong unit across the Cambodian border or leading his men through the jungle in search of the wraithlike Vietcong.

He did not think, back in the 1960's, that he was losing. But he had his private doubts about whether this was the way to win. Counting the cost in casualties, the young officer was angered by simplistic statements in Washington about light at the end of the tunnel or getting the boys home by Christmas or nailing the coonskin to the wall. To him, that was the Madison Avenue side of the war; the real side was a sudden ambush, a 10-hour march, a wounded soldier screaming in pain.

Too much effort, he was sure, was being expended on sideshows, such as programs designed to "win the hearts and minds" of the South Vietnamese. Give the Army and Air Force their head, he would say, and victory would win more hearts and minds than any land reform or village-resettlement program.

This conviction has endured through the years. What was needed, most officers believe to this day, was a national policy that took a more realistic view of the American involvement—the view that the United States was in Southeast Asia not simply to protect the people and Government of South Vietnam but to win a decisive victory against the expansionist Communist regime in Hanoi.

This victory, it is felt, could have been

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won in late 1966. The prevalent opinion—as it was among Army and Marine Corps officers I talked to at the time—is that, given sufficient logistical support and freedom of action, the American ground forces could have invaded North Vietnam, seized the port of Haiphong and taken Hanoi.

The argument that even that would not have ended the war—that our troops would have been condemned to years of occupation duty and combat against guerrilla forces holed up in the jungles—finds no more support among officers today than it did then.

Nor has the passage of time altered their disagreement with the assumption, widely accepted in those days at the United Nations and in Washington, that

an American invasion of North Vietnam would have forced China to intervene by sending in large numbers of "volunteers." If anything, most officers are even more persuaded that, convulsed as it was by the Great Proletarian Cultural Revolution, China was in no position to take on the United States.

A great deal of emotionalism

It still rankles when they recall the incomprehension of military realities, as they see it, on the part of the civilian leadership, including their successive Commanders-in-Chief, Presidents Kennedy, Johnson, and Nixon.

"What the hell did we have?" an infantry colonel said. "A PT-boat commander with a talent for self-adverti-

sement and a couple of Navy logrollers who never saw action. How do you expect them to make intelligent military decisions, even if their advisers are smart and forceful, when they have no background that helps them understand the situation? No way, Mac."

If there is a good deal of emotionalism in these attitudes, we must keep in mind the situation that nurtured it.

Indifference and hostility

The men who fought in Vietnam came home to be met not with a hero's welcome but with indifference bordering on disdain. People tended to look the other way, not wishing to be reminded of what was widely perceived as the first defeat in American history. Some Americans, having opposed the war on moral grounds, regarded the returnees with barely suppressed hostility.

It was hard enough for the privates, most of them draftees ordered into Vietnam with no say in the matter. It was doubly hard for the officers, the professional soldiers, to be regarded as losers—if not as savages in uniform, mowing down villagers with the firepower of a modern war machine. A young officer from New York told me in Vietnam in 1972 that he did not wear his uniform on leave when he went home on leave. Why? "They spit on me."

The Air Force and Navy were stigmatized to a lesser degree than the Army, even though their aircraft probably did as much damage on a proportionate basis, but all branches of the armed forces came in for a share of the blame. This widely felt animus against their beloved services filled many officers with blind, unreasoning resentment.

The word "beloved" is used advised-

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ly. The service is the professional officer's home. It is at once a faithful wife and a nagging mistress. It is an amorphous diety, to be obeyed and propitiated, no matter how seemingly unreasonable its demands. Above all, it is those three words that General Douglas MacArthur intoned in his last speech at West Point: "Duty, Honor, Country."

Of course, not all officers live by that code, but a high percentage do. And those who did were offended, on their return from Vietnam, by something else that had happened to the nation at the same time that half of it turned against the war. They found it irritating, often hateful, to serve a society undergoing a change of values, with some of its most vocal spokesmen dismissing duty as an outworn idea, honor as a faded symbol of medievalism, and country as an obsolete concept. The new mood denied what they lived by. It has been dissipating lately, but the effect on the military is still felt.

With due allowance for these emotional strains, how is one to assess the military's charges against the civilian leadership and against the press?

There is much to be said for the officers' view of the Tet offensive as a

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"last gasp" attack. What is overlooked in this analysis is that North Vietnam's very ability to mount a general offensive on such a scale undermined all of Washington's claims that the enemy had been worn down in the long war of attrition and faced imminent defeat.

The resultant blow to what remained of hopes for a military solution was a political victory for Hanoi. But it was a victory born of the American public's spontaneous reaction to the fact of the offensive—not, essentially, of whatever mistake of emphasis may have been committed by the reporting from Saigon. In a war, a military victory can be a political defeat. And in a democracy, there is no way in which a political reverse can be hidden from the public.

A lack of editorial balance

Similarly, there may be justice to much of the military's charge of lack of balance and sophistication in the way the press dealt with American and South Vietnamese setbacks, the problem of civilian casualties, and other military aspects of the struggle. But preference for the easy life in Saigon was not a root cause.

Clearly, there were important stories to be written about the endless political intrigues among the South Vietnamese leaders, about the pervasive corruption, and about the relationship between these leaders and the American high command.

Beyond that, reporting on the purely military developments was difficult. There were no firmly definable fronts. Situations changed rapidly as American units carried out their missions and retired. If anyone could provide a coherent picture of the state of the war, it was the American high command in Saigon. If a news organization was represented by a single correspondent, it naturally wanted him to be where he

would get the most information and have adequate transmission facilities.

Nor do the military seem to take full account of the fact that we fought this war without military censorship. The American officers of World War II, when censorship was in effect, had little to complain about in the conduct of the accredited war correspondents. That was largely because commanders could take reporters into their confidence in regard to what was really going on, knowing the information would not land in the papers the next day and become available to the enemy. This relationship, in a war in which Americans were solidly united, bore fruit in knowledgeable and authoritative reporting on the strategic and tactical aspects of the campaigns in Europe and the Pacific.

No such relationship was possible in an engagement that the Johnson Administration chose to fight without invoking the rules of an all-out military effort, either in the economy or on the home front or in its information policies.

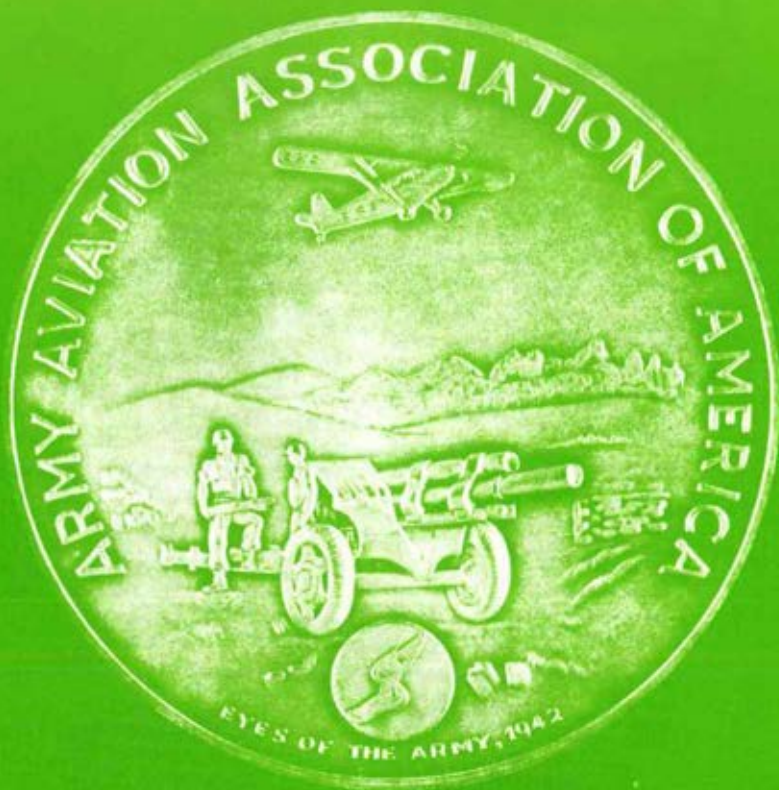
The "living room" war

Moreover, Vietnam was the first war to be given full television coverage. The shock felt by the American public over the war's brutality did not result, as many officers thought, from any preoccupation with atrocities on the part of the press; it was a natural reaction to having the front-line fighting brought by television into American living rooms. That, too, was a consequence of fighting a war without a censorship policy concerned both with military secrets and home-front morale.

Most of the officers' complaints against the press may thus be seen as rooted in situations that were not the doing of either side but were the product of political decisions—although better reporting in individual cases and better
(VIETNAM/Continued on Page 104)

1982 AAAA NATIONAL CONVENTION—APRIL 22-25

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1957-1982

Silver Anniversary



ARMY AVIATION ASSOCIATION

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To AAAA Members Worldwide:

Here we are in St. Louis on the eve of our 1982 AAAA National Convention, and it appears as if Brig. Gen. Jim Hesson's October 1981 premature claim will become an April 1982 reality. He said at the time, "We'll have the 'Best Ever Convention' this Association has ever had," and in almost every respect his 1981 exuberance is being confirmed . . .

The Association will break its previous highs in overall attendance, paid registrations, Awards Banquet attendance, and industry and military exhibits — five yardsticks by which we measure our conventions . . .

I'm not superstitious about complimenting people in advance of an accomplishment. I'll probably knock over my water glass or put my sleeve into the sour cream at some point during this four-day gathering, but it won't be because of what I say here now . . . I'd like to commend the two separate staffs that have worked so closely to bring about what we know will be a very fine 1982 Convention.

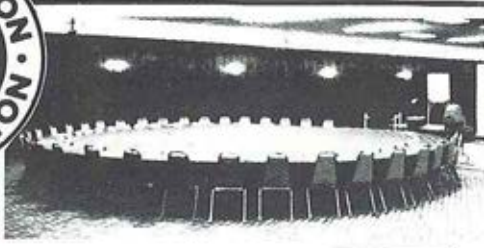
I refer to the National Office staff of eight, led by Art Kesten, our 1982 General Chairman, who annually work long and hard on all of the Convention's nitty gritty, and I refer to "Jim" Hesson and his St. Louis cohorts who have put together the very fine professional program and who have backstopped our National Office crew in countless ways. All of these fine people are pictured elsewhere in this issue; their brief job titles do not give you a hint as to the extent of their individual efforts to bring about this "Best Ever Convention!" I salute each of you!

This convention is but one of many recent AAAA gatherings. I represented National at COL James Kitterman's late March USAREUR Region professional gathering at Garmisch, a most impressive turnout. The Third Avionics Symposium, just sponsored by COL Darrold Garrison's Monmouth Chapter, enjoyed a record response, and the 1982 Product Support Symposium, sponsored by the Lindbergh Chapter under Tri-Chairmen, Don Luce, Paul Hendrickson, and Joe Cribbins, was still another highly successful assembly. AAAA is alive and well!

