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Army Aviation

NOVEMBER 15, 1983



First APACHE rolls out!

Production AH-64A makes its debut two months early

Army Aviation

NOVEMBER 30, 1983

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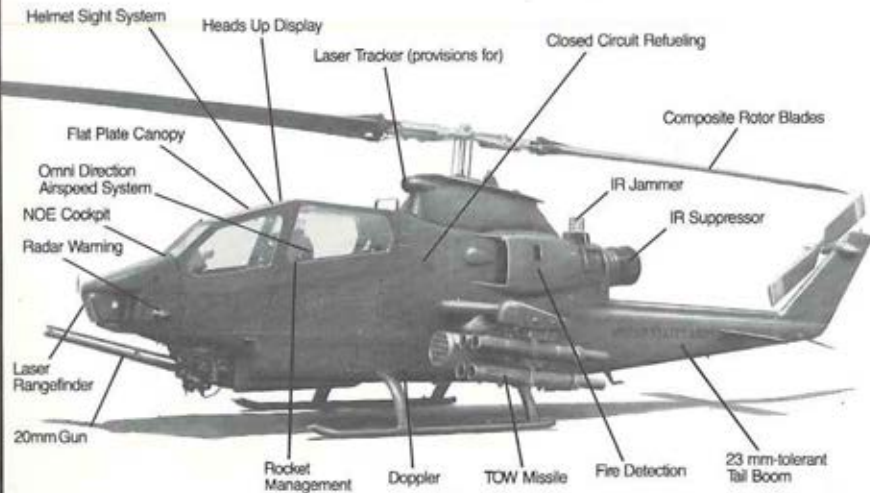
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Next Month
"Who's Who in
AWO Army Aviation"
The 1983 Directory
Supplement on the
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will be published
in December





Looking ahead in 1984

By Brig. Gen. (P) Robert F. Molinelli
Deputy Director of Force Development
and Army Aviation Officer, ODCSOPS, DA

WE continue to be very busy here in ODCSOPS, and in this article I'll bring you up to date on events since my last report.

'84 WORLD HELICOPTER CHAMPIONSHIPS: The Office of the Secretary of Defense (OSD) is reviewing the Army's **World Helicopter Championships (WHC)** study that recommends OSD provide support to the **Helicopter Club of America (HCA)** in hosting the 1984 WHC; and that a U.S. military installation be considered as the competition site.

The civilian community, Air Force, and Coast Guard have been very supportive of the Army efforts to put the plan together. As the reigning World Champions in 1981, the United States had been offered the opportunity to host the next international competition in 1984.

Major General "Bo" Maddox, Commander of the U.S. Army Aviation Center, has nominated Ft. Rucker, the "Home of Army Aviation" as a prospective site for the 1984 WHC. We expect a DOD announcement of its decision in December. In the meantime, we're assembling a joint military-civilian team to prepare for this momentous occasion.

AVIATION LOGISTICS SCHOOL (ALS): The editors of **Army Aviation** have devoted a substantial portion of this issue to orient our readers on the mission and organization of the ALS, an important part of the new aviation branch.

The ALS will be responsible for the execution of Army Aviation logistics doctrine, training, organization, and materiel. In doing so, it will respond to the needs of both the Aviation Center and the Army Logistics Center.

This means that although the proponent responsibility is centralized at the Aviation Center, the ALS will be responsible for the drafting of all aspects of Army Aviation logistics matters. Drafts will then be provided to USAAVNC for completion and approval prior to their being forwarded to higher headquarters.

AVIATION BRANCH ENLISTED INITIATIVES: Being a part of the branch will not affect the accession, sustainment, or management of Army Aviation soldiers. Consider these points:

- The Enlisted Directorate of the Military Personnel Center (MILPERCEN) is organized to provide life cycle management of all Career Management Fields (CMF). Much of the propensity work for CMF 67 will continue to be done at Ft. Eustis and, for MOSs 71P, 93E, 93H, and 93J, at USAAVNC. However, the Aviation Center is the overall proponent for all aviation enlisted personnel matters.

- Soldier training products for CMF 67, to include SQT, will be developed at Ft. Eustis by the ALS and approved by the Aviation Center. Soldier training products for MOS 71P, 93H, and 93J will continue to be developed at Ft. Rucker.

- Efforts are underway to form CMF 93, Air Operations, and change MOS 71P to MOS 93P.

- USAAVNC has overall proponent responsibility for Army Aviation training; however, the ALS will provide training and staff training development products for CMF 67 in draft to USAAVNC. This will not change the current realignment initiatives for CMF 67.

AVIATION LOGISTICS OFFICERS: For current and future aviation logistics officers, however, **(LOOKING AHEAD/Cont. on Page 61)**

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"A new spirit is astir in Army Aviation . . ."

**By General William R. Richardson
Commanding General, U.S. Army
Training and Doctrine Command**

I'm pleased to come to Williamsburg and speak to this distinguished group of AAAA and AHS representatives. Your work is of vital significance and paramount importance to the Army.

Because helicopter operations can be the key to victory on future battlefields, it is vital that the challenge of introducing the best technology into the Army's helicopters be met.

Success in meeting this challenge and in transitioning new technological opportunities into the Army's operational inventory depends primarily upon you as the leaders of America's helicopter industry. Your job is not only one of immense consequence and magnitude, but one for which I have the utmost respect.

A fundamental asset

A new spirit is astir in Army Aviation today, a spirit characterized by vision, initiative and innovation. It is a spirit born of the understanding that aviation is fundamental to the Army: both how the Army is organized and how it is trained to fight. In fact, aviation more than any other element of the combined arms team captures the very essence of the AirLand Battle, the spirit of the offensive, and the principle of maneuver. So aviation is an area where the Army is on the move, and your exchange of ideas over the next three days will greatly contribute to increasing the momentum of Army Aviation.

I have been asked to speak for the user of aviation systems and supporting systems and, of course, I intend to do that. But I also want to convey to you some sense of how aviation fits in

Keynote remarks made by General William R. Richardson, Commanding General, U.S. Army Training and Doctrine Command, at the AAAA-AHS Helicopter Military Operations Technology Specialists Meeting on November 8.

the big picture of TRADOC's overall mission of preparing the Army for war. That mission entails not only determining how the Army will be equipped to fight, but also developing the doctrine and tactics, training the soldiers and leaders, and designing the units and organizations necessary to fight and win on the battlefield.

A total system

The fact is that we can no longer think of weapons systems in isolation, but rather must fit them into a total system whose organizational, doctrinal, managerial, and training components are all integral. Tactics and doctrine are influenced by the technological growth of system capabilities. Training is affected by the increased levels of competence required to implement the new doctrine and tactics, and to operate the new weapons. The goal of all our efforts is to field viable units. The need for these units is quite clear.

The U.S. faces very real and significant threats to its national security as evidenced by Lebanon, Grenada, and other potential areas of conflict where we are called to take a stand. The world has become increasingly dangerous and unstable with the rise of various militant revolutionary movements in countries around the world. The U.S. is becoming increasingly dependent on access to foreign markets and materials, and formidable military force is in the hands of leaders whose ideologies and purposes are incompatible with our own.

The contingencies facing the American Army, then, run the gamut from terrorism and unconventional warfare through conventional

A new spirit prevails in Army Aviation

operations to nuclear war. The American Army must be capable of defending against massive Soviet land forces, against well-equipped surrogates, and against indigenous paramilitary forces and terrorists. It must be capable of fighting in jungles, mountains, deserts, or on rolling plains.

It must have the support to sustain combat operations for the required length of time. It must have the tactical and technical wherewithal to win. This spectrum of conflict, with its array of terrain, environmental and logistics requirements, defines the Army's training, determines the design of its forces, and dictates its need for weapon systems and mix of hardware.

Limited resources

Although the Army is faced with expanding obligations and increasing demands, resources are finite. One illustration of this fact is the Army's size. Compared with the 1964 peacetime strength of 973,000, active strength today is about 200,000 smaller.

Yet in part, this smaller force represents a deliberate choice for greater capability over larger numbers. For size alone is no guarantee of an Army's readiness to carry out its wartime mission. As the Israeli experience makes clear, it is the best armies that win wars, not the biggest. Size alone cannot compensate for a lack of quality.

Foregoing any substantial growth in size, our Army is fulfilling its obligations and meeting its increased demands by concentrating on quality, as manifested through readiness. This effort includes reaching agreement with our Allies regarding cooperative defense arrangements; integrating the reserve components into a workable total Army; implementing the doctrine of AirLand Battle; designing forces that can be quickly deployed to any spot in the world; developing first-rate soldiers and units through training, leadership, and individual achievement; and exploiting technology. Without doubt, aviation is an area where we must have quality. The reasons are obvious.

During the past 15 years, Army Aviation has altered the contours of battle by adding depth to

the fundamentals of combat operations. Its pervasive influence shows no sign of abating. In Vietnam the helicopter added a flexible third dimension to the battlefield. Today, helicopters are literally compressing the fourth dimension of time.

Air assault forces can attack from all directions, strike otherwise inaccessible areas, bypass obstacles, and react rapidly to tactical opportunities. Whether in terms of its impact on speed and flexibility, its contribution to logistical, medical and intelligence support, the changes it has wrought in firepower and striking power, or its effects on the mobility of the infantryman, aviation's influence on the battlefield has been profound. It promises to be of even greater import in the future.

One of the most menacing threats facing our Army is posed by the ever increasing number of Soviet tanks. In Lebanon, helicopters demonstrated a superb ability to defeat tanks, and we have profited from that Israeli experience.

The key to success

One lesson is clear. The Army that can harness the lethality and exploit the mobility of helicopters in the next war will gain and maintain a big advantage. This point has been emphasized by several senior commanders who have said that they view aviation and attack helicopters as the key to success on the European battlefield.

Of course, aviation units also have unique capabilities in terrain poorly suited for mechanized warfare, and under conditions where units are required to concentrate or disperse rapidly over extended distances. In light of aviation's importance on the battlefield, it is vital that its capabilities be precisely tailored to future requirements.

To that end, the newly created Army Aviation Branch is now mounting a full scale effort to insure that aviation concepts of employment, doctrine, and tactics are written into appropriate manuals to exploit aviation's role in the AirLand Battle. AirLand Battle doctrine is suitable not only in central Europe, but in Korea, Southwest Asia, and other contingency areas throughout the world. Its underlying objective is to defeat an enemy force which is equipped with modern weaponry and is numerically superior to our own.

By employing the AirLand Battle doctrine, we

expect to gain the maximum benefit from all our systems as well as those from other services that support ground operations. Because aviation embodies more of the principles of AirLand Battle than any of the other combat arms, the Army is making a special effort to employ attack helicopters, air cavalry, and air assault forces in new and innovative ways.

New organizations

In order to increase our ability to execute the AirLand Battle, new organizations for aviation are being formed. The **Combat Aviation Brigade**, for instance, improves unity of aviation command; increases combat and staying power; enhances command, control, communications and intelligence; and fosters more effective combined arms operations. With a full staff complement, the combat aviation brigade is not only capable of planning and conducting its own combat operations, but can assume control of ground units as necessary for mission accomplishment.

The Army will also soon begin converting its light infantry divisions into 10,000 soldier divisions that will be highly deployable and readily retrievable, thereby providing a strategically responsive force for contingencies around the world. These divisions will have increased infantry fighting strength with austere combat support and combat service support.

One brigade of the division will be organized around 80 aircraft and 950 soldiers. The division will include a brigade headquarters, a reconnaissance squadron, a combat support aviation company, and an attack helicopter battalion. Despite its small size, this combat aviation brigade will be commanded by a full colonel. This will enable the brigade to readily accept aviation augmentation from corps. Under this concept, additional aviation will simply be inserted into the division in those contingencies where it is needed.

Materiel improvements

The U.S. Army, then, has made a commitment to aviation and is placing a great amount of resources in the helicopter as a potent battlefield weapon. Many materiel improvements are underway that will help aviation units fight the AirLand Battle using speed, maneuver, and deception.

The **APACHE**, for instance, is at the leading



TOP TROOPS—SP4 Donald M. Campbell, center, receives an AAAA Certificate of Achievement from SFC William C. Hawkins (VP, Prog, Army Avn Center Chapter) as November's "Soldier of the Month." AAAA's "NCO of the Month" SGT Kenneth K. Cannon, right, observes the presentation.

edge of an entire new generation of day and night, adverse weather attack helicopters. It is a tank killer of superior quality, and may well prove to be the greatest force multiplier on the battlefield.

While the AH-64 is a top priority aviation program, the **BLACK HAWK** and the CH-47D **CHINOOK** represent major progress in terms of mobility and lift, to date, the Army has accepted 417 **BLACK HAWKS**.

The **CHINOOK** modernization program will increase the lift capacity of that helicopter, improve its reliability, reduce its vulnerability, and make it easier to maintain. The Army helicopter improvement program will provide a companion fighting vehicle to the AH-64. This is being accomplished by improving the OH-58's flight performance, enhancing its communications and navigation, and providing it with a mast-mounted sight and laser designator.

