

January 31, 1970

Army Aviation



Nose for News

(See back cover . . .)



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497

ARMY AVIATION

JANUARY 31, 1970

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CONTENTS

Command and Staff	
Unit Assignments of Key Aviation Officers ..	4
The Fifteenth Director	4
MOS Structure Under Review	
by Major General Allen M. Burdett, Jr.	
Director of Army Aviation,	
OACSFOR, Dept. of the Army	5
Senior Officer Training —	
An Unfair Program!	
A key officer argues against the input	
of his contemporaries into aviation	9
Arms is the Name —	
Support is the Game!	
by Colonel J. Elmore Swenson	
Chief of Staff, Hqs. USAVSCOM	11
Profile: AWOAC 70-1	
by CW4 Robert A. Baney	
Aviation WO Advanced Course 70-1,	
U.S. Army Aviation School	18
Could We Field The Cheyenne?	
by Major Eugene S. Emmer	
Office, DCS for Logistics,	
Hqs. USAREUR and Seventh Army	15
Mike Button	
Q & A on Aviation Personnel Areas	21
Blow Your Horn!	
Individual and Unit Records	22
Report on Proposals of AAAA Junior	
Officer/Warrant Officer Councils	
Response to 39 separate inputs	23
PCS	
Changes of Address and Residence	25
Obituaries	30

ADVERTISERS

Avco Lycoming Division	1
Bell Helicopter Company	Centerfold
Solar Division	7

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Like it is...

You can be certain in these days of protest that everything is fair game. The flag — or rather the use or display of the flag — has come in for open abuse. And now even motherhood isn't sacred! Prolific motherhood is getting it from all sides!

About the only things that seem safe these days are the giant sequoia and the lowly garden grub. Anything else — be it person, program, or thing, animal, vegetable, or mineral — comes under scrutiny and inevitably gets it!

We shouldn't be so surprised then when some pies come sailing our way, and the message translates out as "Let's change things!" . . . In some format, editorial, and distribution areas, we can and will make changes on popular demand; in other areas, we simply can't . . . usually due to a lack of funds.

One thing we are concerned about is editorial balance, and editorial contributions permitting, we strive to achieve it.

Not so this month or last! Our writers draw a bead on senior officer training (p. 9), maintenance training (p. 15), and single subject magazine issues (p. 23), as well as a host of other failings. As issues go, January is best described as a "put down" issue.

Yes, the magazine puts a bleat right smack in front of 14,000+ professional parochials, those engaged in the same business as you, to which we say, "We're happy to hold your candle."

But let's not get involved solely in sniping actions that befit this Age of Aquarius. Army Aviation has performed wondrously in the past decade. Tell us about it.

"Blow Your Horn" (p. 22) is a new column, one with an admittedly egotistical ring to its column heading. However, it is a most appropriate place to record your finest achievements, both individual and unit.

Keep throwing the pies, but also tell us the good things — your feats and your records. Give us the editorial balance we seek.

A.H.K.

News/Photos



INGENUITY! — Limited in their ability to control ground activity from their Division LOH's, battalion commanders can now communicate with all elements thanks to the installation arrangement of the command console designed by LT Ted J. McQuade of the Division's Aviation Battalion. The console is shown in the OH-6 rear seat.

SCIENCE FAIRS — Individual and Chapters members of AAAAA are expected to serve as Member-Judges at some 140 State, regional, and local science fairs during March-May, 1970. The Fair Directors have requested AAAAA judging assistance through coordination with the AAAAA National Office which, in turn, contacts the Chapter organizations for AAAAA member volunteers.



AIR CONTROLLER — Directing a Cobra gunship to a boobytrapped 105mm artillery round placed in a tree, PFC Pierre Hughes of the 25th Infantry Division's Golden Dragons, 2d Battalion, 14th Infantry, takes part in a large "Bushmaster" of the 2d Brigade. In an unusual mission for Army Aviation, the Cobra detonated the boobytrap to support the ground forces. (USA photo)

NEW DIRECTIONS — AAAAA members in the Greater Fort Ord Area met on 29 January and conducted a Chapter Activation Meeting just at press time. The site was represented by a "Monterey Chapter" during the 1958-1965 period. . . . Members in the Fort Carson Area have requested Chapter activation details, with a preliminary meeting expected to be held in early February.



MASTER — LTC Elvin G. Baker (right), Assistant PMS at the University of Akron, is shown receiving his Master Aviator wings during recent ceremonies. Making the presentation is COL Basil C. Balaker, PMS.



FIFTY YEARS — LTC William H. Scanlan, an AA assigned to the Defense Intelligence Agency, serves as commentator for the film "50 Years of Soviet Aviation and Soviet Aviation Day — 1967" shown to a joint AAAAA-AH6 audience in Connecticut. More than 200 persons attended the professional dinner meeting, including RAF Squadron Leader Roy Grainge (seated, left), and MG Beverly H. Warren, USAF (Ret.), (right) President of AAAAA's Connecticut Chapter.

Command and Staff

Howard E. Haugerud, as Coordinator of the National Interdepartmental Seminar, Foreign Service Institute, Washington, D.C.

Lieutenant General Harry W. O. Kinnard, USA (Retired), as Vice President of Corporate Planning, McCulloch Aircraft Corp., Segundo, Calif. 90245.

Major General Allen M. Burdett, Jr., as Director of Army Aviation, OACSFOR, DA, Washington, D.C. 20310. (See biographical sketch below.)

Brigadier General George W. Putnam, Jr., as Aviation Officer, USARV, APO San Francisco 96375, and Commanding General, 1st Aviation Brigade, APO San Francisco 96384.

Colonel John Bergner, as Commanding Officer, U.S. Army Aviation Maintenance Center, USARV, APO San Francisco 96309.

Colonel Samuel G. Cockerham, as Commanding Officer, 34th General Support Group (AM&S), APO San Francisco 96309.

Colonel Samuel P. Kalagian, as Chief of Staff, U.S. Army Aviation Center, Fort Rucker, Ala. 36360.

Colonel Robert F. Little, Jr., as Commanding Officer, 15th Aviation Group, APO New York 09025.

Colonel William R. McDowell, as Commanding Officer, 17th Combat Aviation Group, APO San Francisco 96240.

Colonel Kenneth D. Mertel, as Commanding Officer, 11th Aviation Group, APO San Francisco 96490.

Colonel Robert K. Moore, USA (Ret.), as Man-



Kinnard



Putnam



Cockerham

ager, Bendix Scientific Instruments/Equipment Sub-Contract Plant, P.O. Box 188, Ronceverte, W. Va. 24970.

Colonel Leo E. Soucek, to Office of the Chief of Staff, DELTA Military Assistance Command, APO San Francisco 96215.

Colonel Carlos E. Urrutia, as Chief, Aviation Division, DCSO&T, Hqs, Third U.S. Army, Fort McPherson, Ga. 30330.

"Command and Staff" is a new column listing the forthcoming assignments and positions of those active and retired aviation personnel in the rank of colonel and above. Residence information on those listed may also appear in the "PCS" columns.

THE FIFTEENTH DIRECTOR

Allen M. Burdett, Jr. was born in Washington, D.C. on August 25, 1921. He was graduated from Western High School in Washington, D.C. in 1939, and from the United States Military Academy, West Point, in June, 1943 as a second lieutenant of infantry.

During World War II, General Burdett served as a rifle company commander in the European Theater. Following the war, he served in Heidelberg, Germany, in G-3 Sections of the Seventh Army and the Third Army, and later in the U.S. Constabulary.

Upon his return to the United States in 1947, he served at Georgia Tech on ROTC duty. Following his attendance at the Infantry School he was assigned to the 508th Airborne Regimental Combat Team in which he served as the RCT S3.

After graduating from the Command and General Staff College, he served with the 7th Infantry Division in Korea from 1953 to 1954.

Attendance at the Armed Forces Staff College in Norfolk, Virginia, preceded his assignment to the newly-established Air Force Academy as the Army's representative in the Office of the Commandant.

Following his attendance at the Army War College in 1959, he attended the Army Aviation School at Fort Rucker, Alabama, and served for almost two years as a member of its staff. He then served three years as Executive Officer to the Assistant Secretary of the Army for Research and Development.

In June, 1965 he joined the 11th Air Assault Division at Fort Benning, Georgia, and participated in its reorganization into the 1st Cavalry Division (Airmobile). He deployed to Vietnam with the Division and served for over a year as the commander of its 11th Aviation Group.

Upon his return to the United States in August, 1966, he served as Military Advisor to
(Continued on Page 5)

News/Photos



ASSEMBLY — Only the aircraft markings indicate that this is a simulated non-combat assault, rather than the real thing. Piloted by USAAVNS students, Huey's prepare to take off at the Ranger Jungle Warfare School at Eglin AFB, Fla. Supervised by Tac X personnel at Ft. Rucker, the operation is designed to prepare the aviator for the environment and conditions of Vietnam.

