Army Aviation

April 30, 1970

Reserve Components

TAKE the prestige of keeping your rank and status. . . . *Take* the benefits of flight pay. . . . *Take* the enjoyment of continuing to fly by flying with the Army National Guard in company with other pilots like you who fly because they want to.

Take security by combining your active duty service with National Guard service for retirement at 20 years.

We need you! You'll like what we have to offer, too, so make the change to Army National Guard service. It's a rewarding step any way you look at it.

Why Join?

Basically, there are seven reasons for joining an aviation unit in the Army National Guard.

■ *The aircraft you fly.* At the present time, the aircraft inventory of the Army National Guard includes the fixed wing O-1A *Bird Dog,* U-6A *Beaver,* U-1A *Otter,* U-8 *Seminole,* OV-1 *Mohawk,* and the U-9 Aero Commander. Also, the rotary wing OH-13 *Sioux,* OH-23 *Raven,* UH-19 *Chickasaw,* CH-34 *Choctaw,* CH-37 *Mojave,* and the UH-1 *Iroquois,* which is programmed for distribution to ARNG aviation units by mid-1970.

■ *Serve in your own home community.* You may continue your military service in your own hometown with many of your friends and neighbors. The name and address of the Flight Activity Commander(s) in your home state may be obtained promptly by writing to this publication. (See box on next page).

■ *You may enlist or receive appointment in an aviation unit in the ARNG.* Officers and non-commissioned officers with prior military service are accepted into the ARNG with the same rank and grade they held on active duty.

■ *Flying.* As an Army commissioned officer or warrant officer, your active duty rating would be continued in your ARNG service. Non-rated officers and warrant officers, who can qualify, are eligible to apply for aviation flight training.

Enlisted personnel occupying utility helicopter or cargo helicopter crewchief spaces may be placed on flying status, while personnel who perform essential in-flight military duties which are directly related to the mission may be considered for flying status.

Aviators on flying status with the ARNG have the same annual minimum flying requirements as active duty aviators. Although the requirement is 80 hours per year, the average ARNG aviator flies approximately 110 hours per year.

■ *Schools.* There are Army career development courses available to you as a National Guardsman, including Branch, Basic, and Advanced Courses, and the higher level Staff Colleges. All post - graduate aviation - type courses are available to Guardsmen.

■ *Pay and allowances.* As a member of an Army National Guard aviation unit, you can add to your income. For example, a staff sergeant with 12 years' service (based on 48 hours training assemblies and 15 days field

(Continued on Page 24)

IF YOU'RE LEAVING ACTIVE DUTY, TAKE THE BEST PART WITH YOU!

By Major General Francis S. Greenlief, Deputy Chief, National Guard Bureau

The In Box

Sirs:

I seem to have forgotten exactly what benefits I gain from the AAAA, except paying higher premiums for the insurance and getting successive increases in dues. Please refresh my memory.

CW3 Teddy F. Jenkins
239 Harris Drive
Fort Rucker, Ala.

(Ed. Claims experience determines the overall flight pay insurance premium structure, not the AAAA. . . . The Ass'n is trying its best to return as many tangible benefits as the dues dollars permit, but not all benefits can be the "I want to feel it in my fingers" benefits. One such area is covered in the following letter.)

* * *

Sirs:

Reference is made to your editorial, "Like it is," in the February 28 issue of ARMY AVIATION.

For years, we warrants have been campaigning for equalization of flight pay based upon common duties, experience, and responsibility in the cockpit. Your editorial pointed out the one thing that will most surely have effect and produce results, that of saving the taxpayers dollars.

I intend to clip this editorial out and send it to my Senator along with a note, and would encourage other warrant officers to do the same. Thank you for your support.

CW4 James R. Oden
291st Aviation Company
Fort Sill, Okla.

* * *

Sirs:

The "Reserve Components" article entitled "Where Do You Fly From Here?" appearing in the Feb. 28 issue of ARMY AVIATION referred to the USAR and the Reserve Components, yet the Army National Guard and Army Reserve are jointly visiting Army bases with a population of 100 aviators or more to interest them in joining either the ARNG or the USAR.

The footnote indicated an article was being prepared by the ARNG. However, in fairness to the USAR and the Army National Guard, I feel that both articles should have appeared in the same issue. It now appears to the uninitiated that the USAR offers the only flying program available to the Army Aviator upon his release from active duty, and this is far from the truth.

COL Charles R. Willis
Florida ARNG
Jacksonville, Fla.

(Ed. We didn't mean to give this impression, and published the articles as received. The story on ARNG Army Aviation appears on the opposite page and balances the books.)

* * *

Sirs:

An effort that many of us would appreciate would be for you to publish a list of the various awards won by all of the aviation units serving in Vietnam.

It would save many of us the endless chore of digging through general orders, and would insure the proper wearing of the uniform.

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

(Through the cooperation of the Army Aviation Directorate, OACSFOR — who did some deep digging themselves — we've obtained the General Orders and will publish the awards in the May 31 issue. The awards to be listed include the Presidential Unit Citation, the Distinguished Unit Citation, the Valorous Unit Award, the Meritorious Unit Commendation, and the Vietnamese Cross of Gallantry with Palm.)

* * *

$2.5 Million Donation

LAST LANDING . . . The "Bataan," a Lockheed C-121A transport which served as the late General Douglas MacArthur's personal aircraft during the Korean conflict, touched down March 10 at Guthrie Field, Ft. Rucker, Ala. It will remain as a permanent display at the U.S. Army Aviation Museum. The 70,000-pound aircraft had served as space flight simulator for the National Aeronautics and Space Administration since June, 1966.

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Now for the U. S. Air Force

The Twin-Engine Huey

Here's the start of a new generation . . . it's the UH-1N Twin-Engine Huey—destined to see service in the U. S. Air Force, the U. S. Navy, the U. S. Marine Corps and the Canadian Armed Forces.

With 7,500,000 fighting hours behind its proven airframe design this new Huey follows the Bell tradition in ease of maintenance and its twin pac insures higher mission completion reliability.

Power? The "N" utilizes the Pratt and Whitney T400CP400 Turbo "Twin Pac" Engines in this series power over 1100 corporate and commuter turbo-prop twins.

The package of two turboshaft power sections coupled to a single output combining gearbox delivers 1,800 SHP flat-rated to 1,250 SHP for takeoff and 1,100 SHP for continuous operation.

One engine can deliver 900 SHP for 30 minutes or 765 SHP continuously—plenty to cruise, even at max gross weight.

In passenger configuration—13 plus 2 pilots. As a cargo ship—220 cu. ft. interior or external load of 4,000 lbs.

Missions? Special operation forces—local base rescue—VIP transport—med/evac—utility transport—command and control—and with versatility enough for many others.

The Huey's big brother—this Huey Twin—is the proud start of a new generation; destined by the services to do its job in the Bell tradition.

The UH-1N—from the combat know-how generation of Bells.

BELL HELICOPTER

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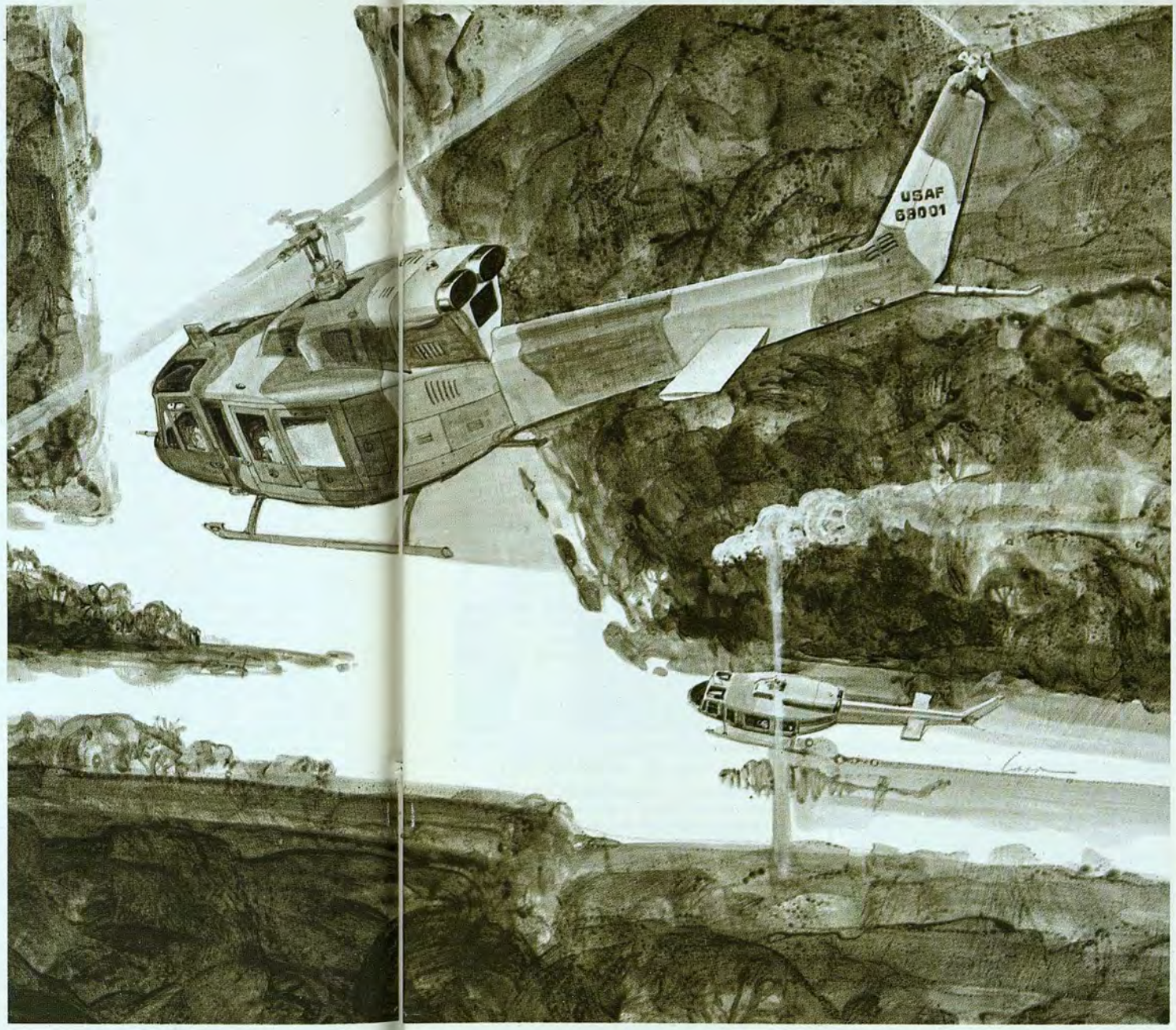

Blow your horn!