The biggest change

Perhaps the most significant development in Army Aviation in recent times occurred in April of this year when **Secretary Marsh** approved Army Aviation as a branch.

In June **General Meyer** directed that the proponent responsibility for aviation be centralized at the U.S. Army Aviation Center. This was an extremely important decision, made after thorough and comprehensive study, and with the full realization that some growing and transition pains would be involved. But one of the major

A new spirit prevails in Army Aviation

benefits of this move will be the centralized preparation and documentation of requirements for new equipment and of the organizations which will fight those systems.

The requirement for quality equipment takes on increased importance in light of the quantitative edge enjoyed by the Soviets. The estimated dollar costs of Soviet military investment in the last decade exceeded that of the U.S. by about 80%. Our strategy to deal with this disparity recognizes that it is infeasible to compete directly in quantities of equipment built. To match the Soviets quantitatively we would have to roughly triple our production of weapons. Then as those weapons were deployed, we'd have to double the size of our peacetime Army to man them.

A performance edge

Instead, we aim to offset the Soviet advantage in numbers by applying technology to equip our forces with weapons that outperform their Soviet counterparts. Yet, the additional threat posed by the ever-increasing quality of Soviet weapons also dictates a need to accelerate our modernization effort lest we be faced with simultaneous deficiencies in both the quantitative and qualitative aspects of materiel.

The user needs the application of technology to gain the performance edge critical to success in the face of a numerically superior opponent. To be effective, technology must be applied selectively to achieve a performance edge which is critical to the outcome of engagements. Today, and certainly in the future, the critical edge in aviation will fall in the area of survivability. Nap-of-the-earth flying, the frequent need to hover, and the plethora of air defense and air-to-air weapons on the battlefield dictate the need for a stealth capability.

Helicopters also need armor protection, the capability to defeat hostile aircraft, and the ability to perform anywhere in the world under the most demanding conditions of altitude and climate.

Aviation, then, is an area where we must field the most advanced technology available to us, update it as required, and pay the price in terms of both resources and skilled people. Clearly,

the threat that confronts the American Army demands that we do this. But there is also a need to perform this job efficiently and our records in the past suggest that none of us have performed as well as we should.

First, the requirement and acquisition process has been too lengthy — **it has taken too long for the Army to field its weapons.** In far too many areas, we have the lead in the laboratory while the Soviets have the lead in the field. There have been too many cases of weapons system development being slowed by frequent but only marginally significant changes. By continually making modifications, we have delayed fielding and adversely affected our training and logistics capabilities.

Most of the Army's major weapon systems have entered production only after a lengthy research, development, testing, and evaluation cycle. This cycle averages seven to 10 years, while the average for the Soviets is four to five. The AH-64, for example, is the result of numerous changes in the requirements document and an extended development effort with roots in the late '60's.

A difficult choice

In making our acquisition decisions, we're often faced with a choice between deploying a system early with available technology or delaying until more advanced technology is at hand to achieve improved performance. The result is that large scale weapons production is constantly deferred to a later date while experiments and development continue, and sufficient weapons are never produced.

Too often, it seems to the user in the field, the acquisition process takes on a life of its own. Developers keep developing prototypes and weapons in the field are never forthcoming. This perception is magnified when we fail to deliver on time.

During the Vietnam era, UH-1 aircraft were placed in storage because sufficient engines were not available for installation. Today we are experiencing a similar problem with the manufacturer of the engine of the M1 tank.

While we are now catching up, it is still very disappointing to our soldiers in the field when the weapons systems are delayed because of our inability — within both the Army and industry — to collectively manage our problems to a timely fielding.

Another major problem is cost. Not only has the cost of modern weapons systems skyrocketed, but chances are that any given major program will suffer a cost overrun. Even after inflation is removed the cost of weapons and equipment has been rising at over 5% per year. Thus, one generation of equipment costs three to five times as much as the prior one. Since procurement budgets have not grown proportionally, lower quantities of equipment are being bought. One way to deal with rising costs is to reduce the total planned buy, an approach we saw applied to the cost growth of the **APACHE**.

A second option is to spread out the buy over a longer period of time, while a third option is simply to cut the procurement item from the budget entirely. This option means not only that R&D costs are simply written off as a loss, but it impacts on the overall combat capability since one weapons system is designed to complement another. The final result in all three options is reduced military capability, and in two of the three, lower and more inefficient production rates.

New methods needed

The user, then, needs management practices and tools that reduce weapon and aircraft costs. Effort must be expended on finding ways to enhance the ratio of quality to cost; establishing active management-supported cost improvement programs; training employees better and encouraging them to be creative and innovative; taking an active role in the requirements process; and setting cost control goals and specifically assigning cost control responsibilities.

Producing quality, affordable weapons systems while still earning a fair profit is clearly a challenge you must meet if the user is to have the materiel he needs. Apart from increasing costs, the user is adversely affected when we fail to provide safe, reliable, maintainable systems, and adequate support packages.

The user also depends on industry to provide adequate support packages. Spare parts, tools, test equipment, maintenance documents and manuals, training devices, and simulators are all vital parts of any given weapons systems. But, in general, contractors pay too little attention to these things.

Take simulators, which as you know, function like equipment for training purposes but with decreased cost and improved safety and conven-

EIGHT ON THE LINE

By mid-November, six US Army AH-64A **APACHE** attack helicopters — in addition to the first two aircraft which have rolled off the assembly line — were in production at Hughes Helicopters, Inc.'s Mesa, AZ, **APACHE** Assembly and Flight Test Center. A total of 59 production **APACHES** are funded and another 112 AH-64A's have been authorized by Congress for production in FY 84. Current requirements call for a total of 515 **APACHES**.

lence. Although the Army's goal is to field training devices with the prime system, we have historically been unable to accomplish this. Our development and deployment of the **BLACK HAWK** flight simulator is a case in point. Conduct of OT II testing left much to be desired and we have yet to field the first production simulator which we need for our aviators' training.

Then our critical, costly, and scarce flying hours can be devoted to the combined arms training essential to winning on the battlefield. Even today, it appears fielding of the AH-64 combat mission simulator may slip beyond the fielding of the aircraft, a costly slip that may increase our training cost by some \$2,500 per hour which we had hoped to avoid through use of the simulator.

First things first!

Another problem has been that the connection between certain weapons and military requirements, tactics, and doctrine has been too tenuous. Instead of having a problem looking for a solution, we too often have had a solution looking for a problem, because we have worried too little about key personnel, training, and maintenance implications.

Traditionally, the development process in the Army has permitted materiel, training, organizations, and doctrine to compete equally. But in years past, materiel has to some extent dominated and driven the development of everything else. This situation has fed the fashionable criticism that the Army has become addicted to technology. Instead of applying technology properly to make the soldier's job easier by providing a more reliable, maintainable, and lethal weapon, we have in some cases made the

A new spirit prevails in Army Aviation

soldier's job more difficult.

While the record in aviation development and procurement here has generally been good, the user on the ground has not been so fortunate. The **DRAGON**, a man-portable medium anti-tank weapon, is an example. The Army has great difficulty training people on this weapon because of poor soldier-weapon interface. Designed to be fired primarily from a sitting position, the **DRAGON** puts the soldier in the physically and psychologically awkward position of engaging tanks while perched on the ground, when as a matter of course he would prefer to be burrowed into it.

We must do better

So, I suggest, all of us in the business of combat and materiel developments need to do better. I assure you that we in TRADOC want to work with you to do just that. We represent a team, the strongest military-industrial team on earth. And we can do it better.

Let me turn now to some of the things that TRADOC is doing to improve our mutual objective of fielding quality equipment in the least time. Today, we are accelerating the materiel acquisition process by streamlining our requirements documents, restricting them to four pages, and reducing their staffing time. We are also obtaining resource data from DARCOM more rapidly, and incorporating automation where we can.

Yet we know that without the understanding and active participation of industry progress will be limited. So we at TRADOC are attempting to link closer with industry by discussing conceptual requirements early and by providing draft requirements documents for comment. We are attempting to convey a better understanding of how we will actually fight, and of our deficiencies that need to be corrected. Along the same lines, the **Army Aviation Modernization Plan**, which shows how requirements for aviation will develop and change over time, is also being made available to industry.

Apart from TRADOC's initiatives, other ways of improving the materiel acquisition process in order to control costs and shorten the time between the development of a requirement and the

actual fielding of a weapon are being sought. Several steps have been taken to decrease the variations that programs have experienced in requirements and funding, and to create a more stable, predictable environment for both the Army and industry.

Among those steps, two are of particular significance to industry: First, the stable program list which establishes and maintains a minimum production floor for key systems. This list now includes the **BLACK HAWK**, the **CHINOOK**, and the **APACHE**. Second, multi-year contracting which leads to reduced costs, prevents program stretchouts, and helps ensure early fielding of new systems. In FY 82 a three-year contract was awarded for the **BLACK HAWK** airframe, with savings in the range of \$80 million. Another multi-year contract has been awarded on the **BLACK HAWK** engine.

Summary

In summary, I believe the Army is making a sincere and dedicated effort to equip its soldiers with weapons that can win on the battlefield, and we know that you in industry are committed to the same.

Apart from producing reliable, maintainable equipment with superior performance and a technical edge; apart from delivering contracts on time, providing adequate support packages, and keeping costs down; apart from designing weapons that will give the soldier confidence, I would ask you to be innovative and find ways to do things better, even when that entails some risk. The historical record shows the importance of a creative technological base on the battlefield.

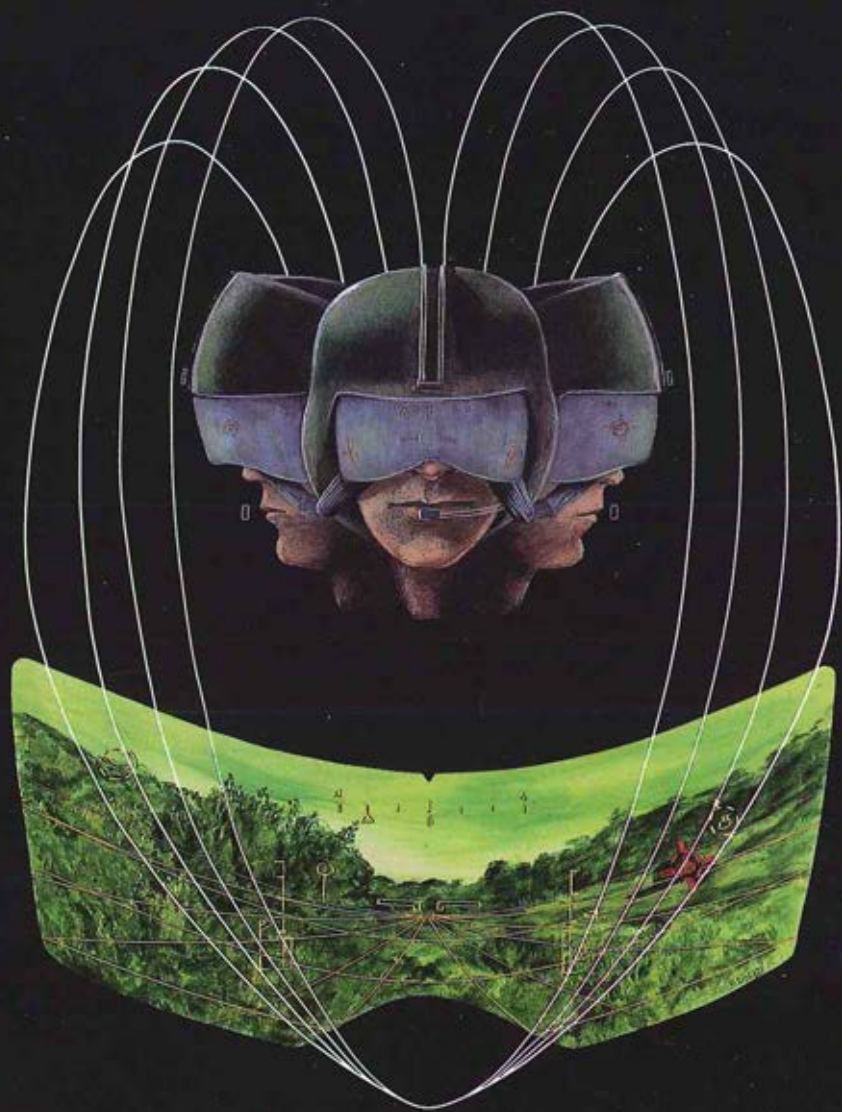
I, for one, believe that it will be even more important in the future. The Army can help, but in the last analysis innovative, creative, performance oriented, quality technology has to be accomplished by industry itself, from within. The user is counting on you to come forth with the solutions and technology required to meet the challenges facing him on the battlefield of the future.

