

# Army Aviation

January, 1973

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# ARMY AVIATION

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## CONTENTS

### OPERATIONS:

#### Helicopters as Tank Killers

Presentation made by MG William R. Desobry, Commander, USAARMC, to AAAA National Convention on 12 October 1972 ..... 4

### DIRECTORATE:

#### Snapshots — Major Happenings in 1972

By Brigadier General William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA ..... 8

Introduction of New Equipment ..... 8

Compatibility with SA-7 missile ..... 9

Close Air Support Study ..... 9

Survivability testing against armor ..... 9

New requirement: The AAH ..... 9

Silver Eagles demonstration team ..... 10

Instrument training, NOE requirements ..... 10

Resource management ..... 10

First attack helicopter company in Europe ..... 10

A look at the hardware programs ..... 10

Owl Team — Night operations ..... 11

Standardization — Qualification of IPs ..... 11

The Parks — Outstanding father-son team ..... 13

Revision of AR 95-64 ..... 13

Ridiculous Flights of the Month ..... 13

### AAAA:

Last call for 1973 applicants for AAAA national scholarships ..... 31

Photo story covering the 12-14 October AAAA National Convention in Washington ..... 15

Winners named in 1972 Worldwide AAAA Scholarship Foundation Golf Tournament ..... 19

Annual Report for 1971-1972 by LTG Harry W.O. Kinnard, Ret., AAAA President ..... 21

### DEPARTMENTS:

Command & Staff ..... 2

PCS — Changes of Address ..... 25

The In Box ..... 31

### ADVERTISERS:

Avco Lycoming Division ..... Centerfold

Beech Aircraft Corporation ..... Front Cover

Bell Helicopter Company ..... 11

Hoffman Electronics ..... 7

Hughes Tool Co. - Aircraft Division ..... 3

Ladd Agency, Inc. .... 5

## AAAA plans May, '73 Group Flight to Paris Air Show

The AAAA will coordinate a 15-day group flight to the 1973 Paris Air Show for interested members and their wives with departure by Pan Am / TWA jet from JF Kennedy Airport, N.Y., on Monday, May 28, and return from London on Monday, June 11. The flight is timed to bring participants to Paris just prior to "Helicopter Day" at the Air Show on Wednesday, May 30. An optional motor tour of Belgium and the Netherlands will be taken by a limited group of 36 persons prior to a June 5-11 stay in London. Exact costs (economy airfare) and details of the optional motor tour will be furnished after January 20. If interested, write to AAAA National Office, 1 Crestwood Road, Westport CT 06880 prior to February 15.

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# Why Hughes believes a good small helicopter is better than a good big helicopter

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tough machine the Army needed for a tough war — simple, rugged, easy to maintain, able to keep flying when shot full of holes, very kind to its crew.

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We are confident that our Advanced Attack Helicopter, like our OH-6A, will perform the Army's mission with distinction.

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# ARMY HELICOPTERS AS TANK KILLERS

BY MAJOR GENERAL WILLIAM R. DESOBRY  
Commander, U.S. Army Center, Ft. Knox

I'M pleased to have the opportunity to address your convention again this year as the representative of The Armor Center and Fort Knox. Many significant events have occurred in Army Aviation since our last meeting, some of which I will highlight.

For the next few minutes, I should like to mention the successes which we've experienced with helicopters against armored and point targets, discuss what we in Armor are doing to capitalize on these successes, and then do a bit of crystal ball gazing regarding future armament for attack helicopters.

As you are aware, North Vietnamese Armor first appeared as a real threat on the battlefields of Vietnam during the spring of this year. It is significant to note that the North Vietnamese did not employ significant Armor forces in an assault until after American Armor had been withdrawn.

In response to that threat, armed helicopters were called upon. Helicopter armament systems varied from several forms of the 2.75 inch rocket, to the TOW missile, to the S-11 missile. The results for the most part, based on available accounts, were encouragingly the same — destroyed enemy tanks and equipment.

I think that one of the most important points here is that, with the termination of the AH-56 Cheyenne Program, these armament systems — with the possible exception of the SS-11 — will provide the backbone of our anti-armor attack helicopter fleet for some time to come.

## Remarkable accuracy

The most promising of these armament systems is the TOW. Even in the configuration in which it was deployed in Vietnam on the old UH-1B — which, as you know, has some rather severe speed and stability limitations — the TOW demonstrated remarkable accuracy.

We have long wished for the kind of precision capability that would allow us to drive a missile through a window at a target, and in the TOW-

equipped helicopter we literally have that capability. When the TOW is married to the more stable, more agile Cobra, we will have a truly outstanding performer.

Although the TOW Cobra appears to be the best available system in the foreseeable future, the system which is in the hands of the troops — the 2.75 inch rocket-armed Cobra — is the one with which we would have to fight the war today. It has proved that it is a tank killer, and we must ensure that our people know how to employ it.

## Two major evaluations

In determining our techniques of employment for attack helicopters, it is imperative that we capitalize on the lessons learned from our recent Vietnam experience, as well as the results of tests and evaluations conducted elsewhere. Two of these evaluations — the Combat Developments Experimentation Command 43.6 tests and the Joint Attack Helicopter Instrumented Evaluation at Katterbach, Germany, have contributed to the development of these techniques.

Both tests clearly demonstrate that the maximum advantage gained by the attack helicopter comes when it is employed as an integral part of the Combined Arms Team. Additionally, these evaluations have indicated that when employing the attack helicopter in the ground environment — at nap-of-the-earth altitudes with other ground vehicles and scout helicopters — we greatly increase its survivability.

This nap-of-the-earth technique has been proved effective against the SA-7 Strella ground-to-air missile in Vietnam. I do not mean to imply, however, that employment of the attack helicopter in the ground environment is the final solution. There are limitations which must be understood.

For example, employing helicopters at nap-of-the-earth through a valley flanked by enemy-held hills would be as suicidal as running a tank through the same valley. Also, as I indicated, the attack helicopter must be employed as part of the Combined Arms Team. To be fully effective, it must be immediately responsive to the ground commander. Equally important, the ground commander must know how to best employ the attack

(Continued on the Next Page)

Presentation made by Major General William R. Desobry at the 1972 AAAA National Convention in Washington, D.C.

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## TANK KILLERS/Cont. from P. 4

helicopter, just as every leader at all levels must be able to get the most out of what he has.

Consider, if you will, the multiplicity of options available to the combined arms commander in a mid-intensity environment. Not only does he have the standard combat power of Infantry, Armor, and Artillery, but he also has such assets as air- or artillery-delivered scatterable mines, Air Force tactical air, Air Cavalry (which lets him "see and shoot over the ridge") and the rapidly responsive firepower of the attack helicopter. The advent of the attack helicopter has greatly increased the anti-armor capability of the Combined Arms Team by providing a rapidly responsive means to engage widely-dispersed Armor threats while allowing the commander to retain the power of his massed tanks for offensive action.

Such a formidable array of destructive forces places heavy demands on the commander's skill to ensure timely massing of combat power at critical points. As a first step in providing that skill, we in Armor started on 4 October, a resident Air Cavalry/Attack Helicopter Commander's Course which is designed to teach commanders, both air and ground, to train and employ their Air Cavalry and attack helicopter assets as part of a Combined Arms Force.

### The ACCQC

Another step which we have taken to capitalize on a growing store of knowledge about attack helicopter employment—and, coincidentally to test some of the concepts presented in the commander's course—is the development of the **Air Cavalry/Attack Helicopter Crew Qualification Course**,



NUMBER 25,000 — Air Force 2LT Keith A. Atwell, right, a recent graduate of the initial entry rotary wing aviator class at USAAVNS, Ft. Rucker, Ala., was the 25,000th person to use the school's Learning Center. To mark the occasion, MG Allen M. Burdett, Jr., commander of Ft. Rucker and school commandant, presents him a commemorative plaque. The Learning Center opened in January, 1971 and provides supplemental or remedial help for courses taught at Ft. Rucker.

or ACCQC, as outlined in Training Circular 17-17.

This course was designed for Armor Aviators along the lines of the **Tank Crew Qualification Course** on the premise that the attack helicopter is another element of combat power available to the commander. As in the case of the tank, the crew must be proficient and able to function as a team to deliver fire with speed and accuracy. The course, at this time, trains these crews in the tactics and techniques which we believe are essential for success on the battlefield.

