

# Army Aviation

February 28, 1970

## Riding Shotgun

(See back cover . . .)



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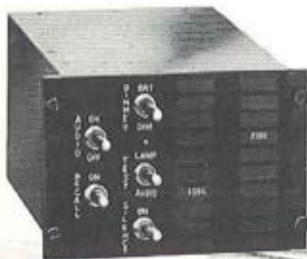
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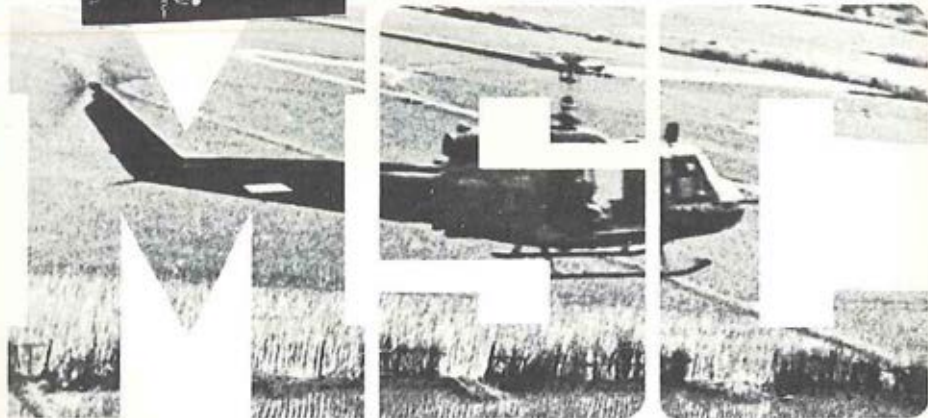
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# News/Photos



**PREVIEW FOR PILOTS** — This portable flight deck of Lockheed's new L-1011 TriStar jetliner gives pilots a chance to check the visibility and instrument lighting in the flight station of the new aircraft before it flies later this year. The full-size mockup can be towed down runways and taxiways, with the nose being capable of being raised to simulate takeoff and landing angles and positioned to measure the sun's glare and airport night lights.



**METS** — Avco Lycoming's Modular Engine Test System components (above) were demonstrated Feb. 3 to military and industry representatives at the company's Charleston, S.C. plant. The METS test equipment, six units of which are being built for the Army under an AVSCOM contract, will be used to test T53, T55, T63, T73, and T74 engines. The auxiliary trailer (left) supports an auxiliary power module and cooling unit, which cools and supplies water used by the power absorption system. Mounted on the engine test trailer (right) are the control cab, services system, fuel tank, power absorption system, and the engine test dolly, rigged with a T53 engine.



**PROMOTION** — Robert N. Mackinnon, commander of the USAPHC, Ft. Wolters, Tex., has the rank insignia of Brigadier general pinned on in February 5 ceremonies. His wife, Nancy, and his father, COL W. R. Mackinnon, USA (Ret.), do the honors. General Mackinnon assumed command of Ft. Wolters and USAPHS last October.



**TEST PILOTS** — Captain Reuben P. Prichard, Jr., USN (left), Director of the U.S. Naval Test Pilot School at Patuxent River, welcomes (l-r) MAJs Warren E. Griffith and William E. Horton, and CPT David G. Summerfeldt, all Army Aviators, to Jet Transition Course #56 which began in Feb., 1970.

**MAJOR FUNCTIONS** — AAAA's 1970 Annual Meeting will be held in the Shoreham Hotel, Washington, D.C., during October 14-16, and will follow the AUSA Annual Meeting during October 12-14. Professional programming for the two-day convention will be finalized at the June 5-8 business meeting of AAAA's National Executive Board at Hunter AAF-Fort Stewart, Ga. The 1970 USAREUR Region Annual Convention was held in Garmisch, Germany, during March 4-8, with a preliminary report to appear next month.



# Army Aviation

FEBRUARY 28, 1970

Endorsed by the Army Aviation Ass'n of America

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## Like it is...

We may shortly see the flight pay of aviation warrant officers equalized with that paid to O-1's through O-4's. Our hope is based upon the fact that both legislators and military are looking for painless ways to save a fifth of a billion dollars . . . and here's one way . . .

In a recent OPO survey, Aviation WO's were asked if (1) they'd re-up on a "volunteer indefinite" basis, (2) would probably re-up, (3) were undecided, (4) would probably not re-up, or (5) were definitely getting out. Once the survey results were in, the same WO group was re-pollled, this time being asked to respond to the same categories on the assumption that junior officer/warrant officer (JO/WO) flight pay had been equalized.

Somewhat more than half the WO's didn't change their minds, but more than 38% upgraded their categories. Most important were the 8.0% who went from "2" to "5" to "1". An additional 9.6% went from "3" to "5" to "2" (Probably re-up). With some 8,000 OBV aviation WO's, the 8% totals 640 aviators in Category 1, and assuming half of the 9.6% moving to "Probably re-up" would do so, this gives us 384 more.

At a training investment of \$43,000 per aviator, equalizing the JO/WO flight pay would save \$44 million in training the 1,024 replacements alone!

There's more . . . After three years, the WO has about 2,000 flight hours. At \$70 per hour (per cockpit seat), this amounts to an "experience cost" of \$140,000 per man. To replace the flight experience of the 1,024 dropouts would cost an additional \$143.3 million which, when added to the \$44 million training cost, brings the total taxpayer tab to \$187.3 million!

Equalizing the flight pay of all 12,000 Aviation WO's would cost about \$5 million . . . In pure black on white figures, the choice, then, is quite clear . . . We must spend the \$5 million to save the \$182 million!

The savings can be used for replacement aircraft . . . or to achieve a draft-free professional Army . . . or for secondary sewage filtration plants, or for all three. Let's get on with it!

A.H.K.



## Remarkable new **Fioresorb**<sup>®</sup> concentrate extinguished large scale hydrocarbon fire six times faster than protein foam!

Conducted by a major oil company, the test involved 486 gallons of aviation gas in a 1000 sq. ft. pit containing flashback hazards. In the direct comparison test for speed of extinguishment, Jefferson's amazing new **FIORESORB** concentrate smothered and snuffed out this extremely dangerous fire in just 84 seconds! Only 10 gallons of **FIORESORB** concentrate were needed at a cost of \$50 (excluding freight).

By contrast, it required 125 gallons of protein foam concentrate 10.8 minutes to put out the fire at a cost of \$312 (excluding freight). Equipment used in the test was designed for protein foams. Application rate for both products was the same.

**FIORESORB** concentrate is a synthetic liquid which

produces a non-staining, vapor-blanketing foam with exceptional heat resistance and stability. Some of its other advantages are:

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The "liftingest" Huey ever built! It's the HueyTug, a product-improved Huey with power to hover out of ground effect at 4,000 ft. and 95° with a 6,000-pound payload on a 50 nautical mile radius mission. With increased power and improved dynamics any Huey can be updated to provide organic tactical troop lift support not now available to Army units. With five years of component development and two years of extensive flight test behind the HueyTug, Bell is prepared to product-improve the Huey Fleet at overhaul with components matched to increased mission requirements.



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# Command and Staff

**Major General John K. Boles, Jr.**, as NATO Chief of Staff in Izmir, Turkey, AFSEE, APO New York 09224.

**Major General Robert R. Williams**, as Acting ACSFOR, Department of the Army, Washington, D.C. 20310.

**Colonel E. K. Ball**, as Chief of the Army Aviation Division, ACTIV, APO San Francisco 96384.

**Colonel Russell P. Bonasso**, USA (Ret.), as Vice President, Your Chief, Inc., Box 1866, Clarksburg, West Virginia 26301.

**Colonel G. Steven Bosan**, as Secretary, Joint Transportation Board, Joint Chiefs of Staff, Washington, D.C.

**D. L. Buchanan**, D.F.C., B.S.A., as Vice-President, Sales, de Havilland Aircraft of Canada, Ltd.

**Colonel Danford S. Carroll**, as Deputy Division Chief, Surface Operations Division, J3, Headquarters, MACV, J3, APO San Francisco 96222.

**Colonel Colin D. Ciley**, as Director, Department of Specialized Aviation Training, U.S. Army Aviation School, Fort Rucker, Ala. 36360.

**Colonel John E. Cobb**, to Industrial College of the Armed Forces, Ft. McNair, Washington, D.C. 20315.

**Colonel George C. Connor**, as Deputy Director of the Dept. of RW Training, USAAVNS, Fort Rucker.

**Colonel William C. Edler**, as Director of the Dept. of Maintenance Training, USAAVNS, Fort Rucker.

**Colonel John C. Geary**, as Director, Systems Engineering Directorate, USAAVSCOM, P.O. Box 209, Main Office, St. Louis, Missouri 63166.