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Colonel, USA (Ret.)
President, AAAA



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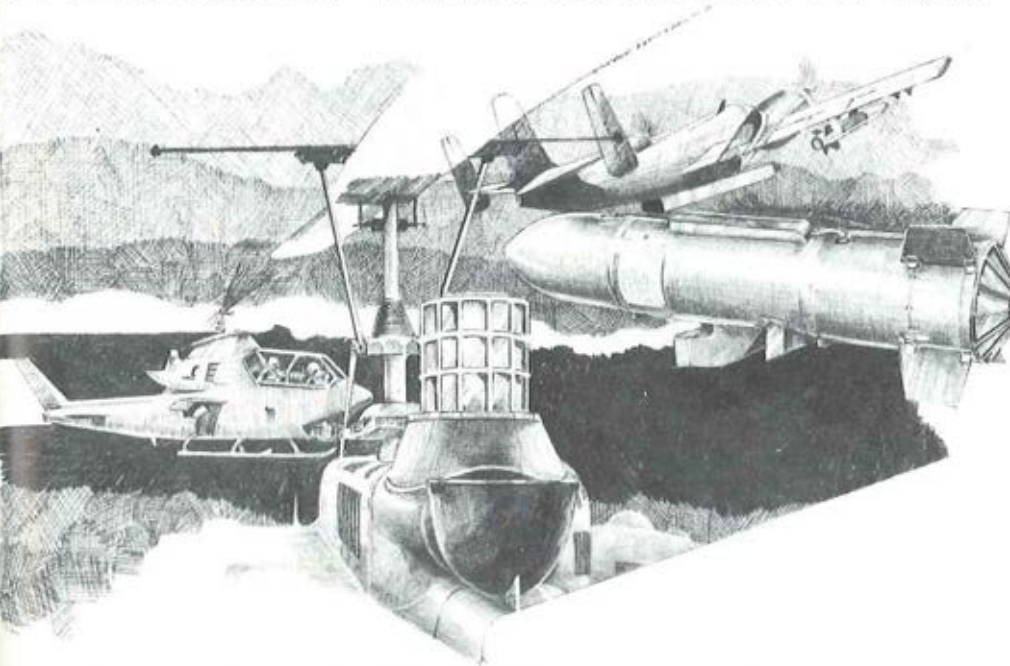


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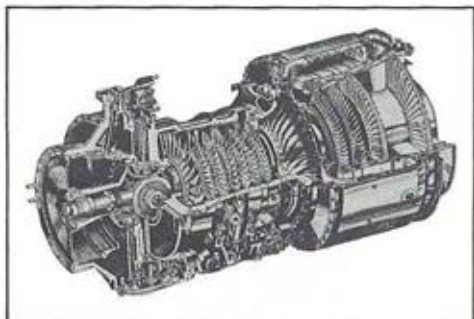
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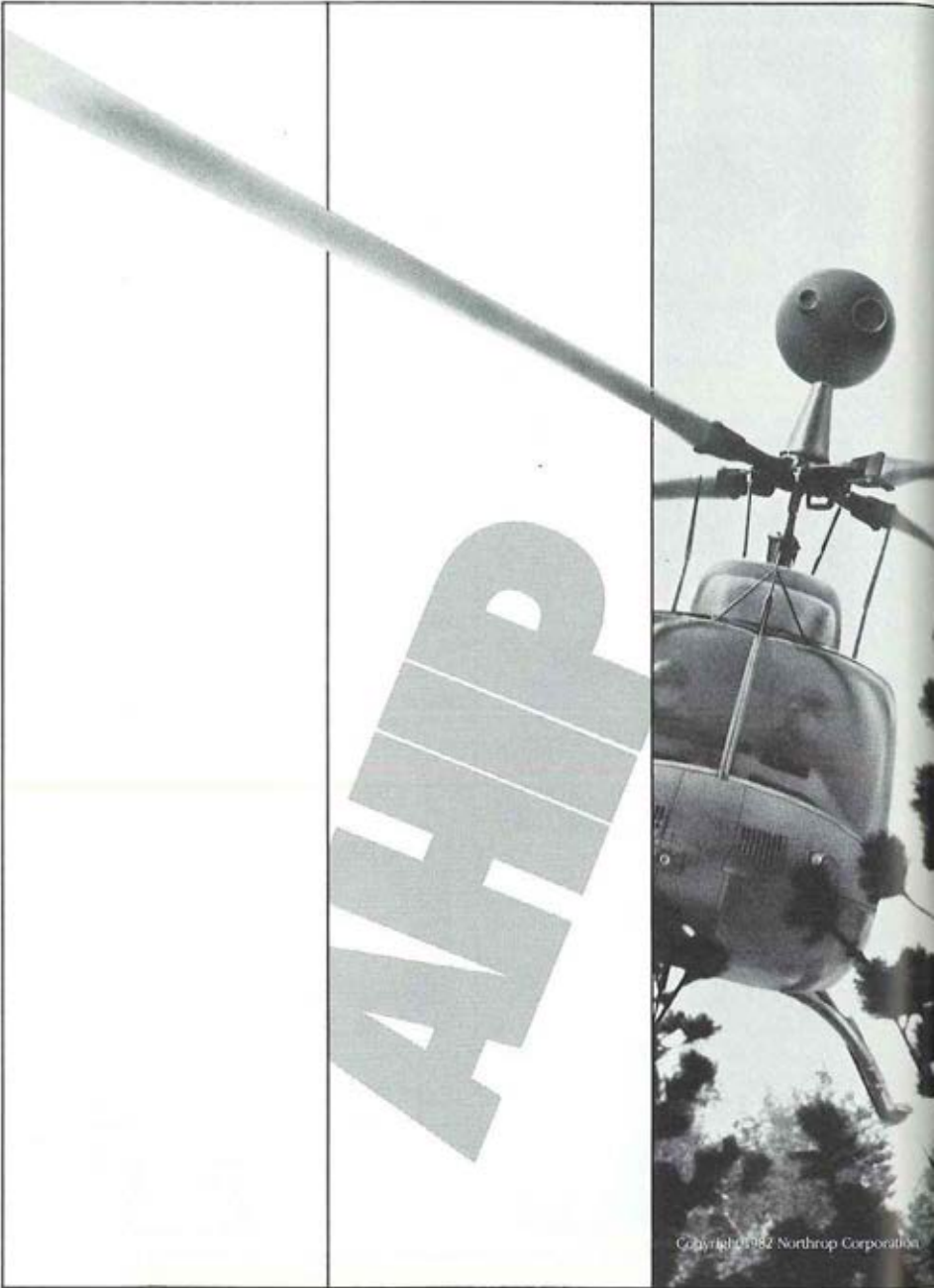
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Reserve Affairs



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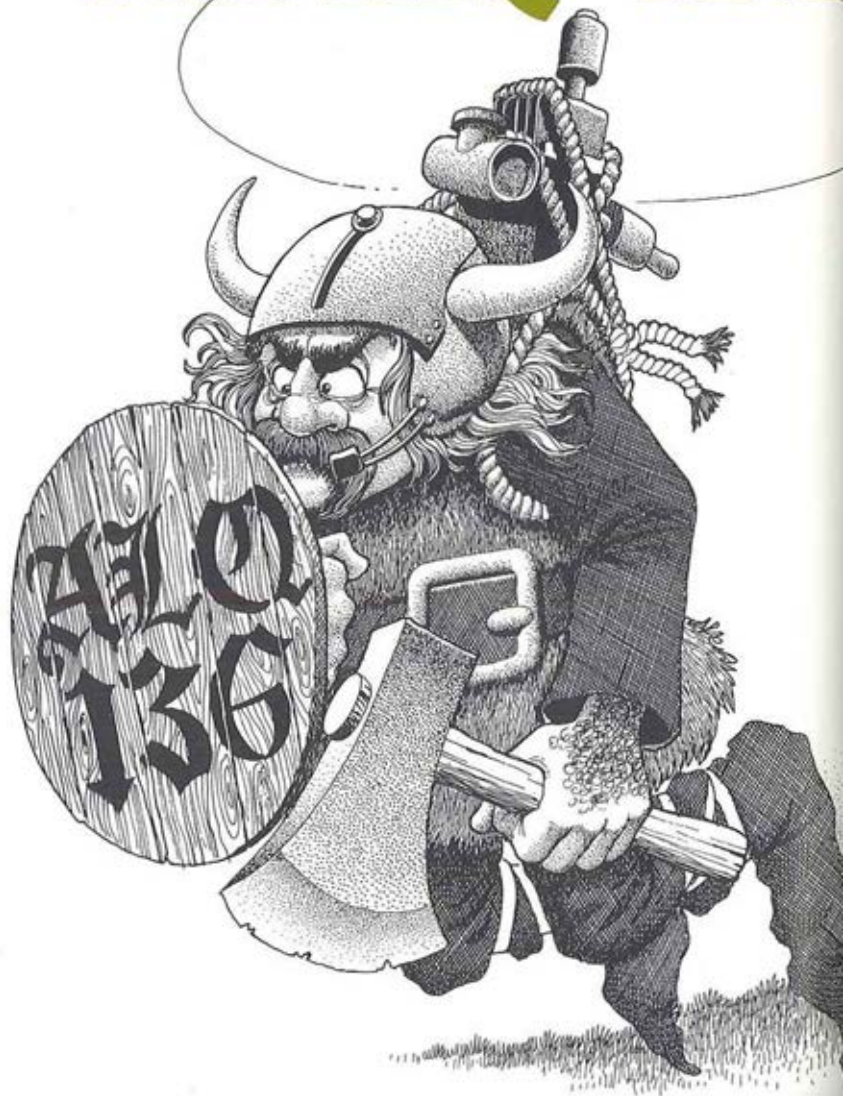


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 Vice President
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 ARNG Affairs



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Mtg: 9 Dec 81 — 492 Members

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MAJ Aaron P. Brown..... Sec.
Mtg: 23 Oct 81 — 125 Members

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Mtg: 26 Mar 82 — 810 Members

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Area has 44 current Members
Chapter Deactivated 1 April 1980

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Mr. George H. Smiley..... Sec.
Mtg: 19 Jan 82 — 122 Members

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HARRIS

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Mtg: 8 Jan 82 — 119 Members

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CW3 Robert Tenney..... Sec.
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Chapter deactivated in April 1980

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To be elected..... Sec.
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Chapter did not meet in 1981 and
was deactivated on 1 Apr 1982.

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Mtg: 29 Jan 82 — 178 Members

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COL Thomas H. Harvey, Jr..... Pres.
MAJ Fred C. Schattauer..... Sec.
Mtg: 19 Mar 82 — 180 Members

AAAA Chapter Structure

NURNBERG AREA

(Germany)

MAJ Mitchell C. Johnson..... Pres.
CPT Michael Cruz..... Sec.
Mtg: 9 Feb 82 — 45 Members

OLD IRONSIDES CHAPTER

(Anspach, Germany)

CPT John M. Ward..... Pres.
CW3 Ralph J. Weber..... Sec.
Mtg: 4 Sep 81 — 81 Members

RHINE VALLEY CHAPTER

(Germany)

LTC William J. Blair..... Pres.
LTC Dieter W. Krause..... Sec.
Mtg: 5 Jun 81 — 159 Members

SCHWAEBISCH HALL CHAPTER

(Germany)

CW4 Roger L. Dunford..... Pres.
CW3 Joseph Burkhardt, Jr. Sec.
Mtg: 23 Nov 81 — 72 Members

S. CALIFORNIA CHAPTER

(Edwards AFB, California)

COL Lewis J. McConnell..... Pres.
MAJ Vernon J. Mathern..... Sec.
Mtg: 29 Mar 82 — 296 Members

STUTTGART CHAPTER

(Germany)

LTC John M. Burbidge..... Pres.
CPT Scott R. Wilcox..... Sec.
Mtg: 11 Feb 82 — 163 Members

SUN COAST CHAPTER

(Tampa, Florida)

BG Edwin M. Aguanno..... Pres.
LTC Bruce D. Silvey..... Sec.
Mtg: 19 Feb 82 — 75 Members

TAUNUS CHAPTER

(Germany)

MAJ Wayne R. Hansom..... Pres.
CPT Randall F. Cochran..... Sec.
Mtg: 29 Sep 81 — 128 Members

Lindbergh and Corpus Christi Chapters Share "Top Chapter in 1981-82" Honors

DEMONSTRATING Association leadership across a broad front, two AAAA Chapter activities, the **Lindbergh (St. Louis) Chapter** and the **Corpus Christi Texas Chapter** were the co-winners of the Association's "Top Chapter Award for 1981-1982" covering the period 22 April 1981—21 April 1982.

During the evaluation period, both Chapters set new Chapter highs in overall membership, professional and social membership meeting activities, and public affairs - setting a pace for both large and small Chapters alike.

Currently ranked as the AAAA's second and third largest membership activities, the two organiza-

tions pursued full year enrollment campaigns that brought over 800 new members into AAAA in the past six months alone, and maintained full membership meeting programs in the year as well.

The respective Chapter Presidents, Lindbergh's **BG James H. Hesson**, and Corpus Christi's **COL Niles C. Clark, Jr.**, will each accept the winner's traditional 30-inch AAAA lectern seal at ceremonies held at the Silver Anniversary Luncheon at the Nat'l Convention on April 23. The awards will be co-presented by **BG Robert M. Leich**, AAAA's first President, and **Art Kesten**, AAAA Executive Vice President.