Again, there are limitations to the degree of success which can be achieved, especially in using current weapons systems. We recognize, for example, the difficulty of engaging armored and point targets with area weapons systems. We also recognize that the lack of a ranging device further complicates effective target engagement. However, we must overcome these limitations to be successful in a mid-intensity environment. At least, we have a start, which is more than we had a year ago at this time.

The ACCQC is structured to permit modification to fit almost any conceivable training situation or facility. Almost any range which offers sufficient fan for firing 2.75 inch rockets and on which obstacles to nap-of-the-earth flight can be removed may be used. This range is at Fort Knox.

For those of you familiar with that part of the world, it is **Rolling Forks Range**, which we have converted to permit simultaneous firing by attack helicopters, artillery, and tanks, thereby providing for increased realism in training. The course consists of a preliminary gunner's examination to evaluate the state of training of the crews and to evaluate aircraft functional readiness. This is followed by a series of nine firing tables to test individual and crew proficiency. Tables VI and VII are designed for missile firing helicopters, and the course can accept other new equipment and weaponry without major modifications.

The course requires firing from the dive, running fire, and hovering fire. Hovering and running fire are done at nap-of-the-earth altitudes.

### Scoring the course

Scoring of the course is based on the percent of the target covered, technique of engagement, and the time required to successfully engage the target. Crews are rated as either qualified or unqualified, while gunners are rated expert, sharpshooter, marksman, or unqualified with appropriate badges authorized.

Target engagement from the dive is minimized during the ACCQC. Although this is the manner in which many targets in Southeast Asia were engaged, our recent experiences in Vietnam, and the results of the CDEC and Katterbach evaluations, have demonstrated the attack helicopter's vulnerability to ground-to-air missiles as well as more traditional forms of anti-aircraft fire when it

(Continued on Page 24)



Actual data recorded during one of a series of flight tests at Brackett Field, California, July, 1971. Touch-and-go maneuvers are checking in-flight performance of the Hoffman solid-state, single-antenna, coherent pulse doppler radar altimeter (AN/APN-201)—without false lock-on or double bounce. Now in production for the new Navy/Lockheed S-3A ASW aircraft.

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# Snapshots of 1972- A Review of the Year's Major Events in Army Aviation

By Brigadier General  
William J. Maddox, Jr.  
Director of Army Aviation  
OACSFOR, DA

**L**AST year, as I reviewed Army Aviation activities in 1971 from this vantage point in the Pentagon, I thought we had been very active.

I outlined the "snapshots" of 1971, or those events which stood out most vividly. Last year, we had the *Operation LAMSON 719* incursion into Laos. We were progressing with Vietnamization and made some reductions in our forces in Vietnam.

We tested and we studied. The most notable study was the Deputy Secretary of Defense Close Air Support effort. We put the *UTTAS*, the *Heavy Lift Helicopter*, and the *New Initiative Aerial Scout* into development.

This year, 1971 looks placid in comparison with the events of 1972. This year has been more like the white water canoe events we saw on television at the Munich Olympics.

The most significant snapshot of the year was the North Vietnamese invasion of South Vietnam across the demilitarized zone. This operation began on 30 March and is still under way. This event had great impact on aviation *despite* the fact that our aviation force remaining in Vietnam is less than 20 companies where it numbered 144 at the high point. The fact that we still maintain a number of aviation companies in combat is testimony to the fact that Army Aviation was *first* in Vietnam and probably will be last out.

The invasion, and the Vietnamese response to it, have validated the Vietnamization program. The Vietnamese armed forces are utilizing the helicopters we left in-country and have been able to hold Kontum and An Loc against very heavy enemy attack. While the ARVN lost Quang Tri early in the operation, that provincial capitol was *rewon*.

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## Introduction of new equipment

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The long term impact on our operations occurred through the introduction of new equipment into combat. The U.S. Army showed the world that helicopters could kill tanks. We did this with white phosphorus grenades dropped in tank hatches, 2.75" rockets, with a new antitank warhead, and TOW-equipped B model *Huey* helicopters.

Early in the NVA offensive the Army shipped its *Huey* R&D birds, with TOW systems attached, to the Kontum area. Kontum, at the time, was the most seriously threatened area in Vietnam. These aircraft killed tanks around the city and drove enemy tanks out of a main portion of the city in late May. The *Hueys* later were dispatched to the Hue area where they participated in the offensive to retake Quang Tri city. They subsequently moved to the Saigon area.

The TOW crews, which were provided from Ft. Knox and the CDC Experimentation Command at Ft. Ord, scored high in accuracy. The TOW missile scored very high in reliability. The record of these crews has been read with great interest around the world and has stimulated airmobility planning within the ranks of our Allies. Hughes Aircraft





**OWL TEAM** — 155th Attack Helicopter Company aviators gather at Hunter-Liggett. L-r, kneeling, CW2 RF Dyer; CPT RF Barthelmess; CW2s RS Park & RD Carmody. Standing, CW2s JB Cole, JL Jackson, & DW Workings; CPT EA Foster, Jr.; CW2 CW Stiff; CPT AA Lopez; CW2s DL Choura & RL Wolff (See story, p. 12).

Company has produced a very interesting film showing actual gun camera sequences during the month of May. (See box, p. 5).

**T**HE introduction of the SA-7 heat seeking missile by the North Vietnamese has given us substantial confidence that nap-of-the-earth operations can be conducted *without* high losses. Army helicopter pilots learned a great deal in how to cope with the missile. Additionally, we provided suppressive devices for most of our helicopters to reduce the possibility of missile lock-on.

Our on-going R&D effort allowed us to respond to Vietnam's requirements in a timely manner, and we continue to seek improvement in this area.

**T**HE Deputy Secretary of Defense Close Air Support Study Group reconvened to examine command and control, and basing and logistics. Last year's phase of the study determined that the attack helicopter, the A-X fixed wing fighter, and the Harrier effort all should be continued because each aircraft provided significantly different capabilities. While this year's study is not complete, it should be ready for transmittal to the Congress by the end of the year.

**S**URVIVABILITY testing this year centered primarily on the trials between helicopter scout teams operating against an enemy armor/air defense force in Germany. Participants were Ameri-

can and German Army personnel and members of the Canadian armed forces.

Loss ratios of 13:1 to 18:1 favored the helicopters which operated nap-of-the-earth to ambush the enemy. The action was recorded on color film by the Bell Helicopter Company and provides some of the best description available of helicopter tactics in a European combat environment. (See box, p. 5)

**T**HE *Cheyenne* helicopter bit the dust in August.

It was dispatched by the Army on the basis of a special task force conducted by CDC to examine the Army's requirement for an *Advanced Attack Helicopter*. The task force found that it needed a less expensive and somewhat less capable helicopter to meet its minimum needs. By intensive staff effort, the Army was able to reorient the attack helicopter program and issue *Requests For Proposal (RFP)* for the development of a new *Advanced Attack Helicopter (AAH)*. The *RFP* was issued 15 November and sets in motion a development program which should meet the Army's great need for a highly capable aerial weapons platform by 1980.

## SNAPSHOTS / Continued from Page 9

Industry responses must be submitted by 15 February 73 so that the Army can evaluate them and be prepared to select two contractors for competitive development. The Army hopes to be on contract in June 1973.

In the meantime, the Army will depend on the *Cobra/TOW* system, which should progress into the production phase from R&D within the next year.

**T**HE *Silver Eagles* helicopter demonstration team won its wings at TRANSPO 72. This was the national transportation exposition held at Dulles International Airport outside of Washington during May and June. The *Silver Eagles* were trained at Ft. Rucker for TRANSPO. The team appeared twice daily throughout the two weeks exposition.

Based on the great success of the *Silver Eagles* at TRANSPO, and the favorable image the team creates, the Army officially approved the retention of the team on a permanent basis. The team is authorized 31 personnel and eight OH-6 helicopters. On November 11th the team made its formal debut in New Orleans, La., before an estimated audience of 10,000 persons.

**T**RAINING provided another vivid snapshot. The Army established the goal of a standard instrument rating for every Army Aviator by the end of 1972. Major commands world-wide established instrument schools to achieve the DA goal. In many cases, aviation assets have been heavily tasked because of instrument training requirements.

While the goal will not be met in toto, indications are that well over three-quarters of the avia-

tor force will be qualified by 31 December, with training to continue until the DA goal is achieved. Obviously, those in Vietnam and those excused or prohibited from proficiency flying will be unable to make the goal. However, a secondary goal will be established to insure that all who can fly are able to fly instruments.