APBI FOR 1970 — The annual Advance Planning Briefing for Industry (APBI) co-sponsored by U.S. Army Aviation Systems Command and the Lindbergh Chapter of the AAAAA will not be held in 1970.



THIS IS HOW! Johnny Roland (left) an employee at ARADMAC, Corpus Christi, Tex., and father of the St. Louis Cardinals' halfback, John Roland, shows MG John L. Klingenhagen, CG of USAAVSCOM, how to spray paint helicopters during the latter's recent visit to the Army's major helicopter overhaul and repair facility. (USA photo)

APPOINTMENT — BG Robert M. Leich, USAF, former AAAAA National President and current Chairman of its National Awards Committee, has been appointed as the Civilian Aide to the Secretary of the Army for Indiana. General Leich is a graduate of the initial Army Liaison Pilot Class to undertake flight training in early 1942 and has been associated with Army Aviation activities since that date. He is President of Charles Leich & Company, a wholesale drug supply firm located in Evansville, Indiana.

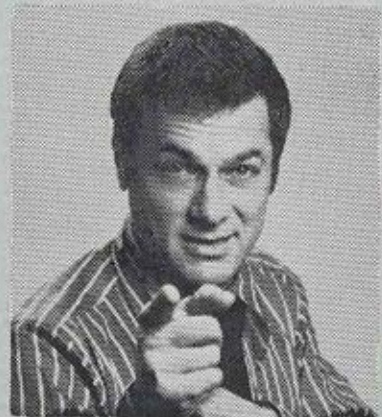


TOP MAN — A delayed photo shows CPT Grady W. Wilson (right), the Distinguished Honor Graduate of the Aviation Maintenance Officers Course at US-ATSCH, Ft. Eustis, Va., receiving a diploma and AAAAA "Certificate of Achievement" from graduation guest speaker COL Kenneth F. Langland, Aviation Officer at Hqs, 4th U.S. Army, Ft. Sam Houston, Tex. (USA photo)

DIRECTOR/Continued from Page 4

the Deputy Director of Research and Engineering (Factual Warfare Programs). He returned to Vietnam in October, 1968 as Assistant Division Commander of the 101st Airborne Division. He assumed command of the 1st Aviation Brigade on March 31, 1969.

He is married to the former Antoinette Salley of Asheville, N.C., and resides at 6360 Cavalier Corridor, Falls Church, Va. The Burdetts have three sons, Allen M., III, William, and Douglas; and a daughter, Margaret.



**"YOU CAN QUIT
CIGARETTES"**

CHANGES IN THE MOS STRUCTURE



EVEN though my recent tour in Vietnam was very gratifying, it's good to be back!

It's an honor, too, to return to the position of Director of Army Aviation. As Director, I will continue to use this AAAA monthly newsletter in the fashion of my predecessors and to relay timely bits of information on Aviation matters to all.

Now being staffed

This month, there are two items of particular interest, both in the personnel field. These are in the planning and staffing stage, so you shouldn't expect to see the changes mentioned herein right away. Moreover, when these programs do come to fruition, there undoubtedly will be differences from what you read here. As always, your comments are welcomed and encouraged.

The first item concerns a plan which is being devised by the Aviation Warrant Officer Branch (OPAV) in OPD to better utilize the talents and experience of Aviation Warrant Officers. New positions are being examined to discover those which are commensurate with the advanced skill levels which many Aviation Warrant Officers have attained.

By Major General Allen M. Burdett, Jr.
Director of Army Aviation, OACSFOR

In this search for new positions, the Aviation Warrant Officer is being viewed as the *"technical alter-ego to the command/management / executive oriented commissioned officer."* The idea is to place the warrant officer in a role of complementing rather than competing with the commissioned officer.

For example, the U.S. Army Aviation Systems Command (AAVSCOM) has suggested several new positions which would be oriented toward utilizing the type of technical skills which Aviation Warrant Officers develop: Production Control Technician, Aircraft Quality Control Technician, and Aviation Procurement Program Analyst.

Progression into such positions could result from successive assignments as Ferry Pilot, Production Acceptance Pilot, and Engineering Flight Test Pilot. Each assignment would be interspersed with normal field assignments and military and civilian schooling.

Similar study is underway at the aviation training centers, USABAAR, the U.S. Army Aviation Test Board and other aviation agencies to identify additional WO positions.

Several problems have been identified as a result of efforts to establish senior positions. First, the current MOS structure for aviation WO's does *not* lend itself readily to the identification of these positions by precise definition. Since most of the advanced positions are associated with technical skills in aviation areas other than the cockpit, and the current MOS structure (less the 671 series) deals only with cockpit qualifications, it is not possible to develop a simplified procedure for incorporating the advanced aviation technician in TOE's and TD's.

Therefore, OPAV screened the records of our more senior warrant officers, identified the numerous technical areas in which they are currently utilized, and developed from this a new MOS structure for the staff technician.

Identification a problem

A second problem is the inability to identify skill levels by grade. The current practice of using the grade identifier WO for warrant officers in TOE's and TD's does not permit differentiation between a master technician and a basic technician. In the past this difficulty has been overcome through direct telephone conversation or correspondence between the various agencies and OPAV.

However, it appears that the time has come to institute the practice of identifying WO grades in TOE's and TD's in the same manner as the commissioned officer, with grades W1 and W2 identified as WO and all grades above W2 by the identifier W3, W4, etc.

Hopefully, solutions to these problems and others will lend to beneficial revisions to present assignment policies and far better utilization of the experience and skills of our aviation warrant officers.

Officer MOS's reduced

The second item has to do with revisions to this Commissioned Officer Aviation MOS structure. The plan proposed by the Personnel Management Development Office of OPO would reduce the number of Commissioned Officer Aviator MOS designators, and at the same time would provide for more definitive use of the remaining specialty codes through revision of job descriptions and responsibilities and through use of prefixes.

WE SEEK WORLDWIDE AA RECORDS! BLOW YOUR HORN!

At the suggestion of the AAAA Junior Officer/Warrant Officer Member Councils (see p. 22 "Army Aviation Magazine") solicits all individual and unit records — unusual or otherwise — for publication in a "Can you top this?" type of column under the heading, "Blow Your Horn!" . . . High Mohawk combat time, Chinook passenger loads, load to altitude records, Crane carries, availability percentages, blow your horn!

Two of the MOS's proposed for deletion are for Instrument Flight Examiners 1983 and 1984. The examiner qualification would then be identified by using the prefix "M" for rotary wing, or "N" for fixed wing, with one of the remaining four digit MOS's (1980, 1981 or others).

Two new MOS's

Two new MOS's are proposed. The code 1987 (*Composite Aviation Unit Commander*) would identify positions which require officers who are dual qualified and which cannot be identified by using a prefix "6" and another four digit MOS. The *Experimental Test Pilot* MOS, 7424, would replace MOS 1986 to realign these positions within MOS Functional Group 7, Professional Engineering and Related Technical Services.

The present MOS 1980 and 1981 would be revised and retitled "*Fixed (or Rotary) Wing Aviation Unit Commander*." These then, with the MOS 1987 mentioned above, would replace the current 1983 MOS.

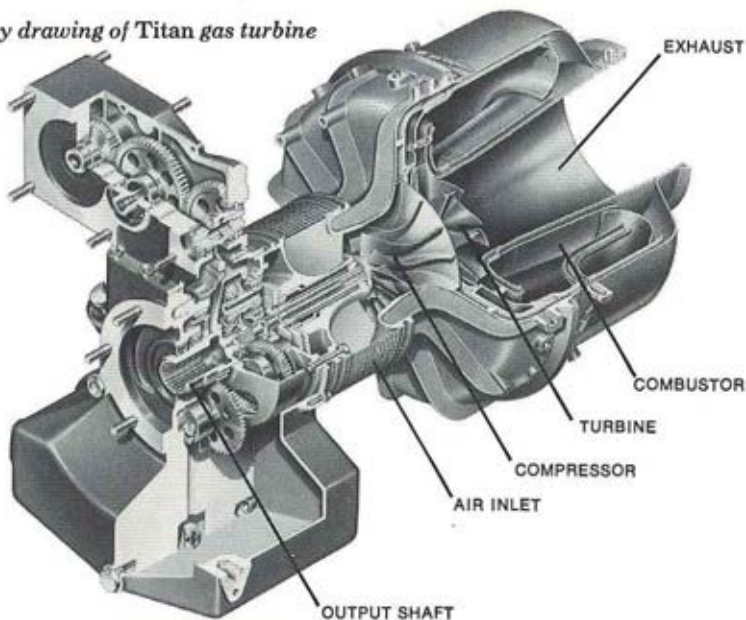
MOS 1982 re-titled

MOS 1982 would be revised and retitled "*Airfield Commander*" to describe those duty positions which have full time responsibility for managing airfields or have full-time air traffic control (ATC) responsibility. Current 1982 positions which have a full-time responsibility for operation of an airfield or ATC operations will be identified by revised MOS 1982.

