

Army Aviation

DECEMBER 31, 1969



**Partners
in payload**

(See back cover . . .)



AVCO  **LYCOMING**  **Division**
STRATFORD, CONNECTICUT





RESOLUTION

WHEREAS, Warrant Officers and Commissioned Officers in aviation units fly side by side and experience the same risks and face the same flight responsibilities, and

WHEREAS, an area of flight pay inequity exists between Warrant Officers and Commissioned Officers of corresponding grade, and the equalization of flight pay would correct the inequity and improve the morale and the selective retention of Warrant Officers,

BE IT RESOLVED that the Army Aviation Association of America, Inc. (AAA) encourages and supports those actions undertaken by the Department of the Army to correct the current pay disparity between the Aviation Warrant Officer and the Commissioned Officer by equating the flight pay for a Warrant Officer to the corresponding Commissioned Officer for the grades W1/O1 through W4/O4.

(This Resolution was approved by the National Executive Board of the AAA on 18 December 1969. A copy of the Resolution was forwarded to the Office of the Secretary of Defense in late December.)

ARMY AVIATION

DECEMBER 31, 1969

Endorsed by the Army Aviation Ass'n of America

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Like it is...

First . . . a belated wish that your Christmas stocking did runneth over, and that you and yours enjoyed the recent Holidays. Flip the page and you'll see a more visual greeting from 32 of the Army's senior Aviation Warrant Officers!

We're in the midst of re-doing the entire magazine. New type faces, new columns, a new logo . . . In general, many individual steps that we feel will give the magazine a fresh and new appearance. This major overhaul should be completed by the February issue. A good many of the editorial suggestions were provided to us by the AAAA Junior Officer/Warrant Officer Member Councils, the activities of which are reported on pages 23 and 24.

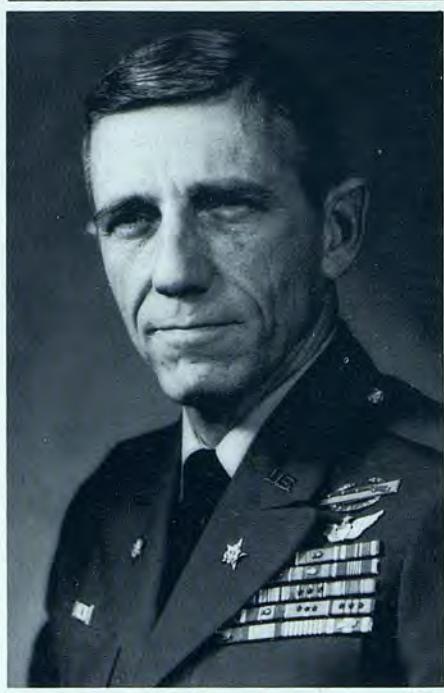
On invitation, these same Councils have critiqued the AAAA and its programs, policies, and objectives, providing the Association's National Board with an insight into what Quad-A must and must not do, if it is to retain—and increase—its support from the junior member segment. One of the "must" actions is spelled out on the opposite page.

The paper stock is a little bit thicker this month, and for good reason! . . . For the first time since 1956 (a year in which we ended our moonlighting and turned a newsletter hobby into a full-time vocation), we've dropped below nine full page ads in an issue. The list at the bottom of the opposite column—representing 5½ pages of ads—indicates that the crunch is on . . .

We'll try our very best in the face of diminishing revenues and increasing production costs to turn out an informative quality product of which you can be proud. It's important, however, for us to tell you that it has always been industry advertising that has paid the freight, and has returned you such issues as the 64-page Convention and Directory Issues, and the 96-page Annual Equipment Issue.

Keep the copy coming!

A.H.K.



How Far Should We Go With Proponency?

By

Colonel Jack W. Hemingway
Director of Army Aviation,
OACSFOR, DA

AN impending change to AR 611-110 will soon formalize an earlier decision to allow Army Aviators to be assigned to all branches of the Army. Although it hasn't been very long since the decision was made, we already have several Military Police Corps aviators, quite a few in Military Intelligence, and even one in Ordnance.

Of course, the warrant officers are the backbone of our present aviator strength. They number more than 50% of the total and they alone comprise the "aviation branch." Commissioned aviators are scattered throughout the other branches with, as you would expect, the majority being in Artillery and Infantry.

Percentage totals . . .

Here's how a recent breakout looks percentagewise:

Infantry	31.8%
Field Artillery	20.6%
Transportation Corps	14.8%
Armor	14.0%
Engineers	6.1%
Signal Corps	5.6%
Air Defense Artillery	3.8%
Medical Service Corps	2.6%
GO, MP, MI, OD	0.7%

Aviator assignments are made within the Office of Personnel Operations (OPO) by the career branch offices working in conjunction with the Executive for Army Aviation. As far as possible, aviation units which are functionally oriented toward a particular branch are assigned aviators from that branch, e.g., Armor officers to air cavalry units, Artillery officers to ARA units.

However, in all cases the branches have retained proponency for the individual aviators. This brings me to the real subject of this newsletter — *Proponency for aviation units*. In this sense, proponency is defined as the responsibility for organization and doctrine for the units.

The question of proponency for aviation units has received much attention in recent months. Since aviation is not a branch, who should be responsible for developing the tactics, doctrine and structure for these various organizations?



Members of AWOAC 70-1, the first Aviation Warrant Officer Advanced Course at USAAVNS, send a message to aviators worldwide. Rear, r-l, all CW-4s, PE Crossan, SJ Mowery, "H" — MR Music, "A" — HM Lenhardt, "P" — SF Ellis, "P" — GW Mantooh, "Y" — JH Dill, Jr., JA Walsh, & CD Hooks. Center row: JP Valaer, "H" — HL Knight, "O" — KA Mosser, "L" — BJ Fulbright, "I" — CF Max, "B" —

HF Kittredge, "A" — MJ Madden, "Y" — RW Maxwell, "S" — WJ O'Donnell & DR Joyce. Kneeling: JA Bell, "A" — JW Leonard, "W" — RR Elrod, "O" — KF Anderson, "A" — DR Holloway, "C" — M Rodriguez, DG Kidd, SR Foles, "7" — RW Prouty, "O" — RA Baney, "Dash" — WR Kirkpatrick, "1" — JE Brazil, & PL Pagano.

(USA photo)

The trend since 1960 has been for branches to assume increasing responsibility for that share of aviation which was logically branch identifiable. For example, TOE and doctrine for medical air ambulance units are developed by the Surgeon General; organizations in support of signal functions are developed by the Signal Corps. The same is true of certain engineer, transportation, artillery, and armor-oriented organizations.

However, proponency for our mainline aviation units, such as *Huey* companies, *Chinook* companies, and gun companies, presently lies with the aviation agency of CDC.

Should proponency for these units be given to the branches? The answer to this question is not simple.

The advantages . . .

Several obvious advantages accrue from assignment of proponency for aviation units to the various branches:

. . . By assigning branch proponency for aviation units, the full weight and support of

the branch is placed behind the aviation unit. The highly successful air cavalry units that we have in the force structure today illustrate this point clearly.

. . . The specialization in doctrine and technique afforded by branch proponency promotes optimum development of the aviation unit and its equipment to meet branch requirements. Considering that members of a combat arm have a good understanding of each other's missions, there is an inherent back-up capability which can be provided from one unit to another, if required.

. . . The point has been made often that Army Aviation supports exceptionally well because it is provided from within the Army. By the same reasoning it can be argued that the placing of aviation units in the branches could improve aviation support.

. . . and the disadvantages

Several disadvantages are also apparent when proponency for aviation units is assigned to branches:

PROPONENTY

(Continued from Page 5)

... Decentralization of proponency to branches would change the system of proponency which has developed organizations and doctrine that have been proved successful in combat.

... Changing proponency from aviation to the branches may be unnecessary. Artillery and tank units have not become infantry units when they are part of the infantry division.