The Army also established a requirement that appropriate aviation units conduct nap-of-the-earth training. Accordingly, Ft. Rucker is publishing a training circular on the subject and has completed the necessary course designs so that unit training programs can be established by units in the field.

**E**ARLY in the year a review of aircraft accidents attributable to supervisory and maintenance error indicated a need to train aviation unit commanders in resource management. Because aviation units are high cost, increasingly sophisticated, and almost invariably vital to the success of ground combat operations, approval was obtained to establish an aviation unit command course targeted at company and battalion commanders and the principal Staff officers.

The first course will commence at Ft. Rucker in February with a class of about twelve aviators. The course should prepare these individuals to administer and manage their vital assets successfully. OPO will select those individuals who will attend the course.

Remember the Utility Tactical Transport (UTT) Helicopter Company which made such a name for itself in the early days of the Vietnam conflict? It later became the 197th Attack Helicopter Company and still later was redesignated as the 334th Aviation Company, Escort, at Bien Hoa.

This company set the tone for gunships and did much to develop the doctrine and tactics which we still use in the attack helicopter business. The UTT began its colorful history with UH-1A's armed with two 30 cal machine guns and two seven-round rocket pods. *Saber 6* and his three gun platoons operated throughout the country but primarily worked the Vietnamese III Corps area. The guns beefed up the firepower of lift companies and spent much of their time responding to tactical emergencies where accurate rocketry and a steady trigger finger on the automatic weapons was required.

Today, the 334th is in Hanau, Germany. It is the first attack helicopter company to be stationed in Europe. We look for the same trail blazing record in Western Germany as the UTT compiled in Vietnam.

**T**HE closing snapshot for 1972 shows the Army substantially redeployed from Vietnam but with a small, earnest band still plying the trade over our old battlefields. We see a concentration on mid-intensity type warfare and a definite effort to devise tactics and equipment to counter a sophisticated enemy whether he is in Europe or anywhere else in the world. After all, sophisticated



### USAPHS Graduates Its 40,000th Student

**FORT WOLTERS, TEX** — The Army Primary Helicopter School observed another milestone on November 3 with the graduation of its 40,000th student. WOC Donald M. Clause of Parker, Ariz., was given a special plaque, in addition to the usual course completion certificate, to mark the occasion. The School opened in 1956, and graduated its first class of 35 students in April of the following year. Candidate Clause has since gone to Ft. Rucker, Ala., where he is undergoing advanced flight training. On successful completion of his training there, he will be appointed a warrant officer and will be given his Army Aviator wings.



# The Army's AAH.

We're designing for the men who'll fly it.



Crew fatigue . . . that unique weariness of body and mind at the end of that long, tough mission . . . is being drastically reduced. We're designing the smoothest flying helicopter in anybody's sky.

Our exclusive nodalized suspension will allow the crew *and* the equipment to function better. It will mean a more stable firing platform and greater maneuverability. (In demonstrations of the Nodamagic JetRanger, pilots across the country have been extremely enthusiastic.)

Design innovations for increased survivability will reduce the effect of enemy fire. The AAH will hug the nap of the earth, sweep, swerve, and jink like no other craft. A new blade design will absorb more destructive hits than ever before . . . and still keep going.

A specialized working environment for the gunship crewmen . . . a cockpit without distractions or wasted space . . . will provide better visibility for both crew members.

Mission accomplishment is primary. Toward that end, design innovations for greater protection of essential-to-mission elements, plus leadership and experience on ICAP and King-Cobra systems-integration, will assure the crew the control, the weapons accuracy and the survivability to get the job done.



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## SNAPSHOTS/Continued from Page 10

equipment is not necessarily anchored in one geographic location.

Therefore, we are not saying that our equipment is designed primarily for Europe. We are closer now to performing mid-intensity tactics and to meeting our perennial goal of instrument qualification for all of our aviators.

Hardware-wise, we have reoriented the attack helicopter program and set in motion a new development. A heavy lift helicopter prototype effort was approved by DDR&E in November and the UTTAS engine should begin tests this coming March with first flight of the completed airplane in November 1974.

Our aerial scout effort is undergoing redirection with a view toward a new developmental start. We are proceeding on plans for seeker missiles for attack helicopters and for an upgrade program for the CH-47 fleet and light observation helicopters used in the scout role.

The survivability of the remaining portion of the picture is also much clearer. Testing has shown that properly employed helicopters can survive and be remarkably effective on a European-type battlefield. Combat has proved that while losses go up as the intensity of combat increases, helicopters can operate against heavy automatic weapons fire and enemy heat-seeking missiles.

While many problems remain to be addressed in 1973, we have substantial Department of Defense and Congressional support for the aviation program. When all of the snapshots for 1972 are photo interpreted, we see an increasingly bright picture—even in color—as we enter 1973.

So, to all who have contributed to making the

1972 picture brighter, and to those who will commit their best efforts in the coming months, a sincere thank you, Happy New Year, and best wishes on every approach.

## Owl Country

In early December I visited "Owl Country." This is the portion of central California in the Hunter Liggett Military Reservation where the 155th Attack Helicopter Company, under the command of Major William E. Whitworth, plies the trade, low level, at night without sophisticated night vision aids.

A twelve-man Owl Team operates nightly to determine what the baseline for low level flight really is. To date, the Owl Team has determined that aircraft operating at reduced speeds can operate effectively even on the blackest of nights at 200 ft. of altitude. Remember that the Hunter Liggett reservation contains some pretty rugged terrain!

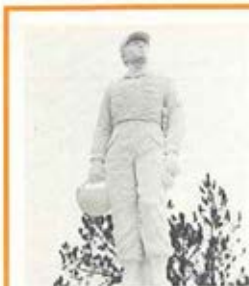
While initial phases of the testing were terminated in mid-December, further analysis and side experiments will be continued in 1973. The Owl Team operates with a command and control aircraft, a scout, and two covering Cobras. In addition to the standard experiments where the aircraft operate in trail at three rotor disc distance, the team has begun tactical exercises where individuals, along an imaginary FEBAs, call the scout and the guns into position for target attacks.

Project Chief of the parent Combat Developments Command Experimentation Command is Colonel Billy L. Odneal, who is supported by Operations Officer Major Richard L. Cox and Military Evaluator Major H. R. Stringham. Owl Team members are Captains Robert F. Barthelmess, Edward A. Foster, Jr., and Alfred A. Lopez; Chief Warrant Officers Russell D. Carmody, John B. Cole, Donald L. Choura, Randy F. Dyer, Joe L. Jackson, Ralph S. Park, Craig W. Stiff, Robert L. Wolff and Douglas W. Workings.

Participating in the first 30 hours of training before being withdrawn from the program for administrative reasons was Captain Bruce F. Wood. All members are volunteers and none have quit the project because of fear or dissatisfaction with the program. Pilots average about 60-65 hours of low level night flight time per month with the Owl Team. The group is highly motivated and clearly shows the confidence that its members have attained. Brigadier General Ray Ochs, a non-aviator and a former member of the Aviation Directorate here in ACSFOR, has flown with the Owl Team and provides great encouragement to it.

## More on Standardization

A recent query from the field challenged the concept that an aviation school trained IP must be recertified by a local flight standardization board prior to his release for instruction. The party who queried felt that once an individual was certified by



### Enterprise, Ala. Statue Honors the Aviator

FOR THOSE WHO SERVED — Honored by the statue recently unveiled in Enterprise, Ala., are the memories of those who have served their country through Army Aviation, those who today wear the silver wings, and those in the future who will fly "above the best." The monument was erected by the city's residents under the leadership of the Daffodil Garden Club.

the Aviation School, he should retain the IP designation forever.

Our position at Department of the Army is that the IP must be totally qualified not only in the aircraft (which the Aviation School does very well) but in local flight conditions and in tactics of the unit. Obviously, Ft. Rucker cannot prepare the IP as adequately for the geographic considerations nor for the unit tactics and SOPs as can be done locally.

Further, in the interests of standardization, the IP must be checked periodically to insure that he is current and has not veered away to the point where he teaches his own brand of aircraft handling.

This policy does not imply inadequate training at the Aviation School but is designed to provide more standardized and more effective unit training.

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### Chip off the old block

---

The ranking Aviation Warrant Officer in the Army is CW4 Stewart Robert Park, presently stationed at Ft. Rucker, Alabama. His record of dedicated service spans a period of over three decades and includes active combat duty in World War II, Korea, and Vietnam.