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, in or out of combat . . . Submit 'em!

Largest number of students given dual flight instruction during a 24-hour period: 43. Claimed by LTC (then CPT) Bruce O. Ihlenfeldt, Ret., who gave 43 Army Aviators transitional flight training in the O-1 at Fort Sill, Okla. on January 23, 1951.

Only Army Aviation unit presently flying its aircraft on round-trip trans-Pacific flights with all navigation being performed by the Army crews flying the aircraft: 1st Radio Research Company (Aviation), APO San Francisco 96312, commanded by MAJ Robert O. Hays.

Highest total flight time for an Assault Helicopter Company during a calendar year: 32,605 hours, with an average of 2,728 hours per month. Claimed by the 134th Aviation Company (Aslt Hel), commanded by MAJ William R. Hensley. (2).

Youngest Chief Warrant Officer Fourth Grade (CW4) in Army Aviation: CW4 Robert L. Hamilton,* OPO, DA, Washington, D.C. Born May 21, 1936. Date of rank to CW4: March 25, 1970 at age 33 years, 10 months, 4 days.

High flight time by individual for calendar month in USARV: 127.1 hours by CW2 Barry D. Lamkin, while assigned to the 176th Aviation Company (Aslt Hel), 14th CAB, Americal Division, Oct., 1968. (2).

Oldest Aviation Battalion in USARV: The 52d Combat Aviation Battalion (Flying Dragons). The unit arrived in Pleiku in March, 1963. (Submitted by LTC Raymond G. Lehman, Jr.) (2).

Largest number of passenger miles flown by an Aviation Company during a calendar year: An incredible 2,965,336 passenger miles flown by the 114th Aviation Company during 1965.

*CW4 Hamilton is a current National Member-at-Large on AAAA's National Executive Board.

AIR MEDAL HIGH NOW 47!

Unless topped by a later claim, ARMY AVIATION MAGAZINE now shows CW2's James A. Cozine and Charles J. O'Connor, Dept. of R/W Training, USAAVNS, as the Army Aviators holding the largest number of Air Medals. The two warrant officers each have 47 Air Medals earned while serving 12-month tours with the 128th Aviation Company (Aslt Hel) during January 1968-1969.

★ ★ ★ ★

Only brigadier general qualified to wear four stars: BG Hallett D. Edson, USA (Ret.), former Director of Army Aviation, who, while on active duty, won stars on his combat infantryman's badge, jump wings, and Army Aviator wings.

Longest non-stop flight in CH-47C aircraft without aerial refueling: 1,125 nautical miles from Cairns AAF, Ft. Rucker, Ala. to El Paso, Tex., in 8:10 hours in Fall, 1969. Flight crew: MAJ Harold L. Huff, Jr.; CW4 James F. Cain, CW4 Harold W. Davis, pilots; SP6 James E. Lewis, flight engineer; LTC D. E. Little, flight surgeon.

Most wounded Army Aviator: LTC Patrick J. Delavan who wears the Purple Heart with six Oak Leaf Clusters.

Youngest Army Aviator to be killed in combat in South Vietnam: Warrant Officer Dana Edward Brann, 19. Born August 8, 1947. Died in action while serving with the 120th Aviation Company, November 15, 1965.

Highest total flight time for an Assault Helicopter Company during a calendar month: 3,296 hours flown by the 114th Aviation Company (Aslt Hel) during March, 1967. (Submitted by MAJ Bobby G. Briggs, present CO).

Longest solo flight in an Army fixed wing aircraft: 16:45 hours. Claimed by LTC (then CPT) Richard S. Freeze, who while serving with the JFK Center for Special Warfare, flew a U-10A from San Diego, Calif. to Ft. Bragg, N.C. on June 6-7, 1964.

World's helicopter endurance record: 72:02 hours established at Ellyson Field, Pensacola, Fla., by six alternating USN pilots flying a Bell OH-13 in June, 1961, eclipsing the former 57:50 hour endurance record held by an Army crew.

KEEP 'EM COMING!

Your "record" is just an idle bar boast unless it has been published in this column and has run the gauntlet of our 20,000+ subscribers and peekers! To make your record stand up TALL, send it to ARMY AVIATION, 1 Crestwood Road, Westport, Conn. 06880.

TWICE every afternoon a USAF C-130 aircraft lifts off Tan Son Nhut's runway at Saigon and heads north with six pallets loaded with several tons of high priority Army aircraft component parts. Eight to twelve hours later, the plane returns after having picked up parts for the 34th General Support Group (AM&S). The newly-initiated supply program, known as Special Mission Airlift Request (SMAR), is expected to speed the flow of parts.

FRESH from UH-1 IP Transition/Gunnery Qualification Course training, six USAF pilots are going to Vietnam to train Vietnamese AF officers as helicopter IP's. COL Archie W. Summers (right), Dep Dir, Dept. of Tactics, USAAVNS, recently presented wings to, l-r, CPT Donald L. Summers; MAJs Robert D. Allen, John C. Gruver, Paul H. Schnucker, Jimmy A. Richardson, and Julius K. Lees. (USA photo)

PRINCIPAL PARTICIPANTS in the initial William B. Bunker Memorial Scholarship Benefit Dinner held by AAAA's David E. Condon Chapter in March are l. to r.: COL G. J. Boyle, III, Chapter President; Mrs. Condon, widow of the aviator for whom the chapter was named; MG Howard F. Schiltz, Ft. Eustis commander; Mrs. William B. Bunker, widow of LTG Bunker; and COL T. F. Lyons, Ft. Eustis Chief of Staff.

FIVE OF THE SEVEN officers of the Chapter Executive Board of the newly-activated Midnight Sun Chapter of AAAA gather for an informal group photo at the NCO Club at Fort Richardson, Alaska, following their activation meeting. From l-r are: MAJ Alexander R. Russell, Sec; LTC Clarence A. Davis, Jr., VP, Social Aff; MAJ Franklin N. Harris, Pres; COL Charles M. Grandelli, VP, Army Aff; and MAJ Donald K. Higgins, Exec VP.

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

Fort Rucker, Alabama is the home of the U. S. Army Aviation Center and School. There, the synthetic flight training branch operates two GAT-2* trainers by Link.

The GAT-2 allows the instructor to spend more time with a man—all the time he needs. The result is better pilot training—especially in the very important area of emergency procedures. Training in the GAT-2 also simplifies scheduling and reduces cost.

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The Avionics Picture: A Reassessment Ahead!

BY MAJOR GENERAL ALLEN M. BURDETT, JR.
DIRECTOR OF ARMY AVIATION, OACSFOR, DA

MY last newsletter described the kind of hardware that Army Aviation can expect to have in the 70's. These requirements, which were keyed to the five functions of land warfare, addressed only the major aircraft items.

This month's article concerns one of our most important subsystems, *avionics*. It is intended to outline the planning to insure that the new and improved aircraft of the future will be equipped with navigation and communications equipment which will complement the expected improvements in those aircraft. It is clearly apparent to all of us that improved avionics will afford Army Aviation even greater capabilities in supporting the soldier on the ground.

A change in posture

Although need for improved avionics is obvious, let me enumerate a few reasons why we need to reassess our present posture and future direction in this field.

First, we need to take advantage of our experiences in Vietnam in the areas of avionics operation and logistics. In Vietnam, we have had a good opportunity to see and learn what it's like to operate and support a fleet of over 4,000 aircraft. We've seen the advantages of having certain capabilities; we've also seen the disadvantages of operating without other capabilities.

As a result, some changes in direction have already been made in our research and development programs, in basic unit organization, and in the ways we support the fleet logistically. Deficiencies have been noted that will require more time and study to correct. Moreover, the changes and corrections must be translated so that they will apply beyond the counterinsurgency environment into mid- and high-intensity warfare.

Second, the increasing cost of avionics systems and associated life cycle costs demand careful planning to assure that we get what we need and only what we need as inexpensively as possible. Ratios of avionics costs to airframe costs are increasing and justification is becoming more difficult. We *cannot* afford misdirection or false starts in development.

Finally, we have a continuing requirement to increase our capability to operate under all conditions of weather and visibility.

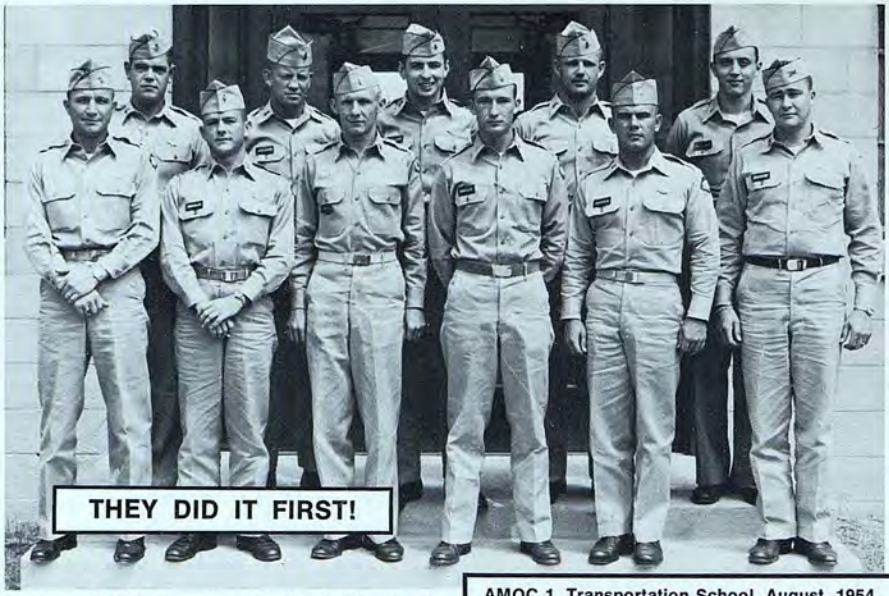
Our corps of professional aviators has done just about everything our machines are capable of doing. They have flown at night and in all kinds of weather. They have consistently found LZ's and targets in spite of very unfavorable odds.

Improvements needed

But they will also admit that improvements are needed. Improvements in the ability to fly at night and in weather and to operate in greater concert with our troopers on the ground are mandatory. Again, these capabilities must be applied to higher intensities of combat and in all parts of the world.

