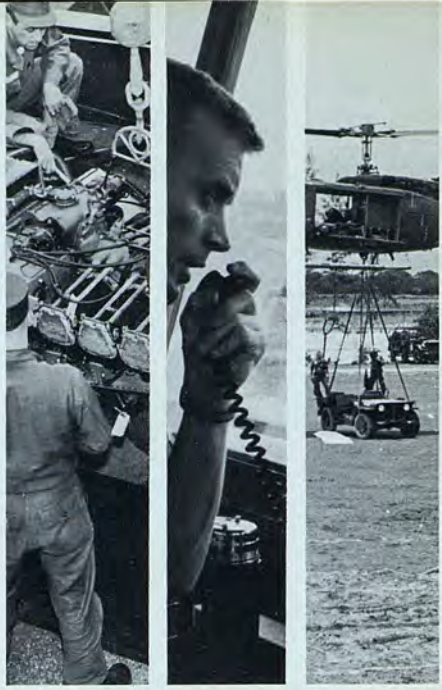
Army Aviation

March 31, 1970

Young men in a Huey

(See back cover . . .)



The Tireless Corps

Remarks of
HON. JOSEPH M. MONTOYA
of New Mexico
in the United States Senate
February 17, 1970

MR. PRESIDENT, much has been written in the news media of late about the conduct of our combat soldiers in the Vietnam conflict. I, for one, am convinced that, on the whole, all aspects of their performance of duty have been exemplary, even though conducted under the most difficult conditions and constraints ever faced by the American fighting man.

My purpose here is to shed some light on the activities of an unheralded band of unsung, determined, and seemingly tireless corps of sky soldiers — the Army's combat helicopter crewchiefs.

In Vietnam, the helicopter has proven to be one of the most versatile and combat-effective tools in the arsenal of the military field commander. Few in that war-torn country would choose any other mode of transport — even into the most hostile area. From the standpoint of medical evacuation alone, helicopters have carried over 300,000 casualties, military and civilian, thus saving countless lives and much suffering.

The real backbone . . .

The real backbone of this fleet of life-saving and combat-supporting vehicles is the crewchief, mechanic, and door gunner. Yes, this combat-tested GI is a veritable jack-of-all-trades. He maintains, services, and keeps combat-ready his aircraft; he flies along on all missions performing as a door-gunner/observer — truly an extension of the pilots' eyes and ears; and he is always ready to fight — as the infantry soldier — when necessary, to defend a downed aircraft, a wounded comrade, or a heliport under attack.

The 18- to 20-hour day is not uncommon and the 7-day week is routine for these dedicated men. Their daily routine consists of flying all day in a relatively exposed position to enemy ground fire; then working most of the night to maintain these complex machines; all supplemented by guarding their airstrips, KP duty, sandbag-filling details; and the many other activities necessary for survival in a hostile environment.

Inventory loss is low

The Vietnam environment has shown that helicopters and their crews are susceptible to enemy ground fire. However, a very interesting fact has surfaced — that is that although many helicopters have been "shot down" by enemy fire, a relatively small number by comparison have been totally lost to the Army inventory.

Due to the nature of the helicopters and its ability to be autorotated to a relatively soft

(Continued on Page 22)

"Firsts!"

Have you personally — or your crew, unit, agency, or firm — ever participated in establishing a "first" in Army Aviation? . . . In '45? . . . In '57? . . . Last year? Get it on the record! Submit it for publication to ARMY AVIATION MAGAZINE, 1 Crestwood Road, Westport, Conn. 06880. We'll publish them in the order they are received.

First Army Aviator to Have Two Consecutive Aircraft Shot Up on His First Day as Pilot in Command: WO Milton Smith, 3d Squadron, 17th Air Cav, took five hits in his OH-6A while in a visual reconnaissance mission in November, 1969; limped back and obtained a replacement aircraft and returned to the area in which he was first shot; and 30 minutes later took ground fire that completely shot out his radios. (USARV**)

First AAAA Chapter Meeting: Army Aviation Center Chapter business-social meeting at Lake Tholocco Lodge, Fort Rucker, Ala. on Oct. 30, 1957. Installation of officers; 85 members in attendance.

First Non-Stop Cross-Country Flight of a Rotary Wing Aircraft: August 23-24, 1956 with an Army H-21C helicopter assigned to CONARC Board #6 flying non-stop from San Diego, Calif. to Washington, D.C. via Savannah, Ga., covering 2,610 miles in 31:40 hours and utilizing an Army U-1A Otter aircraft as an in-flight tanker. H-21C crew: MAJ Hubert Gaddis, CPT James Bowman, and Mr. Joseph Givens, all of CONARC Board #6.

First Aviation Company to be Activated in USAR: 300th Army Aviation Company (Fixed Wing-Tactical Transport), activated at Fort Worth, Tex. on September 11, 1956 with MAJ Tim Carrigan, CO.

First Aerial Rocket Artillery Battalion to be Organized and Employed in RVN: 2d Battalion, 20th Artillery, assigned to the 1st Cavalry (Airmobile), Fall, 1965, with LTC Nelson A. Mahone, Jr., as its initial commander.

First Claimant under AAAA's Flight Pay Protection Plan: MAJ Laurence E. Ballantine, Fort Rucker, Ala., with 24 payments starting August, 1957.

First Aviation Plant Cognizance Office: U.S. Army Aviation Bell Plant Activity, initially the Bell Plant Division, Ft. Worth, Tex., 1964.

First Army Aviator to fly four U.S. Presidents while in office: MAJ William H. Shaw, USA Aviation Support Det, Homestead AFB, Fla., who flew Presidents Eisenhower, Kennedy, Johnson, and Nixon.

First AAAA Chapter to Conduct a Chapter Meeting in a Playboy Club: Atlanta Chapter, December 3 1965 in Atlanta Playboy Club.

First Acceptance of Twin-Rotor Aircraft by Army: August 20, 1954 with MG Paul F. Yount, Chief of Transportation Corps, accepting the first U.S. Army H-21C helicopter at the Morton, Pa., plant of the Piasecki Helicopter Company.

First Co-Sponsored AVSCOM-AAAA Advance Planning Briefings for Industry: Sheraton-Jefferson Hotel, St. Louis, Mo., May 4-5, 1966, with over 600 military-industry representatives in attendance. Key speakers: Willis M. Hawkins, ASA (R&D), and GEN Frank S. Besson, Jr., CG, AMC.

First Army Aviation unit to Achieve a Goal of 100% Master Army Aviators: Army Aviation Unit, G-3 Branch, U.S. Element, Joint U.S. Military Mission for Aid to Turkey (JUSMMAT) in Sept., 1964. The Master AA's at the time were LTC Clifford S. Athey, MAJ Alfred J. Wolfe, and MAJ Thomas N. Hurst.

First Use of FLIP (DoD Flight Information Publication): March 31, 1966 when FLIP replaced TM 11-2557 (Jeppesen Airway Manuals).

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Word to the Warrant

THIS is the first in a series of articles prepared by the Aviation Warrant Officer Branch, OPD, to inform the Aviation Warrant Officers in the field of actions which will have a significant bearing on their careers in the Army Aviation Program.

DURING the 1969 AAAA Convention, OPAV gave a briefing on the proposed career program for Aviation WO's which was under preparation at that time. There were a number of actions identified as essential for such a program to be meaningful to both the WO and the Army. Here is an update of the status of these actions:

Flight Pay Equity. Whereas this proposal became a part of the Hubbell Pay Study in 1967, implementation was contingent upon acceptance by Congress of the finalized *Hubbell Plan.* It has been decided to resubmit this request as a separate action and work has begun within the Army staff.

Grade W5 and W6. This action is currently being staffed within Department of the Army. A subsequent article will deal with the arguments which favor the increased grades for the warrant officer.

Additional Qualifications. Everyone in the personnel business is painfully aware of the need for increased opportunities to obtain fixed wing qualification among the Aviation WO's. Several proposals to provide this training to the careerists, making them dual rated, are in the mill and it is anticipated that official announcements may be made in the very near future.

Improved Utilization. DA Pamphlet 600-11, distributed to the field in November 69, reflects a generalized career pattern for Aviation Warrant Officers. However, it does *not* include proposals for utilizing the technical skills which the WO acquires over a period of years to provide technical assistance to the commissioned officer in performing his duties as the commander, manager and executive (staff officer) in Army Aviation.

Efforts are being made to identify positions within the Army structure which place the AWO in the role of technical alter-ego to the command / management / executive oriented commissioned officer. These positions will tie in with the W5-W6 grades, career course training, and the proposed 103-104 series MOS's. As of this date over 300 such positions have been identified unofficially.

Civil and Military Schooling. Concurrent with the new positions and MOS's, OPAV is identifying military and civil courses of instruction which will better prepare the WO to assume the more advanced role envisaged.

In addition, career AWO's are being encouraged to attain the two-year college level target established by DA. It should be recognized that for the WO to meet the new challenges he must possess the requisite education. In this regard, he should be familiar with *AR-621-5 (Bootstrap),* and *AR 350-200 (Undergraduate Degree Program).*

Additional MOS's. In the 31 January 70 issue of *Army Aviation Magazine,* the Director of Army Aviation discussed the new MOS

(Continued on Page 20)

Updating the status of seven AWO actions

By COLONEL EUGENE M. LYNCH, JR.
Chief, Aviation Warrant Officer Branch, OPD, OPO

smaller, lighter HF

Collins new 718U-5

Never before have so much "talk power" and flexibility been designed into a compact, lightweight HF communication system. At 34¾ pounds, Collins 718U-5, which includes antenna coupler, weighs less than half its predecessor; its volume is about a third.