**Colonel Jack W. Hemingway**, as Deputy Director of Army Aviation, OACSFOR, DA, Washington, D.C.

**Colonel J. Y. Hammack**, as Director of the Dept. of RW Training, USAAVNS, Fort Rucker, Ala. 36360.

**Colonel Curtis L. Hankins**, Chief of Aviation Division, Fourth U.S. Army, Ft. Sam Houston, Texas, to retirement on January 29.



Ciley



Kisling



Buchanan

**Colonel Richard D. Kisling**, as Assistant Chief of Staff, G-4, U.S. Army Aviation Center, Fort Rucker, Alabama 36360.

**Colonel Robert O. Lambert**, as Chief, Aircraft Systems Division, Army Aviation Directorate, OACSFOR, DA, Washington, D.C. 20310.

**Colonel Alton G. Post**, as Assistant Commandant, USA Transportation School, Ft. Eustis, Va. 23604.

**Colonel Lloyd O. Pruett**, as Secretary of the U.S. Army Aviation School, Ft. Rucker, Ala. 36360.

**Colonel Earl K. Russell**, as Commanding Officer, U.S. Army Aviation School Regiment, Fort Rucker, Alabama 36360.

**Colonel Archie W. Summers**, as Deputy Director of the Dept. of Tactics, USAAVNS, Fort Rucker.

**Colonel George G. Tillery**, as Chief, Materiel Systems Division, U.S. Army Combat Developments Command Aviation Agency, Fort Rucker, Alabama 36360.

**Colonel Ralph H. Vohs**, as Commanding Officer, Davison Army Airfield, Ft. Belvoir, Va. 22060.

"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.

## Army Aviation

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Russell



Hankins



Carroll



# Directorate

THIS MONTH marks the fifteenth anniversary of the establishment of the Office of Director of Army Aviation. General Hamilton H. Howze became the first Director on 1 February 1955.

At that time and until 1963 the office was a part of ODCSOPS. When OACSFOR was established in the spring of 1963 the aviation office was transferred. As a result of passing the 15-year mark, we now display Master Aviator wings on the doors of the office. If anyone doubts that all requirements for MARAV have been met, I'll be glad to discuss our other qualifications.

## New subject . . .

The subject of this month's newsletter is Mission Support Aircraft and the Management thereof. Essentially, Mission Support or Indirect Support Aircraft are those which are assigned to TD organizations based upon ongoing requirements. These contrast with TOE aircraft which are actually assigned in anticipation of a requirement, i.e., combat.

The Army Indirect Support Aircraft Fleet provides a real challenge to management. The problem was not so difficult during the early years of Army Aviation. In 1950, when avia-

tors and aircraft numbered about 1,000 each, we could keep track of our assets by name and tail number. However, twenty years later we find ourselves trying to keep up with about 24,000 aviators and 12,000 aircraft.

## "Need for improvement"

Our sense of urgency in supporting battlefield requirements in Korea and Vietnam has degraded the development of tools and practices to manage the Indirect Support Fleet. This was brought to our attention quite clearly in 1968 when the Comptroller General reported to Congress that there was a "need for improvement in the management of Mission Support Aircraft."

While that report concerned some 500 aircraft used by the Army to maintain proficiency and for administrative support (Executive and Staff Transport), we decided the time had come to take a look at all TDA categories:

Category	Function
1.	Combat, Combat Support, Combat Service Support
2.	Training and Training Support
3.	Executive and Staff Transport
4.	Proficiency, Flying
5.	Research, Development, Test and Evaluation (RDT&E)
6.	Photographic and Mapping
7.	Aeromedical Evacuation/Crash Rescue
8.	Intelligence and Classified Projects
9.	Attaches, Missions, and Military Assistance Advisory Groups (MAAGS)
10.	Special Mission

Without considering the fleet assigned to the training base (Category 2), which is well controlled and monitored by DCSPER, there remain about 1,200 aircraft that require close management. This can now be accomplished by the recently devised management tools.

These tools consist of documents which establish the ground rules for recognizing requirements (CTA 1-4), for justifying authorizations for aircraft (C-1, AR 310-34), and for a reporting system to support the

# Mission Support Aircraft

By Major General  
**ALLEN M. BURDETT, JR.**  
Director of Army Aviation  
OACSFOR, DA

## MISSION SUPPORT AIRCRAFT

(Continued from Page 9)

continuing justification of the aircraft assigned based upon actual utilization (AR 95-40).

Our management tools tell us far better than ever before exactly where our aircraft are and what they are doing. Additionally, each major command can use these tools in assigning personnel. The indirect support management program will reduce the emotion which we have frequently experienced in aircraft assignments. Organizations are now less apt to tie an airplane or helicopter to the flag pole just in case the "old man" may want to use it. Aircraft that are *not* fully utilized should be transferred for most profitable employment.

### CONUS imbalance

The new management tools are currently being applied in seeking a solution to the problem of supporting the increasing number of CONUS aviators who require combat readiness flying time. The limited number of proficiency aircraft (Category 4) which the Army is authorized will not meet our needs, and the problem is compounded by the CONUS imbalance of aircraft and aviators.

The first approach to solving the problem was to relax the flying requirements. This temporary solution limited Category B aviators to 48 hours a year and authorized rotary wing aviators to log time in fixed wing aircraft even though they were not fixed wing rated. Hopefully by using all categories of aircraft we will

be able to meet the present proficiency flying needs of everyone and be able to regain the capability of supporting the 80-hour requirement.

Through careful management the Executive and Staff Transport Aircraft (Category 3) can provide more proficiency hours in conjunction with mission performance. Some of the R&D fleet (Category 5) has already been used in this fashion.

Newly-qualified aviators have been temporarily assigned to AMC while awaiting orders overseas. This allows them to maintain proficiency while assisting AMC in performing its mission. In this case, an additional benefit is gained by exposing young aviators to this important facet of aviation *early* in their careers.

### Six month pooling test

By way of seeking better utilization of the Indirect Support Fleet, CONARC recently completed a six month aircraft pooling test. The purpose was to analyze the feasibility of pooling Executive and Staff Transport Aircraft to better serve areas with a high density of users. During the test, Category 3 and 4 aircraft were consolidated into single organizational pools at individual stations within CONUS.

Some of these aircraft were relocated into area pools at Fort Monmouth, Fort Knox, Fort Monroe, Fort McPherson, Fort Sheridan, Fort Leavenworth, Fort Sam Houston, and the Presidio of San Francisco.

The six month testing period ended 31 December 1969 and the data, which is based on all aspects of the operation of the pools, is now being analyzed.

A report will be forwarded to DA in March, 1970 with recommendations for the future establishment, organization, equipment, and effective methods of operating aircraft pools. I hope that by early summer the DA evaluation will be completed and orders issued to permanently establish a more responsive and effective system for managing our Indirect Support Fleet.

More importantly, this will contribute to a better flying hour program for Army Aviators who, in the final analysis, are the mainstay of our airmobile capability.

### New Order

FT. WORTH — The U.S. Army ordered 170 additional AH-1G HueyCobra gunships from Textron's Bell Helicopter Company on January 30. This brings to 1,000 the total of heavily-armed, high-speed helicopters the Army has purchased from Bell since 1966. Approximately 800 HueyCobras already have been delivered.

The letter contract, announced by Bell President E. J. Ducayet, calls for initial funding of \$5 million. Deliveries on this order will begin in July, 1971 and run through August, 1972, under an AVSCOM-administered contract. The HueyCobra, which has a dive speed of 219 mph, can carry a ton of mixed armament fired from its chin turret and wing stores.

# Reserve Components

**YOUR ARMY AVIATOR WINGS** stand out if you are among the 24,000 aviators on active duty today. You wear your wings proudly — as you should. You are part of an elite group whose symbol of skill is universally admired.

Many of you are Vietnam veterans, whose combat missions have seasoned your flying ability and given you experience that is too valuable to be price-tagged alongside the \$50,000 it cost the Army to train you.

Your rank varies. Your professional qualifications do not. Flying helicopters and fixed wing aircraft, no easy task, *demands* the best of you.

Each year, thousands of you leave the active service to return to civilian life. Too many of you, still "in love" with flying, overlook the greatest opportunity available to continue your flying career while serving the Nation and yourself as a civilian.