It is with these thoughts in mind that a master plan is being formalized by the DA Staff — specifically the Assistant Chief of Staff for Communications-Electronics. The master plan will address the management and development of avionics as a part of Army Aviation.

At the present time, multiple phases are



AMOC 1, Transportation School, August, 1954. 1st row, l-r: WOJGs W. R. Haskins & L. R. Ganey, Jr.; 1 LTs E. M. Browne & E. C. Carlson; WOJG L. Bartholomew; CPT N. A. Pearson. Rear: 1 LT W. K. Kronte; WOJG S. F. Ellis; 2 LT J. A. Johnston; WOJG F. C. Nicholson; 1 LT H. R. Stahlman.

envisioned. The first phase is the development and publication of the plan itself. During this phase, the entire spectrum of avionics management will be analyzed to see what additional efforts should be made in the several functional areas of avionics and at the various command levels.

Attention is being given to:

- Concept and Policy
- Requirements (for systems and organization)
- Research and Development
- Production, Procurement, and Distribution
- Maintenance and Supply
- Personnel and Training

Our of this analysis will come a coordinated, interconnecting network of tasks with their related command or agency responsibility assignments and time passing.

Publication of the master plan will mark the end of the first phase. The plan will contain the task networks and their supporting data.

The second phase will be the execution of the work as outlined in the master plan. Subsequent phases will be extensions of the second phase and will be announced as the plan is revised and as reprogramming is accomplished.

Procedurally, the plan is being designed to operate within the existing framework of command and staff functional responsibilities and channels of communication and procedures. Variations will be built in to assist DA in monitoring and supervising progress. A steering group has been formed with representatives from major commands and staff agencies. In addition, an executive committee has been formed with representatives from appropriate DA staff agencies.

I believe that careful development and successful execution of this master plan will pay tremendous dividends in the future. It has long been apparent to many that we need to get a better handle in the management of avionics. Hopefully this plan will provide the better handle.

Opinion

I'D LIKE TO REBUT the article entitled *"An Unfair Program"* that appeared in the January 31 issue, and do so on a paragraph by paragraph basis. This will permit me to do some broken field running after the nonsequiturs . . . Note that I avoid a "point by point" attack. Some of them are a bit elusive!

First, just what has raising the prestige of Army Avition through the influx of senior officers got to do with the future assignments of the 225 colonels, referred to by the writer as *"Old Heads"*? . . . Could it be that *"Old Head"* himself has spent so much of the last 20 years bending a throttle that he neglected to get the command & staff and senior schooling to qualify?

Assuming, only for this discussion, that *"Army Aviation has finally come of age,"* and that *"Aviators are accepted into the brotherhood of the combat arms,"* and that *"Aviators are the greatest,"* what has all that got to do with whether or not the *Cheyenne* is the best aircraft to buy? . . . Some of the most experienced General Staff veterans, savvy generals, and a mixed bag of Assistant Secretaries have been trying to woo the Congress on this subject with a singular lack of success to date. If anyone ever has his way with Congress on the program, he will likely have to be further up in the hierarchy than a mere *Disciple, Throttle-Bender, O-6, one each.*

USAF-USN experience

Without conceding that the Army lacks experience, may I point out that the Navy had such a program right from the day that they began to recognize (without unanimity) that aircraft could be an important new naval weapon. If *"Old Head"* will read a little Navy and Marine Corps history, he'll learn that most of the senior naval aviators, such as admirals, got their wings relatively late in their careers.

On the other hand, General *"Hap"* Arnold suggested strongly to the then Army Air Corps that they stop packing the command jobs with throttle-jockeys, and start acquiring some people with broad backgrounds in science and management or, as he put it, *"You'll be sitting around carving B-29's in bottles while the Army and the Navy get all the new missions."* As a sidelight, the "young buck Air Corps generals" didn't take his advice, but for reasons too painful to relate here, the Army lost the space mission, anyway.

Army lacks managers

"Old Head" does make one good point: the Army *is* sadly lacking in senior aviation managers and leaders. Not only that, but the Army *also* lacks depth of technical competence to manage its increasingly complex aviation systems. These shortages are primarily quantitive and result mostly from the great expansion of Army Aviation during the past generation. And this is probably the very reason why *"Old Head"* has had nothing but aviation assignments over his career.

However, the only solution until the next generation comes up is the Senior Officer Training Program. If one really has the best interests of the aviation program in mind, there is no other solution. To manage an aviation program of the magnitude now apparent,

It takes talent.

Retiree Alexander J. Rankin indicates Army Aviation lacks sufficient managers and rebuts the viewpoint that we should curtail the input of senior officers

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I certify that I am currently on flying status with an active U.S. Army or ARNG-USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant..... Date.....

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☐ I am an AAAA Member; ☐ I am not an AAAA Member. Please forward me an appropriate membership application form.

IT'S TIME TO POLL ON AAAA AWARDS

Nominations are solicited for the five National Awards of AAAA from all general members of the Army Aviation Association.

The five awards include the "Army Aviator of the Year Award" — the "Aviation Soldier of the Year Award" — the "James H. McClellan Aviation Safety Award" — the "Outstanding Aviation Unit Award" — and the "Outstanding Reserve Component Aviation Unit Award."

Nominations are welcome from individual members, Chapter organizations, industry member firms, etc. Members desiring to submit a nomination are requested to write to the National Office (AAAA, 1 Crestwood Road, Westport, Conn. 06880) for an abbreviated nomination form which spells out eligibility criteria and provides detailed information on the documentation required.

Covering accomplishments taking place during the April 1, 1969-March 31, 1970 period, the five awards will be presented at the Honors Luncheon held at the AAAA Annual Meeting in Washington, D.C., during October 14-16, 1970.

The suspense date for the receipt of 1970 nominations is August 1, 1970.

more than 75 new colonels are going to be required for the foreseeable future.

I recall the days when jumping *out* of aircraft was a fashionable way of military life. There were very few pure O-6 slots for jumpers — and practically none at all for generals — but every Chief of Staff in sight wore a jump badge . . . and none of them had qualified as lieutenants! The point is that competence as a specialist is no assurance of leadership or management ability. If one makes senior field grade or general officer, it will be wings notwithstanding and for *other* good and sufficient reasons.

The only peculiar thing about advising a Master Army Aviator to serve in "career development assignments" is that it might be a bit late. When one gets to the Master AA level, he'd better be able to contribute something more than a pre-flight or a smooth IFR approach, because he'll be competing with those 75 hotshots each year.

Foresight and faith . . .

"Old Head," there is something I've got to tell you . . . Pioneering is always lonesome! You've forgotten that no one made you become an Army Aviator. You volunteered for whatever reasons you had back in those dim, bad years . . . and as a matter of fact, you probably had to fight to get into the program! . . . Now that the passage of 20 years has justified your foresight and faith, you shouldn't resent these outstanding senior officers, but should welcome them with open arms because every single one of them is a tribute to your *"great faith in Army Aviation."* . . . Or did you think that Army Aviation was to remain a small coterie of inbred specialists fighting for survival?

To answer your questions, and OPO might confirm this, your status — and the status of all the oldtimers who have devoted their entire careers to Army Aviation — with respect to the *Annual Flight Status Review Board,* is just the same as it always was. The investment the Army has in you and in the new aviation colonels is going to be evaluated in the light of your unique and potential value to the service.

To be blunt, either you cut the mustard or you don't! . . . To be doubly blunt, life isn't fair . . . it's competitive!

You imply Congress might take a dim view of the input of additional "birds" on flight status . . . Congress doesn't quarrel with programs that make sense. Having adequate management and leadership for programs as expensive and complex as Army Aviation is just good business, and one can't quarrel with that. The problem is just the opposite . . . not enough managers!

Your point about the "quickie" training period for generals and the long (aviation) course for colonels is a good one. The reason could be that generals are in short supply, while colonels are a drug on the market, despite what some LTCs may think. On the other hand, colonels — in being younger than generals — ought to be more receptive to new tricks and could take to the "quickie" course. Anyway, the question is a moot one and should get another review by ACSFOR.

"Retire all Full Bulls!"

You cite "retention" in your article, *"Old Head."* . . . Do you honestly believe that programs to retain senior officers have a favorable effect on the retention (or morale) of junior officers? . . . On the contrary, all of the junior officers I ever knew would vote unanimously to retire all *Full Bulls* on their first anniversary!

On the other hand, who ever heard of a situation in which it was necessary to coax a colonel to stay on flight status or active duty? The real problem is to find some sanitary, humane, and legal way to dispose of them, although there are those who would argue that the second condition is questionable. I

(Continued on Page 29)

NOTE FROM THE AUTHOR

"As a beneficiary of the Army's first senior officer training program in 1946, I must respond to the "O-6 who presently holds one of the key staff assignments in aviation" (Your description, editor!). I trust his anonymity will enable him to continue to hold such assignments, but I suspect that won't be the reason. In addition to having some seniority (although the Class Before One still considers me a Johnny - Come - Lately), my having become a member of the military-industry complex five years ago gives me some gloss of objectivity. Anyway, I couldn't resist the temptation to submit this rejoinder." AJR

AIRCRAFT TESTING: A SIX-STEP PROCESS

By LIEUTENANT COLONEL EDWARD P. PREISENDORFER
Commanding Officer, U.S. Army Aviation Systems Test Activity

THE RESPONSIBILITY of sending an aircraft into the field, in particular into a combat zone so unique in its varying terrain and climatic features as the Republic of Vietnam, is not one easily discharged.

Where there are aircraft assigned in the mission of the transportation of personnel, or vital cargo in support of those personnel, there must likewise be reliable, accurate engineering data guaranteeing the performance and flight characteristics of the aircraft.

What can a pilot expect as he takes his aircraft to new altitudes and climatic conditions?

Has his ship been given the very best equipment possible to handle the broadly varying conditions it will encounter?

Has industry been checked and double-checked to insure compliance with contractual guarantees?

The needed assurance . . .

The Army Aviation Systems Command (AVSCOM) provides the needed assurance through the *Army Aviation Systems Test Activity (ASTA)*, located at Edwards Air Force Base, Calif. The desert locale is particularly appropriate for engineering flight tests. The Air Base, home of the Air Force Flight Test Center, contains 301,000 acres of ground and vast restricted airspace above it. It offers close proximity to alternate test sites for sea level and high altitude testing, and the area's clear skies boast more than 350 flying days each year.

The growth of the *Activity* has paralleled that of Army Aviation in general and of its parent organization, AVSCOM. *ASTA* was first organized as the *Army Test Office* in March of 1960 and had an initial authorization of four officers and 28 civilian personnel whose mission was to participate in engineering flight tests being conducted by the Air Force and Navy on Army air items.