... Distribution of proponency to the several branches sacrifices standardization in order to permit the development of specialized branch oriented organizations and doctrine. This could result in several TOE's for similarly equipped units. Branches might compete for modification to the same airframe.

... Branch oriented organizations might lack some of the flexibility of current aviation units in meeting the functional requirements of more than one branch.

Advantages apparent

From an overall point of view, the advantages gained from selected proponency are apparent. The unanswered question is: *How far should we go with proponency?*

Two structuring rules appear to be the basis for any rational approach to branch proponency. Units can be assigned to a branch based on the functions performed by the aviation unit, e.g., the aerial rocket artillery battalion of the airmobile division is an artillery unit. Application of this rule would assign proponency for separate assault helicopter companies to the infantry since the primary function of these units is to participate with infantry troops in the combat assault.

Aviation elements can also logically be given branch proponency based on the primary branch orientation of the parent unit, e.g., infantry proponency for the aviation detachment of the infantry brigade. Some aviation organizations follow both rules for proponency structuring such as the air cavalry troop of the air cavalry squadron.

The subject of proponency is currently



FORT WOLTERS — CPT Nguyen Van Nghia, center, the first Vietnamese Air Force officer to complete the MOI course at USAPHS, is shown with his flight commander, CPT Michael K. Nelson, left, and his instructor pilot, CPT Charles C. Swink. The two officers help him display the plastic cap disk worn to identify instructor pilots at the School. With 4,200 hours to his credit, CPT Nghia will serve as a remedial instructor for his countrymen now undergoing primary training at USAPHS.

CRASH RESISTANT FUEL SYSTEMS TO BE INSTALLED IN ARMY FLEET

The Department of the Army announced plans in mid-December to incorporate a new, Army-developed crash resistant fuel system (CRFS) in its fleet of nearly 11,600 aircraft.

The first aircraft to have the new, life-saving system will roll off the production line in the Spring of 1970. Nearly all Army aircraft are expected to be converted to CRFS by 1975.

The Army pointed-out that the new fuel system would have wide application in civil as well as military aviation. Designed for use in Bell UH-1D and H model helicopters built for the Army by Bell Helicopter Company, Ft. Worth, Texas, CRFS was also approved for use in Bell's AH-1G Cobras and the UH-1B and C model helicopters. The UH-1 series aircraft has been the mainstay of Army mobility in Vietnam.

* * * * *
being studied by CDC and the DA Staff. Logic and emotion sometimes become confused. I have raised the subject here for consideration and invite your constructive comment.

**MERRY CHRISTMAS AND
HAPPY NEW YEAR!**



AAAA FOUNDATION OFFERS \$3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$3,500 in 1970 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1970 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting applications data, must be returned to the Foundation on or before March 1, 1970 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements for the awards have been minimized. The applicant must be:

1.

The son or daughter of a member or deceased member of AAAA.

2.

A high school graduate or senior who has made application to an accredited college or university for Fall, 1970 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1970.

3.

Unmarried and a citizen of the United States.

FINAL SELECTION

The final selection 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 as the Foundation's judging agency. The selection will be made during the month of March, 1970 period with the winners to be notified by April 6, 1970.

BACKGROUND

Incorporated in December, 1963, the AAAA Scholarship Foundation, Inc. is a separate non-profit education activity created

to administer scholarship assistance for the children of members.

The previous scholarship recipients have included Joel R. Graft (1963); Danny P. Barrett, Cheryl Ann Cretin, Roger A. Moseley, and Robert P. Spears (all in 1964); and Harmon B. Dow, Kathryn M. Eggers, Penny L. Francis, Jessica Ann Fried, Joseph W. Hely, Jr., Michael F. McMaken, and Leslie I. Schockner (all in 1965).

The seven 1966 scholarship winners include Laurie Jo Davis, Eugene F. Geppert, Joseph J. Lahnstein, Roxanne Rochl, Robert P. Thomson, Chauncey L. Veatch, Jr., and Betty R. Williams.

The 1967 \$500 Scholarship winners included Kathryn G. Black, Thomas E. Brazil, Donna M. Budjick, Philip K. Chamberlain, Marion L. Dellapa, Geri I. Paul, and Martin S. Tyson. \$100 Honorariums were awarded to Florence L. Barker, Deborah H. Francis, Sharon J. Raulston, and Lincoln P. Webb.

In 1968, the 14 winners were Samuel C. Pierce, Karen L. Kellar, Mary L. Graft, Cheryl M. Kapec, Mary K. Kisling, Steven R. Otto, Philip D. Walker, Mikel A. Oswalt, Sandra L. Harry, Leslie G. Callahan, III, Patrick B. Thomson, Jeffrey A. Rawlings, Leone E. Long, and William H. Wolff.

The six 1969 \$500 scholarship winners were Samuel K. Biser, William A. Contole, Mark A. Cullen, Patricia A. Hyman, Claudia H. Johnson, and Cynthia J. Ludwig. Bernard D. Thompson (\$250); Tommie Jean Loftin, David E. Trudeau, and Greg Winesette (all \$150); and Christine A. Damon and Mary C. Stevens (both \$125) were joined by \$100 award winners, Nancy J. Chamberlain, Cathy E. Dalpino, Gesna B. Davis, III, Thomas J. Knowles, and William E. Konersman.

With the award of the 16 scholarships in 1969, the Foundation has provided \$22,700 in direct aid to 60 students since the program's start in 1963.

PREVIOUS articles in this series on AVSCOM and its organization have prepared the way for the subject since they lead inevitably to logistics support. AVSCOM's *Logistics Support Activity* is in the business of supporting the cavalry; not the old horse cavalry but the Air Cavalry. Supply and mobility are far removed from the horse days and even from Korea and the first extensive use of helicopters.

ORGANIZATION

The *Logistics Support Activity* consists of six "working" directorates and one field activity, the U.S. Army Aeronautical Depot Maintenance Center, commonly referred to as "ARADMAC," located at Corpus Christi, Texas. This Center is the Army's major aviation rebuild activity. It employs some 5,000 people and carries the lion's share of our depot workload, both airframes and aircraft components.

The remaining six directorates are located at the Headquarters in St. Louis, and include the following:

Systems Introduction Directorate

The *Systems Introduction Directorate* was established to provide the bridge between

Supporting the Army's Aircraft Fleet

By Colonel
BENJAMIN S. SILVER
Deputy Support Commander
Logistics Support Activity

AVSCOM In Transition

THE FOURTH OF A SERIES

the Research and Development effort and the production and fielding of a new aircraft system. Our New Equipment Training (NET) teams from this directorate have introduced to the field the OH-6A *Cayuse*, the AH-1G *Cobra*, the U-21 *Ute*, and are presently fielding the OH-58A *Kiowa*.

International Logistics Directorate

The *International Logistics Directorate* develops plans, programs and procedures to assure responsive support to International Logistics Programs. This directorate is the Command coordinator with higher headquarters, the State Department, foreign governments, other military departments, overseas commands, and other commodity commands on all matters pertaining to supply and support of International Logistics Programs.

Materiel Management Directorate

The *Materiel Management Directorate* is charged with complete logistical support responsibility for all fielded Army aviation equipment. All of the basic responsibilities of an Army National Inventory Control Point are assigned here.

These responsibilities expressed in Army Regulation 700-5 are: Determination of Requirements, Catalog Direction, Procurement Direction, Rebuild Direction, and Initial Distribution and Disposal.

Additionally, financial management of the Army Stock Fund for aviation, control of the overhaul portion of the O&MA funding or P2300 funds, and secondary items funding, and all other materiel management functions are vested in this directorate.

Maintenance Directorate

The *Maintenance Directorate* is AVSCOM's National Maintenance Point, responsible for maintenance policy, planning, and management. It implements the maintenance program by workloading the overhaul facilities at ARADMAC and the Aviation Maintenance Activities at Sharpe Army Depot, Stockton, California, Atlanta, New Cumberland, and Red River, and is responsible for

the division of work between these in-house facilities and commercial contractors.