So, to those of you who are seriously considering leaving the Active Army, I pose this question, "*Where do you fly from here?*"

Does separation from active duty mean the end of your aviation career? It doesn't have to, and it shouldn't! We need you *and* your flying skill in the U.S. Army Reserve. We have a place for Army Aviators leaving active service.

The Army Reserve is authorized 744 aviator positions. Only slightly more than half this number are filled, including 310 Warrant Officer spaces, now manned by only 100 aviators in that rank.

Even with our shortage, however, I am pleased to say that about 20 percent of our

aviators are Vietnam-returnees who came into the Army Reserve Aviation Program. They are still flying.

Although our aviation population is not nearly as large as the Active Army, the Army Reserve must reach and maintain its authorized levels, and that's where you come in!

With aviation assets in 110 Army Reserve units located in communities throughout the U.S., there's a place for you if you leave the Active Army.

## Aircraft authorization . . .

At the present time, the Army Reserve is authorized 386 aircraft. The breakdown is: LOH — 145; UH-1 — 212; U-6 — 21; O-1A — 6; U-8 — 2.

Because of the serious shortage of Army Reserve aviators, we have recently intensified our recruiting program. Beginning in March, a three-man team, representing both the Active Army and Reserve Components will visit each Army installation whose aviator population exceeds 100.

The team will interview each aviator scheduled for release from active duty. He will be briefed on the Reserve Component Aviation Program and urged to become part of it if he clearly intends to leave the Active Army.

As part of this renewed recruiting effort, an officer at selected major Army posts, camps, and stations will be appointed to monitor Reserve Component aviator recruiting activities. This officer will be an aviator and a member of the installation permanent party.

We are certainly not trying to proselyte the Active Army of its aviators — we would urge

# WHERE DO YOU FLY FROM HERE?

By Major General William J. Sutton, Chief of Army Reserve



them to stay. However, for those whose circumstances point toward leaving the active service, you should consider the benefits of Army Reserve duty. In the first place, you can continue flying while pursuing your civilian career. Secondly, you can count on extra pay as an Army Reserve officer or warrant officer, including flight pay.

A third reason is the retirement income you can build up as a citizen-soldier. An officer with four years' active service and 16 years in the Army Reserve can expect to retire in the grade held at retirement, probably the rank of lieutenant colonel with about \$260 a month at age 60.

You might also want to consider the fact that being in the Army Reserve offers you the chance to continue your military education through one of the more than 103 U.S. Army Reserve schools that are located worldwide. Some of the military courses taught can also be helpful to you in civilian life.

The last reason I will mention is the most important one — patriotism. You should be anxious to continue playing a part in the defense of freedom. By being in the Army Reserve, you protect that freedom. You protect your community, your family, your job, your whole way of life.

In the Army Reserve, you will maintain the same minimum flying requirements as Category A Active Army Aviators—80 hours each year.

Recent interviews with Active Army Avia-



## ABOUT THE AUTHOR

Major General William J. Sutton became the first statutory Chief of Army Reserve on January 1, 1968, after serving in that position as an appointee since September 1, 1963. Commissioned a First Lieutenant of Infantry in 1929 following a 1926 enlistment in the Texas National Guard, he entered active duty in November, 1940, serving in the ETO with the 84th Infantry Division, and returning to civilian life in 1949.

## USAR Units with Aviation Spaces

Army Reserve units authorized aviators and aircraft are found in the locations listed below. To obtain a specific unit address, write **ARMY AVIATION**, 1 Crestwood Road, Westport, Conn. 06880, and list your intended state of residence.

**ALA.**, Birmingham, Dothan, Montgomery, Watumpka. **ARK.**, Fort Chaffee, Little Rock. **CALIF.**, Bell, Fort Baker, Fort MacArthur, Los Angeles, San Francisco. **CONN.**, Fairfield, Hartford. **DEL.**, New Castle. **D.C. FLA.**, Miami, Orlando, W. Palm Beach. **GA.**, Atlanta. **HAW.**, Fort DeRussy. **ILL.**, Chicago, Wood River. **IND.**, Evansville, Indianapolis. **IOWA**, Ames, Des Moines. **KAN.**, Wichita. **KY.**, Louisville. **LA.**, New Orleans. **MD.**, Andrews AFB, Baltimore, Fort Meade. **MASS.**, Boston, Lynn, Quincy. **MICH.**, Livonia. **MINN.**, Fort Snelling, Minneapolis. **MISS.**, Greenwood, Pascagoula. **MO.**, Kansas City, St. Louis. **MONT.**, Billings. **N. J.**, Camp Kilmer. **N. MEX.**, Albuquerque. **N. Y.**, New York, Rochester, Syracuse, Watertown. **N. C.**, Charlotte. **OHIO**, Columbus, Springfield. **OKLA.**, Norman, Oklahoma City. **PA.**, Greencastle, Harrisburg, New Cumberland, Philadelphia, Pittsburgh. **S. C.**, Columbia. **TENN.**, Chattanooga. **TEX.**, Dallas, Fort Worth, Houston, San Antonio, San Marcos. **UTAH**, Salt Lake City. **VA.**, Richmond, Salem. **WASH.**, San Point, Seattle. **W. Va.**, S. Charleston. **WISC.**, Milwaukee. **P. R.**, San Juan.

tors revealed that there exists a lack of awareness among them concerning the availability and benefits of the Reserve Component Aviation Program. We have also learned that most of the Army Aviators leaving the active establishment do wish to *continue* flying.

This is why we have embarked on a concerted recruiting campaign.

Of course, we are giving first priority to trained aviators since it would cost approximately \$15 million to train the number of aviators needed in the Army Reserve.

If you are a company grade officer or warrant officer seriously considering leaving the Active Army, I urge you to give the same serious consideration to joining the Army Reserve.

We need you! Stay on the Team!  
It's your Team, too!

An article covering Army Aviation activities within the Army National Guard is under preparation and will appear in a forthcoming issue.



FROM AN ORIGINAL PRINTING FOR CHANDLER EVANS

## AIRFRAME and ENGINE COMPONENTS by Chandler Evans

Boeing's new 747 superjet, largest and fastest subsonic jetliner ever designed for commercial service, is equipped with pneumatic check valves engineered and precision-produced by Chandler Evans' West Hartford (Conn.) facility.

In addition, the Pratt & Whitney Aircraft JT9D engines powering the 747 incorporate pressure ratio bleed controls, bleed valve actuators, surge detectors, hot air valves and pressure switches—all produced by Chandler Evans' Clare (Mich.) facility.

These CECO products on the 747 join a distinguished line of pumps, main fuel controls, afterburner controls and other aerospace components in an array of important military aircraft as well as many of the latest missiles and commercial aircraft.

Chandler Evans is pleased to be "known by the company its products keep" and by the records those products establish.

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**Chandler Evans Control Systems Division**

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# Logistics

**I**N last month's issue, we delved into the organizational structure surrounding the Office of the Deputy Commander for Administration and Resources Management Support, DEP/ARMS for short, and attempted to give you some feel for the manpower and budgetary resources that help to make AVSCOM a dynamic, viable operation.

Continuing our report on DEP/ARMS, we'd like to cover the remaining staff and resource elements within this organizational entity.

The *Management Services Office* serves in an advisory capacity to the Commanding General and provides staff guidance and assistance to elements of the Headquarters and subordinate field activities in all areas of Management Analysis. These functional responsibilities include Organization Analysis, Manning Standards or Work Measurement, Management Surveys and Procedural Analysis, and Management Techniques and Philosophy.

The office is organized into four divisions basically similar to the functional areas listed above. Specific titles of the divisions and a brief resume of responsibilities are as follows:

The *Management Research Division* conducts research and study to determine more effective means of accomplishing assigned mission. It recommends adaptation and application of scientific management philosophies and techniques to improve command effectiveness and develops models of simulations of management innovations to assure that they are operable prior to adoption and implementation.

This is the fifth article of a 13-article series entitled "AVSCOM in Transition."

The *Methods & Standards Division* is composed of a mix of industrial engineering and management analysis skills. It is responsible for determining the feasibility of applying engineered and statistical standards to various functional work areas throughout the Command. Specifically, the division performs methods studies, recommends and assists in installing improvements, develops and approves manning standards, and maintains control and surveillance over the work measurement program for elements of the Headquarters and subordinate field activities.

The primary responsibilities of the *Management Assistance Division* include providing assistance in all areas of management analysis as directed by the Commanding General or as requested by the activities involved. The division conducts comprehensive management surveys with emphasis on functions which are encountering difficulties or which may have low production effectivity. Procedural analysis is a significant function since proper interface and interrelationships are necessary in any organization as complex as AVSCOM.