His career began in 1940 when he first joined the Marine Corps for a hitch that ended in 1946 at the close of WW II. Following a break in service, he again signed on with the Marines for a tour that lasted until 1955. With adventure enough behind him to satisfy most men for a lifetime, *Stu Park's* instinct for the new and untried led him in 1956 to the Army's Aviation Warrant Officer Program and appointment to the grade of CW3. Through this long and productive career, he has performed in a variety of assignments ranging from aviation mechanic to systems engineer. He has logged over 9,000 hours of pilot time and is qualified in nearly every type aircraft the Army has owned for the last 20 years.

*Stu Park's* contribution to Army Aviation has not been limited to his assigned duties, nor is he the only *Stewart Park* in the Aviation Warrant Officer program. CW2 Ralph Stewart Park, currently stationed at Ft. Ord and a member of the *Owl Team* mentioned above is very much a "chip off the old block." *Young Park* graduated from flight school in 1969 and has already established an admirable record, including numerous combat decorations earned during service in Vietnam. Army Aviation can indeed be proud of this outstanding father-and-son team which exemplifies the professionalism and dedication of our Aviation Warrant Officers.

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### AR95-64

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With the newly revised AR95-1 and AR95-63 hitting the field the first of the year, we are busy reworking other regulations to bring them into line. I have felt for many years that we captured too

#### 195 CONSECUTIVE COVERS!

In June, 1956, the Avco Lycoming Division placed a Lycoming-powered H-13H ad on ARMY AVIATION's cover, and started a front cover run lasting 16½ years. Their center-spread covers a bit more history.

much information on our flight records. Much of it appears to be record keeping just for the sake of record keeping.

It also appears that much of our input to the *Form 759 (Individual Flight Record)* is retained for long enough periods to meet the normal requirements for investigations. Therefore, we may be able to take a major administrative weight off the shoulders of the unit commander by streamlining our records keeping.

Accordingly, we have set in motion some studies to prepare the way for major revision of AR95-64. The U.S. Army Agency for Aviation Safety (USA-AAVS) is developing an Army Aviation flight records system based upon studies of the Navy and Air Force systems. Our intention is to reduce administration, provide for improved aviator management, and provide better data for justification of the flying hour program. Look for more word on this subject early in the New Year.

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### Ridiculous Flight of the Month

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No month of the year is immune from the "head up and locked" type of accident. Fortunately, our safety record is improving. Our FY72 record-setting 11.95 rate per 100,000 flight hours has been reduced further, according to our July-September final returns.

One type of accident that keeps popping up is caused by landing too close behind high performance aircraft.

- On very short final, severe wake turbulence was encountered from a 707 that had landed before us. Aircraft rolled to right, was recovered but left outboard antenna and left main gear struck runway as go-round was initiated causing extensive left wing damage.

- We keep bumping into trees! Copilot was making approach into landing zone. Airspeed was fast. Pilot failed to observe airspeed. Before he could recover, aircraft main rotor blades hit small tree.

- Pilot executed a hover turn to the left toward the sun. Bright sunlight hindered pilot's vision and the aircraft was inadvertently moved forward striking a two-foot diameter tree.

- Pilot was performing a low level reconnaissance. Main rotor blade struck a tree.

Now that we have chopped down almost everything in sight, let's do better for the New Year. After all, the term "chopper" did not originate from its tree-cutting capabilities.

*Again, have a Happy and Safe New Year!!!*





## Fourteenth AAAA Nat'l Convention



LED BY COL "Ed" Lukert (center), TENN KY Chapter President, the Fort Campbell Area Delegates arrive at the Sheraton-Park AAAA convention site.



BG Fabio Moizo (left), Inspector General of Italian Army Aviation, peeks over his GACSFOR aide's shoulder at the 1972 Convention Mini-Program.



DISPLAYS? ... The Aerospace Industry displays at the '72 AUSA Annual Meeting were outstanding! BG "Bill" Meddox views a 20/30mm flexible system.



DURING Nat'l Board meeting, MG Delk Oden (cen.) makes a point, as Art Kesten (left), LTG Kinnard (2d from right), and Trea. Ed Nielsen listen intently.



JUNIOR Nat'l Board members, r to l, CPT S. L. Christine, CW4 "Don" Joyce, and CW3 Tom Pettit, listen intently as LTG Kinnard outlines a proposal.



THE DIRECTORS of Army Aviation of seven nations pose in a formal grouping with BG Meddox (2d from left, front), their counterpart in the United States.



NOW HEAR THIS! ... LTG Harry Kinnard (left) tells incoming AAAA National President, MG Delk Oden, of the several pitfalls he may come to expect.



THE CANADIAN, French and German Directors of Army Aviation listen to their Australian counterpart during the AAAA professional programming.

**Oct. 12-14, 1972  
Washington, D.C.**







## Fourteenth AAAA Nat'l Convention



LTG HARRY W. O. Kinnard, AAAA National President (at lectern), digests the '71-'72 AAAA Annual Report during the General Membership Luncheon.



CW4 "DON" Joyce, AAAA's National Vice President for Membership Activities (Recruitment), briefs attendees at the '72 General Membership Luncheon.



AAAA Honorary Membership credentials are given to BG Mansochehr Khosrowdard, Iranian AA chief, by AAAA's Senior VP, BG Edwin L. "Spec" Powell.



CHAPTER delegates are shown volunteering as escorts for Honors Luncheon dignitaries during post-Membership Luncheon meet with Art Kesten.



NGB Chief, MG Francis S. Greenleaf, gives the keynote speech at the NGB Aviation Safety Conference held concurrently with the AAAA Convention.



SHOWN prior to the 1972 AAAA Ladies' Luncheon are, l-r, Mrs. Mary Howze, Mrs. Jo Goodhand (Co-Chairwomen in '72), and Mrs. Norah Bannock.



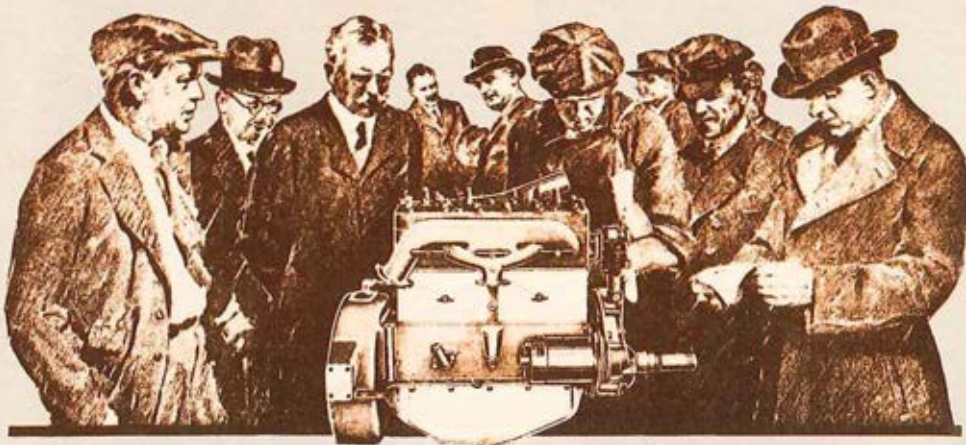
FEWER in number at the '72 Convention, pre-1950 Army Aviators (L-Pilots) gather in their traditional Cub Club group photo. Blowup reveals graybeards.



BRIEFINGS are given by MG T. A. "Tony" Richardson (left) of the British Army, and BG Mansochehr Khosrowdard (right) of the Imperial Iranian Army.

**Oct. 12-14, 1972  
Washington, D.C.**





Nearly 200,000 Present Owners  
Will be Especially Interested in

## The First Public Announcement of the Remarkable *New* Lycoming Motors

**I**N 1914, a comparatively small group (about three thousand) of all purchasers of moderate-priced cars and trucks selected makes which were powered by what was then an unknown new-comer in the automobile engine field—the LYCOMING FOUR.

The next year (1915) this little group grew to six thousand; in 1916 to ten thousand; in 1917 to fifteen thousand—until fifty thousand of these wonderful motors had to be built in a year to meet the public demand that had grown simply from performance alone.

The owners of the first cars in which these motors were installed quickly realized that they were experiencing motor performance, reserve power, long life and reliability coupled with low cost of operation and maintenance that established a new standard for cars of moderate cost.