**Advanced Structures Division
TRE Corporation**

G.R. Whitely, Glendora, CA
Aircraft Gear Corporation
T.V. Purvin and K.M. Spurgeon,
Chicago, IL

American Electronic Labs*
Emanuel Harhigh and Adolph
Rosset, Lansdale, PA

Avco Lycoming Division*
Richard B. Lemar, Stratford, CT
Donald F. Luce, Bridgeton, MO
Beech Aircraft Corporation*
Jack K. Mackay, Wichita, KS
Wm. G. Rutherford, Arlington, VA
Bell Helicopter Corporation*

Brennon R. Swindell, Ft. Worth, TX
George G. Troutman, Washington
Bendix Corporation*
John Hotchkiss and David J. West,
Arlington, VA

The Boeing Company
Claud P. Ekas, Seattle, WA
John H. McMinn, Rosslyn, VA
Boeing Vertol Company*
William P. Jones and Bruce C. Jay,
Philadelphia, PA

Brooks and Perkins*
David M. Pelletier, Livonia, MI
Calspan Corporation
Donald E. Corp, Buffalo, NY
Canadian Marconi Company*
Roger Hart and Al Letcher,
Montreal, Quebec
Cardion Electronics
Ollie Currilin, Woodbury, NY 11797
Chandler Evans, Inc.

F. Defronzo and J.M. Maljanian,
West Hartford, CT
Consolidated Controls
Joseph A. Fontana, El Segundo, CA
Control Data Corporation
Dean R. Paquette, Alexandria, VA
Costruzioni Aerontiche
Giovanni Agusta*

Comte T. Bologna, Gallarate, Italy
David H. Money, Calende-va, Italy
Dalmo Victor Operations*
Richard L. Burkdaal, Belmont, CA
Edmund J. Dolan, Jr., Wash, DC

Daniels Manufacturing Corp.
Thomas Dedo, Bloomfield Hills, MI
De Havilland Aircraft of Canada
John Sanford and R.T. Heaslip,
Downsview, Ontario

Detroit Diesel Allison
Robert T. Miller, Indianapolis, IN
Robert E. Lowry, Arlington, VA
Doss Aeronautical Service
Fred H. Farner, Enterprise, AL
Dynalectron Corporation*
Jack E. Vestal, Ft. Worth, TX
Dan R. Bannister, McLean, VA
E-Systems, Inc.*

John W. Dixon, Dallas, TX
Robert C. Smith, Arlington, VA
Eaton Corp., AIL Division
Richard C. Dunne, Deer Park, NY
Embry-Riddle Aeronautical Univ.
John M. Burhoe and William J.
Meehan, Daytona Beach, FL
Emerson Electric Company*
E.J. McGuire, St. Louis, MO
Jerry E. Reider, Arlington, VA
Fairchild Weston Systems, Inc.*
Ms. Ruth D. Miller, Syosset, NY
Bland Hyatt, Arlington, VA
Garrett Corporation*

Arthur W. Beverage, Jr., Dayton, OH
A.J. Dauer, Torrance, CA
General Dynamics Corporation*
Karl S. Warren and D.C. Wohlfert,
Arlington, VA

General Electric Company*
W.J. Crawford, III, Lynn MA
Phillip N. Ierardi, Washington, DC
Global Chemical Systems
E. Brad Atwood, Pacolima, CA
Gould, Inc. Navcom Systems
H.A. Kronenfeld, El Monte, CA
Grumman Aerospace Corp.*

Joel DiMaggio
Hazeltine Corporation
J.T. Flynn
Honeywell, Inc.
Dayton J. Walker—Ronald H.
Barnhart

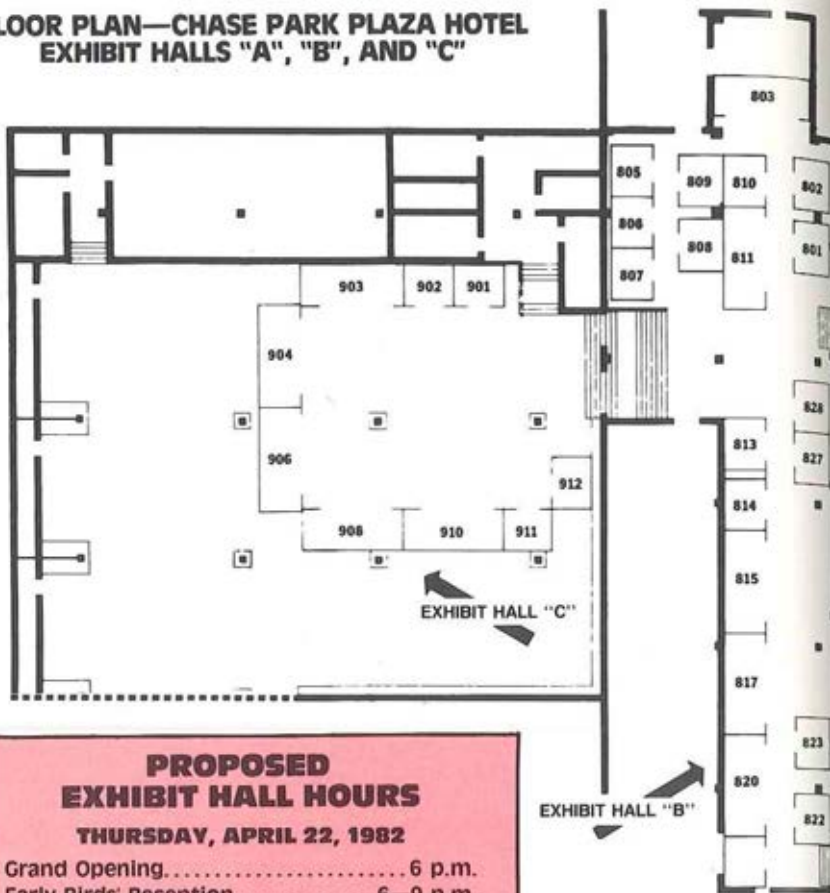
Howell Instruments*
Bruce Pike
*1982 AAAA Exhibitor

AAAA Industry Member Firms

HR Textron, Inc.
R.C. Lagrace, Valencia, CA
Hughes Aircraft Company*
John S. Weber, Los Angeles, CA
William D. Merritt, Arlington, VA
Hughes Helicopters, Inc.*
Carl D. Perry, Culver City, CA
George D. Iverson, Washington DC
itek Corporation
Robert C. Kaercher, Sunnyvale, CA
ITT*
B. Samitt, B., Nutley, NJ
Sid Collin, Washington, DC
Kaman Aerospace Corporation*
John D. Mimnaugh, Bloomfield, CT
King Radio Corporation*
Forrest T. Cunningham, Olathe, KS
Kollsman Instrument Company*
Vincent Saporito and W.B.
Shockley, Merrimack, NH
Litton Systems, Inc.*
C.A. Christofferson, Woodland
Hills, CA
Earl B. Montgomery, Washing-
ton, DC
Lockheed Missiles & Space*
D.L. Gordon, Sunnyvale, CA 94086
Loral Electronic Systems Div.*
Raymond Balut, Yonkers, NY
Lucas Aerospace, Limited*
David G. McClean, West Midlands,
England
Marconi Avionics, Inc.*
Norman D. Geddes, Atlanta, GA
Martin Marietta Corporation*
Douglas Smith, Orlando, FL
Albert L. Ferzacca, Bethesda, MD
McDonnell Douglas Corporation*
M.J. Schmitt, Huntington Beach, CA
George P. Urias, Charles, MO
MBB Helicopters
Wolfgang Schad, Muenchen,
Germany
Midland-Ross Corporation*
Linden Clausen, Urbana, OH
Northrop Corporation
W.H. Habblett, Los Angeles, CA
H. Victor Bray, Arlington, VA
Northrop Worldwide Aircraft
Ed A. Bridges, Ft. Rucker, AL

W.H. Hamilton, Lawton OK
Olympus Corp. of America*
Desmond H. Murphy, New Hyde
Park, NY
Parker Hannifin Aerospace
William Lovejoy, Lovejoy, Irvine, CA
Perkin-Elmer Corporation*
James H. Beardsley, Ridgefield, CT
Photonics Technology, Inc.*
Donald K. Wedding, Luckey, OH
RCA Corp. Automated Systems
W.C. Goodno and J.C. Phillips,
Burlington, MA
Rockwell Int'l Collins Division*
Rodney N. Thorpe, Cedar Replds, IA
Wendell A. Johnson, Arlington, VA
**Rockwell Int'l Missile Systems
Division***
Kenith R. Sturdivant, Columbus, OH
Robert L. Parnell, Jr., Arlington, VA
SAAB-SCANIA AB*
Ted Fokine, Jonkoping, Sweden
Sanders Associates, Inc.*
Jack L. Keaton and Maurice
Leblanc, Nashua, NH
Science Applications, Inc.*
James R. Henderson, Huntsville,
Singer Company*
John A. Todd and Robert O.
Vaughan, Arlington, VA
Solar Turbines, Inc.
Michael A. Coscina, San Diego, CA
Robert L. Johnson, Washington, DC
Teledyne Ryan Aeronautical
A.C. Richards, San Diego, CA
W.S. Henry, Arlington, VA
Teledyne Systems Company
Donald Baake, Northridge, CA
Michael Deegan, Arlington, VA
Tracor Aerospace
Dave Wallace, Austin, TX
United Technologies Corp.*
Gary Rast and Wayne Parker,
Sikorsky Acft, Washington, D.C.
Vought Corporation
Beal Box and R.N. Parker, Dallas, TX
Westinghouse Electric Corp.
David J. Beck and Thomas G.
Quirk, Baltimore, MD
*1982 Exhibitor

**FLOOR PLAN—CHASE PARK PLAZA HOTEL
EXHIBIT HALLS "A", "B", AND "C"**



**PROPOSED
EXHIBIT HALL HOURS**

THURSDAY, APRIL 22, 1982

Grand Opening..... 6 p.m.

Early Birds' Reception..... 6—9 p.m.

FRIDAY, APRIL 23, 1982

Morning Coffee Break..... 9:30—10:30 a.m.

Luncheon Reception... 11:30 a.m.—12:15 p.m.

Afternoon Refreshments..... 2:45—3:45 p.m.

SATURDAY, APRIL 24, 1982

Morning Coffee Break..... 10—11 a.m.

Exhibit Hall Kingside Box Luncheon... 1—2 p.m.

Exhibit Hall Closing 4:30 p.m.



ARMY AVIATION ASSOCIATION OF AMERICA
1982 NATIONAL CONVENTION — 22-25 APRIL
 CHASE PARK PLAZA HOTEL, 212 M. KINGSHIGHWAY, ST. LOUIS, MO.

1982 AAAA Exhibitors

Name of AAAA Member Firm		Link — "Blue Box"	
AAAA Group Photos.....	904	Litton Aero Products.....	817
AAAA Kingsize Box Lunch Stands.....	906	Litton Guidance & Control Systems....	717
American Electronic Laboratories, Inc.	827	Lockheed Missiles & Space Co. Inc.....	110
Anheuser-Busch, Inc.....	803	Loral Electronic Systems Division.....	610
Avco Lycoming Division.....	308	Lucas Aerospace Ltd.....	703
Bars, Refreshment.....	409, 600, 721	Marconi Avionics, Inc.....	113
Beech Aircraft Corporation.....	701	Martin Marietta Aerospace.....	707
Bell Helicopter Textron.....	410	McDonnell Douglas Electronics Co.....	711
Bendix Corporation.....	402	Midland Ross Corp./Grimes Division...	808
"Blue Box".....	903	Northrop Corporation.....	510
Boeing Vertol Company.....	202	Olympus Corporation of America.....	809
Brooks & Perkins Advanced Structures Division.....	805	Perkin-Elmer Corporation.....	506
Canadian Marconi Company.....	407	Photonics Technology, Inc.....	813
Clifton Precision Instruments & Life Support Division.....	815	Rockwell Int'l Collins Divisions.....	107
Collins Divisions, Rockwell Int'l.....	107	Rockwell Int'l Missile Systems Div.....	716
Costruzioni Aeronautiche Giovanni Agusta.....	705	SAAB-SCANIA AB.....	719
		Sanders Associates, Inc.....	502
		Science Applications, Inc.....	604
		Sikorsky Aircraft.....	208

Win a Hughes AH-64 APACHE or a Bell AH-1 COBRA aircraft model at daily drawings held at each day's end at Exhibit Hall Booths 100 and 410.

WIN A MODEL!

Ride in Link's famous WW II BLUE BOX at Booth 903 and play the BIG WHEEL at Sikorsky's Booth 208 by making a tax-deductible \$10.00 donation to AAAA to support the '82 Army Aviation Museum Building Fund.

