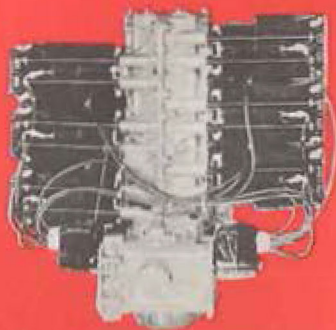


ANNUAL MEETING ISSUE

ARMY AVIATION

SEPTEMBER-OCTOBER, 1961

Lycoming powers Hiller 12-E



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PROGRESS

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ARMY

On 6 September 1961, the number 2 YHC-1B Chinook hovered successfully for the first time, and by 11 September the helicopter had completed the scheduled 10-hour hover test program. Upon completion of a detailed inspection of dynamic system components, the forward flight phase of testing will be initiated. This phase is scheduled to commence before this issue of Army Aviation Magazine reaches its readers.

SUMMARY

2 HOVERING

September, 1961



VERTOL

DIVISION

NORTON PENNSYLVANIA

BOEING

ARMY AVIATION

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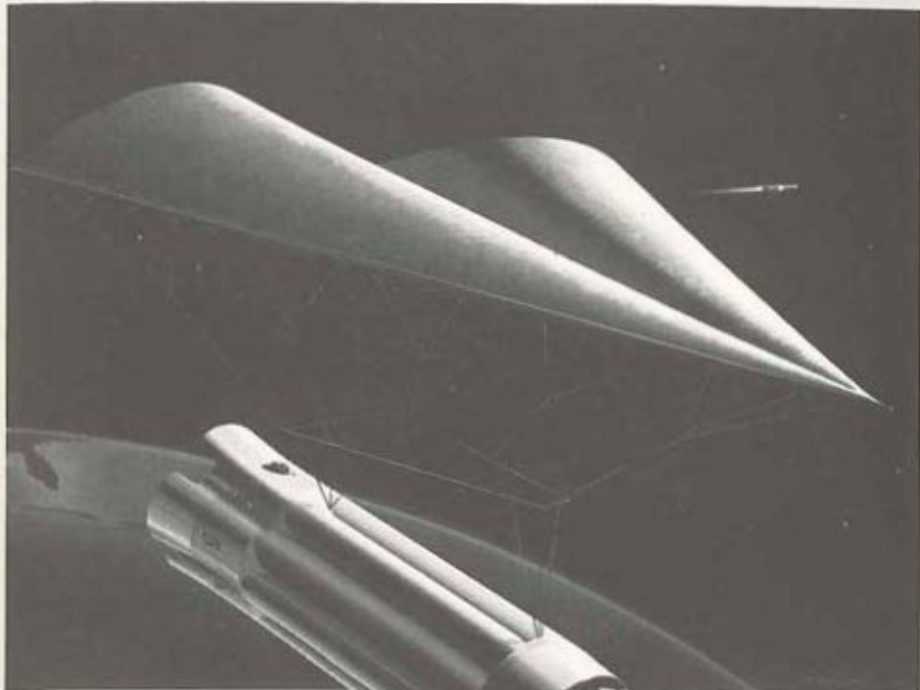
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Recovery of missiles and rockets such as the 60-ton Saturn booster... re-entry of space vehicles at low acceleration... pin-point delivery of air-lifted military equipment, multiple applications for Flex Wing, the newest development being pioneered by Ryan. ■ The Flex Wing embodies extensive advance design and development work by Ryan based on the flexible wing research accomplishments at National Aeronautics and Space Administration's Langley Research Center under the direction of Francis M. Rogallo. ■ A Ryan Flex Wing full scale flying test bed is now undergoing extensive flight testing. The wing of this manned test vehicle consists of a flexible, tough, very thin membrane attached to a rigid keel and two leading edge members. Simple in design, more stable, and easier to control than a glider or parachute, the Flex Wing principle can be applied to manned or unmanned, powered or unpowered vehicles. Already Ryan has received contracts from NASA (Saturn booster recovery), Army (logistic vehicle test program) and reconnaissance drones for surveillance and support of combat landing teams. ■ Development of the flexible wing concept is another example of Ryan's advanced engineering capabilities in Space Age technologies. Ryan Aerospace, Division of Ryan Aeronautical Company, San Diego, California.

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LETTERS TO THE EDITOR

A REBUTTAL ON "QUALIFICATION"

SIRS:

I HAVE JUST COMPLETED reading this month's "OPEN LINE" by Major Archie W. Summers and feel compelled to take exception to a quotation used therein. The article states, "Paragraph 12d, Section III, AR 95-1 requires that commanders of aviation units or elements be qualified as first pilots in each TYPE of aircraft organic to the unit or element."

THE ARTICLE CONTINUES from this premise to rationalize the inherent fallacies of such a policy by citing different types, categories, models, and series of a type aviation unit.

PARAGRAPH 12D, Section III, AR 95-1 does state, "Commanders of aviation units or elements thereof will be qualified as first pilot in each aircraft CATEGORY organic to the unit or element with they command." Paragraph 3c Section I, AR 95-4, dated 19 August 1960, states, "CATEGORY will indicate a designation of aircraft, such as airplane, helicopter, etc."

PARAGRAPH 3d of the same regulation defines "aircraft type" as follows, "Type designation of aircraft will indicate the intended functions as reflected in the basic design, such as O (Observation), U (Utility), C (Transport)."

FROM THESE STATEMENTS of official Department of the Army policies I contend that it is not the intent or the desire that an Aviation Commander be qualified & proficient in each type, model, or series aircraft assigned to his command. Judicious interpretation of these regulations provide a sound basis for advising major unit commanders against the adoption of somewhat 'Herculean' qualifications for aviation command duty, such as Major Summers so adequately described.

THE INTENT of this note is very definitely not meant to be critical or taken as invective of the intent of Major Summers' article. However, I have found this interpretation to have become an adopted truism that cannot be supported in the light of our current regulations. If my interpretation is wrong, I would indeed be appreciative of being corrected, and conversely, if I am right I feel that this is of sufficient import to require widespread dissemination in the field.

MANY THANKS for "ARMY AVIATION" and the opportunity it provides for both Major Summers and myself to express our viewpoints. Keep up the good work!

Captain William C. Rouse
Airfield Operations
Godman AAF
Ft. Knox, Kentucky

PURPOSE OF FLIGHT PAY

SIRS:

AS A RECENTLY RETIRED Naval Aviator, I read with great interest the discussion of "The Flight Pay Problem" (in the August 31, 1961, "ARMY AVIATION" as presented by Brig. Gen. Clifton F. von Kann, the Director of Army Aviation).

IT SEEMS TO ME that the General indicates the answer to the "Problem" is his subsequent paragraphs - "Training Input Must Be Increased!" I have always believed that the Services have made a major tactical (and factual) error in attempting to justify flight pay on the basis of the extra hazardous duty. Flight pay is purely and simply INCENTIVE COMPENSATION.

FOR INSTANCE, no amount of money is worth 12 years of one's life, and this is about the average life expectancy difference between a military aviator and his non-flying counterpart. No amount of money can compensate for a four-to-one wartime casualty rate which was the World War II fact in the case of my Naval Academy when comparing surface ship deaths to aviation figures.

FURTHER, flyers continue to be killed by the dozens in peacetime, which is not the case in other branches of the service - including the submarine service. So much for the well-known facts!

I CANNOT AGREE with the General's definition of the "Purpose of Flight Pay." As mentioned before, it is my contention that flight pay is purely an additional incentive for young men to take the chances inherent in a career in military aviation. If they think that this incentive may be a "sometime" thing that they may or may not receive what they are promised (which

(Continued on the Next Page)

is and has been the case), it is no wonder that "Training Input Must Be Increased."

IF THE MILITARY PILOT takes his chances and wins, that is, he lives, he fully deserves to reap some reward. After all, he takes the gamble that others won't or can't.

C.F. Vossler
Rear Admiral, USN (Ret.)
3141 Southwestern Boulevard
Dallas 25, Texas

(Ed. Admiral Vossler's letter was addressed to General von Kann with a carbon copy going to the Editor. For purposes of editorial continuity, we have altered the letter to the extent of placing the General in the third person singular.)

NAMING OF AIRFIELDS

SIRS:

OUR NAMING COMMITTEE here at Fort Rucker has run into a problem that you may be in a position to solve.

MOST OF THE NAMES that are submitted for consideration are incomplete, or if the names are complete little or no information about the officer or enlisted man is available.

FOR INSTANCE, the following names were recommended for new fixed and rotary wing airfields here at Fort Rucker: Col. Walker, Lt. Waldermatt, Lt. Murphy, Lt. Robert Harper. All were known to be KIA as aviators in the European Theater but nothing more.

I THOUGHT YOU MAY KNOW of them or possibly have this placed before "ARMY AVIATION" readers who could give us a little more background on them. Anything at all would be a start and greatly appreciated.

Theodore D. Cretn
Captain, Artillery
Center Information Officer
U.S. Army Aviation Center
Fort Rucker, Alabama

INVITATION

WE ENCOURAGE all readers to submit brief "Comments" on any facet of Army aviation, or on any material that has appeared in the magazine. Such "Comments" should be prefaced by a note requesting publication under the "Letters to the Editor" column heading. All letters must be signed. The editor will withhold the name of the writer upon request. You may fire when ready, Gridley.

FACES IN THE NEWS



LT. COL. JOSEPH E. McDONALD, JR., Ret., was elected National President of the AAAA at the recent Third Annual Meeting of the technical organization. A Liaison Pilot in June, '42, the soft-spoken McDonald is the Washington representative for de Havilland Aircraft of Canada, Ltd. He succeeded Bryce Wilson as third president of AAAA.



MAJ. GEN. ERNEST F. EASTERBROOK, CG, U.S. Army Aviation Center, took part in the recent Second Army Aviation Tripartite Conference held at Middle Wallop, England. Some 30 representatives concerned themselves with common standards, techniques, and procedures at the British Army Air Corps Centre.



MAJ. EMIL E. KLUEVER, attached to the U.S. Army Test Activity at Edwards AFB, Calif., became the first Army pilot to fly the Bell VX-3 VTOL, putting the convertiplane through all normal and conversion maneuvers at the Ames Research Center, Moffett Field, Calif., on August 8.



DOROTHY LES TINA, wife of Lt. Colonel Raymond E. Johnson, has authored a hilarious account of her Alaskan experiences as an Army aviator's wife. The quonset hut autobiography is published by Abelard-Schuman, Ltd., of New York and has a September 28 release date. Cost: \$3.95 and you can't go wrong.



MAJOR ROBERT H. REYNOLDS, a former WW II Air Force pilot, joined the ranks of the Master Army Aviators. A Logistics specialist, he is currently assigned as Supply Officer, U.S. Army Transportation Maintenance Shop, located at Eagle Mountain Army Airfield, Fort Worth, Tex.



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XH-13-F



XH-40



HUL-1-M

At Bell Helicopter, this "first-string" leadership has been earned by delivering consistently superior performance in the development of turbine-powered helicopters.

This is the Bell record: (1954) first in the world to fly a fixed turbine-powered helicopter test-bed . . . the XH-13-F, equipped with an Artouste engine . . . for the U. S. Air Force using an Army helicopter . . .

(1956) again first in development with flight of the T-53 powered XH-40, prototype of the presently operational Army HU-1 series, holder of seven world records and the first turbine helicopter designed for specific mission capability . . .

(1960) still the leader with the first T-63 turbine-powered 4-place helicopter test-bed, the U. S. Navy HUL-1-M.

(1961) one of the companies selected to develop a prototype of the Army's Light Observation Helicopter . . . an extension of Bell's know-how with the Allison T-63 gas-turbine engine/helicopter combination.

This constant pioneering desire to test-out and deliver proven turbine-powered light helicopters is typical of Bell's turbine talent team . . . experienced, practical minds which constantly anticipate new performance goals in Bell's dedicated policy of leadership in turbine helicopters.

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I have just returned from the Third Annual Meeting of the Army Aviation Association of America, and I am very happy to say it was an outstanding success. You will no doubt read elsewhere - if you were not actually present - accounts of the various sessions, so I will restrict myself to just a few general comments.

First, I would like to add my congratulations to all of those who worked so hard to make this meeting possible. Planning for the meeting started a full year ago, with the last four months requiring exceptional extra duty hours. The result of the committee's work was proved by the attendance of many distinguished guests - both military and industry, and all the comments I heard justified the effort.

The theme of this year's meeting revolved around the "Army's One Hundredth Anniversary of Aerial Observation," and if Professor Lowe once occupied an obscure place in history, he is certainly no longer neglected.

There was a full scale balloon replica in front of the hotel where the meeting was held; there was a remarkable balloon which served as the speakers' rostrum; and there were hundreds of other mementos which reminded every passer-by that there is a real historical link between the Civil War balloonist and today's organic Army aviation.

SPEAKERS DEBATE ORIGIN OF FAA

The Secretary of the Army and the Administrator of the Army, Mr. Halaby, used this theme as a means of providing a light touch before their serious remarks.

Secretary Stahr said, in part, "The Military Services are very much aware of the problem areas of the Federal Aviation Agency, and we hope we are contributing towards their solution. Therefore, I feel sure that Mr. Halaby will forgive me if I mention a legend connected with Professor Lowe.

"History has well documented Lowe's first flight for the military at 9 o'clock on June 18, 1861. What hasn't been documented is the allegation that at 10 o'clock of this same date an obscure bureau was formed in Washington to restrict and regulate against such flights. With tongue in cheek, therefore, we can imply that the FAA and Army aviation have a very close historical tie."

Mr. Halaby countered this ploy by stating that the FAA could trace its historical links far beyond the Civil War. In fact, he stated that it was evident that some regulation of flight became necessary before the Revolutionary War

AAAA MEETING "OUTSTANDING SUCCESS"

**BY
BRIGADIER GENERAL
CLIFTON F. VON KANN
DIRECTOR OF ARMY AVIATION
ODCSOPS**

when kite flying - with keys attached - got out of hand during thunderstorm weather, and that as a former Naval aviator he could not pass up the opportunity to mention that the Civil War balloons were also flown off of barges, i.e., the first aircraft carriers.

Which reminds me that we had better sort out our anniversaries if we don't want to confuse our AAAA historians completely. The accepted birthday of today's Army aviation is 6 June 1942 when organic aviation was authorized to the field artillery. By highlighting this date, the Army is not ignoring the events of 1907 or inferring that the theme of this year's meeting was not based on fact.

The reason 6 June 1942 is so important a date is because the War Department order of that day epitomized the very philosophy of our program - aviation for the ground battle. We can proudly say that while the few Cubs, which comprised the inventory in World War II, have expanded to over 5,500 helicopters and airplanes, our philosophy of Army aviation has remained consistent with its founding principle.

That is why I would hate to see any shadow of our earlier historical traditions dim the importance of our next birthday, the 20th. It is true that Lowe belonged to our past; it is a fact that the Wright Brothers' aircraft was purchased by the United States Army; but it is even more evident that the liaison pilots of World War II represented a completely new application of aviation to land warfare. I think that early group of pilots represent the real founders of Army aviation in the context of our present program.

GROWING CONCERN ON FUEL CONTAMINATION

There has been growing concern in all echelons about our fuel contamination problems and the resulting danger, especially with JP-4. This problem area demands an attack from every angle. We are asking the engine manufacturers to study methods which will make their products less sensitive to contaminants; we are asking the Engineers to study every method of filtration; and we are asking all those in the field to recheck their methods of handling aviation fuel.

In the interest of maintaining high standards for handling aviation fuel and lessen the probability of delivering contaminated fuel to Army aircraft, deficiencies noted during a recent inspection of aviation fuel dispensing facilities conducted by OQMG (Office of the Quartermaster General) are outlined below for your information:

- ◆ Failure to use bonding facilities during bulk loading operations.
- ◆ Bonding equipment was not adequate on some of the refuelers inspected.
- ◆ Failure to inspect fuel nozzle screens daily as evidenced by contaminated matter found on the screens.
- ◆ Failure to modify dispensing nozzles to prevent locking the valve in the open position, thus making it possible to leave the nozzle unattended.
- ◆ Water dump valves on the water leg of the water separators are not left open during refueling operations.
- ◆ Accumulated water in the water separators is not properly drained on a daily basis.
- ◆ No provision for source of water or suitable hose to flush away spilled fuel.
- ◆ Inspection and maintenance of refuelers for leaks in the refueling and pump systems not being accomplished.
- ◆ Refuelers, in many cases, are not properly identified as to type and grade of product being dispensed.
- ◆ General conditions of the vehicles indicated the requirement for a more thorough inspection by operating and supervisory personnel.

COMBINED ISSUE

■ THE SEPTEMBER AND OCTOBER, 1961 ISSUES OF "ARMY AVIATION" HAVE BEEN COMBINED IN THIS ISSUE SO AS TO BRING YOU A FULL REPORT ON THE PROGRAMMING OF THE '61 ANNUAL MEETING OF AAAA. THE NOVEMBER, 1961 ISSUE WILL CARRY ALL SUSTAINING COLUMNS THAT HAVE BEEN HELD OVER FOR PUBLICATION.