Field Assistance Directorate

The *Field Assistance Directorate*, as the name implies, is charged with providing assistance to our customers. This includes scheduled visits, providing quick reaction teams, when needed, and the normal Customer and Technical Assistance Programs. Assistance is provided to the field by: personnel assigned to customer sites; periodic visits from Headquarters personnel; and the use of Contractor Service personnel.

Distribution Directorate

The sixth and last of the directorates, the *Distribution Directorate*, is responsible for maintaining our centralized inventory accounts and for the receipt and processing of demands for aviation items from our customers, world-wide.

All of the responsibilities which interface with Army Materiel Command storage depots, involving receipt, storage, and issue of aviation materiel are handled by this directorate.

INTEGRATION

The total organization of the Deputy Commander for Logistics Support is an integrated effort putting the control of all material resources under one head. The introduction of new items, the requirements computations, international logistics needs, maintenance workloading, control of CONUS depot inventories of aviation parts and components, and finally field assistance to users; all wrapped up in one package covering the spectrum from production thru disposal. The logic used in management of the aviation materiel support program is simply stated in these terms.

First, we must use predictive means (engineering estimates) during the procurement cycle to acquire the new levels of repair parts required for support and *second*, we must continue through analysis of customer usage to establish more finitely the current and future needs. These predictive systems are geared to analyze the needs of the customer in the period 12 to 24 months beyond the



ABOUT THE AUTHOR

COL Silver enlisted in the Army in May 1942, completing OCS in March 1944. He entered the 2nd Class of Liaison Pilot School at Sheppard Field, Texas in 1946. He then served in Japan and Korea and for four years with Office of the Director of Army Aviation, DA, later joining the 11th Air Assault Division and commanding the 228th ASHB. He deployed to RVN with that unit (then the 1st Cav Div) in 1965. Later that year, as a LTC, he commanded the Support Command, 1st Cav Div. Prior to his assignment to USAAVSCOM, COL Silver attended the Navy War College.

period in time in which the prediction is made. All possible available data are expended toward this end.

Additionally, we maintain a continuing capacity to identify and to analyze materiel deficiencies caused by faulty design, unexpected environmental exposure, or unexpected operator modes of utilization. Upon determination of a solution to a problem we must rapidly implement a program for retrofit to permit optimum levels of equipment availability. These programs require a rapid means of communication of inter-related technical and management data to insure that all functional elements, i.e., engineering, maintenance, inventory, and procurement are oriented toward a single objective.

This communication must assure that problems are not sequentially identified and therefore, sequentially solved, but that concurrent and balanced decisions based on all known data can be affected. The means AVSCOM uses to effect this communication is a high-speed, high-capacity, quick response Automatic Data Processing System.

MASTER DATA RECORD

The AVSCOM *Master Data Record System* merges all basic information on aviation parts and components into a single data bank. This integrated approach to a concept for

It's a cargo carrier!
It's a troop transport!
It's a staff transport!
It's a flying ambulance!



It's the Beechcraft U-21A...now in

Huge double doors and hefty one-and-three-quarter ton useful load enhance its capability as a high-priority cargo carrier. In-the-field conversion to any of its other utility configurations is quick and easy.

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Big plane range, payload and positive "feel". Yet the U-21A will save its cost over and over again when operated instead of larger aircraft.

The worldwide Beechcraft service organization provides easily accessible parts and expert service, eliminating the need for an expensive logistic support program.

continuous production!

The U-21A is just one member of the Beechcraft family of utility aircraft. Each is built with growth potential in mind, to be quickly adaptable to meet the demands of the future. Write now

for full information, performance data, mission profiles and growth factors. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

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BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS 67201

THE ARMY'S FLEET

(Continued from Page 9)

management makes available to any individual within the organization, regardless of function or assignment, *all* information processed to the data bank from any source.

The uses of this file by Federal Stock Number are virtually limitless in that information may be considered across the complete functional areas, regardless of the point of input. Through the inquiry process, functional and communication barriers have been minimized and copies of data need not be laboriously reproduced for dissemination.

REQUISITION PROCESSING

To put this master record to work against the requisition process, all requests for material are put through the computer process. Requests flow from transceiver networks, world-wide to St. Louis, directly to the computer. After a total review for error, funding, shipping address, and other essential information, we move on to stock availability. Shipping documents are developed automatically through computer program.

Search patterns based on review of the requesting stations location and proximity of depot stocks to those locations issue orders to ship without the need for human intervention. Using the principles of management by exception, manual review of only those requests which cannot be processed by computer are referred to human screening and processing.

The program steps in the requisitioning process are many and varied and limitless in their application. Demands, financial management, inventory reductions, shipping documents, billing — all are programmed and accomplished in addition to a total historical recording of all activity by station requisition and stock number. Now let's look at the results in customer support.

CUSTOMER SUPPORT

During FY 69 the Deputy Commander for Logistics Support with his directorates provided world-wide support for 11,000 plus aircraft, both fixed wing and rotary craft,

WE SEEK WORLDWIDE AA RECORDS! BLOW YOUR HORN!

At the suggestion of the AAAA Junior Officer/Warrant Officer Member Councils (see p. 23 "Army Aviation Magazine" solicits all individual and unit records — unusual or otherwise — for publication in a "Can you top this?" type of column under the heading, "Blow Your Horn!" . . . High Mohawk combat time, Chinook passenger loads, load to altitude records, Crane carries, availability percentages, blow your horn!

for a total of six million plus flying hours. Some 239,452 lines are catalogued for support of 15 aircraft systems, 2 engine systems and 5 commodities.

Supply control studies are initiated on an Authorized Stock List of 73,059 items. Stocked in CONUS Army Depots are 92,249 items of maintenance significance with an inventory dollar value of more than one billion dollars.

In that same year just short of one million requisitions were received and processed at St. Louis with issues totaling two billion 400 million dollars. (\$2,400,000,000.00, if you like to see the zeros.) These supply requisitions include support of all overseas activities and CONUS posts, camps, and stations and the training bases at Ft. Rucker and Ft. Wolters. In addition, aircraft and support parts are supplied to 29 foreign governments under International Logistics Programs.

On time supply satisfaction for requisitions on a world-wide basis looks like this by year since 1965 and by quarters for FY 69:

SUPPLY PERFORMANCE TEND

Fiscal Year 1965	75%
Fiscal Year 1966	75%
Fiscal Year 1967	70%
Fiscal Year 1968	77%
Fiscal Year 1969	81%
1st Quarter, FY 69	81%
2nd Quarter, FY 69	83%
3rd Quarter, FY 69	81%
4th Quarter, FY 69	81%

Repeating LTG Harry W. O. Kinnard's comment on Army Aviation used in the first article of this series on AVSCOM, "This is not the end; it is the beginning."

"Equalization of Flight Pay" Aired At AAAA-OPO Personnel Seminar

THROUGH the cooperation of the Office of Personnel Operations, DA, the first *AAAA Aviation Personnel Seminar* was held at the recent October, 1969 AAAA Annual Meeting in Washington, D.C.

The Seminar grew from experience gained at the two previous AAAA Annual Meetings at which attendees expressed an interest in learning the latest information regarding aviation career programs. The members had expressed this interest in meeting with their career branch counselors at a career guidance facility operated at the annual convention site.

Open discussion desired

At the same time, AAAA National Executive Board members *CPT Jerome R. Daly* and *CW4 Donald R. Joyce* gave indications that the aviator membership, particularly the junior officers and warrant officers in attendance, would welcome, as part of the convention programming, an annual forum at which problems of their profession would be discussed.

Acting on their proposal, the AAAA Na-

tional Board moved to include an *Aviation Personnel Seminar* at the '69 convention, and requested that it be chaired by the Executive for Army Aviation, OPO.

The members of the panel included:

COL John W. Marr, Executive for Army Aviation, OPO.