Year after year, as this rapidly growing group of buyers bought their new cars and trucks, their satisfaction and confidence led them repeatedly to select again from those that were powered with motors of the same make—LYCOMING.

To keep faith with this great group of car owners who have pioneered their faith on LYCOMING MOTORS, we have considered it

our responsibility to constantly strive to attain higher and higher ideals in four cylinder design and performance.

That is why now, when we have new LYCOMING MOTORS that in actual operation have established performance records which we believe will not be equalled for years to come, the first ones we want to know about it are these nearly two hundred thousand present LYCOMING owners who by their encouragement have helped make this new achievement possible.

We want every one of these owners to know that if they think their present LYCOMING MOTORS are giving them unprecedented value, their next LYCOMING Powered car or truck will be a still greater revelation.

The advent of these new LYCOMING MOTORS, in addition to being marked by this first public announcement, has also been made the occasion for the preparation of a detailed, understandable, descriptive book which will make clear to present owners the still greater value they will get in their next LYCOMING and will likewise enable the owner of any other motor to compare it with the new LYCOMING models before he buys again.

A free copy of this useful book will be sent to any responsible person upon request. If you are one of the present LYCOMING owners, we will appreciate your mentioning it when you write. Full name and address should be given.



LYCOMING MOTORS CORPORATION, WILLIAMSPORT, PA.

Own a Car or Truck with one of

# The *New* LYCOMING Motors



The 600 shp LTS 101

## 50 years later-another remarkable new Lycoming "motor" from the same old firm

The Lycoming four cylinder internal combustion engine featured in the Saturday Evening Post ad of November 11, 1922 put us on the map.

Now we have another surprise package: the LTS 101 gas turbine for helicopters, general aviation aircraft, trucks, marine installations, standby generator sets and numerous other applications.

It's a breakthrough on many fronts, contributed to by all 4,382 dedicated Avco Lycoming employees.

For one thing, the LTS 101 weighs but a fraction of the internal combustion engines which are now used in these roles — and occupies less than half the volume of such power plants.

For another, this remarkable gas turbine has been designed to operate at conservative temperatures, and

is of such simple "pioneered design" that its price is way below the figure you'd expect in a gas turbine.

The LTS 101 is designed to thrive in a variety of hostile environments: it shrugs off sand, rain, dust, snow or ice. The advanced particle separator filters out the abrasive particles that cut short the life cycle of a conventional gas turbine.

Another thing: the low cost simplistic design is further enhanced by low maintenance and operational costs. The particle separator, the accessory/reduction gear box, the gas generator, or the combustor/power turbine assembly modules can be quickly replaced to give you maximum utilization.

It's a remarkable new Lycoming "motor". Find out all about it by writing to Vice President - Marketing.

**AVCO**  
LYCOMING DIVISION

STRATFORD, CONNECTICUT 06497





## Fourteenth AAAA Nat'l Convention



**PRE-LUNCHEON** group, l-r, includes LTG Seneff, GEN Howze, GEN Abrams, MG Oden, GEN Palmer, and ranking Honors Luncheon VIP, Sec. BeLieu.



**PART** of the 36-member Honors Luncheon Head Table is shown receiving instructions from COL "Ed" Landry prior to marching to the head table.



**MEMBERS** of the '71-'72 "Outstanding Aviation Unit," F Battery (AFA), 79th Field Artillery, pose with their trophy after the '72 Honors Luncheon.



**ARMY CHIEF** of Staff, General Creighton W. Abrams, Jr. (left) has a good word for BG "Bill" Maddox, AA's Director, during an AAAA reception.



**PRESENT** and former members of AAAA's National Executive Board use the main staircase in Sheraton Hall for their '72 "all smiles" group photograph.



**NOT** all award ceremonies were formal. Here, LTC "Jim" Woodard receives Saigon elephants French-style from LTC "Doug" Hutchens and Don Luce.



**THE HONORABLE** Howard E. Haugerud (center, rear row) and many of the "pretty little things" that gather at the tail-end Diehards' Reception.



**NOT ALL** of the 1972 Convention programming was "professional" and "formal". Here, one "life of the party" is adorned in the very best Sheraton linens.

**Oct. 12-14, 1972  
Washington, D.C.**





# Worldwide AAAA Scholarship 60-40 Golf Tournament

**T**HE first "Worldwide AAAA Scholarship Golf Tournament," a well-publicized international competition offering unlimited pro shop prizes to the winners of worldwide and local tournaments, did not capture the interest of the Association's members, or non-members, or the wives of both.

Promoted by AAAA's Chapter activities through their local pro shops, the three-month open tournament only drew 125 participants in its eight men's flights and seven women's flights.

## Ten International Winners

There were ten international winners and eight local tournament winners with participants playing rounds on seventeen golf courses, to include the Federal Golf Club in Canberra, Australia, and the Imperial Country Club in Tehran, Iran.

The entry fee for the AAAA Scholarship Golf Tournament was \$2.50 per card, with \$1.50 of that amount being a donation to the AAAA Scholarship Foundation, Inc.

Under consideration is a plan to conduct the 1973 Worldwide Tournament on a common weekend in May or June, and to have members and non-members compete together in either a Callaway or a Kicker's Flight. The Handicap and Low Gross Flights would be dropped.

## MEMBER FLIGHTS

(Four or more member entrants competing in the same flight on any golf course in the world.)

### ■ FLIGHT #1 — MEN'S LOW GROSS (1 ENTRY)

No winner. Insufficient entries.

### ■ FLIGHT #2 — MEN'S HANDICAP (28 ENTRIES)

Robert L. Young, Ft. Sill, 86-19 .....	65
LTC George G. King, Ft. Rucker, 77-11 .....	66
Joseph A. DeCurtis, Ft. Knox, 76-10 .....	66
Claude C. Phillips, Albuquerque, 80-14 .....	66
COL Elwood Shemwell, Ft. Hood, 83-17 .....	66
MG Howard F. Schiltz, Ft. Eustis, 76-9 .....	67
MAJ Carlisle E. Bryant, Ft. Sill, 74-5 .....	69
BG Herbert E. Wolff, Ft. Meade, 74-5 .....	69
Marshall Hamilton, Mineral Wells, 83-14 .....	69

### ■ FLIGHT #3 — MEN'S CALLAWAY (7 ENTRIES)

BG (Ret.) Jack W. Hemingway, Killeen, 96-21 .....	75*
BG Leo D. Turner, Granite City, 96-21 .....	75*
LTC T. W. Krzeczowski, Ft. Eustis, 95-19 .....	76
BG L. E. Van Buskirk, Granite City, 97-21 .....	76
COL D. R. Paquette, Canberra, 103-27 .....	76

\*Denotes tie.

### ■ FLIGHT #4 — MEN'S KICKER (6 ENTRIES)

Theodore T. Winder, Hazelwood, 98-33 .....	65
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### ■ FLIGHTS #5, #6, #7, #8 — WOMEN'S FLIGHTS

No winners. Insufficient entries in each flight.

## NON-MEMBER FLIGHTS

(Four or more non-member entrants competing in the same flight on any golf course in the world.)

### ■ FLIGHT #9 — MEN'S LOW GROSS (11 ENTRIES)

John Clendenen, Ft. McPherson .....	72
-------------------------------------	----

### ■ FLIGHT #10 — MEN'S HANDICAP (45 ENTRIES)

Joseph E. Cocklin, Ft. Sill, 90-25 .....	65
Charles C. Hinton, Lawton, 94-28 .....	66
E. J. Callery, Las Vegas, 81-14 .....	67
Michael Curtis, Yuma, 68-0 .....	68
David Corson, Ozark, 77-8 .....	69
Dennis Kennedy, Lawton, 78-9 .....	69
Don D. Hickman, Daleville, 80-11 .....	69
Dean A. Phillips, Ft. Sill, 98-29 .....	69

### ■ FLIGHT #11 — MEN'S KICKER (22 ENTRIES)

Billie H. Scillian, Ft. McPherson, 77-3 .....	74*
Don Tollemare, Ft. Eustis, 85-9 .....	74*
Milton Lang, Rochester, 90-16 .....	74*
LTC Wm. P. Broderick, Canberra, 97-25 .....	74*

\*Denotes tie.

### ■ FLIGHTS #12, #13, #14 — WOMEN'S FLIGHTS

No winners. Insufficient entries in each flight.