As we move more and more toward the turbine engine, we must be prepared to meet the problems inherent in JP-4. We will continue our research on other suitable turbine fuels, but for the immediate future JP-4 will represent the bulk of our turbine engine fuel. I cannot overemphasize how important it is that we meet this challenge.

RADIO TECHNIQUE MARKS THE "PROFESSIONAL"

After the Korean War, as Army aviation began to expand its instrument program, Army aviators built a very fine reputation as professional pilots by their radio techniques. I have had many civilian controllers tell me that Army aviators rank with the best airline pilots in these important procedures.

Recently, however, I have noticed a rash of unofficial jargon on the air, and I fear a few pilots using "cute words" and poor techniques are destroying the hard-built reputation for the rest of our aviators. You all know the air waves are jammed with the flood of necessary transmissions of today's high density traffic. There is no space for long pauses, improper sequences, unauthorized abbreviations, or trick words.

One of the most obvious marks of a professional pilot is a crisp, clear, and concise transmission. Let's rebuild our reputation in this area as quickly as possible. Where local classes are appropriate, let's put this subject in a high priority.

An Army aviator should know to whom he wants to talk, what channel he should be on, and exactly what his message will be before he presses the "mike" button. Recent tendencies have indicated that the "mike" button has been open, the brain in neutral, and the tongue idling on.

TAKES TWO TO TANGO

One final remark on the recent AAAA Meeting and the AUSA Meeting. In the midst of my congratulations on these splendid events, I had only one small complaint: During the transition period between the end of the AAAA Meeting and the beginning of the AUSA Meeting, it was necessary to wear a large identification badge on each pocket which gave (me) the unfortunate appearance of a somewhat "square" Brunnhilde.

Sincerely,

CLIFTON F. VON KANN
Brigadier General, GS
Director of Army Aviation
ODCSOPS

FT. RUCKER REPORT

By

MAJOR GENERAL ERNEST F. EASTERBROOK

*Commanding General, U.S. Army Aviation Center
Commandant, U.S. Army Aviation School*



August, 1961 was made a memorable month by two important events - the selection of a Fort Rucker non-commissioned officer as the "Army Aviation Soldier of the Year" at the Annual Meeting of the Army Aviation Association of America; and the arrival of a new Deputy Center Commander.

MASTER SERGEANT ROBERT R. YOUNG, Operations Sergeant of Airfield Command, received a handsome silver box from the Hiller Aircraft Corporation at the Annual Meeting of the AAAA in Washington, D.C. The Sergeant's selection was the result of a course for flight operations specialists (MOS 907), which he devised and helped to implement with the U.S. Army Aviation School.

SGT. YOUNG, a U.S. Army Reserve first lieutenant, served two tours of duty in Europe and arrived here in December, 1958. He is married, has four children, and lives in Ozark.

COLONEL MELVIN A. McDUFF, an artillery officer from Shreveport, La., arrived on Aug. 21 to assume the position of Deputy Center Commander, vacated by Col. Duncan Sinclair, who is now assigned to the U.S. Military Academy.

COLONEL McDUFF was Chief of Staff, XI U.S. Army Corps, St. Louis, Mo., prior to coming here. The 30-year veteran began his military career in the spring of 1929 as a member of the 156th Infantry, Louisiana National Guard; received his commission in the Coast Artillery in January, 1940; served in anti-aircraft units on the Pacific coast; and rose to the grade of major within two years.

IN 1944, COL. McDUFF served in the European Theater with the XII Corps, a part of the Third U.S. Army, arriving at Utah Beach, Normandy, in July of that year. He was awarded the Bronze Star Medal for distinguished service during that period. An Oak Leaf Cluster was added to the Bronze Star as a result of Col. McDuff's service in the Korean Conflict as Inspector General, IX Corps, Eighth U.S. Army, near Chunchon. He possesses many other impressive awards.

THE NEW DEPUTY Center Commander and his wife have two sons, James Melvin and Charles Ralph, both of whom are enrolled at the University of Missouri School of Mines.

KEY SLOTS FILLED

TWO OTHER IMPORTANT positions were filled during August. Lt. Colonel William A. Howell was appointed Commanding Officer of U.S. Army Transportation Test and Support Activity (USATATSA) and Lt. Colonel Leland R. Cantlebery was assigned as Commanding Officer of the Airfield Command. Col. Howell served as the first Army Presidential helicopter pilot while commanding the Executive Flight Detachment at Fort Belvoir, Va., during the Eisenhower Administration. He replaces Lt. Colonel Austin McDermott of TATSA. Lt. Colonel Melvin C. Monroe vacated the position now held by Lt. Colonel Cantlebery.

WAC UNIT ON THE WAY

CAPTAIN SARAH E. JACKSON, a Womens Army Corps veteran of World War II and the Korean Conflict, is now making preparations

for the arrival of a WAC Detachment. The WAC's will be assigned to Headquarters and Headquarters Company, Special Troops, and will fill administrative jobs. Captain Jackson is a native of Deatsville, Ala., and a graduate of Huntingdon College in Montgomery and Tulane University. She enlisted in the WAC in March, 1943, and was commissioned a year later after graduating from Officers Candidate School.

AWAIT USAR-ARNG UNITS

PREPARATIONS WERE ALSO being made for the impending arrival of seven Army Reserve and National Guard units called up by Secretary of Defense McNamara. The following units are scheduled to arrive in the near future:

146th Engineer Light Equipment Company (Enterprise, Ala.), 128th Med Amb Company (Fairhope, Ala.), 219th Med Amb Company (Dewitt, Ark.), 131st Ordnance General Auto Support Company (Oxford, Ala.), 415th Ordnance General Auto Support Company (Alexandria, La.), 356th Trans Acft Heavy Maint & Supply Company (Norman, Okla.), and the 844th Engineer Construction Battalion (Memphis, Tenn. These units will be trained in accordance with Department of Defense requirements.

GENERAL RUCKER PORTRAIT

AN ANTIQUE OIL PORTRAIT of Gen. Edmund Winchester Rucker, Fort Rucker's namesake, was unveiled and dedicated on August 17. Mrs. John C. Golightly of Birmingham, granddaughter of the Confederate hero, and six-year-old Cunningham Wilson, III, the General's great-great-grandson, participated in the ceremonies in the lobby of the Officers' Open Mess, where the portrait now hangs.

LITTLE CUNNINGHAM WILSON was appropriately dressed for the occasion. He wore a Confederate corporal's uniform with gold and scarlet trim. Fort Rucker was named in honor of the General in June, 1943. General Rucker fought in several major Civil War campaigns and lost an arm in the battle of Nashville.

SENIOR OFFICERS DEPART

TWO IMPORTANT SLOTS were vacated upon the departure of Colonel William A. Watkins, Center Provost Marshal; and Colonel Bennett L. Jackson, Commander of the 2d Battle Group. Col. Watkins ended his 20-year Army career on August 31, and Col. Jackson was one of two senior officers in the entire Army selected by the Chief of Information for graduate training in journalism at the University of Wisconsin. Col. Jackson will be assigned to information work after graduation.

INTERIM NEEDS

The U.S. Army has initiated a \$6,639,880 procurement order for Hiller H-23D Raven helicopters, the order being termed an "interim procurement" to help fill current Army requirements until the new turbine-powered LOH is available. President Stanley Hiller, Jr., commented that with the new order, plus the company's commercial activity, Hiller's helicopter production will reach a level equal to that at the Korean War peak. The Company will proceed to augment its labor force to handle the increased manufacturing activity.

HOUSING AND AIRFIELD facilities at Ft. Rucker were boosted in August by the completion of two projects and the signing of contracts for a third. Lt. Colonel D.A. Raymond, U.S. Army District Engineer, awarded four contracts that totalled \$7,749,200 to the A.C. Samford Company of Albany, Ga., for the construction of 498 Capehart housing units for military families on post.

ROTARY WING STAGEFIELD Number Five and two new dormitories were opened on August 10. The stagefield was dedicated to the memory of Maj. William P. Hunt, Jr., an Army aviator who was awarded the Distinguished Flying Cross posthumously for heroic action in the Korean Conflict nine years ago. The stagefield, which is located north of Newton, cost almost \$1 million and has four parallel heavy-duty runways measuring 2,000 by 75 feet. Training in the new Chinook helicopter will begin there next spring. The dormitories are made of masonry and steel. They are three-story, air-conditioned, and accommodate 201 men each.

"FLYING MESS HALL"

PERHAPS THE BIGGEST morale booster in the history of Airfield Command was adopted on August 21 when a "flying mess hall" was put into service by the Department of Rotary Training and the Consolidated Mess, 2d Battle Group. Airfield Command troops who are a part of the crash rescue and stagefield sections have been getting hot meals delivered to their doorstep by a helicopter. The idea was conceived by Lt. Col. Cantlebury and implemented by Capt. Emilio Aponte, Airfield Command S-4; Maj. Edmond P. Barker, Battle Group S-4; and Rotary Wing personnel.

ERNEST F. EASTERBROOK
Major General, GS
Commanding General
U.S. Army Aviation Center

NAP-OF-THE-EARTH TACTICAL TRAINING

During the latter part of Fiscal Year 62, the U.S. Army Primary Helicopter School will initiate a course of instruction which will include 12 weeks of primary and 8 weeks of tactical training. The tactical training will include nap-of-the-earth operations, conducting artillery, and aerial machine gun firing. Present planning calls for the first four weeks of the tactical phase to be conducted at Wolters with the actual weapons firing to be done on ranges at Fort Sill during the last four weeks of the course.

INSTALLATION OF NAP-of the-earth training highlights the problem of low-level emergency procedures. In the past, training has generally been designed to insure maximum safety of personnel and equipment throughout the training program by maintaining a safe altitude, thereby providing the student pilot with sufficient time to cope with an sudden engine failure or similar type of emergency. With few exceptions, normal field operations are conducted at an altitude which will provide the aviator with adequate time to select landing spots in the event of an emergency.

FLIGHT TOP-OUT: 75 FEET

WITH THE ADVENT of the new tactical course the aircraft will be operated in that portion of the flight envelope where the pilot, "unless he receives specialized training," may not be able to perform an emergency autorotation. As currently scheduled, the course of instruction conducted by USAPHS will provide the student pilot with 80 hours of flight instruction (H-23) in the primary phase, transition into the H-13E, and the acquisition of another 50 hours of flight time in the tactical phase.

THE PROGRAM OF INSTRUCTION as envisioned for the tactics phase to be conducted at USAPHS will require the student pilot to operate the aircraft at minimum altitude (3 feet to 75 feet) throughout the phase. The aircraft will be flown under maximum gross weight conditions at all times in order to condition the student for similar operations in the field. Operating the H-13E under these circumstances will demand



a high degree of pilot skill and judgment.

THE PROBLEM now confronting the USAPHS is to determine those procedures which must be taught to the student pilot so that he will be equipped to the extent practical to cope with emergency situations at low levels. Another aspect of the problem is to determine at what period in the student's training this should be started.

USAPHS PRELIMINARY INVESTIGATION of autorotations from minimum altitude and high cruise speed (70 knots IAS) in the H-23D has resulted in a tentative conclusion that 25 feet is the minimum altitude from which excessive forward can be dissipated and a safe autorotation can be accomplished. The majority of autorotations conducted to date in this experiment have been the straight-ahead flare-type.

ALL TOUCHDOWNS have been accomplished on a hard surfaced stagefield or a prepared sod area. A 90-degree side flare-type autorotation in the H-23D is currently considered to require a degree of skill beyond that of the student pilot with a total of 130 hours of flight time. Emergencies occurring over wooded or

BY COL. JACK K. NORRIS
COMMANDANT, USAPHS

uneven terrain will undoubtedly result in damage to the aircraft.

UNOFFICIAL REPORTS from personnel who participated in the CDEC (Combat Development Experimental Center) experiments have indicated an average of 28 hours training in nap-of-the-earth operations was required for a pilot to become proficient, and regular practice sessions were required to retain this proficiency. Autorotation technique considered best was the straight-ahead flare-type, with minimum ground speed attainable.

ASSIGNMENT OF PERSONNEL directly from the USAPHS to units in the field, where they will be operating reconnaissance type helicopters under tactical conditions, immediately

makes this an Army-wide problem. The increased emphasis on tactical, low-level, armed helicopter type operations of aviation units with other combat elements will further magnify the area of concern.

INTENSIFIED STUDY and experimentation must be given to the matter of autorotations from low level, nap-of-the-earth flight. Some USAPHS personnel are of the opinion that our Army aircraft development program should examine the feasibility of providing our aircraft with twin-engine reliability.

THE USAPHS WELCOMES comments and/or information from the field on experience or techniques in autorotations from minimum altitude.

ARMY AVIATION BRIEFS . . .

INTERSERVICE PROJECT

■ Four services are represented in the photo (below) of an ARMY Iroquois helicopter being loaded on an AIR FORCE C-124 for airlift to Christchurch, New Zealand, staging area for Operation Deepfreeze in the Antarctic. Two officers participating in Deepfreeze stand by the helicopter; NAVY Lt. H.D. Kellogg, left, assistant to the logistics officer, and MARINE Major James H. Foster, assistant air operations officer. Two HU-1B's will be used in Antarctic topographic surveys from October to February.

CHINOOK FILM AVAILABLE

■ The Vertol Division, The Boeing Company, wishes to advise ARMY AVIATION readers that a 3-minute silent color movie is available - on a loan basis - showing the initial hover testing of the Army's new HC-1B Chinook helicopter.



Prints of this film have been furnished to OCRD, DCSOPS, OCoT, TMC, CONARC, USAAVNS, USAAB, USATATSA, Army Maintenance Board, AOMC, and the Signal Corps School. Vertol's offices in Japan and Germany also have a print. Army organizations desiring to view this film and unable to avail themselves of one of the prints distributed to the above listed agencies, may obtain a loan print by writing directly to Frank K. MacMahon, Manager-Military Programs, Vertol Division, The Boeing Company, Morton, Pa.

CARRIER TRAINING

■ Some 75 helicopter-qualified Army aviators assigned to seven units in Second and Third U.S. Armies and supporting maintenance personnel completed week-long carrier training aboard the USS Valley Forge off the Virginia Capes. Recently modified and redesignated an LPH (Landing Platform Helicopter), the Valley Forge logged well over 2,000 Army landings during the four-day training period. Twenty-five helicopters of four types were utilized, including the HU-1 Iroquois. Participants are expected to form a nucleus to train unit individuals at their home stations.

FIRST DRONE 'COPTER USE

■ Kaman Aircraft Corporation has delivered its remotely controlled Drone helicopter to the U.S. Army for use in a weapons testing program at the Army's White Sands Missile Range. The helicopter, a modified HTK, is capable of complete pilotless flight and represents the first Army use of a full scale, remotely controlled rotary wing aircraft. In its initial test flight the Drone achieved 61 minutes of pilotless flight up to 7000 feet under ground controller handling.



THIRD ANNUAL MEETING

SEPTEMBER 3-5, 1961 WASHINGTON, D.C.





ANNUAL HONORS LUNCHEON



AAAA HONORS LT. GEN. ROGERS, RETIRED CONARC ARMY OFFICER

ARMY AVIATION
PROPONENT RECEIVES
AAAA HONORARY
LIFE MEMBERSHIP

REMARKS OF BRYCE WILSON, PRESIDENT, ARMY AVIATION ASSOCIATION, AT THE ANNUAL HONORS LUNCHEON OF THE THIRD ANNUAL MEETING OF THE AAAA, SHERATON PARK HOTEL, WASHINGTON, D.C., SEPTEMBER 5, 1961, FOLLOWING THE BENEDICTION AND THE INTRODUCTION OF THE DISTINGUISHED GUESTS AT THE HEAD TABLE:

"I would first like to reassure you, incidentally, that this podium has been completely, thoroughly, and efficiently flight-tested and we are in no danger of floating away for the assigned moment.

The number of balloons here, by the way, - one hundred in number - is symbolic of the number of years aerial observation has been in use in the Army, and the importance of aerial observation to the Army in the future. Army aviation does, in fact, provide the "eyes" to the ground commander.

Professor Lowe - in his historic flight in the War between the States in 1861 - truly pioneered in this area, and there have been many other people who have contributed to the effort throughout the years, and I would like to take this occasion to give recognition to one of the most recent contributors.

This individual is in a very special category. He's not an aviator, but he has had a profound effect upon the future of the Army Aviation Program. In the last few years his name has been linked with several important Boards and Committees - as Chairman - and the work of these Boards has become the definitive basic references and long-range guidelines for Army aviation development.

Therefore, we are particularly pleased and

LT. GEN. GORDON P. ROGERS, RET. (LEFT) RECEIVES HONORARY LIFE MEMBERSHIP CREDENTIALS FROM BRYCE WILSON, PRESIDENT OF THE ARMY AVIATION ASSOCIATION.



proud to honor this individual with the title "Honorary Army Aviator" and to make him a Life Member of the Army Aviation Association of America . . . Lieutenant General Gordon B. Rogers. (Applause).