COL Eugene M. Lynch, Chief, Aviation Warrant Officer Branch, OPO.

LTC Russell J. Folta, Chief, Aviation Assignments, Infantry Branch, OPO.

CPT Jerome R. Daly, USAAVNS Element, Hunter AAF, Ga.

CW4 Donald R. Joyce, Aviation Warrant Officer Advanced Course 70-1, USAAVNS, Ft. Rucker, Ala.

CW3 Robert L. Hamilton, Assignments Section, Aviation Warrant Officer Branch, OPD, OPO.

To provide initial guidance to Seminar panelists, an OPO-prepared questionnaire was distributed through AAAA chapters in CONUS and overseas, the survey providing a representative sampling of views on questions about the aviation career program. Chapter presidents were urged to direct the voluntary questionnaires to junior officers and warrant officers, the survey "input" most desired.

More than 40% of the unsigned questionnaires were returned (200+ of the 500 sent to Chapters), and the forms were routed from the AAAA to OPO for quantification and tabulation. The first 12 questions, and the response percentages by category, were displayed to Seminar attendees while panel members provided appropriate comment. The survey results on the initial 12 questions appear on the next page.



■ Aviation Seminar panelists shown include, left to right, CW4 Donald R. Joyce, USAAVNS; COLs Eugene M. Lynch, Jr., and John W. Marr, OPD, OPO, DA; and (rear) CPT Jerome R. Daly, Hunter-Stewart.



■ Major General Robert R. Williams, Deputy Assistant Chief of Staff for Force Development, DA, provides some information at the AAAA Personnel Seminar for junior officers and warrant officers.

AAAA Membership Survey

1. Why did you enter the Army Aviation Program?

Learn to fly	52.5%
Pay	26.0%
Opp's for Advancement	18.5%
Other reasons	3.0%

2. Do you intend to remain on active duty beyond your present obligation?

Yes	60.0%
No	40.0%

3. What do you like the most about being an Army Aviator?

Flying	51.0%
Pride and prestige	23.5%
Professional development	12.5%
Flight pay	9.5%
Other	3.5%

4. What do you like the least about being an Army Aviator?

Family turbulence and separations	31.5%
No aircraft to fly in CONUS	18.0%
Flight pay inequities	17.0%
Lack of professional commanders	16.0%
Too many non-aviation add'l duties	10.0%
Outdated equipment	4.0%
Other	3.5%

5. What are your feelings about the present flight pay structure?

Equalize WO flight pay	69.0%
Base pay upon flight time	21.0%
Increase flight pay	8.0%
Other	2.0%

6. Should aviation warrant officers be eligible (by TOE) to hold positions of leadership?

Yes	63.0%
No	37.0%

7. Should W-5 and W-6 spaces be created in the Aviation Warrant Officer grade structure?

Yes	80.0%
No	20.0%

8. Do you feel that Aviation Warrant Officers should be cross-trained in other non-rated Warrant Officer MOS skills and ro-

tated periodically to career development assignments in non-aviation fields?

Yes	33.0%
No	67.0%

9. What additional MOS skills would you recommend that the Aviation Warrant Officer have?

Aircraft Maint. & Supply	46.5%
None	12.5%
Administrative	11.5%
Safety	10.5%
Avionics and ATC	10.5%
Operations	5.0%
Miscellaneous	3.5%

10. What actions would you recommend to improve aviator retention?

Equalize WO flight pay	50.0%
Additional qualifications	20.5%
Create W-5 and W-6 spaces	18.0%
Variable bonus	6.0%
Miscellaneous	5.5%

11. What suggestions do you have in regard to the recruitment of additional personnel for the Aviation Program?

Increase pay	34.5%
More rigid standards for the completion of flight program	27.0%
Person-to-person recruiting	22.5%
WO Recruiting Teams	8.5%
More Transitions	7.5%

12a. Are you anxious to serve in a basic ground duty assignment?

Yes	37.5%
No	62.5%



WO Chester Jerzerski of the 6th ACR, Ft. Meade, Md., extols the actions of WO aviators and crewmen in Vietnam during the Delegates Luncheon at October's AAAA Convention in Washington. MG George S. Beatty, Jr. is shown seated.

LET'S PREPARE FOR RE-DIRECTION

*"Oh, it's pilot here and pilot there
And pilot every day
But it's pile it in the storage dump
When the troops come home to stay!"*

With apologies to Rudyard Kipling

WHEN a large percentage of a nation's physically-fit and future power-wielding generation is engaged in the consumption rather than the production of goods; when a vociferous minority and a quiet majority are forcing a painful reevaluation of the national goals and priorities; when all decisions are circumscribed or dictated by economic pressures; when *all* of these conditions occur simultaneously — then Army Aviation, as a part of the overall military force, *must* be prepared for redirection.

To a limited extent, that redirection is evident. Commanders of domestic installations have long been authorized to use their manpower and resources for the improvement of ghettos and in other community projects. The directive permits such work to be done with off-duty personnel at any time and with on-duty personnel at those times when they are not required for military purposes.

BY
MORRIS G. RAWLINGS

The leeway is obviously intentional. The commander will follow the dictates of his conscience and his training program, bending here and there as pressures are applied. Training courses for prospective G-5's are being conducted at Fort Bragg, at Quantico, and in the deep South. These courses lead to careers and career fields not contemplated in TOE's, but to job assignments now prevalent wherever troops are stationed. Non-military goals are being emphasized for military forces, often at the expense of military objectives.

Civic actions commonplace

None of this represents anything particularly new or startling. Though the military does not advertise the fact, neither the concept nor the duty assignments come as a surprise. Civic actions, with trained officer supervision, were commonplace in WW II; political action officers have been present since the advent of I & E; and the work of Army engineers has long entailed changing the face of friendly terrain. *Not all military effort comes out of the muzzle of a gun.*

What is new, and what can only be estimated, is the degree to which these peacefare programs will be emphasized in the near future. The military, for two hundred years, has shown its willingness and demonstrated its capability, to work toward the accom-

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comes to the
Army HLHS,
there's no
“generation gap”
at Sikorsky.**

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We are now building the Army's CH-54B for loads of 12½ tons. Delivery will begin in 1970.

Three consecutive generations of heavy-lift flying cranes.

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STRATFORD, CONNECTICUT 06602

TIME FOR RE-DIRECTION

(Continued from Page 15)

plishment of goals set by civilian leadership.

The most newsworthy goals — and therefore, the most highly publicized — have always been those goals achieved against an armed enemy. There has been some recognition of the value of the military as a deterrent to those who wish us ill. There has been, however, little or no recognition of the active role played by the military in nation building.

Reluctance on all sides

There are several reasons: the reluctance of the military to be sidetracked from its primary mission for fear that such diversion will result in the dissipation or dissolution of the force itself; the reluctance of the civil area to admit there is no better organization in being capable of direct, concerted, and single-minded action toward any established goal; and a seeming unwillingness on the part of those charged with the responsibility to set goals, allocate resources, delegate authority, and get out of the way of the worker.

The reasons have their roots based on fact. The military has not yet forgotten the *Civilian Conservation Corps* of the '30's; the mad rush to dissolution in the late '40's; and the hurried, expensive expansion of the '50's. In the minds of many, each condition inevitably leads to the next. The civil sector remembers the confrontation between the little man who grew up to be President and the big man who did not. That confrontation, with its ultimate destruction of a near-idol, left many with a desire to avoid clear-cut issues in the future; to committee-ize, compromise, and effect change by consensus only. Both sectors, civil and military, retain the tacit understanding that emphasis on one goal is recognition of deemphasis on another.

\$3 billion in assets

Army Aviation could increase its status from pawn to knight in the coming game. With its manpower, its inventory of air vehicles and associated equipment, with its vast experience in both mass and selective transport, and because of its anomalous position in the military structure, Army Aviation

could serve the civil sector well in a non-military manner.

It could simultaneously perform a military service by helping to reduce the concentration of potential targets in the United States.