The *Organization Analysis Division's* functions are generally similar throughout the Army. They involve long range organization analysis and constant review of the organization to assure operational effectiveness. The division is responsible for providing staff assistance, on organizational matters, to the sub-

## ARMS IS THE NAME— SUPPORT IS THE GAME

BY COLONEL J. ELMORE SWENSON

Deputy Commander for Administration and Resources Management  
Support, U.S. Army Aviation Systems Command



ordinate field activities. It maintains control over the approved organization and assures clarity of functional statements and that duplicate functions do not exist. The division is charged with monitoring the Committee Management Program for the Command and Joint Responsibility Agreements.

## Installation and services . . .

The *Installations and Services Directorate* performs the administrative and logistic support mission for the Headquarters and staff supervision of support activities in subordinate commands. Support functions are accomplished with an authorized strength of 2 military (EM) and 252 civilian personnel and a yearly programmed budget requirement of approximately \$5,000,000. The Directorate is responsible for planning, programming, coordinating and executing administrative and logistical functions in accordance with the approved operating budget and manpower authorizations.

The Directorate is sub-divided into seven major organizational divisions with responsibilities in the areas of printing and publications distribution, graphic arts preparation and editorial review; forms and records management; communications, photographic and audio-visual support; supply and facility services; passenger and freight traffic services; and construction and real property management.

Administrative and logistical support plays an important role in the overall Command mission to support the soldier in the field. For example, installation of modern electronic equipment in the communications center provides the Commanding General, AVSCOM, with daily tele-communications conference capabilities with RVN battlefield commanders. This capability allows immediate response and solution to problems encountered in the field.

Professional artists are available to prepare illustrations for new and updated technical manuals. Operation of an Army Field Printing Plant provides around the clock printing capabilities which expedites contractual procurement and the printing and distribution of safety of flight changes to technical manuals, thereby minimizing the possibi-

### 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.

ties of in-flight aircraft failures. Editorial review capabilities expedite the release of camera-ready copy of aircraft manuals for commercial printing insuring up-to-date technical information for aircraft pilots. Employment of both commercial and military transportation capabilities insures timely placement of aircraft, components and personnel at strategic locations throughout the world.

From a purely military standpoint, this Directorate, in performing its many and varied functional responsibilities, fills a vital need in the overall accomplishment of the Command mission.

## Organic aviation activities

The *Aviation Office* serves as the focal point and staff coordinator of the Command's organic aviation activities which include all aviators assigned or attached, aircraft owned and/or operated, and all internal aviation operations of the Command. Additionally, the Command Aviation Officer supervises the operations of the HQs Flight Detachment. At the present time, AVSCOM has approximately 175 military and 25 civilian aviators. The HQs alone has over 100 aviators with the great majority of these aviators assigned to staff duties.

The internal aircraft operations involve approximately 275 aircraft. Twenty-six aircraft are for performance of TDA missions; seventeen aircraft are assigned for specific test purposes; and new production or overhaul output averages approximately 235 aircraft per month. In addition to a wide assortment of standard Army aircraft, AVSCOM operates several unusual types and models such as

## AVSCOM IN TRANSITION

(Continued from Page 15)

F-51, T-28, C-45, C-47, U-4, and CH-46 aircraft.

Specific staff functions of the *Aviation Office* include directing the Aviation Safety Program; directing the aviator flight proficiency and qualification programs which include appointment of instructor pilots and standardization instructor pilots monitoring the employment and utilization of aircraft throughout the Command; and aircraft authorizations for TDA purposes. In the near future the Aviation Safety functions will be transferred to the Safety Office in order to centralize all safety functions.

The *Information Office* is an official spokesman for AVSCOM and a link between the Command and its many publics. It is obligated to keep these various publics as well informed as possible concerning the Command, its operations, and mission.

A constant flow of information in the form of news releases to both printed and electronic media is one method of informing the general public and various others, on how some \$2 billion per year of the taxpayer's money is spent to give the Army the greatest mobility in history.

### Information Program

The AVSCOM Information Program consists of four basic segments. They are Public or External Information, Technical Information/Industrial Liaison, Community Relations/Exhibits, and Command, or Internal Information.

*Technical Information/Industry Liaison* is concerned with editing or preparation of technical articles for professional and scientific journals and for trade magazines or others interested in technical information for a public which works in that particular field, or is concerned with it. Clearance for industry stories, photos, technical papers is also a part of this operation.

*Community Relations / Exhibits* is concerned with AVSCOM participation in community or civic events, or projects, conventions, seminars and other meetings on local, national or international level, where exhibits

may be shown to the attending public. This also includes aircraft demonstrations at various air shows. The AVSCOM Speakers and Film Bureau is a part of this program, with speakers being provided anywhere in the U.S. they are desired, for all types of events.

The *Command Information Program* is a program to keep AVSCOM personnel informed and includes publication of the Command newspaper, *Plane Talk*.

All of these programs intermesh closely to both keep the outside world informed and to assist people in obtaining the information they want.

Concerned that the historical record would be inadequate for future logisticians and planners, the Command gave emphasis to its historical program in September, 1969 by raising it from division to office level. The new *Historical Office* was assigned to DEP/ARMS to insure a flow of information to AVSCOM historians.

### Security matters

The AVSCOM *Security Office* evolved from an additional duty within the Transportation Corps Army Avn Field Service Office in 1952 into an activity responsible for providing a highly sophisticated aviation systems command with security. The *Security Office* exercises staff supervision and coordination over the AVSCOM security program, and is the principal advisor to the Commanding General and staff on all matters relating to the security of information, personnel, and property.

Personnel possessing the required security expertise to satisfactorily accomplish the *Security Office* mission are not a drug on the market; however, AVSCOM has been able to recruit and employ specialists whose aggregate security experience totals 74 years.

The *Safety Office* concerns itself with all aspects of safety. The basic and original concept of safeguarding people and property against injury and damage still prevails, and has been expanded to include the need for assisting in producing a safe commodity. The mission and functions for the *Safety Office* which have been developed to encompass an operation of such complexity have established a safety program made up of three distinct

(Continued on Page 31)



# You'll find Beech where the action is



**This turboprop Beechcraft U-21A** is a good example. As versatile as the men who fly it, the U-21A is used in different configurations for a variety of utility and indirect support missions. Cargo, troop transport, air ambulance, staff transport and highly specialized classified operations are currently being performed.



## The Beech family of target/drones

Only Beech has a complete family of target/drones. Power systems include liquid rocket, hybrid liquid/solid rocket, air-augmented rocket, jet and reciprocating engine. There is a Beech system to meet almost every conceivable mission requirement...from slow cruise to blinding flash; at 50 feet or 100,000 feet altitude; launched from portable zero-length launchers or air-launched at supersonic speeds; with radio-controlled or programmed maneuverability.

**Look at Jayhawk.** Eight out of ten mission operations against supersonic targets fall within the Jayhawk II mission spectrum. Jayhawk III goes beyond present target requirements with Mach 4.0 speed and an operating altitude of over 100,000 feet. The third member of this Beech family, the Jayhawk I, is designed for low altitude supersonic performance.



The Beech Cardinal target has proven its reliability with more than 5,000 flights. From minus 42 degree weather in Alaska to the hot and humid jungles of Southeast Asia, the Cardinal has been proven a very dependable drone.

Powered by a 125 hp, 6-cylinder engine, the Cardinal is extremely stable and maneuverable. Offering controlled flight from 50 feet over terrain to an altitude of 43,000 feet, can attain speeds up to 300 knots and can sustain flight for up to 2¾ hours under favorable conditions.



This Model 1055 turbojet drone has a Mach 0.7 speed and 400 nautical mile range. Add 5 cubic feet of available space and a 500 pound payload capability and you can start ticking off its potential applications. Radar, TV or camera reconnaissance, decoy, stores delivery—that's just a beginning.

# Beechcrafts are known by the jobs they do



In service at Ft. Rucker since 1965, the Beechcraft T-42A was selected as a twin-engine transition and instrument trainer after a 2-year competitive evaluation. Its record of 90% availability rate is proof that it was a wise choice.

In service in Vietnam since 1963, a fleet of Beechcraft U-8F transports has had high utilization. 80 to 90 hours per plane average per month have been logged carrying thousands of passengers and tons of cargo throughout Southeast Asia.