General Rogers, it gives me great pleasure to present to you these credentials and mementos of your membership in the Army Aviation Association. Thank you." ♦

General Rogers, in accepting the Life Membership, replied, "You're very kind. I certainly appreciate it, and I am happy to be a member of the Army Aviation Association."

REMARKS OF BRYCE WILSON, PRESIDENT ARMY AVIATION ASSOCIATION, PRIOR TO THE PRESENTATION OF ANNUAL AWARDS:

"The Army Aviation Association has several Annual Awards to recognize achievement and proficiency from both an individual and an organizational standpoint. It is a tribute to the proficiency of those in Army aviation as a whole that the selection of the recipients of these Awards is a most absorbing and intriguing task.

The nominations have been many and the selection therefrom difficult. We owe a vote of thanks to the Chairman of the National Awards Committee whom I would like to introduce to you now for the awards portion of our Program. . . . Colonel Robert M. Leich. (Applause).

REMARKS OF COLONEL ROBERT M. LEICH, RET., CHAIRMAN, NATIONAL AWARDS COMMITTEE, AAAA:

"It has been a thrilling and extremely satisfying experience to serve the Association on this Committee. More nominations than in any previous year were submitted from individuals

who are members; industry; civilians; military unit commanders; and other organizations interested in Army aviation.

These brought to your Association evidence of a wide variety of truly outstanding achievements and contributions to Army aviation, and to the Army as a whole. The selection of our Award Winners was determined only after very lengthy and careful study of their records and the evidence submitted.

The James H. McClellan Aviation Safety Award, sponsored by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958, was established in that year to recognize an individual contribution to Army aviation safety. This Award is not intended to be given for competition between units in flying safety. In the opinion of the Committee, concurred in by representatives of the sponsor, no nomination received had sufficient conclusive evidence that the action was truly individual, and that it was outstanding. Therefore, the Award will not be given for the Calendar Year 1960.'

FORT EUSTIS CWO RECEIVES ARMY AVIATOR OF YEAR AWARD

**CWO MICHAEL J. MADDEN
EARNS AAAA HONOR
FOR HIS ACHIEVEMENTS
IN ARCTIC EXPLORATIONS**

REMARKS OF COLONEL ROBERT M. LEICH, RET., CHAIRMAN, NATIONAL AWARDS COMMITTEE, AAAA, UPON THE PRESENTATION OF THE AAAA AWARD TO THE ARMY AVIATOR FOR 1960:

"The Army Aviator of the Year Award is sponsored by this Association to recognize that rated Army Aviator in the active Army or in one of its Reserve Components who has performed an outstanding individual achievement or who has made an outstanding contribution to Army aviation during the Calendar Year 1960.

I'd like to ask Chief Warrant Officer Michael J. Madden (pictured at left) of the U.S. Army Transportation Board, Fort Eustis, Virginia, to step forward to receive this Award. (Applause).

I would like to read the Citation for Mr. Madden:

'Chief Warrant Officer Michael J. Madden is named the Army Aviator for 1960 for his outstanding performance of duty as officer-in-charge of aviation for the cross-Greenland flight of helicopters in support of Operation Lead Dog, 1960. These flight operations in support of the ground party of Project Lead Dog covered 675 miles eastward across the Greenland Icecap in support of scientific exploration of previously unexplored or little known Arctic terrain in Crown Prince Christian's Land and Peary Land.

These operations were conducted over some of the most hazardous and desolate areas known to man. In addition, weather conditions are unknown and no weather forecasting facilities are located in these areas.

The successful completion of this Operation indicates the high degree of proficiency and leadership that Mr. Madden has achieved. Chief Warrant Officer Madden is representative of the finest traditions of Army aviation, and his accomplishments reflect great credit upon himself and the United States Army. Mr. Madden comes from Chicago, Illinois.' . . . (Applause).





DETECT, DETECT

IN DIRTY WEATHER, WEATHER

IN DARKNESS, DARKNESS, DARKNESS

IN ANY TERRAIN, TERRAIN, TERRAIN, TERRAIN, TERRAIN

THE GRUMMAN MOHAWK, MOHAWK, MOHAWK, MOHAWK, MOHAWK

The enemy might try for surprise under cover of darkness, bad weather, or terrain . . . but it's to no avail, thanks to the detection capabilities of the Army Mohawk.

Equipped and available with either standard observation gear (the AO-1A "Eyeball")—or side-looking airborne radar (the AO-1B SLAR)—or infrared (the AO-1C)—the Mohawk will seek out the enemy to give the Army continuous and up-to-the-minute information.

The Mohawk also provides the Army with maximum operational flexibility. It's a twin turboprop aircraft de-

signed to operate with short-field capabilities into and out of unimproved fields. For example, from cow pastures just 600 feet long! An all-weather aircraft, the Army Mohawk is the ultimate in electronic surveillance and observation.

GRUMMAN

AIRCRAFT ENGINEERING CORPORATION
Bethpage • Long Island • New York



revolutionary built-in rotor blade inspector



Opens the way to unlimited blade life...cuts
2-hour blade inspection to a mere 20 seconds



Now, the long sought goal of unlimited helicopter blade life is in sight. The exclusive Sikorsky development that makes this possible is called BIM—Blade Inspection Method. Here's how it works: all Sikorsky rotor blades will be filled at the factory with compressed air. Mounted on each blade—a gauge that keeps track of the blade's structural integrity round the clock by signaling any drop in air pressure. A glance at the pressure gauges tells you more about blade condition than you used to learn from two painstaking hours of conventional inspection. This new system, available on all new Sikorsky blades, can also be installed on Sikorsky blades now in use. For full information, write or call Sikorsky. **Sikorsky Aircraft**

Division of UNITED AIRCRAFT CORPORATION, Stratford, Connecticut

REMARKS OF COLONEL ROBERT M. LEICH, RET., CHAIRMAN, NATIONAL AWARDS COMMITTEE, UPON THE PRESENTATION OF THE HUGHES AWARD FOR OUTSTANDING AVIATION UNIT ACHIEVEMENT:

"Mr. A.W. Bayer is a Vice President of the Hughes Tool Company, Aircraft Division, and has been a longtime industry supporter of Army Aviation's Program. He is particularly qualified to understand aircraft through his management background in industry and his many years as an experimental test pilot. May I present Al Bayer, known to most Army aviators!" . . . (Applause).

REMARKS OF MR. A.W. BAYER:

"Thank you, Bob . . . President Bryce Wilson, Army Aviators, and their many friends. I'm here today to participate in the Second Annual Awarding of the Hughes Trophy to Army Aviation.

The Hughes Trophy is a unit award . . . The Army is made up of various types and sizes of units. An individual or an individual piece of equipment is only useful as part of an effective team.

Each year this trophy is presented to an outstanding aviation unit which has done the most to further the use of aircraft in support of the overall Army mission.

The creation of this trophy reflects a lifelong interest of Mr. Howard Hughes, the president of our company, in the development of

GEN. DECKER PRESENTING 937TH CITATION.



937TH ENGINEER COMPANY NAMED OUTSTANDING AVIATION UNIT

PANAMA-BASED UNIT
RECEIVES HUGHES
TROPHY FOR SUPPORT
OF ARMY MISSION

manned aircraft. Last year, the Hughes Army Aviation Trophy was awarded to the 1st Reconnaissance Squadron of the 16th Sky Cavalry of Fort Carson, Colorado. I had an opportunity to visit that organization last year and I am pleased to report that the effect of the trophy has exceeded anything that we may have expected in elevating unit morale and esprit d'corps.

We are also extremely pleased with the competitive spirit that the trophy has engendered in all Army aviation units throughout the Army.

It is now of honor and a privilege to introduce the Chief of Staff of the United States Army, General George H. Decker, who will make this year's presentation of the Hughes Army Aviation Award . . . General Decker. . . (Applause).

REMARKS OF GEN. GEORGE H. DECKER:

"President Wilson, Mr. Bayer, members of the Army Aviation Association, distinguished guests, ladies and gentlemen. As I stand here under this gas bag I would like to express my appreciation to the Association for their unprecedented concern for the speakers who might run out of words.

On behalf of the United States Army, I wish to express appreciation for the recognition given Army aviation through this impressive Award. Engraved on the base of the trophy I find these words, "For the aviation unit that through organized effort has demonstrated outstanding ability to employ aircraft in furtherance of the Army mission." The perception of those who established this basis for the Award, and who composed the clear statement on that basis, is to be commended.

Organized effort is the key to Army accomplishment. The words, "in furtherance of the Army mission," express the purpose to which we all, individuals and units, work. Teamwork

and common purpose comprise the selfless ideal of the soldier.

It now becomes my pleasure to announce the award of the Hughes Army Aviation Trophy for 1960 to the 937th Engineer Company (Aviation).

The mission of this Company is to support the Inter-American Geodetic Survey, a great, cooperative enterprise for the accurate mapping of vast areas of Central and South America.

OPERATE IN 8 COUNTRIES

The accomplishments of the 937th, in pursuit of this mission in 1960, were impressive by any standards. Its 53 aviators, 61 maintenance and 39 logistical and administrative personnel supported mapping operations on a regular basis in eight Central and South American countries that are cooperating in the Inter-American Geodetic Survey. Operations in three additional countries were conducted during 1960 on a temporary duty basis.

The primary mission of the Company is to transport survey personnel, supplies, and equipment. This includes carrying mapping teams and labor parties to remote and inaccessible points, and in keeping them supplied. In performing this mission, the Company employs both rotary and fixed wing aircraft. It is estimated that the work of the 937th enables the survey to proceed at a rate some five times faster than if the mapping teams had to use other means to reach the points on mountain tops or in the midst of jungles to obtain the data essential to mapping.

The area over which the Company operates is larger than the United States. Its most widely separated units are some 3,500 miles apart. Its aircraft fly regularly from airfields whose ele-

vations range from sea level to 13,000 feet. Flights are conducted over vast jungle areas, over water out of sight of land, and over mountain ranges with peaks reaching altitudes of 22,000 feet.

Before this audience, I have no need to dwell on the danger potential in flying under such conditions, nor do I need to expound on the vital part that maintenance of aircraft and equipment has under these conditions in the safety of the flying personnel, and in the accomplishment of the mission.

ENLISTED SUPPORT OUTSTANDING

As a commentary on this phase of the 937th operation, I shall read a brief extract from a report made by General von Kann, following his visit to this unit in July, and I quote:

"The maintenance work," General von Kann wrote, "is outstanding. The attitude, bearing, responsibility, dependability, maturity, and conduct of the enlisted mechanics is outstanding and inspiring. These men are subject to few of the usual military controls - no first sergeants, or MP's. There are all kinds of ways to get into trouble, but they don't. The fact that human life depends upon their every action being properly executed has the same effect as combat does upon the good soldier. The result is that the Company has the lowest ratio of planes to mechanics in the Army. It does much third echelon maintenance, and approaches the early days of Army aviation where a man in the field kept an aircraft going with hand tools."

I might add that, as the Director of Army Aviation, General von Kann is not given to faultless praise.



CONGRATULATIONS

GENERAL DECKER, 2ND FROM LEFT, CONGRATULATES LT. COL. RUBY UPON THE AWARD OF THE HUGHES TROPHY TO THE 937TH ENGR CO AS BRYCE WILSON, LEFT, AND A.W. BAYER LOOK ON. (U.S. ARMY PHOTO).



BIRD DOG:

PLANE WITH A HISTORY IN A DOZEN LANGUAGES

It's Cessna's scrappy little L-19, and what a history it has.

It began in Korea, where the all-metal mite first came to be called "Bird Dog." So well—so reliably and economically—did it perform its work (artillery spotting, supply dropping, wire laying, aerial photography, liaison, flare dropping, insect spraying), it soon became known and wanted throughout the free world. Since, it has flown under the flags of France, Pakistan, Spain, Iraq, Taiwan, Thailand, Norway, Canada, Italy, Japan, Alaska, Germany, Lebanon, Indo

China and throughout Central and South America.

The L-19's history points up well its versatile utility. Pilots of more than 20 countries testify to its outstanding performance under every conceivable type of conditions. When it comes to designing and delivering planes that pay their own way—Cessna's know-how is evident.

**Military
Division,
Wichita,
Kansas**

CESSNA

Aside from its primary military mission, the Company also performed an effective good will mission during 1960. Its aircraft were flown on rescue missions in Colombia and Nicaragua. Its personnel won friends for the Army, and for America, through their high standards of conduct and professional ability. Because of their work with officials and mapping teams of the cooperating countries, each aviator receives a course in Spanish at the Army Language School prior to joining the Company. This ability to communicate with the people with whom they associate is a further asset in establishing understanding and good will.

Truly the 937th measured up in 1960 to the requirements of the Hughes Army Aviation Award. The Commander of the Company, both now and throughout the period covered by this Award, is Lt. Colonel Jack W. Ruby. Colonel Ruby has come up from his Headquarters at Fort Kobbe, Canal Zone, for this occasion. I ask that he step forward to receive the Award on behalf of his Company.

Colonel Ruby, it is an honor to present this Trophy to your command. To you and to all who serve with you I convey the congratulations of the Hughes Tool Company, the Army Aviation Association, and all members of the United States Army for a notable year of accomplishment in the furtherance of the Army's and our Nation's mission.

ACCEPTANCE ADDRESS BY LT. COLONEL JACK W. RUBY ON BEHALF OF THE PERSONNEL OF THE 937TH ENGINEER COMPANY (AVIATION)(IAGS):

"It is indeed an honor for the 937th Engineer Company to receive so elegant an award.

I think it appropriate at this time, however, to give credit where credit is due, to those individuals, groups of individuals, and elements of the Army that gave their effort to make this possible for my unit.

I would like to recognize the first group - and if you will please stand and remain standing while I introduce these individuals and groups of individuals so that the assembly can recognize what a large family we have here today - and I will seat the family immediately after the last one is introduced.

First, I would like to recognize the active members who are present today - there are four of us, including myself. First, Ruth Ruby, my wife Captain Judkins, the Operations Officer Captain Osterloh, a representative from the Guatemala Project, who is presently stationed in Guatemala.

I would like now to go to a higher echelon of command and ask General Wilson, the Chief of Engineers, and Mrs. Wilson to rise, please.

Going on down the chain of command we have



LT. COL. JACK W. RUBY, CO, 937TH EAC

General Bogart, Commanding General of the U.S. Army, Caribbean, and Mrs. Bogart The Director of the Inter-American Geodetic Survey, my immediate boss, Colonel Unverfurth . . . and now would the remaining family of the 937th arise, and they are all of the alumni and their wives who have ever been in the 937th. Please rise. (Applause).

Would the two active members now take the Bowl and don't lose it!

In conclusion, I want to say that the 937th Engineer Company is as proud and pleased as punch - the whole Bowlful - for receiving this Award. Thank you.

GEN. VON KANN CHATS WITH 937TH CREWMEN DURING HIS JULY VISIT TO THE UNIT.



REMARKS OF BRYCE WILSON, PRESIDENT, AAAA, PRIOR TO THE PRESENTATION OF THE HILLER ARMY AVIATION SOLDIER OF THE YEAR AWARD:

"This year it is our pleasure to announce the establishment of a new Award for the Army Aviation Soldier of the Year. It is sponsored by the Hiller Aircraft Corporation and I take pleasure in introducing Mr. Stanley Hiller . . . Mr. Hiller. . . (Applause).

REMARKS OF MR. STANLEY HILLER:

"President Bryce Wilson, Ladies and Gentlemen, Honored Guests.

It is all too often, I think, that we look up in the sky, see some of the Army products, and the men in them flying overhead. We're apt to be drawn, I think, to the fact that the people who are flying them, the machines themselves are the prime cause of the Army Aviation Program, the prime spark which makes it go.

While this is, of course, true, it is also true that this man-machine system could not have been there, and could not operate successfully or practically against an economic or operational objective unless there were people behind this man-machine system.

I think, too, that we tend to overlook sometimes the importance of the people that make this system workable and usable.

Now after fifteen years - which has been our short association with the Army Aviation Program - we have grown to know some of these people and to very, very much admire them for their sometimes unsung contribution to the Army Aviation Program.

So when the Army Aviation Association made the decision to honor an Aviation Soldier of the Year - this "Support Operation Man" - we were only too pleased and certainly honored to contribute in a small way to acknowledging this



M/SGT ROBERT R. YOUNG

FORT RUCKER NCO NAMED AA SOLDIER OF THE YEAR

M/SGT ROBERT R. YOUNG,
AIRFIELD COMMAND,
RECEIVES INITIAL
HILLER AWARD

important role. Hiller Aircraft is only a part of this. We have sat back and watched the decision-making process of the Army Aviation Association go forward, and we're as pleased as can be with this year's recipient; this is for the Calendar 1960 period.

We think the very fine individual who will be honored with the first Army Aviation Soldier Award this year is certainly due this award, and we think, further, the type of contribution that he has made - and the type of contribution that will be made in the line of keeping aircraft in operation whether it be from the technical side or the operations side in general - is something that we are only too proud to acknowledge over the years ahead.