The alternative is less attractive. It could be called upon to disperse its manpower and expertise; reduce its inventory through attrition, give-away, or forced grounding; lower its training base or standards by dollar demand; and thus lose both its capability to serve and its ability to attract those who wish to serve.

Some 70,000 men — 18,000 of whom are aviators — operate and maintain some 14,000 machines in 27 countries — an inventory value of greater than \$3 billion. In this inventory there are more vertical lift machines than there are in the rest of the world combined. To lose this capacity for useful, non-military work through dissolution of the organization or dissipation of resources by a dollar-conscious grounding schedule is neither necessary nor desirable.

It certainly isn't cost-effective — if that remains a criterion!

AR's authorize use

Two Army Regulations, AR 95-10 and 500-60, authorize the use of military resources in disaster relief operations and in civil search and rescue missions. Law enforcement authorities have been known to request and receive assistance in the locating, trailing, or apprehension of lawbreakers. Subject to many restrictions, Army aircraft have been active at the opening of new airport facilities.

Under the stress of exigency, small helicopters have chased starlings, circulated the air in orchards to avert frost, sprayed mosquito breeding grounds, and delivered Santa Claus in time for Christmas. They have taken part in mapping and aerial photography missions on both ends of this continent and in the middle.

Larger machines have emplaced church steeples, delivered hay to hungry, snow-bound animals, and transported hungry animals to new pastures. On at least one occasion, an Army helicopter served as an ambulance at the scene of an automobile wreck. Sued by the patient later, it is doubtful that

the pilot of that machine will ever again serve as a Good Samaritan.

Such activities but scratch the surface of the potential uses for Army aircraft in a non-military role. Given a mission, explicit or implicit, Army Aviation could accomplish as much in the role of nation-building as it has already demonstrated as a valuable military tool.

It could, for example:

... Deliver pre-fabricated factory buildings to areas of the U.S. other than the over-populated East and West coasts.

... Deliver pre-fabricated homes to the same areas to house the workers who will follow the jobs.

... Deliver the machinery and the supplies needed by the workers to activate the factories to make the goods to earn the profit to pay the salaries to own the homes and purchase the goods.

... Distribute the goods from the factories to the markets *until* the routes of communication could take over the load.

... Deliver the road machinery, the bridging material, the pipelines, and the transmission towers needed to open the routes of communications from the factories to the markets.

... Move containerized cargo from offshore ships to sites in New Mexico.

... Move ship sections built in Nebraska to launching sites on either coast.

... Move copper from Arizona to mints in Pennsylvania, reversing the process as needed.

... Aid in the continuing search for raw materials by transporting men and means over and into areas now considered inaccessible.

... Drain swamps, harvest forests selectively, develop leisure time resorts, open airstrips, increase crop production, save foliage or defoliate as desired, aid in rubbish disposal, and in removing pollution from streams.

Enough?

How about "old city" renewal, "new city" development, restocking of lakes and streams, servicing of radar or communications and air

ABOUT THE AUTHOR

Morris G. Rawlings is a retired Army Aviator (LTS, AUS) and a frequent contributor to "Army Aviation." He is the Manager, HLH Market Planning, HLHS Branch, Boeing Vertol Division.

defense sites, highway patrols, ambulance service, weather watches, snow removal, commercial fishing, special mail delivery, ship channel repair, port clearance operations, and a training program for new-generation pilots and maintenance men?

These are but a few of the things which Army Aviation could do. The men, the expertise, and the equipment is there.

The arguments against . . .

Those, who, as a practical matter, do not expect Army Aviation to be assigned a non-military role have many cogent arguments. First and foremost in their reasoning is the fact that so long as we consider it vital to our interests to remain engaged militarily in any overseas area there will be no remaining capacity for work in CONUS. Agreed. That's what the re-evaluation is all about.

Sooner or later, that re-evaluation will result in a changed priority for effort. Once the priority is changed — and it will be — then the resources remaining can either be used constructively, be stockpiled for contingencies, or be used only in part with the remainder grounded for economy reasons. It is the two latter alternatives which should be avoided. Have you been by a Navy yard since WW II and watched the slow deterioration of a once valuable commodity — a capacity for useful work?

A second reason, say the pragmatists, is that use of taxpayer-owned equipment would represent unfair competition for existing business and would create a depression by putting private business and its employees out of work. This argument was persuasive at the end of WW II and we have tons of twisted metal lying in salt water to prove it. It is, perhaps, equally coercive in a political sense today. It is not equally persuasive from an economic viewpoint, nor is it valid in any other competitive effort between profit-

oriented business and service-oriented government.

A third reason, more valid perhaps, is that the military is designed for and has a primary responsibility to maintain the defensive posture of the U.S. Because resources are always limited, any diversion of them to non-military uses reduces the overall capability to defend. That reduction, at some point and to some degree, could be disastrous. Even the most pronounced idealist with his hopes for plowshares instead of guns, is aware that we live in a world peopled by men whose envy of others and their possessions often leads to violence.

Should we cease to be strong enough to protect and preserve our holdings, we will be left without them — and we will lose all our idealists as well. The military must always look to its primary mission. The point here is that Army Aviation, as a part of the military, can serve the military mission while performing a non-military role in the nation-building effort.

Why don't we disperse?

It is axiomatic that when one cannot defend everything at once, a selective type of defense is initiated. That defense often takes the form of protection for those vital interests needed to continue the overall struggle. In the case of the ABM, the purpose is to protect our second-strike capability — a necessity for continued defense.

The ABM is *not* intended as a defense for homes or factories or people. These, under existing circumstances, can best be protected by passive means — by the simple act of dispersion. By this one act, we force a potential enemy to double his targeting effort — increase his first strike capability manyfold — or recognize his inability to cripple us with a single blow.

Why don't we disperse? Why don't we relieve the overcrowded coasts by moving our factories inland and moving the workers to new homes in new cities? Why should we expend all our effort to renew already overcrowded cities in order that they can accept an even greater degree of population density? It is obvious that the rate of population growth will force an exodus eventually —



why not start now? This single act will make us both more content as a population and secure as a nation.

Civilian fears

There is another, and if correct, most compelling reason why Army Aviation, as a part of the military, will never be permitted in a nation-building, non-military role. Cynics insist that civilian fears of a military takeover as evidenced by denunciations of a "military-industrial complex", by the ascendancy of formulae over judgment, and by the anguished cries of those who feel slighted for not having been early consulted — that these fears signify a total unwillingness to use informed men and their command/staff organization for any purpose other than to carry a gun.

Nuts! The expression of such fear offers a convenient coverup for a myriad of true reasons — primarily economic — which spring from a basic cause. We are not quite sure of what we want to do. We wish to keep our options open, and there is justifiable worry that, given a mission, the military would carry it through, come hell or high water. That could prove embarrassing if the mission assignment were in error.

If the re-evaluation determines nation-building to be more important at the time than a continuation of our efforts off-shore; if national defense onshore retains a high priority within the nation-building effort; and if direct and concerted action as opposed to fitful starts and stops interspersed with consultative delays is desired — then, Army Aviation, as a part of the military, will have many non-military missions to perform.

If . . .

Mike Button

Dear Mike:

I'm a CW2 with the 101st and expect to rotate shortly. What schools can I expect to attend?

D.J.B.

Dear D.J.B.:

As a career warrant officer, you'll be afforded the opportunity to attend various flight qualification courses, the Aviation Warrant Officer Intermediate and Advanced Career Courses, and other military and civil courses that are considered essential to your development as a technical expert in your chosen career field.

Lastly, civil schooling will be afforded you to reach or exceed the basic education goal for all career Aviation WO's—two years of college or associate degree.

Mike

* * *

Dear Mike:

I believe that the Department of the Army should give the Aviation Warrant Officers a more competitive and meaningful career pattern by adopting the grades of W-5 and W-6. What is the Army's position on these grades?