In service since 1964, the twin turboprop Beechcraft NU-8F provides a 1280 nm range and cruises at over 200 knots. Its versatility is service proved.

In service since 1967, the Beechcraft U-21A has proven to be a very practical combination of size, performance, reliability and economy. Seats 10 combat-equipped servicemen or carries 2000 pounds of cargo. Operates from tactical strips as short as 1000 feet—on any J P grade fuel (kerosene, gasoline or diesel fuel)—or mixed fuels without adjustment. The U-21A will cruise up to 217 knots per hour and will fly 1240 nm fully loaded.

*The Beechcraft U-8F*



*The Beechcraft NU-8F*





## The Beechcraft King Air 100...latest and greatest

This 8- to 15-place, pressurized Beechcraft has greater capacity and more flexibility than any other airplane in its class. Powered by two P&W PT6A-28 turboprop engines with 680 shp each, the King Air 100 offers exceptional performance.

Like all Beechcraft twin turboprop aircraft, the King Air 100 can be made quickly convertible for multi-mission versatility...for personnel, cargo, ambulance service or special missions. It is in steady production now for off-the-shelf availability.

### **Beech has a 30-year record of dependable service to the military**

For full information about how you may take advantage of Beech's experience in systems management and proven capabilities in designing, developing, manufacturing and testing of components of aviation and aerospace projects, write, wire or phone Contract Administration, or Aerospace Marketing, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.



**For "off-the-shelf" utility...  
Look to Beech Capabilities!**

**Beech AEROSPACE DIVISION**

Beech Aircraft Corporation, Wichita, Kansas—Boulder, Colorado



# Opinion

IN ACCEPTING the challenge expressed by Colonel Jack W. Hemingway in his article, "How Far Should We Go With Propensity?" I would like to present the personal views of an infantryman.

During my short career, being an infantryman first and an aviator second has suited me fine. I embrace fully the concept that aviators should belong to the branches. I identify with infantry, but does infantry identify with me?

To aid the infantry and the infantry aviator, I propose that infantry branch and the infantry agency of CDC fight to identify and change a multitude of aviator spaces in current TOE's that are branch immaterial to 61542. I feel this would help cement the relationship between infantry branch and the infantry aviator.

I urge the infantry to identify each assault helicopter company as being commanded by an infantry major — 61542. I urge infantry to identify each aviation battalion commander as 61542. Within infantry division aviation units, I envision identifying positions down to platoon and section leader level as 61542. The infantry brigade flight section would be commanded by an infantry aviator — 61542.

With the success and acceptance of the two

airmobile divisions, I would plead that infantry move swiftly to identify those command positions which rightfully belong to an infantry aviator. In conjunction with this infantry would be assigned propensity for such units. With the branch having propensity, I feel the aviator would receive the full support of his branch.

I envision the basic combat team as that infantry major commanding an assault helicopter company and the ground battalion commander. Joined in battle, schooled in the same tactics, and both infantrymen, they both think air maneuver. Maximum utilization of infantry aviators in the aviation command positions previously mentioned would be ideal for gaining experience to utilize when called upon for staff duty or a ground duty assignment.

What does 1980, 1981, or 1983 mean to an infantryman? *Probably nothing!* What about 1542 — the first MOS awarded upon being commissioned infantry? 1542 has a universality to it. It belongs to the infantryman's jargon. Infantry branch craves to see your DA Form 66 filled with 1542 entries — not 1980, 1981, 1983!

I recommend infantry branch adopt the prefix 6 and accept propensity of units mentioned.

Both armor and artillery are fighting to gain propensity for aerial artillery and air cavalry units. Air cav squadron and troop commanders are identified as 61204's.

Let's hope infantry is not left behind. We are trained as infantrymen, and managed by infantry branch.

I have addressed my article to infantry branch. However, all branches presently authorized commissioned officer/aviators must establish fundamental propensity over those aviation units whose mission/role can be associated with the mission of that particular branch. The branches must realize their role in the future of the Army Aviation Program, and their stake in the professional development of their aviators.

## Why Not 61542?

By MAJOR HOWARD J. STILES  
Fort Rucker, Alabama

# The In Box

## Sirs:

There are records to be established for virtually every undertaking known to man. Of those established in aviation, some are healthy, competitive records worthy of being exceeded. There are others, however, that are detrimental to the Army Aviation Accident Prevention Program. Prime examples are records for high aviator flying time in short time spans.

I recommend that your magazine not recognize high flying hours for individual aviators. If you do, you'll be inviting other eager aviators to better the mark.

LTC Charles C. Frank  
Fort Rucker, Ala.

(Ed. We'd like to believe that existing high time marks were results of particular combat (or non-combat) situations, with no connection to the establishment of records, and that unit COs, OpnsOs, flight surgeons, and safety officers were aware of the high time/high fatigue situations as they occurred. With Vietnam cooling down, the overall flying hour program under some reduction, and general austerity marking all military actions, it seems highly unlikely that any beaver will get the opportunity to match or top any '65-'69 highs. On this premise—and the first, we feel it's safe to publish them, if and when they are submitted.)

## Sirs:

We received the two gratis "Dayroom" copies of ARMY AVIATION in seven days delivery time from Westport. The issues were well received by all members of the 174th Aviation Company (AH), and are constantly being read and circulated. I think this is an outstanding gesture on the part of the AAAA, and request that you continue distribution to us.

MAJ Virgil E. Blevins  
APO S.F. 96217

(Ed. Well over 400 monthly "Dayroom" copies of ARMY AVIATION are being airlifted directly to those aviation detachments, companies, battalions, and groups in USARV/Korea requesting distribution. At the same time, the AAAA is encouraging each of its members to mail their personal subscriptions to their wives or parents during their tour. The plan presently concerns some 240 individual units and has been funded on a six-month trial basis.)

## Sirs:

The 12th Aviation Group (Combat) is compiling a unit history, and we solicit ARMY AVIATION's help in finding any pertinent pictures or information. Material should be forwarded to HHC, 12th Avn Gp (Cbt), ATTN: Biographical Historian, APO S.F. 96266.  
WO1 David A. Lindeman

## Sirs:

Many of us would appreciate it if you would obtain and publish a list of the awards won by all aviation units in Vietnam. Such an action would save many of us a lot of digging through general orders, and insure the proper wearing of the uniform.

CPT Wesley A. Beal  
Ft. Monmouth, N.J.

(Ed. Our letter went into channels through the Aviation Directorate on 18 February. We hope to publish the information shortly.)

\* \* \*

## Sirs:

After about ten years of effort, the Army has finally authorized the use of Army aircraft as tow planes for glider clubs organized on Army installations. To help publicize this fact and thereby encourage the participation of our people in this activity, I would appreciate it if you would run the following:

"GLIDER CLUBS: A change to AR 95-1, dated 12 September 1969, authorizes the use of Army single engine fixed wing aircraft as tow planes for glider clubs organized on Army posts under the provisions of AR 230-1. Glider clubs interested in taking advantage of this opportunity should examine the pertinent regulations thoroughly to determine conditions under which this may be done."

I feel this is a great training and sporting ground for Army Aviators and recommend that our people push this as a means of enhancing their enjoyment of the air.

MG G. P. Seneff, Jr.  
MacDill AFB, Fla.

\* \* \*

## Sirs:

I'd like to belatedly commend the fine piece of writing done by Morris G. Rawlings in his article, "Success + Failure Equals One." He made the point in different words what a few safety people have said and that is "if you take every possible precaution to assure successful accomplishment of a mission you will have as safe a mission as possible." This viewpoint, fortunately, takes away the bad connotations that go with safety by helping the mission instead of hindering it.

He also made a fine argument for safety by not mentioning it at all and yet taking every possible precaution possible to assure getting the job done. This is an automatic safety machine when put into practice. Congratulations on a nice piece of writing!

Ted S. Ferry, Lecturer  
Institute of Aerospace Safety  
and Management, USC

# Yesterday

IN 1923, I went on yearling furlough from West Point and stayed with my oldest brother, Dr. Elmer A. D. Clarke, in Buffalo, New York.

He and a patient had the habit of playing nine holes of golf, starting at 5 a.m. each day. I was invited to join them, and did this for several weeks.

Our partner was Larry Bell of Bell Aircraft. I enjoyed getting to know him. After this initial meeting, I did not get to see Mr. Bell again for many years, although I was aware of his later activities in aviation.

In 1947, I was G-3 of Army Ground Forces at Fort Monroe. General Jacob L. Devers was the Commanding General at the time.

One day, Larry Bell called me and asked if I would arrange an interview with General Devers and myself. General Devers granted this and invited us to lunch.