REMARKS OF MR. BRYCE WILSON:

"The first recipient of the Hiller Army Aviation Soldier of the Year Award is Master Sergeant Robert R. Young, Flight Operations Chief, S-3 Division, Army Airfield Command, U.S. Army Aviation, Fort Rucker, Alabama. Sergeant Young, will you please step forward? . . . (Applause). . . Ladies and Gentlemen. I am sure that the distinguished individual who will present the actual Award to Sergeant Young needs no introduction from me to you, this audience, and we certainly welcome to his first appearance before the Army Aviation Association of America . . . Ladies and Gentlemen, the Honorable Elvis J. Stahr, the Secretary of the Army . . . (Applause) . . . (Note: Prior to Mr. Stahr's remarks, President Wilson read the Award Citation).

"I would like to read the Citation for this Award:

Master Sergeant Robert R. Young is named the Army Aviation Soldier for 1960 for his superior performance as Flight Operations Chief of the Airfield Command, Fort Rucker, Alabama. Sergeant Young prepared and conducted a



THE HONORABLE ELVIS J. STAHR, JR., SECRETARY OF THE ARMY, IS SHOWN PRESENTING THE HILLER ARMY AVIATION SOLDIER OF THE YEAR AWARD TO M/SGT ROBERT R. YOUNG OF FORT RUCKER, ALABAMA.

Flight Operations Specialists' Training Course which prepared untrained replacements as Flight Operations Specialists. This was a new program in the Army school system, and Sergeant Young's initiative and aggressive implementation of this course of instruction has contributed significantly to the overall superior operation of the Airfield Command at Fort Rucker, Alabama.

Sergeant Young is representative of the thousands of dedicated enlisted men who provide the foundation for the growing Army Aviation Program." . . . (Applause).

(At this point, Secretary of the Army Stahr presented the Hiller Army Aviation Soldier of the Year Award to Master Sergeant Young, as shown in the photo above.)

PREVIOUS AAAA AWARD WINNERS

HUGHES TROPHY TO AN OUTSTANDING ARMY AVIATION UNIT

1959

The 1st Reconnaissance Squadron (Sky Cavalry), 2d U.S. Army Missile Command (Medium), Fort Carson, Colorado. Commanding Officer: Lt. Colonel Robert F. Tugman.

JAMES H. McCLELLAN AVIATION SAFETY AWARD

1958

Lt. Colonel Arne H. Eliasson, Human Research Unit, Fort Rucker, Alabama, assigned to Army Aviation Section, Headquarters, Seventh U.S. Army, APO 46, N.Y., N.Y., at the time of the Award.

1959

Colonel John L. Inaskeep, Commandant, U.S. Army Primary Helicopter School, Camp Wolters, Texas, and Mr. Raymond L. Thomas, General Manager, Southern Airways Company, Camp Wolters, Texas (Joint Award).

AAAA AWARD TO THE ARMY AVIATOR OF THE YEAR

1958

Captain James T. Kerr, Ret., assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Alabama, at the time of the Award.

1959

Chief Warrant Officer Clifford V. Turvey, 18th Transportation Company, APO 29, N.Y., N.Y., assigned to the U.S. Army Aviation Board, Fort Rucker, Alabama, at the time of the Award.

HONORARY LIFE MEMBERSHIPS, AAAA

1959

Maj. Gen. G.P.L. Weston, British Army.
 Brig. Gen. R.A. Fyffe, British Army.
 Lt. Col. D.R. Ely, Canadian Army.
 Maj. R.E.R. Borland, Canadian Army.



JUST VISITING

The Army's Light Observation Helicopter will be more at home in a jungle clearing... on a desert badland... or canyon shelf. A basic specification of the LOH: liveability on the front lines. Maintenance will be radically simplified, logistical support reduced to minimum.

No quick answer, no revolutionary new idea attains this goal. The answer lies in hard-won, but proven, concepts evolved through the orderly exploration and development of vertical flight technology.

As with the LOH, there is no short cut to a solid national defense. Achieving it demands the shrewd utilization of resources whose primary values are experience... reliability... military-industry-team professionalism... and the ability to go forward with logic and order.

Designs are one thing. Deliveries another. Both come from

HILLER 
AIRCRAFT CORP.

PALO ALTO, CALIFORNIA • WASHINGTON, D.C.

Adhesive Engineering Division, San Carlos, California

SUBSIDIARY OF THE ELECTROLIC AUTOLITE COMPANY

RESCUE

The Kaman HUSKIE was designed to be a rugged, reliable rescue helicopter. It was bred for the boondocks. The number, nature and difficulty of the rescues it has completed since entering operational service prove it was bred right. Rescues involving Kaman helicopters which hit the headlines recently follow below, with on the spot photos to the right.

A. LARSON AFB, WASH.—

A Huskie hovering over the burning wreckage of a B-52D used its rotor downwash to keep flames away from the bomber's 128,000 pound fuel load until all 10 crewmen had been safely evacuated. (Air Force Photo)

B. CAPE HATTERAS, VA.—

When the tanker Pine Ridge broke up off shore, a Kaman HUK operating from the Valley Forge rescued 9 crew members and returned them safely to its carrier base. (U.S. Coast Guard Photo)

C. RANDOLPH AFB, TEXAS

USAF H-43 on standby alert reached the crash scene of a KC-97 tanker and worked with fire fighting crew to prevent flames from spreading to 4,000 gals. of spilled fuel, saving the aircraft. (San Antonio Field Photo)

THE KAMAN AIRCRAFT CORP., BLOOMFIELD, CONN.



*in national defense
KAMAN is a part of the rescue*

This demonstration photo became a reality at PLATTSBURG, N.Y., when one of the crewmen who bailed out of a crippled B-52 was injured when landing in an isolated area of 100 foot trees. The crew of a Huskie saved his life by hovering over the spot and lowering a medic to give first aid until rescuers on foot reached the scene.

INTRODUCTION OF THE HONORABLE NAJEEB E. HALABY, ADMINISTRATOR, FEDERAL AVIATION AGENCY, BY SECRETARY OF THE ARMY ELVIS J. STAHR, JR. ON THE OCCASION OF THE ANNUAL HONORS LUNCHEON OF THE THIRD ANNUAL MEETING OF THE ARMY AVIATION ASSOCIATION OF AMERICA:

"As Administrator of the Federal Aviation Agency our speaker today has a most important and demanding assignment in a critically and rapidly expanding field.

This nation, in my judgment, is very fortunate to have a man of his broad experience - an aviation expert with almost thirty years' flying as a background, including years as an experimental test pilot - to fill such a vital position.

The military services are very much aware, Mr. Halaby, of the problem areas of the Federal Aviation Agency, and we hope we are contributing toward their solution.

Therefore, I feel sure that you will forgive me if I mention a little legend connected with Professor Lowe. History has well documented Lowe's flight for the military at nine o'clock on June 18, 1861.

What hasn't been quite so well documented is the allegation that at ten o'clock on that same day an obscure Bureau was formed in Washington to restrict and regulate against such flights. (Laughter).

With tongue in cheek, therefore, I think we can imply that the FAA and Army aviation have a very close historical tie.

Ladies and gentlemen, it is an honor and a pleasure for me to introduce my friend, the distinguished Administrator of the Federal Aviation Agency, the Honorable Najeeb E. Halaby.

CIVIL AVIATION, ARMY UNION STRESSED BY FAA HEAD

ADMINISTRATOR HALABY

OUTLINES ALLIANCE
IN PRINCIPAL ADDRESS
AT HONORS LUNCHEON

ADDRESS OF THE HONORABLE NAJEEB E. HALABY, ADMINISTRATOR OF THE FAA:

"Good afternoon, everyone. I must acknowledge that that is the best intelligence that the Secretary has on the origin of the FAA.

Actually, we go much further back than that. Even before the Revolutionary War, as today, there existed a very important need to regulate flight, and there were, as today, many irate citizens who complained about reckless and irresponsible flying . . . of kites . . . with keys attached . . . without flight plans and in thunderstorm activity.

This fellow, Thaddeus Lowe, who glowered rather benignly at us when we came in, must have been quite a guy. He was a civilian, in-



REBUTTAL

GUEST SPEAKER NAJEEB E. HALABY POINTS OUT THE NAVAL ASPECT OF PROF. LOWE'S FLIGHTS AS, L. TOR., BRYCE WILSON, SECRETARY STAHR, GENERAL DECKER, AND A.W. BAYER ENJOY THE RIBBING.

CIVIL/CONTINUED

identally, and I believe, an engineer, and in that respect, like Dr. Larsen, and Dr. Brown, had the future in his hand.

As I understand it, the first ascension was made from somewhere around the Smithsonian, and President Lincoln got so intrigued with it that he asked them to try it out on the White House lawn. Our Presidents are still trying out ascensions on the White House lawn. In fact, the most active heliport in the area is now the White House lawn, but I hope working with some of you will remedy that, and have a good civil heliport in this area. (Applause).

I can't resist in this time of competition, as a broken down Naval aviator, pointing out one other relevant feature of Mr. Lowe's high exploits . . . and that is that after a few ascensions from the White House lawn, the working, avigating that he did was from a barge in the nearby Potomac River . . . THE FIRST AIRCRAFT CARRIER! (Laughter).

And so, we are not only celebrating the 100th Year of Army Observation Aviation, but the 100th Year of Naval Aviation! (See Box below).

■ Administrator Halaby's remark on the 100th Anniversary of Naval Aviation did not go by unchallenged. Some fifty Army aviators and their wives - more intrepid than prudent - checked out his "Barge on the Potomac" bit during one of the open evenings during the Meeting. Bedecked in appropriate Naval attire, they set sail in a narrow canal in northwest Washington at "knottage" predetermined by the two mule-power outboard. Despite some working knowledge of Naval operations - largely manifested in utterances of "the head," "grog" and something that sounded like "red sails in the sunset," the group never did raise a comparable balloon. On the contrary, reliable sources reported that the craft was beached approximately seven miles south of Camden, New Jersey. While no official investigation of the supposed mutiny will be initiated, the ineptitude of the ship's complement - and the fact that many of the crew were still wandering around the mid-Jersey countryside as late as September 18 - will, no doubt, end all future attempts to "Go Navy." The most sage comment overheard during the entire debacle - and it was every bit of that - was attributed to an uninvited industry rep who slipped aboard in a stowaway status. His erudite remark, made while the hawser connection was still intact between the mules and the barge, "This is the first time that I recall that so many Army aviators were headed in the SAME direction!"

I can't let (Dr.) Harold Brown and his associates, Dr. Larsen, and other scientists in the crowd, go without saying, "Please come back to the airplane . . . to the balloon . . . and to the wing. Forsake not the missile, but forget not the airplane, the helicopter, and the other workaday devices that carry people precisely from hither to yon. Please come back . . . and don't forget aviation, because we have a long way to go and great horizons to explore, and the scientist and the engineer, starting with basic research and working all the way to the major system, is our leader in thought in the matter."

It's very exciting to join with a group of fellow aviators after a hundred years. I've been at it six months here in the great airdrome that is the Capitol, with much noise and a lot of gas today, and this is a glorious Association that you have . . . the Army was aviation's first customer; the Army made aviation practical; and it kept aviation alive during its hard times; and a new kind of Army aviation emerged; and as a result of both the careers we owe much to the Army, and I think that the union of Army and aviation is as allied today as ever, and to us who are worried about and working on the problems of civil aviation, the vigor is undiminished and has a great future.

CONTRIBUTIONS LISTED

Personally, as a Federal aviation official, I'm very grateful because the Army has more to contribute directly to civil aviation than any other service, and let me give you a couple of examples:

....the Army is very keenly interested in the light observation helicopter. The present program calls for the design and fabrication of three different models of the light, single-turbine helicopter - fabrication in sufficient numbers to carry out an Army competitive selection program. This research, we in FAA believe, will provide civil aviation with the first really economical, small, light helicopter, and our feeling is more than just a belief or a hope, because we are working with the Army on engineering studies that will lead to its certification.

....To give you a further idea of this kind of cooperation, the Army is requiring, as a condition of acceptance, that its helicopter will, in fact, be capable of meeting the civil requirements of certification.

....There are other aeronautic and avionic developments on which we are pooling our manpower, our time, and our talents, in an attempt to get double-duty out of these defense dollars. Along with the Air Force, the Army and the FAA, and the Navy, are working on a vertical steep takeoff and landing transport program, and I might observe here, the Army seems to have a priority requirement on these vehicles. The first aircraft, the balloon, is a kind of V/STOL machine, as is your AO-1 out in the front lawn.

I think the next award ought to be given to the pilot who landed that aircraft on the Sheraton-Park lawn. Even in the Navy would take our caps off to him. (Laughter).

....Of course, it's a wonder that man ever got off the ground, but then we knew lots about gravity when the balloons were going up. The Tri-Service V/STOL Program will lead to the production of assault transport, and that, in turn, will lead to the development of a civil transport. We are looking forward to these aircraft; we will be working with the Services on them, advising on standards that would make them acceptable, and safe for civilians, both pilots and passengers; working on traffic control problems, and the very difficult problem of getting them to accept as legitimate vehicles in the community; and finally, we hope that it will be possible to make a few of these devices available to the operators to get some experience . . . The other day someone told me the definition of a veteran pilot was a pilot who started flying before you did, and this is true of most aviators. They do not like to admit age. They only look to the future.

NEW COCKPIT DESIRED

....We have a feeling that there is another area where the Army and the FAA can profitably cooperate, and that is in the development of a better, safer, and more efficient cockpit for light aircraft. As some of you don't know, Army aviation has more light aircraft, more like civilian aircraft, than all of the other Services combined . . . and as the biggest user of the light plane, we feel the Army has a special interest in, a special contribution to make, and General von Kann has agreed with us.

....I've had a feeling for a long time that the aircraft cockpit in the small plane, to which many of you are addicted - and also victims - was developed from the shelf down. A particular instrument - not long out of the womb of the boiler - was available on the shelf, and a hole was cut in the dashboard, and that was an instrument. A couple of more instruments were added, and you had an instrument flying pattern. I suggest that it is time that we design a cockpit from the tailbone up; then we can connect it to the wishbone, and to the headbone, and from the headbone the eyes will look out and see something comparable to the horizon, instead of the basement in a steamfitter's paradise. (Applause).

....This new cockpit, on which I from time to time implore and exhort the airplane and instrument manufacturers to work, would shorten up the training time, and would make flying simpler and safer for you, as well as all of the civilian aviators.

We're very proud to have eighteen Army aviators on duty in our Agency. They've brought with them deep experience, such as the men who receive the awards here today are having every day. General Hutton, the first Commandant of the

ALL SMILES?



GREETED BY GRUMMAN REPS PAUL BUTLER, LEFT, AND RONALD SPENCER, COL. ALEXANDER J. RANKIN CLIMBS OUT OF THE MOHAWK PARKED ON THE FRONT LAWN OF THE SHERATON-PARK HOTEL. ALTHOUGH HE DISCLAIMED CREDIT FOR THE FEAT, THE COLONEL RECEIVED A UNIQUE PARKING SUMMONS LATER THAT EVENING. HIS FRIENDS HANDCUFFED HIM TO THE AUTHENTIC FIREPLUG THAT HAS BECOME A FIXTURE AT AAAA MEETINGS.

Army Aviation School, is our Director of Training. We have Army aviators handling our Project Hummingbird, a V/STOL development of civil interest. They are handling themselves with great credit to the Army.

SKY DIVING ENCOURAGED

We've taken a new interest in the FAA in sky diving, which, to many, seems like a thrill-seeking, headline-hunting pursuit, but to many of you, particularly those in the 82d and the 101st, you recognize in it, not only fun but a duty. We feel that if we can get more and more young men interested in being physically fit to do sport parachuting, interested in this rather than in hot-rodging, or carousing on the beach, or doing a lot of other things that are very fashionable today, we will have a corps of men interested in joining your ranks.

Now, the parachutist is not just a nut diving out of an airplane. He is a man who may start out looking for fun, but who also is physically fit, who has some courage, and who wants to do an exciting thing precisely.

And so we, like many of your Army Aero Clubs, your Sky Diving Clubs, are going to try to give some encouragement, and at the same time the necessary controls on sky diving. We think that out of this a new sport is being born, one that will help you.

In the FAA we've been trying during the last six months to develop the main essentials of a good government program, to set some objectives - and we will publish in the next few days a set of National Aviation Goals, and hope, over the coming months, to fulfill them with the help of Secretary Stahr, General Decker, and all the other men who have great responsibility for aviation development.

We're trying to develop a new system - a national airspace system - that will enable you to use the air more efficiently, and all of you to enjoy it more safely. This will take some doing, but there is an airways gap. Out of the last fifteen years, we've neglected the airways about thirteen years, and to make up this gap, we're suffering delays; we're spending extraordinary amounts of money; and in the FAA we have over 18,000 men in air traffic control alone.