Author R. Sobey
CW2 AVN

Dear Mr. Sobey:

A DA position on these grades is now being established, and if approved at the C/S-Secretary of the Army level, will be submitted to OSD. While the long-term chances appear good for approval, there are no milestones established as yet, and we cannot provide an estimate on when this subject will receive DA consideration.

Mike

* * *

Dear Mike:

How long a course is the Aviation Warrant Officer Advanced Course, and what subjects does it cover?

Edward R. Small
CW2 AVN

Dear Mr. Small:

AWOAC 70-1, now at USAAVNS, started on 19 August and expects to graduate on 17 February—approximately a 17-week span.

Mike

(Ed. Note: A course breakdown, and a complete class profile—background, service, hobbies, flight time, etc.—will be the subject of an article in the 31 January 1970 issue of "Army Aviation.")

* * *

Dear Mike:

During my second tour in RVN, I was assigned eight "additional duties" while continuing to fly between 100-130 hours a month. Now that I've ro-

tated, I have almost the same number of non-aviation duties, but fly considerably less. Based upon my personal observations, I'd say that many CWOs leave the service, or are contemplating leaving the service, because of the heavy non-aviation duties. Are you aware of this undercurrent?

R.M.L.

Dear R.M.L.:

We're aware of this feeling at OPO. It's borne out somewhat by the AAAA Survey response (Page 14, question 4). However, please note that there are several other factors that play a part in retention, or the lack of it. Consistent with the needs of the service, every attempt is being made to offer you the type of assignment and duty that will be both competitive and interesting.

Mike

* * *

Dear Mike:

I'm a captain — rated and ready to return to a CONUS assignment. For career purposes, I'd like ground duty. When will rated officers resume ground duty?

L.H.H.

Dear L.H.H.:

Officers are now on ground duty. Priority for rotation is given, within each grade, to those who have been away from it the longest. Each post, camp, and station commander has the authority to rotate aviators to ground duty within his command. He need only assure himself that his aviation mission can be met.

If you are not now on ground duty and want to be, seek it out through your immediate commander!

Mike

(Ed. Note: "Mike Button" is a continuing column, one devoted entirely to aviation personnel problems. Questions mailed to the magazine are answered by OPO aviation specialists, rather than the staff of the publication, and are published in "Army Aviation" to assure informal, rapid dissemination.)

NOTE TO FPPP INSUREDS

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.

13-Year FPPP Claims Total

■ INITIATED IN 1957: 4 Claims	\$13,910.00
(1 Lieutenant — 2 Captains — 1 Major)	(4 illness claims; none for bodily injuries)
■ INITIATED IN 1958: 11 Claims	\$41,585.00
(2 CWOs — 3 Lieutenants — 4 Captains — 2 Majors)	(11 claims for illness)
■ INITIATED IN 1959: 36 Claims	\$86,103.38
(1 SP6 — 6 CWOs — 11 Lieutenants — 11 Captains — 5 Majors — 2 Lt. Colonels)	(32 claims for illness and disease — 4 claims for accidental bodily injuries)
■ INITIATED IN 1960: 44 Claims	\$67,911.19
(7 CWOs — 2 LTs — 19 Captains — 12 Majors — 3 Lt. Colonels — 1 Colonel)	(40 claims for illness and disease — 4 claims for accidental bodily injuries)
■ INITIATED IN 1961: 40 Claims	\$62,484.86
(10 CWOs — 5 LTs — 19 Captains — 3 Majors — 2 Lt. Colonels — 1 Colonel)	(34 claims for illness and disease — 6 claims for accidental bodily injuries)
■ INITIATED IN 1962: 51 Claims	\$73,551.67
(2 SP6s — 12 CWOs — 2 LTs — 22 Captains — 8 Majors — 4 Lt. Cols. — 1 Colonel)	(40 claims for illness and disease — 11 claims for accidental bodily injuries)
■ INITIATED IN 1963: 62 Claims	\$99,807.64
(1 SFC — 9 CWOs — 2 LTs — 25 CPTs — 13 Majors — 11 Lt. Cols. — 1 Brig. Gen.)	(52 claims for illness and disease — 10 claims for accidental bodily injuries)
■ INITIATED IN 1964: 40 Claims	\$59,261.79
(1 SFC — 6 CWOs — 14 Captains — 11 Majors — 6 Lt. Colonels — and 2 Colonels)	(34 claims for illness and disease — 6 claims for accidental bodily injuries)
■ INITIATED IN 1965: 91 Claims	\$129,352.52
(2 SP6s — 1 SSG — 2 WOs — 28 CWOs — 20 CPTs — 23 MAJs — 10 LTCs — 5 COLs)	(78 claims for illness and disease — 13 for accidental bodily injuries)
■ INITIATED IN 1966: 73 Claims	\$116,902.87
(1 PFC — 1 SFC — 1 SP6 — 19 CWOs — 9 CPTs — 24 MAJs — 15 LTCs — 3 COLs)	(60 claims for illness and disease — 13 for accidental bodily injuries)
■ INITIATED IN 1967: 58 Claims	\$91,137.32
(1 SSG — 1 WOC — 4 WOs — 11 CWOs — 1 LT — 4 CPTs — 17 MAJs — 16 LTCs — 3 COLs)	(48 claims for illness and disease — 10 for accidental bodily injuries)
■ INITIATED IN 1968: 40 Claims	\$59,441.67
(1 SFC — 3 WOs — 8 CWOs — 2 Lieutenants — 4 CPTs — 11 Majors — 11 LTCs)	(37 claims for illness and disease — 3 for accidental bodily injuries)
■ INITIATED IN 1969: 52 Claims*	\$64,881.61*
(1 SGT — 1 SSG — 1 WOC — 1 WO — 13 CWOs — 3 CPTs — 10 MAJs — 16 LTCs — 6 COLs)*	(45 claims for illness and disease — 7 for accidental bodily injuries)*
■ 1957-1969 INDEMNITIES: 602 Claims	\$966,331.52

*All 1969 statistics are incomplete and do not reflect delayed claims that will be submitted during the first four months of 1970.

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

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

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

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

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

■ **Input: "An animosity towards AAAA has been built up because the forced membership plan (100% membership for aviation primary classes)." Action:**

In a 15 October action, the AAAA National Board approved the discontinuance of the 100% "Membership Incentive Plan" and its replacement with a new approach to membership solicitation that stresses the professionalism of AAAA. Chapter officers at the Army Aviation Center Chapter, the Fort Wolters Chapter, and the Army Flight Training Center Chapter terminated the 100% plan on 1 January.

■ **Input: "Programs should include a vigorous furthering of the many known complaints of the Aviation Warrant Officer Program, and forwarding to the proper channels and levels..." Action:**

Complaints publicized through magazine reproduction . . . COL Kalagian's article in the July, 1969 issue on flight pay and inequities . . . AAAA 500-member survey of JO/WOs conducted in September, 1969 with statistics being used as jump-off points at the October OPO Personnel Seminar at the AAAA Annual Meeting in Washington, D.C.; a Seminar stressing JO/WO career areas . . . Anticipated December, '69 publication of questions/answers and survey results from the AAAA-OPO Personnel Seminar . . . Anticipated "composite opinion" article pre-



FT. RUCKER, ALA. — COL Richard L. Long, USA (Ret.), right, and Art Kesten, center, AAAA President and Executive Vice President respectively, discuss with CW4 Donald R. Joyce, co-chairman of the AAAA Junior Officer-Warrant Officer Member Council at Fort Rucker, actions taken on points just taken at the council's 4 December meeting.

(USA photo)

pared and submitted to magazine by members of Aviation Warrant Officer Career Courses . . . AAAA endorsement of a Resolution supporting the Army position on the "Equalization of Flight Pay" with anticipated submission to Secretary of Defense in December, '69 . . . With Chapter support, the implementation of AAAA Junior Officer/Warrant Officer Member Councils on a broad, geographic basis to assure continuing review of JO/WO suggestions and inputs.