The new system not only shaves off pounds — it offers faster tuning, greater immunity to interference, and improved sensitivity and squelch.

New digital tuning techniques give the 718U-5 the capability for direct computer control when digital integration of avionics is implemented. But you don't have to wait to enjoy its high reliability and operating advantages.

The complete 718U-5, consisting of receiver-exciter, power amplifier-coupler, and remote control, can be easily retrofitted into ARC-102 installations with significant weight and space savings. The present coupler is not needed, and, in most cases, no wiring changes are required.

The new system provides full mode capability — USB, LSB, AM equivalent, CW, narrow band secure voice and teletypewriter data — with 280,000 channels. It's completely solid-state with broad use of microelectronics.

The 718U-5 is another example of the engineering and manufacturing excellence achieved at Collins through use of the C-System, an integrated, computer-controlled system for design and production.

For complete information on how to get more communications per pound, ask your Collins representative or write Collins Radio Company, Department 500, Cedar Rapids, Iowa 52406.

COLLINS

COMMUNICATION/COMPUTATION/CONTROL

Blow your horn!

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

Longest period of accident-free operations by an aviation unit: Seven years. Record claimed by the Aviation Section, 47th Artillery Brigade (AD), Homestead AFB, Fla. Commanded by LTC Clifford S. Athey, the three aircraft section (2 OH-23s and 1 U-8D) has logged approximately 5,000 accident-free hours since its organization on 1 April 1963.

Only "Foreign Clearance Base" in the Army (Authority to clear aircraft directly to and from overseas bases): Campbell Army Airfield, Ft. Campbell, Ky.**

Smallest Class of Instruction in an Army Aviation Subject: First OV-1 Maintenance Test Pilot Course conducted by the USA Transportation School, with Feb. 1970 graduation. Two students: MAJ Donald A. Couvillon and CPT Richard C. Swinehagen.

Most combat airframe hours for twelve AH-1G helicopters: 13,157 hours. Claimed by Company D, 229th ASH, 1st Cavalry Div (AM), as at 5 Mar 1970.

Highest average combat hours per aircraft based on 12-aircraft AH-1G fleet: 1,080 hours each. Company D, 229th ASH, 1st Cav Div (AM) as at 5 Mar.

Highest combat airframe hours for single AH-1G helicopter in RVN: 1,620 hours. Claimed by Company D, 229th ASH, 1st Cav Div (AM) as at 5 Mar.

Most AH-1G helicopters with over 1,000 combat flying hours: Seven. Claimed by Company D, 229th ASH, 1st Cavalry Division (AM) as at 5 Mar 1970.

Highest total of accident-free hours for an Assault Support Helicopter Company in RVN: 18,500 hours. Flown by the 132d Assault Support Helicopter Company "Hercules" in support of the Americal Division. Commanded by MAJ William Jones, the 132d is a part of the 16th Aviation Group.

AIR MEDAL HIGH

Unless topped by information to the contrary, ARMY AVIATION MAGAZINE shows Major Jerry G. Ledford, assigned to the Combat Developments Command (CDC), Ft. Belvoir, Va., as the Army Aviator holding the largest number of Air Medal awards. Major Lester wears the Air Medal with 44 Oak Leaf Clusters.

Warrant Officer Nominated for General

Colonel John Einar Murray, who entered the Army as a private in 1941 and was appointed a Warrant Officer in 1942, has been nominated for Brigadier General. He's been appointed the Director of Army Transportation, after having served in Vietnam at Cam Ranh Bay, Long Binh, and Saigon as Commanding Officer, 124th Transportation Command; Deputy Commander, Saigon Support Command; and Commanding Officer of the 4th Transportation Command.

World Speed Record for Class C-1F, Group II (Turboprop) Aircraft over a 100 Kilometer Closed Circuit Course: 293.41 miles per hour in a Grumman OV-1 Mohawk at Peconic River, L.I., N.Y., on June 17, 1966. Held by Colonel Edward L. Nielsen, USA (Ret.).

Most Combat Hours flown in CH-47 Chinook helicopters during one RVN tour: 1,288 hours. Claimed by CW4 Lester G. Isenmann, USA Aviation Support Detachment, Homestead AFB, Fla.

Most Flight Hours in CH-54 Crane during 24-hour period in RVN: 13:45 hours on August 24, 1968. Claimed by CW4 Martin G. Knudslien, USA Aviation Support Detachment, Homestead AFB, Fla.

Largest trans-Pacific air deployment using Army aircraft: 17th Aviation Company (Caribou) in flying 18 CV-2's from Ft. Benning, Ga., to USARV, a distance of 10,046 nautical miles, during 1965.

Highest total flight time for an Assault Helicopter Company during a calendar year: 31,889 hours. Flown by the "Minutemen and Muskets" of the 176th Assault Helicopter Company during Jan. 1-Dec. 31, 1969. Part of the 14th Aviation Battalion, the 176th supports the Americal Division and is commanded by MAJ Donald P. Detiveaux.

Youngest Chief Warrant Officer Fourth Grade (CW4) in Army Aviation: CW4 Richard S. Seefeldt, Fort Rucker, Ala. Born February 17, 1933. Date of rank as CW4: May 29, 1967.

KEEP 'EM COMING!

Unless your "claim" has been published and has run the gauntlet of our 20,000 readers and peekers, your "claim" is just another idle bar boast. . . . To make it stand up, send it to ARMY AVIATION, 1 Crestwood Road, Westport, Conn. 06880.

FROM AN ORIGINAL PAINTING FOR CHANDLER EVANS

MAIN FUEL CONTROL by Chandler Evans

MC-33 Main Fuel Control

Teledyne Ryan Aeronautical's new supersonic Firebee II is an unmanned aerial jet target produced for the U. S. Navy and the Air Force. The 1,000 m.p.h. remote control target is powered by a Continental J-69 engine equipped with a main fuel control engineered and precision-produced by Chandler Evans.

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If a man can fly a GAT-2 he can fly any twin-engine aircraft in the Army.

The Army's Aviation Requirements for the 70's

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

WHILE thinking about this month's newsletter it occurred to me that it has been quite some time since I've seen published an outline of where Army Aviation is going in the next decade or so as far as hardware is concerned. Since the aircraft are the tools of our trade, so to speak, I think the following will have interest for all Army Aviation personnel as well as those we support.

Reproduced below is a brief presentation which I gave in late March to the National Capitol Chapter of the Air Force Association. Representatives of the Navy, Marines, and Air Force made similar presentations on the subject of *"Aircraft Systems Requirements for the Seventies."*

Roles and missions

"I'm delighted to be here today to say a few words about the Army's requirement for improving our aviation capability throughout this new decade of the seventies. At the outset, I want to make it clear that we seek no changes in service roles and missions, nor a grab for a disproportionate share of a relatively smaller defense budget. All that we "Green Suiters" want is to improve through innovation and technology our effectiveness in doing a better job for the Nation. Our job, our mission — as we all know — is to control, with coercion when necessary, the activities of people within a land area.

This mission today is more challenging than ever before. Confronted by threats ranging from the nuclear through tank-intense, mechanized forces, to large numbers of small guerrilla bands — and even to domestic rioters, somehow we must find ways to increase our capabilities even as personnel and dollar resources are being reduced.

During the last decade we made a real advance with the airmobile concept. Had it not been for the rotary wing aircraft, the turbine engine, and associated fire support systems, we would still be limited by the same time and terrain constraints of World War II and Korea.

By espousing the airmobile concept, we expanded the envelope of land warfare and thereby lessened the surface friction of the soldier on the ground. Many of his ground vehicles have been replaced by aerial platforms — and many of his ground weapons are now mounted on aerial vehicles. This is great, but we must do better — and that's the challenge of Army Aviation for the seventies.

Fleet of 12,000

At this point I'll mention where we now stand in Army Aviation. Our fleet totals almost 12,000 aircraft, and we have on active duty about 25,000 Army Aviators. These assets — people and hardware — are programmed for and in the five functions of land warfare shown on *Chart 1* on the next page.

On the ground, for command and control vehicles, we use primarily jeeps. Their aerial counterpart is the light observation helicopter, plus the *Huey*. From these, the ground commander observes and controls the commitment and operations of his subordinate units. Afforded the VTOL capability of the helicopter, the commander can land with or join

AVIATION REQUIREMENTS

(Continued from Page 9)

his troops and personally influence their action.

Although armed jeeps play a major role in ground reconnaissanace and intelligence, we employ, as you know, other ground vehicles. And so it is with their aerial counterparts. The light observation helicopter is our principal aerial vericle for reconnaissance. In it, our aerial scouts are doing a tremendous job in finding and fixing the enemy with their miniguns and grenades. In addition, we are using for reconnaissance and surveillance our 0-1 fixed wings and the *Mohawks* with their SLAR and IR sensors.

The aerial APC

The aerial APC is, of course, the *Huey*. In addition to transporting our troopers on combat assaults, this is the bird that brings their resupply of ammo, rations, and water to them, and evacuates our wounded and dead. In these roles for all practical purposes, the *Huey* has replaced the ground vehicle of World War II.

If we could fly a tank we'd want to do so, but the state of the art won't permit this yet. The next best thing at present are our Army attack helicopters which provide those types of fires traditionally supplied by organic Army weapons and which are essential for successful airmobile operations.

Chinook is prime mover

Our principal vehicle for aerial logistics is the *Chinook*. More importantly, perhaps, it serves as the prime mover of our artillery.

So much for the present — what of the future? We in the Army expect to keep many of the birds in our present inventory throughout this decade. Some must be replaced, but we want to get as much mileage from our newer turbine powered aircraft as we can.