Those positions which are primarily responsible for aircraft operations will be converted to the predominate aviator MOS of the unit such as 1980, 1981, 1987, or to prefix "6".

The wheels of progress continue to turn!

Cutaway drawing of Titan gas turbine



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of service under the toughest environmental conditions in combat areas. The *Titan* turbine APU makes it possible to crank up helicopters in seconds without ground support of any kind. In addition to supplying power to start the main engines, the *Titan* turbine powers all hydraulic and electrical systems.

For further information on the reliable, low-cost *Titan* gas turbine APU, write: Solar, Dept. S-144, San Diego, Calif. 92112.

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AN UNFAIR PROGRAM!

THE time has come for me to cry, "Unfair!" In an article appearing in the September-October, 1969 issue of "ARMY AVIATION," it was explained why the Army plans to train 24 colonels as new Army Aviators.

At the time, I didn't accept the viewpoint expressed by the author that these new people would not take away future assignments in aviation from me, nor can I accept it now on the basis that this new influx of senior officers into the program is needed to raise the prestige of Army Aviation.

Frankly, I've been led to believe by all verbal and written reports — primarily from those key non-rated people returning from (or still serving in) RVN that "Army Aviation has finally come of age" and that "Aviators are accepted in the brotherhood of the combat arms" and "Aviators are the greatest!" The Vice Chief used these words about us at the recent October, '69 AAAA Convention.

Can a senior officer fresh out of flight school really convince Congress that the *Cheyenne* is the best aircraft to buy? Will he really understand the difference in the problems that "Peter Pilot" encounters in RVN with those of the instructor environment of Fort Rucker?

This may seem irrelevant but the other Services — with much more aviation experience than the Army — have never seen fit to embark on a similar program. In fact, their philosophy appears to be to place men with the maximum flying time in the key aviation

positions, particularly those associated with flight training.

What you didn't tell us in your article was that the current Army Aviation Program is so sadly lacking in managers and leaders that DA has had to authorize fifty more of these key senior officers to enter the aviation program in FY 71.

Not bad! Since there are roughly 150 pure O-6 positions available within the program, the 75 new colonels will only absorb about one-half of the total. However, the 225 old heads who are already rated can fight for the remaining 75 slots, or accept an assignment as Deputy Assistant Post Commander at Fort Story, Va.

Rather peculiar advice . . .

Isn't it rather peculiar that a Master Army Aviator with 20 or more years of service is advised to serve in "career development assignments" in other than the aviation field if he is interested in competing successfully for further promotion, whereas these 75 new "top quality senior officers" willingly enter a dead-end career field such as aviation?

The article mentioned that these new people have been chosen to enter the new career field of aviation because they have great faith in the future of Army Aviation. Well, I believe that, too! . . . and so much so that I've been willing to devote my entire career to it. I've served in aviation through good years and bad years, and I personally resent these outstanding senior officers entering the program now that it enjoys its greatest prestige. Where were they when we really needed them? Among them,

The author is an O-6 who presently holds one of the key staff assignments in aviation.

UNFAIR / Continued

I'm certain, are many who used to advise their junior officers to stay out of Army Aviation.

Let's have the Executive for Army Aviation, OPO, release the actual statistics on how many O-6 Army Aviators are on active duty, how many valid O-6 aviator slots exist now, and how many O-6 slots will be required in FY 72 when, conceivably, we will be out of Vietnam.

I'd also like him to answer this question . . . What is my status, and the status of all of the oldtimers who have devoted their entire careers to Army Aviation, with respect to the *Annual Flight Status Review Board*, a board which has the authority to remove any of us from flying status as "excess to requirements?" . . . A second question: Are all in my category to be sacrificed to protect the investment spent in training these new colonels?

Just how does one propose to justify the addition of these 75 colonels to the flight pay rosters in addition to all of the general officers and general-designates we've been qualifying and are continuing to qualify as Army Aviators?

Here at Fort Rucker, we train one to two general officers as aviators in a quick five-week course on a recurring basis. Each of these generals or general-designates are outstanding officers — I know many personally — but is this really the intent of the "Instant Aviator" program?

Congressional reaction

The caveat in both of these senior officer flight training programs lies in the DCSPER annual report to Congress wherein we must disclose and justify the number of officers in the grades of major and above who draw incentive pay for flying. In the past, Congressmen have been inclined to malign the services when the report reflected any substantial increase in these numbers. What will be their reaction in an era of defense spending cuts?

And finally, I question the appropriateness of having the 75 colonels attend the entire basic entry flight training course to qualify as aviators — courses that are designed for and geared to the background and capabilities of a warrant officer candidate or second lieutenant? If the need for these senior officers is so

pressing, and the five-week senior officer program has already been established, why don't we qualify these colonels in the five-week program? Why wait ten to twelve months for them to join our ranks?

Retention of junior officer and warrant officer aviators plagues the Army Aviation Program continually. Some critical thought should be given to the well-being of the senior aviator population because the factors that influence the morale and motivation of senior aviation officers to remain on or be associated with flight status is very important to the overall program.

Their attitudes bear directly on — and may bias — the motivation of junior officers, warrant officers, and enlisted members to enter into and then remain in the program. Retention is related directly to the aviator's morale which, in turn, is a reflection of the attractiveness of an aviation career as he and his family and his friends view it.

An air of permanency

There must be an air of permanency to the Army Aviation Program to make it credible as a career-long specialty because many individuals will not enter a particular Service today when they have a choice, unless they have some assurance that they'll remain in their chosen specialty for the duration of their military obligation or career.

World War II taught us this lesson: although Germany and Japan were equipped with adequate aircraft, both nations were defeated in the air primarily because they lacked the competent personnel during the last years of the war to meet their aircrew requirements and to plan, lead, and direct their airpower.

The time for correct decisions in the air has been shortened drastically as aircraft have become faster and more complex, and each decision must be right the first time. This very fact places a premium on experience, and experience means age, technical competence, and leadership.

To insure that the Army Aviation Program retains those capable of leading the program and to improve its capacity to support the combat infantryman, all necessary steps must be taken to enhance Army Aviation as a full-time career.

In the previous articles of this series, the discussion has centered around the functional elements of AVSCOM which provide support to the field. This article will discuss the activity that supports these functional elements.

The placement of various staff functions involving Administration, Personnel, Management Services, Comptroller, and other functions of a support nature has always been fraught with a number of problems in commands of considerable size or with complexities of mission. AVSCOM is no exception since it is not only of considerable size, but is assigned an unusually complex mission in the Army.

Acronym? DEP/ARMS!

The Deputy concept, established in AVSCOM, has been extended to include a *Deputy Commander for Administration and Resources Management Support*. It is referred to as DEP/ARMS. Our organizational arrangement permits the freedom of staff action and the independence necessary for display of resourcefulness and initiative by each organizational entity of the staff assigned to DEP/ARMS.

At the same time, the Deputy is in a position to effect coordination of the various staff and resource elements under his jurisdiction. He is also able to deal properly and at the necessary staff level with his counterparts in USAMC, such as Comptroller, Director of Personnel and Training, etc.

Specifically, DEP/ARMS is assigned responsibility for supervision of *Comptroller, Directorate of Personnel Management, Management Services Office, Installations & Services Directorate, Aviation Office, Information, Historical, Security, and Safety Offices*.

The *Comptroller*, as financial advisor to the

Commander and his staff, is primarily responsible for management of all command financial resources. Through activities such as Programming and Procurement, Budget and Funds Control, and Finance and Accounting Activities, resources management is maintained from initial planning stages to final disbursement.

Constant reviews are conducted in order to remain abreast of mission changes and/or changes in financial resources allocated by higher headquarters. This responsibility begins with budgeting process (planning and programming) which determines the total fund requirements based on Command programs and missions.

FY 70 resources

The FY 70 resources made available for Army Aviation Logistics totalled \$1,308.5 million distributed to the following appropriations: PEMA, \$502.4 million; Stock Fund, \$427.6 million; RDTE, \$47.2 million; and OMA, \$331.3 million.

These resources are controlled by *Office of the Comptroller* and issued to various Directorates, PMs, and Office Chiefs. The PEMA and RDTE appropriation are generally programmed and designated to specific aircraft systems. For Stock Fund obligation authority, a determination is made within AVSCOM as to appropriate distribution to aircraft systems.

In OMA a complete distribution is made by cost account and Directorate based on proposals of the Resource Advisory Council, which is chaired by the AVSCOM Deputy Commander. After final determination as to the most effective distribution of OMA resources by the RAC, approved operating budgets are issued to each Office, Directorate,

ARMS IS THE NAME - SUPPORT IS THE GAME

BY COLONEL J. ELMORE SWENSON
Chief of Staff, U.S. Army Aviation Systems Command

ARMS / Continued

and PM. An analysis is made each month of actual expenditure of such resources against the program to determine if there is critical shortage of funds in any one specific budget program or if any redistributions are necessary.