## **"Financial difficulties"**

During lunch Mr. Bell pointed out that his World War II production program was completed and that his Buffalo plant was nearly idle. He was "in financial difficulties."

He went on to say that he had developed a helicopter which he felt had a future in the Army, and that he needed an order for 50 to

# The 'copter joins the Army!

By

GENERAL BRUCE C. CLARKE  
U.S. Army, Retired

## CLIP-ON NOTE

I have always been a booster of Army Aviation, having commanded my combat command in WWII from a Piper L-4 and my Corps in Korea from a Bell bubble job. I felt that this story should be recorded. While the details are many years old, I feel that the essentials of this story are very accurate. BCC

make production worthwhile. He felt that the Army should test it after procuring it. He concluded by saying that such an order might save his company and its "know how" in the aviation field.

After Mr. Bell left, General Devers asked me to draft a letter to General Eisenhower, the Chief of Staff, place the proposition before him, and recommend that the Army purchase and test the helicopter tactically. He signed the letter.

In a few days General Eisenhower's reply was received. While he was favorably inclined, he indicated that the purchase could not be financed from Department of the Army funds. He went on to state that he would approve the use of Army Ground Force funds if General Devers could spare any.

## **A search for funds**

General Devers then directed me to search for funds. By cancelling other activities, we found some funds, and the helicopters were ordered and eventually sent to Fort Bragg for testing.

In 1953, I was commanding I Corps in Korea. During that period Larry Bell came to visit me and spent a couple of days in my Corps. We travelled in Bell helicopters.

The great use and value of helicopters in Vietnam stems in good part to the forward looking actions of General Devers and Eisenhower over 22 years ago. I am glad that I was a part of this momentous action on their part.

Have an interesting Army Aviation anecdote to pass along? A humorous or hairy flight experience? Get it down on paper in 400 words or less and send it in to ARMY AVIATION . . . Share your experiences!



# Blow your horn!

A monthly column in which Army Aviation personnel claim individual and unit operational and logistical records . . . Payload, speed, altitude, endurance, length of service, flight time . . . World or service records, combat or non-combat . . . Double asterisk (\*\*) denotes military PIO or company PR material.

## INDIVIDUAL RECORDS

**Most Trans-Pacific Flights as a Pilot of an Army Aircraft by One Army Aviator:** Three. Held by MAJ Myles H. Mierswa, Sr. Travis AFB to Nha Trang on 15 Nov 65 and 20 Dec 65; Nha Trang to Travis AFB on 12 Feb 66.

**Most Courses of Flight Instruction as USAAVNS Student without Receiving An Unsatisfactory Grade (Pink Slip):** Five. Claimed by MAJ Robert N. Mallardi (OFWAC 62-8, Nov. 62; Airplane Instr Pilot Flt Stdz & Qual Crs, Feb 63; Instrument Instr Pilot Flt Stdz & Qual Crs, Feb 64; U-8D PTC 65-7, Jan 65; OV-1 ATC 67-11, June 67).

**Most Serial Numbers Held by an Individual:** Seven. Held by LTC Charles W. Sills, Hqs, ARADMAC, Corpus Christi, Tex. Enlisted in Navy in '42 (#1) and Coast Guard (#2) until end of WW II. Enlisted in USAF in '47 (#3), transferring to Army in '49 under an enlistment (#4). Direct commission in Infantry (#5) followed by a Regular Army commission (#6). COL Sills' Social Security number is #7.\*\*

**High Flight Time by Individual for Calendar Month, USAREUR:** 110.7 hours by CPT Brian P. Mullady, 4th Armored Division, July, 1969. (Submitted by SP5 John M. Johnson, Det C, 504th S&T Bn).

## CREW RECORDS

**Fastest Trans-Pacific Flight by an Army Aircraft (U.S. to S. Vietnam):** 37:05 hours flight time; 44:40 hours elapsed time between takeoff from Travis AFB, Calif., to Nha Trang, Vietnam, via Honolulu, Wake Island, Guam, and Clark AFB. CU-7 (Buffalo) flight on 15 Nov. 1965. MAJ Myles H. Mierswa (Acrcft Comdr), MAJ Edward R. Shore (Pilot), MAJ Jimmie D. DeLoach (Co-Pilot), SP5 W.T. Dillon (Crew Chief), all of the U.S. Army Aviation Test Board, Ft. Rucker, Ala.

## UNIT OR AGENCY RECORDS

**Largest Number of VIPs Airlifted in One Calendar Month:** Claimed by the Command Airplane Company, assigned to the 210th Aviation Battalion (Cbt) in USARV, which carried an average of over 5,500 passengers each month during 1968, including 300 general officers or civilians of equivalent grades. (Submitted by LTC P. G. Helton, Ret., Virginia Division of Aeronautics).



VIETNAM — COL Frank Borman (center), Field Director of the NASA Space Station Task Group, is shown with members of the 1st Aviation Brigade during his ten-day Christmas stay in Vietnam. While there, he visited personnel of the 222nd Aviation Bn (Cbt), and the 195th, 11th, and 273rd Aviation Companies. HAWK photo)

**Oldest Aviation Battalion in USARV:** 145th Aviation Battalion (Combat). Activated Sept. 24, 1963, from aviation assets of the 45th Transportation Battalion, and initially consisted of the 118th and 120th Aviation Companies.\*\*

**Largest Army Airfield in the World:** Campbell Army Airfield, Ft. Campbell, Ky. Main runway is 12,100 feet; approximately one million gallons of fuel under storage; capable of taking the C-5A aircraft.\*\*

**Largest Percentage Rate Reduction in Accident Rate for Major Flight Agency (100 or more aircraft):** 57%. Claimed by Contact Flight Division, Dept. of RW Training, USAAVNS, during Apr 67-June 69, a 25-mo. period. (Submitted by LTC Harold Silver, AUS, Ret.).

**Lowest Accident Rate by a Combat Aviation Battalion in RVN for a Six-Month Period Under One CO:** 12.2 per 100,000 flight hours (2 accidents in 16,337 aircraft hours flown) by 4th Aviation Battalion (Inf Div), during 5 Nov 67-5 May 68. Bn Comdr: LTC Myles H. Mierswa, Sr.; Bn Safety Off. MAJ Robert L. Catron.

**Highest Aircraft Availability Rate by a Combat Aviation Battalion in RVN for a Six-Month Period:** 79.5% by 4th Aviation Battalion (Inf Div) during 5 Nov 67-5 May 68. Bn Comdr: LTC Myles H. Mierswa, Sr.; MaintO: MAJ Ivan R. Webb.

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

# months takeoffs

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# Obituaries

**BABYK**, Lawrence J., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on November 29, 1969.

**DAVIS**, Edward T., Chief Warrant Officer (W2), 17th Aviation Group, (Vietnam); due to an aircraft accident on November 26, 1969.

**DeVINNEY**, Robert E., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on December 7, 1969.

**DRAKE**, Michael J., Warrant Officer, 25th Infantry Division, (Vietnam); due to an aircraft accident on December 16, 1969.

**DRAUT**, Charles B., Jr., Captain, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on December 19, 1969.

**EXNER**, Fred A., III, Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on November 20, 1969.

**FARRINGTON**, Robert D., Captain, Americal Division, (Vietnam); due to hostile action on December 11, 1969.

**FERRELL**, Charles E., Captain, 17th Aviation Group, (Vietnam); due to hostile action on December 6, 1969.

**FORSYTHE**, Thomas L., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on December 21, 1969.

**GREGA**, George W., Warrant Officer, 17th Aviation Group, (Vietnam); due to hostile action on November 2, 1969.

**HAYES**, James E., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on December 16, 1969.

**HICKMAN**, David A., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to hostile action on December 4, 1969.

**HOOD**, Charles P., Jr., Captain, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on December 12, 1969.

**HYDEN**, Dee A., Chief Warrant Officer (W2), Americal Division, (Vietnam); due to an aircraft accident on December 15, 1969.