■ **Input: "Anti-AAAA feelings have been built up by the apparent failure of many to receive their issues in Vietnam, and the slow delivery of magazines to USARV."**

Action: On 15 October, the National Executive Board approved of a plan wherein expedited (air-mail) copies of "Army Aviation" would be sent gratis to each aviation company and detachment dayroom in Vietnam on the basis of two (2) per company and one (1) per detachment, subject to the CO's request to receive such distribution.

At the same time, the publisher suggested that those departing for Vietnam have their issues sent to their wives or parents at their home addresses while serving in USARV.

■ **Input: "Can't we get all-risk flight pay insurance that will protect us in combat? . . . This would have a high appeal to the new Army Aviator facing a tour in USARV."**

Action: All-risk flight pay insurance with full combat coverage was secured in October, 1969, with the first policies being issued on 1 November 1969. The coverage was not developed as a result of the discussions held at the 16 Sept. JO/WO Member Council meeting, but followed on the heels of a three-year effort to find an underwriter that would offer the coverage at an acceptable premium.

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

- Input: "Why couldn't the magazine have a monthly 'Dear Abby' type of column from OPO as a continuing feature, a column devoted solely to personnel problems?"

Action: The editors contacted the Executive for Army Aviation (OPXAA), OPO, and the Aviation Warrant Officer Branch, and secured a commitment from these staff sections to provide answers to those personnel and career questions submitted to the magazine by AAAA members. First column planned for Dec. 1969 issue.

- Input: "Instead of having a 'Student Membership,' couldn't AAAA come up with a Two Year Dues figure that would offer the new member something of a discount?"

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

- Input: "Simplify (the orgn) . . . Shorten the 'Aims & Purposes' (in the By-Laws) so that they're understandable . . . We're after more easily read 'Objectives' that portray the professionalism within AAAA."

Action: President Howze directed the By-Laws & Legal Committee to generate streamlined "Objectives & Purposes" on or before 6 February for Board review.

- Input: "(We) believe that a captain (experienced aviator) or a retired Colonel or General is not an AAAA Briefer with whom teenage WOCs can identify, and strongly recommend that only young well-informed AAAA members serve as "AAAA Briefers."

Action: The President passed this recommendation along to the Chapter officers at the training bases, with the suggestion that Chapters do not use non-members in any AAAA "briefing" role.

- Input: "Nothing is gained or furthered at any AAAA Chapter meeting, other than a get-together."

Action: The records indicate that while some Chapters are 100% "social" entities, a preponderance of the Chapters engage in numerous professional activities that enhance the knowledge of their membership. The AAAA, its National Board, and its National Office stand ready to assist all Chapters in furthering the professional interests of their membership. However, the professional-social "mix" of Chapter membership meetings cannot be directed or decided at the national level, and remains the responsibility of the local Chapter leadership.

(To be continued next month)



DA Receives Boeing Vertol Award at AAAA Dinner for Chinook Record

Highlight of the November dinner meeting of the AAAA's Delaware Valley Chapter, chaired by chapter president, Harry S. Pack, was the presentation of two awards.

Major General John L. Klingenhenagen, CG, AVSCOM and meeting guest speaker, presented Boeing Company vice president and Vertol Division general manager Robert W. Tharrington, below right, with a plaque singling out Boeing's Vertol Division for its outstanding efforts in support of Army Aviation.

In turn, Tharrington presented General Klingenhenagen with a commemorative plaque honoring Army Aviators for 500,000 combat hours flown by Boeing Chinooks in southeast Asia.

Klingenhenagen addressed the 150 attendees on the phenomenal survivability of rotary wing aircraft in the combat environment.

AAAA FLIGHT PAY INSURANCE CLAIMANTS BY RANK/GRADE

Rank/Grade	'57-'69	'67-'69	1969
of Insureds	Claimants	Claimants	Insureds
Enlisted	15	4	32
WOCs	2	2	118
WOs	10	8	437
CWOs	131	32	507
LTs	29	3	239
CPTs	156	11	539
MAJs	140	38	1,445
LTCs	96	43	899
COLs	22	6	129
GENs	1	0	11
Totals	602	147	4,356

month's takeoffs

PCS - GENERALS

BALDWIN, Clarke T., BG

COWAN, Alvin E., BG

KLINGENHAGEN, J. L., MG

MESZAR, Frank, BG

NORTON, John, MG

WALKER, Sam S., BG

COLONELS

ADIE, John R.

BALL, Edmund K.

DYER, William B.

LYNCH, Eugene M.

SMITH, Harold T.

TILLERY, George G.

TODD, John A.

TUGMAN, Robert F.

UGALDE, Jesse G.

LT COLONELS

ADESSA, Anthony J.

ALICH, William J.

ALLGOOD, Charles N.

PCS - LTCS

ARMFIELD, William F.

BAGWELL, Lavon

BAL, Roscius I.

BALDWIN, Noland Y.

BALTZELL, Lowell F.

BARKER, William L.

BARRETT, Ernest F.

BEASLEY, Lewis E.

BENJAMIN, William J.

BOURNE, Harold O.

BRODEUR, Alfred F.

BURTON, Kenneth J.

BUSDIECKER, Carl C.

BUSH, Emory W.

CHAMBERS, Harry W.

CHAPPELL, James H.

CHEDESTER, Robert R.

CHRISTIE, Thomas C.

CLARK, Denzel L.

CONLEY, Samuel G., Jr.

PCS - LTCS

CREDEUR, John L.

CROOK, George R.

FORREST, Kenyon L.

FRENCH, Dwight R., Jr.

FUCHS, Edmund L.

GREYHOSKY, August

HEFFNER, Gary R.

HOLDER, John B.

HOLLOWELL, Emmett P.

HONSINGER, Larry E.

HORAN, Michael J.

HOWARD, Jakie M.

HUMPHRYS, James G.

HUTCHINS, Charles F.

KELLAR, Robert H.

KEMP, Freddie L.

KENNEDY, James E.

KING, George G.

LUSTER, Albert B.

McCLINTOCK, Alfred B.

PCS - LTCS

MCILWAIN, George W.

MILLER, Harvey F.

NEEDLES, Paul E.

O'CONNOR, Thomas W.

ODNEAL, Billy L.

ORAM, Charles J.

PAULK, Charles M.

PHILLIPS, Merton H.

POPE, John B.

RAWLINGS, Charles R.

REDMOND, Delyle G.

RIZOR, George A., Jr.

SCHELHORN, Carlton L.

SHIPMAN, Charles S.

SMALL, Thomas H.

SMITH, Raymond L.

SMITH, Roland C.

STEINE, Joel R.

STENEHJEM, George N.

PCS - LTCS

STOCKTON, Norman E.
STRATTON, Jerry R.
TAYLOR, Victor C.
THOMAS, Lemuel M.
TYLER, Thomas H.
URRUTIA, Carlos E.
WEST, Pleasant H.
WHALE, Raymond K.
WHITE, Richard R.
WILLWERTH, Dean R.
WILSON, Walter C., Jr.

MAJORS

ADKINS, Donald V.
ANDREE, Robert G.
BALBERDE, Alexander
BAUER, Daniel R.
BERNSTEIN, Donald
BERRY, Franklin W.
BOSKING, William H.
BRIGGS, Bobby G.
BRUNELLE, Pierre V.

PCS - MAJORS

BYRD, Joseph L., Jr.
CAMPBELL, James T.
CLARK, Charles F.
CLARY, William T.
CLEMENS, Paul J.
CLEMENTE, Anthony
COLLINS, Raymond E.
CORSO, Richard J.
COTTRELL, David D.
COX, Marvin B., Jr.
DAVIDSON, John M.
DEEL, Arlin
DOTEN, Frederick S.
ELLINGTON, Roy G.
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SCHWARTZKOPF, Louis	WOZNIAK, Leon, S., SPC	HILEMAN, Blair R., Mrs.	