Dalmo Victor Operations.....	614	Singer Link Flight Simulation Div.....	302
Daniels Manufacturing Corp.....	823	Teledyne Systems Company.....	822
Deutsch Company, MCD.....	108	Turbomach.....	117
Dynallectron Corporation.....	810	United States Army:	
Emerson Electric Company.....	718	Aviation Museum.....	Lindell Foyer
E-Systems, Inc.....	602	Aviation R & D Command.....	Chase Lounge
Fairchild Weston Systems, Inc.....	715	Aircraft Survivability Equipment	
Garrett Corporation.....	820	Project Manager's Office.....	606
General Dynamics Corporation.....	806	Applied Technology Laboratory...	912
General Electric Company.....	713	Aviation Engineering Fit Activity..	901
Grumman Aerospace Corporation....	312	Aviation Life Support Equipment	
Hamilton Standard.....	208	Branch.....	910
Howell Instruments, Inc.....	207	Components Branch.....	908
Hughes Aircraft Company.....	811	Military Personnel Center.....	Lindell Foyer
Hughes Helicopters, Inc.....	100	National Guard Bureau Army	
International Laser Systems.....	802	Aviation Division.....	902
ITT.....	512	Troop Support & Aviation Materiel	
Kaman Aerospace Corporation.....	801	Readiness Command.....	Chase Lounge
King Radio Corporation.....	720	101st Airborne Division (Air Assault).	911
Kollsman Instrument Company.....	814	United Technologies Corporation.....	208

Chapter Hospitality Suites

24TH AAAA NATIONAL CONVENTION

APRIL 23-25, 1982 — CHASE PARK PLAZA HOTEL, ST. LOUIS, MO

SEE REGISTRATION KIT INSERT OR REGISTRATION DESK BULLETIN BOARD FOR SUITE NO'S

THURSDAY NIGHT, APRIL 22
(9:00 P.M.—12:00 A.M.)

David E. Condon Chapter
Host: COL Patty E. Brown
Chapter President
Ft. Eustis, Virginia

Monmouth Chapter
Host: COL Darrold D. Garrison
Chapter President
Ft. Monmouth, N.J.

Lindbergh Chapter ★
Host: Mark Hilbert
Chapter Member
St. Louis, MO

Suite not used Thursday

CO-HOSTED SUITE
Big "T" Suite
Corpus Christi TX Chapter
Co-Host: COL Niles C. Clark, Jr.
Chapter President
Jack Dibrell Alamo Chapter
Co-Host: COL A.T. Pumphrey
Former Chapter VP

Suite not used Thursday

Suite not used Thursday

FRIDAY NIGHT, APRIL 23
(9:00 P.M.—12:00 A.M.)

Army Aviation Center Chapter
Host: COL Joseph R. Koehler
Chapter President
Ft. Rucker, Alabama

Connecticut Chapter ★
Host: A.W. "Bill" Pollard
Chapter President
Stratford, CT

Lindbergh Chapter ★
Host: BG James M. Hess
Chapter President
St. Louis, MO

Washington, DC Chapter
Host: COL Matthew R. Kambrod
Chapter President
Washington, DC

CO-HOSTED SUITE
Keystone State Suite
Delaware Valley Chapter
Co-Host: Tom Nowrey
Chapter President
Indiantown Gap Chapter
Co-Host: MAJ Marlo Merola
Chapter President

Air Cav / Attack Suite (Tentative)
Fort Hood Chapter
Co-Host: LTC Clifford C. Schaaf
Fort Knox Members
Co-Host: COL Gary P. Bergeron
Fort Riley Chapter
Co-Host: CPT Arthur LaBelle
Chapter President

Air Assault Chapter
Host: BG Claude T. Ivey
Chapter President
Fort Campbell, KY

SATURDAY NIGHT, APRIL 24
(10:30 P.M.—1:30 A.M.)

Southern California Chapter
Host: COL Lewis J. McConnell
Chapter President
Edwards AFB, Calif

Morning Calm Chapter
Host: COL N. Michael Bissell
Chapter President
Seoul, Korea

Lindbergh Chapter ★
Host: COL Leslie M. Weinstein
Chapter Senior VP
St. Louis, MO

Washington, DC Chapter
Host: Leonard D. Kullik
Chapter Treasurer
Washington, DC

CO-HOSTED SUITE
Keystone State Suite
Delaware Valley Chapter
Co-Host: LTC Cliff Holgate
Chapter Senior VP
Indiantown Gap Chapter
Co-Host: SSG Edward Trexler
Chapter Treasurer

USAREUR Region (Tentative)
Rhine Valley, Stuttgart, and
Wings of the Marne Chapters
(Representing all APO's NY)
Co-Hosts: COL E. Kirby Lawson;
MG William J. Maddox, Jr.;
MAJ George E. Ishee
(And any other APO NY Members)

Suite not used Saturday

★ Starting times fixed; closing times arbitrary; ★ Music. Actual room numbers of the hospitality suites will be provided to AAAA by the hotel about a week prior to the convention. "Tentative" reference applies to both suites and co-hosts listed.







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Pilot attention to the battle environment is one thing. Attention to the cockpit is another. Careful utilization of inherently compact panel space in attack aircraft facilitates both. And that's where Collins Avionics Management Systems can help.

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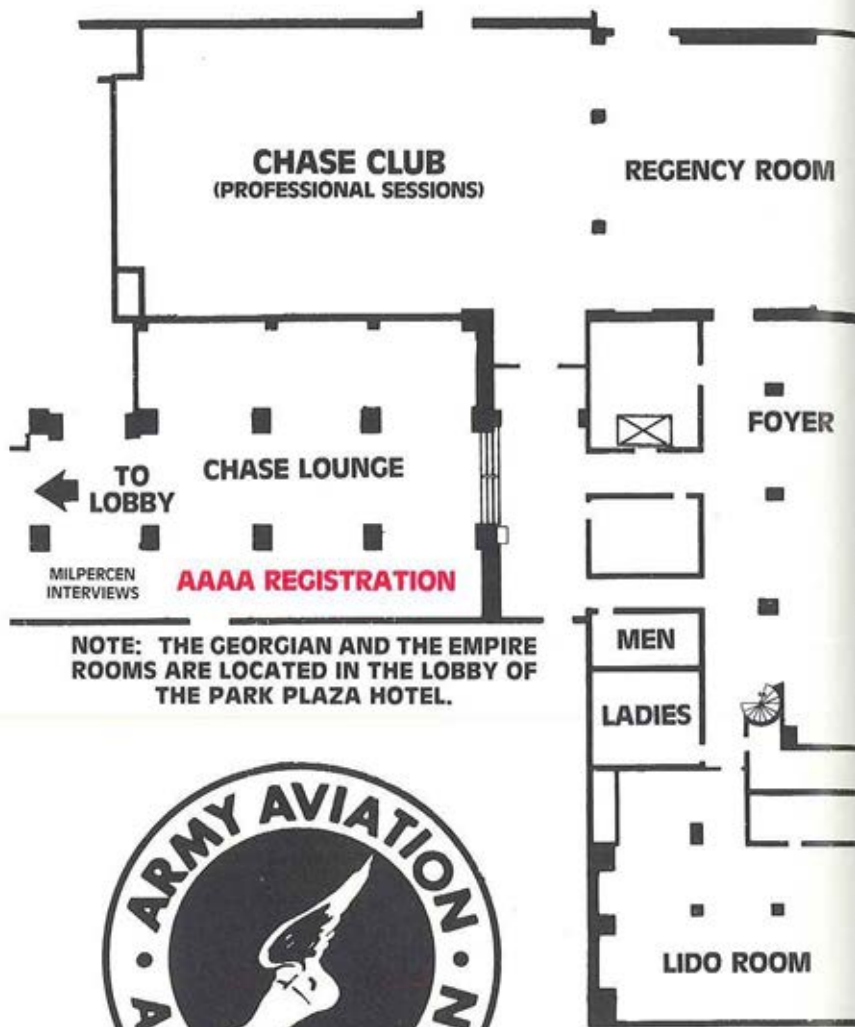
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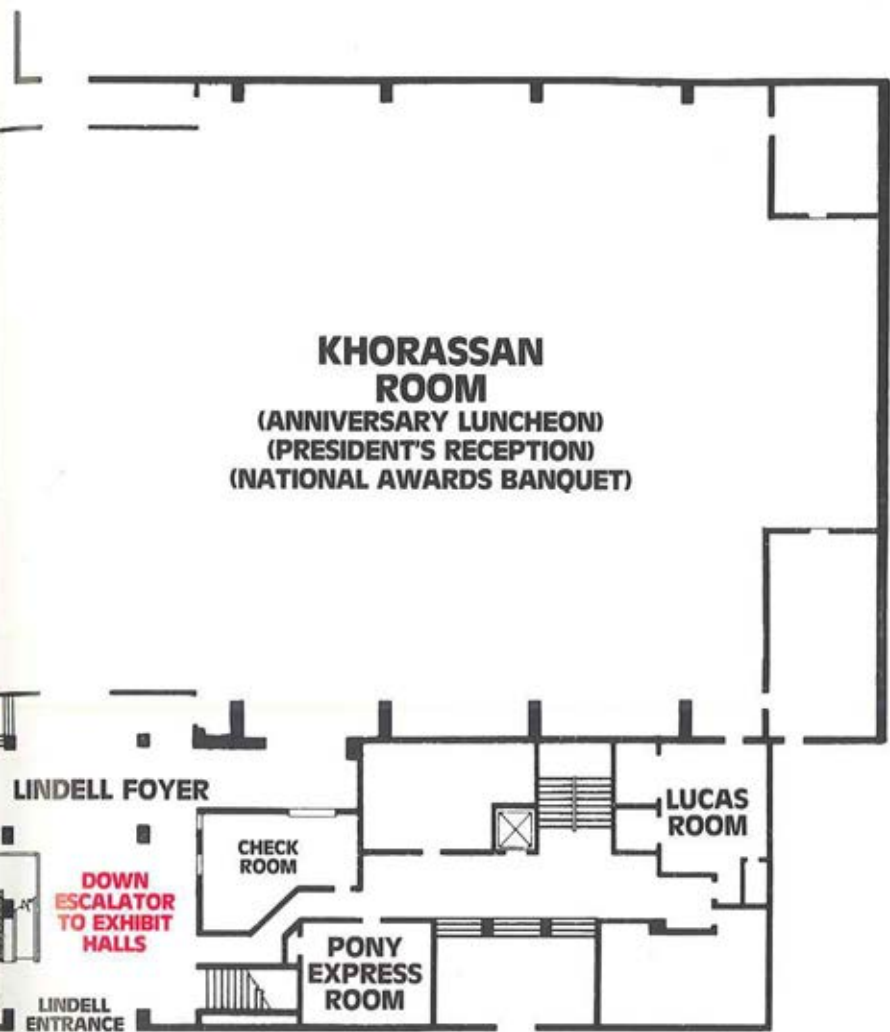
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NOTE: THE GEORGIAN AND THE EMPIRE ROOMS ARE LOCATED IN THE LOBBY OF THE PARK PLAZA HOTEL.



24TH AAAA
THE CHASE P



NATIONAL CONVENTION—22-25 APRIL 1982
CHASE PARK PLAZA HOTEL — ST. LOUIS, MISSOURI

“First round,



**...with the breakthrough
in target acquisition,
the Aquila artillery RPV.**



Thanks to the miracles of miniaturized solid state electronics, a small RPV—Aquila—will be able to fly over a battlefield and give you an eagle-eyed view of targets and threats—a real-time television picture of the terrain below. Aquila will pinpoint targets with such precise accuracy that you can fire for effect on the first round. And for the utmost in accuracy, it will designate the target for laser-guided munitions.

Aquila will bring a new level of effectiveness to artillery weapons. The system is being developed by Lockheed under the direction of AVRADCOM.

fire for effect..”



But what about enemy air defense?

Aquila is a speck of a target. It's only 6 feet long and 13 feet wide. Weighs only 220 pounds, including its electronic payloads. Its small size paid off in tests at Ft. Bliss, Texas. In a number of flights, an Aquila demonstration program RPV survived many bursts from several types of weapons. The RPV not only survived, it wasn't hit once. As for infrared, it doesn't generate enough heat for homing.

What's the timetable?

This breakthrough in target acquisition

can be operational in the mid-1980s: The Aquila demonstration program already has shown that the artillery RPV can operate in the real world. Soldiers flew 150 demonstration flights out of a total series of 218.