At first I felt a little bit overwhelmed by Secretary Stahr's remark about our controls, and about the number of Army aviators here with one lone FAA pilot. BUT, I took a little sadiatic delight that with our present system ONE OF US can hold all of you on the ground. (Laughter).

SEEKS FEDERAL AVIATION SERVICE

The third element of a good government program - the first one being objectives, the second a system well engineered - the third is some procedures and rules that are simple enough for the nut that holds the wheel to understand, and the final element is a corps of men - and this is the most important - a corps of men to manage and to carry into effect a government program. So, we're working with some of you on a Federal Aviation Service that will try to assign to the best people in our Agency - in the operations end of our Agency - the function for working with you through war into peace, and peace into war, through safety into your military training operations, and to develop this kind of esprit and elan d' corps that we have never quite had in the FAA, but must have in the future.

We think if this is developed properly that 2,000 military navigation and communication facilities, which are not directly related to your combat functions, can be manned by this Federal Aviation Service, as you desire, in fact. We think that the roughly 20,000 Air Force, Army, and Navy personnel manning these stations could be replaced by 12,000 or 13,000 civilian technically-trained controllers - again, something you desire so that you can get on with your combat operations.

We go ahead with you in trying to get double-duty out of defense dollars, and whether it's in

the transport field, helping you to get from the Air Force and the Department of Defense the kind of airlift you need, whether it's in the short haul, high lift devices, which we would want in our urban development as a kind of metro-plane that would carry us safely and economically from city center to city center, whether it's in the development of new instrumentation, command and control systems - all of these ways I hope our partnership will profit us both.

MEETING THE CHALLENGE

In looking over the records last week of the Federation Aeronautique Internationale - the FAI, as most of us know it - I was amazed to find that we haven't met the challenge of aviation as well as some of us think. Most aviators have sort of a feeling that American aviation is the utmost - (that) it's the greatest. But when you look at the record we haven't met the challenge on the record.

WHO do you suppose holds the record for the heaviest payload hauled by jet?

Not the Strategic Air Command, or one of the air lines - it's held by the Soviet Union's 201M . . . 121,000 lbs. lifted to 2,000 metres, which is about 6,000 feet.

Is this indicative of less than proper emphasis on air cargo lift, or is it that we just haven't tried, and are complacent?

WHO do you suppose holds the heavy helicopter altitude with payload record?

The Soviet Union's MI-6. . . 26,000 lbs. to 2,000 metres.

Only by virtue of some French ingenuity and eagerness have we saved the helicopter altitude record for the U.S. because their Alouette holds the record.

WHO do you suppose holds the light helicopter speed record over a straight line course?

The Soviet Union's M1 . . . 167 miles an hour.

WHO do you suppose holds the parachute records for precision and for distance?

ALL of them are held, at present, by Communist bloc parachutists. American parachutists do not hold one FAI record, as of last week.

And for those of you who are complacent about our airlines, WHO do you suppose holds the commercial airline record for San Francisco to New York?

Qantas, the Australian airline.

So, I think the challenge of aviation is before us, not behind us. I think in the Army, particularly, you have this great challenge substituting ingenuity and technology to a practicable extent for massed manpower.

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all-out thermo-nuclear war, the limited but probably uncontrollable war, the limited and controllable war, the police deterrent, such as in Lebanon, internal security of our friends - and even ourselves, a show of power - as the landing of 1,500 Army men in Berlin, and the subversive war, of all of these threats - of which I numbered nine - EIGHT of them are partly the responsibility of the Army, and out of the local, limited, police, internal security, show of power kind of military force that we need will fall the civil airpower of the future, because that precision and flexibility and speed and mobility that you are developing will lead to great improvement in our economy, in our

BOUND VOLUMNS

■ Approximately 50 bound copies of the 1961 issues of "ARMY AVIATION MAGAZINE" will be available for direct sale following the publication of the December, 1961 issue. The hard cover editions are available to military and corporate libraries and individual subscribers at \$4.95 per copy postpaid.

culture, as well as in our military power. And so, in closing, I think we might adopt an attitude in aviation, or a posture - our head in the clouds, our feet on the ground, with our left hand probing technology in the future, but with that right hand cocked.

DR. AUGUSTUS RASPET AWARD TO HONOR SUB-SONIC EFFORTS

REMARKS OF BRYCE WILSON, PRESIDENT, ARMY AVIATION ASSOCIATION, UPON THE ANNOUNCEMENT OF THE DR. AUGUSTUS RASPET AWARD AT THE ANNUAL HONORS LUNCHEON, AAAA, SHERATON-PARK HOTEL, WASHINGTON, D.C., SEPTEMBER 5, 1961:

"The Army Aviation Association of America announced today the establishment of the Dr. Augustus Raspet Award.

The Award is to be given annually in memory of Dr. Augustus Raspet who was killed in an aircraft crash in 1960. The Award is sponsored by

Mr. William P. Lear, Sr., a close friend and benefactor of Dr. Raspet, and a well-known aviation pioneer.

In establishing the Award, Mr. Lear stipulated that it would be given for an outstanding achievement in the sciences related to subsonic flight, that it be always given to an individual, and that it be a cash award of \$1,400, accompanied by a suitable trophy.

Nomination of the individual for the Award will be made by a committee of scientific personnel representing the aviation industry and the academic community. Chairman of the Selection Committee for the 1962 Award will be Mr. Eugene Vidal, another famous aviation pioneer.

The first presentation of the Award will be made next summer during the Annual Meeting of the Army Aviation Association.

In commenting on the Award, Mr. Lear stated, "I sincerely hope that establishment of this Award will further the important work undertaken by Doctor Raspet. His selfless dedication to his profession will long stand as an inspiration to other scientists seeking knowledge in the vital field of subsonic aerodynamics.

"In this era of space and missiles we tend to forget many of the problems very close at hand. The first few thousand feet of space will continue to be the most important altitude for most of this world's population for the foreseeable future. Mach numbers alone cannot be a criteria of progress. There is an immense area of potential advance in the speed regimes below the speed of sound.

"I am pleased and considerate it most appropriate that the Army Aviation Association of America has agreed to accept the jurisdiction of the Award to emphasize this vital aspect of manned flight."



BRYCE WILSON ANNOUNCES THE ESTABLISHMENT OF THE RASPET AWARD.

"THE ARMY LOOKS AT ITS AVIATION FUTURE"

PANEL PARTICIPANTS:

- LT. GEN. GORDON P. ROGERS, RETIRED
- LT. GEN. HAMILTON H. HOWZE
- MAJ. GEN. REUBEN H. TUCKER
- MAJ. GEN. ROBERT A. HEWITT
- BRIG. GEN. CLIFTON F. VON KANN

PANEL PRESENTATIONS:

- "THE TASK"
LT. GEN. HAMILTON H. HOWZE
HEADQUARTERS, USCONARC
FORT MONROE, VIRGINIA
- "THE MEN"
MAJ. GEN. REUBEN H. TUCKER
CG, USA TRAINING CENTER
FORT DIX, NEW JERSEY
- "THE MACHINES"
BRIG. GEN. CLIFTON F. VON KANN
ODCSOPS, D/A
THE PENTAGON
- MODERATOR:
COL. FRANK MESZAR
OASA (FM)
THE PENTAGON

OPENING REMARKS

■ COL. MESZAR: We of the Washington Chapter felt that, in this period when all events are being accelerated, that we should stop momentarily and take a look at where we are going. This is no time to rest on our laurels; if anything it's a time of greater challenge and rather than be smug, we should be able to look forward to see just what is it that we can do.

This presentation is divided into three parts: The Task - just what is it that we are going to do in the future; and the Men and the Machines.

Now after those three presentations we will have a very short break at which time your questions can be posed to the panel. In addition to the three speakers we're extremely fortunate in having Lt. Gen. Rogers and Gen. Hewitt to become members of the panel. As you know, Gen. Rogers headed the Rogers Committee and the Rogers Board. Gen. Hewitt, in the Office of the Deputy Chief of Staff for Personnel, in my mind, is the one man who can say truthfully that he is an expert when it comes to aviation manpower because he surge has helped to fight

every battle we have ever had on aviation manpower. We are quite fortunate to have him attend this panel.

Without further ado, I would like to introduce our first speaker - who obviously needs very little introduction - Lt. Gen. Hamilton H. Howze.



LT. GENERAL
HOWZE

■ GEN. HOWZE: Mr. Chairman, Gen. Rogers, distinguished guests, and gentlemen. In the Italian Campaign of World War II, I was fortunate enough to command an armored regiment. At that time the key word in Army tactical circles was the word, "flexible," and if you didn't have flexibility you really weren't fashionable at all.

One day, I went up to see one of my captains whose tank company had been caught flat-footed in an ambush by the Germans and had really been badly shot up.

The captain was thoroughly shook, but he managed to say, "Well, Colonel, there's at least one thing, I've got flexibility. What tanks I have left are scattered all over this part of Italy and I don't know where any of them are."

Now, for me today, at this symposium, the word is not flexible, but broad.

With a considerable amount of wisdom, the Committee has asked me to make a few broad comments. This reminds me of a quotation I saw recently in a national magazine ascribed to George Gobel, and he said, "Every now and then my uncle takes a little nip just to steady himself, and he says, 'Sometimes he gets so steady he can't move.'"

And I am likewise somewhat in danger of being so broad that I don't say anything at all; but I am grateful that I can confine myself to the generalities, because, in truth, I don't know the particulars.

Service in Korea is most instructive; it respects the training and tactical employment employment and the logistic support of large quan-

TASK/CONTINUED

titles of Korean infantry, tanks, and artillery, and, as an extra dividend, the observer - willing to learn - will gain a considerable degree of skill in the art of revolution, but it doesn't teach much respecting the state of the art in aeronautical development, nor of what goes on in Army aviation itself. Unfortunately, then, because I am out of date, I cannot do justice to the

However, you can't fly back and forth over Korea as much as I did without achieving an enormous respect for what light aviation can do for you. And again one is struck by the fact that it is the obstacle, rather than distance, which proves the worth of the light aircraft.

Korea is an absolute jumble of mountains and by our own standards the roads are perfectly atrocious. In consequence, no one who can command the services of an aircraft dreams of going anywhere by any other means. A rough equation for Korea is one hour by L-20 equals one day by jeep.

I suppose I am guilty of pounding too hard on the word, "obstacle." But, on the other hand, I feel that a real understanding of the influence of the obstacle in military operations is of fundamental importance to those of us who design and build aircraft as well as to those who fly and use them.

We all know of the very extensive use of privately-owned light aircraft in Alaska. Why is this so? It is because of "the obstacle." The one, the obstacle posed by trackless brush country and tundra, and if and when those areas are crossed by high speed roads the distance will not be changed but the obstacle will be partly removed and we will see a proportionate diminishment of the use of light aircraft.

The oil companies which are drilling off the shore of the Gulf of Mexico find the helicopter most desirable and useful in order to cross the obstacle of the water. Now where the shoreline is firm and definite the helicopter must compete with the boat, but on the other hand, where the rigs are off the swampy Mississippi Delta it is simply no contest; the helicopter greatly surpasses the boat and is supreme because it is capable of surmounting "the obstacle."

THE CONQUEST OF OBSTACLES

In a very real sense military operations on land consist of the conquest of obstacles in the attack and the clever use of obstacles in the defense. Now here, of course, I include artificial as well as natural obstacles. A defensive position is itself an obstacle to the attackers' progress. Also, areas interdicted by artillery or missile fire, areas of atomic radiation, areas of conventional demolition, areas saturated by destructive chemicals - all these are "obstacles," and mountains, lakes, swamps, rivers, and

forests are natural obstacles of the most fundamental importance. The attacker, as well as the defender always seeks to base his tactics on one or more existing natural obstacles supplementing the natural with the artificial ones of his own making.

So to me, and here I hope that I am not too preoccupied with this aspect of the matter, the light aircraft of the Army should be considered primarily as the best possible means by which we may surmount the very great difficulties imposed by the obstacles which abound on every battlefield.

It is my view that it is this purpose which should condition very largely the types of aircraft we buy, the quantities we require, their integration into the structure of the Army, and the manner in which we fly them.

Now, it is sometimes necessary to point up one prime characteristic of battlefield obstacles, both natural and artificial, and that is that they are not usually served by airports, or, in many cases, even by prepared landing strips. The Army aircraft does not merely soar loftily over the obstacle, but must instead live and operate in its immediate environment where life and flight are normally pretty rugged.

KOREA: THE ULTIMATE

In Korea, where obstacles are simply everywhere, it is often very difficult to find suitable areas in which to land even helicopters. There are many rice paddies there, but when the water is in rice paddies they are 18" deep in water and mud. And, besides, rice paddies are not found on mountain tops, and it is on the high, rough ground that we must be prepared to land our machines. The pinnacle landings now performed in Korea are, with rare exceptions, made on elaborately prepared and marked landing pads. This procedure will accommodate the visiting dignitaries who surprisingly throng the place, but it contributes very little to the development either of aircraft or of aviators. The truth is that the limitations of the aircraft and those of pilot capability are such that we are not prepared there no more than anywhere else in the world to take full advantage of VTOL flight in time of war.

In this general regard I wish to touch briefly on the helicopter landing gear. An increased ability to land on slopes would vastly increase the utility of helicopters in very rough country. Very often blade strike on the upslope is not limiting at all, for the best landing areas are generally along ridge tops and every mountain mass has a number of contributory ridges. But the disability of the gear itself to accept slope landings is very limiting indeed, and, of course, the question is "What can be done?"

I don't know, but I should think it would be possible and worthwhile to develop a system of extending one or both skids. Maybe inflatable and deflatable rubber bags, possibly using Good-

year's fabric stiffening system, all attachable as a kit, would do the trick.

I don't know how well we are progressing in solving the problem of very low level flight in weather, but it is essential that we do solve it as quickly as possible, raking off from the program each improvement as it becomes of practical application. Without the capability the battlefield use of helicopters remains a "some-time" thing and this is totally unacceptable. You can't keep the kitchen floor clean if you "some-times" don't have a mop. Besides, for our survival, it is tactically necessary that we be able to take advantage of low visibility when it exists, and, of course, reasonably safe low level flight at night is an absolute must. Just an attitude indicator, I should think, and a gyro compass would significantly increase our marginal weather and night flying capability in reconnaissance helicopters.

'TACTICAL FLYING RATING' SUGGESTED

Now I turn to the matter in which we fly our aircraft. This is a matter of urgency, I believe. In this part of my remarks I hope the civilians present will excuse me for addressing the soldiers who are here.

I'm ignorant of how we are now training aviators in aviation units here and in Europe, but on the basis of what was going on two years ago and what I saw and experienced in Korea I strongly suspect that we are not doing as well as we should. Maybe we need an "expert tactical flying" rating, or something of the sort - or maybe we need a school course or a modification of present courses in order to stress combat or tactical flying.

How many of our helicopter pilots here today have flown a straight hour or more cross-country within 3 feet of the ground? I, for one, believe that in many circumstances of combat this will be required at speeds, perhaps no more than 20 knots. I agree that that should not prove difficult to do, but, on the other hand, we should practice it. It may be, for example, desirable to fly helicopters up and down city streets or country roads under the wires.

Slope landings, pinnacle landings, landings with near vertical descent, vertical takeoff, crosswind and downwind takeoffs and landings, these are musts in training and for repeated practice, not simply at the Aviation School but in units. Fortunately, the power available in new models should make these maneuvers progressively easier to accomplish.

We must also, I think, develop procedures for landing in high ground cover. In most forests there are some areas where the trees and brush are small, permitting the helicopter to hover while passengers slide down a rope or ladder to the ground.

But do we practice this?

Certainly we should. We should also practice the technique wherein the passenger, once lowered, may rapidly clear the area for a safe landing of the aircraft itself.

Do we have and repeatedly practice in all field units a proper system for hiding our aircraft on the ground? Or do we just pretend that they are invisible? Are helicopter blades splotch painted or a shiny, give-away silver?

We speak of a combat reconnaissance by helicopter, but have we worked out the technique? Is there a published manual? Perhaps there is, but if there isn't, there should be. I'm speaking of low-level reconnaissance at or below the treetops by mutually supporting and mutually cooperating light helicopters. On the basis of my own very limited trials of that technique it is complicated and difficult but very promising.

HELICOPTER MISSIONS LIMITLESS

Have you or anyone ever tried detecting a mine field by helicopter? It might very well work out in the many circumstances in which the field is not under direct fire and, I might say in this regard the armored divisions are crying for and would be very grateful for a solution. The chopper can probably also contribute to the breaching of the field itself.

The light helicopter can do outpost duty; it can patrol a flank; it can lay nuisance mines; it can harass and delay; it can pathfind; it can service "stay behind" patrols and artillery observers; it can locate enemy demolitions; it can execute demolitions; it can ease bridging operations; it can patrol and control traffic; it can troubleshoot; and it can do a thousand other things, but our pilots must be trained and ready to execute those things and that takes practice and living and flying in the environment of the field, not of the airport.