**KUHNKE**, William A., Captain, 17th Aviation Group, (Vietnam); due to an aircraft accident on November 26, 1969.

**LUSE**, Kenneth A., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on November 29, 1969.

**MASON**, Sven S., Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on December 16,

Stanford J. Stelle, the first aircraft maintenance director and instructor in Army Aviation, died in Indio, Calif., on December 15, 1969. Stelle was borrowed from the CAA, the 1942 counterpart of today's FAA, and along with the first civilian Director of Flying, Dick Alley, served at Fort Sill, Okla. when the "Class One before One" was organized in 1942. He is survived by his widow, Evelyn (P.O. Box 1114, Indio, Calif. 92201). RML

**NIENHOUSS**, Gerald E., Warrant Officer, (Vietnam); due to hostile action on December 22, 1969.

**PARNELL**, Peter P., Jr., Warrant Officer, 12th Aviation Group, (Vietnam); due to hostile action on December 22, 1969.

**PLEMMONS**, Daniel H., Captain, Hunter Army Airfield, Savannah, Georgia; due to an aircraft accident on December 1, 1969.

**SCHROCK**, Philip J., First Lieutenant, 17th Aviation Group, (Vietnam); due to hostile action on December 6, 1969.

**SCOTT**, William K., Lieutenant, Fort Rucker, Alabama; due to an automobile accident on January 19, 1970.

**STOCKTON**, Don E., Jr., First Lieutenant, Americal Division, (Vietnam); due to an aircraft accident on December 15, 1969.

**SUGIMOTO**, Leonard J., Warrant Officer, 25th Infantry Division, (Vietnam); due to an aircraft accident on December 16, 1969.

**WARREN**, William A., First Lieutenant, Hunter Army Airfield, Savannah, Georgia; due to an aircraft accident on December 5, 1969.

**WRIGHT**, John P., Warrant Officer, 17th Aviation Group, (Vietnam); due to hostile action on October 28, 1969.

**YONIKA**, Thaddeus M., Jr., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on December 21, 1969.

**ZALESNY**, Harry F., Jr., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to hostile action on December 22, 1969.

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# JO/WO's in action

(Continuation of progress report on 39-part input made by 12-member Junior Officer/Warrant Officer Member Councils during 16 Sept. and 4-5 Dec. 1969 meeting with members of AAAA's National Executive Board. This is the third installment of a four-part report to the JO/WO membership of AAAA.)

- **Input:** "(General) agreement that it would be desirable to publish an article on the 'equalization of flight pay,' preferably one prepared and submitted by a composite team of CWO and Warrant Officer writers."

**Action:** The material submitted was received in the form of eight to ten individual overlapping comments, rather than one jointly-prepared article. The mid-December action of the AAAA in which the President called attention to the inequity in a letter directed to the Office, Secretary of Defense rests the Association's case.

- **Input:** "The Chapter problem (regarding professionalism) is one in which the Chapter President or Secretary really doesn't know whom to contact or how to get top level people (to serve as AAAA speakers)."

**Action:** The National Office provides each Chapter Secretary with 15 to 20 sample meeting notices of other Chapters monthly, the notices providing the names and addresses of some 75-100 persons annually who have served as guest speakers at AAAA functions. Additionally, the National Office provides each Chapter distinctive letterheads/envelopes for corresponding with these same guest speakers. The 75-100 key personnel are a basic source of talent for Chapter programming.

- **"(We'd like to know more about the equal distribution of scholarships and the selection criteria for these scholarships.)"**

**Action:** Scholarships are only of interest to those members who have eligible children. Direct solicitation for scholarship donations is limited to field grade members or above, DAC's, CWOs, and industry members — those who have eligible children being asked to underwrite the program. The scholarship criteria appear in the November and December issues each year. The program has limited appeal; its fiscal support is derived from the same group to which it appeals.

- **Why can't we get OCRD (and/or CDC) to put out information, or at least answer questions on the part of aviators to the effect, "Why don't you invent something like this?"**

**Action:** This is an intriguing suggestion, and the editors will endeavor to secure many "Why don't you invent . . . ?" letters from its readers, and then forward these to OCRD for comment.

- **Input:** "Let's consider AAAA as our own professional organization, welcome non-members to join with us in AAAA, become more professional in all of our Chapter and national activities, close our (meeting) doors to non-members, and make membership in AAAA more desirable . . . (Our JO/WO Councils are) saying that we want to make AAAA somewhat more exclusive . . . People want to be a part of a going, select group."

**Action:** The recommendation is being made to the national VP, Membership Activities that the Association adopt the dual policies of upgrading the professional caliber of the entire Chapter meeting program and having all Chapters conduct their local programs on a "Members Only" basis.

- **"(There's the feeling that) the Flight Pay Insurance has lost a little bit of its appeal through the change in AR's which allows one to accumulate flight time and carry it forward for a 5-month period."**

**Action:** A 1969 issue of ARMY AVIATION carried an article by LTC Wilbur A. Middleton (an Army Aviator assigned to) ODCSPER entitled, "Your Entitlement to Flight Pay" which refuted the "All is well!" aspect of accumulated flight time. The article went on to point out the short and long term risks — and flight pay \$ losses — associated with groundings for physical reasons. The article will be reprinted in the magazine during 1970.

- **"What are the chances of including a 'Change of Address' card with each new members' credentials?"**

**Action:** This has always been done. . . . Each new member is provided with a postpaid Change of Address Card in his credentials envelope.

## 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.



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# "Firsts!"

## UNIT "FIRSTS"

**First Aviation Company to Fly Combat Operations in AH-1G HueyCobra Gunships in Vietnam:** 334th Aviation Company (Attack Helicopter).\*\*

**First Aviation Battalion to Fly "Fire Fly" Combat Operations in Vietnam:** 145th Aviation Battalion (Combat).\*\*

**First Aviation Battalion to Fly "Smoke Ship" Combat Operations in Vietnam:** 145th Aviation Battalion (Combat).\*\*

**First Army Aviation Operational Unit:** The 1863 Army Balloon Corps consisting of five balloons and fifty men under the command of Thaddeus S. C. Lowe, Chief Aeronaut, Army of the Potomac. (Army Flier.)

## INDIVIDUAL "FIRSTS"

**First Army Aviator to Fly an Army Aircraft on the Day of Entry into the Army and the Day of Discharge from the Army:** LTC Henry S. Wann, AUS-Ret., who, as a CAA-rated pilot, flew an Army Cub on entering the Army in August, 1942, without the requirement of undertaking aviation primary training, and who flew on Dec. 31, 1963, the day he retired from the Army.

**First Army Aviator to Fly 2,500 Hours in the CH-47 Chinook Helicopter:** MAJ Earl H. Webb, Dept. of RW Tng, USAAVNS, Feb. 70.\*\*

**First Army Crew to Land a UH-1B Helicopter Atop Pikes Peak, Colorado:** MAJ Myles H. Mierswa, Sr.,

pilot; and CPT Blair Smith, co-pilot, both of the USA Aviation Test Board; and LTC Foster J. Hornby, British LNO with Test Board, crew chief. August 8, 1963.

**First Army-Trained Air Traffic Controller Course Honor Graduate:** PVT Johnny D. Fuller, graduated February 3, 1970.\*\*

**First Army Crews to Complete a Trans-Atlantic Hop in Army Aircraft:** CPTs John R. Goodrich and Hubert N. Reed, pilots, and CPTs Daniel O'Hara and Weldon C. Britton, co-pilot/navigators, all asgd to the Avn Det, Hqs, USAREUR, in two Beech L-23D Seminole aircraft during June 8-15, 1957, via Ft. Belvoir-Boston-Labrador-Greenland-Iceland-Prestwick-Heidelberg.

**First Officer-Warrant Officer Air Traffic Control Course Graduates:** Two. CW3 Lowell T. Ranum and CW3 Hollis E. Scoggins. February 10, 1970.\*\*

**First Master Army Aviator:** COL (now MG) Robert R. Williams, President, USA Aviation Test Board, Ft. Rucker, Ala. Award made in September, 1957.

**First AAAA Chapter President:** COL Daniel Heyne. Elected President of the Army Aviation Center Chapter, October 30, 1957.

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

## AVSCOM IN TRANSITION

(Continued from Page 16)

disciplines: Systems Safety, Environmental Safety, and Occupational Safety. The duties and tasks of each category provide the criteria of requirements for which personnel must qualify.

Since USAAVSCOM's commodity is the aircraft, fixed and rotary wing, its systems safety necessarily requires safety-oriented Aerospace Engineers who are capable of monitoring the safety engineering activities relating to the development and life cycle of the craft.

With the introduction of highly technical and specialized devices employing all forms of radiation, microwave, laser and maser, including radioactive materials, the services of a Health Physicist are required to supervise the environmental safety of such items in use, storage and disposal. Safeguarding persons exposed to radiation, direct and reflected,

is of equal importance as protecting the user.

As previously stated, the Aviation Safety functions are currently being performed in the *Aviation Office*; however, in the near future, they will be combined into one *Safety Office*.