ASTA facility at Edwards AFB

This is the sixth article of a thirteen-article series entitled "AVSCOM in Transition."

The *Activity* went through a number of redesignations and assignments within its first few years. It was renamed the *Army Aviation Test Activity* in 1963 and placed under the Test and Evaluation Command (TECOM) of the Army Materiel Command (AMC). *ASTA* was finally transferred to AVSCOM in November 1966, and was given its present name as the *U.S. Army Aviation Systems Test Activity (ASTA)* in January 1969 when the Aviation Materiel Command (AVCOM) became the Aviation Systems Command (AVSCOM).

As the workload of the *Activity* has gradually increased in scope and complexity, the

personnel strength has increased accordingly. At present, the *Activity* is authorized 77 military and 120 civilians, composed of administrative personnel, engineering test pilots, and a battery of engineers.

A broad range of experience is reflected throughout the personnel assigned to the *Activity*. The test pilots are among the top Army Aviators to be found anywhere. All pilots charged with the conduct of engineering flight tests are graduates of an accredited test pilot school, such as Navy Test Pilot School in Patuxent River, Md.; the Empire Test Pilot School in England, or the Aerospace Research Pilot School at Edwards AFB, and all have had tours in the Republic of Vietnam. The *Activity* now has a total of five Master Army Aviators and a number of its distinguished pilots are members of the Society of Experimental Test Pilots.

Highly trained civilian personnel

Many of the civilian personnel come to *ASTA* with wide experience gained from industry. Flight test engineers with the *Activity* are graduate aeronautical engineers and are recruited from aircraft contractors or engineering colleges. Maintenance and instrumentation technicians are highly trained in order to make necessary modifications to test aircraft and there is a group of mechanics specially trained to work on test and experimental air items.

A tour of the facilities at *ASTA* would give a vivid insight into its mission. Along the ramp area and in the hangar can be found not only the newest models of Army aircraft, both rotaray and fixed-wing, but prototype and research versions of aircraft not yet in the Army inventory. Alongside such craft are models which have been with us for some time. It becomes apparent, then, that *ASTA* plans and conducts engineering flight tests of new aircraft systems, of research aircraft, and of existing aircraft which have major component or subsystem modifications.

The reports prepared and published by *ASTA* give factual, quantitative, and qualitative evidence of the expert opinions of the test teams. Each team is responsible not only for the development of a test plan, but also for the substantial data compiled in the implementation of the test plan. Test reports, therefore, include quantitative and qualitative analysis of aircraft flying qualities, performance and operating characteristics, and data used in determining the degree to which industry has lived up to its guarantees and detail specifications.

ABOUT THE AUTHOR

Lieutenant Colonel Edward P. Preisendorfer, a Master Army Aviator wth more than 5,400 flight hours in 16 different types of aircraft, has been ASTA's Commanding Officer since August of 1969. First assigned to the Activity in August 1967 as OH-6A Project Pilot, LTC Preisendorfer came to ASTA from the 34th General Support Group (AM&S). Prior to assuming command he served within the Activity as Chief of the Flight Test Division, Chief of Plans and Programs Division and as Deputy Commander.

Reports are then sent to higher headquarters at AVSCOM for further consideration and review. Data developed toward these ends, however, finds further use. Information and techniques discovered in flight tests are used as a basis for pilot handbooks.

The six-step test process

How is data of such exacting requirements obtained for further compilation and analysis? ASTA is charged with the conduct of six distinct tests, as outlined in AR70-10, any or all of which may be run on any given aircraft.

The first is a *witness and monitor function.* These tests are normally conducted on prototype models by contractor flight test personnel. *ASTA* witnesses and monitors the tests of the contractor through the eyes of a carefully selected test team which spots early deficiencies and shortcomings and makes recommendations for improvement. The contractor must prove to the satisfaction of the team that the aircraft can and will perform within the prescribed flight envelope.

AN AEROSPACE CAPABILITIES REPORT
ON BEECH AIRCRAFT CORPORATION

You'll find Beech where the action is

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

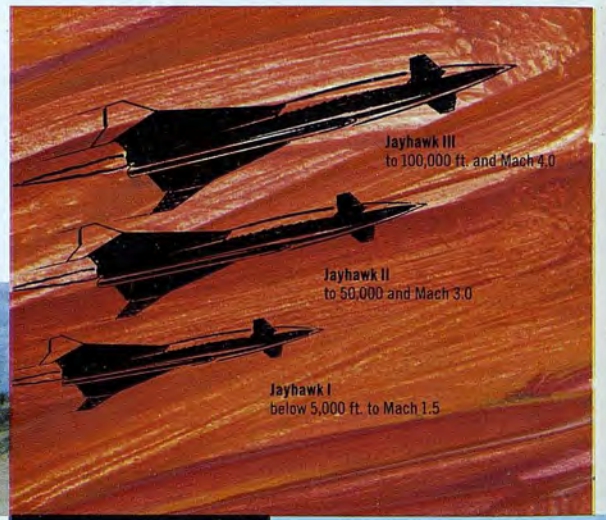
The Beech family of target/drones

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

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

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

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



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

Beechcrafts are known by the jobs they do

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

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

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

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

The Beechcraft U-8F

The Beechcraft NU-8F

The Beechcraft King Air 100... latest and greatest

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

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

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

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

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

Beech **AEROSPACE DIVISION**

Beech Aircraft Corporation, Wichita, Kansas—Boulder, Colorado

ASTA

(Continued from Page 16)

Following the contractors' developmental flight test program is one of the major tests conducted by *Activity* personnel; an *Army Preliminary Evaluation,* known as the *APE.* These tests are completed while an aircraft is still in the early stages of development and are used to provide data toward making an estimate of the degree to which the aircraft can complete its intended mission. Data gained through APE's can be used to make early corrections prior to production and to later evaluate the changes made. Or it may be used to assist Army test pilots who will be making future flight tests.

Design refinement tests

Design refinement tests are also conducted by *ASTA.* These are run both prior to and after delivery of the production model in order to check on the quality of improvements and modifications.

The final test phase on an aircraft is usually not accomplished before it reaches the field, depending upon the urgency of need by combat forces. *Airworthiness and Flight Characteristics (A&FC) tests,* known previously as "Phase D" testing, are run on prototype and later on production models of Army air vehicles. These are the final and complete engineering flight tests in which *ASTA* test pilots and engineers are searching for detailed information on performance and all aspects of an aircraft's handling and flight characteristics. The data from this phase of testing is that used in technical manuals and the pilot handbooks.

Competitive tests

ASTA may also be called upon to complete *competitive tests* between two or more aircraft of different designs or manufacture. When a number of different aircraft are being considered to meet specific needs, identical performance and flight characteristics tests are conducted on all of them to compile data which can lead to a final decision as to which aircraft most closely satisfies the Army requirements.

The addition of a weapon or an entire weapons system to an aircraft can effect more than just its handling and performance. *Can the weapon be fired with accuracy from a specific helicopter? Will its repeated recoil cause damage to the airframe? Will the gas released by the operation of the gun accumulate in the cockpit and adversely affect its crew?*

LTC Richard D. Goff awards an AAAA "Certificate of Achievement" to Haskell Reynolds of Harper H. S., Atlanta, Ga., for the latter's outstanding exhibit at the Annual Atlanta Science Congress 3-4 April. Haskell's "Flying Platform" exhibit was closely related to the propulsion and aerodynamic needs of Army Aviation. Dr. Benjamin Mays (center), President of the Atlanta Board of Education, watches the presentation by the AAAA member.

Integrated Weapons and Systems Tests are conducted to answer questions concerning all aspects of a new system, whether they be about weapons, airframe or engine performance and how they affect the overall performance and flight characteristics of the aircraft. *ASTA* has access to numerous ranges for weapons firing and system analysis. Included are the fully instrumented (space positioning) ranges at Edwards AFB and at Yuma Proving Grounds and other ranges at Edwards AFB and Ft. Erwin.

Altitude testing

It has long been recognized that an aircraft flying at high altitudes will handle differently than at or near sea level. Air densities at varying altitudes account for drastic variations in performance and flight characteristics. In order to compile the most complete takeoff, landing and hovering data on all variations from sea level to high altitude, *ASTA* makes

(Continued on Page 29)

COL O. B. Butler (right), USAREUR AAAA Regional President, is shown welcoming U.S. and foreign dignitaries to the 11th Annual Regional Convention. Pictured in front of the Patton Hotel at Garmisch are, front row, BG Fabio Moizo, Italy; BG Kurt Kauffman, FRG; MG R. D. Wilson, UK; MG Hans Roost, Switzerland; COL Butler; and COL R. L. Long, Ret., AAAA National President. Back: COL (P) George S. Patton, ADC, 4th AD; LTC Buccalossi, Italy; LTC P. Bakker, Netherlands; COL R. Kessler, Switzerland; and COL N. G. Psaki, Dept. of the Army. (USA photo)

USAREUR AAAA

Chief Warrant Officer (CW2) Larry L. Beard of the Air Cavalry Troop, 2nd ACR, VII Corps (center), is shown accepting the AAAA Silver Medallion Cube from COL (P) George S. Patton as the 1969-1970 "USAREUR Aviator of the Year." Additional photos and Garmisch coverage to appear in the May issue.

GARMISCH 1970

Specialist Sixth Class Edward L. Aaron (right), Safety and Standardization Detachment, 15th Aviation Group (Combat), was selected as USAREUR's "Aviation Soldier of the Year." MG Howard W. Penney, CG of USAREUR and Seventh Army Troops (left), presented the AAAA Silver Medallion Cube

Representing the consecutive year winner of the "Outstanding Company Size Unit of the Year Award," MAJ Lee Biggs, present CO of the 295th Aviation Company (left), and LTC James Rogers, past 295th Commander (right), hold AAAA's USAREUR Regional Trophy at the Garmish Convention award ceremonies during early March. MG Howard W. Penney, CG, U.S. Army, Europe, and Seventh Army Troops (far left) made the award presentation as COL Robert F. Litle (far right), CO of the 15th Aviation Group, looked on. (USA photo)

Yesterday

UP, UP, AND AWAY!

ON FEBRUARY 14, 1949, an incident that made aviation history took place at Gray Army Airfield, Fort Lewis, Wash.

On that day a lieutenant assigned to Gray Field was preparing to make a local flight in an Army L-16 Aeronca with a back seat passenger who had never flown before. The L-16 was on the flight line facing the hangars along the southwestern edge of the field.