Equating again the light observation helicopter to the jeep, we used our World War II jeeps a long time. We expect to do the same thing with our turbine powered scout/observation choppers. These are real winners — good machines! The OH-6 made by the Hughes Tool Company and the OH-58 made by Bell are doing a great job. At the present time we plan to drive these birds until 1980 with product improvement when and if that seems cost effective.

The UTTAS

Our trusty and proven *Huey* lift ship has, more than any other helicopter, demonstrated and proved to the world the advantages of airmobility. But it's an older bird, technology-wise, than the OH-6 and OH-58.

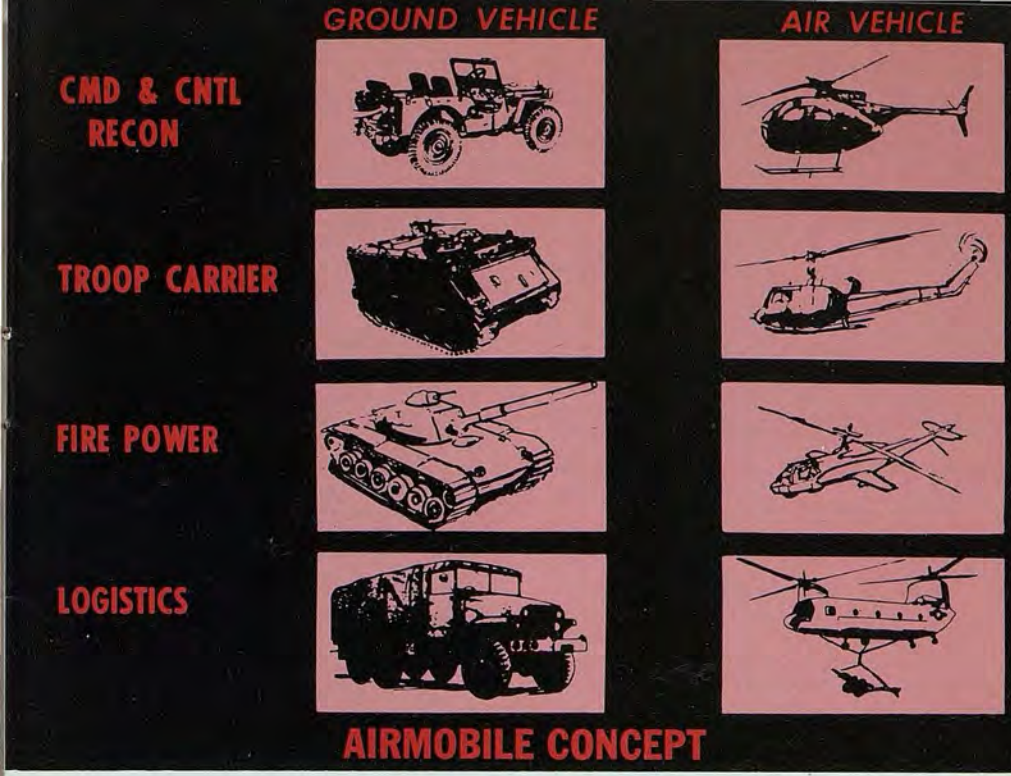
The first *Huey* came off the line in 1959 and, although much has been done to product improve it, we believe that a successor should be developed before the end of this decade. We refer to its successor as the *UTTAS,* standing for *Utility Tactical Transport Aircraft System.* This bird should fly a bit faster than the *Huey,* lift a bit more, and more importantly have improved maintainability, reliability, and survivability — factors which we believe can be provided by advances in the state of the art.

"Best bird of its kind"

The next aircraft is the *Cobra,* the improved version of the *Huey* gunship. The *Cobras* joined the Army in 1967 and they are doing a great job in Vietnam. Armed with rockets, a mini-gun, or a 40mm grenade launcher, this bird has clearly proved its worth. Incidentally, we're glad to see the Marines buying *Cobras,* too.

Although the *Cobra* is the best bird of its kind that's been fielded for doing direct aerial fire support, we believe there's something that can do much better in this regime — I'm referring, of course, to the *Advanced Aerial Fire Support System* — not necessarily the AH-56, which as we all know is undergoing technical and fiscal growing pains.

However those problems are resolved, we still need in the Army, as our highest priority developmental effort, something better than the *Cobra* — something with an almost all-weather capability and with a better tank-killing capability; something that can relate more precisely the target on the ground to the troops on the ground and to their supporting weapons on the ground — and do something about that target and for our troops



more responsively and directly than anything in the present inventory or on anyone's drawing board. It must be able to live with and fight with the troops on the ground while being maintained in the soldier's environment.

In the realm of logistics, the *Chinook* is doing a great job — and we expect it to continue to do so throughout the remainder of the seventies. It will be replaced in the eighties by the *LTTAS,* the *Light Tactical Transport Aircraft System,* but that's farther down the pike dollar-wise and state-of-the-art wise. It should be a much better 5- or 10-ton truck.

23-ton lift capability

The CH-54 flying crane is a great bird with a lift capability of about eleven tons. It complements the *Chinook* in many respects. But we feel that a crane with about twice the lift capability of our present one will provide another significant advance for the airmobile concept. With a 23-ton lift capability we will be able to lift our major items of combat vehicles — like the Sheridan and armored personnel carriers — as well as larger logistical loads.

For that reason, we have given the development of this vehicle second priority to a better gunship. The improved crane will be a costly development, and the bird itself will be expensive. We plan to move out on it in earnest in a couple of years with an IOC in the early eighties.

That's a capsulized version of our plans for Army Aviation assets in the seventies. As I have indicated, we plan to maximize our potential through the selective introduction of technological advances which a limited budget will permit. During the past decade we lifted the lid on the third dimension of the battlefield. In this decade, by further expanding the envelope of the battlefield, we can provide for our taxpayers and for our Nation an even more effective Army.

RECENT ISSUES of *"Army Aviation"* have carried a series of articles dealing with the rather large and complex organization of AVSCOM. Many of you are probably surprised at the scope and variety of functions performed by headquarters and our field installations.

We are proud of the many aviation support tasks with which we are charged, and proud of our performance record in executing them — over the past few years that performance record has consistently been one of the best in the Army in our field. A large measure of this ability to foresee and meet the needs of the Army Aviation Team must be attributed to a large central computer operation.

In the beginning . . .

Back in 1955, AVSCOM (then the Transportation Materiel Command) began a well-planned, long range effort to automate as many of the basic logistic functions as possible. The supply accounting function was the obvious first step. Over the years, additional logistic support functions were added, systems streamlined, and program efficiency improved.

One of the basic principles that has carried through from the beginning is that the record base is a *single, Federal Stock Number-oriented, integrated master file.* This means that the record for every FSN contains the basic data needed to perform the functions of supply management, stock control, and depot maintenance support.

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

". . . Like Topsy"

While AVSCOM was developing and evolving computer support operations during the last fourteen years, so were many other logistics agencies, both within the Army and other services. Predictably, as each agency developed computer support systems geared to its own organization, local interpretation of regulatory requirements, and operational orientation, the result was a conglomerate of systems, equipment, and programs with no two alike, and not without certain inherent problems.

Time for a change

Several years ago, Congressional and DOD staff experts began looking at the rapidly growing costs of computer utilization by military activities. Despite all the millions spent annually on accounting-type ADP equipment, they found it was extremely difficult to obtain accurate comparative operational data among the agencies.

DOD then embarked on programs to standardize ADP equipment and programs, and in 1965 the Army initiated *Project NAPALM (National ADP Program for AMC Logistics Management).*

The philosophy behind NAPALM recognized that previous local managerial prerogatives *must* give way to more centralized direc-

AVSCOM's New Central Support Systems for Army Aviation

ALPHA!

by PAUL L. HENDRICKSON
ALPHA Conversion Control Officer, AVSCOM

tion and control, with the loss of local flexibility being offset by a greater degree of overall response and support to all field activities.

As the late Lieutenant General William B. Bunker stated in his letter of 14 April 1967:

"The introduction of standard systems to support the AMC paper work process will directly affect the degree of latitude previously enjoyed by all levels of management in selecting various methods and techniques. The AMC standard system must be structured to accommodate the Command-wide requirements, and, to the degree possible, the unique requirements of each individual command."

Standardization stepping stones

The AMC plan has three phases:

- *Phase I* — Selection and installation of standard equipment to operate within the logistics support program of the Army.
- *Phase II* — Development of standard systems and procedures for all AMC major subordinate commands (MSCs), and implementation of initial "hardcore" systems, encompassing the functional areas of procurement and production, cataloging, provisioning, supply management, stock control, and financial management. (These systems comprise the *AMC Logistics Program Hardcore Automated — ALPHA* — and implementation is now in process.)
- *Phase III* — Development and implementation of all common functional applications not included in Phase II.

A central AMC systems design agency, the *Automated Logistics Management Systems Agency (ALMSA),* has been established and is co-located with AVSCOM in St. Louis. *ALMSA* is in the final stages of completing the *ALPHA* system development, and has released most of the design documentation to AVSCOM for planning actions.

A mountain to climb

Due — or at least we like to think so — to AVSCOM's excellent past record in computer applications, we were selected to convert to and operate the *ALPHA* prototype system. This is perhaps the single largest project undertaken by AVSCOM in its history. Consider these factors:

ABOUT THE AUTHOR

Paul L. Hendrickson is Assistant for Breakout to the Deputy Commander for Research, Engineering and Data, U.S. Army Aviation Systems Command (AVSCOM). He joined the command in 1955 after eight years of military service. Prior to his current assignment, he was Command Commodity Manager, T-41B Aircraft System.