OBITUARIES

ABRAMSON — In Vietnam, Warrant Officer Andrew J. Abramson, 101st Airborne Division (Airmobile), due to an aircraft accident on October 23, 1969; son of Mr. and Mrs. Stanley L. Abramson, [REDACTED]

BASTIAN — At Walter Reed General Hospital, Lieutenant Colonel Richard K. Bastian, last assigned to the Far East Engineer District, Seoul, Korea, died on August 26, 1969, after a brief illness; husband of Mrs. Jean A. Bastian, of [REDACTED]; father of Nancy, 15; Susan, 14; Steven, 12; and Diane, 7; son of Mr. and Mrs. Clifford Bastian, of Beloit, Wisc.; brother of Mrs. Warren Sarow, Evansville, Wisc., and Joseph Bastian, Arco, Idaho.

BLACK — In Vietnam, Chief Warrant Officer (W2) Nolan E. Black, 17th Aviation Group, due to hostile action on October 30, 1969; husband of Mrs. Carol A. Black, [REDACTED]

CAMPBELL — In Vietnam, Captain Thomas E. Campbell, 17th Aviation Group, due to an aircraft accident on October 28, 1969; son of Mr. and Mrs. Edward C. Campbell, [REDACTED]

FORE — At Fort Wolters, Texas, Chief Warrant Officer John R. Fore, assigned to the US Army Primary Helicopter Center, due to an aircraft accident on October 20, 1969; husband of Mrs. Roseanne A. Fore, [REDACTED]

GETZ — In Vietnam, Chief Warrant Officer (W3) Paul R. Getz, 1st Cavalry Division (Airmobile), due to an aircraft accident on October 31, 1969; husband of Mrs. Charlene L. Getz, [REDACTED]

HAMILTON — In Vietnam, Warrant Officer Milbert W. Hamilton, 101st Airborne Division (Airmobile), due to hostile action on October 25, 1969; husband of Mrs. Yong C. Hamilton, [REDACTED]

HODGES — In Vietnam, Chief Warrant Officer (W3) Ferman B. Hodges, 1st Cavalry Division (Airmobile), due to an aircraft accident on October 28, 1969; husband of Mrs. Mitzie D. Hodges, [REDACTED]

LEACH — In Vietnam, Warrant Officer Kenneth R. Leach, 25th Infantry Division, due to an aircraft accident on November 3, 1969; husband of Mrs. Pamela K. Leach, [REDACTED]

PAYDO — Chief Warrant Officer (W2) James W. Paydo, died as the result of an aircraft accident on October 13, 1969; son of Lieutenant Colonel and Mrs. John Paydo, Jr., [REDACTED]

ROSENTHAL — In Vietnam, Warrant Officer Michael D. Rosenthal, Jr. 1st Cavalry Division (Airmobile), due to an aircraft accident on October 31, 1969; husband of Mrs. Hazel F. Rosenthal, [REDACTED]

PROULX — Warrant Officer Francis E. Proulx, assigned to Fort Hood, Texas, died on October 15, 1969; son of Mrs. Rita L. Proulx, [REDACTED]

ROSENOW — In Vietnam, Warrant Officer Thomas A. Rosenow, Americal Division, due to hostile action on August 10, 1969; son of Mr. and Mrs. Arthur J. Rosenow, [REDACTED]

RUDOLPH — In Vietnam, Chief Warrant Officer (W2) Ronald C. Rudolph, 164th Aviation Group, due to an aircraft accident on October 13, 1969; husband of Mrs. Paula W. Rudolph, [REDACTED]

SLONECKER — At Fort Rucker, Alabama, Chief Warrant Officer Robert K. Slonecker, assigned to U.S. Army Aviation School Regiment, died March 23, 1969; husband of Mrs. Lola J. Slonecker, [REDACTED]

STOKKERMAN — In Vietnam, Warrant Officer Jon W. Stokkerman, 164th Aviation Group, due to an aircraft accident on November 2, 1969; son of Mr. and Mrs. Joseph J. Stokkerman, [REDACTED]

TADEVIC — In Vietnam, Warrant Officer Ralph D. Tadevic, 1st Cavalry Division (Airmobile), due to an aircraft accident on October 28, 1969; son of Mr. and Mrs. Stanley R. Tadevic, [REDACTED]

THORNTON — In Vietnam, Captain Dwight J. Thornton, 101st Airborne Division (Airmobile) due to hostile action on October 25, 1969; husband of Mrs. Sandra G. Thornton, [REDACTED]

WATKINS — In Vietnam, Chief Warrant Officer (W2) Robert J. Watkins, Jr., 101st Airborne Division (Airmobile), due to an aircraft accident on October 8, 1969; husband of Mrs. Loretta J. Watkins, [REDACTED]

WRIGHT — In Vietnam, Warrant Officer John P. Wright, 17th Aviation Group, due to an aircraft accident on October 28, 1969; son of Mr. and Mrs. Lynn A. Wright, [REDACTED]

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AAAA CALENDAR

- **Schwaebisch Hall Chapter.** General membership meeting. Garmisch planning. Beer and chips. NCO Club. 15 Dec.
- **Fort Benning Chapter.** Christmas "social." Cocktails and dinner. Fort Benning Ski Lodge. 16 December.
- **Midnight Sun Chapter.** Professional meeting. Speaker: Don Sheldon. Fort Richardson NCO Open Mess. 16 Dec.
- **Monmouth Chapter.** Christmas social. Joint dinner meeting with AUSA. Gibbs Hall. 18 December.
- **Fort Wolters Chapter.** Junior Officer/Warrant Officer Member Council. Business Meeting. Troop Brigade Hqs. 18 December.
- **Valley View Chapter.** General membership meeting. Garmisch planning. Peden Barracks Officers' Club. 31 Dec.
- **National Executive Board.** Business Meeting. ARADMAC, Corpus Christi, Tex. 5-8 February.
- **USAERUR Region.** 11th Annual Meeting. U.S. Army Recreation Center. Garmisch, Germany. Contact: AAAA Project Officer, 122d Aviation Company, APO N.Y. 09165. 4-7 March.

Members Activate Second Alaska Chapter and "High Plains Chapter" in Amarillo

Members south of the Alaskan Range (below the 63rd parallel) have spun off from the parent "Alaska Chapter," forming a "Midnight Sun Chapter" following 28 October activation meeting.

Officers: MAJ FN Harris, Pres; MAJ DK Higgins, ExVP; MAJ AR Russell, Sec-Trea; COL CM Grandelli, VPA; LTC CA Davis, Jr., VP, Social Aff; MAJ BJ Spencer, VP, Memb; CW4 JG Schommer (Ret.), VP, Pub Aff.

Members in the Amarillo, Tex. area activated the "High Plains Chapter" at a 21 November dinner meeting with 27 members present. A follow-on meeting was scheduled for 12 December.

Officers: CW3 RL Hatter (Ret.); LTC RE McDonald, ExVP; Miss MK Sutton, Sec; LL Clark, Trea; EH Seiber, VPA; LTC AF Burch (Ret.), VPRA; BM Hendricks, VPI; and JA Bruner, VPP.

PRESIDENT APPOINTS NEW AAAA NATIONAL MEMBERS-AT-LARGE

AAAA President COL Richard L. Long, USA (Ret.) has appointed ten National Members-at-Large to the National Executive Board for the term ending 16 October 1970. The new appointees include:

MG George S. Beatty, Jr., Hunter AAF, GA.; COL Jack W. Hemingway, Washington, D.C.; COL James L. Burke, Fort Huachuca, Ariz.; COL Thomas L. Lyons, Fort Eustis, Va.; and LTC Jack Dibrell, Fort Rucker, Ala.

Also, MAJ Patrick H. Brady, Fort Sam Houston, Tex.; CPT Jerome R. Daly, Hunter AAF, Ga.; CW4 Donald R. Joyce, Fort Rucker, Ala.; CW3 Robert L. Hamilton, Washington, D.C.; and SFC William R. Baum, Korea.

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