In this the year of excellence of our Army, what better time for us to rededicate ourselves to excellence in our endeavor to give our soldiers the most capable equipment to do their jobs on tomorrow's battlefield. If you will help us do that, the spirit of the American soldier will do the rest to keep this nation free. ■■■■

An aerial photograph of a large military installation, Fort Eustis, in South Carolina. The image shows a complex network of roads, numerous buildings, parking lots, and open fields. The entire image is rendered in a monochromatic blue color. The text is overlaid on the image.

The Fort Eustis Connection

**A 34-page report
on the new U.S.
Army Aviation
Logistics School**



Eyes of the hunter.

It is the 21st Century. A lone pilot-warrior in a rotorcraft of awesome sophistication skims the terrain. His mission: Find the enemy. Neutralize his defenses. Destroy him. Come home safe.

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What level of technology will be required to give the Army pilot of the future what he needs to accomplish his mission? Is a single pilot cockpit viable? Can the next generation of Army rotorcraft be smart, fast,

and fierce and at the same time dependable and affordable?

To answer these questions, Sikorsky Aircraft has assembled a team of companies whose combined capabilities cannot be equalled. Sikorsky, Collins Avionics/Rockwell International, Hamilton Standard, Martin Marietta, Norden and Northrop. The members of the Sikorsky ARTI/LHX team have developed and built some of the most advanced military aircraft systems in existence.

This is the team with the facilities to test the single pilot concept and carry the ultimate design to completion. With the expertise to pull together all the vital elements, from flight control and communications to weaponry and data acquisition.

The Sikorsky team stands ready, with the resources, the technologies, and with a history of successfully responding to the challenges of Army aviation.

**The Sikorsky Team:
The Army experience ARTI/LHX demands.**



**UNITED
TECHNOLOGIES
SIKORSKY
AIRCRAFT**

THE AVIATION LOGISTICS SCHOOL:

Supporting the new Aviation Branch and the Aviation School

IN October 1983, the U.S. Army Aviation Logistics School was established at the U.S. Army Transportation Center, Fort Eustis, VA. This historic event marked, in part, the recognition of Army Aviation as an important branch of the combat arms requiring its own logistical doctrine, training and support.

Three-fold objective

The Army Aviation Logistics School's objective is three-fold. It supports the Aviation Branch and School. It integrates aviation logistics into the Army's overall logistics program. And, by establishing it as Fort Eustis, historical home of Army Aviation maintenance doctrine and training, it conserves resources.

My new role is also three-fold. As Fort Eustis Commanding General, I am Commandant of the U.S. Army Transportation School, Commandant of the U.S. Army Aviation Logistics School and the Army's Chief of Transportation.

COL Albert B. Luster, my Assistant Commandant, is the daily manager of both schools and consolidates their sup-

port. These support activities include the U.S. Army Transportation School Brigade; the Programs and Resources Office which manages budget and manpower; and the Schools Secretary, who manages administration, maintenance, facilities, and supply. The Fort Eustis directorates provide the necessary base operations support.

Each school has a Deputy Assistant Commandant and is organized in accord with other Army Training and Doctrine Command Schools. **COL Patty Brown** is the Deputy Assistant Commandant for the Aviation Logistics School.

A constant role

As the Army Transportation and Army Aviation Logistics Schools' Commandant, I don't perceive the charter for aviation logistics as a new mission for Fort Eustis. Our role is aviation logistics. This has always been Fort Eustis' role and it's not changing.

The Aviation Logistics School continues to respond to the Aviation School at Fort Rucker, AL on aviation logistics support and to the Logistics Center at Fort Lee, VA in complying with logistics doctrine.

The new school coordinates with the

ABOUT THE AUTHOR

A rated Army Aviator, Major General Aaron L. Lilley is the Commandant of the Aviation Logistics School as well as the CG of the USA Transportation Center and Fort Eustis, Va.

Supporting the Aviation Branch

Aviation School and none of the directorates are different between the two facilities. The Aviation Logistics School economizes on housekeeping and support functions at Fort Eustis. Those personnel who wrote and taught aviation logistics doctrine at the Army Transportation School are still writing and teaching that doctrine at the Logistics School.

One major change

The only major change appears in the curriculum for the **Aviation Maintenance Officers' Course (AMOC)**. This is being changed, along with the name of the course, to emphasize logistics. Graduates of this new Aviation Logistics Officers Course (?) will be Army logisticians first with a specialty in aviation. This will make these officers competitive with

their counterparts in other logistics specialties when being considered for command.

The establishment of the Aviation Branch is not a loss of aviators for the Transportation Corps. It is, instead, a career enhancement for TC aviation logistics officers. Through the U.S. Army Aviation Logistics School's establishment at Fort Eustis and its emphasis on branch and specialty pronency, their career progression is formalized and their opportunities for command and advancement increased.

The new school will provide the pronency, training, and doctrine for the Army's career aviation logisticians, both officer and enlisted, in support of the Army's mission worldwide.

In this issue of **Army Aviation Magazine**, **Colonels Luster and Brown** and their directors will describe the missions and goals of the new Army Aviation Logistics School. ||||

Sikorsky's ARTI/LHX Team.

The Hamilton Standard Experience.

A thirty-year leader in the design and production of flight control systems. Digital fly-by-wire controls for the F-20 and X-wing RSRA. Fly-by-light transducers for ATL. Hostile environment packaging expertise from decades of work on propulsion controls.

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Fiber optic rotary transducer code plate.

The Army experience ARTI/LHX demands.



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THE OFFICE OF THE ASSISTANT COMMANDANT:

Our ongoing coordination and cooperation with the U.S. Army Aviation Center

AS the Assistant Commandant of the U.S. Army Transportation and Aviation Logistics School, I see a continued need to provide the Army with top quality personnel in the specialties we train within the two schools.

We have a memorandum of agreement with the Commander, U.S. Army Aviation Center, Fort Rucker, AL, which provides for the continuing cooperation between the Fort Eustis facilities and the Aviation Center.

Prior coordination

This agreement, for example, insures aviation logistics matters are coordinated before forwarding to U.S. Army Logistics Center, U.S. Army Combined Arms Center or Training and Doctrine Command headquarters as appropriate.

The Commander of the Logistics Center has the tasking authority to the Logistics School on matters involving aviation-related logistics and the school has the responsibility of informing and coordinating with the Aviation Center to insure continuity, compatibility, ap-

ABOUT THE AUTHOR

A veteran Army Aviator and logistician, Colonel Albert B. Luster brings board experience to his assignment as the Assistant Commandant of the Aviation Logistics School.

propriateness, and resourcing and to resolve any conflicts surfacing because of any tasking.

While the Aviation Center is the proponent for all matters relating to Army Aviation, the Aviation Logistics School has the responsibility for drafting aviation logistics concepts, studies and doctrine for the Aviation Center's coordination and comment. We will then incorporate the Center's comments, staff the draft worldwide and provide the final draft.

Mission & responsibility

A prime mission of the Transportation School, now given to the new Aviation Logistics School, remains the training, training developments and training evaluation of aviation logistics specialists.

The Aviation Logistics School is responsible to the proponent for aviation maintenance, maintenance test flight procedures, aviation logistics training, training development functions and products and evaluation for the following:

- Specialty Code 71, Aviation Logistics Officer
- Military Occupational Specialty 160, Aviation Maintenance Technician (warrant officer)

- Career Management Field 67, Enlisted Aircraft Maintenance and Professional Development

- The "G" and "E" SQIs for Aviation Warrant Officers

- Aviation life support equipment instructional systems development

All include the systems approach to training for training, training support, and applicable training products including Army Training and Evaluation Programs, the Army-wide Training and Doctrine Literature Program, field manuals, soldier's manuals, military qualification standard manuals, the Army Correspondence Course Program, Training Extension Courses and other training devices.

The Army Aviation Logistics School also augments the Aviation Center Branch Training Team (BTT).

Continuing projects

Certain aviation logistics projects which were on-going at the Transportation School are being continued at the Aviation Logistics School. Some of these include the evaluation of the **Self-Propelled Crane, Aircraft Maintenance and Positioning (SCAMP)** designed to replace the five-ton wrecker used primarily for aviation support and the large tugs found in CH-47s, CH-54s, and OV-1 units and the development of the **New Aircraft Tool Systems (NATS)**.

Additional developmental projects are the **Rapid Aircraft Recovery Kit (RARK)**, Non-Divisional AVIM Shop/Tool Complex, **Self-Propelled Elevating Maintenance Stand (SPEMS)**, **Transportable Helicopter Enclosure (T-H-E)**, **Aircraft Decontamination, De-ice and Cleaning System (ADDCS)**, AH-64A **Automatic Test Equipment (ATE)**, AH-64A **HELLFIRE** and Target Acquisition and Designation Sight Systems/Pilots Night Vision System, Aviation Ground Power Unit and Helicopter Internal Cargo Handling System.

As you can see, while its name, U.S.



A TOUGH BIRD!

"The drive to professionalize the Army and to modernize its equipment paid off in the Grenada operation, **GEN John A. Wickham, Jr.**, the Chief of Staff, said in an interview yesterday.

As an example of the improvement in equipment, General Wickham cited one **Black Hawk** helicopter that took 45 holes in its airframe, two bullets through the main rotor blade and one through the after blade and other bullets through the avionics section and the fuel cells. The pilot and four other crew members were wounded but the chopper flew on and carried out its mission.

The helicopter's performance, the General indicated, proved the service's point that high technology equipment is required if the Army is to keep pace with new weapons deployed by the Soviet Union."

— *New York Times*, Nov. 16, 1983

Army Aviation Logistics School, and organization, under the Training and Doctrine Command's School Model '83, are new, our mission here remains essentially the same and there is no major change in the way we do business.

The school's Deputy Assistant Commandant, **COL Patty Brown**, and his directors and key department heads will give further details on the ongoing projects and future developments within the Aviation Logistics School. ■■■■

THE OFFICE OF THE DEPUTY ASSISTANT COMMANDANT:

The training of today's officer-aviators and aviator-logisticians

THE Chief of Staff of the Army made the decision in early summer to establish the Aviation Branch as a member of the combat arms. As a result, most Army aviators — who have until now been members of several other Army branches — will be reassigned to the Aviation Branch.

A special breed

At that time, Transportation Corps aviators were recognized as a special breed. Although pilots, they were also experts in aviation maintenance and logistics. This specialization separates them from other aviators, who may have belonged to Armor, Infantry or other branches, but had spent entire careers in aviation assignments.

The Transportation Corps pilots, of course, received their formal academic training at the U.S. Army Transportation School. With the establishment of the Aviation Branch as a special entity within the Army, it was decided the Transportation School would be split, with the new U.S. Army Aviation Logistics School hav-

ing responsibility for training and managing the Army's aviation logisticians, officer, warrant officer and enlisted.

The two schools share the same support base. They are a mirror image with Directorates of Training and Doctrine, Combat Developments, Evaluation and Standardization, Proponency Office and Training Departments.

A timely move

The Aviation Logistics School's establishment was timely, coinciding with the Training and Doctrine Command's decision to reorganize its schools under School Model '83. Both it and its sister, the Transportation School, are now organized under the Model '83 concept.

Although the changes to both schools have been rapid and, in some cases, extensive, the primary mission in regards to Army aviation hasn't changed. We will continue to furnish to the field the best trained aviation maintainers and logisticians to insure the vital element of logistics is in total support of our combat forces.

To do this, particularly in the base of aviator-logisticians, I foresee more changes. Transportation Corps aviators (specialty 71s, without additional special-

ABOUT THE AUTHOR

A veteran aviator now assigned as the Deputy Assistant Commandant of the USAALS, Colonel Patty E. Brown will become the Director of the Applied Technology Lab in late 1984.

ties) will automatically be transferred to the Aviation Branch. Those 71s with specialties not normally associated with a specific branch would also automatically be transferred to the Aviation Branch. Transportation Corps aviators with specialties in Transportation Management would be screened by the Military Personnel Center, possibly by an aviation review board, which would make recommendations on branch assignment. Branch preference would be an individual decision based on the board's recommendations. These officers are mostly lieutenant colonels and above.

In the future, all officer-aviators will be assessed as aviators and complete flight and advanced training at the Army Aviation Center, Fort Rucker, AL. Some will be selected for training at Fort Eustis on their way to becoming aviator-logisticians.

The current Aviation Maintenance Officers Course with its test pilot phase will



REPAIRING A UH-1 TAILBOOM STRUCTURE

become the Aviation Logistics Officers Course. This will be modular to be taken in whole or in part.

Upon completion of their aviation and logistics training, these aviator-logisticians should be competitive with their peers for selection for command promotion.

In addition, the new school will implement Career Management Field revisions in the technical and inspector enlisted Military Occupational Specialties.

All of this is in keeping with our goal of providing the best officers and enlisted soldiers in aviation logistics. ■■■■

Sikorsky's ARTI/LHX Team.

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The Martin Marietta experience brings to the Sikorsky Team a strong capability to apply extensive expertise in sensor fusion and weapons management to the ARTI Program.