Better eyes in the skies.

When the other side has more men, more tanks, more guns, you'd better get steel on deep targets faster, more accurately than ever before. And that's precisely what the Aquila target acquisition system was designed to help you do.

 **Lockheed Aquila**

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Mast Mounted Sight
**MCDONNELL
DOUGLAS**





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Simulation realism can be enhanced by visual systems, providing digitally-generated images like the one above at the left and FLIR displays such as that on the right. Now the Army is involved in a challenging new program: the AH-64A Combat Mission Simulator. Link, as usual, is ready.

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A 109 A 109 TOW A 129 AB 208 AB 208 L1 AB 209 AB 212



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

Above the Best! — 1982 Award Winners



Aviation Unit Award (RC)
717th Medical Detachment, NMARNG
Accepted by the unit by MAJ George B. Faulhaber, The Unit's Commander



Aviator of the Year Award
Chief Warrant Officer
George D. Chrest
D Troop, 1st Squadron, 9th Cavalry, 1st Cavalry Division
Fort Hood, Texas

Aviation Unit Award (RC)
717th Medical Detachment, NMARNG
Jointly accepted by SFC Nancy Joy Reutner, The Unit's Senior Non-Commissioned Officer



Special Award
Applied Technology Laboratory, AVRADCOM
Fort Eustis, Virginia
Accepted for the unit by COL Emmett F. Knight, Commander



DAC of the Year Award
Michael J. Hoffman
Aerospace Engineer
Assigned to U.S. Army Troop Support & Avn Readiness Command, DARCOM, St. Louis, MO



Aviation Unit of Year Award
The United States Helicopter Team
Accepted for the Members of the Team
MAJ Roy E. Mann, Coach

McClellan Safety Award
SFC Gerald L. Johnson
Assigned to the USA Aeromedical Research Laboratory, Ft. Rucker, Alabama



Aviation Unit of Year Award
The United States Helicopter Team
Jointly accepted for the Team Members by SGM John P. Traylor, the Unit's Senior Non-Commissioned Officer



Soldier of the Year Award
SSG William G. Patterson
54th Medical Detachment (Helicopter Ambulance)
Fort Lewis, Washington



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Participants — 1982 Awards Banquet



Welcome to Attendees by
LT. COLONEL JAMES W. MOUW
Co-Chairman of the 1982
AAAA Awards Banquet

Introduction of Head Table Guests by
COLONEL JOHN W. MARR, RET.
President
Army Aviation Association



Presentation of Colors
and Invocation by
CHAPLAIN FREDERICK TAYLOR
Hqs, U.S. Army Troop Support and Aviation
Materiel Readiness Command, St. Louis, Mo.

"Department of the Army Civilian of the Year
Award" presented by
MG EMIL L. KONOPNICKI
Commander, USA Troop Support and Aviation
Materiel Readiness Command, St. Louis, Mo.



"Outstanding Reserve Component Aviation
Unit Award" presented by
LT. GENERAL MARION C. ROSS
Deputy Commander, United States Army
Forces Command, Ft. McPherson, Ga.

Participants — 1982 Awards Banquet



"Special Unit Award"

presented by

MAJ. GEN. STORY C. STEVENS

Commander, USA Aviation Research and Development Command, St. Louis, Missouri

"James H. McClellan Aviation Safety Award"

presented by

HON. HOWARD E. HAUGERUD

President, McClellan Memorial Foundation
Little Rock, Arkansas



"The Aviation Soldier of the Year Award"

presented by

LT. GEN. JOHN N. BRANDENBURG

Commander, I Corps and Fort Lewis,
Washington

"The Army Aviator of the Year Award"

presented by

LT. GENERAL JACK V. MACKMULL

Commander, XVIII Airborne Corps and
Fort Bragg, North Carolina



"The Outstanding Aviation Unit of the Year
Award" presented by

LT. GENERAL MARION C. ROSS

Deputy Commander, United States Army
Forces Command, Ft. McPherson, Ga.

Remarks by
LTG MARION C. ROSS,
Benediction, and
Retirement of Colors




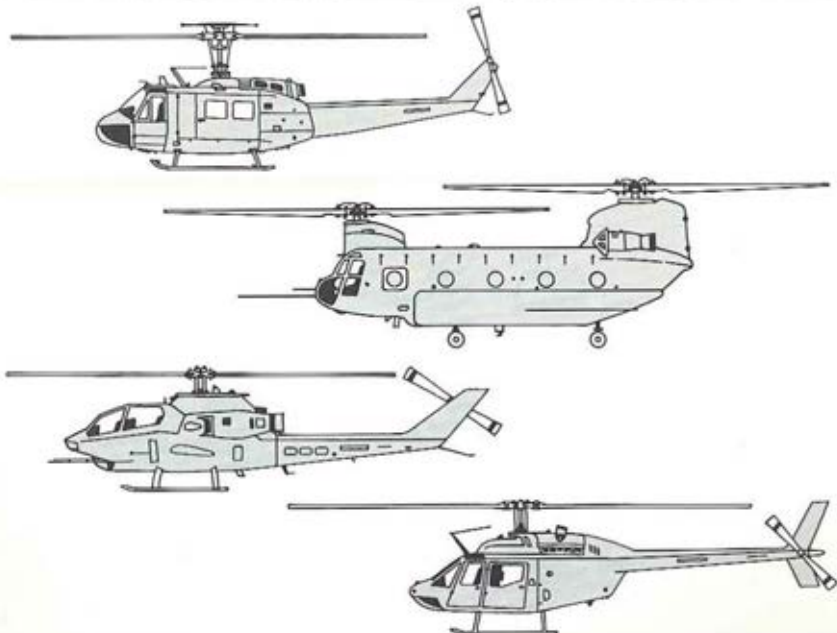
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*What do these
uncommon space and
defense systems have
in common?*

*Martin Marietta
Aerospace.*

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Pave Penny
SCATHA
Skylab
Space Shuttle
TADS/PNVS
Titan
Viking
VLS
Voyager

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DAC of Year Award AAAA Special Awards



1976
Joseph P. Cribbins,
Special Assistant for
Aviation Logistics;
Office, Deputy Chief of
Staff for Logistics;
Dept. of the Army



1973
34th General Support
Group (AHM&S)
Presented Oct 1973 by
GEN Henry A. Miley, Jr.,
Commander, AMC, to
MG Alton G. Post and
COL Donald H. Jersey,
and CSM Samuel Ring
(For 1965-1972 Period)

1977
John B. Greenwell,
Deputy Director of
Materiel Management,
USA Troop Support &
Aviation Materiel
Readiness Command,
St. Louis, Missouri



1976
101st Airborne Division
(Air Assault)
Presented Oct 1977 by
LTG Robert A. Williams,
AAAA President, to
MG John A. Wickham, Jr.,
Commander, for the
officers and men.
(For REFORGER 1976)



1978
Sherman C. Hines,
Equipment Specialist,
U.S. Army MIRCOM
Field Maintenance,
2d Armored
Cavalry Regiment,
APO New York



1979
Corpus Christi
Army Depot
Presented Oct 1979 by
LTG Eugene J. D'Ambrosio
Deputy Commander,
USA DARCOM, to
COL Charles F. Drenz,
Commander
(For 1961-1978 Period)

1979
M. Margaret Brown,
Aircraft Equipment
Manager,
Aviation Office,
USA Troop Support &
Aviation Materiel
Readiness Command
St. Louis, Missouri



1980
U.S. Army
Aviation Board
Presented Oct 1980 by
MG Carl H. McNair, Jr.,
USAAVNC Commander, to
COL Robert A. Bonifacio,
President, USAVNBD
(For 1976-1980 Period)



1980
John J. Stanko, Jr.
Chief, Army
Aviation Division,
National Guard Bureau
Aberdeen Proving
Grounds, Maryland



1981
USA Aviation
Development Test
Activity and All
Predecessor Units
Presented June 1981 by
COL John W. Marr, Pres.,
to COL William E.
Crouch, Jr.
(For 1945-1981 Period)

Outstanding Reserve Component Unit Award



Background

The Reserve Component Aviation Unit Award is sponsored by the Army Aviation Association and is presented annually at the National Convention.

1969

1105th Aviation Company (Assault Helicopter) Iowa-ARNG
MAJ Robert C. Cummings, Commander, and 1SG Arnold J. Newsum, Senior NCO



1970
24th Medical Company (Air Ambulance) Nebraska-ARNG
MAJ Roger W. Fosbender, Commander
1SG Andrew M. Alexander, Senior NCO



1971

997th Aviation Company (Assault Helicopter) Ariz-ARNG
MAJ James H. Cowan, Commander, and 1SG Dale S. Swensen, Senior NCO



1972
307th Aviation Company (Heavy Helicopter) Ala-ARNG
MAJ Arthur E. Fleet, Commander, and 1SG John F. Hoskins, Senior NCO



1973

445th Aviation Company (Assault Helicopter) OK-ARNG
MAJ Karl M. Frank, Commander, and 1SG Kenneth Inman, Senior NCO

1974

536th Aviation Company (Assault Support Helicopter) TX-ARNG
MAJ Joe E. Harry, Commander, and SGT Joseph R. Kimball, Senior NCO



1975

1042nd Military Intelligence Company (Aer Surv) OR-ARNG
MAJ Loren W. Franke, Commander, and 1SG Donald MacPherson, Senior NCO



1976

300th Aviation Company (Assault Helicopter) Texas-USAR
MAJ Jerry Stokely, Commander, and 1SG Jack Powell, Senior NCO



1977

Troop E, 19th Cavalry 29th Brigade, HI-ARNG
MAJ Bernard M. Watson, Commander, and MSG Richard Y. Tabe, Senior NCO



Outstanding Reserve Component Unit Award



1978
49th Transportation
Company (Medium
Helicopter) CA-ARNG
MAJ Lawrence Faller,
Commander, and
1SG Sidney G. Richards,
Senior NCO



1980
190th Aviation
Company (Medium
Helicopter) KA-ARNG
MAJ Thomas A. Staadt,
Commander, and
1SG Paul M. Green,
Senior NCO

1979
Brigade Aviation
Section, HHC, 92d
Separate Inf Division
Puerto Rico-ARNG
CPT Anibal Torres,
Commander, and
1SG Hector Doran,
Senior NCO



Background
This AAAA award is presented each year to the Reserve Component aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation in the preceding year.



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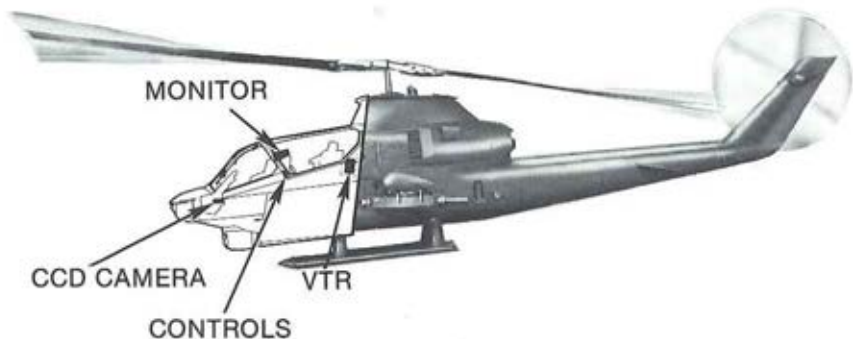
Grumman is at work integrating new systems into the Mohawk to meet new challenges. Like an electronically-scanned antenna for SLAR. And an enhanced COMINT version to complement the OV-1D/RV-1D and provide the corps commander with a common aircraft for all airborne electronic missions...at an "affordable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

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CORPORATION**
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Outstanding Aviation Unit Award



Background

The AAAA's "Outstanding Aviation Unit Award" is sponsored by Hughes Helicopters, Inc. and is presented at the National Convention of the Army Aviation Association.