Now with you I'm sure I share the strong, almost passionate conviction that light aircraft have an enormous potential for combat operations. Nobody can be certain about what the future holds, but in my mind it is possible at least that the light aircraft and the next war on land may be as important as were the truck and the tank in the last war - and, of course, the influence of those vehicles on World War II can hardly be overstated for they changed the art of war from toe to toe, position warfare to one of comparatively rapid movement and characterized by deep penetration and wide envelopment.

But if the aircraft may have so profound an influence, can we fail to be ready to meet the challenge? The thought that you and your unit might not be ready should give you nightmares, and I frankly hope it does, until you and we have gotten our outfits in shape.

Again it is time for that awful slogan which preceded World War II, "It may be later than we think."

■ COL. MESZAR: Thank you, General Howze. To speak on the subject of "The Men" in aviation we are fortunate to have General Tucker (Maj. Gen. Reuben H. Tucker) whom you will recall was the Chairman of the Tucker Board that did tremendous work in the field of determining our requirements in aviation. General Tucker is now the Commanding General at the U.S. Army Training Center, Fort Dix, N.J. General Tucker.



MAJ. GENERAL
TUCKER

■ GEN. TUCKER: Thank you, Mr. Chairman. Distinguished guests, gentlemen, ladies. It is a pleasure to be here at this Meeting of the Army Aviation Association and talk for a few minutes about "The Men" in this Army Aviation Program. I am sure that there are many of you who look with a good deal of skepticism at my presence on this stage between a former Director of Army Aviation in ODCSOPS and the present Director.

Add to that the fact that I'm not an aviator; that I've preferred most of the times in the past to jump out of the airplanes I've been riding in, rather than take a chance on landing in them; and that my present air fleet at Fort Dix consists of one very antiquated, old H-13, one L-20, and three L-19's that fly once in awhile, and that is my present air fleet, and those are my credentials which do not sound very well, I am sure.

CHAIRMAN DSCPER COMMITTEE

But I was fortunate enough to chair an ad hoc committee in attempting to determine in ODCSPER (Office, Deputy Chief of Staff for Personnel) the number of aviators that we needed world-wide in our Aviation Program. As I say, I was fortunate enough in serving on this committee to serve with some individuals who I thought knew quite a bit about the Aviation Program, and, more than that, I was privileged to listen to many of you who are here in this audience today and hear you expound your particular ideas on how the personnel angle should be at least tackled, if not solved, in the Aviation Program.

Any discussion of "The Men" who will man, operate, coordinate, and efficiently employ our Army aviation must, if it is going to accomplish anything worthwhile, to my mind, examine three major items, and these are:

The numbers of aviators that are required, the quality, and last but certainly not least - particularly in this modern time - the cost.

Now all of these, once you get discussing them, are very tightly interrelated and you can't very well discuss one without branching off into the other, and that's probably exactly what I'll do today.

HOW MANY AAs?

As far as the numbers are concerned, this seems like a pretty simple problem. All you do is you find out from somebody who is in the know how many airplanes you're going to have in the next ten years at any one particular time or at all times and you sit down and you figure out the number of cockpits in those aircraft that have to be filled. Then, you take a magic "X" factor and add that to take care of the sick, lame, and lazy, and the fallouts, and any other losses, and you come up with the number of individuals that are required.

I say that's at first glance. When you actually tackle the problem you find that it becomes much more involved than that, and that's exactly what happened to us when our committee tackled the problem and we attempted to start it off in that direction.

We found that there was no particular problem in so far as numbers were concerned. We could get a pretty good forecast off into the future in so far as numbers - pure numbers - to fill the cockpits were concerned. Nor did we find any particular problem in so far as taking your TO&E's, which are pretty well established and set, in determining the numbers that were required in that area.

TD'S OFFER DIFFICULTIES

Where we really ran into the obstacles and the trials and the tribulations are in the TD's - the higher headquarters. It had been in the past - at least when we tackled the problem it was - that if the particular commander decided that an individual slot should be filled by an aviator - in fact a 6 in front of the MOS of the incumbent, and that didn't make the incumbent an aviator but it made that a requirement for an aviator, so we ran into considerable trouble in that area.

What we did do was to go out world-wide and say to the individuals who were in command, "What you do mean? What do you consider the slots are in the various TD's?"

And they came back with a pretty good picture, and we sat down and went after these positions. I think I'm not reviewing any great secret when I say that they fall pretty much into three general categories, that is, the positions, the flying positions that must be manned are related to the day-to-day operation of our aircraft and of

(CONTINUED)

our units. These are aircraft pilots who possess the necessary manual skill, but who do not possess the background, and the knowledge in the in the broader and more comprehensive aspects of aviation operations and employment, that is, the individuals, we need the individuals who can fly the airplane from Point "A" to Point "B."

These slots, of course, can be filled and are, to a great extent, with warrant officers, lieutenants, some few captains and majors, and darn few of the higher grades above those ranks.

POSITIONS OF DIRECT CONTROL

Then there are the positions that are necessary for the direct control, supervision, or support of aviation operations, and they require individuals with broad, comprehensive, and up-to-date knowledge of aviation employment, and problems incident thereto. The key here is the degree of currency in flying matters that is required.

This also in command and staff the individuals who are engaged in this type of flying may hold down command and staff slots, but their particular responsibility is in the flying picture.

And then, of course, there are the requirements for individuals on senior staffs who certainly must know the capabilities and limitations of the aircraft that they are going to employ or whose operations they may direct.

As I say, we got back all of these reports from world-wide and we went over them with

SHOWN CHATting PRIOR TO THE START OF THE PANEL PRESENTATIONS ARE, LEFT TO RIGHT, BRIG. GEN. CLIFTON F. VON KANN, MAJ. GEN. REUBEN H. TUCKER, AND LT. GEN. HAMILTON H. HOWZE.



guess, is the reason I was there on the Board in the first place because everyone else an aviator, but we thought we came up with a pretty good rundown on what was required.

I would like to emphasize now I mentioned command and staff that although the numbers required are not great, there must necessarily be present on any staff, and here I include the Department of the Army and the Joint Staff, individuals who are qualified by experience to plan the employment of Army aircraft. I think all of us are aware of the fact that experience has taught us that an individual can read up on the capabilities and limitations of our equipment, but the best results are always obtained when we can go around and, to steal a phrase from one of our automobile manufacturers, "Ask the man who owns one." But I'd change that phrase a little bit and say not only, "Ask the man who not only owns one, but also the individual who has owned one."

In other words, these individuals in command and staff slots - it's not sufficient that they be capable of reading in books the capabilities and limitations of these aircraft, but they must have firsthand knowledge of their operations, and preferably they must have been or should have been aviators themselves.

There may be, as I say, substitutes for experienced personnel, but if you want the best,

suffice it to say that the pure numbers requirement to operate the Army Aviation Program is a study unto itself as many of us here present know.

ATTRACT, TRAIN, AND RETAIN

I'd like to jump next to the second item I mentioned, that of quality. Here again, at first glance, the problem seems pretty simple. All you have to do if you want quality is to take the best. Of course, to shortstop that question must be "The best of what?" Group, numbers? What?

You have got to attract, train, and retain the highest type of individuals and there must necessarily be a program to do all of those three things, that is, attract, train, and retain.

The incentive that you hold out to individuals doesn't necessarily have to be financial. There must have a promotion ladder. Particularly for those who are already in the service, you must have a promotion ladder that at least equals that that exists for the rest of the individuals already in the Army, and when we tackled this we determined that percentage and grade-wise this did not exist. I was glad to hear today though that in these recent promotion lists that have just come out that this problem, or part of it, is being answered with a number of individuals who have come out on these recent lists, particularly in the field grades from major to lieutenant colonel, and also from lieutenant colonel who are aviators and in the Program, and at least partially my remarks are answered by these recent lists that have come out.

We did determine that the aviators aid as a group and you go around, many of you who are not in uniform and listen to them and you'll hear, particularly the individual who hasn't made the grade, grouse or grumble that he doesn't get the same shake as the other individuals in the Army crew. This is not true.

We went into this at great length, and as a matter of fact, we came up with just the opposite. They got a heck of a lot better shake. They all enjoy the same opportunities, schools, promotions, and so forth and so on.

THE 'COMPLEX AIRCRAFT' THEORY

Now I know that there is a school of thought that holds to the theory that our modern aircraft are so complex that to maintain the proper proficiency our aviators must devote 100 per cent of the time, all of the time, during their service to learning how to fly and maintain those aircraft, and that they, as I say, devote their time to purely flying activities.

The other school of thought contends that an Army aviator is first and last an Army officer with branch ties, but he's got an added star

in his crown, and I would like to state here and now that I belong to this latter school.

Time does not permit a detailed discussion at this time, but I would like to make a few observations:

Our modern aircraft are complex, and are becoming increasingly so, but if we are to have our cake and eat it, too, we must have a majority of our aviators who can devote practically all of their time to pure flying. This would indicate to me anyway enlisted personnel, a great number of warrant officers, and lieutenants. The warrants, of course, would be the pillars of such an organization. The commissioned personnel must concentrate on flying but should go back to branch-type duties as they do presently at stated periods, and now, I believe, it's set at once in five years that they go back.

The more responsible positions of staff and command must be filled by these commissioned personnel, but as far as I can determine, there was not, at least when I was going over it closely, an orderly ladder of promotions for aviators as such. I would like to inject the thought here that in all of these discussions nobody proposed a separate Army Air Force, but instead that we should build upon what we now have.

There must be, to my way of thinking anyway, the way it is set up now, a reduction someplace along the line, that is, unless it has been changed considerably in the last few weeks, we had a great many, initially a great many lieutenants; we had an overage of captains; we had a shortage of majors, lieutenant colonels, and colonels; and now, as I said, it has been pointed out that there have been recent promotion lists come out that have changed this picture somewhat but not as much as we thought that it should be changed.

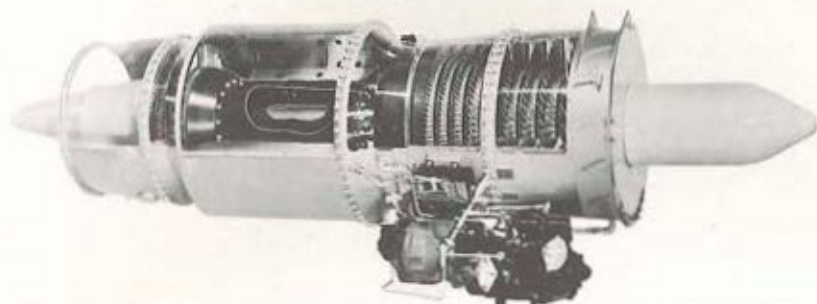
ADVANCE KNOWLEDGE ESSENTIAL

I FOUND IT QUITE INTERESTING TO NOTE THAT MOST OFFICER AVIATORS TO WHOM I POSED THE QUESTION, " WOULD YOU HAVE COME INTO THE AVIATION PROGRAM IF YOU KNEW BEFOREHAND THAT YOU WOULD PROBABLY BE FORCED OUT AFTER A DOZEN OR SO YEARS?" ANSWERED IN THE AFFIRMATIVE. (Capitalizing by Editor. To confirm this ratio, reader "comments" are solicited.)

The crux of the matter was that the rules in so far as these individuals were concerned anyway, be announced beforehand, that is, when the individual came up for consideration there would be no stigma attached if he were dropped from flying status; that there were only so many to be filled - those be filled; the others would be dropped, but they wouldn't be dropped from the service; they'd go back to their particular branch.

It appears that this is one of the better solutions to get your broad base, and then cut down as the situation dictates.

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FLYING PAY TIED TO HAZARDS

I mentioned "cost" and I'm sure that makes the lights come on in the minds of many to spell the two words, "flying pay." Certainly the individual who has the responsibility for one of our modern flying machines must be given additional pay, but it also includes training, operations, and so forth and so on.

In so far as flying pay itself is concerned, I would emphasize that it is not, and this is me speaking, by the way, I repeat, not for the position held, but for the hazard that's involved. We put too much stress on the cost of the equipment flown, but I would like to mention, just in passing, that such items as trucks and tanks are not being given away for free these days.

Let's not become too closely wedded to the flight pay concept based upon cost of the equipment flown. Let's gear it a little bit more to the hazards involved. And there's still too much concentration on cost tied to rank.

GATE OPEN TO ENLISTED PERSONNEL

Now I've touched very, very lightly on some major problems in the Aviation Program picture and the future. Many, many more warrant officers, in my opinion, should be brought into the Program to fill cockpit seats, and many, many more officers must be placed on the higher staffs who have current aviation experience. We must have a group of highly trained aviators who devote practically all of their flying time to actual flying. Here, I believe, the gate is open, or should be open to enlisted personnel.

A "BACK TO BRANCH" PROCESS

We must beef up our experienced aviator personnel in the command and staff positions, and, tied to this promotion ladder, there must be a cut-off control by a "selection and out" process, but not particularly "out," - I didn't mean to say that, but instead of saying a "selection and out" process, rather a "back to branch" process. In other words, I would tie all Army aviators to a particular branch and I would do this in all ranks, all the way up and down the line. As I said before, they would be branch qualified and that's a matter that you can kick around until next pancake Thursday as to who is branch qualified and who isn't. But, I would tie each individual to a particular branch and they would be first, last, and all of the time a member of the Army, but they would have an added trick in their bag in that they would be an Army aviator.

As I say, I don't come here with any solution to these very complex problems, but do kick out, for what they are worth, these observations.

■ COL. MESZAR: To speak on the subject of "The Machines," we have General von Kann, the Director of Army Aviation, Office of the Deputy Chief of Staff for Military Operations, General von Kann



BRIG. GENERAL
VON KANN

■ GEN. VON KANN: General Rogers, General Howze, distinguished guests, ladies and gentlemen. If I sound a little hoarse today, some of you may understand why. I was prompted to try to think of some aeronautical story to tell, as I usually try to do at gatherings like this, but I decided after what transpired at the Luncheon that maybe I had better go in the other direction.

So, at this point, there comes to my mind this one about these two drunks who were reeling around Times Square and trying to get home, and the one staggered down into the subway and staggered around there for awhile, and they came up and appeared across the street from from his friend.

The friend yelled, "Where have you been?" He said, "Oh, I've just been down in somebody's basement, and boy, have they got a set of trains!"

You may wonder why I was selected to talk about "The Machines," but from my standpoint, I gather that I was the one who would take the subject that the other two didn't want, and this seems to be the way it worked out.

ARMY AVIATION OBJECTIVES

I think the best way to do this is to start out by looking at what we set up about 18 months ago when, I think I can say, the rather well-known Rogers Board met at CONARC on the objectives of Army Aviation over this 1960-1970 decades, and then, perhaps, we can talk about "The Machines" in terms of what they may or may not do to meet these objectives, and where we may have to do a little more work to make our programs responsive.

Now, I'm sure most of you have heard this, but I'll repeat them so we're all together here. We thought of our Army Aviation Objectives in terms of three principal areas:

First of all, to greatly increase the Army's air mobility during the 1960 to 1970 decade.

Secondly, we recognize that although during this decade movement on the ground must remain a principal, if not the principal source of mobility, that at some time in the future it might well be that the state of the art would permit the Army to place major reliance for its movement on aerial vehicles. So we said our second objective is to try to create the groundwork, the framework for a time when the Army can move principally through the air.

And last, but certainly not least, we were in the midst, as we still are, of an effort to greatly improve our surveillance and our target acquisition capabilities to bring these capabilities in line with our firepower, and this certainly had to be listed as the third objective.

So, I will talk for a few minutes on our hardware as it relates to those three, and for purposes of a presentation here this afternoon, I think we had better discuss the first two more or less jointly.

THE PICTURE FOR 1970

On air mobility . . . By 1970, as I think most of you know, our Program now indicates that somewhere from 75 to 80 per cent of our fleet, our inventory, will be helicopters, and of those helicopters, the vast majority, by far, will be the two - the LOH and the HU-1, which will be mainly located in the division, and which emphasizes how serious we are when we talk about decentralizing aviation to the lowest level and making these machines available to the troops.

I would say that with the HU-1D, the squad carrier beginning to fly down at Fort Worth, this Program seems to be coming along quite well, and I knock on wood when I say it, but I'm not aware of any serious problems. If any of the Bell people who are in the room wish to correct me on this, I'd be happy to have them do so.

I think you are also aware of where we stand or where we are headed on the LOH, and I think it is fair to say that the three prototypes which are to be tested during the next two years at CONARC ought to give us a pretty good idea of what (1a) the best we can get from the state of the art, and which of several different approaches will be the one best geared to meet our needs. When we think of this, we ought to pause on some of General Howze's comments today, because these are the kinds of things that we should be looking for and I expect we will during this period.

AN OPEN MIND

With regard to mobility of ground troops, we're putting a lot of our money on these two helicopters, as things look now. On the other hand, we must not close our minds to other state of the art advances, which could greatly

affect this whole situation and during the time frame of which I speak.

I'll bring up one as an example, and I don't bring it up because I have drawn any conclusions about it, but, on the other hand, I think it is a very interesting development, and one which could have a radical effect upon our concept of air and ground mobility - and that is the use of the so-called Rugaio wing, which is now being researched and which will continue to receive some R&D support from us.