TADS/PNVS; weapon delivery, navigation system.

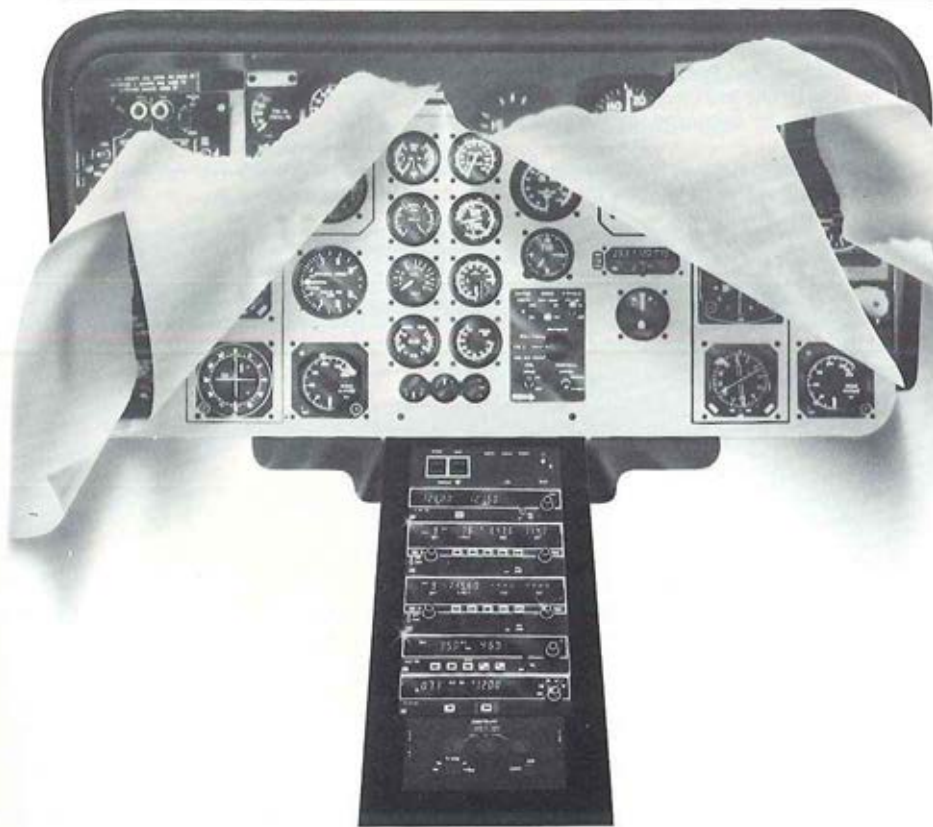
The Army experience ARTI/LHX demands.

MARTIN MARIETTA

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KING



THE DIRECTORATE OF TRAINING AND DOCTRINE:

Assuming the manager's role in melding new and existing training expertise

WITH the implementation of TRA-DOC School Model '83, the organization and functions of the Directorate of Training and Doctrine (DOTD) have been altered significantly.

The DOTD is no longer associated solely with the management and presentation of instruction, but now assumes the role of general manager and central point of contact for the Aviation Logistics School in the administration of all facets of Aviation Logistics training product development and management as well as the programming of resident programs of instruction.

Our new role

This new manager's role is essentially a melding of existing training development expertise with the remaining doctrinal functions of the former DOTD. A separate Directorate of Training Developments (DTD) has been eliminated under the new school model. Instructors have been removed from the control of the old DOTD and given a separate organization responding direct-

ly to the D/AC of the Aviation Logistics School. The new DOTD mission is accomplished through six divisions under the Directorate's control.

CDD

The Course Development Division (CDD) serves as the quality control element overseeing the writing of lessons and training support materials for resident and non-resident use and updating the instruction based on feedback from the field in conjunction with local and field appraisal by the school Directorate of Evaluation and Standardization (DOES). CDD also manages the requirements of the Army Correspondence Program and Training Extension Course development.

ITD

The Individual Training Division (ITD) is the agency responsible for determining individual training requirements, producing individual training concepts and strategies and determining the direction and scope of individual training. ITD, with assistance from the training departments, field commanders and the DOES, performs job and task analysis for Career Management Field 67,

ABOUT THE AUTHOR

Lieutenant Colonel (P) Grover E. Snipes is a rated aviator now serving as the Director of Training and Doctrine at the US Army Aviation Logistics School.

Assuming the Manager's Role

develops a list of tasks which must be trained, and identifies the environment where these tasks should be trained. This information is provided to the training departments who, in turn, must develop Programs of Instruction and associated lesson plans and training support materials. The ITD is also responsible for the development of proponent Soldier Training Publications (Soldier's Manuals, Trainer's Guide, SQT, etc.).

UTD

The **Unit Training Division (UTD)** determines unit training concepts and strategies and unit/crew/team training through needs assessment and analysis. While the Training Departments are responsible for providing subject matter experts to do the writing, the UTD super

vises the overall coordination of the preparation and assembly of proponent **Army Training Evaluation Programs (ARTEP)**.

Close and continuous coordination by the UTD is the key to assuring a quality product.

RTD

The **Resident Training Division (RTD)** is the coordinator for all resident training activities for the school and serves as the central point of contact within the school for coordinating resident training requirements and capacities. In coordination with DA and TRADOC, the RTD determines the requirements for classes and class start dates to train the programmed resident student load. The division also processes requests and provides staffing for **New Equipment Training Teams (NETT)** to satisfy unprogrammed training requirements for both reserve component and active Army.

PUBS DIV

The Publications Division is responsible for the production of proponent DA publications (FM, TM, DA Pam, etc.), ARTEP, soldier training publications and training publications (student handouts, special texts, etc.) as required. Input to these publications is provided by the staff doctrine element and the Individual and Unit Training Division prior to assembly in final camera-ready format.

NSTO

The **New Systems Training Office (NSTO)** is responsible for ensuring that training requirements for emerging systems are identified in a timely fashion to support the fielding and sustainment of new developmental and product improved systems. NSTO, in close coordination with the Directorate of Combat Developments, Training Departments, Proponency Office, TRADOC and DARCOM,



NUMBER 1—CW2 JOHN B. ROBERTS IS SHOWN WITH THE PLAQUE HE RECEIVED FROM THE AAAA ON BEING THE DISTINGUISHED GRADUATE OF AVIATION WARRIOR OFFICER ADVANCED COURSE 83-2.

determines training requirements and strategies during the systems acquisition process. They, in turn, develop the **Individual and Collective Training Plan (ICTP)** and initiate actions for the procurement of required training software, hardware and devices.

Summary

In summary, it can be said that the Individual Training Division determines what tasks need to be trained and where, and produces training publications such as Soldier's Manuals as well as designing specific training directed at the individual; the Unit Training Division determines unit training tasks and produces measurements of unit training effectiveness — ARTEPs; the Course Development Division manages the production of resident and non-resident lessons and training support materials, the Army Correspondence Course program and Training Extension courses for the Aviation

Logistics School; the Resident Training Division administers the programming and scheduling of, and the provisioning for resident courses and, additionally, coordinates requirements for unprogrammed instruction such as NETT; the Publications Division is responsible for final production of proponent DA publications as required; and the New Systems Training Office monitors development and testing of emerging systems, determines training needs, develops the Individual and Collective Training Plan, and initiates actions to procure new system training support devices.

The DOTD is organized to successfully discharge its mission and staffed with dedicated military and civilian professionals. The synergistic effect of this combination, coupled with close and continuous coordination with subject matter experts, enhances the Aviation Logistics component of the Army Aviation Branch. ■■■■

Sikorsky's ARTI/LHX Team.

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The Army experience ARTI/LHX demands.



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THE DIRECTORATE OF COMBAT DEVELOPMENTS:

Exercising responsibilities for all aviation logistics matters for the proponent

THE four divisions which comprise the U.S. Army Aviation Logistics School's (USAALS) Directorate of Combat Developments (DCD) are functionally organized to develop operational concepts, organizations, testing and material requirements for Aviation Logistics units, activities and systems for the Aviation Branch of the Army.

An important mission

Our role in the Aviation Branch is extensive and key to the successful integration of the branch into the status of a full member of the combined arms team. The DCD, USAALS exercises responsibilities for all Aviation Logistics matters for the proponent, the U.S. Army Aviation Center (USAAVNC). These responsibilities include Aviation Logistics, concepts and studies, **Tables of Organization and Equipment (TOE), Basis of Issue Plan (BOIP), Qualitative and Quantitative Personnel Requirements Information (QQPRI), Unit Reference Sheets (URS), Automated Unit Reference Sheets (AURS), and Draft Table**

of Organization and Equipment (DTEO) for medium and heavy lift cargo helicopter and aviation intermediate maintenance and higher units and organizations. In addition, USAALS is responsible for the development and test and evaluation of aviation maintenance and logistics material and equipment.

How will it work?

An understanding as to how these responsibilities will be executed is essential to understanding the interface between USAAVNC and USAALS. A Memorandum of Agreement between USAAVNC and USAALS became effective on 14 October 1983. Major provisions of this agreement in the DCD arena are summarized by functional area as follows:

a. **Concepts, Studies:** The USAAVNC is the proponent for Aviation concepts and studies. The DCD, USAALS will draft Aviation Logistics concepts and studies and will normally provide a first draft to the USAAVNC for coordination and comment. The USAALS DCD will incorporate the USAAVNC comments, accomplish worldwide staffing, and provide, where appropriate, a final draft to the USAAVNC for incorporation into appropriate documents. In addition, as the

ABOUT THE AUTHOR

Lieutenant Colonel Gary D. Johnson is presently the Director of Combat Developments at the U.S. Army Aviation Logistics School (USAALS).

Exercising USAALS logistic responsibilities

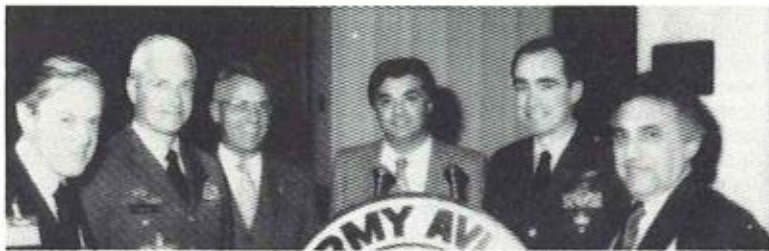
integrator for Army logistics matters, the Commander, USALOGC, has tasking authority to the USAALS for logistics matters involving Aviation related logistics.

b. **Aviation Logistics Units, Activities, and Systems:** TOE, BOIP, QQPRI, URS, AURS, and DTOE for medium and heavy lift cargo helicopter units and organizations will be prepared in draft by the USAALS DCD and will normally be provided to the USAAVNC for coordination and comment. These comments will be incorporated and worldwide staffing will be accomplished by USAALS; and, where appropriate, the final draft will be provided to USAAVNC for incorporation into other appropriate documents. The USAAVNC and the USAALS, in concert, will gain final ap-

proval; and the latter will publish and distribute the documents. The USAALS is responsible for and will develop aviation maintenance and logistics organization documents for aviation intermediate maintenance and higher units, and in addition, will assist the USAAVNC in development of aviation unit maintenance organizations. The USAALS will coordinate all aviation maintenance and logistics documents with the USAAVNC, and the USAAVNC will coordinate all operational aviation documents with the USAALS.

c. **Material:** The USAAVNC is the aviation material systems proponent.

FULL HOUSE—SHOWN AT THE RECENT AAAA-SPONSORED ASE CLASSIFIED SYMPOSIUM CO-HOSTED BY LORAL ELECTRONICS IN YONKERS, NY, WERE, L-R, MG "JIM" SMITH, AAAA PRESIDENT; COL "DON" TAYLOR; BG(P) "BOB" MOLINELLI; COL LAWRENCE KARJALA; COL WILLIAM MALONEY; COL "CURT" HERRICK, PM-AIRCRAFT SURVIVABILITY EQUIPMENT AND CO-HOST OF THE 1984 ASE SYMPOSIUM.



SHOWN PRIOR TO THE DINNER AT THE 15-16 NOV. AAAA-SPONSORED ASE CLASSIFIED SYMPOSIUM WERE, L TO R, ART KESTEN AND JIM SMITH OF AAAA; LAWRENCE KAUFMAN, LORAL ELECTRONICS PRESIDENT; MG RICHARD D. KEN-

YON, ASST DCSRDA, THE DINNER GUEST SPEAKER AT THE SYMPOSIUM; COL CURTIS J. HERRICK, PROJECT MANAGER (ASE); AND BOB PALAZZO, CHIEF, EW PROTECTION DIV, ELECTRONIC WARFARE LABORATORY.