- We must train some 2,100 AVSCOM personnel in the new system during the last quarter of FY 70.
- We must devise a program which will cut off the current system, convert the entire data base, load it into dissimilar files on dissimilar equipment, and be ready to process within a time frame that assures aviation customer requirements are not deferred! (To give an idea of the dimensions of this task, our current master data record contains over six million segments of data, with each segment containing anywhere from 10 to 640 constantly changing characters of data. The total current number of characters is approximately 500 million — an average of 2,400 characters of data for each of the 207,000 FSNs in the record.)
- We must, prior to converting to the new system for actual operation perform a full scale dry run for approximately 2½ months.
- We must accomplish all of the above while continuing mission operations, with no increase in resources.

The climbing team

When I was assigned the job of AVSCOM-ALPHA Conversion Control Officer (CCO) by the Commanding General, it was with the charge that conversion be accomplished successfully, on schedule, and with minimum impast on mission operations. It was apparent that the job could be done only through the

System has six IBM 2314 disc drives

View of IBM 360 computer console

One of two IBM 1403 high speed printers

ALPHA!

(Continued from Page 13)

best efforts of our best people; so we put together a formal Command conversion organization which assured that the most qualified functional/ADP specialists in each mission area impacted by *ALPHA* had full-time duties for the job of conversion.

This team has been engaged in myriad conversion tasks, including preparation of site and equipment for *ALPHA* testing and actual operation; determination of data to be converted and how best to carry out conversion; working with *ALMSA* to test the *ALPHA* system by processing a complete range of transactions against converted data; and setting up the massive training program needed by all personnel who use or maintain machine records, in order to learn the changes under *ALPHA*.

Additionally, during the process of executing these tasks, we set out to determine how to continue aviation-unique recordkeeping which the *ALPHA* system *does not* provide. In order to maintain full mission performance, we must create and operate data files outside *ALPHA*. This is being accomplished through "bridging" (using a combination of *ALPHA*/non-ALPHA data) and unique (completely non-ALPHA) processing. Bridging and unique operations will have to continue until — hopefully — the standard system is expanded to accommodate them during Phase III.

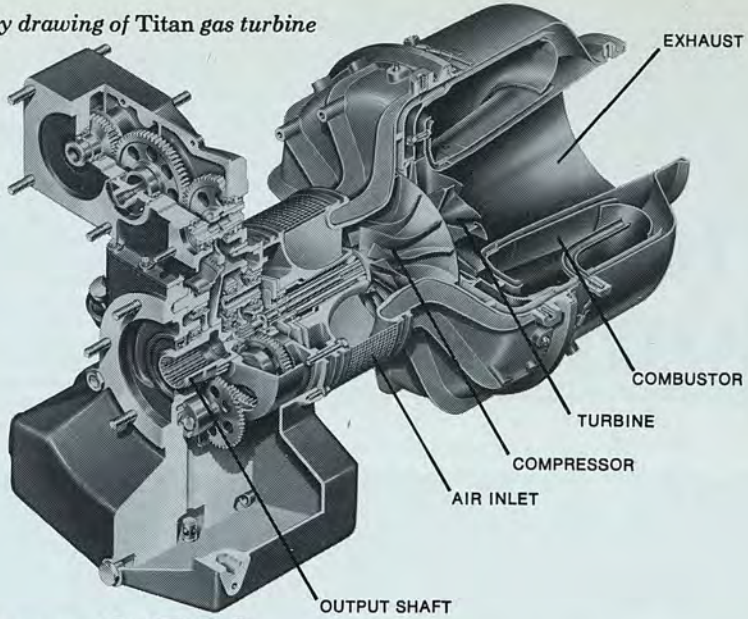
Where we stand

The new equipment has been delivered and is being utilized for testing. Our conversion and bridging programs are pretty much on schedule. The initial segment of the new systems tests are under way, with test velocity building up each day.

A cadre of 36 AVSCOM functional experts, trained at the AMC Logistics Management Center (ALMC) 16 March-3 April, will conduct on-job-education (OJE) full scale at AVSCOM 13 April-3 July. Pending DA acceptance/approval of the system for actual operations, we plan to implement *ALPHA* on 1 July 1970.

(Continued on Page 18)

Cutaway drawing of Titan *gas turbine*



Over 3,500 battle-proven Solar Titan gas turbine APU's now in use

Primary use of the 80-to-150 hp Solar *Titan*® gas turbine is for auxiliary power on both military and commercial aircraft. More than 3,500 of these units have been sold. Every major military cargo helicopter program in the U.S. is now using the *Titan* turbine for on-board auxiliary power, including the CH-3, CH-46, CH-47, CH-53 and CH-54. *Titan* turbines also are used on F-27 and FH-227 aircraft of several airlines, and on the *Falcon*, DH 125, *Sabreliner*, and *JetStar* business jet aircraft.

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

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

SOLAR

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The fanged HueyCobra...

configured for Europe and mission-minded!

Take a Bell HueyCobra, fast and tough from the ground up . . . configure it for European duty with the most advanced fire control and weapons and you have an anti-tank system that deploys 120 miles in 40 minutes—engages the enemy for 30 minutes—and returns to base—all in a day's work, many times a day.

Build in a nose-mounted periscope sight: then the HueyCobra gunner delivers his ordnance with deadly accuracy on targets over a mile away.

Give it the sting of highly accurate missiles to defeat any known armor.

Mount a 30mm gun turret system effectively neutralizing thin-skinned targets, add complete mobility, and use the tough-to-get-to, hard-to-detect attack positions other anti-tank systems can't reach.

Taking advantage of terrain and weather, the Cobra team maneuvers under radar and over obstacles deterring detection until the attack.

The HueyCobra moves fast, avoids detection and speeds in up to 190 knots for its kill.

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Command and Staff

Major General Harvey J. Jablonsky, USA (Ret.), as General Manager, GNPS Consortium, Box R, APO N.Y. 09205.

Brigadier General Oscar E. Davis, as Chief of Staff, XVIII Airborne Corps, Ft. Bragg, N.C. 28307.

Brigadier General Richard L. Irby, as Commanding General, Fort Knox, Kentucky 40121.

Colonel William H. Harper, as Director, Department of Tactics, USAAVNS, Fort Rucker, Alabama.

Colonel Orman E. Hicks, as Commander, Transportation School Brigade, U.S. Army Transportation School, Ft. Eustis, Virginia 23604.

Colonel Paul E. Killpack, as Commanding Officer, 210th Artillery Group, APO N.Y. 09177.

Colonel Kenneth F. Langland, as Chief, Army Aviation Division, DCSO&T, Hqs, Fourth U.S. Army, Fort Sam Houston, Texas 78234.

Colonel Marion W. Parks, Jr., to ODCSLOG, Hqs, U.S. Army, Europe, APO N.Y. 09403.

Colonel William D. Proctor, as Commander, 165th Aviation Group (Combat), APO S.F. 96384.

Colonel Jack M. Tumlinson, as Deputy Commander for Administration, 1st Aviation Brigade, APO San Francisco 96384.

ABOVE: Thirty-three Vietnamese Air Force students are shown being greeted by MG George S. Beatty, Jr., of USAFTC-Ft. Stewart, Ga., upon their arrival at the Center for Advanced Helicopter Training. Part of a force that will number approximately 400 men by mid-summer, the group will receive 14 weeks of training in UH-1 craft.

BELOW: Secretary of the Army Stanley R. Resor (left) and BG Robert N. Mackinnon, CG of the USAPHC are shown prior to taking off on a flight in conjunction with the former's early February visit to the Fort Wolters installation. The US Army Bell Plant Activity provided the Huey and the crew for the airlift.

ALPHA!

(Continued from Page 14)

Through the crystal ball

Inevitably, some readers will ask: *"What difference will ALPHA make to me?"* Well, if you are a member of the Army Aviation Team — military, civilian, or industrial — there *will* be impacts, direct and indirect, upon you and your mission.

No organization, not even AVSCOM, can accomplish such a tremendous changeover in operations and procedures in the short time allowed *without* a period of confusion and inefficiency. During this period there is no doubt that some documents will be lost, correspondence delayed, telephone calls not be returned (the person called may be in a classroom); or even worse, some innacurate or incorrect responses may be provided (the person asked may not be able to precisely interpret the new formats right away).

Every effort possible is being made within the time frame available to pre-train and pre-orient our AVSCOM people, and thus minimize the learning curve impact. Realistically, we recognize that to minimize the overall impact is all we *can* do — there will be some problems. And you, our customers and suppliers, will inevitably have to share these problems for awhile. As with any major improvement, there will be a period of frustration and error increase; but in the long run there will be improvements in our materiel acquisition and support processes which will directly benefit the Aviation Program and those aviation professionals we are dedicated to support.

In short, AVSCOM is going to be in a bit of turmoil for the next several months; we only hope that you will bear with us during that period.

Mike Button

It seems that my mail bag has been filled in recent weeks with questions regarding the special direct commissioning program available to Aviation Warrant Officers. To clarify several points which seem to bother most people, I've included the most frequently asked questions.

Mike

* * *

Dear Mike:

The DA message states that appointments are available in Air Defense Artillery, Armor, Engineer, Infantry and Signal. Can I select one of these branches? What if I want the Military Police Corps?

K.D.A.

Dear K.D.A.:

You should apply if you are willing to accept appointment in any of the five branches listed. The final decision is to be made by DA; however, DA has on objection to you stating a specific branch preference from among the five listed. If your interest is in a branch not listed, you must submit a complete formal application under the provisions of AR 135-100.