## LOCAL WINNERS

(Four or more member or non-member entrants competing in the same flight on the same golf course.)

### ■ FT. RUCKER, ALA.

Members' Low Gross .....	Ft. Rucker Golf Course
Robert R. Yetman, Ft. Rucker .....	75
Non-Members' Handicap .....	Ft. Rucker Golf Course
David Corson, Ozark, 77-8 .....	69*
Don D. Hickman, Daleville, 80-11 .....	69*

\*Denotes tie.

### ■ BRIDGETON, MD.

Members' Kicker Flight .....	Berry Hill Golf Club
Paul Hendrickson, St. Louis, 100-40 .....	60

### ■ FORT SILL, OKLA.

Member's Handicap .....	Fort Sill Golf Course
Robert L. Young, Ft. Sill, 86-19 .....	65
Non-Members' Handicap .....	Fort Sill Golf Course
Joseph E. Cocklin, Lawton, 90-25 .....	65

### ■ FORT EUSTIS, VA.

Non-Members' Handicap .....	Fort Eustis Golf Course
Wm. H. Shandlin, Sr., Newport News, 93-21 .....	72

### ■ CANBERRA, AUSTRALIA

Non-Members' Low Gross .....	Federal Golf Club
Capt. L. E. Phillips, USN, US Embassy .....	91



## STAR FLIGHT

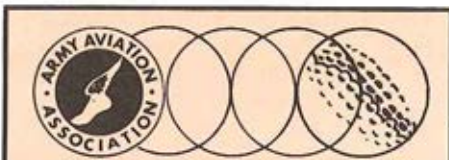
(Open to General Officer Members of AAAA. Played at Tournament Callaway rules. Numbers in parenthesis indicates member's regular handicap)

MG Howard F. Schiltz (9), Ft. Eustis	75-5-71
BG Herbert E. Wolff (22), Ft. Meade	91-17-74
LTG Melvin Zais (16), Ft. McPherson	87-12-75
BG (Ret.) Jack W. Hemingway, Killeen	96-21-75
BG Leo D. Turner, St. Louis	96-21-75
LTG Fred Kornet, Jr. (13), Wash., D.C.	85-9-76
BG L. E. Van Buskirk, St. Louis	97-21-76

## OTHER LOCAL PARTICIPATION

(No local tournament prizes were awarded at the following golf courses and clubs in that four or more rounds were not played by entrants in any one particular flight.)

Longshore Country Club, Westport, Conn.	2 rounds
Ft. McPherson GC, Ft. McPherson, Ga.	4 mixed rounds
Hunter AAF GC, Hunter AAF, Ga.	3 rounds
Mac Scott GC, Scott AFB, Ill.	2 rounds
Lindsey Golf Course, Ft. Knox, Ky.	2 rounds
Floyd L. Parks GC, Ft. Meade, Md.	4 mixed rounds
Paradise Valley CC, Las Vegas, Nev.	1 round
Anderson Golf Course, Ft. Hood, Tex.	4 mixed rounds
Granite City GC, Granite City AD, Ill.	5 mixed rounds
Holiday Hills GC, Mineral Wells, Tex.	5 mixed rounds
Ft. Belvoir GF, Ft. Belvoir, Va.	1 round
Imperial Country Club, Tehran, Iran	3 rounds



**FIRST OFF!** — COL Harry L. Jones (cen.), president of AAAA's David E. Condon Chapter, signs up the first foursome in the Worldwide AAAA Scholarship Golf Tournament. MG (Ret.) Howard F. Schiltz (right) was the first to play, and was joined by, l-r, COLS W. W. Bohn, Norman Brown, and P. V. Whitley.



**CHANGE OF COMMAND** — MG C. P. Brown (left), commander of TECOM, and COL Daniel G. Gust (right), retiring president, USA Aviation Test Board, Ft. Rucker, Ala., pin the Army Materiel Command crest on COL Robert S. Kellar's uniform during change of command ceremonies, Nov. 30, 1972. **RIGHT:** SP4 Stacey M. Von Tellrop has scored one for women's lib. A flight ops specialist, she's in the formerly all-male Tactical Training Division of the Dept of Adv FW Tng, USAAVNS.

**MEMORIAL** — CWO James H. Jeffcoat, curator of the WOC Hall of Fame Museum at Ft. Wolters, presses in place a brass plate engraved with the name of a warrant officer aviator killed in Vietnam. The plate is one of 1,006 in the 24" x 40" wall memorial honoring the AWOs killed during July, 1962-April, 1971. **RIGHT:** Mrs. John R. Griffin, Jr., wife of Major Griffin of USAAVNC's Mgmt Info Sys Office, has been selected as "Military Wife of the Year" at the Aviation Center. She's the mother of four.



**STAGGERING!** USAAVNS' Dept. of Advanced Flight Tng recently received a Third US Army Certificate for Outstanding Achievement for obtaining 226,153 accident-free flying hours during FY 72. COL John H. Richardson (left), dept director, accepts the certificate from COL Earl W. Fletcher, USAAVNS asst commander. **RIGHT:** Fred Boswell (left), of Ft. Rucker's Comptroller's Office, and his son, Freddy, view the 55 miles "Run for your life!" course they ran in the elapsed time of 16½ hours.

THE AAAA Annual Report, as presented by LTG Harry W. O. Kinnard, USA (Ret.), National President, at the 1972 National Convention, covers the period 1 October 1971 through 1 October 1972.

## Membership

As at 1 October, AAAA individual membership stood at 11,499 . . . a gain of 640 members since 1 October 1971. The gain is primarily due to the "100 Percent Membership Incentive Plan" followed by the Army Aviation Center Chapter, and to some degree by a reduction in the number of members in the "Lost — No Forwarding Address" category.

There are 43 Industry (Corporate) Member firms in AAAA, the same number as at 1 Oct. 1971. HRB Singer, RCA Defense & Commercial Systems, and Teledyne McCormick Selph have joined as new Industry (Corporate) Members of AAAA; the Canadian Marconi Company, Gyrodyne Co. of America, and Texas Instruments lapsed their corporate memberships during Oct. 1971 and Oct. 1972.

## Chapter Activities

Seven new AAAA Chapters were activated during the past year. They include the CORNHUSKER CHAPTER activated in Lincoln, Nebr., on 6 November 1971; the SUN BOWL CHAPTER activated at Ft. Bliss, Tex., during the past month; a MISSISSIPPI VALLEY (ARNG) CHAPTER activated at Davenport, Iowa, on 16 September; a MOUNT RAINIER (FT. LEWIS) CHAPTER reactivated on 25 September; a FORT RILEY CHAPTER reactivated on 15 March; a MORNING CALM (KOREA) CHAPTER reactivated in Seoul, Korea on 10 January 1972; and a TENNKY (Ft. Campbell) CHAPTER was reactivated on 21 July following its deactivation on 10 April 1966.

Four Chapters were dropped from the active

## AAAA President's '72-'73

# Annual Report

rolls during the preceding year. The defunct Chapters include a CHECKPOINT CHARLIE (Berlin) CHAPTER, a HIGH PLAINS CHAPTER at Amarillo, Tex. (deactivated at Chapter's request), a NURNBERG (Germany) CHAPTER, and a TRINITY RIVER (Ft. Worth-Dallas) CHAPTER.

## Fiscal

The Association's fiscal years covers the 1 April-31 March period with semiannual reports (1 April, 1 October) being provided by the Association's accountants. The 1 October 1972 report covering the 1 April-30 September 1972 reporting period is still under preparation at this time. A report for the AAAA Fiscal Year ending 31 March 1972 appears below:

In March, 1971, receipts were \$101,788; disbursements totaled \$86,912; there was an excess of \$14,876 in receipts over disbursements; and the General Fund totaled \$24,264.

In March, 1972, receipts were \$91,220 (\$10,568 less than 1971); disbursements totaled \$76,930 (\$9,982 less than 1971); there was an excess of receipts over disbursements of \$14,290; and the General Fund totaled \$38,552.

Additionally, the Fiscal Committee, working in concert with the By-Laws & Legal Committee and the Publications Committee, reviewed the AAAA's contract with Army Aviation Publications, Inc., providing for a magazine and general administrative, clerical, editorial, and accounting services by Army Aviation Publications, Inc., the contractor.