The *Office of the Comptroller* provides financial and accounting services to all Command elements, maintains a single accounting system for all of the elements of integrated financial property, Stock Fund, and management fund accounting. The office develops Command policies and implements accounting policies and techniques within the basic accounting structure. Financial and accounting services are provided in support of over 5,000 civilian employees with an annual payroll of approximately \$47 million. In addition, payment of commercial invoices total over 300,000 annually with payments amounting to over \$1.2 billion.

Our people's people

Now for our people's people. The *Personnel Management Directorate* is comprised of three major elements — *Military Personnel Division*, *Civilian Personnel Division*, and *Manpower Management Division*.

The *Military Personnel Division* within

AVSCOM is a dynamic, viable operation. In addition to the normal personnel office functions conducted for the officers and enlisted men of our own Headquarters, we have the responsibility for direct support of our project managers offices and the four plant activities located in California, Texas and Florida, as well as staff control over the military personnel operations in ARADMAC, AVLABS and ASTA.

Additionally, AVSCOM is currently providing military personnel support for the Army Logistics Management Services Agency, a fast growing organization which is located across town in St. Louis.

This division provides the basic functions of classification, utilization and assignment of personnel, records maintenance, personnel accounting, enlisted evaluation, and all other normal military personnel actions.

Additionally, the division administers the AVSCOM Awards and Decorations Program for military personnel as well as developing and administering the military training for not only our own people, but in the case of mandatory training, for other Army personnel within the St. Louis area. Another function of this division is to provide personal services. We issue ID cards to all Army personnel and dependents of all members of the Armed Forces residing in Eastern Missouri.

A special requirement

The uniqueness of this Command creates a special requirement for highly qualified aviation logistics personnel. Expanding beyond the normally defined personnel functions, this division also operates in the basic G-1 area by developing and maintaining a continual working relationship with both the Army Materiel Command and the Department of the Army Office of Personnel Operations to insure that the highest caliber officers and enlisted men are assigned to fill our many critical positions.

The importance of staffing this Command adequately and correctly demands a personnel mix of both varied experience and education. Most of our Army Aviators have served two or more tours in Vietnam, either using or supporting the final product of our Command.



ABOUT THE AUTHOR

A Master Army Aviator and graduate of one of the initial Army Liaison Pilot courses in early 1942, Colonel J. Elmore Swenson has held a variety of command and staff assignments during his 28 years' service in Army Aviation.

His most recent commands have included the 10th Aviation Group in CONUS and the 11th Combat Aviation Group in USARV. A graduate of the Army War College, he's served in key staff assignments as Department of the Army and Hqs, USCONARC, as well.

Many of our military scientists and engineers possess advanced degrees through the doctorate level, using their educational background to further advance Army Aviation. With the future of the Army's mobility so dependent upon the results of this Command, insuring the assignment of the best military personnel available assumes paramount importance.

Personnel management

The *Civilian Personnel Division* provides Personnel Administration Services to all headquarters elements and serves as the principal source of advice to management and all levels of supervision on personnel management responsibilities. In addition, it provides Civilian Personnel advice and service to other Army organizations located in St. Louis from other commands and accomplishes staff supervision and monitors Civilian Personnel programs in seven subordinate field activities of the Command.

Although a division of the *Personnel Management Directorate*, the Civilian Personnel Officer acts for the Commanding General in exercising the appointment and pay setting authority which is delegated to him. In this role, the Civilian Personnel Officer is the principal advisor to the CG and frequently deals directly with him.

This division consists of the basic Personnel functions of Recruitment and Placement, Position and Pay Management, Management-Employee Relations, and Training and Development. These functions are supported by the *Technical Services Branch* which is responsible for record keeping, regulation interpretation, and general staff support. In addition, the *Staff Field Support Branch* monitors Civilian Personnel programs in seven subordinate Field Activities and coordinates Command policy and reporting.

Some 10,000 employees

This Command employs approximately 9,941 civilian employees in accomplishing its mission. Of these, there are 4,520 in the Headquarters located in St. Louis, and 5,425 are located in seven field activities located in Virginia, Florida, Texas, and California. The Commands' mission requires manpower to



CU CHI, VIETNAM — The shark-like appearance of a Cobra is quite evident in this behind-the-scenes maintenance effort. Here, three crewmen use a winch to set the Cobra transmission in place. Work with heavy equipment is a daily task for Echo Company men of the 725th Maintenance Battalion, 25th Infantry Division.

(USA photo)

monitor the life-cycle management of U.S. Army Aviation Systems to include research and development, world-wide procurement, world-wide maintenance, and world-wide supply distribution and disposal. This broad functional responsibility requires the utilization of many disciplines and varied occupational skills.

In '68, a re-structuring

In 1968, the Command was reorganized and reoriented to the present structure of the U.S. Army Aviation Systems Command. This major reorganization affected the whole headquarters and its implementation involved the solution of many personnel problems, particularly in placing key people in the new organization in accordance with Civil Service regulations.

Throughout the planning and implementation of this major effort, the Civilian Personnel Officer and his Staff served as key advisors. They were also instrumental in finalizing the Table of Distribution and Allowances which resulted from this planning and played a key role in explaining and justifying the Civilian grade structure projected in the new organization. In this effort, they functioned directly with the Commanding General in the

ARMS / Continued

development of much of the data used to justify the new organization.

Because of the dynamic nature of this Command's mission and the pressing military needs in the Army, there has been a need for numerous reorganizations in an effort to increase the effectiveness of the Command. During this period, the Civilian Personnel Officer and his staff have been required to carry an unusual burden because of the organizational and personnel assignment upheavals which have occurred.

Manpower surveys

The *Manpower Management Division* is responsible for managing one of the major resources of the Command — manpower. This control is exercised from Headquarters, AVS-COM in St. Louis. However, its accountability of resources are spread throughout various subordinate elements in the CONUS as well as technical representatives of the Command located in many foreign countries.

The *Manpower Management Division* is responsible for performing on-site appraisals of the military and civilian manpower requirements of these varied field activities as well as assigned Project Managers within the Headquarters building in St. Louis, Missouri. These appraisals, known as Manpower Utilization Surveys, provide management with an invaluable tool for gauging the personnel requirements of an organization. The Division is also required to participate with higher headquarters in their surveys of the Command Headquarters.

Manning standards

A recently assigned duty was a series of Manpower Utilization Reviews of the Command Headquarters. These Reviews are a type of local appraisal without the regulatory authority of a Manpower Utilization Survey. They will be used to validate a series of Manning Standards which were developed over the course of a year by a special management study group. The contemplated schedule for this series of reviews will extend over several years.

The Division also encompasses the responsi-

March 1 Suspense Date for 1969 AAAA Scholarship Applications

The suspense date for the return of AAAA Scholarship application data is March 1. Selection of 1970 Award Winners and Merit Award Winners will be made by the AAAA National Awards Committee during March, 1970 with the winners to be notified no later than April 6. Some \$3,500.00 in scholarship funds, exclusive of Memorial Scholarships, is available for award to the sons and daughters of members and deceased members. With the 1970 awards, the Foundation will have granted \$22,700.00 to 61 scholarship winners.

bility for review and approval of all Tables of Distribution and Allowance. These are Tables prescribing the organizational structure and personnel of military units to perform specific missions. The system for the development of these Tables has been constantly changing for the past several years and has been coupled with short suspense dates and the requirement to pass on submissions from subordinate elements.

These missions go together with the function of receiving and issuing Manpower Authorization Vouchers. These are quarterly directives which provide a limitation on the number of direct hire civilians a command may employ and the number of military personnel which a command may use for the organization of units. These are received in bulk form from higher Headquarters, and must be subvouched to Command elements. Their issuance in a period of rapid fluctuations in Personnel Authorizations has been complicated by the responsibility for overtime control during a period of extreme budgetary controls.

Overall, the management of the Manpower Program within the USAVSCOM complex is a dynamic, constantly changing and challenging function. Problems encountered require determination of the problem's importance, establishing its action priority, and scheduling program activities in such a way as to provide the command with as much effective support as possible, taking into consideration the available budgetary and manpower allotments and their distribution against the total structure.

Opinion

AFTER reading this article, some of the readers will probably accuse me of being pro-Air Force, of having been brainwashed by persons unknown, of being overly pessimistic — or worst of all, of being a traitor to Army Aviation.

However, none of this is true! Rather, I am very much pro-Army, and pro-Army Aviation; and rather than being a pessimist, I feel that I am a realist and that this description would be more appropriate.

That brings us to the point of this affair . . . As you know, due to some developmental problems, the Army cancelled its contract for volume production of the *Cheyenne* AH-56 helicopter.