1959

First Recon Squadron
(Sky Cavalry),
2nd U.S. Army Missile
Command (Medium)
LTC Robert F. Tugman,
Commander



1960

937th Engineer
Company (Aviation)
(Inter-American
Geodetic Survey)
LTC Jack W. Ruby,
Commander



1961

45th Transportation
Battalion (Helicopter)
Accepted by MAJ Milton
P. Cherne for LTC
Howard B. Richardson,
Commander



1962

USA Utility Tactical
Transport Company
MAJ Ivan L. Slavich,
Commander



1963

11th Air Assault
Division and attached
10th Air Transport
Brigade
MG Harry W.O. Kinnard,
Commander, 11th Air
Assault Division



1963

11th Air Assault
Division and attached
10th Air Transport
Brigade
COL Delbert L.
Bristol, Commander,
10th Air Trans Bde



1964

13th Aviation Battalion
Lieutenant Colonel
Jack V. Mackmull,
Co-Commander, 13th
Aviation Battalion



1964

13th Aviation Battalion
Lieutenant Colonel
J.Y. Hammack,
Co-Commander, 13th
Aviation Battalion



1965

1st Cavalry
Division (Airmobile)
MG Harry W.O. Kinnard,
Commander, and with
SGM Kenneth W. Cooper
as the Senior NCO



Outstanding Aviation Unit Award



1966
1st Aviation Brigade
MG G.P. Seneff, Jr.,
Commander, and with
Brigade SGM Douglas W.
Sims as Senior NCO



1969
101st Airborne
Division (Airmobile),
Lieutenant General
Melvin Zals
Co-Commander, and
CSM Robert A. Young,
as Co-Senior NCO

1967
52nd Combat
Aviation Battalion
Lieutenant Colonel
Raymond G. Lehman, Jr.,
Co-Commander, and
SGM Ernest J. Winters
as the Senior NCO



1969
101st Airborne
Division (Airmobile),
Lieutenant General
John M. Wright, Jr.,
Co-Commander, and
CSM William T. Mixon
as Co-Senior NCO



1967
52nd Combat
Aviation Battalion
Lieutenant Colonel
Edward P. Lukert, Jr.,
Co-Commander



1970
1st Squadron,
9th Cavalry,
1st Cav Div (Airmobile)
COL Robert H. Nevins,
Commander, and with
CSM John F. Adams, Jr.,
as the Senior NCO

1967
52nd Combat
Aviation Battalion
Lieutenant Colonel
Paul C. Smithey,
Co-Commander



1971
F Battery, 79th FA,
3rd Brigade
MAJ Lawrence F. McKay,
Jr., Commander, with
SFC Lionel S. McDonald
as the Senior NCO



1968
25th Aviation Battalion
(Infantry Division)
LTC Kenneth J. Burton,
Commander, and with
CSM William H. Bennett
as the Senior NCO



1972
227th Aviation Bn,
1st Cav Division
LTC Frank L. Henry,
Commander, with
CSM James W. Reed
as the Senior NCO

Litton's ubiquitous AHRS onboard AHIP

To win AHIP, Bell Helicopters Textron submitted their most inventive technical ideas and their toughest scout aircraft. But before all else they needed a durable, low-cost navigator capable of performing in the NOE mission.

An AHRS That Navigates

Litton's superior, cost-effective LR-80 strapdown inertial attitude and heading reference system was selected because it could provide *more* than simple heading and attitude information. Using doppler data the LR-80 navigates with an accuracy four times better than current operational aircraft. This is without benefit of update. With updates, performance is even better.

It Does More

In addition to accurate body rates, heading and attitude, the AHIP LR-80 provides continuous position determination, latitude and longitude converted to UTM coordinates, distance and bearing to waypoint and/or home, target coordinates and velocities, and azimuth and distance to target for prepointing mast-mounted sight and laser. And by being MIL-STD 1553 compatible, the LR-80 is already prepared for future improvement programs.



Superior Becoming Standard

With Litton's LR-80 onboard AHIP, the Army will soon enjoy the standard benefits of commonality, for the LR-80 is also onboard the Army's newest attack helicopter. The hunter-killer mission uses both scout and attack aircraft in concert. We are pleased that our LR-80 AHRS is onboard both.

Ubiquitous AHRS?

Yes. Litton's LR-80 AHRS is not only onboard both aircraft involved in the hunter-killer mission, the LR-80 was selected, individually, by *all* AHIP contenders. That's an achievement to be proud of.



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1973
155th Aviation
Company (Attack
Helicopter)
 MAJ Kermit E. Larson, Jr.,
 Commander, with
 SFC Ray M. Teer
 as the Senior NCO



1977
242nd Aviation
Company (ASH)
 MAJ Gary D. Johnson,
 Commander, with
 1SG James E. Fuller,
 as the Senior NCO.

1974
210th Aviation
Battalion (USARCAIB)
 Lieutenant Colonel
 Joseph R. Koehler,
 Commander, and with
 CSM Stephen M. Cole
 as the Senior NCO



1975
334th Aviation
Company (Atk Hel)
 MAJ Gary F. Ramage,
 Commander, with
 1SG Charles Lewis,
 as the Senior NCO

1978
17th Aviation Group
(Combat)
 COL George F. Newton,
 Commander, with
 CSM Albert P. Liwanag,
 as the Senior NCO



1979
146th ASA Company
(Aviation) (Forward)
 MAJ Kenneth
 Loudermilk, Commander,
 with 1SG James Jones,
 as the Senior NCO



1976
7th Squadron (Atk Hel),
17th Cavalry,
6th Cav Brigade
(Air Combat)
 LTC Gary F. Dollin,
 Commander, with
 1SG Leon S. Wozniak,
 as the Senior NCO



1980
59th Air Traffic
Control Battalion
 Lieutenant Colonel
 Albert E. Hervey, Jr.,
 Commander, with
 CSM Johnnie M. Byrapp,
 as the Senior NCO



Globetrotter!

Huge, heavy, and highly valuable, the all-silver "Outstanding Aviation Unit" trophy has travelled far and wide in being won by Army Aviation units around the world. In 1960 it was accepted by an aviation unit in USARCAIB (Panama) and again went to that area in 1974 — In 1979 it was in the Far East in Korea. The trophy has also been in Europe, being won by an Air Traffic Control Battalion in Germany. An Alaskan aviation unit won the trophy trophy in 1977 and north it went. In CONUS aviators, crewmen, logisticians, and their wives have sipped champagne and punch from "The Bowl" at Forts Ord, Hood, Campbell, and Rucker. Won by a Vietnam unit one year, it was placed on display at the Pentagon. Starting this April, the trophy will be retained permanently at the U.S. Army Aviation Museum and the Pentagon.

Aviation Soldier of the Year



Background

The AAAA's "Aviation Soldier of the Year Award" is sponsored by Bell Helicopter Textron. It is presented at the National Convention of the Army Aviation Association.

1960

**Master Sergeant
Robert R. Young**
Airfield Operations
Command,
Fort Rucker, Alabama



1961

**Sergeant First Class
James C. Dykes**
225th Signal
Detachment
U.S. Army, Vietnam

1962

**Sergeant First Class
James K. Brock**
First Aviation
Company (Caribou)
U.S. Army, Vietnam



1963

**Sergeant First Class
Robert M. George**
Utility Tactical
Transport Company,
U.S. Army, Vietnam

1964

**Master Sergeant
Cyril G. Manning**
13th Aviation
Battalion
U.S. Army, Vietnam



1965

**Sergeant First Class
Donald MacNevin**
114th Aviation
Company
U.S. Army, Vietnam

1966

**Specialist Fifth Grade
Dennis L. Falo**
1st Cav Division
(Airmobile)
U.S. Army, Vietnam



1967

SFC Jesse J. Dodson, Jr.
405th USA Transportation
Maintenance Detachment
U.S. Army, Vietnam

1968

**Sergeant First Class
William R. Baum**
122nd Maintenance
Battalion, 3d
Armd Division
U.S. Army, Europe



1969

**Specialist First Class
Dennis L. Jantz**
240th Aviation Company
(Assault Helicopter)
U.S. Army, Vietnam

1970

**Specialist Fifth Grade
Dennis M. Fujii**
237th Medical
Detachment
(Air Ambulance)
U.S. Army, Vietnam



Aviation Soldier of the Year Award



1971
Specialist Fifth Grade
Richard G. Hatch
3rd Brigade, 1st Cavalry
Division (Airmobile)
Fort Hood, Texas



1976
Specialist Fifth Grade
Charles W. Ball
146th Medical
Detachment (Helicopter
Ambulance) WV-ARNG

1972
Sergeant First Class
Robert H. Vaughan
4th Battalion (Aerial
Field Artillery), 77th Field
Artillery, 101st Airborne
Division (Airmobile)
Fort Campbell, Kentucky



1977
Sergeant Chris B.
Archer
236th Medical
Detachment (Helicopter
Ambulance)
APO New York



1973
Sergeant First Class
Robert J. Coleman
C Co, 159th Aviation,
(ASH), 101st Airborne
Division (Airmobile)
Fort Campbell, Kentucky



1978
Sergeant First Class
James L. Fielder
129th Aviation
Company
(Assault Helicopter)
Fort Bragg, N.C.

1974
Specialist Fifth Grade
Gregory J. Maurakis
B Company, 101st
Aviation Battalion,
101st Airborne Division
(Airmobile)
Fort Campbell, Kentucky



1979
Sergeant First Class
Leland E. Hinely
Co A, 501st Aviation
Battalion (Combat),
APO New York



1975
Master Sergeant
John R. Montgomery
USA Aviation Precision
Demonstration Team
Fort Rucker, Alabama



1980
Sergeant First Class
James D. Glendinning
Air Troop, 11th Armored
Cavalry Regiment
APO New York

A Year for Firsts!

The 1982 AAAA National Convention in St. Louis — in addition to setting new attendance, registration, and exhibit booth records — was unique in several other areas. For the first time in 24 years, a woman will be seated at the National Awards Banquet's head table and is to be honored at the function's ceremonies. Sergeant First Class Nancy Joy Reutner, of Spring Valley, Ill., is the Senior Non-Commissioned Officer of the 717th Medical Detachment (Helicopter Ambulance), NMARNG, the 1981 "Outstanding Reserve Component Aviation Unit."



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oncoming enemy missile.

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The Garrett Corporation
One of The Signal Companies



Garrett's AiResearch Heat Transfer Systems



1958

Major Arne H. Eliasson
Aviation Safety Division,
Hqs, Seventh Army,
APO New York



1964

Ralph B. Greenway,
Army Aviation
Directorate, OACSFOR,
Department of the Army

1959
Colonel John L. Inskip
(Co-Winner)
U.S. Army Primary
Helicopter School,
(USAPHS)
Fort Wolters, Texas



1959

Raymond L. Thomas,
(Co-Winner)
Southern Airways
Company (Manager,
Contract Operations)
*No award made for
Calendar Year 1960.



1966

Captain Cary R.
Ramage
228th Assault
Helicopter Battalion
U.S. Army, Vietnam



1961
Colonel Spurgeon H.
Neel, Jr.,
U.S. Army Hospital,
Ft. Rucker, Alabama



1967
Francis P. McCourt,
U.S. Army Aviation
Laboratories (AVLABS)
Ft. Eustis, Virginia



1968

Colonel Russell P.
Bonasso,
U.S. Army Board for
Aviation Accident
Research (USABAAR)
Ft. Rucker, Alabama



1962

Colonel James F. Wells,
U.S. Army Board for
Aviation Accident
Research (USABAAR)
Ft. Rucker, Alabama



1963

Colonel Conrad L.
Stansberry,
Hqs, U.S. Army, Europe,
APO New York



1969

Colonel Robert W.
Bailey,
U.S. Army Aeromedical
Research Laboratories,
Ft. Rucker, Alabama



McClellan Aviation Safety Award



1970
Colonel Eugene B. Conrad
U.S. Army Board for
Aviation Accident
Research (USABAAR)
Ft. Rucker, Alabama



1976
Major Arthur M. Mountcastle,
101st Aviation Group,
101st Abn Division
(Air Assault),
Fort Campbell, Kentucky



1971
Brig. Gen. William W. Spruance
Air National Guard,
Wilmington, Delaware



1977
CWO Fate Jim Hutchins
129th Aviation Company
(Assault Helicopter),
Ft. Bragg, N.C.



1972
Chief Warrant Officer
Ralph S. Park
155th Aviation Company
(Attack Helicopter)
Fort Ord, California



1978
CWO Frankie C. Wilson
207th Aviation Company
APO New York



1973
Captain Charles F. Nowlin
U.S. Army Agency for
Aviation Safety
(USAAVS)
Ft. Rucker, Alabama



1979
CWO Harold D. Hintze
Student, U.S. Army
Warrant Officer College
Ft. Rucker, Alabama



1974
Chief Warrant Officer
George L. Allen,
Simmons Army Airfield,
Ft. Bragg, N.C.



1980
CWO Peter D. Maskunas
B Troop, 4th Squadron,
7th Cavalry, 2d Armored
Division
APO San Francisco



1975
CWO Alfred J. Cargen, Ret.
Hqs, Fifth U.S. Army,
Fort Sam Houston, Texas

BACKGROUND

Sponsored by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958, the award is presented annually to an individual who has made an outstanding contribution to Army Aviation safety in the previous year.