## Business Meetings

AAAA's National Executive Board met three times. Following the 1971 Convention, the Board convened at Ft. Hood, Tex., during 4-5 February, and then met in Washington, D.C. during 3-4 June 1972. It is conducting daily meetings here in Washington during 11-13 October.

The 12-member AWARDS COMMITTEE chaired by BG Robert M. Leich, IGR, met on two dates. It held its AAAA Scholarship Selection Meeting in Washington on 8 April, and then selected the '71-'72 AAAA National Award winners at a 5 August meeting in Washington, D.C. An "Army Avia-



General Creighton W. Abrams, Jr. (left), Army Chief of Staff, and LTG Kinnard, AAAA National President, chat prior to the 1972 AAAA Honors Luncheon.



## REPORT / Continued from Page 21

tion Hall of Fame Subcommittee" of the AWARDS COMMITTEE chaired by A. H. Kesten met in Washington on three occasions during November, 1971 and March, 1972.

The four-member BY-LAWS & LEGAL COMMITTEE met in Washington in September to review separate By-Laws proposed by the USAREUR Region. The committee is chaired by BG O. Glenn Goodhand, Ret.

The CONVENTION COMMITTEE met in Washington, D.C. on two occasions prior to this year's convention. The committee met at the call of A. H. Kesten, General Chairman.

The EXECUTIVE COMMITTEE composed of the President, the Past Presidents, and the Executive Vice President concerns itself with broad policy areas. It did not meet during Oct., 1971-Oct., 1972.

AAAA's FISCAL COMMITTEE is chaired by COL Edward L. Nielsen, Ret., who serves as national Secretary-Treasurer. A coordination meeting with the National Office staff was held in Washington, D.C. on 8 April and a second meeting on 5 August.

The INDUSTRY AFFAIRS COMMITTEE is chaired by BG Edwin L. Powell, Jr., and includes all industry-affiliated Board members as ex officio committee members. The committee did not meet as a body during Oct., 1971-Oct., 1972.

The JUNIOR OFFICER/WARRANT OFFICER AFFAIRS COMMITTEE is chaired by CW4 Donald R. Joyce in the absence of CW4 Robert L. Hamilton, permanent committee chairman, now rotating from USARV. The committee did not meet during Oct., 1971-Oct. 1972.

The three-member MEMBERSHIP ACTIVITIES COMMITTEE is chaired by CW4 Donald R. Joyce and met in conjunction with each National Executive Board meeting.

Composed of the incumbent national President, the Past Presidents, and the Executive Vice President, the NOMINATIONS COMMITTEE is chaired by the immediate Past President. The committee met in Washington, D.C. on 2 June and nominated candidates for AAAA national office for the 1972-1973 and 1972-1975 terms of office.

### NO. 25,000!

**FT. RUCKER, ALA.** — It's only 22 months old, yet the Army Aviation School's Learning Center has already given assistance to 25,000 people. The record-setting visit was made by Air Force Second Lieutenant Keith A. Atwell, and he received a commemorative plaque Monday (Nov. 27) from Major General Allen M. Burdett, Jr., commander of Ft. Rucker and school commandant.

Lt. Atwell, son of CW4, Harry B. Atwell, Ret., said that he had used the Learning Center several times during the 16 weeks he spent at Ft. Rucker as a member of an Air Force Officers Rotary Wing Aviator Class.

### INDUSTRY FILMS AVAILABLE

AAAA Chapter activities may schedule a professional film presentation and secure loan prints of gun camera sequences showing the TOW missile in action (Hughes Aircraft) and/or helicopter/scout teams during survivability tests against simulated enemy armor/air defenses in USAREUR (Bell Helicopter). Write AAAA, 1 Crestwood Road, Westport CT 06880.

The six-member PUBLICATIONS COMMITTEE is chaired by LTC Donald F. Luce, Ret., and concerns itself with advertising placed in ARMY AVIATION MAGAZINE. The widespread committee did not meet as a body during Oct., 1971-Oct., 1972, but maintained contact with each other by communications from the chairman. The chairman met with the Publisher on three occasions during the same period.

A REGIONAL ACTIVITIES COMMITTEE chaired by BG Eugene M. Lynch was established at the June, 1972 National Executive Board meeting. The purpose of the three-member committee is to draft a written plan for AAAA Regional activities (Regional conventions) at the earliest possible date.

A RESERVE COMPONENTS COMMITTEE is chaired by COL John W. Marr, and has permanent NGB and OCAR representation. The committee did not meet as a body in Oct., 1971-Oct., 1972.

The AAAA SCHOLARSHIP FOUNDATION, INC., is a separate non-profit corporation that maintains close ties to the AAAA through the national AWARDS COMMITTEE. Concerned with all aspects of the AAAA Scholarship Program, the Foundation is directed by a six-member Board of Governors with Bryce Wilson serving as President of the Foundation.

## New Programs

The Association will underwrite a display at the Army Aviation Museum at Fort Rucker honoring the "Army Aviator of the Year" and the "Aviation Soldier of the Year."

The Association underwrites the provision of engraved silver wings for award to the "Outstanding Flight Surgeon" graduating in each class from USAAVNS.

The Association lent its support to the first "Worldwide AAAA Scholarship Golf Tournament."

In conjunction with attendance at the March, 1972 USAREUR Region Convention at Garmisch, Germany, the Association promoted a "Fifteenth Anniversary Charter Flight" to Europe with some 36 members sightseeing in Portugal, Spain, and N. Africa and at points of their choosing before reaching Garmisch. The Association will promote a late May, 1973 tour of England, Holland and Belgium prior to 3-4 days at the 1973 Paris Air Show at tour's end.

The Association will sponsor an "Army Aviation Hall of Fame" at the Army Aviation Museum with first inductions planned in 1973.

# AAAA Activities

## AAAA National and Chapter Meetings during Oct.-Dec., 1972

**TENNKY Chapter.** Professional meeting. Boeing Vertol UTTAS presentation, 25 October.

**Mt. Rainier Chapter.** Reactivation meeting, 26 Oct.

**Ft. Hood Chapter.** Picnic and Business Meeting, 28 October.

**Sharpe Army Depot Chapter.** "Oktoberfest," 27 Oct.

**Golden Gate Chapter.** Business meeting and Delegate Report on AAAA National Convention, 30 Oct.

**Richard H. Bitter Chapter.** Pizza Party for AAAA families, 3 November.

**Lindbergh Chapter.** "Rock Mixer" at Stadium Club, Busch Memorial Stadium, 4 November.

**Alpha Chapter.** Luncheon meeting; DELEGATES REPORT on AAAA National Convention, 7 November.

**Sunbowl (Fl. Bliss) Chapter.** Professional meeting with MG Raymond L. Shoemaker, CG, Ft. Bliss as guest speaker, 8 November.

**2d Infantry Division Area Chapter (Korea).** Activation meeting, 11 November.

**David E. Condon Fl. (Eustis) Chapter.** Professional meeting. Sikorsky UTTAS presentation, 15 Nov.

**Army Flight Tng Center Chapter.** Professional meeting with LTCC. M. Baker, USMC, guest speaker, 17 November.

**Army Aviation Center Chapter.** White Elephant Sale and Social, 19 November.

**Valley View Chapter.** Social-Business Meeting, 20 November.

**Fort Sill Chapter.** Professional meeting. Sikorsky Aircraft UTTAS presentation, 28 November.

**Mt. Rainier Chapter.** Professional meeting with George Koltz, Survival & Fit Equip. Ass'n, as guest speaker, 29 November.

**Connecticut Chapter.** Professional-social meeting. Joseph P. Cribbins, Director of Aviation Logistics, ODCSLOG, DA, guest speaker, 29 November.

**Greater Atlanta Chapter.** Professional meeting. COL T. E. Anderson, OPO, guest speaker, 1 Dec.

**Embry Riddle (Daytona Beach) Chapter.** Christmas Ball. BG Eugene M. Lynch, speaker, 2 December.

**Mississippi Valley Chapter.** Christmas Party and professional meeting with Clifford Holgate, Boeing Vertol, guest speaker, 2 December.

**Fort Riley Chapter.** Professional-social meeting. Delegates' Report on Nat'l Convention, 6 December.

**Latin American Chapter.** Professional meeting & Delegate Report on Nat'l Convention. Robert Bucko, guest speaker, 6 December.