The question . . .

But seriously, was the Army really ready for the *Cheyenne*? . . . In my opinion, the Army was not.

In a sense, the whole problem lies with U.S. industry — that fantastic group of free thinking, inventive, imaginative geniuses who, in the short space of a few years, have put a man on the moon.

Cheyenne helicopter? . . . Why to U.S. industry, that's small stuff! A few mechanical

parts, a computer, a laser beam, an armament system, radios, position fixing navigation equipment, and all flying a couple of hundred miles an hour only a few thousand feet above the earth.

A comparison

To anyone who thinks of flying hundreds of thousands of miles from earth, communicating and passing TV pictures hundreds of millions of miles and fixing exact positions in the void of the universe, the *Cheyenne* must seem like the airborne equivalent of the Ford Model "T."

Given the time and the money, any of the major aerospace firms could have come up with an excellent *Cheyenne*, able to do all the complicated tasks specified by the Army. But when the production lines roll, what then? . . . In terms of today, I think the Army would wind up with a hot potato it could not effectively operate.

Why so? . . . Because, in my opinion, the Army, at present, is not geared to maintain sophisticated pieces of equipment using its own internal resources.

The problem . . .

Let's examine a few examples to illustrate the problem . . . The average enlisted man takes some form of advanced individual training (AIT) upon completion of his basic training. The advanced individual training he takes is based on many factors, including his desires, capabilities, the needs of the service, or "the way the ball bounces," as the saying goes.

In AIT he receives the technical training he'll need to perform his particular assignment in the Army.

Many factors influence his capabilities when he graduates from his technical school. The primary ones are his interest in the field he is being taught, his ability to assimilate the knowledge pumped into him, and the time available for instruction.

All too often the worst factors of these

Could we field the *Cheyenne*?

By
MAJOR EUGENE S. EMMER
ODCSLOG, Hqs, USAREUR

New fangs for the Cobra.



Take a look at the HueyCobra — configured for European duty with advanced fire control and weapons:

FIRE CONTROL — Improved nose-mounted periscope sight enables the Cobra gunner to direct his weapons more accurately than ever before.

WEAPONS — The anti-armor Cobra mounts highly accurate missiles, designed to defeat any known armor. The gun system is a 20mm or 30mm turret capable

of effectively neutralizing thin-skinned targets.

The Cobra's small size, high degree of maneuverability, heavy weapons complement, and pinpoint fire control system make it the new dimension weapon for anti-tank warfare.

The anti-armor Cobra has the ability to cope with weather and adverse terrain, and its two-year history of gun ship capability gives it combat knowhow to work independently or in conjunction

with other anti-tank systems in military inventories here and abroad.



BELL HELICOPTER

FORT WORTH, TEXAS 76101 • A **Textron** COMPANY



SOME SENIOR CITIZENS...

PROFILE: AWOAC-1

BY CHIEF WARRANT OFFICER (W-4) ROBERT A. BANEY

ON 1 June 1967, OACSFOR, DA requested the Commanding General, USCON-ARC, to establish a career development program for selected Aviation Warrant Officers.

Goal: to maintain a base of highly skilled professional aviators capable of assuming aviation-related positions of greater responsibility, and to further develop the Aviation Warrant Officers' knowledge of military and related functions.

Two courses were to be established — Intermediate and Advanced — each having the specific objective of providing an incentive for excellence through established standards of formal schooling and controlled, progressive training as Instructor Pilots, Safety Specialists, Standardization Pilots, and Aircraft Instrument Flight Examiners.

On 19 November 1968, Hqs, USAAVNC published General Order 100 creating the *Department of Aviation Warrant Officer Career Development (Provisional)*, and assigned this department to USAAVNS. This organization became a Division of the *Department of Special Aviation Training* on 1 October 1969.

The first of its kind

Reporting to USAAVNC on 19 August 1969, 32 Chief Warrant Officers (W-4) comprised *Aviation Warrant Officer Advanced Course 70-1*, the first of its kind in Army history. During their orientation MG Delk M. Oden, CG of USAAVNC dubbed the 32 CW4's as the "Airline Captains of the Army."

The tribute was gratefully accepted by all — the unspoken pledge: "We'll stay 'Above the Best'."

So much for the background on the course . . . What about the people who make up AWOAC 70-1? . . . What is their experience, their background? . . . I'll try to give you a capsule "Class Profile."

On graduation the 32 of us will have accumulated 666 years and 8 months of military service — an average of 20 years and 10 months service per man. We've served in almost every country possible, our tours carrying us from the Arctic to the Antarctic and in all directions from there.

Service in three wars

During our combat tours, we've been awarded 1 Silver Star, 19 DFC's, 29 Bronze Stars, 790 Air Medals (to include Oak Leaf Clusters and "V" Devices), 43 Army Commendation Medals, and 6 Purple Hearts. These were accumulated during WWII, the Korean Conflict, and the Vietnam War.

One class member was selected as the 1961 "Army Aviator of the Year" by the Army Aviation Association; one member now serves on that organization's National Executive Board.

While we'd never be able to accumulate the figures necessary to impress our readers with the knowledge we've learned "in the field," our military schooling record is impressive . . . We've attended a total of 231 military schools and have accumulated 772 months of

training and education, slightly more than 24 months per man.

Our civilian education has been somewhat neglected in view of our lengthy military service. Eight of us have completed 14 years schooling; 7 are credited with 13 years; 14 completed high school; one completed the 9th, 10th, and 11th grades respectively.

5,400 hour average

Age? Ratings? . . . Our oldest classmate is 46; the youngest is 34. The first to join military service did so on 25 June 1941 and the most recent on 13 October 1955, slightly more than 14 years ago. The oldest original pilot and aviator rating dates back to 31 August 1951, and at this time we have five Master Army Aviators, 26 Senior Army Aviators, and one Army Aviator in our class.

Our cumulative flying time in both fixed and rotary wing aircraft totals 172,674 hours — an average of approximately 5,400 hours per man. Of this total, we've flown 31,740 hours in combat — about 1,000 average per man.

We hold nine standard and 16 special fixed wing instrument tickets, and 16 standard and eight special rotary wing tickets with 11 of us being instrument examiners. In addition, we have five Parachutists, three Senior Parachutists, and one Master Parachutist with a combined class total of 404 jumps.

Many are Reservists

It may surprise you to learn that only 18 of us are Regular Army, the remaining 14 being USAR. By further research I learned that we are an average group in productivity, having 76 children (2.25 per family average) with five of our sons in the Armed Forces. Six grandchildren have blessed four of our families.

Several of us have had other service experience. One classmate had duty with the Kansas Army National Guard, another with the NJ-ARNG, and a third with the N.Dak-ARNG. One served with the Marines as a rifleman; three are ex-Navy servicemen. We enlisted from 20 States with Illinois (5) and New York (3) being the leading States.

Who truly can state that the Aviation Warrant Officers are only "airplane drivers"? . . .

Career Course Breakdowns for Aviation Warrant Officers

Subject Titles	Advanced Course	Intermediate Course
Aviation	83	128
Safety	145	86
General Military	103	119
Maintenance	84	82
Comb Arms/C & S	123	123
Special Operations	98	145
Air Traffic Control	124	—
Critique	1	1
Total	761	684

The record doesn't substantiate this . . . In addition to our duties as aviators, we've performed in more than forty separate specialties for the U.S. Army, and I just skimmed the records.

My classmates have served in every capacity from Mess Officer to Bomb Disposal Specialist, from Stenographer to Chief of Gun Section, from Intelligence Sergeant to Radar Operator, from Public Information Officer to First Sergeant.

With each graduating class the opportunities for the "Flying Warrant" will increase. The AWOAC may only be a starter as specialized fields begin to open up. It's reasonable to assume that career development will also be possible in Armament, Safety, Test Flight, Air Traffic Control, Maintenance, and Avionics, to mention a few fields of military endeavor.

The "All Out" effort

We feel that right down the line the effort has been "All Out!" to prepare us for these assignments. As the first students we were asked to play a part in shaping our course; sincere requests were made to us to recommend additions, deletions, and changes, with a preponderance of our suggestions being implemented.

My classmates wish to commend the Army Aviation Center/School — and the Warrant Officer Career Development Division, in particular — for the remarkable job they have accomplished in getting this program started. By the time many of you receive this issue, we'll have graduated and have started the process of moving on to many new and challenging assignments.

CHEYENNE / Continued

points combine to produce a soldier who is not fully knowledgeable in his new career field. Rather, he has just enough background so that he can understand what he is being taught during the on-the-job training (OJT) at his first unit of assignment.

Unfortunately, on-the-job training rarely turns out to be what it should be. Since the OJT soldier doesn't contribute his full share to his unit's efforts, he becomes the shop NCO's runner, detail man, floor sweeper, and, last of all, gets a little OJT in between.