Mike

* * *

Dear Mike:

I'm a 32-year-old experienced Aviation Warrant Officer and would like to apply for a direct commission. In addition, I've just gone over 10 years active service. How about me?

RVN CW2

Dear "2":

DA does not consider waivers for any prerequisite listed in the message under the special program. Again, you must submit a formal application with the appropriate request for waiver. A careful review and complete understanding of DA Circular 601-24 is a must for the "over 10" category.

Mike

* * *

Dear Mike:

In the event I'm selected for a commission and accept, what will be my date of rank? Will it be adjusted because of my total service and/or service as a warrant officer? If not, what can I do?

C. D. Hulse,
CW2 AVN

Dear Mr. Hulse:

The date you are appointed and sworn in becomes your date of rank. There are no adjustments. If you are within a few days of obtaining eligibility for appointment in a higher grade on 30 June 1970 (the special program closing date), your alternative is a formal application once you become eligible.

Mike

* * *

Dear Mike:

What if I'm on orders to RVN with AH-1G enroute when I'm commissioned? Another question . . . Just what happens to me when I accept a commission? What about my status as a warrant officer? My previous obligations and commitments?

C.T.B.

Army Aviator Major John C. Henderson (I.), the honor graduate of Class 54 at the Naval Test Pilots School at Patuxent River, Md., is congratulated by COL John W. Marr, Executive for Army Aviation, OPO, while Captain R. P. Prichard, Jr., USN, Director of the School, looks on. Henderson's selection was based on No. 1 performance in the academic and flight phases of the 10-month test pilot course.

Dear C.T.B.:

Once sworn in you assume your new grade and, as a general rule, continue on your orders. The branch which commissions you also picks up any existing requirement against which you have been applied. . . . Answering your second question, you will first be released from active duty and all previous appointments terminated for the purpose of accepting the commission with concurrent active duty. You do not retain any previous status, obligations and/or commitments. Your initial active duty commitment as a commissioned officer will be in an OBV II status with a two year obligation. Requests for further active duty are by applications to the commissioned branch.

* * *

Dear Mike:

I've sent in my postcard application but have heard nothing. What gives?

M.I.R.

Dear M.I.R.:

DA will reply to every inquiry. In view of the workload generated by the special program, all negative replies will be deferred until after 30 April 1970. Notifications will be made to each individual participant by 30 June 1970.

Mike

* * *

(Ed. Note: "Mike Button" is a continuing column, one devoted solely to aviation personnel problems. Questions should be mailed to the magazine (see back cover address), and will be answered by OPO aviation specialists, rather than the staff of the publication.

structure currently study in OPAV. Figure 1 shows the various technical skill areas and the format for the new MOS's under development.

Briefly, the 103 and 104 series would identify the Aviation WO in positions other than the cockpit. The first suffix (A-L) identifies theh skill area, and the second suffix (1-3) identifies the skill level.

Graduates of the *Intermediate Career Course* normally would qualify for the senior skill level, with graduates of the *Advanced Career Course* qualifying for the master technician level (thus, the W5/6 entry).

Under this proposal the 103 series would be listed as a duty MOS, and the 104 series as a primary MOS. This is to provide assignment utilization within Army Aviation for those WO's who are removed from flight status after having attained specialized skills in depth and who do not desire to qualify for the 671B MOS or request retraining in another branch authorized WO's. (The only two active duty alternatives open to them today).

PROPOSED MOS STRUCTURE

Code	Title
103	AVN STAFF TECHNICIAN (RATED)
103A	AVN PERSONNEL MANAGEMENT
103B	AVIATION SAFETY
103C	FLIGHT TRAINING/STANDZN
103D	AVIATION OPERATIONS
103E	AIR TRAFFIC CONTROL
103F	AVIATION TEST & ENGRG (R&D)
103G	ORGN & EQUIPMENT, COMB DEV
103H	AVIATION MAINT MANAGEMENT
103I	AVIATION SUPPLY MANAGEMENT
103J	ARCFT ARM & FIRE CONTROL
103K	AVIONICS
103L	AIDE-DE-CAMP
104	AVN STAFF TECHN (NON-RATED)
104A-L	SAME AS FOR 103

Figure 1

A 30-Year Career Program. All of the actions under development are designed to contribute to a meaningful 30-year career for the Aviation Warrant Officer. Figure 2 shows how each of these actions contribute to the total program which is under development. This utilization pattern is being used by OPAV in programming the careers of the graduates of the intermediate and advanced courses. It should serve to answer our AWO's who ask the question: *"Is there a meaningful career for me in Army Aviation?"* We in OPAV think there is!

AVIATION WARRANT OFFICER CAREER UTILIZATION PATTERN

	INTERMEDIATE		ADVANCED		30 YEARS
TIME FRAME GRADE RATING	1 TO 6 YEARS W1-W2 OPERATOR (ARAV)		7 TO 13 YEARS W3-W4 SUPERVISOR (SR ARAV)		14 TO 30 YEARS W5-W6 ADVISOR (MR ARAV)
UTILIZATION	GENERAL DEVELOPMENT PHASE I		REFINEMENT & TRANSITION PHASE II		SPECIALIZATION PHASE III
TRAINING	RW OR FW ADVANCE IN TYPE INSTRUMENT RATING UNIT ASSIGNMENTS IP IN TRAINING BASE		DUAL RATED INSTR EXAMINER TNG BASE SUPPLY UNIT STAFF PSNS TNG IN SPEC AREA		ADV RATINGS AS REQ ADV TNG IN SPEC AREA SUPR ADVISOR & STAFF REP AT HIGHEST ECHS
MOS	100 B.C.D.E. 101 B.C.D. 671 B.C.D.		102A 671E 103-2 104-2		1026 & SIP 103-3 104-3
INVESTMENT (THOUSANDS)	$100.9		$132.5		$161.5

Figure 2

AAAA Now Pressing for ARNG-USAR Programs

By Colonel
ROBERT R. COREY, Ret.
Vice President, Reserve
Component Affairs, AAAA

WITH A GROWTH POTENTIAL of 3,000 to 5,000 Army Aviators in National Guard and Reserve units, the AAAA has initiated actions to provide this large segment of Army Aviation with adequate incentives for membership and participation.

In September, 1969, the AAAA conducted a survey of its ARNG-USAR membership to determine what measure the Ass'n should take to better serve the many Army Aviators and crewmen not on permanent active duty, but nevertheless still vitally interested in the Army Aviation Program through their participation in the Reserve Components.

The four-question survey was sent to all Chapter Presidents, Vice Presidents for Army National Guard Affairs and Reserve Affairs, and each Reserve Component member. The response was most enthusiastic; approximately half of the replies received were identified by name (the respondent's name was not required); in addition, a number of personal letters were returned and these outlined additional programs and activities in which the respondents felt there would be an interest.

The questions and their general responses follow:

Q. *What AAAA programs or incentives for membership do you feel would appeal most to Army Aviators and crewmen in the Reserve Components?*

A. The preponderance of the replies asked for regular magazine articles dealing with their components. They also asked for an Awards Program recognizing Reserve Component contributions; that Chapters include a certain number of Guardsmen and Reservists among its members; that the AAAA provide information on aviation developments appropriate to their respective components; and that the AAAA assist in securing better Army aircraft.

★

Q. *What can be done at the local Chapter level to increase ARNG-USAR participation in AAAA affairs?*

A. A majority of the respondents indicated a ready willingness to promote AAAA membership within their components. It was suggested by many that the names of aviators and crewmen leaving AD and/or joining ARNG-USAR units be provided to the National Office, that the National Office assign these members to nearby Chapters, and that the Chapters invite the Guardsmen and Reservists to all Chapter meetings and encourage these members to participate actively in all AAAA programs.

★

Q. *Should the ARMY AVIATION MAGAZINE devote a special section of each issue to news of ARNG-USAR Army Aviation, assuming that such material is forwarded to the magazine regularly?*

A. The Chapter officers and the individual ARNG-USAR members were unanimous in their opinion that special Reserve Component news should be published regularly, and suggested that the editor turn to the NGB and OCAR for "command" material and official news.

★

Q. *If the AAAA were to conduct a special campaign to increase its Reserve Component membership, what is the best agency*

or office to direct such a campaign at the local and national level?

A. Here, opinions were divided between the AAAA National Office and the local Chapters. Many suggested that recommendations be solicited from NGB and OCAR level.

★

Interest in an Association with an enlarged ARNG-USAR membership base is shared at very high levels in Dept. of the Army. *LTG William R. Peers,* Chief of Reserve Components; *MG Ellis W. Williamson,* the Deputy Chief; *MG Francis S. Greenlief,* Deputy Chief of the National Guard Bureau; and *MG William J. Sutton,* Chief of Army Reserve, have each indicated they favor the closer Army-ARNG-USAR relationships that joint AAAA membership and participation would bring.

Certain steps have already been implemented . . . AAAA's National Board approved the sponsorship, selection, and presentation of an *"Outstanding Aviation Unit Award"* for Army National Guard and Army Reserve units with the initial presentation to be made at the October, 1970 AAAA Annual Meeting, if a qualified unit can be selected . . . CORC has provided AAAA's National Office with the names and addresses of all ARNG-USAR aviation unit commanders for direct communications relating to the 1970 award . . . The AAAA is providing complimentary dayroom copies to some 82 ARNG-USAR flight activities on a four-month trial basis. . .

With each passing month, I feel — and my feelings are shared by many others — that the Army Aviation Ass'n is becoming a more and more responsive organization, one that is highly receptive to suggestions and ideas from its many members. We're looking for that same input from those aviators and crewmen who fly as Guardsmen and Reservists!