The USAALS is responsible for all aviation maintenance material and equipment and will normally forward all initiatives in first draft to the USAAVNC for coordination and comment. Comments will be incorporated and USAALS will accomplish worldwide staffing. USAAVNC and USAALS, in concert, will gain final approval from USALOGC, USACAC, or TRADOC, as appropriate. Upon final approval, the USAALS will manage these aviation maintenance material and equipment systems. The USAALS is responsible for aviation ground support equipment which includes all external cargo handling equipment, designated **test measuring and diagnostic equipment (TMDE)** for Army Aviation logistics material systems that support Army Aviation systems or organizations. USAAVNC will assign other aviation logistics material systems development actions to the USAALS, where appropriate. The USAAVNC and the USAALS will both

serve as members of the TRADOC **Integrated Logistics Support Management Team (ILSMT)** for major aircraft systems per TRADOC Reg 700-1.

d. **Test and Evaluation:** The USAALS will develop, staff, and gain appropriate approval of **Independent Evaluation Plans (IEP)** and **Independent Evaluation Reports (IER)** and will support test activities for Army Aviation logistics hardware. The DCD, USAALS will also be responsible for other user tests and evaluations associated with those areas identified in the preceding paragraphs. All IEP and IER will be coordinated between the USAALS following prescribed TRADOC coordination procedures.

All of these responsibilities add up to a big job for the DCD, USAALS, especially considering the numerous aviation force integration modernization programs currently underway and those that we must start now to support AirLand Battle 2000 concepts. IIII

Sikorsky's ARTI/LHX Team.

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Air-to-air testing in single pilot simulator.

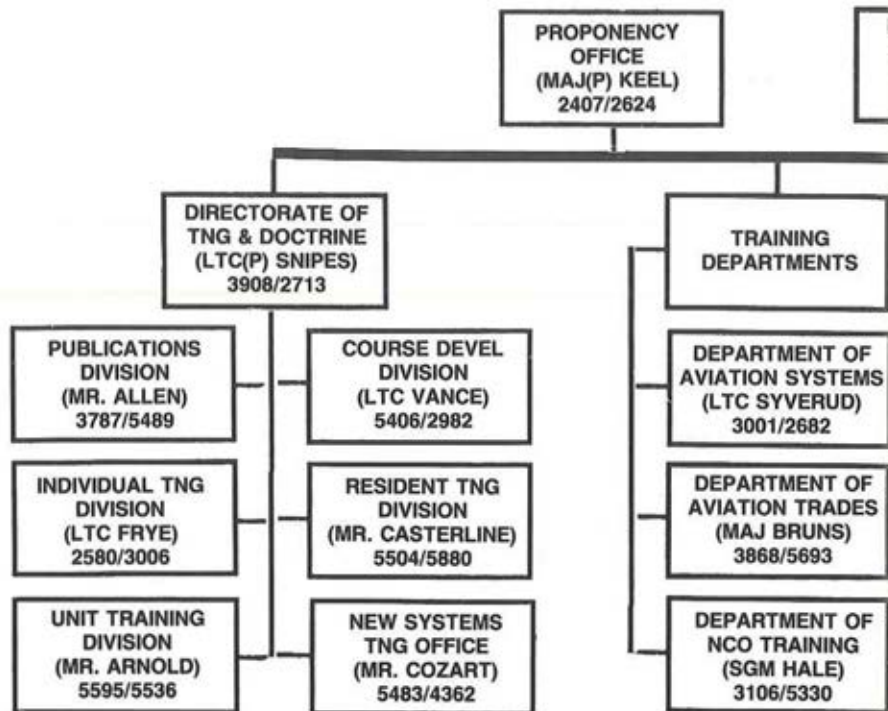
The Army experience ARTI/LHX demands.

NORTHROP

Command Chart

U.S. Army Aviation Logistics School

Fort Eustis, Virginia



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U.S. ARMY AVIATION LOGISTICS SCHOOL
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4164

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DIVISION
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3393/5309

THE DEPARTMENT OF AVIATION SYSTEMS:

Providing the skilled AMO's and mechanics who keep us in the air

THE Department of Aviation Systems (DAS) provides aviation maintenance training and aviation life support equipment to enlisted and officer students. DAS is divided into five divisions: Attack and Observation, Cargo, Utility, Fixed Wing and Maintenance Management. Each is responsible for enlisted training and is headed by a master sergeant or a sergeant major. Officer training is managed by a commissioned officer.

Training divisions

The **Utility Helicopter Division (UHD)** trains soldiers in the 67N (UH-1), 67T (UH-60), and 67X (CH-54) military occupational specialty fields. All skill levels are taught at Fort Eustis with the exception of 67N10 training, conducted at Fort Rucker, AL. The instructors for the 67T (UH-60) course have also been actively involved as members of the New Equipment Training Teams preparing units to receive the new helicopters.

The **Cargo Helicopter Division's (CHD)** focus is training students in MOS

67U for the CH-47 CHINOOK. The building block approach taken by the instructors goes from the simple to the complex. Progress is continuously marked by performance steps. Seventy percent of the course consists of practical exercises on the aircraft.

Quality testing

The culmination effort for the new aircraft mechanic is performance of a phased maintenance inspection as a member of a phase team. At the completion of the phase inspection, the aircraft is rolled out of the hangar and run up to test the quality of the phase that was performed. The opportunity to perform a phased maintenance inspection is not unique to CHD but is a feature of all the aircraft systems repair courses presented for the new aircraft mechanic.

The **Attack and Observation Helicopter Division (AOHD)** trains the 67Y (AH-1), 67V (OH-58, except for 10-level, OH-6), and will soon provide the nucleus to train the soldiers who will keep the AH-64 (APACHE) flying. The skills gained on the AH-1S will be put to a new use at the beginning of fiscal year 1985 when instructors will be trained by the Hughes Helicopter Company before training the

ABOUT THE AUTHOR

Lieutenant Colonel Rodger L. Syverud holds the assignment of Chief, Department of Aviation Systems, USA Aviation Logistics School.

first AH-64 unit's mechanics.

The drone of the engines of an OV-1, U-8F, or U-21 is a familiar sound at Fort Eustis Felker Army Airfield. Training on aircraft with operational engines is an essential part of curriculum for the 67G or 67H student. The **Fixed Wing Division (FWD)** prepares mechanics to maintain the Army's fleet of fixed wing aircraft with emphasis on the U-21, U-8, and OV-1.

The **Maintenance Management Division (MMD)** prepares maintenance officers, maintenance technicians and maintenance test pilots to support Army Aviation. The **Aircraft Maintenance Officer and Repair Technician Course (AMOC)** consists of Phase I (management, forms and records, systems, etc.), and Phase II, the test pilot course.

Some of the Army's most experienced and capable test pilots, as well as crew chiefs and flight engineers, are assigned to MMD to provide the best test pilots



REPAIRING AN AH-1S MAIN ROTOR BLADE

possible to the Army. The new maintenance test flight standardization program is designed to take full advantage of the maintenance test pilot training. The **Aviation Life Support Equipment (ALSE)** Course is also a professional development course provided by MMD. The ALSE trains both officer and enlisted students on maintenance of ALSE equipment in aviation units.

Whether it is a helicopter, or airplane, DAS has provided and will continue to provide skilled mechanics who can keep it in the air. ■■■■

Sikorsky's ARTI/LHX Team.

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Collins Government Avionics Division, Rockwell International. Our experience brings to the Sikorsky Team a strong capability to integrate displays and systems architecture for the ARTI Program.



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THE AVIATION LOGISTICS DOCTRINE LITERATURE OFFICE:

Influencing force structure, training programs, and materiel requirements

ARMY AVIATION / INFLUENCING THE FORCE STRUCTURE

THE Doctrine Literature Office is a major subordinate element of the **Directorate of Training and Doctrine (DOTD)**. As such, the chief of the Doctrine Literature Office reports directly to the DOTD director on matters concerning the timely development of doctrine and doctrinal publications. This direct line of contact is established because of the major influence that doctrinal publications exert on force structure, training programs, and materiel requirements. No other single grouping of field manuals has greater impact or farther reaching effect on the direction of the Army than doctrinal publications.

Vital texts

Aviation Logistics proponent manuals are central to the performance of all aviation logistics functions required to support a theater of operations with medium and heavy helicopter support and Army aircraft maintenance and supply support. They translate pertinent operational concepts into the doctrinal base for the aviation logistics force structure, training pro-

grams and materiel requirements. In addition to their influence on force structure, training programs, and materiel programs, these manuals are also the primary means of disseminating approved doctrine.

A key responsibility

The Aviation Logistics School Doctrine Literature Office has primary responsibility for management of the school's portion of the **Doctrinal Literature Program (DLP)**. Managing the doctrinal program includes scheduling and monitoring all stages of doctrinal literature development from the development of the topic outline through a variety of drafts to final handoff to the U.S. Army Training Support Center at Fort Eustis for technical review, editing, and publication. In the discharge of its management functions, the Doctrine Literature Office insures that the required product is produced in the required format at the required time. The subjects include Army Combat Service Support Air Transport Operations, Aviation Unit and Aviation Intermediate Maintenance, Helicopter External Load Operations, and Aerial Recovery of Disabled U.S. Army and Air Force Air-
(Literature Office/ Continued Page 38)

ABOUT THE AUTHOR

Lieutenant Colonel (P) Grover E. Snipes is a rated aviator now serving as the Director of Training and Doctrine at the US Army Aviation Logistics School.



CLOCKWISE FROM UPPER LEFT: INSTALLING AN AH-1 TAIL ROTOR; REPAIRING THE AH-1S 20MM GUN'S UNIVERSAL TURRET; CHECKING A CH-47 MAIN LANDING GEAR STRUT; CHECKING A UH-60'S TAIL ROTOR DRIVE SHAFT.



The Doctrine Literature Office

craft, just to mention a few. The following is a list of the publications managed by the Doctrine Literature Office:

FM 55-40 Army Combat Service Support Air Transportable Operations

FM 55-41 Aircraft Organizational Maintenance Management

FM 55-42 Army Aviation Intermediate Maintenance

FM 55-43 Martin-Baker Ejection Seat MK-J5D

FM 55-44 Standardization Maintenance Test Flight Procedures

FM 55-45 Aviation Support Battalion

FM 55-63 Fundamentals of Aircraft Maintenance

FM 55-408 Maintaining Aviation Life Support Equipment

FM 55-409 Fundamentals of Aircraft Pnedraulics

FM 55-411 Army Aircraft Quality Control and Technical Inspection

FM 55-450-1 Army Helicopter External Load Operations

FM (J) 55-413 Aerial Recovery of Disabled U.S. Army and Air Force Aircraft

TC 55-17 Introduction to **Non-destruction Inspections (NDI)**

TM 55-406 Fundamentals of Aircraft

Powerplant Maintenance

TM 55-407 Fundamentals of Electricity, Army Aircraft

TM 55-412 Fundamentals of Aircraft Instruments

TM 55-414 Fundamentals of Aircraft Propeller and Rotor Maintenance

The Doctrine Literature Office is also responsible for development of the Aviation Logistics School DLP Annex to the annual installation contract. The DLP Annex lists all tasks scheduled for completion within the ensuing two fiscal years. The DLP Annex constitutes the basis for computing manpower spaces for the doctrine office and doctrinal writing spaces within the academic departments where the actual writing of doctrine is accomplished.

Testing the doctrine

Other key functions of the Doctrine Literature Office are the planning and coordination of aviation logistics doctrine employment and evaluation in major training exercises and TRADOC point of contact for aviation logistics doctrine. The doctrine office uses major training exercises as a means of testing and evaluating aviation logistics doctrine. As the point of contact for aviation logistics, the doctrine office interfaces with designated major commands to facilitate responsive user coordination and review of aviation logistics doctrinal developments. It also analyzes, validates and provides a coordinated response to all aviation logistics doctrinal inquiries, recommendations, and requirements from DOD agencies, MACOMs, and other centers and schools, and the Army in the field.

Staffwise, the Doctrine Literature Office is small in comparison to other elements within the Aviation Logistics School. However, its influence and effect on medium lift helicopter operations and aviation maintenance and supply is great indeed. ■■■■



REMOVING AN AH-1S TAIL ROTOR

DIRECTORATE OF EVALUATION AND STANDARDIZATION:

Achieving and assuring high quality, worldwide maintenance performance

THE Directorate of Evaluation and Standardization provides the multifaceted quality assurance function for the Aviation Logistics School. Monitoring the school's academic element ensures graduates are well versed in all applicable aspects of logistic doctrine.

Careful follow-up

Surveys circulated worldwide provide feedback on school graduate field performance. Assistance and evaluation visits conducted by the directorate interface with field elements and gain their input into the development of doctrine and to determine future training considerations. Finally, the directorate's contribution to the development of the aviation logistic doctrine assures the policy formulation necessary to develop training formats and course content.

The directorate's design permits the flexibility to simultaneously provide assistance to field elements while retaining its evaluation function at Fort Eustis and worldwide. This design, incorporating the Maintenance Test Flight Stan-

darization Division and the Aviation Logistics Division under a single directorate, provides this flexibility. It assures analysis of the feedback obtained through field visits is efficiently disseminated and guarantees a constant upgrading and improvement upon the product of all the school's academic elements.