To further complicate matters, his MOS may be changed to better fit him into his unit TO&E, to help him advance in grade, or to get him out of a career field, for which he was not suited in the first place.

All these gyrations in the career of a school-trained maintenance man were all right in the days when sophistication meant an O-1 *Bird Dog* or a loop-type ADF direction finder radio. But times have changed. Unfortunately, in many ways, the Army has not.

It's going through the same painful problems regarding school-trained individuals as it has for years in the past. I won't even go into the problem of losing trained personnel to private industry since that is a separate problem. The heart of the problem, the OJT specialist, requires years of training before he is fully qualified to repair and maintain the equipment for which he'll be responsible.

Changes are in order

Obviously, changes are in order or else the Army will never overcome its difficulties with new technical equipment. First, the Army training system for skilled technicians must be changed. Longer periods of school are required so that the graduate is *fully* trained

when he is assigned to a unit. The half-trained OJT candidate is of little value to the commander who needs to have every piece of equipment fully operational right now, not half way fixed.

The main key to this is longer commitments for those who graduate from technical schools so they can be trained longer and yet still derive maximum benefit from them. This can be accomplished by eliminating the two year draftee from the highly technical schools or extending the enlistment period to four years as a pre-requisite for technical schools.

Second, a means must be devised in which an MOS more positively tells in which equipment a man has skilled. For example, the present avionics MOSs often cover a wide gamut of equipment. Some of the equipment in the *Cheyenne* which might be included in the old MOSs, broadly speaking, would really not even be comparable. How do you identify a *Cheyenne* inertial guidance computer repairman? Not with a 35 M Navigation Equipment Repairman MOS, I hope.

Third, once a man is trained in a special MOS he must not be allowed to change it *unless* he advances to a supervisory position. The theory must be to fully train a man, let him work in his career field, and retrain him in his field until he is really experienced and ready to move into supervisory levels. Then you will have the basis for a capable, qualified maintenance shop.

The alternative . . .

There is an alternative to this recommendation and so long as Uncle Sam has the dollars, U.S. industry is more than happy to assist. Just keep our present outmoded horse and buggy maintenance technician system and hire hordes of factory service representatives.

Fortunately, most FSR's do know their equipment. But what *Cheyenne* company commander would like to have a battalion of FSR's in his area just to keep his birds operational?

The Army has got to modernize to stay with technology. If we fail to do so we'll flounder in our own equipment; equipment which we need and for which we pay lots of money, but which we cannot use because we cannot make it work.

ABOUT THE AUTHOR

A frequent contributor to *ARMY AVIATION*, Major Eugene S. Emmer is a Senior Army Aviator with dual ratings. He serves presently as an avionics and ground communications equipment logistical staff officer in ODCSLOG, Hqs, U.S. Army, Europe, and Seventh Army.

Mike Button

Dear Mike:

What are my chances of completing my education upon my return from RVN? I'm a CW2 and expect to return in March.

M.S.B.

Dear M.S.B.:

There are two basic programs open to you: The Degree Completion Program (Bootstrap) and a DA-funded program for aeronautical engineering degrees associated with the Engineering Flight Test Program. Many WOs do not realize how close they are to qualifying for the Bootstrap Program where they can go to school for up to one year while drawing full pay and allowances, to include flight pay. Additionally, the GI Bill may be used to defray the costs. (See AR 621-5).

Mike

* * *

Dear Mike:

I've read about the Aviation Warrant Officer Career Courses now being conducted at Fort Rucker, and wondered if they go beyond the first Advanced and Intermediate Classes. Is there a more complete schedule for '70 and '71? . . . I'm interested.

USAREUR CW3

Dear "3":

Three additional Intermediate Courses have been scheduled: IC 70-2 that started on 26 January and will end on 2 June 1970; 71-1 to start on 27 July 1970 and end on 15 January 1971; and 71-2 to start on 26 January 1971 and end on 2 July 1971.

There are three Advanced Courses planned as well. They are AWOAC 70-2 that started on 19 January and will end this coming 2 July; AC 71-1 that starts 22 July and ends on 15 January 1971; and lastly, AWOAC 71-2 that will start on 19 January 1971 and end the following 2 July.

Mike

* * *

Dear Mike:

When can Warrant Officers expect to get stabilized assignments again? Give it to me straight.

John R. Iselle
CW2 AVN

Dear Mr. Iselle:

Stabilized tours depend upon our overall requirements and the availability of personnel to meet these requirements. At the present time it appears that all career Aviation Warrant Officers will serve two tours in Vietnam. After the second tour the career WO can normally expect to be stabilized in his succeeding assignments. Such tours may be served in CONUS or in an overseas theater with dependents author-

ized to accompany the aviator. Also, as the WO progresses in rank he can expect greater stability in his assignments.

Mike

* * *

Dear Mike:

The Aviation Warrant Officer Branch is the focal point for the cheers and jeers associated with the WO Program, and I'm certain everyone puts their oar in. In feeling the pulse of the total Aviation Warrant Officer population, what one change in the aviator program do you detect that warrants would like to see implemented?

M. J. Madden
CW4 AVN

Dear Mr. Madden:

During the interchange between attendees and panel members attending the Aviation Personnel Seminar at the October, '69 AAAA Convention, discussion centered on two previous Army proposals related to the Aviation Warrant Officer Career program — equalization of flight pay and creation of grades W5 and W6. Moreover, some 68% of those responding to an earlier AAAA poll of junior officers and warrant officers felt that changes in these specific areas would substantially improve aviator retention. It was the consensus of those present at the AAAA Personnel Seminar that adoption of these proposals was essential to an effective 30-year Aviation Warrant Officer Career Program and that the most urgent need was for the equalization of flight pay.

Mike

* * *

(Ed. Note: "Mike Button" is a continuing column, one devoted solely to aviation personnel problems. Questions should be mailed to the magazine (see back cover address), and will be answered by OPO aviation specialists, rather than the staff of the publication. Correspondents should include their full name and address, but may request that their initials be published in lieu of their name.)

NOTE TO FPPP INSURED

Holders of AAAA-endorsed flight pay insurance policies who wish to convert immediately to the new all-risk coverage with full combat protection may do so by writing Ladd Agency, Inc., 1 Crestwood Road, Westport, Conn. 06880, and requesting the conversion. Ladd Agency will forward the Insured a new application form and notify him of the amount of the pro-rated premium refund on his old coverage (if any). The Insured would complete and return the new application form along with any premium balance due. Cancellation of the old coverage would coincide with the initiation of the new coverage, which would take place on the first day of the month after the postmark month of application.

Blow your horn!

A monthly column in which Army Aviation personnel claim individual and unit operational and logistic records . . . Distance, payload, speed, altitude, endurance, service, or any other category . . . Single hour or day, monthly, or annual records . . . World or service records . . . You claim them! . . . We'll publish them! . . . Blow your horn!

Altitude

Altitude - in - level - flight (World Record): Held by CW4 William T. Lamb, 326th Transportation Detachment, APO New York 09185, pilot, and CW4 James P. Ervin (deceased), co-pilot. The record flight took place on December 31, 1968, at Stratford, Conn., in a Sikorsky-built Army CH-54A Flying Crane, the helicopter attaining an altitude-in-horizontal-flight of **31,280 feet**.

Distance

Distance for Class C.1.f Turboprop Fixed Wing Aircraft World Record: Held by LTC John J. Collins, U.S. Army Advisory Group (ARNGUS) New Hampshire, Federal Building, Concord, N.H. The record non-stop flight took place in July, 1966, in a Grumman-built Army OV-1B, covering the more than **2,400 miles** in nine hours and 30 minutes.

Flight Time

Annual Total Flight Time for an Assault Helicopter Company: Claimed by the 175th Assault Helicopter Company, commanded by LTC (then MAJ) Richard W. Leister. The company flew **26,695 hours** during the 1966 calendar year, averaging 2,224 hours per month.

Payload

1,000-kilogram to altitude (World Record): Held by LTC (then MAJ) T. J. Clark, Jr., of Fort Rucker, Ala. The record flight took place on April 24, 1965, the Sikorsky-built

Army CH-54A Flying Crane lifting a 1,000-kilogram payload to **29,340 feet**.

2,000-kilogram to altitude (World Record): Held by CW3 Ulysses V. Brown of Fort Rucker, Ala. The record flight took place on April 24, 1965, the Sikorsky-built Army CH-54A lifting a 2,000-kilogram payload to **28,743 feet**.

Time-to-Climb

Time-to-climb to 3,000 meters (World Record): Held by CW4 James P. Ervin (deceased), pilot, and CW4 William T. Lamb, 326th Transportation Detachment, APO New York 09185, co-pilot. The record flight took place on December 31, 1968, at Stratford, Conn., in a Sikorsky-built Army CH-54A Flying Crane, the helicopter ascending to the 3,000 meter mark (9,762 feet) in **one minute and 36.8 seconds**.