If this approach, or some approach like it should prove successful, it would cause us to look at this whole picture once again, although I am quite sure, and I think all of the people on the platform are certain with me, that we will still need helicopters in very large numbers, regardless of the success of new approaches of this kind.

THE "BACK-UP" VEHICLES

Now let's talk for a few minutes about the "back-up" vehicles - in other words, the vehicles with heavy lift capability which will be backing up the smaller helicopters in the division. As you know here, during this decade we will be spend-

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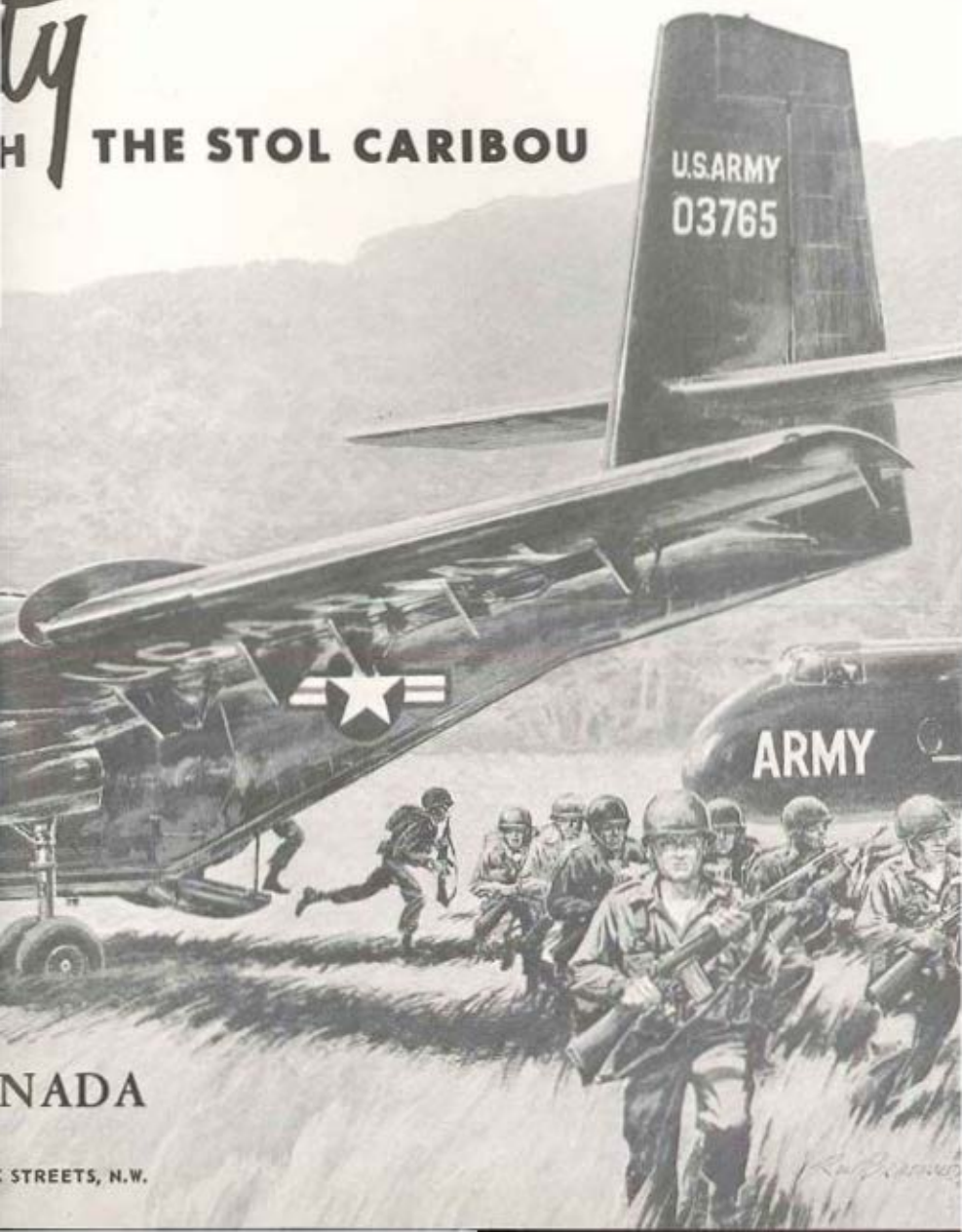
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MACHINES/ CONTINUED

ing most of our time and money installing the so-called Chinook-Caribou team, and I think you are all pretty well acquainted with those two 3-ton air vehicles.

However, we are thinking very seriously of what will come beyond, and here again we have got to keep our minds open. In general, it was our concept when we discussed this in the Rogers Board deliberations, that some type of a V/STOL vehicle might replace the two. This is still a thought which is very much in our minds. On the other hand, we need to know a great deal more about what the state of the art will allow during the 1970-80 time frame, and we've got to also ask ourselves very seriously before we go too far, whether we really want to do away with an excellent STOL aircraft with the characteristics of the Caribou, because the cheapness of hauling things in a fixed-wing aircraft of that type and with those short-field capabilities is a very attractive thing, and I think we'll have to think very carefully before we finally make our decision about where we go from this point on.

TRI-SERVICE VTOL

As you know, we seem to be starting down the road with the Tri-Service VTOL project. That, of course, will give us great deal more information about the state of the art. By the way, if anyone in the audience wants to correct me on that last statement, I'm willing to have them speak up and be heard.

I think that will tell us what is practical; what we can use in the field for this type of a technical approach; whether it's this or some other approach like the compound that we should be putting our money on in the 1970-1980 decade. So much, anyway, for the 3- to 5-ton area.

FLYING CRANE

Let's talk for a minute about the next stage in heavier lift, and now I come to the 10- to 12-ton area. As you know, the Flying Crane has been on our books for a long time, and I personally believe that once we get this kind of a short haul obstacle-crosser, as we call it, in the field and in the hands of the troops, it's the contribution that it will be able to make toward crossing the obstacles will be tremendous. I personally think there is a great future in the Army

NOTE

The presentations that appear in this issue are based upon verbatim transcripts of the tape recordings made at the time of each presentation. No editing of the presentations has been made by the staff of the publication.

for this type of vehicle, and I am personally looking forward to the time when we can get some machines of this type into the hands of the troops and start some operational evaluation of this capability.

10-TON STOL

A parallel requirement, at least as far as the payload category (is concerned), which has developed since the Rogers Board deliberations, has been the idea of some kind of aircraft, which for want of a better word I'll call a 10-ton STOL.

Now the basic concept here is this . . . that our strategic lift will put Army units down in at strategic bases, relatively secure, with long runways and somewhat remote from the scene where the Army troops are to be used. There must be some link to connect the strategic terminals to the areas of operation, and this must be some type of air vehicle with a reasonable amount of lift capability, and yet a very good short-field capability as well. Right now the Army staff sees something in the way of a 10-ton STOL vehicle as filling this gap.

At this point we are not aware of any plans on the part of the Air Force to develop this kind of a vehicle, but I do feel that something - some link - between the secure terminals and the battlefield with these capabilities will have a place in the picture.

Now these are the main machines that I see at this time as making contributions to the greater air mobility of the Army.

THE GRAY AREA

Let's talk for a minute now about the third objective, and that is to greatly increase our surveillance and target acquisition capabilities.

As you know here, we have been working in a gray area, pushing many approaches, pushing the state of the art, and it is probably the most complex field of all and the one fraught with the most uncertainty, and the greatest number of imponderables.

The Rogers Board really could not do much more than conclude that a number of areas needed further study. The capability of the sensors, the question as to what chance penetration aircraft would have to survive on the modern, sophisticated battlefield, and even the question of the man-machine compatibility, in other words, the ability of the pilot to fly at high speed, low level, and take the turbulence and the shaking up that he was going to have to do to do this sort of thing.

Now in the past 18 months I think it's fair to say that a great deal of information has been added to the picture, which we did not have at that time. We know a good deal more about the sensors, certainly not as much as we need to know, but I think there's a much better basis for coming to grips with what the most profitable approaches will be, and which approaches, perhaps, we should abandon.

We know a great deal more, in my opinion, on the potential for low level penetration aircraft surviving. As a matter of fact, the work done by the Aviation Board at Fort Rucker in both this area and in the studies on man-machine compatibility are outstanding pieces of research, in my opinion, and make a great contribution to the technical knowledge of aeronautics.

I might say, in this connection, that in my mind certainly although we don't have clear cut answers on any of these yet, the prospect of our aircraft surviving is much greater than I think we would have admitted 18 months ago. There have been some very interesting studies from industry on what you can do to configure an aircraft to give it a better chance of fooling the radar, reducing radar reflection . . . so there's been a lot of very good input on this. However, more needs to be done. Similarly, with the man-machine compatibility, we have found out a great deal on this that we didn't know at that time. There have been some very worthwhile contributions from the experience of the Italians with the G.91, as well as the work done at the Board, and, here again, I don't think the problem has looked quite as serious as, perhaps, we thought it looked 18 months ago.

DRONE AIRCRAFT

Now we have various other inputs to this very complex field of surveillance. We know a lot more about the drones than we did before. I think that we are in a better somewhat position to weigh the merits of the manned versus the unmanned aircraft in this area.

So, I think we can say that we probably could pull all this together at this time and come up with a somewhat better "size-up" of where we are to go in the field of surveillance, than we were able to 18 months ago. On the other hand, as you can see, I tend to back off from even trying to imply any conclusions on this because it is a tremendously complicated area.

Here again, I have addressed myself to one of the objectives which we had in mind when the Rogers Board met back then. There are a number of things to watch here and the first one on my list, and this, as you can see, ties in with what has already been said, is the need for pushing farther and faster toward the so-called all-weather system. I think with what General Howze has said very little more needs to be said on the subject. It is a very important area. It requires more of an effort; I wish I could say that we were further along toward a solution of that one.

CLEAN, USABLE FUEL

There's another one which is rather plain - mundane, if you will - and yet, terribly important, and that is simply this: that no matter how much we talk about men we can fly aircraft without men aboard, but I don't think anyone has



"THE MACHINES" - GEN. VON KANN

solved the problem of flying them without fuel aboard.

Now, the Army does a wonderful job at bulk fuel handling. I guess we are the foremost expert in the world on this subject. On the other hand, I'm not at all certain that we are meeting or facing up to the problems which will confront Army aviation in the matter of getting clean, usable fuel into aircraft dispersed all over a battlefield. I think here a lot of work has to be done in the way of not only the engines - I think the engine people are working hard on this - but in the matter of handling, packaging, and filtration units for our fuels. This is an area where we had better put the whips to ourselves, or we'll find that we have planes, we have men, but we are still not meeting the challenges, or responding to the challenges of combat because we fall on our face on this matter of fuel.

RADAR REFLECTIVITY

I've already mentioned the matter of looking into the matter of what can be done to reduce our vulnerability, or rather the radar reflectivity of our planes. I'm convinced from what I have seen that a great deal can be done. This is an area that we need to watch, because it may well be that what we should be doing is pushing R&D along the line of making sure that the manned aircraft can operate - and then we'll be putting less of a load on the drone systems which appear to be quite expensive at this time.

I think that in the past 18 months we have done well, at least as well as one can do, fighting in the complexities of a large staff organization, such as we have in the Pentagon, to the development of a short range aircraft armament

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MACHINES/CONTINUED

program. I think that we are beginning to see what we need to do in the short range to arm our helicopters. CONARC has put a great deal of effort into this lately, and I think many of you are aware of the recent board of general officers that met there and talked on this subject. We still need to push the long range part of this a little harder and faster, I think, and make for our next objective in this field a program that tells us what kind of armament we will need during the nineteen seventies, because this is, to my mind, the main gray area now.

FOREIGN DEVELOPMENTS

Another interesting thing, and this ties in very well with the group you have on the platform today, is that we must all pay more attention to foreign developments. Now, this is a two-edged sword. In some ways, the developments overseas, and this is particularly in Western Europe where you have a high state of technology, to some extent these developments result in competitive systems.

In other cases though, there are opportunities for some of our own products to be used, and I think that it is a perfectly wonderful thing that we have General Rogers going to work with the Mutual Weapons Development Team, so that there again there can be a better liaison between those of us who are working here and the people who are concerned with those developments over in Europe.

And a final area that I would say needs a good deal of attention is the increased use of Army aircraft by the Special Forces. Here again, we've had all kinds of special emphasis on limited war since the present Administration came into office. This has, perhaps, been dinned into our ears a little lately by the Berlin crisis, but I don't think anyone would question the fact that over the long haul here the Army has got to improve its limited war capabilities, and this spells to me a much wider, a broader, and more thorough concept of how Army aircraft will be used in the limited war situations, because I think the hardware which we have coming down the line right now has a tremendous contribution to make to the Army's effective functioning in this type of environment.

Well, I think I've probably talked long enough. I might summarize on "The Machines" by saying that certainly the Program that developed from the Rogers Board has been an excellent management tool for those of us who are charged with the staff supervision of the Program. On the other hand, we must, while we have to keep our eyes on the ball and see that we don't get averted from our general objectives, we've also got to avoid wearing blinders, because there are many inputs that may cause modifications in the Program as the decade wears on.

I think this was summarized briefly and succinctly by someone who told me that the secret of golf was to "hit it easy with all you've got" and I guess that that's what we'll have to do. Thank you.

AAAA PANEL DISCUSSION

(NOTE: AT THIS POINT THE ATTENDEES TOOK A SHORT "BREAK" BEFORE PARTICIPATING IN A QUESTION AND ANSWER PERIOD. THE ROOM UTILIZED FOR THE PANEL DISCUSSION DID NOT HAVE FLOOR "MIKES" AND IN SOME INSTANCES THE NAME OF THE PERSON ASKING THE QUESTION, AND PARTS OF HIS QUESTION WERE UNINTELLIGIBLE. THE FOLLOWING REPRESENTS AS ACCURATE A READING OF THE MAGNETIC TAPE AS WE CAN PROVIDE.)

■ The first few moments were not recorded, the operator picking up Col. Meszar, the MC, at the end of his remarks opening the Q&A Session.

■ COL. MESZAR

.....General Tucker has been gone from the building for some time, so current questions (on "The Men") will be answered by General Hewitt who is much more conversant on per-

sonnel; General Tucker is liable to pass the ball anyway. Any questions?

■ LT. COL. JOHN GALL, FAA

....I wondered what the current Army position was on accepting the aviators from the surplus in the Air Force.

■ GEN. HEWITT

....It goes back to the basic thesis that General Tucker talked about that we're looking for aviators who have a basic branch or who are well grounded in the basic arms. We are prepared to look into aviators in the Air Force, the Navy, or the Marines who desire to transfer, but we look at it from the standpoint of their overall capability as a future Army officer, and that's the consideration that's given primary importance.

■ MR. BRUCE, FT. RUCKER, ALA.

....I have a question also concerning personnel, sir. The recent Department of Defense

action concerning (remainder of question unintelligible).

■ GEN. HEWITT

....Did you refer to the aviator ceiling that was imposed last year?

■ MR. BRUCE

....Yes, sir.

■ GENERAL HEWITT

....The 1962 Appropriations contain no aviator ceiling, so we're going ahead with our Program as set up. There will be no cutback as we were forced to do last year. There's no provision for a set ceiling so we'll go ahead with our Program.

■ COLONEL MESZAR

....Sir, I think the other part of the question was relative to the Warrant Officer Program.

■ GENERAL HEWITT

....Would you want to be a little more specific in your question?

■ MR. BRUCE

....No, sir, that appears.....I don't know when the next classes are starting but we've just received word they were going to (start) in August to activate a program for enlisted students again.....rotary wing training..... and I wondered where the Program stands.

■ GENERAL HEWITT

....We're reconstituting the Warrant Officer Training Program at Fort Rucker, and I think the first class will enter in September. General Easterbrook is ready to give me the date on that.

■ GENERAL EASTERBROOK

....19 November.

■ GENERAL HEWITT

....The nineteenth of November, and it will continue until we meet our requirements for warrant officer aviators.

■ GENERAL VON KANN

....If I can add a point there, the approval of the new TO&E's will also greatly increase the requirements for warrant officer aviators.

■ PARTICIPANT FROM AUDIENCE

....Isn't the Army supplementing the air-ground support now being provided to the Army by the Air Force?

■ GENERAL VON KANN

....Well, as I have said on many an occasion, there's no connection between what the Army does with its helicopters, practicing suppressive fire, and close air support. The suppressive

PANEL Q & A

ive fire program is simply giving the supporting fire the same mobility the men have who are to receive the support, and this does not involve the type or the magnitude of firepower that is to be derived from the Air Force close air support. The position of the Department of the Army, and I can say that this goes right up to and includes the Chief of Staff, is that it is up to the Air Force to furnish this support.

