

ARMY AVIATION

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Celebrating the *Saga of*

Army Aviation

by Maj. Gen. Morris J. Brady, Ret.

Few military branches have had as colorful or as dramatic a growth over a relatively short period of time as has Army aviation. From the first low and slow flights of canvas-covered World War II liaison planes to

instance, how many civilians on the street know that Army aviation exists? If asked, most would respond with a quizzical look and the assumption that you are referring to the Air Force.

To compound the situation, the

— their legacy will remain forever unknown to those they served so well.

In June of 1997, in an effort to help tell the story of Army aviation, a group of concerned veterans began to put together an organization — unique in its concept and operations — to help correct this lack of knowledge. Reflecting its purpose, the founders called it the Army Aviation Heritage Foundation.

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today’s modern rotary-wing marvels, Army aviation has added a new dimension of speed, maneuver and fire power that is now recognized as a part of the heart and soul of America’s armed might.

Yet, despite many advances in tactics and capabilities the contributions of Army aviation are little known or understood by the American public. For

various types of Army aircraft that made history are rapidly succumbing to the ravages of obsolescence, foreign military sales or the salvage yard. As a result, the American public has little or no knowledge of the role the nation’s Sky Soldiers played in preserving the freedom we all enjoy today. When these aircraft and the people who flew them and supported them are gone — many with their stories still untold

The Foundation’s objective is to present the story of Army aviation to the American people through the men, women and machines that helped make aviation history. This mission will largely be accomplished by a yearly series of traveling aerial presentations using the actual aircraft, flown by veteran Army aviators. These presentations, complete with an informative narrative, will demonstrate the aircraft’s flight capabilities and display simulated hardware. The deeds, accomplishments and sacrifices of Army aviators will be extolled both individually and collectively. Through these demonstrations the Foundation intends to promote Army aviation in



particular and the U.S. Army in general, and in the process engender American patriotism.

What's more, this effort is going to be done right — with well maintained equipment and fully qualified aircrews performing meaningful and tasteful shows. When another organization or activity is doing something similar, conflicts and nonproductive duplication will be resolved or eliminated. There is plenty to do for everyone who wants to have a role. Toward this end, the Foundation has established relationships with a number

of prominent organizations and museums that have similar interests in Army aviation. Time has not yet permitted Foundation representatives to contact all active organizations with an interest in Army aviation, but this work will

continue. Hopefully, an agreement of cooperation can be worked out among these various organizations that will bring all of their efforts together in a coordinated whole for the benefit of all.

The Army Aviation Heritage Foundation is the only known non-profit, veteran-oriented organization dedicated to the acquisition, restoration and preservation of historic Army aircraft, which will be maintained in flyable condition and displayed in the very missions they flew while in active service. The Foundation's aircraft represent types used in World War II, Korea and Vietnam, as well as current aircraft. These great machines will be used to take the story of Army aviation's exploits to America's doorstep. All of this is being done through self-supporting financial means without any federal funding. The Foundation has been busy since its inception. Formally incorporated as a non-profit corporation in the state of Georgia in June of 1997, the foundation was later designated a



The Tri-Max 30 acts as the first line of defense for fire suppression. It can be immediately available to the user at the site of the aircraft or refueling mishap. The Tri-Max 30 would be primarily utilized by airfield personnel where its ease and speed of operation is of paramount importance.

The Tri-Max 30 compressed air foam system (CAFS) is a portable high pressure redundant system tested in accordance with Sec. 5.2 & 6.2 of UL Spec 711 (1996) by SWRI. It utilizes readily available and inexpensive Aqueous Film Forming Foam AFFF or Clean Agent Foam and uses ordinary dish soap for training. A blanket of foam can be put over a flight line spill in a matter of seconds as a precautionary method. Reignition potential is nullified due to sealing off of vapors, it emulsifies with the petroleum on contact. Gusty winds 15-25 knots do not affect coverage. A distance of 80-100 feet puts the user at a safe distance of operation. The fire fighting and knock down capability is impressive; however, this system moves from a reactive fire fighting tool, to a pro-active fire prevention tool at the user level when properly trained. Logistical support is available wherever breathable air compressors are located, typically at any Fire Department.

Tri-Max 30 uses 2 aqua tanks, each an independent air source, that pressurize a 30 gal. tank which produces 600 gallons of usable foam at a 300 gallon per minute discharge capacity. The system is small, easy to maintain and service in a flight line or forward area refuel point and can be shot twice with air on system.

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federal non-profit organization, for tax purposes, by the Internal Revenue Service. Tara Airfield, located in an Atlanta suburb, is the present site of the Foundation's offices and its base of operation.

The organization's current fleet of nine flyable aircraft includes a Piper L-4H that saw action in Europe during World War II; a Ryan L-17B

and Hiller H-23B of Korean War vintage; a Cessna L-19A and T-42A, a Hughes OH-6A, a Bell TH-13T and a Beech U-8F of the Vietnam period; and a post-Vietnam Bell AH-1P.

The L-4H has been restored to the way it appeared during its service with the Ninth Army in Europe. The OH-6A served in Vietnam with

the 101st Airborne Division and is being restored with full equipment and markings of a scout aircraft of that division's A Troop, 2nd Squadron, 17th Cavalry Regiment. Both aircraft (and possibly the L-17) are scheduled to be at the Army Aviation Association's convention in Charlotte, North Carolina, this month. The Cobra

will be renovated to represent a G or S model depending on the availability of parts and labor. In some cases the various aircraft restoration is complete. Others are awaiting full restoration as funds become available. All of the Foundation's aircraft are flyable and, although the emphasis is on combat aircraft, all will appear at various times in the public presentations.

The search for aircraft continues. The Foundation is particularly interested in a flyable UH-1B, C, H or M; an OH-58A+ or C; an OV-1; a U-6; and a CV-2. Information on the whereabouts and availability of any of these or other aircraft would be most helpful [please contact us using the address or telephone number listed below]. All work on Foundation aircraft is done by fully qualified technicians under FAA supervision.

The Army Aviation Heritage Foundation is a young organization with a great cause. It is also full of personal satisfaction and a lot of fun. If you like interesting people, old aircraft and travel, the Foundation is for you. For more information you can access the Foundation's web site at www.armyav.org or contact them directly at: Army Aviation Heritage Foundation, 516 Mt. Pleasant Road, Hampton, GA 30228. The telephone number is (770) 897-0444.



Maj. Gen. Morris J. Brady, Ret. — a master Army aviator and a former assistant deputy chief of staff of the Army for operations and plans — is chairman of the Army Aviation Heritage Foundation.