**Fort Wolters Chapter.** Professional meeting with Boeing Vertol HLH presentation, 7 December.

**Lindbergh (St. Louis) Chapter.** Pre-Christmas Dinner-Dance, 7 December.

**Washington, D.C. Chapter.** Christmas Cocktail Party, 10 December.

**Rhine Valley Chapter.** Professional meeting with COL Peter Collins, British Army Aviation, guest speaker, 12 December.

**Alamo Chapter.** Professional-social meeting, and Delegates' Report on Nat'l Convention, 13 Dec.

**Air Cavalry (Fl. Knox) Chapter.** Professional-social meeting. Delegates' report on Nat'l Convention, 15 December.

**Hanau Chapter.** V Corps Aviation Ball, 16 Dec.

**Fort Benning Chapter.** Chapter elections; Delegates' Report on Nat'l Convention, 19 December.

**Fort Leavenworth Area Chapter.** Business-social meeting. Elections; Delegates' report, 19 December.

**Fort Bragg Chapter.** Business-social meeting. Elections; Delegates' Report on Convention, 20 Dec.

**Schwaebisch Hall Chapter.** Business-social meeting. Delegates' Report on Convention; planning for Garmisch 1973, 20 December.

Professional-social meetings involving UTTAS presentations by the **Boeing Vertol Division** and the **Sikorsky Aircraft Division** will be held at ten AAAA Chapters during January-February, 1973. **John McMinn**, Manager of Army Requirements, Boeing Vertol Division, will represent Boeing Vertol; **Ralph P. Alex**, Chief of Marketing R&D, at Sikorsky Aircraft, will speak at the five AAAA Chapters in January for Sikorsky Aircraft; **Eugene J. Tallia**, Assistant to the UTTAS Program Manager for Military Liaison, will address five AAAA Chapters on the Sikorsky UTTAS Program in February. The schedule is as follows:

### Boeing Vertol Presentations

Jan. 15, Ft. Sill Chapter; Jan. 16, Ft. Wolters Chapter; Jan. 17, Ft. Hood Chapter; Jan. 18, Alamo Chapter; Jan. 19, Sunbowl (Fl. Bliss) Chapter; Feb. 19, Embry-Riddle Chapter; Feb. 20, Suncoast (Tampa Area Chapter); Feb. 21, Hunter-Stewart Chapter; Feb. 22, Ft. Benning Chapter; and Feb. 23, Greater Atlanta Chapter.

### Sikorsky Aircraft Presentations

Jan. 15, Embry-Riddle Chapter; Jan. 16, Suncoast (Tampa Area) Chapter; Jan. 17, Hunter-Stewart Chapter; Jan. 18, Ft. Benning Chapter; Jan. 19, Greater Atlanta Chapter; Feb. 20, Ft. Wolters Chapter; Feb. 21, Ft. Hood Chapter; Feb. 22, Alamo Chapter; and Feb. 23, Sunbowl (Fl. Bliss) Chapter.

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## TANK KILLERS/Cont. from P. 6

is employed in this manner. Diving fire is taught, however, as a valid technique of employment which may be used in low anti-aircraft density situations or when nap-of-the-earth flying is imprudent.

Let me point out here that all weapons systems — flexible and stowed — are employed during the course. The course emphasizes running fire at nap-of-the-earth altitudes. For obvious reasons, then, proficiency at low level navigation is also a **prime requirement** for the crew. Running fire, as a method of target engagement, has proven to be one of the better techniques for use in significant anti-aircraft environments since it minimizes the time available to the enemy for target acquisition.

Employment in this manner is also consistent with the concept of operating as a member of the Combined Arms Team in the ground environment. Also, as a member of the Combined Arms Team, the attack helicopter is required to operate both day and night. This, too, is a part of the **ACCQC**.

One other technique of target engagement is emphasized during the course. That is firing from the hover at nap-of-the-earth altitudes. As many of you know, there has been some controversy as to the validity of firing from the hover. After much soul searching and testing, we found that the major obstacle to successful target engagement from the hover was training of the crew.

We're now convinced of its value because of its application to both existing armament systems and planned missile systems for the attack helicopter. This form of engagement comprises a major portion of the **ACCQC**. This technique permits popping up over a ridge line, expending munitions on the target, and disappearing behind the ridge again. This **minimizes** aircraft exposure time, but, as I noted, requires some degree of skill. Also, in this portion of the **ACCQC**, the gunner is required to engage both stationary and moving targets. It is during hover fire that a need for a ranging device for existing armament systems becomes most noticeable.

This, then, is the **ACCQC** — designed for Armor Aviators based on and modified by both combat successes and the results of experimentation. We don't claim that this is the final solution, but we do believe that it's a step in the right direction.

### Newer system needed

None of the weapons systems which we've been discussing provides the ultimate solution. The shortcomings of the 2.75 inch rocket are fairly evident. It is an area weapon and **only** marginally suitable for point targets. Even the extremely accurate optically-tracked **TOW** leaves much to be desired. For example, the exposure time of the helicopter during firing is too long. The rate of fire is too slow. And the fact that the target must be

### THE USMC WANTS YOU!

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visible to the gunner often limits its effective range.

A newer system, the laser guided missile system, which some of you know as **Hellfire** (for **Heliborne, Laser, Fire and Forget Missile**), appears to show some promise. We anticipate that many of the **TOW** shortcomings can be corrected. Aircraft exposure time should decrease, both as a result of a shorter missile time of flight and the capability to guide the missile to the target from a location other than the helicopter.

Laser designation will permit a **higher rate of fire**, as well as extending target engagement capability beyond that of the gunner's visibility. Another anticipated gain is a **greater range** in the missile itself. Missile Command has conducted tests using a modified Air Force **Hornet** missile to test the validity of the concept. Results far exceeded all expectations.

### An intermediate goal

In fact, based on these tests, similar systems have recently undergone military potential tests at Combat Developments Experimentation Command, the results of which have demonstrated that this is a possible successor to current anti-tank missile systems. However, fielding of the **Hellfire** or a similar system cannot be expected before the 1975-1980 time frame.

**Hellfire** is only an intermediate goal. What we really desire is a true fire and forget missile system for the attack helicopter. Such a system is, even now, only in the conceptual stages and no accurate forecast as to availability can be made.

We have proven that the attack helicopter is a tank killer and is an invaluable member of the Combined Arms Team in all forms of combat. We know the directions in which we must proceed to refine and verify concepts of employment for the attack helicopter. We are not content to stop here. We continue to press on and to develop new and better helicopters, weapons systems, and methods of employment. This is our challenge — a very exciting challenge — a challenge we must and will win.

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**LAST CLASS!** — Eight students of FWQC 73-5 graduated at Ft. Stewart, Ga., on Nov. 11 to end a six-year FW training program at that installation. Front row (l-r): LTC SL Strickland (School Sec); CW2 DL Staples; 1LT PW Richard; CW2s RN Rife & BP McClune; CPT GJ Nepereny; LTC RB Vassar, Director, DFWT. Back row: 1LT RL Turner; CPTs ET Fordon & GP Balthazor.

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ALL THE WAY! — Members of WORWAC Class 72-37 at Ft. Rucker, Ala., receive a substantial refund on their enrollment dues on achieving 100 participation in the AAAA. MAJ John A. Duff (left), commander of the 65th Co, 6th Stu Avn Bn, USAAVNS Bde, presents the AAAA refund check to class leader James A. Dixon.

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# AAAA FOUNDATION OFFERS \$4,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$4,500 in 1973 scholarship assistance funds for the sons and daughters of members and deceased members with an effective date of membership on or before March 31, 1972.

Students applicants are asked to request the appropriate application forms by writing to: AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1973 to receive Awards Committee consideration.

## ELIGIBILITY

Eligibility requirements have been minimized. The AAAA applicant must be: (1) the son or daughter of a member or a deceased member with an effective date of membership on or before March 31, 1972; (2) a high school graduate or senior who has made application to an accredited college or university for Fall, 1973 entrance as a freshman, or who has been accredited for freshman enrollment in the Fall of 1973; and (3) unmarried and a citizen of the U.S.

## FINAL SELECTION

Selection of scholarship award winners will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as its judging agency. The selection will be made during the month of March, 1973, with the winners to be notified not later than April 15, 1973.

## BACKGROUND

A separate non-profit educational activity created to administer scholarship assistance for the children of members, the AAAA Scholarship Foundation, Inc., was incorporated in December, 1963. With the provision of 16 scholarships in 1972, the Foundation has furnished \$35,900 in direct aid to 113 children of members or deceased members since the program's start in 1963.



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