The pilot helped his passenger into the back seat and, leaving the door open, went around to "prop" the engine. (In order to start the L-16 engine, the pilot had to set the throttle in a slightly cracked "open" position and spin the propeller manually until the engine caught.)

The engine roared to life and the propwash caused the door to close. At this point, the passenger reached forward to open the door and accidently jammed the throttle forward. The pilot had stepped clear of the prop and had his hands on the wing strut and was about to step into the cockpit.

And then it happened . . .

With power, the L-16 started to roll forward, but the pilot's weight on the wing strut caused the plane to spin around several times before tearing away from his grip. Pilotless, but with a passenger aboard, the plane headed directly for a stack of pontoons stored between two hangars.

The L-16 became airborne, but was not quite high enough to clear the pontoon stack and sheared off part of its right landing gear. At that moment the passenger managed to free himself from his harness and, unseen by the pilot, jumped clear of the plane into the midst of the pontoons, seriously injuring himself.

This Army Aviation anecdote was submitted by LTC William B. Harper, Executive Officer at the Army Aviation Directorate, OACSFOR, DA, with the following note: "This Gray AAF item is a lift from the airfield history. The authority to reprint it was given to us by MAJ R. M. Miller, Operations Officer, at Gray AAF, Ft. Lewis. Hope the readers enjoy it."

The plane then went into a climbing right turn and headed across the airfield towards a treeline at the opposite end. The lightplane dipped several times as if to stall, but recovered itself each time. Gaining altitude after each recovery, it cleared the treeline and soon disappeared in the low hanging clouds.

Meanwhile, the pilot, who had not seen the passenger jump out onto the pontoons, ran to another L-16 and took off in pursuit of the pilotless ship. He circled around below the clouds, for awhile, but soon realized there was nothing he could do to catch the other plane. On landing, he learned that the passenger had been found in the pontoons.

The local radio station got wind of the incident and soon listeners in the Greater Tacoma Area were calling in to report the pilotless L-16 in many different places at the same time. One report said the plane had "buzzed" several homes in the Lakewood area; a simultaneous report indicated the plane was sighted north of Seattle.

Unaware of its notoriety, the little L-16 climbed higher and headed east across the mountains. It was found somewhat later in a snow-covered field near Ellensburg, Wash., having flown pilotless for nearly a hundred miles. It would have landed undamaged had its gear not been damaged on the solo takeoff. A fitting end? . . . The plane was brought back to Gray Army Airfield where it was repaired, and it later served in the Korean Conflict.

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

LEAVING ACTIVE DUTY?

(Continued from Page 2)

training) on flight status receives $1,211.05 a year, while a rated first lieutenant with five years' service makes $1,790.61 annually, and after advancing to the rank of major with 13 years' service would add $2,523.18 to his income.

Other examples . . . A CW2 with six years' service receives $1,446.68 a year; a CW4 with 16 years' service would earn $2,167.96. Army National Guard aviators are authorized 24 extra flying training assemblies a year, and this provides a still larger supplement to your annual Guard income.

■ *To meet the challenge.* You'll meet the challenge in the Army National Guard because you've got to be good to get in. You'll serve with pride in an outfit that is really making an important contribution to national defense. You'll know that the men working and flying alongside of you are, like yourself, men who have measured up to the Guard's standards.

Measuring up . . .

Why all of this emphasis on "measuring up?" . . . Figure it out for yourself . . . What kind of men do you want to have on your side when the chips are down? Men like *Captain Jerome Daly* who was an ARNG aviator until he volunteered for active duty and service in Vietnam in 1965. He subsequently became one of the most decorated aviators of the Vietnam War and was selected by the Army Aviation Association as the *"Army Aviator of the Year"* for 1966-1967.

The ARNG has aviation units or units that are authorized aviators in every state of the Union and Puerto Rico. The structure includes almost every type of aviation unit, up to and including *Aviation Groups*. Included are such units as *Fixed Wing Surveillance Companies*, separate *Air Cavalry Troops, Medical Companies (Air Ambulance), Divisional Aviation Battalions*, and aviation sections and platoons of all branches authorized aviation.

Maintenance units

In the maintenance field the Army Guard includes *Direct Support* and *General Support Companies* and three fully operational general support aviation maintenance organizations named *Transportation Aircraft Repair Shops (TARS)*. These shops are unique since they perform maintenance on all types of aircraft

Army National Guard units authorized aviators and aircraft are found at many locations, to include those listed below. To obtain a specific unit address and/or the name of the Flight Activity Commander at that address, write to **ARMY AVIATION,** 1 Crestwood Road, Westport, Conn. 06880, and list the state or states in which you have an interest.

ALA., Birmingham, Montgomery. **ALASKA,** Anchorage. **ARIZ.,** Phoenix. **ARK.,** N. Little Rock. **CAL.,** Fresno, Long Beach, Sacramento, Stockton. **COLO.,** Aurora. **CONN.,** Groton, Hartford. **DEL.,** New Castle. **FLA.,** Jacksonville. **GA.,** Atlanta, Pooler. **HAW.,** Honolulu. **IDAHO,** Boise. **ILL.,** Chicago. **IND.,** Indianapolis. **IOWA,** Boone, Davenport, Waterloo. **KAN.,** Topeka. **KY.,** Frankfort. **LA.,** New Orleans. **ME.,** Bangor. **MD.,** Edgewood Arsenal. **MASS.,** Fitchburg. **MICH.,** Grand Ledge. **MINN.,** St. Paul. **MISS.,** Jackson, Meridian, Tupelo. **MO.,** Jefferson City, Springfield, Warrensburg. **MONT.,** Helena. **NEBR.,** Lincoln, **NEV.,** Reno. **N.H.,** Concord, **N.J.,** Linden, W. Trenton. **N. MEX.,** Santa Fe. **N.Y.,** Albany, Amityville, Niagara Falls, **N.C.,** Morrisville, **N. DAK.,** Bismarck. **OHIO,** Columbus, Greensburg. **OKLA.,** Norman. **ORE.,** Portland. **PA.,** Allentown, Lancaster, New Cumberland, Washington. **P.R.,** San Juan. **R.I.,** Warwick. **S.C.,** Eastover. **S. DAK.,** Rapid City. **TENN.,** Nashville. **TEX.,** Austin, Grand Prairie, San Antonio. **UTAH,** Salt Lake City. **VT.,** S. Burlington. **VA.,** Sandston. **WASH.,** Tacoma. **W.V.,** Parkersburg. **WISC.,** West Bend. **WYO.,** Cheyenne.

ABOUT THE AUTHOR

Major General Francis S. Greenlief graduated from OCS and was commissioned 2LT, Infantry, on August 25, 1942, serving in four campaigns in the ETO. He joined the Nebraska National Guard in November, 1947; was appointed Deputy Chief, NGB, in September, 1963; was promoted to MG in February, 1965; and was extended for an additional four-year term as Deputy Chief in September, 1967. He completed flying training and was designated an Army Aviator in May, 1969.

Shown on the completion of their three day Army CH-34 Pilot Orientation Course at the Sikorsky Aircraft Division in Stratford, Conn., are 33 of the ARNG Aviation Officers, Aviation Support Facility Commanders, Standardization Officers, and Shop Foremen from 25 states and P.R. LTC John C. Carlisle and LTC Donald G. Andrews of the NGB (kneeling, far left) and Eugene J. Tallia and Robert R. Corey, Sikorsky Aircraft executives (kneeling, center forefront) joined the Guardsmen for a "graduation photo."

belonging to the active Army and the USAR, as well as our own National Guard aircraft. In all, the Army National Guard is authorized 3,412 aviators and 2,220 rotary and fixed wing aircraft.

Each state has at least one *Aviation Support Facility,* and the larger states have one or more additional *Aviation Flight Activities* (See box on this page). These installations support all of the flying in the state with full-time technicians who are highly qualified, school-trained operations and maintenance personnel. Most installations also have a synthetic trainer and a trained operator to provide instrument procedure training.

A dynamic program!

The Aviation Program in the "Guard" is a big program and a dynamic one! It operates on a daily basis, and aviators are encouraged to fly frequently to maintain their individual flying proficiency. To encourage this training and to enhance safe flying the Army National Guard makes available the 24 additional flying training periods previously mentioned. Although attendance is voluntary at these extra training periods, they are paid drills, fully supported and utilized solely for proficiency training.

Throughout the ARNG there are many Vietnam veterans who maintain an active part in the U.S. Army Aviation Program by serving with the National Guard.

John A. McKenna (left), Vice President for Air Transportation Systems at Sikorsky Aircraft, and new President of AAAA's Connecticut Chapter, is congratulated at the March 23 installation dinner by COL Richard L. Long, National President, AAAA, as MG Francis S. Greenlief, Deputy Chief, National Guard Bureau, guest speaker, looks on.

If you are a company grade officer or a warrant officer about to terminate your active duty service, I invite you to continue your military career with a unit of your choice in the Army National Guard. If you are leaving active service, then take the best part with you!

"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 Use of Army Aviation on a Tactical Exercise Above the Arctic Circle: 90th Aviation Company (H-37 Mojave) in Exercise Winter Express in northern Norway during March-April, 1966. (Submitted by CWO David C. Sorrick).

First Graduates of an OV-1 Mohawk Maintenance Test Pilot Course: MAJ Donald A. Couvillon and CPT Richard C. Swinehagen, U.S. Army Transportation School graduation on February 9, 1970.

First Member of Women's Army Corps (WAC) to Receive a U.S. Army Air Medal: MAJ Gloria Olson, Hqs, First U.S. Army, Ft. Meade, Md. for 127 RVN air missions totaling 198 hours, while serving as Deputy Chief of Command Information in MACV.

First unit in Army Aviation to receive the Presidential Citation for Vietnam service: 197th Aviation Company (Armed Helicopter) for period 1 April 1965 through 3 April 1965.

First Army Aviator to log 10,000 first pilot hours: MAJ Raymond J. Kangas, December, 1965.

First Army Aviator to fly 1,000 evacuation hours in USARV: 1LT Ernest J. Sylvester during '64-'65 with the 57th and 82d Med Detachments (Hel Amb).

First Army Primary Flight Training Facility to Graduate 10,000 Students: U.S. Army Primary Helicopter Center with the graduation of WOC Robert Wright, #10,000, on May 13, 1966.