THE TIRELESS CORPS

(Continued from Page 2)

landing if there is an inadvertent loss of power, or in any emergency, many ships which have been brought down by enemy ground fire, were hastily repaired in the rice paddy, or have been "sling-loaded" under larger helicopters and flown to a field or general support helicopter maintenance facility where repair was effected.

The point is that many choppers, which were hit by enemy fire, have been repaired to fly and fight another day. It stands to reason that when the high performance jet aircraft gets "shot down," there is usually very little left to salvage from the wreckage, whereas the Army's slower flying and maneuverable chopper is usually salvageable after being brought down by similar enemy action.

Crewchiefs are the key

One of the keys to this high recovery rate is, of course, none other than the aircraft crewchiefs. They effect the hasty rice paddy repairs; they attach the slings and signal the hoisting of the downed machine; and they also work to return the ship to flyable status after it has been lifted into a secure area.

There seems to be no question in the minds of many that the helicopter is more vulnerable than the conventional fixed-wing aircraft or the high performance, fast flying jet. But as one knowledgeable proponent of the Army's airmobile helicopter operations concept points out: *"When they've shot down one of those red hot jets, what type of craft is sent into the same hostile environment to rescue the downed crews?"* Of course, it is the helicopter, manned by the dependable men in green.

A credit to all

In the final analysis, I find that our young sky soldiers — the men behind the guns, tools, and machines — are a credit to their generation, their families, and their Nation. They have demonstrated once again that they can rise above any exigent situation, as our youth have done so many times in the past, to get done the job at hand, no matter how demanding, complex, or dangerous. And mindful of the social unrest that is apparent in their generation at large, and reflected to a limited degree within the Army itself, they continue to work and fight wholeheartedly for their country.

I salute the Army's brave corps of helicopter crewchiefs — may they continue to fly with pride above our Nation's best.

Takeoffs

BURDETT, A.M., Jr. BG

COLONELS

BAKER, Harold L.

DYER, Robert A.J., Jr.

EDLER, William C.

HOBBS, Donald I.

JONES, Quitman W.

POST, Alton G.

PRATER, Robert M.

SCHOCKNER, Lester F.

LT COLONELS

ADOUE, Eugene L.

ARTHUR, Cecil D.

BAGLEY, Robert T.

BALDASARE, Michael L.

BEAM, James D.

BEATY, William E.

BENZ, Milton

BETTINGER, Francis D.

BLAIR, John M.

BLANCHARD, Howard B.

BOGARD, Bobby E.

BORLAND, R.E.R.

BOSWELL, Leonard L.

BRADSHAW, John N.

BRANNON, Wm. W., Jr.

BRUESTLE, Irwin T.

BULLOCK, Charles A.

BURBANK, Robert A.

BUTLER, Don A.

CARROLL, David A.

CAYO, Alan B.

COVINGTON, Edward B.

COZAD, Jack G.

CROUCH, William E., Jr.

DAVIS, Lauren S.

DAVIS, Warren C.

DEGENEFFE, Delano E.

DETWILER, Harvey C.

FITE, Burges B.

GONZALES, Ralph V.

GRUBE, Dick D.

HUTCHENS, Douglas L

INNES, Norman F.

JAGGERS, Joseph N., Jr.

JARVIS, William H.

KING, Edward J., Jr.

LEWIS, Donald J.

LEWIS, Paul G.

MARTIN, Joseph I.

MATHESON, Robert G.

McCOY, Harvey C.

McKENZIE, Colin W., Jr.

MOLINELLI, Robert F.

PAINTON, Harry D.

PEACHEY, William N.

POTTS, William L.

RADU, Cornelius J.

RAYMOND, Robert A.

RHEIN, John H.

ROGERS, Richard W.

SANDERS, Neal W., Jr.

SANDIDGE, Charles R., Jr.

SCHWARZ, Henry E.

SELAVKA, Carl

SHORE, Edward R., Jr.

SIDNEY, Wilbur A.

SPENCE, William C.

STAPLETON, John P.

STEFANOWICH, Daniel R.

STEPHENS, Herschel B.

SULLIVAN, Jerome J.

TOLFA, Edward, Jr.

VASSAR, Robert B.

WILSON, Franklin L.

WITHERS, Peter C.

MAJORS

AGEE, Damon W. Jr.

BEAUCHAMP, Thomas E.

BEDSOLE, William K.

BRANNING, Thomas E.

BREM, Homer L., Jr.

BRIEN, John H.

BUFORD, William C.

CALLENDER, William E.

CAPENER, Eugene J., Jr.

CLARKE, Ronald G.

CLINTON, James E., III

NOT RECEIVING YOUR ISSUES? . . . DID YOU SEND IN A "CHANGE OF ADDRESS?" PAGE 23

PCS - MAJORS

COATES, Thomas E.

COURTS, Philip E.

DAVISON, Max A.

DEAN, Edwin B.

DICK, William H.

EAKLEY, Richard L.

ERKINS, Moses

FINCH, Charles H.

FULTON, Charles F.

FURNEY, Robert M.

GASPARD, Glaudis P.,Jr.

GOINS, Allen T.

GOODIN, Donald K.

GOODIN, Marion J., Jr.

GRIFFITHS, John J.

GWALTNEY, Robert A.

HALL, Gary C.

HAMMOND, Jack L.

HARDEMAN, Billy J.

HARDWICK, Willis C.

HEDRICK, Miles C.

HIBBS, William N.

HOWD, James A., Jr.

PCS - MAJORS

JAMES, Robert B.

JOHNSON, Darel S.

JONES, Ronald A.

JORDAN, George W., Jr.

KESTER, William R.

KNUDTZON, Thomas A.

KNUTSON, Richard H.

KUYKENDALL, William K.

KUYPERS, Thomas O.

LADUE, Wade W.

LINDSEY, David H.

LYNN, Ellie E.

MANOLAS, Theodore J.

McDOWELL, James I.

MERRILL, Bruce W.

MERRITT, Hubert D.

MILLIRONS, James H.

MOELLER, Lawrence B.

MORTON, James O.

NOACK, Richard R.

PHELPS, Jon H.

09832

PIPER, Paul K.

POINDEXTER, Alonzo J.

PCS - MAJORS

REID, Wilbur E.

RETZLAFF, Donald H.

ROBERTS, Donald A.

ROSS, Frederick L.

ST. PETER, Norman

SANDS, Thomas A.

SCHMITZ, Leo E.

SCHNEIDER, Wyatt L.

SCOTT, Norman E.

SINGLETON, Julius G.

SLOAN, Charles W.

SMITH, Bruce E.

SMITH, Horace M.

SMITH, Richard J., Jr.

SPRENGELER, Ronald J.

SQUIRES, Myron E.

THOMAS, Steven A.

TOBIASON, Allan R.

TOMPKINS, William G.

TOWER, William E.

TRICKLER, Roger D.

VAN LOON, Weston O.

VINCENT, Wendell C.

PCS - MAJORS

WARREN, John O., Sr.

WEBB, Richard G.

WISBY, James M.

WOLF, Thomas R.

WRIGHT, Robert K.

YORK, Val D.

CAPTAINS

ADAMS, Richard D.

ALLEN, Gregory S.

BAILEY, Gerald C.

BARATI, Stephen G.

BATH, Ronald R.

BENSON, Charles A.

BLACK, Jerry L.

BOND, Leroy M.

BRACKETT, Thomas R.

BURBANK, Howard N.

CAMIA, Dante A.

CARTER, Willard T.

CONWAY, Michael A.

CORDELL, Jerry R.

CRABTREE, James A.

CRAWFORD, David H.

Obituaries

AESCHLIMAN, David K., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to hostile action on January 16, 1970.

BOGLE, Dennis D., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on November 29, 1969.

BRINSON, Hubert F., Captain, 164th Aviation Group, (Vietnam); due to hostile action on January 5, 1970.

BRITTENUM, Oscar L., Jr., Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on December 16, 1969.

BURRIS, Donald D., Jr., Chief Warrant Officer (W2), 17th Aviation Group, (Vietnam); due to hostile action on December 22, 1969.

BUTCHER, Gale W., Jr., Warrant Officer, 164th Aviation Group, (Vietnam); due to an aircraft accident on January 8, 1970.

CANNON, Robert E., Captain, Fort Campbell, Kentucky; died on January 8, 1970.

CARMICHAEL, Robert E., First Lieutenant, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on January 2, 1970.

DEBNER, Dennis E., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on January 2, 1970.

DEROSIER, Richard T., Warrant Officer, 164th Aviation Group, (Vietnam); due to an aircraft accident on January 3, 1970.

EARL, Michael R., Warrant Officer, 12th Aviation Group, (Vietnam); due to an aircraft accident on December 27, 1969.

ENGEL, Gregory C., Captain, 12th Aviation Group, (Vietnam); due to an aircraft accident on July 24, 1969.

ESSELSTEIN, Harold W., First Lieutenant, Fort Rucker, Alabama; due to an aircraft accident on December 19, 1969.

FRANK, Richard W., II, Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on December 19, 1969.

HERNDON, Arthur R., Captain, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on December 21, 1969.

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

HOOPER, Ward L., Jr., Warrant Officer, Americal Division, (Vietnam); due to an aircraft accident on December 9, 1969.

JOHNSON, Dale L., Chief Warrant Officer (W2), was killed at Tay Ninh, Vietnam on June 8, 1969 in a hostile enemy mortar attack on the base camp.

KVERNES, Roger W., Lieutenant Colonel, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on January 2, 1970.

OLSON, Gene J., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on January 3, 1970.

O'NEILL, L., John W., Chief Warrant Officer (W2), Fort Wolters, Texas; died on November 28, 1969.