Army Aviator of the Year Award



1958
Captain James T. Kerr
U.S. Army
Transportation Test
and Support Activity
Ft. Rucker, Alabama



1964
Major Paul A.
Bloomquist
57th Medical Detachment
(Helicopter Ambulance)
U.S. Army, Vietnam

1959
Chief Warrant Officer
Clifford V. Turvey
U.S. Army Aviation
Test Board
Ft. Rucker, Alabama



1965
Captain James A.
Scott, III
219th Aviation
Company
U.S. Army, Vietnam



1960
CWO Michael J. Madden
U.S. Army
Transportation Board
Ft. Eustis, Virginia



1966
CWO Jerome R. Daly
121st Aviation Company
U.S. Army, Vietnam

1961
Captain Leyburn W.
Brockwell, Jr.
Hs, XVIII Airborne Corps
Ft. Bragg, N.C.



1967
Captain Robin K. Miller
114th Assault
Helicopter Company
U.S. Army, Vietnam



1962
Captain Emmett
F. Knight
57th Aviation Company
U.S. Army Vietnam



1968
Major Patrick H. Brady
54th Medical Detachment
(Helicopter Ambulance)
U.S. Army, Vietnam

1963
Major Marquis
D. Hilbert
The John F. Kennedy
Center for
Special Warfare
Ft. Bragg, N.C.



1969
CWO John I. O'Sullivan
174th Aviation Company
U.S. Army, Vietnam



It's more than turning rotors that keep them up!



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Army Aviator of the Year Award



1970
Lt. Colonel Robert B. Molinelli
2d Squadron, 17th Cav,
101st Airborne Division
(Airmobile), U.S. Army,
Vietnam



1976
Chief Warrant Officer
Randy F. Dyer
155th Aviation Company,
(Attack Helicopter)
Ft. Ord, California



1971
Captain Ronald A. Radcliffe
F Troop, 4th Cavalry,
1st Aviation Brigade
U.S. Army, Vietnam



1977
Major William S. Reeder, Jr.
334th Aviation Company,
(Attack Helicopter)
APO New York



1972
Major Theodore J. Dolloff
Company D, 227th
Aviation Battalion,
1st Cavalry Division
Fort Hood, Texas



1978
Chief Warrant Officer
Michael B. Farmer
Air Troop, 2d Armored,
Cavalry Regiment
APO New York



1973
CWO Norman E. York
71st Aviation Company,
(Assault Helicopter)
APO New York



1979
Chief Warrant Officer
Ernest F. Rickenbacker
60th Co, 6th Battalion,
1st Aviation Brigade,
USA Aviation Center
Ft. Rucker, Alabama



1974
Major Eugene L. Richardson,
Hq & Hq Detachment,
Military Bureau, Maine
Army National Guard



1980
CWO Richard S. Seefeldt
Office of the Project
Manager (BLACK HAWK)
U.S. Army Materiel
Development and
Readiness Command
St. Louis, Missouri



1975
CWO Robert R. Hawkins
7th Squadron (Assault
Helicopter), 17th Cavalry
Fort Hood, Texas

BACKGROUND

Sponsored by the Sikorsky Aircraft Division, this Association award is presented annually at the AAAA National Convention to the active duty or Reserve Component Army Aviator who has made an outstanding individual contribution to Army Aviation during the previous calendar year.

1982 Head Table



- Lieutenant General John N. Brandenburg, Commander, I Corps
and Ft. Lewis, Washington
- Chief Warrant Officer (CW2) George D. Chrest, "Aviator of the Year"
- Joseph P. Cribbins, Special Assistant to the Deputy Chief of Staff
for Logistics, Department of the Army
- Major George B. Faulhaber, Commander, 717th Medical Detachment
(Hel Amb), "Outstanding Reserve Component Aviation Unit"
- Honorable Howard E. Haugerud, President, McClellan
Memorial Foundation
- Michael J. Hoffman, "Department of the Army Civilian of the Year"
- Sergeant First Class Gerald L. Johnson, Winner, "James H. McClellan
Aviation Safety Award"
- Arthur H. Kesten, Executive Vice President, Army Aviation Association
- Colonel Emmett F. Knight, Commander, Applied Technology Laboratory
(AVRADOM), "Special Unit Award."
- Major General Emil L. Konopnicki, Commander, U.S. Army
Troop Support and Aviation Materiel Readiness Command
- Brigadier General Robert M. Leich, USAR, Ret., Chairman,
AAAA National Awards Committee
- Lieutenant General Jack V. Mackmull, Commander, XVIII Airborne
Corps and Ft. Bragg, North Carolina.
- Major Roy E. Mann, Coach, United States Helicopter Team,
"Outstanding Aviation Unit"
- Colonel John W. Marr, Ret., President, Army Aviation Association
- Major General Carl H. McNair, Jr., Commander, U.S. Army
Aviation Center and Fort Rucker, Alabama
- Brigadier General Ellis D. Parker, Deputy Director of Requirements and
Army Aviation Officer, Hq, Department of the Army
- Staff Sergeant William G. Patterson, "Aviation Soldier of the Year"
- Sergeant First Class Nancy J. Reutner, Senior NCO, 717th Medical Det
(Hel Amb), "Outstanding Reserve Component Aviation Unit"
- Lieutenant General Marion C. Ross, Deputy Commander,
U.S. Army Forces Command
- Major General Harold I. Small, Commander, U.S. Army
Transportation Center and Ft. Eustis, Virginia
- Major General Story C. Stevens, Commander, U.S. Army
Aviation Research and Development Command
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MAJOR CHARLES L. KELLY
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ARTHUR AND DOROTHY KESTEN
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COLONEL JOHN W. MARR
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MAJ. GEN. GEORGE W. PUTNAM, JR.
Falls Church, Virginia
LT. COLONEL ROBERT L. RUNKLE
(Deceased)

BACKGROUND

Initiated in 1974, the AAAA-sponsored Army Aviation Hall of Fame is located in Ft. Rucker's Aviation Museum where the portraits and citations of each of the 35 inductees shown here are displayed in a separate 'Hall' in the Museum. Inductees in 1974, 1975, and 1976 were chosen on the basis of their individual accomplishments in specific periods of time, and were elected to the Hall of Fame by mail ballot of AAAA's then 10,000+ members. Inductees in the 1977 and 1980 years were chosen on the basis of significant individual accomplishments made during any period of time between 1942 and 1980. All induction ceremonies, except those conducted in 1980 in Atlanta, GA, were held at Ft. Rucker, AL. Inductions to be Hall of Fame are now conducted triennially with the 1983 ceremonies to be held in Atlanta, GA in April, 1983.

1982 Convention Committee



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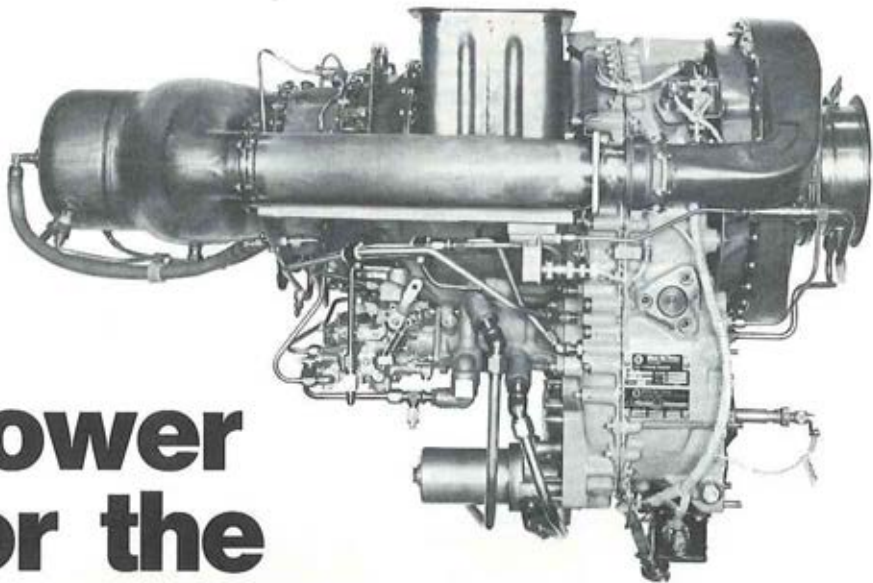
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A FORUM FOR INFORMATION

(Continued from Page 7)

tunity to submit issues of a policy nature that require resolution at the "national" level. These issues are tackled initially by work groups

These issues are tackled initially by work groups comprised of command representatives. Findings and recommended solutions are then presented to the policy committee which has the authority to either make a decision on the issue or initiate the resolution process. The Training Directorate within ODCSOPS then coordinates with the responsible commands to insure the necessary changes are made.

These recurring events are further supplemented by periodic regional and national level conferences, such as the **Army Aviation Systems Program Review (AASPR)**. AASPR is held every four years to review the major parts of our aviation program while updating top Army leaders on where we are and where we are headed. We just completed a very successful and beneficial 1982 review last month at Fort Rucker.

This fall, Army Aviation will play a major role in a combined arms training conference to be hosted by the Combined Arms Center at a yet-to-be announced FORSCOM post. More to come on this later.

Sometime ago, the need to pull all of these separate efforts together was identified. This year that need was satisfied as we completed a major effort called the **Army Aviation Mission Area Analysis (AAMAA)**.

Over the last several months, and due largely to the dedicated work of a great number of people, we have, for perhaps the first time, made an in depth study of the strengths and deficiencies of every aspect of Army Aviation. Not only are they identified, but they are

prioritized, as well. I expect the utility of this major effort to be demonstrated many times over in the months and years to come.

As we continue to correct deficiencies and keep the analysis updated, the AAMAA will provide a base-line starting point for the conduct of all future conferences. By allowing participants to focus their collective attention on the important issues — and in the right priority — productivity cannot help but be enhanced.

Furthermore, on a day-to-day basis, the AAMAA will help to insure a coordinated effort between the aviation proponent centers at Forts Benning, Eustis, Huachuca, Knox, Sill, Bliss, and Sam Houston and, in its role as integrator, the Aviation Center.

The point of all of this is that we derive strength to get things done because the "national" forum is supported through strong unit-level participation. Our goal must be to continue putting forth the hard work that we have in the past and to keep the lines of communication open. There is no substitute for unity of effort.

With that introduction, and as we meet at this year's **AAAA Convention**, I think it would be appropriate to highlight some of the significant happenings in Army Aviation since this time last year.

Some key decisions were made this past year on two major aircraft systems: the AH-64 and the **Army Helicopter Improvement Program (AHIP)** for a new scout aircraft. In both cases, the Army recommended to the **Office of the Secretary of Defense (OSD)** that we proceed with production. Last month, after considerable effort to bring the costs down to a reasonable level, OSD approved the production of 446 AH-64 **APACHE** aircraft over the next five
(FORUM/Continued on Page 107)

Vietnam and the Military Mind

CONTINUED FROM PAGE 20

ter mutual understanding of each side's problems would doubtless have made a difference. An even more fundamental factor pertains to the charge that the military were prevented from winning by an obtuse civilian leadership in Washington.

That factor is the concept of limited war, in which the Government intervenes abroad for the purpose of gaining certain specified objectives, but deems it against the national interest to go beyond certain limits. The conflict this creates between political considerations and military logic was aired once before, during the Korean War, when General MacArthur was recalled by President Truman for objecting publicly to the limitations placed on his freedom of action.

Disagreement at the top

In Vietnam, the determination not to invade North Vietnam, for fear of triggering a military confrontation with China or the Soviet Union or both, placed the political leaders at loggerheads with the military, who saw no other way of achieving the stated objective of defeating the Communist insurgency in South Vietnam.

The commanders on the scene may have been right in thinking that the Chinese would not intervene — although MacArthur was wrong in thinking the same in Korea — but, right or wrong, the White House had made a political determination and the Joint Chiefs of Staff had to live with it.