Time-to-climb to 6,000 meters (World Record): Held by CW4 James P. Ervin (deceased), pilot, and CW4 William T. Lamb, 326th Transportation Detachment, APO New York 09185, co-pilot. The record flight took place on December 31, 1968, at Stratford, Conn., in a Sikorsky-built Army CH-54A Flying Crane, the helicopter ascending to the 6,000⁺ meter mark in **three minutes and 31.5 seconds**.

Time-to-climb to 9,000 meters (World Record): Held by CW4 James P. Ervin (deceased), pilot, and CW4 William T. Lamb, 326th Transportation Detachment, APO New York 09185, co-pilot. The record flight took place on December 31, 1968, at Stratford, Conn., in a Sikorsky-built Army CH-54A Flying Crane, the helicopter ascending to the 9,000 meter mark in **seven minutes and 36.4 seconds**.

Send record claims to **ARMY AVIATION**,
1 Crestwood Road, Westport, Conn. 06880.

Progress Report on Items Proposed by AAAA JO/WO Member Councils

(On 16 September 1969, AAAA National Executive Board members Howze, Kesten, Oden, Long, Pumphrey, Dibrell, Sabiston, Rogers, Daly, and Joyce met with 12 members of the joint Junior Officer/Warrant Officer Member Councils of Fort Rucker and Hunter-Stewart.

The latter were composed of CPT JF Sprague; CPT JR Daly and CW4 DR Joyce (both wearing two hats); 1LTs JE Burke and PW Feeley; 2LT CW Goodson; CW3 GA Lovett; CW2s Kemmet, Phillips, and Nixon; and WOC GG Harkin.

The purpose of the meeting, which ran about three hours, was to re-examine AAAA's objectives, programs, purposes, and benefits from the standpoint of the member councils representing the 7,445-odd junior officer and warrant officer members of the Ass'n. During the discussions, some 39 separate "inputs" were received with GEN Howze assuring the attendees that the Ass'n would give careful consideration to each proposal made.

The following is part of the progress report made by COL Richard L. Long, USA (Ret.), AAAA incoming National President, to the same JO/WO Member Councils during his 4-5 December visits to Fort Rucker and Hunter-Stewart in the company of the Executive Vice President. The full 39-part progress report is being serialized over three issues; this is the second instalment of the three-part report.

■ **Input:** "Shouldn't the AAAA consider the creation of Junior Member Councils at all AAAA Chapter activities?"

Action: The Hunter/Stewart Junior Officer/Warrant Officer Member Council indicated they would address the area and provide written guidance as to suggested size, constituency, objectives, etc. of a typical Chapter JO/WO Council. In the interim, the Fort Wolters Chapter has activated the Association's third JO/WO Member Council.

■ **Input:** "The Directory Issue came under criticism (by the junior members). Is it really meaningful to the W2 or the lieutenant? Wouldn't pages on other matter be more meaningful to them? The (Directory) Issue gives the appearance of being oriented towards the higher echelons."

Action: The 1969 Directory Issue will not be updated in 1970 for the editors have not received any conclusive indication from those within Army Aviation that the issue is of service to those within the field. Also, the solicitation, compilation, preparation, proofreading, and production efforts required to put out such an issue are far more extensive than producing a normal "news" issue. The editors feel that such Directory information, less the actual phone numbers, might be handled better through the regular PCS-Change of Address columns of the maga-



FT. RUCKER, ALA. — In what may be the last presentation, COL A. T. Pumphrey, left, DOI at USAAVNS and President of the Army Aviation Center Chapter, presents CPT Robert F. Woodruff, class leader of ORWAC Class 69-48 with an AAAA incentive check for the class's 100% membership in AAAA. 1LT Kenneth D. Thomas, 2d from right, and LTC Russell C. Potter, CO of the Student Aviator Battalion, look on. AAAA's 100% "Membership Incentive Plan" terminated on December 31.

zine. To pick up the slack, the editors plan to initiate a new key officer column entitled "Command and Staff," which shall endeavor to list the unit/agency assignments of all Army Aviation personnel on PCS in the grades of colonel and higher. The column will first appear in the January 31, 1970 issue.

■ **Input:** "The younger members (and non-members) we surveyed expressed the same lack of interest in the Convention Report Issue. They said, 'Why should I be interested in an issue that covers a convention that happened a month and a half ago?' . . . The average reader isn't interested in looking at a whole issue of convention pictures."

Action: The editors do not plan to discontinue the Convention Report Issue, which, among other things, 1) covers a major address on Army Aviation to those within Army Aviation, by the Chief of Staff or the Vice Chief, and 2) reports on AAAA award actions providing national recognition to major unit and individual contributions within U.S. Army Aviation. While major emphasis in such an issue will be placed on a report of the activities at the Association's major undertaking, the editors will endeavor to devote at least a third to 40 percent of the editorial coverage of the issue to non-convention news and articles of general interest to all. (Note: The 64-page November 30, 1969 Convention Report Issue is the first example of this dual coverage, devoting 20 pages, or 31 percent of its space, to 1969 AAAA Convention details.)

■ **Input:** "Major comment we got from (non-insured) people was that they needed more information on the FPPP, and this gets us back to the comment made earlier that we made about the need for a brochure."

Action: It is Ladd Agency procedure to forward a

Progress Report on Items Proposed by AAAA JO/WO Member Councils

basic FPPP leaflet to each new AAAA member approximately two weeks after he joins the Ass'n. A more detailed 8-page leaflet is being prepared and will be available for dissemination to non-members by 1 February 1970. The National Office suggests that in each Chapter activity there are many fully knowledgeable Insureds of eight to ten year's standing, and that each Chapter has two or more FPPP claimants among its membership who might be agreeable to addressing area non-members on the worthiness of the FPPP.

- **Input:** "There's too much commercialism (in the magazine). It was much better ten years ago."

Action: The advertising percentage has remained between 25-33 percent during the past ten years, with the editorial contents of any particular issue being developed at the 66-75 percent level after an issue's total ad pages are known. With the ad percentage of most consumer magazines, such as LIFE, LOOK, PLAYBOY, etc. often exceeding 40-50 percent, the criticism appears to be unrealistic. With a 25-30 percent ad support base being needed to meet costs, the criticism would also appear to be unjustified. This issue contains 12.5 percent advertising; the December issue contained 17 percent.

- **Input:** "In lieu of listing all new members in the magazine, couldn't we provide a monthly breakdown of the new member input each month by rank and grade?"

Action: The November and December, 1969 issues carried such a breakdown in a box, and the data will be updated monthly. See box below.

- **Input:** "Can't the same monthly listing be done with flight pay insurance claims?"

Action: The monthly figures, in themselves, are

**New Members Joining AAAA
During 1 Oct-31 Dec 1969**

Category	Oct.	Nov.	Dec.	Total
COL	0	1	0	1
LTC	7	2	2	11
MAJ	8	13	11	33
CPT	69	38	64	171
LT	76	47	38	161
CWO (All)	21	21	54	96
WO	8	2	2	12
WOC	409	73	5	487
Enl	9	15	40	64
Civ	48	107	36	191
Ret	3	6	2	11
Totals	658	325	254	1,237

not meaningful whereas annual claims total are. (Note: An update of FPPP claims for the 1967-1969 period appeared in the January 31, 1970 issue.)

- **Input:** "Can we have an aviation 'Stake Your Claim' column in the magazine, similar to the column now appearing in the ARMY TIMES?"

Action: The editors are endeavoring to compile sufficient editorial copy to initiate the column and enclosed a "Please send in your unit/individual records" letter in a recent Scholarship Foundation mailing sent to some 6,500+ senior members. Consensus of JO/WO Council members felt that "Blow Your Horn!" would be an appropriate column heading. First column planned for February 28, 1970 issue.

- **Input:** "We're in agreement that new (junior) members who go to Vietnam should be given some form of dues relief, possibly in the form of a discounted membership."

Action: On the recommendation of an ad hoc Fiscal Subcommittee, the National Board approved a discounted two year member dues program, effective 1 January 1970, and a discounted two year renewal dues program, effective 1 April 1970.

- **Input:** "A lifetime membership in AAAA should be given after a certain number of years, or on reaching Master Army Aviator."

Action: None taken. The Board reviewed this proposal in the past, found that no other organizations provide a gratis membership in this category, and indicated that the costs involved do not justify such an action.

- **Input:** "(We'd like to see) more junior members attend the AAAA Annual Convention as Delegates."

Action: The President directed a letter to each Chapter President in mid-1969, asking that each increase the number of junior officer/warrant officers representing the Chapters. Attendance of JO/WO members at the annual meeting increased twelve-fold with some 43 junior members in attendance. Thirty-four were Delegates; nine were Alternates.

- **Input:** "Will there be any special recognition of the attendance of junior members?"