MTFSD

The **Maintenance Test Flight Standardization Division (MTFSD)** was initially established in 1982 as an integral element of the Army Aviation Standardization Program. Tasked with the standardization of maintenance test flight worldwide, MTFSD developed and retains proponency for FM 55-44 "Standardized Maintenance Test Flight Procedures" to establish procedures for the conduct of test flights on the CH-47, UH-60, UH-1, AH-1, and OH-58. Working closely with the **Directorate of Evaluation and Standardization (DES)**, USAVNC, MTFSD has aligned FM 55-44 with the Aircrew Training Manual program which has allowed its incorporation into the aviator training requirements of maintenance test pilots.

MTFSD, in conjunction with DES and

ABOUT THE AUTHOR

Lieutenant Colonel Harry J. McGinness, III, serves as the Director of Evaluation and Standardization at the US Army Aviation Logistics School.



REMOVING A CH-47'S MAIN LANDING GEAR WHEEL

Achieving high quality performance

the MACOM Aviation Resources Management Survey (ARMS) team, travels worldwide evaluating maintenance test pilots on their ability to do test flights IAW FM 55-44. Additionally, MTFSD participates in the DES Aviation Standardization and Training Seminars providing standardization assistance to requesting installations.

As the Aviation Logistics School's proponent for maintenance test flight, MTFSD formulates policy for all aspects of test flight doctrine. As the quality assurance arms of the school, MTFSD closely monitors the instruction and course curriculum of the school's maintenance officer and test pilot courses.

During FY 84, MTFSD will conduct

evaluative and assistance visits to every major overseas and CONUS command ensuring the standardization of maintenance test pilots while continuing to advance the Aviation Logistics School proponentcy for maintenance test flight.

Aviation Logistics Division

The Aviation Logistics Division assures the quality of academic instruction of all CMF 67 and 68 courses and, through an exchange of information with field elements, determines the effectiveness of course graduates at their ultimate unit of assignment.

The full range of CMF 67 and 68 courses offered by the Aviation Logistics School are monitored and evaluated by division personnel. Additionally, all aviation professional development courses, to include ALSE and various armament courses are monitored and their quality assured.



VISUALLY INSPECTING A CH-47 MAIN ROTOR SYSTEM

Supervisors of all graduates of the Aviation Logistics School are afforded the opportunity to comment on the effectiveness of the training the graduate received while at Fort Eustis. The results of these surveys are consolidated and used to improve the course.

Open lines

The Branch Training Teams are regularly dispatched from the division to keep an open line of communication between the Aviation Logistics School and field elements. Team members brief field personnel on the latest developments from the Aviation Logistics School and conduct interviews with field commanders and unit personnel. Questions are answered and assistance provided on the spot, where appropriate, and concerns of the field and questions requiring in-depth research are brought back to the school for resolution. This informational

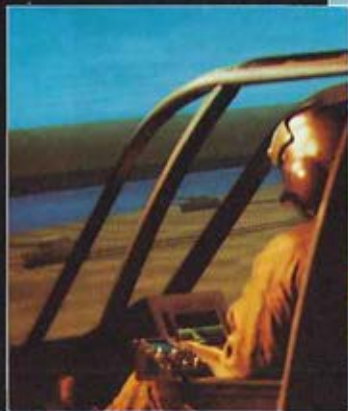
exchange keeps field units abreast of the latest developments while ensuring their input into future doctrinal developments.

The feedback gathered through the Aviation Logistics Division's evaluations, surveys and assistance visits provides the base for future doctrinal development and ensures the school remains responsive to the needs of the field.

The DOES goal

The DOES effort, though multifaceted, has only one goal. That goal is to provide a truly responsive academic structure to guarantee thoroughly competent graduates in all areas in which they are trained. Whether achieved by means of evaluation/assistance visits, surveys or course evaluations, the goal of each DOES member is to make sure each and every student of the Aviation Logistics School has the opportunity to be all he or she can be. ■■■■

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THE DEPARTMENT OF AVIATION TRADES:

Providing MOS training to soldiers in Career Management Field 67

THE Aviation Logistics School's Department of Aviation Trades (DAT) primary mission is to provide MOS training to enlisted soldiers in Career Management Field (CMF) 67 as well as limited specialized training to both commissioned and warrant officers designated to manage aviation repair facilities.

Organization

The department is organized into three divisions; the **Propulsion and Powertrain Division (PPD)**; the **Structures and Pnedraulics Division (SPD)**; and the **Aircraft Armament and Electrical Division (AAED)** consisting of three officers, seven warrant officers, 249 enlisted soldiers and 20 civilians.

The Propulsion and Powertrain Division is divided into two branches. The Propulsion Branch is responsible for all skill level 1 training for the 68B Aircraft Powerplant Repairer, skill level training relating to propulsion systems for the 66 Series Technical Inspector courses and instruction for the powerplant phase of

the **Aviation Maintenance Officer Course (AMOC)**.

The second branch, is the Powertrain Branch which has the responsibility for all skill level 1 training for the 68D Aircraft Powertrain Repairer and all skill level 2 training relating to the powertrain systems of the 66 series technical inspector courses. The Powertrain Branch also provides, as an integral phase of the 68D and 66 series MOSs, the only non-destructive inspection training taught anywhere in the Army today.

Similar designs

The Structures and Pnedraulic Division also consists of two branches. The Structures Branch provides the skill level 1 training for the 68G Aircraft Structural Repairer as well as all skill level 2 training relating to the structural repair portions of the 66 series technical inspector courses. The Structural Evaluation and Pnedraulics Branch conducts familiarization training on the UH-60A and CH-47D Hydraulics Systems to selected skill level 1 68H Aircraft Pnedraulics Repairers and has the added responsibility of providing the pnedraulics specific instruction for each of the seven 66 series technical inspector courses. All

ABOUT THE AUTHOR

A veteran Army Aviator, Major Donald J. Bruns is the Chief of the Department of Aviation Trades at the US Army Aviation Logistics School.



TROUBLESHOOTING AN AH-1S ELECTRICAL SYSTEM

Providing MOS Training

skill level 1 training for the 68H except that which is mentioned above is conducted at Chanute AFB.

Our largest division

The largest division within the Department of Aviation Trades is the **Aircraft Armament and Electrical Division (AAED)** consisting of five branches. The Fire Control Branch is responsible for the skill level 1 training of the 68J Aircraft Fire Control System Repairer, and the skill level 3 training of both the 68J Fire Control Systems Supervisor and 66J Fire Control Systems Technical Inspector.

The Weapons Systems Branch has the responsibility for the skill level 1 training of the 68M Aircraft Weapons Systems Repairer and the Electrical Branch is responsible for all skill level 1 training for the 68F Aircraft Electrical Repairer as well as all skill level 2 training relating to the electrical systems for the 66 series technical inspector courses.

In addition, the Aircraft Armament and Electrical Division has an Electronics Branch which teaches Basic Electrician Theory to the skill level 1 68J, M and F

students before entry into their MOS-producing branches. The fifth branch is the Aircraft Armament Maintenance Technicians Branch which provides instruction in the additional skills needed by warrant officers slated to manage aviation armament repair facilities.

Temporary changes

Because of the large scale of the recent realignment of the Department of Aviation Trades to follow the concepts outlined in the New Revised **Career Management Field (CMF) 67**, all skill level 3 training in MOSs 68B, D, F, and G normally taught by the DAT will be temporarily restricted to the Department of Non-commissioned Officer Training during FY 84 85. Skill level 3 training of the 68J, as mentioned previously, will continue to be taught by the DAT during this period.

Additional missions of the Department of Aviation Trades include providing **Mobile Training Teams (MTT)** and **New Equipment Training Teams (NETT)** that travel worldwide as directed by HQ, TSARCOM giving specific training to support the needs of field units. The DAT is also responsible for all aspects of aviation trades course development and related aviation doctrine. ■■■

PROPONENCY:

Specialty development and the changes to personnel management policies

ON October 1, 1981, Specialty Proponency was officially given to the field as a mission. The Specialty Proponency mission was formerly accomplished by the **Department of the Army (DA)** staff, based on guidance from the Army Chief of Staff.

With the transfer of this mission to the field and the establishment of the U.S. Army Aviation Logistics School at Fort Eustis, VA, on October 1, 1983, the Chief of the Army Aviation Branch assumed the responsibility of providing recommendations to the **DA Office of the Deputy Chief of Staff for Personnel (ODCSPER)** concerning specialty development and changes to personnel management policies relative to the management of personnel in Aviation Branch occupational specialties.

A key relationship

A **Memorandum of Agreement (MOA)** between the **U.S. Army Aviation Center (USAAVNC)** and the **U.S. Army Aviation Logistics School (USAALS)** was approved on October 14, which out-

lined the duties and responsibilities of both Aviation Proponency Offices and their relationship to each other and to the Aviation Branch.

The USAAVNC is the proponent for **Specialty Code (SC) 71**, Aviation Warrant Officer **Military Occupational Specialty (MOS) 160A**, and **Enlisted Career Management Field (CMF) 67**, and will execute personnel management and specialty proponent responsibilities as outlined in AR 600-1.

However, the USAALS will perform the functions and responsibilities for the USAAVNC in the management of SC 71, MOS 160A, and CMF 67. The USAALS Proponency Office will coordinate proponent actions dealing with SC 71, MOS 160A, and CMF 67 with the USAAVNC Proponency Office.

Full cycle management

The specific proponent responsibilities relate to all of the life cycle personnel management functions: structure, acquisition, individual training and education, distribution, unit deployment, sustainment, professional development, and separation. In fulfilling these responsibilities, the Proponency Office of the **(Specialty/Continued on Page 48)**

ABOUT THE AUTHOR

Major (P) Colon J. Keel, Jr., serves the US Army Aviation Logistics School as the Chief of the School's Proponency Office.

THE DEPARTMENT OF NCO TRAINING:

The Aviation Logistics School's source for the doctrinal training of NCO's

THE Department of Non-commissioned Officer Training (DNCOT) has the mission of providing performance at the next higher pay grade. Through resident training, the DNCOT provides instruction in general military and transportation subject matter to a varied student population.

It is organized into an administrative section and two instructional programs, the **Basic Technical Course (BTC)**, providing technical instruction to NCO's in grades E-5 and E-6, and the **Advanced Non-commissioned Officers Course (ANCOC)**, providing general military and advanced **military occupational specialty (MOS)** management training to NCO's in grades E-6 and E-7. The DNCOT is the Aviation Logistics School's resident source for doctrinal training of non-commissioned officers.

The basic course

The **Basic Technical Course (BTC)** instructs NCOs in **Career Management Fields (CMF)** 67 and 68. This is centered on maintenance administration and man-

agement in areas critical to the first line supervisor and technical inspector. The BTC is an extension of the skills and concepts the soldier initially developed in **Advanced Individual Training (AIT)** and further developed through unit level **on-the-job training (OJT)**.

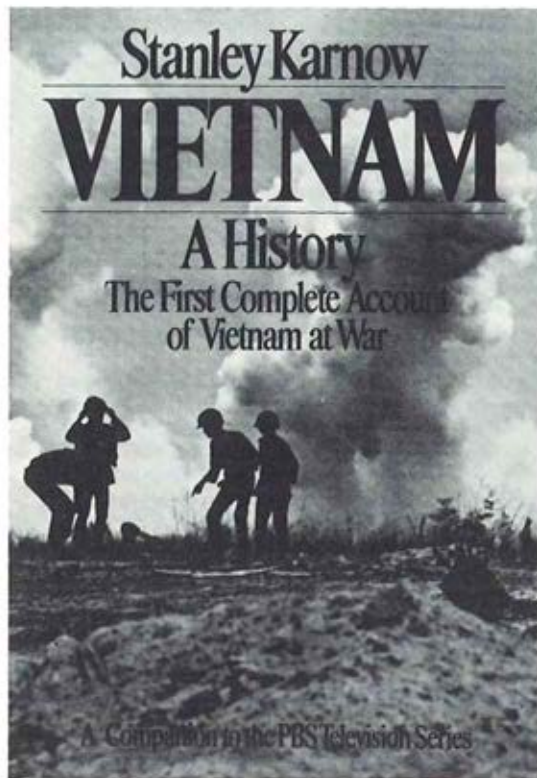
The BTC includes indepth coverage of **The Army Maintenance Management System (TAMMS)**, Quality Control Concepts and Procedures, and overviews of all major maintenance/management programs used by soldiers in grades E-5 and E-6 in today's sophisticated maintenance environment. The BTC for CMF 67 is 11 days in length. The corresponding course length for CMF 68 is eight days.