Fighting a war without being allowed to go at the source of the enemy's strength goes against the American military grain; in the conditions that prevailed in Vietnam, it made it virtually impossible for the Army to fulfill its mission, something that President Johnson and his civilian advisers did not foresee when they sent the Army in.

Yet if the United States is called upon to fight another war — short of nuclear Armageddon — in its global political struggle with the Soviet Union, it is likely to be another limited war, fought with conventional weapons, in which military means will once again have to be subordinated to political ends.

Rejection by the military of the need for such constraint could insure a divided war effort against forces much more powerful than those we faced in Vietnam. In a limited war fought for definable political objectives, the handicap placed on the generals can only be accepted as inherent in the nature of the involvement. That is the core of the problem, something to which the American officer corps doesn't seem to have given sufficient thought.

Other armies have gone through similar, and even worse, experiences and recovered. The British rallied after their military disaster at the outset of World War II and returned to the Continent in triumph in 1944, their confidence in their tactics and their civilian leadership fully restored.

The French Army, humbled by the Germans in 1940, defeated in Indochina in 1954 and forced out of Algeria by President de Gaulle, nursed grievances against "the politicians" not too different from those of the American officers who succeeded them in Vietnam. Today, however, the French military appear to have recuperated from their malaise. How well are the American armed forces doing in absorbing the lessons of Vietnam?

Like most big organizations, the Army learns slowly. But training and doctrine have altered significantly in the last 10 years. (The Air Force and the Navy,

while also reviewing their roles in Vietnam, have had to spend more time studying the missions of the new air- and ground-guided missiles in air and naval warfare.)

Greater emphasis is placed on training the soldier for action in a variety of environments, from the mist-clad forests of Germany to the deserts of Southwest Asia. As a new corps of noncommissioned officers emerges in the volunteer forces, the sergeants have resumed their traditional importance in the chain of command.

The individual soldier is encouraged more than ever to think for himself and, if necessary, fight by himself. The rapid rotation policies that so weakened the command system in Vietnam have been overhauled. Under the new Cohort program, a company is brought into the service as a company, trained as a company and assigned to a major unit as a company.

V

ETNAM has had a chastening effect on Army thinking. A more hardheaded attitude is brought to the analysis of possible future missions. "We've thrown over the old 'can do' idea," said a colonel at Fort Hood. "Now we want to know exactly what they want us to do and how they think we can accomplish it." His "they" encompassed both the civilian and the military leadership.

At West Point, Annapolis, and the Air Force Academy, the services are studying their Vietnam errors. Occasionally, when officers are planning the next day's moves in a military exercise, a colonel or a brigadier general will intervene with the words: "No, that won't work. We tried it in Nam and got clobbered." What did work is being analyzed as well. Thus, despite its pioneering use of



FT. RUCKER, AL—The U.S. Army Aviation Museum Foundation board of directors review the contributions to the museum building fund campaign at their recent annual meeting. A non-profit organization, the foundation is raising funds to build a permanent home for the museum.



FT. RUCKER, AL—LTC "Tom" Sabiston, Ret., Curator of the Army Aviation Museum, shows a visiting group of AUSA members and guests the "Army Aviator of the Year" and "Aviation Soldier of the Year" permanent trophies on display in the Army Aviation Hall of Fame of the Museum.

helicopters in Vietnam, the Army is no longer willing to go overboard on a single tactic.

As the Army shakes off the military consequences of Vietnam, it turns toward new problems. Some of these arose with the end of the draft and the introduction of an all-volunteer force, with its subsequent lowering of military standards. Now these standards are rising again, along with the recruits' educational level and morale. Other problems—more welcome ones—have been created by a relative improvement in the Army's supply of conventional weapons after a long period of shortages on every level: The Army must master sophisticated new equipment to be ready once again for non-nuclear war.

The military are doing less well in sorting out their feud with the press. The press, for its part, is doing no better in arriving at a better understanding of the military.

The dispute is less strident, to be sure, than it was a decade ago, when Adm. Stansfield Turner, then head of the Naval War College, went so far as to call conferences on how to bridge the gap. All three services try to bring public affairs officers face to face with representatives of the newspapers, magazines, radio and television. The give-and-take at these meetings is educational for both sides.

Yet prospects of a basic improvement in the relationship remain uncertain. A public affairs officer can introduce a reporter to the commanding officer of a corps, division, brigade, or battalion; he is unlikely to change the officer's attitude, especially if the man feels he was "burned" by the press in Vietnam.

ONE measure of this anti-media syndrome is that few officers expect the press to deal sympathetically, or even intelligently, with the problems they are bound to encounter assimilating their new weapons. They fear that the press, once again will concentrate on the troublesome "5%" of the situation and ignore the successful "95%." This distrust of reporters surfaces only briefly, but it is likely to return as a full-blown problem for both sides should the country become involved in another limited war, with indistinct rules for press coverage.

The overriding question, however, is whether such an engagement will ignite among the military the sense of being unfairly handicapped that embittered them in Vietnam.

Reduced to its essentials, what does the professional soldier want?

He wants, it could be said, a high command that operates on a purely military basis and gives him what he needs on the battlefield. Thus, remem-

bering Vietnam, he is likely to have strong, if rarely expressed, feelings about any political constraints that interfere with this objective.

At the same time, contrary to what some critics have suggested, there is no significant sentiment among the military for placing the next war, if there is one, under purely military control. There never has been in this country the kind of ideological officer corps that acted as a separate political entity in, say, the Kaiser's and Hitler's Germany. Despite the punishment they feel they took in Vietnam, today's American officers show no disposition to embrace that alien idea.

A greater consideration

Basically, what they want is greater consideration of their views on the conduct of a war than they feel they received from the civilian leadership during the Southeast Asian involvement. They expect the nation's top military officers to be men of the highest military—rather than political—ability, and they want the military viewpoint to be presented to the President more firmly than, many feel, it was done by the Joint Chiefs of Staff at critical phases of the Vietnam engagement.

Yet even if the military get their demand for greater professionalism at the top the next time they are sent into battle, will that be enough to reconcile them to the inescapable necessity of subordinating military to political considerations? Or will the anxieties and resentments left over from Vietnam flare up into even more serious impatience with civilian control?

Perhaps the conflict that posed this dilemma for the nation is still too close for any confident answers, and more time is needed for the built-in contradictions of limited war to be absorbed into our military traditions. ■■■■

A FORUM FOR INFORMATION

(Continued from Page 103)

years. We expect a go-ahead decision on AHIP this month. Hopefully, we will have some good news on that prior to the convention.

In other areas:

- The **HELLFIRE** missile system was approved for production last month.

- The first CH-47D **CHINOOK** rolled off the assembly line. Production is ahead of schedule, within cost, and will increase to five aircraft per month in the future.

- The decision was made to combine the airborne ELINT collection capability of QUICKLOOK II (now on an RV-1D) with the airborne COMINT collection capability of Improved GUARDRAIL V onto a single RC-12D platform called GUARDLOOK.

- The **Stand-Off Target Acquisition System (SOTAS)** program was discontinued. However, its successor, **Battlefield Data System (BDS)**, is now on the drawing boards.

- Activity continues in many research and development programs, to include work on heavy lift helicopter transmission technology; tilt-rotor and advancing blade concept (ABC) programs; composite airframe and **Digital/Optical Control System (DOCS)** development; and most recently, the beginning of the joint-Service deployment of a multi-mission aircraft to meet Army, Navy, and Air Force needs for the 1990's, called JVX.

- To make our aircraft lighting systems compatible with the ANVIS night vision system, the NIGHTFIX program was started last January, and should be completed by December 1982.

- We began fielding a wire strike protection system for the OH-58A with systems for all other rotary wing aircraft coming soon.

Personnel

The most significant advancements this past year were made in our warrant officer aviator program. Some of these include:

- The equalization of commissioned and warrant officer incentive pay.

- An expanded opportunity for direct commissions.

- A more flexible aircraft transition policy.

- An advanced course curriculum designed to better prepare warrant officer aviators for aviation unit duties; all are now eligible to attend.

- Improved career management through Warrant Officer Division reorganization — assignment officers now have MOS rather than geographical area responsibilities.

The CMF 67 (Enlisted Aviator Maintenance) Study was approved this year and some of the changes, when completed in late 1983, include:

- AIT students will be trained as "doers" (vice assistant repairers) and will arrive at their first units as trained mechanics.

- Control will be exercised over the influx of people from other specialties to allow CMF 67 to "grow its own" supervisors complete with technical skills.

- Each soldier will remain with a family of aircraft up to and including grade E7 to provide technically proficient supervisors.

- A member of CMF 67 can become a crew chief at grade E3 and remain with the same aircraft through E6.

- There will be separate technical inspector MOS by type aircraft to provide better quality assurance programs.

- Still being evaluated are reenlistments, migration, and monetary and non-monetary incentives.

During the past year, the Army confirmed its confidence in recent changes

to the management of commissioned aviators. We will:

- Continue bringing officers into the Army in the three aviation specialties (SC 15, 71, and SSI 67J).
- Branch aviators in selected carrier branches where they will attend their officer basic and advanced courses (OBC/OAC).
- Reorient OBC/OAC curriculum toward combined arms team employment doctrine.
- Determine what skills we want our commissioned aviators to have and when and where they will be taught.
- Closely evaluate the results of the **Combat Brigade Air Attack (CBAA)** test at Fort Lewis, and the Job Task Analysis Study, before changing our aviation unit structure, grade levels, or management strategy.

Aviation Studies

Since last spring, several important studies were both initiated and completed:

- The **APACHE, BLACK HAWK, and CHINOOK Self-Deployment (ABCD)** Study was initiated to determine how the Army can internally assist in the strategic self-deployment of its own aircraft to potential world trouble spots.
- The **Army Aviation Personnel Requirements for Sustained Operations Study (AAPRSO)** was approved last summer. The study documents the need for a pilot-to-seat ratio greater than the current 1:1 ratio to sustain aviation operations in a high threat environment. An implementation concept to add these wartime manning requirements to our aviation unit authorization documents has been proposed by TRADOC and is under consideration.
- As has already been mentioned, the Army Aviation Mission Area Analysis study was recently completed.

Before closing, I want to pay particular tribute to two significant accomplishments in the last year. First, we all need to salute an amazing group of military and civilian aviators who earned for themselves the title of **World Champion Helicopter Team**.

With extraordinary precision and attention to detail in every facet of a tremendously challenging operation, our Army team, under the leadership of **Major Roy E. Mann**, and the two Bell Helicopter civilian pilots, accomplished something for which we can all be extremely proud. In winning the Fourth World Helicopter Championships held in Piotrkow Trybunalski, Poland last August, they represented their country and the United States Army to perfection.

Every crew, led by World Champion **CW2 George Chrest**, and **CPT Stephen Kee**, exemplified the dedication and professionalism that is the legacy of Army Aviators past, present, and future. Their recognition in winning the **Aviation Unit of the Year Award** and **Aviator of the Year Award** at this year's AAAA National Convention is well deserved. Congratulations, guys!

Second, but no less important, I want to congratulate, on behalf of all Army Aviators, the Army Aviator who has just been selected to become the next Chairman of the Joint Chiefs of Staff, **General John W. Vessey**.

General Vessey is an avid supporter of Army Aviation and, in particular, those who are out there "in the trenches" keeping our aviation forces on the cutting edge of the Army. He now moves from being the senior Army Aviator to being the senior aviator in the armed forces of the United States.

As we dedicate ourselves to supporting him in his new job, we can truly say that we have a friend in high places. ■■■■

Takeoffs-PCS

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Fort Rucker Plans a Major 40th Birthday Celebration

THE U.S. Army Aviation Center will celebrate the 40th anniversary of Army Aviation and Ft. Rucker 4-6 June 1982. Plans for the historic event are now firm and scheduled events include a Thursday, 3 June Golf Tournament, Museum tour, and early arrival social. On 4 June open houses and informational displays of training, research and museum facilities, and a carnival will take place. A "Grasshopper" reunion of WWII L-Pilots will take place Friday evening as

will an Officers' Club reception and buffet. On 5 June there'll be a band concert and Army Aviation static display at Cairns AAF followed by open houses/informational displays and the dedication of the new Museum site that afternoon. A formal AAAA Aviation Ball will be held Saturday night with a brunch on Sunday closing the anniversary celebration. For details, write the Commander, 1st Aviation Brigade, ATTN: 40th Birthday, Ft. Rucker, AL 36362.

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