First Army Aviators to graduate from the USAF Experimental Test Pilot School at Edwards AFB, Cal.: MAJ John C. Geary, CPTs Paul A. Curry, John A. Johnston, Lavern R. Reisterer, and Emil E. Kluever; and CWOs Joseph C. Watts and Emery E. Nelson. The group underook the eight-month course during late 1960.

First advertisement to appear in ARMY AVIATION: Full page message signed by Don R. Berlin, President, Piasecki Helicopter Corporation, on corporate letterhead, describing the company's in-plant and field corrections of minor discrepancies found in the H-21C Work Horse helicopter, March, 1955.

First Army Aviator to complete 1,000 first pilot hours in the U.S. Army H-37 Mojave helicopter: CWO Ralph M. Fitch, Jr., 1st Aviation Company, Fort Benning, Ga., January, 1961.

The first Army Aviator to fly 2,000 hours in the CH-54 Flying Crane, CW4 Robert R. Marsh (right), an IP in the Dept. of RW Training, USAAVNS, is shown accepting a plaque from E. E. "Tug" Gustafson, Marketing Manager, Air Transportation Systems, Sikorsky Aircraft Division.

First aerial refueling of Army OV-1 aircraft: February, 1966, at Cherry Point, N.C., utilizing Marine Corps KC-130F aircraft tankers.

First Army Aviators to complete flight training on the Army CH-54A: CPTs T. S. Clark, D. M. Vosel; CWOs A. L. Gajan (now deceased), J. R. Oden, and C. A. McVey, all assigned to the 10th Air Transport Brigade (Test), Ft. Benning, Ga., who completed a company-conducted course at Stratford, Conn. during September, 1964.

First civilian government employee to attain the rating of Master Aviator: Malcolm F. Landrum, U.S. Army Aviation School.

First Airmobile Division: 1st Cavalry Division (Airmoble), activated by Secretary of Defense Robert S. McNamara on June 16, 1965 with MG Harry W.O. Kinnard as its initial Commanding General.

First flight of the U.S. Army CH-47 Chinook helicopter: October 19, 1961, at Philadelphia International Airport, Pa.

First aircraft to land atop Pikes Peak (14,110 feet): The Cessna-designed CH-1 helicopter flown by Jack Zimmerman, test pilot, with CPT W. H. Knowles, as passenger-observer, on Sept. 13, 1955, while the aircraft was undergoing Army altitude evaluation testing conducted from Camp Hale, Colo.

First Fixed Wing Aviation Company: 14th Army Aviation Co (Fixed Wing-Tactical Transport), activated on May 31, 1955, at Fort Riley, Kan. The 105-man unit (45 officers, two WOs, 58 EM) was equipped with 21 De Havilland Aircraft 14-passenger U-1As.

Takeoffs

PCS — COLONELS

DAVIS, Oscar E., BG

COLONELS

FILBY, Robert A.

PATTON, George S.

LT COLONELS

AITON, William S.

BILBREY, T.H.

BURDICK, Leonard R.

CALVERT, Charles L.

CASE, Onore E.

COLE, William W.

COX, James A.

DUNCAN, William L.

EGGERS, John F.

GOODWIN, Willard C.

KELLAR, Robert H.

KEMP, Freddie L.

KNAUSS, David S.

LARGE, Ulysses S., Jr.

MOORE, Raymond E.

RATHBONE, William A.

RIESER, John D.

PCS — LTCS

SAMPSON, Eldon F.

STEPHENSON, Charles A.

STEVENS, Ronald J.

VASSEY, Lyman W.

VINES, Ronald C.

WAPPES, George R.

WAUGH, Lionel C.

WITHERS, Peter C.

MAJORS

AMIDON, Bert C.

BEAUMONT, Marion E.

BOWEN, Harold L.

BROWN, George P.

DAVES, Phillip E.

DERVAES, Arthus S., III

ESTEP, William H.

GRAYSON, Eugene H., Jr.

GRIMINGER, Charles O.

HAMMONS, Richard D.

HAND, Eugene T.

HENDERSON, James M.,Jr

HOLLWEDEL, George C.

PCS — MAJORS

HOOKS, Roy P.

HUGHES, James J., Jr.

JACOBSON, Charles H.

JOHNSON, Larry E.

JOPLIN, Paul L.

LESTER, Rodney D.

LITTLE, George W.

MIDGETT, Carl G.

MONROE, Robert E.

MORRIS, Jimmy R.

NANARTOWICH, R.H.

OHLENBURGER, Cliff C.

O'NEAL, William F.

OWENS, Bobby L.

PEARLMAN, James T.

POPE, Danny E.

PORTER, Warren R.

POWELL, Buell R.

PRIEST, William W.

RICHARDSON, Charles E.

ROGERSON, David C.

SCOTT, Augustus D.

PCS — MAJORS

SELMAN, Steven E.

SMITH, Allan L.

SOLTES, Charles R.

THORP, Douglas L.

TIRRE, Joseph C., Jr.

WALTON, John T.

WASHBURN, Richard B.

WILLIAMS, Frank K.

WILMART, Gerald K.

CAPTAINS

ARMSTRONG, Jerry N.

ARMSTRONG, John E.

BARTLETT, James T.

BERRY, Ronald G.

BLACK, George R.

BOHN, Peter N., II

BRIGHTWELL, Robert J.

BRYANT, William R.

CABLE, Murry L.

CLARK, John J., III

COATNEY, Jeffery R.

COCHRAN, Kenneth R.

PCS — CAPTAINS

COLLINS, Colin, Jr.

COOPER, Larry E.

CORDREY, Ted D.

DUE, William F., Jr.

EARNEST, Olen L.

EDWARDS, John P.

FITZSIMMONS, Edward A.

GEORGE, Robert C.

GOFORTH, James T.

HAYES, Thomas G.

HOUSE, Phillip R.

HOWELL, William G.

JENKINSON, Joe B.

KIMBRELL, Jesse D.

LAINE, Leroy C., Jr.

LANG, Charles V.

LOMAX, John B.

MALONEY, Miles W., III

MALOWNEY, John R.

MAUKO, Harold E.

MILLER, James S.

MOON, Merlin D.

MORGAN, Lee D.

PCS — CAPTAINS

MOUREY, Gary E.

MURPHY, William F.

NOEL, William G.

PETERSON, Bruce A.

POOLE, Walter A., Jr.

POTTS, Ronald J.

PUKNYS, Raymond J.

REYES, Joaquin R.

RHOADES, Ronald G.

RUSHFORTH, Durward M.

SCOTT, Robert H.

SEIDEN, John W.

SHEEDY, Robert D.

SMAAGAARD, Arthur G.

SMEEKS, Frank C. Jr.

SZYMANOWICZ, Philip B.

TASTAD, Jerome W.

TAYLOR, Hershel L., II

TETU, Robert G., Jr.

TROSSI, David J.

VESTER, Randall K.

WELCH, Michael F., III

WEST, David A.

PCS — CAPTAINS

WHITEING, Leonard W.

WIEDMAN, Richard H.

WILLIAMS, Dale

LIEUTENANTS

AHER, Daniel E., Jr.

ALDEN, John B.

ALLEN, Daniel K.

BERNHARDSEN, Donald J.

BLOOM, Sigmund E., III

BOUTWELL, Robert A.

CAMPBELL, Jack H.

CASSEL, James A.

DAVANT, John H.

ELLIOTT, Robin H.

FOWLER, Ruford W.

FRANKLIN, Donald R.

GARNER, James R.

HORGAN, Cornelius J.J.

HOSEMANN, David D.

HOVERMAN, Raymond L.

KEOWN, Gary W.

KING, James D.

LANE, Jerry D.

PCS — LIEUTENANTS

LERAY, Robert N.

MILLER, John D., Jr.

MORELION, Jesse N.

MULLEN, Joseph F.

NICHOLS, Kenneth L.

PARR, Bernard A.

PETERSON, Henry B.

PRUETT, Hobert L.

SHORTILL, James

SLEDGE, Joe C.

SZYMANOWICZ, Chas. A.

THOMAS, Kenneth D.

VAN SICKLE, Michael S.

WASSUM, Donald R.

WHITE, Gary R.

WRINKLE, John R.

CW4'S

BRABEC, Ellis E.

BRAZIL, John E.

BRENDLE, Leroy E.

BURGESS, William C.

DYE, Charles J.

FOLES, Shelton R.

IT TAKES TALENT!

(Continued from Page 14)

doubt if there is an Army in the world today that wouldn't welcome a type-colonel that would self-destruct at age fifty, and be the better for it. (Again, there are those who'd quarrel with this age estimate, but *none* on the high side.)

Quoting: *"There must be an air of permanency to the Army Aviation Program to make it credible as a career-long specialty . . ."* Now you've really stepped in it, *"Old Head."* If there is any one thing that has been the bane of military thinking through the ages, it is permanency! . . . From the beginning of time this has lost more battles than any one factor. History is replete with examples . . . Battleships, horse cavalry, parachutes, tanks, and so on . . . Let's face it! Everyone falls in love with his own horse, and military guys are no exception.

What is needed are more innovators! Fortunately, Army Aviation has had more than of its share of these types. When we stop having them, we'll be in trouble. To paraphrase a fellow alumnus of my earlier senior officer program, Major General G. P. Seneff, Jr., *"Innovate or obsolesce!"*

Finally, *"Old Head,"* your last paragraph is a dandy and I must agree with what you say, although I doubt for the same reasons . . . Indeed Army Avition must have a program *"to improve its capacity to support the combat infantryman."* I submit that Army Aviation with its senior officer training program is the best thing in sight today.

ASTA

(Continued from Page 21)

use of a number of alternate test sites in the southern California area.

Intermediate altitude testing can be accomplished at the facilities at Edwards AFB where elevations range around 2,300 feet, while the Bishop, Calif. area serves as a high altitude site. Here data can be gathered at sites from 4,500 to 11,500 feet. *Sea level test flights* are completed in the El Centro or Bakersfield areas. Nowhere else in the United States can the required sites, at elevations from sea level to 11,500 feet, be found within a radius of 175 nautical miles.

The best available . . .

The *U.S. Army Aviation Systems Test Activity* faces the future with some of the best men and equipment available in the field of engineering flight testing. A new system of high speed automatic data processing equipment will be ready for use this year. Personnel at *ASTA* have developed a number of the procedures now standard in flight testing and new methods and equipment are continually being developed and evaluated. *ASTA* continues to look to the future in advanced management and engineering flight test techniques to give the Army and the soldier in the field the best aircraft available within the state-of-the-art.