The advanced course

The **Advanced Non-commissioned Officer Course (ANCOC)** is the "top of the heap" for the Transportation Corps non-commissioned officer. It provides indepth instruction to selected NCO's in grades E-6 and E-7 in MOSs 57H, 61B/C, 64C, 67/68, and 71N. ANCOC is divided into a common core of 21 days followed by tracks varying from six to 12 days. All attending NCO's receive an (NCO's/Continued on Page 48)

ABOUT THE AUTHOR

Sergeant Major Andrew Hale serves the US Army Aviation Logistics School as the Chief of its Non-Commissioned Officer Training.



Smashing!
The basis for the
13-segment PBS
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Unprecedented in its comprehensiveness, its shrewd analysis, its fair-mindedness, and its new insights about the war, this book tells the full story of America's war in Vietnam. The author, who spent almost two decades in Asia for *Time* and *Life* and *The Washington Post*, draws on all available documentary and secondary sources as well as on his own interviews with hundreds of participants on both sides.

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Some of this book's many disclosures:

Kennedy Administration's complicity in the Plot that Topped Dien
Communists Admit for the First Time the Failures in the Tet Offensive
China "Double-Crossed" the Vietnam Communists at Geneva
Westmoreland Misgauged the North Vietnam and Vietcong Willingness to Accept Enormous Casualties
Surveys Showed a Majority of Americans Favored Tougher Action. The Prevailing Attitude: "Let's win or get out"
Views towards Overseas Wars and Central America are shaped by Vietnam
Nixon and Kissinger Made Major Concessions to Reach a Cease-Fire
Published by Viking Press, New York, N.Y.; publication date, October 4, 1983, pages, more than 150 photos, 6 maps
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Specialty Development

USAALS must gather and evaluate information about aviation specialties, identify and prioritize issues, formulate alternatives, and coordinate actions with higher headquarters and other agencies as required. The USAALS then recommends policy and changes to the Proponency Office at USAAVNC, who in turn provides recommendations to the ODCSPER, and advises and assists MILPERCEN and Reserve Component personnel agencies on proponent related matters. ■■■■

PHOTO BELOW—Seven aviator-officers of the 1984 Class at the National War College are shown, I-r. LTCs John C. Shaw, Jr., Willard T. Carter, Turner E. Grimsley, Ronald H. Bryce, and Richard Chilcoat; and COLs William R. Rittenhouse and Paul J. Wenzel. ■■■■

Doctrinal training of NCO's

identical common core composed of training management skills development subjects and a plethora of interrelated blocks of instruction emphasizing the combat intensive skills required by the contemporary supervisor. After completing the common core portion, students from the various career management fields "track out" into courses which are specific, that is, directly aimed at the NCO and his or her individual specialty. The track phase of the AN-COC, covers subjects designed for the -40 skill level. After completing the track phase, the NCO has the resident doctrinal background required to complete assignments at the platoon sergeant level. ■■■■





ARMY AVIATION ASSOCIATION

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November 30

Dear Fellow Member:

With **Jim Smith**, your National President, hustling all over CONUS in his retirement job these past five weeks, and a sizable hole to fill here on page 49, we'll give you a quick overview on AAAA activities as they've happened, and a look at some of the major activities that are just ahead.

In Heidelberg, the USAREUR Region set new records while holding its Fourth Annual Army Aviation Ball on Nov. 5. A six-word P.S. on a note from guest speaker, **LTG John Galvin**, tells it all: "1,200 in attendance — a great crowd!" . . . Incredible! . . . Two days later in Williamsburg, Va., another unforeseen attendance response swamped the Nov. 7-10 "Helicopter Military Operations Technology Specialists' Meeting" jointly sponsored by the AAAA and the AHS. The turnout was so augmented by last minute "walk-ins" that M.C. **Dick Stoessner** employed closed circuit television to pipe in the banquet speaker's remarks to a hastily set up second banquet hall. You'll find **GEN William W. Richardson's** keynote address at HELMOT 1 on pages 9-14.

Less than a week later at Loral Electronics in Yonkers, N.Y., the representatives of some 30 Corporate Member firms attended the first AAAA-sponsored ASE Symposium, a three-session classified gathering of those military and industry AAAA members having a working interest in Aircraft Survivability Equipment. Here, thanks to a fine program developed jointly by **COL "Curt" Herrick**, the PM-ASE; **MAJ "Cal" Purdin**, PMO-ASE; and "Lou" **Gould** of Loral, the 125-plus attendees were briefed on current ASE matters, to include a keynote address by **BG(P) "Bob" Molinelli**, and a dinner address and an outstanding 40-min. Q&A period, by **MG "Dick" Kenyon**. Having received his new security clearance just in time, **President Smith** flew to the northeast and served as a most competent Symposium M.C. during the 1½-day gathering.

And there was a one-day, one-afternoon "Industry Symposium" sponsored by AAAA's Air Assault Chapter on Nov. 29 at which 101st Abn Div members, guests, and families viewed the latest in Army Aviation hardware, thanks to Chapter President, **BG "Don" Parker** . . . On tap is still another major activity, the Annual Christmas Formal of the Morning Calm Chapter on Dec. 3 in Seoul. **General Robert Sennewald**, the CINC UNIC/FCF/USFK/EUSA, is the dinner speaker at which the Chapter, now led by **COL Bill Page**, annually recognizes Korea's top aviator, crewman, and unit . . . and, of equal importance, all of the foregoing are augmented by week-in and week-out AAAA meetings at smaller Chapters worldwide.

Arthur H. Kesten
Executive V.P., AAAA
AAAA

It's time to prepare for AAAA National Award nominations

1984 AAAA Award Presentations

AAAA National Awards for accomplishments made during Calendar Year 1983 will be presented at the Annual Awards Banquet to be held at the 1984 AAAA National Convention in Washington, D.C., next March 31. The Secretary of the Army is invited to present the "Aviation Soldier of the Year Award" with the Army Chief of Staff

presenting the awards to the outstanding aviation units. The "Army Aviator of the Year Award" is normally presented by the Vice Chief of Staff while a representative of the McClellan Memorial Foundation makes the annual safety award presentation. The Commander of DARCOM is invited to present the "Outstanding DAC of the Year Award."

"Outstanding Aviation Unit of the Year Award"

Sponsored by Hughes Helicopters, Inc., this award will be presented "to the aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the normal mission assigned to

the unit during the awards period encompassing the previous calendar year." Any Army Aviation unit or organization that has met the foregoing criteria is eligible.

"Outstanding Reserve Component Unit Award"

This award, sponsored by the Avco Lycoming Division, will be presented "to the Reserve Component aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above

the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any Reserve Component Army Aviation unit or organization that has met the foregoing criteria is eligible for consideration.

"Army Aviator of the Year Award"

Sponsored by the Sikorsky Aircraft Division, this award will be presented "to the Army Aviator who has made an outstanding individual contribution to Army Aviation during the awards period encompassing the previous calendar

year." Membership in AAAA is not a requirement. A candidate for this award must be a rated Army Aviator in the Active U.S. Army or Reserve Components, and must have made an outstanding individual achievement.

"Aviation Soldier of the Year Award"

This award, sponsored by Bell Helicopter Textron, will be presented "to the enlisted man serving in an Army Aviation assignment, who has made an outstanding individual contribution to Army Aviation during the awards period encompassing the previous calendar year."

Membership in AAAA is not a requirement. A candidate for this award must be serving in an Army Aviation assignment in the Active U.S. Army or in the Reserve Components, and must have made an outstanding individual achievement.



"James H. McClellan Aviation Safety Award"

Sponsored by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, a former Army Aviator who was killed in a civil aviation accident in 1958. The award is presented to an individual who has made an outstanding contribution to Army Aviation safety in the awards period encompassing the previous calendar year. Membership in AAAA is not a require-

ment; any individual, military or civilian, is eligible as a nominee for this award. The award is not intended to be given for competitions between units for safe flying, or for the accumulation of operational hours without accidents by any aviation unit. Membership in AAAA is not a requirement. Any individual, military or civilian, is eligible as a nominee for this award.

"Outstanding DAC of the Year Award"

This award will be presented to the Department of the Army Civilian who has made an outstanding contribution to Army Aviation in the awards period encompassing the previous calendar year. A can-

didate for this award sponsored by the Boeing Vertol Company must be a current Department of the Army Civilian. Membership in AAAA is not a requirement for consideration.

Administrative Details

ACCOMPANYING DATA FOR INDIVIDUAL AWARDS: Documentation should include the nominee's name; his unit assignment, unit name, and address; and the name of his current unit and commander. A cover sheet should provide a brief outline of not more than 100 words citing the main reason(s) for the

nomination. Detailed supporting information should be attached as inclosures; and be limited to 1,500 words or three pages (whichever is greater). The documentation should be typed, and include a recent photo and the nominee's biographical sketch.

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Draft Professional Program 1984 AAAA National Convention

The presenters, the subjects of their presentations, and the date and time of their presentations are subject to change.

THURSDAY, 29 MARCH 1984

Welcome by Maj. Gen. James C. Smith, Ret., President, AAAA

- Keynote Address — The Honorable John O. Marsh, Secretary of the Army
Program Overview — Brig. Gen. (P) Robert F. Mollneil, Army Aviation Officer, DA
"How We Got Here from There" — General William R. Richardson, CG, USA TRADOC
Putting It All Together — Maj. Gen. Bobby J. Maddox, CG, USAAVNC
Structuring to Fight — Lt. Gen. Fred K. Mahaffey, DCSOPS, DA
Aviation in the Real World — Lt. Gen. Jack V. Mackmull, CG, XVIII Airborne Corps
Then and Now — Lt. Gen. Robert R. Williams, Ret.

FRIDAY, 30 MARCH 1984

- Sustaining to Fight — Lt. Gen. Richard H. Thompson, DCSLOG, DA
Aviation Logistics — Mr. Joseph P. Cribbins
Army Science Board View of Aviation — General George S. Blanchard, Ret.
Aviation RDA — The Honorable James R. Ambrose, Under Secretary of the Army
Increasing Effectiveness — Lt. Gen. James H. Merryman, DCSRDA, DA
Aviation in Space — Lt. Col. Robert Stewart, U.S. Army, NASA
Aviation in Congress — Justus P. White, Jr., House Armed Services Committee

SATURDAY, 31 MARCH 1984

- First Light Breakfast — Lt. Gen. Robert L. Moore, DCG, RDA, USA DARCOM
LHX March 1984 — Industry Member Presentations to be announced
Manning the Force — Lt. Gen. Robert M. Elton, DCSPER, DA
Officer Initiatives — Brig. Gen. William C. Roll, Director, OPMD, MILPERCEN
Enlisted Initiatives — Brig. Gen. William H. Courley, Director, EPMD, MILPERCEN

AVIATION BRANCH PANEL

Brig. Gen. (P) Robert F. Mollneil, Moderator

Panelists:

- | | |
|----------------------------|-------------------------------|
| Lt. Gen. Robert M. Elton | Lt. Gen. James H. Merryman |
| Maj. Gen. Bobby J. Maddox | Maj. Gen. Aaron L. Lilliey |
| Brig. Gen. William C. Roll | Brig. Gen. William H. Courley |

1984 AAAA NATIONAL AWARDS BANQUET

Maj. Gen. James C. Smith, Ret., President, AAAA, Master of Ceremonies

Award Presenters:

- | | |
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| General John W. Vessey, Jr. | General John A. Wickham, Jr. |
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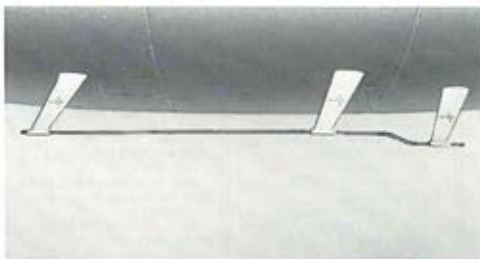
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Calendar



DECEMBER						
M	T	W	T	F	S	
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4	5	6	7	8	9	
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30						

NOVEMBER 1983

■ **NOV 4.** Citadel Chapter Professional-Social Meeting. Gregory B. Burrows, Domestic and Int'l Marketing Director for AAH, Hughes Helicopter, Inc., guest speaker. Citadel Alumni House.

■ **NOV 14.** Valley View Chapter. General Membership Luncheon. Discussion of 1984 Chapter Schedule of Events. Wertheim O-Club Ballroom (Peden Barracks).

■ **NOV 14.** Mt. Rainier Chapter. General Membership Dinner Meeting. Sergei Sikorsky, Sikorsky Aircraft, guest speaker. Ft. Lewis O-Club.

■ **NOV 15.** Washington D.C. Chapter. Joint AAAA-AHS Dinner Meeting. Sergei I. Sikorsky, guest speaker. Ft. Belvoir O-Club.

■ **NOV 16.** S. California Chapter. Professional Dinner Meeting. Dr. Leo Windecker, V.P. Research, AVTEK Corp., guest speaker. Hacienda Hotel (El Segundo).

■ **NOV 22.** Wings of the Marne Chapter. Second Annual Turkey Bowl. Championship Flag Football Game. Giebelstadt AAF Sportsfield.