PANNELL, Phillip R., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on March 14, 1969.

PARKER, Benny C., First Lieutenant, Hunter Army Airfield, Georgia; due to an aircraft accident on January 15, 1970.

PICKART, Ronald E., Warrant Officer, I Field Force, Vietnam; due to an aircraft accident on January 8, 1970.

POPP, David F., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on March 14.

REDEKER, Ronald L., First Lieutenant, Fort Rucker, Alabama; due to an aircraft accident on January 8, 1970.

RIZZO, John M., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on January 14, 1970.

SHIELDS, Robert H., Jr., Warrant Officer, 174th Aviation Company, (Vietnam); due to hostile action on August 15, 1969.

STANISLAWSKI, Carlton M., Warrant Officer, 82nd Airborne Division, (Vietnam); died on December 24, 1969.

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

SWAYZE, Gerald C., Captain, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on December 30, 1969.

WEHUNT, Robert L., Captain, 159th Aviation Group, (Vietnam); due to an aircraft accident on December 23, 1969.

WHITMORE, James R., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on January 4, 1970.

ZATREPALEK, Larry A., Hunter Army Airfield, Georgia; due to an automobile accident on February 20, 1970.

PCS - CAPTAINS

CURTIS, Danny D.

FASSETT, Richard M.

FIELDS, Randall L.

FLEMING, Frederick C.

GOODENOUGH, Philip C.

HAGGAR, Michael J.

HANKINS, Guy L.

HARWOOD, Jerry T.

HOZA, John T.

HURTADO, Percy G.

JOHNSON, Alan R.

KEATING, David P.

KERR, John A.

KEY, Claude S.

KNOWLTON, David K.

LAFERTE, Albert E.

LATTIMER, Larry E.

LOVELY, Richard H., Jr.

LOWDERMILK, Jon F.

LOWERY, Roy J.

LUTZ, Edwin C.

McMANUS, Michael D.

MONTGOMERY, Richard L.

PCS - CAPTAINS

MORGAN, Arthur D.

MORRIS, Dennis L.

MORRIS, Malcolm C.

NICHOLSON, Donald

NOEL, L. Allyn

NORTON, William A.

OLSEN, Wesley R.

OWEN, Joe K.

PARR, Robert A., III

PILOTE, John W.

PITT, Alan B.

QUAM, John M.

RHODEHAMEL, Kurt A.

SIEKMAN, Raymond D.

SIRIANNI, Albert J.

SMITH, David R.

SMITH, William R.

SOWDER, Richard D.

STANLEY, Gary P.

STRAW, Barry M.

SUMMERFELDT, David G.

TERRY, Robert B., Jr.

TURPEN, William E.

PCS - CAPTAINS

WEAVER, Richard L.

WESTERHOFF, Jeffrey B.

WHITE, Jerry E.

LIEUTENANTS

CHRISTINE, Steven L.

DEWEY, Larry R.

DOLBERG, Philip R.

EDWARDS, Corwin V., Jr.

EISENBARTH, Francis L.

FOX, William C.

FRAGOLA, Albert T.

GILMORE, Steven M.

KELLEY, Thomas E., Jr.

MARUBBIO, Arthur A., Jr.

McADOO, Arvil W.

McDONALD, Mackey J.

McKEEGAN, Thomas J. Jr.

McNEELY, Donald E.

MEYERS, John J.

MOTT, Alan E.

PEARSON, Peter T.

SPENCE, Joseph C., Jr.

TAYLOR, John S.

PCS - CW4S

BORCK, Keith R.

BRINTON, George D., Jr.

360

DAVIS, Conrad

EICHELBERGER, Roger L.

FERRANTI, Delfo J., Jr.

HEATH, Leonard P.

HOOKS, Charles D.

JAMES, Milton B.

JARDINE, David C.

MUNSON, Elbert W.

NICHOLSON, Frederick C.

PIETY, Richard L.

POWELL, Louis

SCHOMP, Donald D.

VERBEEK, Gerald D.

CW3

ANDERSON, James D.

ANDERSON, Leonard G.

BURGER, Ludwig

DAVIDSON, Jon R.

GEORGE, Warren D.

LIGHTFOOT, John R.

MUNDIS, George B.

News/Photos

TROLLEY TOUR

COL Luther G. Jones, Jr. (standing at the right with microphone), commander of the U.S. Army Aeronautical Maintenance Center at Corpus Christi, Tex., describes one of the machining functions performed by personnel of the Center during the early February visit of AAAA's National Executive Board to the repair facility. Some twenty-three Board members took the impressive 30-minute trolley tour of one sector of the complete installation.

DEDICATION

One of many dignitaries in attendance, COL Richard L. Long, Ret., AAAA national president, addresses attendees at the dedication of an Armed Forces monument in McCaugham Park, Corpus Christi, Tex., on Feb. 7.

The UH-1 was reconditioned as a spare-time project by members of the Richard H. Bitter Chapter at ARADMAC, with a Chapter lottery providing the necessary funds to underwrite an appropriate plaque and the pedestal on which to mount the aircraft.

AVIATION HISTORY

Dr. Paul E. Garber (2d from right), historian emeritus of The Smithsonian Institute, was guest speaker at the February meeting of AAAA's Delaware Valley Chapter. He is shown describing his slides and movies to BG O. G. Goodhand, Ret. (left), past AAAA president; and Harry S. Pack, Delaware Valley Chapter president (right), prior to the meeting. Mrs. Garber (2d from left) assisted him in his presentation.

FIRST TICKETS

COL Garrison J. Boyle, III (right), president of AAAA's David E. Condon Chapter, sells two tickets to the Chapter's March 20 scholarship benefit dinner dance to MG Howard F. Schiltz, Fort Eustis Commander. Proceeds from the function will be donated to the LTG William B. Bunker Memorial Scholarship Fund maintained by the AAAA Scholarship Foundation to honor the memory of the Army Aviation pioneer.

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

PCS - CW3S

PETTIT, Phillip D.

RODRIGUEZ, Hector

ROMASZEWSKI, Alfred J.

SCOTT, Clyde E.

SEIDL, Herbert R.

SWAFFORD, Dale W.

CW2S

BACH, Kenneth J., Jr.

BRICKEY, Albert B., Jr.

COREY, Robert G.

DAVIS, George B.

DEAN, Timothy W.

FREY, Josef W.H.

GEISENDORFF, Herbert R

HAGENE, Richard S.

HANDBERRY, Walter C.

HEWITT, James C.

KOCH, James L.

LAMA, John

LAMKIN, Barry D.

MARCRANDER, Wm. A.

MEROTH, John A., Jr.

ROSE, Victor L., Jr.

PCS - CW2S

RUESTOW, Gregory P.

SMALLEY, Charles V.P.

SMITH, Charles W.

SPALDING, Roy V.

STRAZZINI, Edward M.

THOMAS, William S.

WATERMAN, Carl A.

CWOS

LADESIC, Albert J., Jr.

McVEY, Curtis A.

PETERSEN, Dwayne L.

VERTREES, Carl R.

WILLIAMS, Robert L.

WOLFE, Tonny B.

WOS

ALLEN, Leroy D.

ANDERSON, Jeffrey D.

AULT, Aaron B., Jr.

BACH, Jon M.

BEECHUM, Thomas

BENNIE, Thomas E.

BINGHAM, Royal E., III

BOSWELL, Scott A.

PCS - WOS

BOURQUIN, John S.

BUSHY, Daniel A.

CALDERONE, Albert J.

CARPENTER, Jimmy E.

CARROLL, John L.

CASS, Jim H., III

DANCSECS, Francis C.

DAVIS, Leroy C.

DEESE, Larry S.

DOMITROVITS, Erich I.

FISCHER, Alan K.

FRAZEE, Thomas L.

GARDNER, Jeffrey R.

GIACCONE, Robert W.

GODDARD, Craig E.

GRAY, Robert M., Jr.

GUNNING, Melvyn R.

GUNTER, Wayne E.

0911

HARRINGTON, George E.

HAYES, Willard D.

HEIKKINEN, William C.

HEISKELL, John M.

HELTON, Russell W.

PCS - WOS

HERINGTON, William H.

HERNANDEZ, Rafael V.

HUBBS, William F., Jr.

IMAN, Daniel A.

IRLAND, Billy S.

JOHNSTON, Timothy R.

KALEMBA, Ronald A.

KEEFER, Bruce R.

KELLAWAY, William C.

KIRBY, Gene T.

LANE, Robert E.

LAWRENCE, Paul L.

LEUTHARDT, Arno R.

LONG, William E., Jr.

LUKE, Elton D.

LYLE, Joseph A.

MACDONALD, Hugh R.

MAKI, John D.

MARCUM, Rodger A.

MAYER, William J.

MAYS, Francis E.

McCALMON, Malcolm J.

McCAW, Stanley C.

AAAA Activities

AAAA Regional & Chapter Meetings Held During March, 1970

Alamo Chapter . . . Harvey Wallbanger "social" with business meeting (installation of '70-'73 officers). Harmony Hills Cabana Club, March 6.

Sharpe Army Depot Chapter . . . Professional-social meeting; **LTC Warren D. Boyd,** Calif-ARNG, guest speaker; installation of '70-'72 Chapter officers. ARNG Armory, March 7.

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

Nurnberg Chapter . . . Professional-business meeting. Presentations by **Lockheed Aircraft Corp.** European Office and **USAREUR Aviation Office.** Post-Garmisch report to membership. Erlingen Officers' Club, March 17.

High Plains Chapter (Amarillo, Tex) . . . Professional-social meeting. **Joseph Mashman,** VP, Special Projects, Bell Helicopter Co., guest speaker. Hungry Hobo Restaurant. March 13.