Command and Staff

Major General Richard W. Whitney, as Deputy Commanding General, Sixth U.S. Army, Presidio of San Francisco, Calif. 94129.

Colonel George A. Lutz, as Deputy Director of Developments, OCRD, DA, Washington, D.C. 20310.

Colonel Robert A. Filby, as Transportation Officer, Hqs, USARHAW, APO San Francisco 96557.

PCS — CW4'S

GOLDSBERRY, James O.

GRAEBER, Charles R.

HAYES, Patrick H.

HAYTER, Curtis R.

MANTOOTH, Glen W.

PROUTY, Richard W.

SHANKLIN, David M.

SPALDING, Roy V.

WARNER, Charles O.

CW3'S

FOULKES, Vincent R.

HANSON, Bobby G.

OATES, Jene R.

ROGERS, Marion J.

SWAFFORD, Dale W.

VAUGHN, Donald E.

WILLIAMS, Ramon R.

CW2'S

BAKER, Dannie D.

CARBAUGH, William B.

COLLETT, Dennis D.

CROSWELL, Leeroy W.

DERCK, James A.

PCS — CW2'S

GIELLA, Guy F.

HAMMOND, Carl W., Jr.

HARVEY, William B., Jr.

HILLIKER, Wesley L.

HOLLAND, Craig R.

HOLMAN, Peter T., III

HUSTON, Paul B.

JONES, Kenneth R.

KEMMET, Alvin R.

KIME, David F.

KOEHNEN, Richard C.

PACKER, Clyde E.

QUASS, Carl R.

RAHM, Arnold J.

RHODES, Richard C., Jr.

ROBINSON, Charles W.

ROSS, John C.

RZEMINSKI, Peter J.

SHERBINO, Vercyl L.

SMITH, Alan W.

SOLAR, Michael J.

THOMPSON, Paul J.

TURNER, Keith W.

PCS — CW2'S

WHITE, James M.

PCS — CWO'S

AUTEN, Chesley D.

KOZLOWSKI, Stanley J.

MULHOLLAND, John D.

NELSON, Fred L.

WO'S

ADY, Larry D.

ALLEN, Larry D.

BAKER, Douglas A.

BENNETT, James E.

BONNER, Bruce A.

BOYEA, Ira J.

BUTLER, Harold F.

CARTER, Lawrence

CHAPMAN, Jerry L.

CHILDERS, Vernon D.

CLAYTON, Richard E.

CLOUD, Thomas M.

DEVERE, David A.

DOAN, Raybert H., Jr.

DORN, Thomas M.

ELLISTON, Charles R.

PCS — WO'S

EMERY, Teddy R.

ERIKSEN, Gilbert O.

FAUSNIGHT, David W.

FINDER, Adolph J.

FOWLER, John C., Jr.

FRYE, Steven E.

FULFORD, John E., III

GOOD, Richard A.

GRYTDAHL, Robert G.

HALL, James E.

HEBER, Marcolm M.

HENGELS, Gregory F.

HENSELEN, Richard T.

HINCH, Edward L.

HODGES, William M., Jr.

HOGAN, Charles R.

HOGAN, Terence A.

HOWARD, Sidney L.

JOHNSON, Monte D.

KIM, Girard M.

KIRBY, Douglas R., Jr.

KNUCKLES, Mark A.

KWIATKOWSKI, Lawrence

Obituaries

AIKIN, George L., Captain, 17th Aviation Group, (Vietnam); due to hostile action on October 9, 1969.

ALEXANDER, James H., Chief Warrant Officer (W2), 34th General Support Group, (Vietnam); on February 7, 1970.

ANDERSON, James W., Warrant Officer, Fort Rucker, Alabama; due to an aircraft accident on March 4, 1970.

ARRANTS, Michael L., Second Lieutenant, 25th Infantry Division, (Vietnam); due to hostile action on January 31, 1970.

ASH, Paul E., Jr., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on February 18, 1970.

BAKER, Ronald B., Major, Americal Division, (Vietnam); due to an aircraft accident on February 10, 1970.

BATEMAN, James T., Warrant Officer, Americal Division, (Vietnam); due to an aircraft accident on February 17, 1970.

BATTEL, Anthony B., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on January 28, 1970.

BOLLINGER, Terrance L., Warrant Officer, Fort Rucker, Alabama; due to an aircraft accident on March 4, 1970.

BOOMHOWER, Christopher A., First Lieutenant, Fort Rucker, Alabama; due to an aircraft accident on March 5, 1970.

BOVIO, Richard S., Captain, 17th Aviation Group, (Vietnam); due to hostile action on February 27, 1970.

BROWN, Steven M., Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on January 8, 1970.

BULLERDICK, Gary A., Chief Warrant Officer (W2), 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on February 4, 1970.

BURTON, James E., Jr., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on March 3, 1970.

CARROLL, Wesley W., III, Warrant Officer, 164th Aviation Group, Vietnam); due to an aircraft accident on January 27, 1970.

COMER, Howard B., Jr., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to an aircraft accident on November 24, 1969.

CONNELLY, Richard J., Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on February 27, 1970.

DAVIS, Richard B., Jr., Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on February 11, 1970.

DOLIK, Paul E., Warrant Officer, 17th Aviation Group, (Vietnam); due to hostile action on February 23, 1970.

DOWNEY, Raymond V., Warrant Officer, Fort Rucker, Alabama; due to an aircraft accident on March 4, 1970.

DUFFY, Dean M., Warrant Officer, Fort Rucker, Alabama; due to an aircraft accident on March 4, 1970.

EARL, Michael R., Chief Warrant Officer (W2), 3d Squadron, 17th Air Cavalry, (Vietnam); due to an aircraft accident on December 27, 1969.

ERENSTOFT, David K., Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on March 8, 1970.

ERICKSON, Joseph F., Warrant Officer, 17th Aviation Group, (Vietnam); due to hostile action on February 23, 1970.

FORTNER, John L., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on March 9, 1970.

FROST, Bobby G., Chief Warrant Officer (W3), Americal Division, (Vietnam); due to an aircraft accident on February 10, 1970.

FULTON, Ronald J., Chief Warrant Officer (W2), 25th Infantry Division, (Vietnam); due to hostile action on January 31, 1970.

GIBBONS, John M., Captain, Americal Division, (Vietnam); due to hostile action on February 12, 1970.

GUENTHER, Thomas A., Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on February 14, 1970.

HUNTER, Michael W., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on January 28, 1970.

ISHMAEL, Johnnie L., Chief Warrant Officer (W2), 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on February 4, 1970.

JAMES, Paul J., Warrant Officer, Americal Division, (Vietnam); due to hostile action on March 7, 1970.

JONES, Robert C., Chief Warrant Officer (W3), Edgewood Arsenal, Maryland; died on January 31, 1970.

KINSER, Jacob L., First Lieutenant, 17th Aviation Group, (Vietnam); due to an aircraft accident on March 8, 1970.

LANE, Stephen L., Warrant Officer, Americal Division, (Vietnam); due to hostile action on March 7, 1970.

LAS HERMES, Philippe L., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on February 14, 1970.

LEIGHTON, Theodore R., First Lieutenant, 164th Aviation Group (Vietnam); due to an aircraft accident on January 27, 1970.

LEITCH, Larry D., Chief Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on March 1, 1970.

MATHIS, David L., Captain, I Field Force V; due to an aircraft accident on March 11, 1970.

MEISTER, Bernard E., Chief Warrant Officer (W2), 12th Aviation Group, (Vietnam); due to an aircraft accident on February 14, 1970.

MELODY, Edward B., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on February 23, 1970.

MOODY, Stewart R., Lieutenant died in Vietnam on January 3, 1970.

MONROE, Michael F., Captain, Hunter Army Airfield; due to an aircraft accident on January 15, 1970.

NORWOOD, Thomas L., Jr., Captain, 17th Aviation Group, (Vietnam); due to an aircraft accident on February 11, 1970.

O'REILLY, Tarry T., Warrant Officer, 17th Aviation Group, (Vietnam); due to hostile action on February 10, 1970.

PACE, James T., Warrant Officer, 164th Aviation Group, (Vietnam); due to hostile action on February 27, 1970.

PANNELL, Phillip R., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on March 14, 1970.

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

PARTRIDGE, Alan B., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on January 31, 1970.

PAYNE, Eldon R., Warrant Officer, 17th Aviation Group, (Vietnam); due to an aircraft accident on February 14, 1970.

PEDERSEN, Clark R., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on February 23, 1970.

PERRY, Hal E., Chief Warrant Officer, (W2), 12th Aviation Group, (Vietnam); due to an aircraft accident on March 9, 1970.

RICHARDSON, Arlen D., First Lieutenant, Americal Division, (Vietnam); due to an aircraft accident on February 17, 1970.

RICHARDSON, Norwood R., Warrant Officer, 25th Infantry Division, (Vietnam); due to an aircraft accident on January 31, 1970.

SCATUORCHIO, Dominic N., Jr., Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on March 10, 1970.

MARION JAKE FORTNER

Marion Jake Fortner, Chief Technical Advisor at the U.S. Army Aviation Test Board, Fort Rucker, Ala., died at Southeast General Hospital, Dothan, Ala., on March 23, as a result of injuries he received in an auto-train accident at Esto, Fla. on March 20. One of Army Aviation's pioneers, Fortner was an early 1942 graduate of L-Pilot training, and following WW II service, he served with the Aviation Test Board in a civilian capacity from its activation to the present. He is survived by his widow, Nell, of 125 Edgewood Drive, Enterprise, Ala.; three sons and a daughter. Friends of the Fortners have established a "M. Jake Fortner Memorial Scholarship Fund" for initial award through the AAAA in 1971. Contributions should be made payable to and mailed to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880.

SCOTT, Roger L. Warrant Officer, 11th Armored Cavalry Regiment, (Vietnam); due to hostile action on January 20, 1970.

SEARCY, Steven D., First Lieutenant, Fort Rucker, Alabama; due to an aircraft accident on March 5, 1970.

SWANSON, Donald L., Captain, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on January 31, 1970.

TAYLOR, Eric W., Warrant Officer, 1st Cavalry Division (AMBL), (Vietnam); due to hostile action on February 18, 1970.

TAYLOR, Raymond R., Jr., Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on February 21, 1970.

THATCHER, Gary D., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on February 6, 1970.

WALDING, Jared B., Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on March 3, 1970.

WISDOM, Jesse A., Captain, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on February 6, 1970.

WONER, John P., Warrant Officer, 12th Aviation Group, (Vietnam); due to an aircraft accident on March 9, 1970.