■ **NOV 22.** Air Cavalry Chapter. General Membership Meeting. Aviation Safety Day. Hanger No. 1, Godman AAF.

■ **NOV 28.** Monmouth Chapter. Professional Luncheon Meeting. BG Bruce Harris, CG, USA Communications Systems Agency guest speaker. Old Orchard Country Club.

■ **NOV 29.** Air Assault Chapter. Industrial Symposium '83. BG Ellis D. Parker, Chapter President, to speak on "Why Belong to the AAAA". Free Hors d'oeuvres. Dryer Field House.

■ **NOV 29.** Greater Atlanta Chapter. Quarterly Membership Meeting and Luncheon. Discussion of Chapter activities and programming. Ft. McPherson O-Club.

■ **NOV 30.** Suncoast Chapter. Professional Luncheon Meeting. LTC(P) Bobby Adams, Chief, Aviation Division, PM TRADE guest speaker. MacDill AFB O-Club.

DECEMBER 1983

■ **DEC 1.** Hanau Chapter. Late afternoon professional-social meeting. BG Richard E. Stephenson, Cdr, 3rd Support Command, guest speaker. Hanau O-Club.

■ **DEC 2.** Chicago Area Chapter. Professional dinner meeting. Russell E. Rumney, Bell Helicopter Textron, guest speaker. 302d TC Bn Armory (Glenview NAS).

■ **DEC 2.** Mainz Chapter. Professional-social meeting. Nomination of New Chapter Officers. Finthen Community Club (Finthen Airfield).

■ **DEC 2.** Ft. Bragg Chapter. Second Semi-Annual AAAA Afternoon 10-Kilometer Race held in the vicinity of Smith Lake. 1/17th Cav Sqdn, sponsor.

■ **DEC 3.** Morning Calm Chapter. Christmas Formal Ball. Awards presentation. GEN Robert Sennewald, CINC UNC/CFC/USFK/EUSA, guest speaker. Seoul Garden Hotel Ballroom.

■ **DEC 6.** Cedar Rapids Chapter. Professional dinner meeting. COL David L. Funk, Chief of Aviation Systems, ODSCRDA, Hq DA, guest speaker. Amana Room, Stouffers Five Seasons Hotel.

■ **DEC 8.** Ft. Bragg Chapter. Late afternoon professional-social meeting. COL Ernest F. Estes, Chief, Aviation Propensity Office, USAAVNC, guest speaker. Pope AFB O-Club Ballroom.

■ **DEC 8.** Taunus Chapter. Quarterly Meeting. Free Snacks. 97th General Hospital O-Club.

■ **DEC 9.** Corpus Christi Chapter. Business Meeting and Annual Christmas Party in the BOQ.

■ **DEC 14.** Lindbergh Chapter. Holiday Happy Hour. Holiday Inn, Bridgton, MO.

■ **DEC 15.** Pikes Peak Chapter. Quarterly Membership Meeting. Regional FAA Office presentation, I-House, Ft. Carson, CO.

■ **DEC 16.** Valley View Chapter. Professional luncheon meeting and 1983 Awards Ceremony. Guest Speaker to be announced. Wertheim O-Club Ballroom (Peden Barracks).

■ **DEC 16.** Mainz Chapter. Mid-afternoon business-social meeting. Chapter Elections. Members Only. Finthen Community Club (Finthen AAF).

MARCH, 1984

■ **MAR 17-24.** USAREUR Region—AAAA. 24th Regional Convention. USA Recreation Center, Garmisch, Germany.

■ **MAR 28-APR 1.** 27th AAAA National Convention. J.W. Marriott Hotel and Washington, D.C., Convention Center.



Citadel, Aloha Chapters vie for "Tops in AAAA" honors

LARGEST MEMBERSHIP GAIN (Standings at Nov. 1 Halfway Point)

Name of Chapter	Membership Gain
1 Aloha Chapter of Hawaii.....	79
2 The Citadel Chapter.....	41
3 Monterey Bay Chapter.....	36
4 Monmouth Chapter.....	31
5 Lindbergh Chapter.....	29
6 Taunus Chapter.....	26
7 Colonial Virginia Chapter.....	17
8 Schwaebisch Hall Chap.....	15
9 Delaware Valley Chapter.....	15
10 Air Assault Chapter.....	13
11 Connecticut Chapter.....	11
12 Hanau Chapter.....	11
13 Morning Calm Chapter.....	9
14 Army Avn Center.....	8
15 Chicago Area Chapter.....	8
16 Lone Star Chapter.....	8
17 Rhine Valley Chapter.....	8
18 Combined Arms Center.....	7
19 Checkpoint Charlie Chapter.....	7
20 "Follow Me" Chapter.....	6
21 Pikes Peak Chapter.....	6
22 Stuttgart Chapter.....	6
23 Fulda Chapter.....	6
24 Fort Sill Chapter.....	5
25 Washington, DC Chapter.....	5
26 Chesapeake Bay Chapter.....	5
27 Corpus Christi Chapter.....	5
28 Tennessee Valley Chapter.....	4
29 So. California Chapter.....	4
30 Coastal Empire Chapter.....	4
31 Fort Hood Chapter.....	3
32 Indiantown Gap Chapter.....	3
33 Jack H. Dibrell (Alamo).....	2
34 Greater-Atlanta Chapter.....	2
35 Suncoast Chapter.....	2
36 Cedar Rapids Chapter.....	2
37 Nurnburg Chapter.....	1
38 Air Cavalry Chapter.....	-2
39 Bonn Area Chapter.....	-2
40 Mid-America Chapter.....	-4
41 Mainz Chapter.....	-8
42 Old Ironside Chapter.....	-8
43 Valley View Chapter.....	-10
44 Fort Bragg Chapter.....	-12
45 Wings of the Marne.....	-20
46 Mt. Rainier Chapter.....	-24

LARGEST PERCENTAGE GAIN (Standings at Nov. 1 Halfway Point)

Name of Chapter	Percentage Gain
1 The Citadel Chapter.....	98%
2 Aloha Chapter of Hawaii.....	68%
3 Taunus Chapter.....	42%
4 Checkpoint Charlie Chapter.....	37%
5 Monterey Bay Chapter.....	18%
6 Schwaebisch Hall Chap.....	16%
7 Monmouth Chapter.....	14%
8 Lone Star Chapter.....	11%
9 Fulda Chapter.....	11%
10 Pikes Peak Chapter.....	10%
11 Delaware Valley Chapter.....	10%
12 Hanau Chapter.....	9%
13 Chicago Area Chapter.....	8%
14 Tennessee Valley Chapter.....	7%
15 Colonial Virginia Chapter.....	6%
16 Combined Arms Center.....	6%
17 Fort Sill Chapter.....	6%
18 "Follow Me" Chapter.....	5%
19 Connecticut Chapter.....	5%
20 Stuttgart Chapter.....	6%
21 Rhine Valley Chapter.....	4%
22 Morning Calm Chapter.....	4%
23 Chesapeake Bay Chapter.....	4%
24 Cedar Rapids Chapter.....	4%
25 Coastal Empire Chapter.....	4%
26 Air Assault Chapter.....	3%
27 Lindbergh Chapter.....	3%
28 Suncoast Chapter.....	2%
29 Nurnburg Chapter.....	2%
30 Indiantown Gap Chapter.....	2%
31 Army Avn Center Chapter.....	1%
32 Fort Hood Chapter.....	1%
33 So. California Chapter.....	1%
34 Washington, DC Chapter.....	1%
35 Jack H. Dibrell (Alamo).....	1%
36 Greater-Atlanta Chapter.....	1%
37 Corpus Christi Chapter.....	1%
38 Air Cavalry Chapter.....	-2%
39 Bonn Area Chapter.....	-2%
40 Fort Bragg Chapter.....	-4%
41 Mid-America Chapter.....	-6%
42 Mainz Chapter.....	-6%
43 Mt. Rainier Chapter.....	-9%
44 Wings of the Marne.....	-9%
45 Old Ironside Chapter.....	-11%
46 Valley View Chapter.....	-12%

PRIZES

LARGEST MEMBERSHIP GAIN: An appropriate plaque to be presented at the AAAA National Convention and an all-expense paid complimentary Chapter Hospitality Suite for one night at the 1984 AAAA

National Convention (Total value, \$300).

LARGEST PERCENTAGE GAIN: An appropriate plaque to be presented at the 1984 AAAA National Convention and a \$150.00 Cash Award (Total value, \$170).

Looking Ahead to 1984

membership in the aviation branch will mean some changes. Officers currently holding SC 71 as their only specialty will be transferred to the aviation branch and coded SC 15/71. Those officers who hold SC 71 in combination with a non-accession specialty will transfer to the aviation branch and will be coded SC 15T xx (i.e. 15T/41, 15T/51, etc).

Officers holding two accession specialties such as SC 71/95 will be given the opportunity to state a preference for initial and additional specialties. If, in the example above, the officer chooses to retain the SC 71/95 combination, the officer will transfer to the aviation branch and be coded 15T/95.

Officers selecting specialty code combinations which do not permit them to pursue an aviation career in the aviation branch will not be eligible for aviation career incentive pay.

Beginning this fiscal year, SC 71 will be a non-accession specialty. It will be awarded as an additional specialty (ADSPEC) to officers selected to enter the Army Aviation logistics career field. Those selected will have completed Lieutenant's training, an initial aviation assignment, Captain's training, and the **Aviation Logistics Officers' Course (ALOC)** taught at the ALS.

Following graduation from ALOC, officers will be managed as SC 15/71 aviators. For those who have or acquire additional specialty skills (i.e., 51 or 97), the SC 15/71 would become 15T in combination with the additional specialty.

By the way, an Aviation Management Office has been established in ODCSPER and is now fully operational. If you have any questions of a policy nature, you should call them at Autovon 225-4778. Questions concerning personal career choices or assignments should continue to be directed to your assignment officer in MILPERCEN.

AVIATION SAFETY: On 23 November 1983, a significant Aviation Safety IPR was held with the Vice Chief of Staff of the Army. At that meeting, the decision was made to terminate all touchdown emergency procedure training, except for hovering autorotations, for one year.



BG(P) Robert F. Molinelli, right, Army Aviation Officer, DA, receives the congratulations of MG James S. Brooks, Adjutant General, Idaho National Guard, on being selected as a "Distinguished Alumnus" at Idaho State University Homecoming activities in Pocatello. Dr. Myron Coulter, ISU President, left, also congratulated the ROTC graduate who was honored in separate ceremonies that named a senior military science classroom at ISU in his honor.

The Aviation Center will continue to teach touchdown maneuvers, and the MACOMs will be able to do them as part of OH-58 and OH-6 transitions in the field. During November 1984, a decision will be made on whether or not to reinstate touchdown procedures.

The reason for this decision was to further promote aviation safety throughout the Army. The frequency of actual failures resulting in having to execute touchdown emergency procedures are practically non-existent, while our accident rate while practicing them has been dismal, to say the least. The loss of life and equipment we've experienced, compared to the actual need to practice touchdowns, doesn't justify continuing this type of training at this time.

AVIATION EMPLOYMENT CONFERENCE: For two days in October, a solid group of Corps and Division Commanders, along with key general officers holding staff and leadership positions throughout the Army, met at the Aviation Center to review and evaluate emerging aviation doctrine. The goal of the conference was to validate concepts for the employment of aviation forces in the AirLand battle.

Timing was significant as the outcome gave the Aviation Center a headstart in assuming pro-

ponent responsibility for the development of aviation doctrine and the preparation of "how-to-fight" manuals. Some of the issues identified that will receive top priority consideration include the conversion of aviation units to Combat Aviation Brigades; developing combined arms, air-to-air, special operations, NBC warfare, and ADA suppression training, airspace management, and combat service support doctrine and systems; filling shortages of critical aviation assets, particularly attack and medium lift; improving self-deployability and command relationships; and training our officers in new professional development courses.

This list is certainly not all inclusive, but it will give you an idea of where we're headed and the urgency with which these tasks are being approached.

1984 AAAA CONVENTION: Be sure you put 29 March through 1 April 1984 on your calendars now and plan to join us here in Washington, DC,

for what is shaping up to be a great professional and social gathering, our first since the new branch was formed.

In addition to having close access to the top level leaders in the Army and the Secretariats of the Army and Defense to participate as presenters in our professional program, we're planning to have our first Army astronaut, LTC "Bob" Stewart, with us. He is scheduled for his first shuttle flight on 29 January 1984 when he'll be flying as a mission specialist with several launch and experimental responsibilities. We're working with NASA now to get him to the AAAA Convention, and have him show videotapes of his experiences in space.

A very preliminary "draft" of our '84 program appears on Page 53 of this issue; however, I must add the disclaimer that the final speakers, subjects, and dates and times of their presentations are subject to change in the interim period. More on this in a subsequent issue, but **mark those calendars!** IIII



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