Action: Outstanding WOCs were selected at USA-AVNS and USAFTC, and brought to the annual meeting as Chapter guests (accommodations and all tickets provided). The President recognized these "Outstanding WOCs" from the dais, asking each to stand and be recognized. The President also commented on the importance of the aviation warrant officer in the Army Aviation Program, and asked all WOs in the audience to stand and be recognized. The Chapter Presidents were encouraged to have the junior members present their views during the "Convention Report" made at the first Chapter meeting following the annual convention.

(Continued Next Month)

month's takeoffs

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Obituaries

ALBRECHT, Stanley B., Captain, USAAVNS Element, Ft. Stewart, Ga.; due to an aircraft accident on December 1, 1969.

ARMSTRONG, Charles J., Warrant Officer, 12th Aviation Group, (Vietnam); due to an aircraft accident on November 24.

BERRY, John A., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on December 5.

BLANTIN, Eric G., Warrant Officer, 164th Aviation Group, (Vietnam); due to an aircraft accident on November 20, 1969.

BROWN, Alexander C., Warrant Officer, 25th Infantry Division, (Vietnam); due to an aircraft accident on November 23.

BROWN, Stanley A., First Lieutenant, 17th Aviation Group, (Vietnam); due to hostile action on November 1, 1969.

CAMPBELL, Thomas E., Captain, 17th Aviation Group, (Vietnam); due to hostile action on October 28, 1969.

CLEMENTS, Robert A., Captain, 25th Infantry Division, (Vietnam); due to an aircraft accident on November 23, 1969.

DANIELSON, Charles F., Jr., Warrant Officer, 17th Aviation Group, (Vietnam); due to hostile action on November 1.

DRAVIS, James S., Jr., Chief Warrant Officer (W3), 17th Aviation Group, (Vietnam); died on August 2, 1969.

FORD, Charley J., Captain, 10th Aviation Group, (Vietnam); due to an aircraft accident on November 3, 1969.

GREESON, David C., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on November 7, 1969.

HEARNE, Maury W., Chief Warrant Officer (W2), 17th Aviation Group, (Vietnam); due to hostile action on October 30.

HESTER, Leo C., Jr., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on November 2, 1969.

HIRANO, Owen T., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to an aircraft accident on October 9, 1969.

KNEPP, Jack D., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on November 29.

KNIGHT, Michael P., Captain, 165th Aviation Group, (Vietnam); died on November 23, 1969.

MASON, Robert S., Jr., First Lieutenant, 12th Aviation Group, (Vietnam); due to an aircraft accident on October 9, 1969.

MCCARTNEY, Ken A., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on November 5.

MERCER, John M., Chief Warrant Officer (W2), 10th Aviation Group, (Vietnam); due to an aircraft accident on Nov. 7.

PERKINS, Allen D., Warrant Officer, 12th Aviation Group, (Vietnam); due to aircraft accident on November 24, 1969.

REGALADO, Ricardo W., Warrant Officer, Americal Division, (Vietnam); due to hostile action on November 15, 1969.

ROCK, Don L., Warrant Officer, 44th Medical Brigade, (Vietnam); due to hostile action on November 19, 1969.

ROMERO, Walter D., First Lieutenant, Americal Division, (Vietnam); due to hostile action on November 15, 1969.

RUMBLE, Gerould M., III, Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on Nov. 5.

SPENCER, James F., First Lieutenant, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on November 22.

STILWELL, Roy M., Warrant Officer, 44th Medical Brigade, (Vietnam); due to hostile action on November 23, 1969.

VAD, Henry J., Chief Warrant Officer (W2), 1st Infantry Division, (Vietnam); due to hostile action on November 6, 1969.

WATKINS, Robert J., Jr., Chief Warrant Officer (W2), 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on October 8, 1969.

WHEELER, Conrad J., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on October 29, 1969.

WHITTINGTON, John H., Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on November 24.

WILSON, Adam, Warrant Officer, Americal Division, (Vietnam); due to hostile action on November 15, 1969.

WOOD, Rickie D. P., Chief Warrant Officer (W2), USAPHC/S, Ft. Wolters, Tx.; died on November 19, 1969.

WYMAN, Murray J., Captain, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on October 31, 1969.

YOUNG, Gerald L., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on October 23, 1969.

AAAA Activities

- **Lindbergh Chapter (St. Louis).** Professional dinner meeting. Speaker: **Mrs. Rose Eime**, Registered Nurse, on "The Physical Aspects of an Astronaut in Space." Ruggeri's Restaurant. 15 Jan.
- **Monmouth Chapter.** Joint meeting with AUSA-AFCEA. Speaker: **MG Walter E. Lotz, Jr.**, CG of USAECOM, on "ECOM As I See It." Gibbs Hall, Fort Monmouth. 15 Jan.
- **David E. Condon Chapter.** Business-Social Meeting. "Bring Your Crew Chief After Work Party." NCO Open Mess. 16 Jan.
- **Midnight Sun Chapter.** Professional After-Dinner Meeting. Speaker: **Don Sheldon**, noted Alaska bush pilot, presentation and color films. NCO Club, Ft. Richardson. 20 Jan.
- **Activation Meeting.** Membership residing in the Greater Fort Ord Area. Hitching Post, Building 104, Fort Ord. 29 Jan.
- **Fort Riley Chapter.** Professional Dinner Meeting. Speaker: **COL Eugene M. Lynch**, Chief, Aviation Warrant Officer Branch, OPD, DA, on "Answers to some current aviation career problems." Fort Riley NCO Club. 30 Jan.
- **Valley View Chapter (Wertheim, Germany).** General membership meeting. Peden Barracks Officers Club, Wertheim. 2 Feb.
- **Fort Wolters Chapter.** Professional After-Dinner Meeting. Speaker: **COL Richard L. Long USA (Ret.)**, AAAA National President, on "The Quad-A . . . Present and Future." Student Activities Building, Ft. Wolters. 4 Feb.
- **National Executive Board.** General Business Meeting. ARADMAC, Corpus Christi, Texas. 5-7 Feb.
- **Richard H. Bitter (Corpus Christi) Chapter.** Professional-Social Dinner Meeting. Speaker: **COL Richard L. Long, USA (Ret.)**, AAAA National President. NAS Officers' Club. 6 Feb.
- **Fort Sill Chapter.** Mardi Gras Costume Ball with dinner and dancing. Hangar Building 4922 (West End). 6 Feb.
- **Washington, D.C. Chapter.** Reception for **MG Allen M. Burdett, Jr.**, newly-assigned Director of Army Aviation, OACSFOR, DA, and Mrs. Burdett. Fort McNair Officers' Mess. 1900 hours, 7 Feb.
- **Washington, D.C. Chapter.** Valentine Cocktail Party and Fingertip Cocktail Buffet. Fort McNair Officers' Mess. 2000 hours, 8 Feb.
- **Delaware Valley Chapter.** Professional Dinner Meeting. Speaker: **Dr. Paul Garber**, Historian Emeritus of The Smithsonian and former Head Curator of the National Air and Space Museum, on "The Feminine Influence on the History of Flight." The Alpine Inn, Springfield, Pa., 1800-2100 hours, 9 Feb.
- **Southern California Chapter.** Professional-social Dinner Meeting celebrating Chapter's First Anniversary. Speaker: **Herman "Fish" Salmon**, noted industry test pilot. Free cocktails for first hour. Van Nuys National Guard Officers' Club, 1830 hours, 18 Feb.
- **Fort Benning Chapter.** General Membership After-Dinner Business Meeting. Installation of '70-'71 Chapter Officers; discussion of AAAA programs. Main Officers' Open Mess. 1930 hours, 25 Feb.
- **USAREUR Region.** 11th Annual General Membership Professional-Social Meeting. U.S. Army Recreation Center, Garmisch, Germany. 4-7 March. Contact: AAAA Project Officer, 122d Aviation Company, APO New York 09165.
- **David E. Condon Chapter.** First Annual William B. Bunker Memorial Scholarship Ball. Fort Eustis Officers' Open Mess. 29 March.
- **Lindbergh Chapter.** Co-Sponsored Membership Activity. First William B. Bunker Memorial Science Fair. Federal Building. 16-18 April. Contact: Information Office, USAAVSCOM.



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Nose for News

If it moves, if it gives off heat, if it's "visible" to any one of many sensors, the Grumman Mohawk will find it. Day and night, fair or fog, in plain sight or behind camouflage nets.

Just as remarkable as its sophisticated sensors are the prime movers that get the Army's combat-tested reconnaissance aircraft there and back. Twin T53's by Avco Lycoming hoist it out of short jungle strips, enable it to loiter over target areas and bring it safely back, even when a sharpshooter from below strikes back at the nosy bird overhead.

The gas turbines have also turned in a remarkable record of durability and maintainability in a climate which is as hostile as the hidden foe. When Mohawk goes on sticking its nose into other people's business, Avco Lycoming T53's are close behind.



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