PCS — WO'S

LANNON, Robert J.

LOEPKE, Malcolm V.

LOWREY, Gary P.

LUDEMAN, John E.

MADSEN, Duane J.

MARTIN, Richard S.

MAYNARD, Sidney H.

MAYOR, Cloyd L.

McCARTHY, James P.

McCLURE, Dale L.

McCORMICK, Jack P.

McCOY, Loren W.

McDERMENT, George W.

MODJESKI, Howard F., II

MORGAN, John C.

MORRISON, Charles T.

MYERS, Raymond L.

NESSELROADE, Dale R.

OLBETER, Albert G.

OXLEY, Donald R.

PEGG, Danny L.

PERREAULT, Paul V.

PETERSON, Clayton A.

PCS — WO'S

PICKLE, James T.

POLLOCK, Fred M., Jr.

PROCTOR, Charles H.

REDER, Walter L.

REICH, Gordon E.

RIEPE, Roger M.

ROBINSON, Don G.

ROETTGER, Alvin G.

ROGERS, James R.

ROSS, Patrick N.

RUGGLES, Curt

RUSSELL, Michael F.

SCOTT, Randall L.

SEABORN, William H., Jr.

SINGER, Alan B.

SMART, Michael E.

STEARNS, Frank E.

STRAUP, Bob J.

STROKER, William M.

SUMPTER, Tommie V.

SUMRALL, Robert B.

THOMAS, Harold J.

VANKEUREN, Nathan B.

PCS — WO'S

WALSH, Alan H.

WEGNER, Robert J.

WHIPPLE, Russell G.

WILSON, John S.

WINKLER, Kenneth W.

WOLLMAN, Craig

YOUNG, Stephen M.

ENLISTED

FAULK, Curley L., SGM

RETIRED

BASIC, Nick J., LTC

KIRSCH, Francis J., MAJ

LANGLOIS, A.R., LTC

McCARTNEY, Dan A., COL

NIELSEN, Edward L., COL

O'HARA, Daniel, LTC

PCS — RETIRED

OLDEFENDT, G.E., COL

PATREM, John B., MAJ

PEAVY, Jack D., LTC

WALTS, Charles C., COL

ASSOCIATES

BRADSHAW, Sidney E.

CHASE, Fred G.

ERICSSON, J.A.

GARDNER, Byron E.

GOODWIN, Ralph C.

GORDON, Robert S.

LAYBURN, Robert L.

O'NEIL, Kenneth E.

POWERS, R.P.

REDAHAN, Eugene P.

WILLIAMS, James M.

NEXT MONTH!

The May 31 issue of ARMY AVIATION will carry the following under its column headings:

"Opinion" – A senior Warrant Officer talks about the strong influence of Vietnam-oriented thinking on Army Aviation today.

"Logistics" – AVSCOM's sustaining series describes the Army Aviation Materiel Laboratories (AVLABS) at Fort Eustis, Virginia.

"Spotlight" – A look at the Directorate of Aviation Logistics (DAL), six months new.

"Pro and Con" – Opposite views on a proposal to allow civilian flight time to be credited against the various flight minimums.

"AAAA" – Garmisch photos now on hand; ditto for the snapshots of 20 AAAA Scholarship winners.

AAAA Activities

AAAA National & Chapter Meetings Held During April-June, 1970

Hanau Chapter . . . General membership meeting; program on "Aircraft Maintenance"; "Bring Your Crewchief!" Beacon NCO Club. April 6.

High Plains Chapter . . . Professional dinner meeting. **LTC John W. Campbell,** CO, U.S. Army Bell Plant Activity, guest speaker. Meehan's Restaurant. April 10.

Midnight Sun Chapter (Ft. Richardson) . . . Professional-business after-dinner stag. NCO Club. April 21.

Schwaebisch Hall Chapter . . . General membership meeting. Late afternoon. Dolan Barracks NCO Club. April 22.

Richard H. Bitter Chapter (Corpus Christi). Professional-social dinner meeting. **MAJ Patrick H. Brady,** Medal of Honor winner, guest speaker. K. of C. Hall, April 24.

David E. Condon Chapter (Ft. Eustis) . . . Professional-business luncheon meeting. **COL Richard L. Long, USA (Ret.),** AAAA National President, guest speaker. FE-OOM. April 27.

Bluegrass Chapter (Ft. Knox) . . . Combined business-social meeting. Late afternoon. Chapter elections. Brick Mess. April 29.

Delaware Valley Chapter. General membership balloting for '70-'72 officers. Ballots to be returned by April 30.

Sharpe Army Depot Chapter. Fourth Annual AAAA Golf Tournament (Members only). Manteca Golf Course. May 1.

Southern California Chapter . . . Professional dinner meeting. **LTC Edward P. Preisendorfer,** CO, USA Aviation Systems Test Activity, Edwards AFB, guest speaker. The Cockatoo Inn, Hawthorne, Calif. (Stag). May 5.

Suncoast Chapter (Tampa, Fla.) . . . Activation meeting; installation of '70-'72 officers. **MG Delk M. Oden,** CG, USAAVNC/S, guest speaker. Dinner meeting; wives welcomed. MacDill AFB Officers' Open Mess. May 8.

Army Aviation Center Chapter . . . General membership professional luncheon. **LTC William H. Scanlan,** Defense Intelligence Agency, DoD, guest speaker. Officers' Open Mess, May 11.

Fort Wolters Chapter. General membership balloting for '70-'72 officers. Ballots to be returned by May 15.

Delaware Valley Chapter . . . Professional dinner meeting (tentative). **LTC William H. Scanlan,** DIA, DA, guest speaker. Site to be announced in mail notice. May 19.

National Executive Board, AAAA . . . Business meetings. Hunter AAF, Ga. June 4-6.

Fort Sill Chapter . . . Army Aviation Birthday Ball. Formal. FSOOM. June 5.

Army Flight Training Center Chapter . . . Professional dinner meeting held in conjunction with AAAA National Executive Board business meetings held at Hunter AAF. Guest speaker to be announced. HOOM. June 5.

LATHROP, CALIF. — LTC Warren D. Boyd, Flight Activity Commander at the ARNG Flight Activity in nearby Stockton, is shown addressing Sharpe Army Depot Chapter AAAA members on California Army National Guard aviation structure and missions. The Guardsman met with SHAD AAAA on March 7.

FT. EUSTIS — COL Albert Newton (left), Chief of Maint Div, DCSLOG, USCONARC, Ft. Monroe, Va., presents an AAAA "Certificate of Achievement" to CPT Richard P. Pontynen, the Distinguished Graduate of Aviation Maintenance Officer Course (AMOC) 11-70 at the USA Transportation School at Ft. Eustis, Va.

NATIONAL PROGRAMS

Final tabulations indicate that over 1,100 AAAA members, dependents, representatives of U.S. and foreign industry, and foreign Army Aviation dignitaries attended the 11th Annual USAREUR Region AAAA Convention at Garmisch during March 4-8. **COL O. B. Butler,** USAAMAC, president pro tem, was elected Regional president for '70-'71. Full convention coverage will appear in the May issue . . . In early April, some 3,685 field grade and general officer members of AAAA, representing all major units and agencies within Army Aviation, were forwarded nomination forms for 1969-1970 National Awards to be presented at AAAA's Twelfth Annual Meeting, October 14-16, at the Shoreham Hotel, Washington, D.C. . . .

Following coordination with representatives from CORC, NGB, and OCAR, the AAAA will sponsor an **"Outstanding Reserve Component Aviation Unit Award"** for presentation at the 1970 AAAA Annual Meeting. All major ARNG and USAR aviation units have been solicited for nominations . . . **COL Robert McDaniel,** DOD, will head a team of four member-judges for AAAA at the International Science Fair at Baltimore, May 5. The Ass'n sponsors five $100 cash awards to the best aviation-related exhibits at the Science Fair "World's Series."

The AVSCOM-AAAA co-sponsored **"Advance Planning Briefings for Industry,"** normally held in St. Louis in April, will be held in Washington, D.C., on October 16 in conjunction with AAAA's Twelfth Annual Meeting. **MG John L. Klingenhagen,** AVSCOM commander, will serve as Chairman of the Annual Meeting's Programming Subcommittee with **Eric H. Petersen,** AAAA's Vice President for National Functions, as his Vice Chairman.

CHAPTER PROGRAMS

Several new Chapter activities are in the process of organization . . . The Fort Carson Area membership held an AAAA Luncheon and Activation Meeting on March 25; a **"Suncoast Chapter"** embracing all members in Central Florida and with headquarters in Tampa will be activated at a May 8 dinner meeting at which **MG Delk M. Oden,** National VP for Membership Activities, will be the guest speaker; and a group of members in the Greater Atlanta Area have petitioned to re-activate the dormant Atlanta Chapter. . . . A complete roster of AAAA Chapter, Regional, and National officers, to include all newly-elected officers and committeemen, will appear in the May issue as a centerfold insert.

MEMBERSHIP

Overall AAAA membership stood at 13,455 members as at March 31, a net gain of 45 members from the previous March 31. Largest gain: 251 captains; largest loss, 375 WO's. The non-military membership increased by 6 members during the year; FPPP enrollment dropped by 174 Insureds.

SCHOLARSHIP WINNERS

Winners of $500.00 AAAA Scholarship Foundation awards were **Steven A. Cunningham,** Enterprise, Ala.; **Patricia A. Lynch,** Alexandria, Va.; **John D. Runkle,** Ozark, Ala.; **Lyn D. Schoenfeld,** Bridgeton, Mo., **Christine Steffanci,** Pottstown, Pa.; and **Robert B. Stevens,** Springfield, Va. . . . The names of the remaining 14 scholarship winners (and photos of all 20 winners) will appear in the May issue.

12TH AAAA ANNUAL MEETING
Shoreham Hotel, Washington, D.C.
October 14-16, 1970

ARMY AVIATION

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

Hundred to one return

As the decals on the fuselage of this CH-47 Chinook indicate, this bird has paid for itself over and over. This single copter has recovered via sky hook more than 400 aircraft and repaid the taxpayers investment a hundred times over — with a replacement value of approximately $100 million.

The Avco Lycoming T55 gas turbines which give the Chinook its hoisting power are a pretty good investment in their own right. High performance, low initial cost, low maintenance.

All told, Avco Lycoming gas turbines have rescued approximately 7,200 downed aircraft by Chinook alone as of September 1969.

You might say that Avco gas turbines are a real growth stock, but safe as U.S. savings bonds.