Last but not least is my *Program Control Office*. This office reviews the utilization of funds in relation to program progress and accomplishment. It also control requirements and justifications for resources and coordinates those actions pertaining to budget, manpower, personnel, organization and mission and functions that affect DEP/ARMS activities. This office is the catalyst making a cohesive organization out of many diverse elements.

As you well know, without the daily support required of a big headquarters, it could not function. Ours is not an enchanting mission; we just move out in all directions to insure that those elements providing direct support to the field receive from us the Administration and Resources Management Support needed.



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# AAAA Activities

## AAAA Regional & Chapter Meetings Held During Oct. 1969 - March 1970 (Boldface Denotes Coming Meetings)

- Alamo Chapter** ..... Late afternoon general membership meeting, 30 December.
- Army Aviation Center Chapter** ... Brunch with TV viewing of Army-Navy game on 29 November. **Social-business cocktail party and dinner meeting to be held 31 March at FROOM Main Club.** Ladies welcome. Surprise entertainment. Installation of '70-'72 Chapter officers.
- Army Flight Training Center Chapter** .. No meetings held during October-February.
- Bluegrass Chapter** ..... Late afternoon business meeting, 17 December.
- Bonn Area Chapter** .. Professional dinner meeting with guest speaker, 7 October.
- Chicago Area Chapter** ..... Combined business-social meeting w/buffet dinner, 6 December.
- Connecticut Chapter** .. Professional dinner meeting w/guest speaker, 11 December.
- David E. Condon Chapter** ... Professional luncheon meeting w/speaker, 16 January. "Bring Your Enlisted Chief After Work Party", 16 January; Professional luncheon meeting with guest speaker, 13 February; **First Annual William B. Bunker Memorial Scholarship Ball. FEOOM, 20 March.**
- Delaware Valley Chapter** .... Professional dinner meeting with speaker, 10 November and 9 February.
- Fort Benning Chapter** .. Christmas cocktail party and dinner meeting, 16 December; Business meeting, Installation of officers and social hour, 25 February.
- Fort Bragg Chapter** ... Professional dinner meeting with guest speaker, 4 December.
- Fort Hood Chapter** .... No meetings held.
- Fort Leavenworth Area Chapter** ... Social-professional dinner meeting with a guest speaker, 7 November.
- Fort Monroe Chapter** ..... Cocktail Party and Dinner for members and guests, 3 October.
- Fort Ord Area Chapter** ..... Activation Meeting held 29 January.
- Fort Riley Chapter** .. General membership business meeting, social hour, 12 November; Professional dinner meeting with guest speaker, 30 January.

- Fort Sill Chapter** ... Professional luncheon meeting with guest speaker, 3 December; Mardi Gras Ball, 6 February.
- Fort Wolters Chapter** .. Professional after-dinner meeting with speaker, 4 February.
- Fulda Chapter** ..... No meetings held.
- Grand Canyon Chapter** .... Cocktail Party & Dinner in Mexico, 5 December.
- Hanau Chapter** .. Combined professional-social meeting, OH-58 briefing, 13 February.
- High Plains Chapter (Amarillo)** .. Activation meeting, 21 November.
- Korean Chapter** ..... No meetings held.
- Latin American Chapter** ..... General membership meeting, 28 October; Business and professional meeting w/speaker, 12 December.
- Lindbergh Chapter (St. Louis)** .. Professional dinner meetings with guest speaker on 2 October, 15 January, 18 February; joint dinner-dance with AHS, 21 November; **First Annual LTG William B. Bunker Memorial Science Fair, to be held in the Federal Building, St. Louis, Mo., 17 April (Co-sponsored activity)**
- Mainz Chapter** ..... Professional dinner meeting with guest speaker, 22 October; late afternoon professional-business meeting, films & presentation, 12 December.
- Midnight Sun Chapter (Ft. Richardson)** ... Professional-social meeting with guest speaker, 16 December and 20 January.



1970-1972 — Newly-elected officers of the Monmouth Chapter of AAAA are shown following a recent Chapter activity. From l-r are George Voight, ExVP; LTC Frank L. Treece, outgoing President; John N. Montgomery, new President; and Jack Mannix, Arrangements Chairman.

# AAAA Activities

**Monmouth Chapter** ..... Joint Christmas Party w/AUSA, AFCEA, 18 December; joint professional dinner meeting with speaker, 15 January.

**Nurnberg Chapter** ..... Late afternoon professional-business meeting with a guest speaker, 6 December.

**Rhine Valley Chapter** ..... Professional-social dinner meeting with Art Exhibit and guest speaker, 15 November.

**Richard H. Bitter Chapter** ..... Informal dance on 24 October; Country Western dance on 22 November; pre-Holiday Happy Hour on 12 December (Corpus Christi NAS); Professional-social dinner with guest speakers, 6 February; dedication of War Memorial, 7 February.

**Schwaebisch Hall Chapter** .... Late afternoon general membership meeting, plans for Garmisch, 15 December.

**Sharpe Army Depot Chapter** .. Members only. Cracked Crab Dinner, 10 October; Christmas dinner-dance, 6 December; Professional-business dinner meeting with guest speaker from ARNG, 7 March.

**S. California Chapter** .. Professional dinner meetings with guest speaker on 22 October and 18 February.

**Stuttgart Chapter** .... After-dinner professional meeting with guest speaker, 4 November.

**Trinity River Chapter** ... Joint professional dinner meeting with AHS and AUSA with guest speaker, 11 November.



**NUMBER ONE!** — CW4 Robert E. Akers (r.), Distinguished Graduate of AMOC 8-70 at the USATSch, Ft. Eustis, Va., is shown receiving his diploma and an "AAAA Certificate of Achievement" from COL Delbert L. Bristol, the Deputy Commander for Research, Engineering and Data Activity, AVS-COM, St. Louis, Mo., at Jan. 30 graduation ceremonies.

## MARCH- MAY PROGRAMS

Some 111 requests for AAAA Scholarship application forms have been received from the sons and daughters of AAAA members and deceased members, **40% more** than in any previous award year. The selection of the 1970 Scholarship winners will be made in late March with announcements to be made by April 1. AAAA members in widespread areas serve as voluntary interviewers, their personal reports supplementing the several interview reports received from all secondary schools . . . AAAA Chapters are providing Member-Judges for attendance at some 107 local, state, and regional science fairs held during March through May. In addition to recognizing outstanding aviation exhibits at these fairs by providing a "Certificate of Achievement," the AAAA will also support the National Science Fair to be held in Baltimore, Md., May 10-15, by providing up to **five \$100 cash awards** for the five outstanding exhibits related to aviation and aerospace subjects. The exhibits will be judged by a "blue ribbon panel" of members from the Greater Washington, D.C. Area. . . .

**Valley View Chapter** ..... Late afternoon general membership meeting, 31 December; after-dinner general membership meeting held on 2 February.

**Washington, D.C. Chapter** ..... Annual Christmas Formal Dinner-Dance, 6 December; General membership reception for incoming Director of Army Aviation followed by cocktail party and buffet dinner, 7 February.

**USAREUR Region** ..... Professional-social activities in conjunction with the 11th Annual Convention of the USAREUR Region of AAAA, Garmisch Recreation Area, 4-8 March.

**National Activity** ..... Professional-social meetings in conjunction with the 11th Annual Meeting of AAAA, Washington, D.C., during 15-17 October. . . . National Executive Board business meetings held in Washington, D.C., 15-16-17 October, and at Corpus Christi, Tex. on 5-6-7 February.



# News/Photos



**HONORARY** — MG Robert R. Linvill (left), CG, 24th Infantry Division, Ft. Riley, Kan., is shown receiving the AAAA credentials of Honorary Membership in the Ft. Riley Chapter. LTC James R. Pierce (right), Chapter President, makes the award at the Chapter's Jan. 30 professional-social meeting.

AAAA members in the Greater Fort Carson Area have scheduled a "Re-Activation Meeting" and Membership Luncheon at

the Fort Carson NCO Club at 1230 hours on Wednesday, 25 March.



**SPACE BRIEFING** — Mrs. Rose Eime, an R.N. with McDonnell Douglas Corp. for some 15 years, is shown with BG John P. Traylor (left), Deputy CG, AVSCOM, and COL J. Elmore Swenson, Dep Comdr for Administration and Resources Management, following the January 15 AAAA dinner meeting of the Lindbergh Chapter at which she addressed the members on "The Physical Aspects of An Astronaut in Space."



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## Riding Shotgun

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