Grand Canyon Chapter . . . Professional-social meeting. Beefeaters' Restaurant, Phoenix, Ariz., March 14.

Chicago Area Chapter . . . Business meeting. Chicago Midway Officers' Club, March 21.

David E. Condon Chapter . . . First Annual William B. Bunker Memorial Scholarship Ball. Ft. Eustis Officers Open Mess, March 20.

Connecticut Chapter . . . Professional-business meeting. **MG Francis S. Greenlief,** Deputy Chief, National Guard Bureau, guest speaker; installation of Chapter officers for '70-'72. Frederick's Restaurant, Fairfield, Conn. March 23.

Army Flight Training Center Chapter. General membership business-social meeting. **MG George S. Beatty, Jr.,** CG, USAFTC & Ft. Stewart, guest speaker. Hunter AAF NCO Open Mess. March 24.

Fort Carson Area Chapter . . . AAAA Luncheon and Activation Meeting. NCO Club, Fort Carson, Colo., March 25.

Washington, D.C. Chapter . . . Professional luncheon meeting with **COL Eugene M. Lynch, Jr.,** Chief, Aviation Warrant Officers Branch, OPO, as guest speaker. Ft. Belvoir Officers' Open Mess. March 26.

Rhine Valley Chapter . . . Professional-social dinner meeting. **Drury Wood,** Dornier Aircraft Corp., guest speaker; presentation of Chapter Honorary Membership to **MG Richard W. Whitney,** DCSI, Hq, USAREUR. PHV Officers and Civilians Open Mess. March 27.

Fort Bragg Chapter . . . Late afternoon business-social meeting. Installation of new Chapter officers for '70-'72; free beer and snacks. 82d Officers' Open Mess. March 27.

Army Aviation Center Chapter . . . Business-social dinner meeting. Installation of '70-'72 Chapter officers' surprise entertainment. Officers' Open Mess Main Club. March 31.

Latin American Chapter . . . Late afternoon business-social meeting. Fort Clayton Officers' Open Mess. March 31.

Shown prior to the Feb. 6 professional-social dinner meeting of Corpus Christi's Richard H. Bitter Chapter are, l-r, MG Delk M. Oden, AAAA's VP, Membership Activities; MG John L. Klingenhagen and Congressman John Young, guest speakers; LTG Richard D. Meyer, Ret., Senior VP, AAAA; and MG G. P. Seneff, VP, Army Affairs. Some 450 persons attended the dinner held in conjunction with the Feb. 5-7 business meetings of the AAAA National Executive Board at Hqs. ARADMAC, Corpus Christi, Tex.

PCS -WOS

MOONEY, James A.

NEUBERT, Charles L.

OWENS, Max W.

PARSONS, Robert E.

PETERSEN, Robert M.

PHILLIPS, Michael A.

POTEAT, Jerry L.

ROGERS, Lawrence N.

RUSSO, Philip P., Jr.

ST. MARY, Donald L.

SCHILLEREFF, John M.

SCHWARZ, Reto

SCOTT, James O., Jr.

SHAFER, Stanley P.

SMITH, Sherman H.

STEELE, James R.

STERLING, Stephen J.

STONER, Donald L.

STRAUSS, Richard M.

THOMPSON, Ralph L.

TORRES, Richard L.

TRAVIS, Stephen M.

WALSH, Brent C.

PCS - WOS

WARHURST, Joel E.

WARREN, Frank W.

WYLIE, James S.

WYLLIE, Lawrence R., Jr.

ENLISTED

LEACH, Talbert C.Jr.,SFC

SCOTT, Robert A., SP4

SPROUSE, James A., PFC

TAYLOR, Merrill W.,SSG

RETIRED

ALLEN, Jack L., LTC

BLAIR, Russell T., LTC

BROWN, Richard W., LTC

BUCKWALTER, R.R., LTC

BURROUGHS, H., LTC

CARR, Edwin O., LTC

CROUCH, Jacob C., CW4

DRESSLER, S.E., LTC

ELLIOTT, John W., COL

JABLONSKY, H.J., MG

KINNEY, A.K., Jr., MAJ

LIVINGSTON, D.J., CW3

REYNOLDS, Robt.H., LTC

PCS - RETIRED

SHEA, Leonard C., MG

TILLERY, Samuel E.,LTC

YARBROUGH, Wm.B.,LTC

ASSOCIATES

BRADSHAW, Sidney E.

COBEY, William E.

COLLINS, William B.

DENNIS, David R.

FERRAEZ, Robert W.

FRANK, L.A., Jr., Mrs.

HARDIMAN, Robt.R.,Mrs.

HILL, Marilyn, Miss

JOHNS, John L.

JOHNSON, George L.

KINDYBAL, John J.

LAIDLAW, William F.

PCS - ASSOCIATES

MATYCH, Harry E.

McCOLLUM, Fenwick H.

MIDDLETON, John L.,Jr.

MURRAY, James L.

NOLAND, Irvin S.

OBANNON, S.W.

PEISTRUP, J.T.

ROLSTON, Bert D.

SALOMON, Albert B.

STARK, William R.

STONE, Reedie A., Jr.

TIMM, Billy J., Miss

VICKERS, Mowery W.

WEST, Martin L.

CLASSIFIED

AVIATION BOOKS. Out-of-print. New. Catalog 50¢. John Roby,

NEXT MONTH!

The April 30 issue of ARMY AVIATION will carry the following under its column headings:

"Yesterday" – An account of the takeoff, 90-mile pilotless flight, and safe landing of a runaway Army aircraft.

"Families" – A look at the father-son, cousin, and brother pairs who have served in Army Aviation.

"Opinion" – A retiree rebuts the recent article calling for an end to the training of senior officers.

"Logistics" – AVSCOM's continuing series describes the Aviation Systems Test Activity (ASTA) at Edwards AFB, Calif.

"AAAA" – The '70 Garmisch Convention – The 1970 AAAA Scholarship Award winners.

And more "Firsts" and "Blowing of the Horn!"

JO/WO's in action

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

■ **Input: "With the first class mailing (or airmail to USAREUR) of Chapter meeting notices, annual dues invoices, etc., can't we take advantage of this postal outlay and add a "Get New Member!" pitch of some sort to each mailing piece with NO increase in cost to the AAAA?"**

Action: The National Office is revising the regular perforated address insert used with its first class and airmail window envelopes, and the new insert — to be ready in early March — will bear a combination "New Member Application/Change of Address Form" on its reverse side. An organized membership recruiting plan will be developed shortly by the National Membership Activities Committee, chaired by MG Delk M. Oden.

■ **"(We'd like to see a) month-to-month column on the award/citation of new CMH and DSC winners within Army Aviation, similar to that carried in the HAWK."**

Action: The editors have coordinated with the Executive for Army Aviation (OPXAA), OPO, and have been promised editorial information on such awards.

■ **"Can't we get some published statistics that will show the young Tigers that they and their contemporaries are not so indestructible, and are suffering flight pay losses for physical reasons? . . . Some feel for claims generated by our younger aviators?"**

Action: Overall claims statistics are published semi-annually in ARMY AVIATION, and are broken down by rank and grade. With the assistance of the National Insurance Committee and OPO, the AAAA National Office will endeavor to obtain statistics on USARV groundings for physical reasons, whether combat-incurred or not, and publish these statistics at an early date.

■ **"Other magazines have higher subscription fees for overseas airmail delivery. Why can't this be used to solve the "slow delivery" problem to Vietnam?"**

Action: The magazine has always carried an airmail rate which, based on the weight of a year's issues, would add $7.50 to the basic subscription fee or AAAA membership. At this rate there have been no takers. This past December the AAAA initiated a distribution plan providing some 400 gratis "Dayroom" copies monthly to USARV/Korea aviation companies, detachments, etc. on an expedited mail basis (Issues mailed at "First Class Postage" and given airmail handling to USARV/Korea.) At the same time, the AAAA has encouraged its Far East-bound members to send their personal copies to their wives or parents.

President Richard M. Nixon is shown awarding Master Army Aviator wings to CW4 Leroy Brendle at recent San Clemente, Calif. ceremonies. A 23-year veteran with over 15 years' flight experience, Brendle is assigned to the Army Aviation Support Det, Homestead AFB, Fla.

■ **"Can AAAA present a plaque (or some form of award) to Outstanding Honor Graduates undertaking aviation primary training?"**

Action: The joint JO/WO Member Councils approved the proposal of the AAAA to furnish engraved Army Aviator wings to the "Honor Graduate," the engraving to include the name, date, and "Honor Graduate," with implementation to be effected by the AA Center Chapter. The Councils favored the award of such wings to the student with the highest flight average.

■ **"We suggest that there's too much for a Chapter Board at a training installation to handle, and that a large Chapter substructure be pursued. The VP, Membership Activities (Chapter level) should have a fully-staffed Membership Committee with representatives from each of the major divisions within the training facility."**

Action: The Fort Wolters Chapter and the Army Aviation Center Chapter are in the process of implementing this JO/WO proposal.

■ **"Posters, if used, could aid the Ass'n and would serve to remind members to change their address."**

Action: None taken as yet. An AAAA membership recruiting aid/leaflet has first priority and is under preparation. Posters can and will be provided in the near future.

ARMY AVIATION
EDITORIAL AND BUSINESS OFFICES: 1 CRESTWOOD ROAD, WESTPORT, CONN. 06880

THE P.O. DOES NOT FORWARD ISSUES IF YOU CHANGE YOUR ADDRESS! TO RECEIVE ISSUES, SUBMIT A "CHANGE" NOTICE!