■ LT. COLONEL JACK A. McAULEY, FORT KNOX, KENTUCKY

....Primarily, we (at Ft. Knox) are interested in the air cavalry troop concept. Two questions basically. One, we seem to have the utility aircraft things of this sort that we're going to use, and we feel - it has not been mentioned here - of building an actual reconnaissance vehicle, an air-mobile vehicle, which can do the job. We feel quite certain that if you take something that is made for a utility purpose and you try to convert it by adding and cutting it up and modifying it, it will not eventually serve the needs of the air cavalry troop. I was wondering if any of you gentlemen would like to express what is being donethe utility helicopter versus theintegrated armament system.

■ GENERAL ROGERS

....I think you have a good point there. As you know we didn't want to hold back the air cavalry troop, just because we didn't have special aircraft for it. We formed the troops with the aircraft we had. Now, your Combat Developments Section should write a QMR for us to prove for General Howze.

■ COLONEL MESZAR

....Anyone else care to comment on that question?

■ GENERAL HOWZE

....I'd sure like to understand the question. I don't understand precisely what you're getting at. I believe I'm correct in saying that there is no specific vehicle which is specifically designed for that organization precisely, but neither do I see, offhand, why it is necessary that this should be true. I believe that what you call the utility helicopter, so far as I know, would be as adaptable as any that could be reasonably devised for that. I don't think that it would be wise for the Army to develop a 2-1/2 ton truck to service the Infantry, and another 2-1/2 ton truck to service the Artillery, and another one the Armored Force, and the Ordnance, and the Signal Corps, and the like, and

PANEL Q & A

I don't quite understand what your objection is to what you call the utility helicopter. I'm perfectly sure that it would be necessary to modify the configuration of that helicopter, or, the non-dynamic components of it in order to make it as adaptable as it could be, but if I know anything of the time it takes to develop a new helicopter, it is not a matter that you just rush off and do some Saturday afternoon.

■ **LT. COLONEL McaULEY**

....Yes, sir. I understand this. My point was that you had mentioned your thinking between the 1960-1970 time frame but nothing has been brought out about looking forward. At the present time, we don't want anything to stop the air cav troop. We'll take anything; to get activated; to learn By working with it in the field, we've got many problems.This I do not mean, sir. I meant something in the future; something with a degree of armament, a degree of armor, a point on this helicopter which we visualize will be operating in the same environment that our ground troops are operating in today, extending and complementing their capabilities. But I was mentioning more than the future time frame to be thinking about it now for we may need a specific vehicle like this that could be also used for the Special Forces, the air cav troop, and other combat vehicles that have to live in the field, day by day, in sustained action. This is the type of thing I was getting at.

■ **GENERAL HOWZE**

....Right. Well, I can only say that I'd be only too glad to talk this over with you at any time. It's a pretty complex matter, and there are many pros and cons towards moving towards a special machine, such as that.

■ **PARTICIPANT FROM AUDIENCE**

....What are the possibilities of the Army buying its own facilities, the Navy VAX, and off-the-shelf helicopters?



**MODERATOR:
COLONEL
MESZAR**

■ **COL. MESZAR**

....Well, if General von Kann knows what the VAX is, I suggest he answer the question. (Laughter.)

■ **GENERAL VON KANN**

....Well, I think if I understand your question; you're saying, "Is it possible if the same basic airframe, which the Navy ultimately develops for its attack role, might fit into the Army surveillance role?" This is conceivable. Certainly it's conceivable, Bob, and we won't know the answer until we pull together some of these imponderables that I was trying to weigh on the sensors, and the flight envelope of this surveillance aircraft, and this sort of thing. But it's conceivable and it would be splendid if one airframe could be fitted to do both roles. I just don't know whether it can or not. I think our first "out" at this - at our surveillance requirement - raises some doubt in our minds, as to whether the two really were compatible, because the one really is going to be a machine built around a lot of black boxes, and that not be the kind of thing that would fit the Navy requirement - hauling very heavy loads of ordnance - all that sort of thing. But, beyond that, I would just have to say we need to do some more looking at our surveillance picture itself before we can answer.

■ **SAME PARTICIPANT FROM AUDIENCE**

....My question on the VAX did not buttroop-support airplane.

■ **GENERAL VON KANN**

....Do you mean I've been answering the wrong question ALL OF THIS TIME?..... "What is a troop support airplane?.....(Answer from audience).....Let's back off (on this particular question).

■ **COLONEL MESZAR**

....Next question! See any hands (raised)? Everybody is knowledgeable? One back there - Johnny Gall!

■ **LT. COLONEL JOHN GALL, FAA**

....I was wondering if the Army is assisting in any way in this foreign aviation development program forecast by the two agencies, State Department and foreign aid....the plan for developing aviation in various foreign countries - undeveloped countries. Is the Army involved in any way?

■ **GENERAL VON KANN**

....Am I here with the piccolo again?...I don't think I could answer that in any other way than to say that this whole thing is under study. It's one of a number of projects that are being staffed at various levels. It ties in with limited war and a number of other things. I think the Army certainly must be involved, but I would hate to try to guess how it's going to work out.



AIR-CAR

TWO DARTMOUTH UNIVERSITY SENIORS STAND BESIDE THE "GROUND EFFECTS MACHINE" THEY DESIGNED AND ENGINEERED WHILE EMPLOYED AS TRAINEES IN THE TRECUM TRAINING PROGRAM AT FT. EUSTIS. PETER D. STONE, LEFT, AND BRUCE K. JOHNSON WILL CONTINUE THEIR WORK ON THE FULL-SIZE AIR-CAR WHICH WILL BE SHIPPED TO DARTMOUTH UNDER A BAILMENT AGREEMENT. THE FIBERGLASS/ALUMINUM VEHICLE IS POWERED BY A 45 HP NELSON ENGINE, WEIGHS 500 LBS., AND MEASURES 8' WIDE, 16' FEET LONG, AND 3' HIGH. (US ARMY PHOTO.)



AIRLINER

THE WORLD'S FIRST TWIN-TURBINE HELICOPTER AIRLINER SCHEDULED TO GO INTO PASSENGER SERVICE, THE SIKORSKY S-61L, TAKES TO THE AIR ON A DEMONSTRATION FLIGHT OVER THE NEW HAVEN, CONN. AREA. THE 25-TO-28 PASSENGER TURBOCOPTER IS EXPECTED TO GO INTO SCHEDULED AIRLINE SERVICE IN OCTOBER WITH LOS ANGELES AIRWAYS FOLLOWING ITS FAA CERTIFICATION. THE S-61L FEATURES MULTI-ENGINE SAFETY WITH ITS TWO GENERAL ELECTRIC CT 58-110 ENGINES RATED AT 1,250 SHP.



STORC

A GIANT FLYING CRANE HELICOPTER, POWERED BY TWO TURBOJET ENGINES IN EACH ROTOR TIP, IS CAPABLE OF TRANS-OCEAN FERRYING AT HIGH SPEEDS IN THE "LOCKED ROTOR" CONFIGURATION (LOWER PHOTO). LABELED THE HILLER STORC (SELF-FERRYING TRANS-OCEAN ROTARY-WING CRANE), THE AIRCRAFT UTILIZES ITS "WINGTIP" ENGINES FOR FORWARD FLIGHT. AFTER LANDING AND CONVERSION, THE STORC CAN HOVER AND OPERATE AS A CRANE HELICOPTER (TOP PHOTO). THE HILLER DESIGN PROPOSES A STORC OF 30 TONS WEIGHT, POWERED BY FOUR TURBOJETS.



BRIEFING

THE FEATURES OF THE ARMY'S NEW TURBINE-POWERED IROQUOIS ARE POINTED OUT TO MAJ. GEN. WILLIAM D. HAMLIN, LEFT, CG, USASIGNAL TRAINING COMMAND, AND MAJ. GEN. WILLIAM K. CHORMLEY, CG, USA SPECIAL WEAPONS COMMAND, BY BRIG. GEN. CLIFTON F. VON KAMM. THE OFFICERS WERE MEMBERS OF AN 8-MAN PANEL WHICH REVEALED TO A SPECIAL MEETING OF THE AVIATION/SPACE WRITERS ASS'N AT THE RECENT L.I. FAIR HOW ARMY R & D WILL CONTINUE TO BENEFIT CIVILIANS AS WELL AS THE MILITARY. (SPERRY PHOTO.)

PANEL Q & A

■ PARTICIPANT FROM AUDIENCE

....General von Kann, does your answer to the prior question about the VAX, would this (be the answer to the question) or would you just not know, because, to me, we had a beautiful concept - we were going to havebuild a fighter job for everybody, one airplane, and that broke down real quick with the close support type aircraft and the so-called air superiority type fighter, and then there was a long hassle between Air Force and Navy about the DFX, but they put their heads together so they're very happy officially now that they both have a single plane. But the VAX, as I understand was (pursued) primarily for Navy and Army missions and purposes. And the question was, do you foresee the day when the Army might ever use a machine like the VAX in its own behalf, or will this always be a Navy function? That's what I thought the (prior) question was. Do you say "No Comment!" to that, or . . . ?

■ GENERAL VON KANN

....No, I honestly didn't follow Bob all the way through his question. You may recall - some of you do - that at the Symposium at Rucker in March I gave my best "out" at a concept

GENERAL BRUCE CLARKE RIDES THE "1861 FLIGHT" AT THE GRUMMAN DISPLAY BOOTH.



of what the principal characteristics were for a close support aircraft, as we conceived it. Now, the VAX certainly comes reasonably close to that description of mine - a little bit heavier, but in general it's somewhere in the ballpark, and the general approach and concept is similar. Now, at this point, all we know is that the VAX will be developed and that a TFX as well. We know that the Air Force still has the mission of furnishing us with close air support and beyond this we don't know a great deal

■ PARTICIPANT FROM AUDIENCE

....I understand the Navy has primary responsibility for the VAX Program with your requirements. So, the Army says what it wants; Navy (fills) the requirements and has the major design responsibility; and the Air Force operates the aircraft in your behalf. Is that the way it is now, sir? (Laughter).

■ GENERAL VON KANN

....I think if you put all of the pieces into the puzzle that seems to be what you come out with, and who operates it in the final analysis I simply have to say remains to be seen, because I don't know much more than you just stated.

■ GENERAL ROGERS

....I'd like to take a "cut" at that one. As a retired officer maybe I can speak a little more freely. (Laughter).

■ GENERAL VON KANN

....NOW, he tells me. (Laughter).

■ GENERAL ROGERS

....The position of the Department is that if the Air Force will support us, we'll let 'em. If they don't at any time in the future, it might be necessary for us to get our own equipment.

■ PARTICIPANT FROM THE AUDIENCE

....May I rephrase the question? Is there any possibility the Army funding the VAX now for use by the Army and in support of the Army?

■ GENERAL VON KANN

....Well, if there is, they've kept it secret from me.

■ PARTICIPANT FROM AUDIENCE

....What is the status of the Army buying off-the-shelfclose-support aircraft? (Remainder of question unintelligible).

■ COLONEL MESZAR

....General von Kann, do you know the answer?

■ GENERAL VON KANN

....Yes, but will somebody tell me what the classification of this gathering is?

■ COLONEL MESZAR
....Right now it is unclassified.

■ GENERAL VON KANN
....Well, then I think I would have to back off on a reply to that one, notwithstanding the fact that a great deal has appeared in some of the press about it.

■ PARTICIPANT FROM AUDIENCE
....I understand that until the LOH, the Light Observation Helicopter, is available from the production line that between that time and now there's going to be additional interim purchases of Army helicopters. This is a matter that is in the mill now. Of course, I don't think that anyone would tell me until the contract is drawn who got it, or what the numbers would be, or..... Is this an imminent thing? I mean, is this going to happen in the next couple of weeks, or a day or two.....?

■ GENERAL VON KANN
....Yes, at the time the Rogers Board concluded that there should be an LOH, and it was recognized that our inventory position on the H-13's and H-23's was thin, and that an interim buy might become necessary, the adoption of the new divisional organization made this short-

PANEL Q & A

range shortage an even more serious prospect. I expect that there will be an announcement of a buy in the very near future. I would say in the next few weeks. (Ed. Buy has been announced.)

■ SAME PARTICIPANT FROM AUDIENCE
....(Remark was unintelligible on the tape, but apparently alluded to the inter-service chain of paperwork involved in such a buy. Laughter).

■ GENERAL VON KANN
....The other two services are involved in the procurement and contractual arrangements, and I can make no claim as to how long it's going to take to go through that mill.

■ COLONEL MESZAR
....We have time for one more question. Nobody?

....Gentlemen on the panel, on behalf of the Quad-A, I want to express our deep appreciation for taking time from your busy schedules to appear here. We sincerely hope that you will come back again. Thank you very much.

CO-SPONSORS

AAA-INDUSTRY RECEPTION

SEPTEMBER 5, 1961

AERO COMMANDER, INC., Bethany, Oklahoma.
AEROJET-GENERAL CORPORATION, Azusa, California.
ARMY AVIATION MAGAZINE, Westport, Connecticut.
AVCO CORPORATION, LA'COMING DIVISION, Stratford, Connecticut.
BECH AIRCRAFT CORPORATION, Wichita, Kansas.
BELL HELICOPTER CORPORATION, Fort Worth, Texas.
THE BOEING COMPANY, Seattle, Washington.
CESSNA AIRPLANE COMPANY, Wichita, Kansas.
CHANCE VOUGHT AIRCRAFT, INC., Dallas, Texas.
DE HAVILLAND AIRCRAFT OF CANADA, LTD., Downsview, Ontario.
DOUGLAS AIRCRAFT COMPANY, Santa Monica, California.
GENERAL ELECTRIC COMPANY, FLIGHT PROPULSION DIVISION, Evandale, Ohio.
GRUMMAN AIRCRAFT ENGINEERING CORP., Bethpage, New York.

HILLER AIRCRAFT CORPORATION, Palo Alto, California.
HUGHES TOOL COMPANY - AIRCRAFT DIVISION, Culver City, California.
INSURANCE CITY LIFE COMPANY, Hartford, Connecticut.
JEPPESEN AND COMPANY, Denver, Colorado.
KAMAN AIRCRAFT CORP., Bloomfield, Connecticut.
LABORATORY FOR ELECTRONICS, INC., Boston, Massachusetts.
LEAR, INC., Santa Monica, California.
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THE MARTIN COMPANY, Baltimore, Maryland.
NORTH AMERICAN AVIATION, INC., Los Angeles, California.
NORTHROP CORP., NORAIR DIVISION, Hawthorne, California.
RYAN AERONAUTICAL COMPANY, San Diego, California.
SOUTHERN AIRWAYS COMPANY, Atlanta, Ga.
UNITED AIRCRAFT CORPORATION, East Hartford, Connecticut.

NATIONAL EXECUTIVE BOARD



■ Shown just after the "wrap-up" session of the recent Annual Meeting, the '61-'62 National Executive Board gets its first look at the replica of Thaddeus Lowe's observation aircraft parked on the front lawn of the Sheraton-Park Hotel. From left to right are Lt. Col. Robert K. Moore; Cois I.B. Washburn, Ret., Alexander J. Rankin, Robert M. Leich, Ret., and O. Glenn Good-

hand; Darwin P. Gerard, Bryce Wilson, Joseph E. McDonald, Jr., and Jack E. Leonard; and Col. Warren R. Williams, Jr. In the rigging are Arthur H. Kesten and Col. Robert R. Williams. Missing at the time of the photo were Board members James N. Davis, Warren T. Hockwell, and Lt. Col. Sam Freeman, USAF. The full NEB list appears on Page 612 of this issue.

AAAA MEMBERSHIP BUSINESS SESSIONS

SHERATON-PARK HOTEL
SEPTEMBER 4-5, 1961

■ BRYCE WILSON, President, AAAA: I would like to welcome you here this morning and to announce that the first Business Session of the Third Annual Meeting of the Army Aviation Association of America is now in session.

The first order of business . . . I would like to present your existing National Executive Board to you at this time. We have on our left, Mr. Joseph E. McDonald; Lt. Col. Robert K. Moore; Col. Brent Washburn; Mr. Sam Freeman; Col. A.J. Rankin; I'm Bryce Wilson; Col. Glenn Goodhand; Col. Robert M. Leich; Col. Robert R. Williams; Mr. Arthur H. Kesten; Mr. James N. Davis; and Col. Warren R. Williams.

MEMBERSHIP-FISCAL REPORTS

As a second order of business, I would like to give you a brief resume of the status of the Association as it exists today. The membership totals over 5,600 individual members. There are 40 corporate (Industry) Members. There are 32 active Chapters, and there are 2 Chapters in the process of being activated. There has been exceptionally good Chapter activity in the USAREUR area, and I wish to congratulate any members who are here from that activity.

From a financial standpoint, the Association has met and is meeting all of its fiscal obligations, and the Association is well on the way toward achieving a suitable cash reserve for an Association of this type and size. Incidentally, in this regard, nobody on the National Board, or no officer of the Association, receives any compensation for the time which he spends and gives to the Association.

GENERAL ACCEPTANCE

Another area of status of the Association which is, more or less, necessary, but not so often discussed, is its acceptance. Now, I think you will agree when you sit down at the (Honors) Luncheon tomorrow, and look at the guests at the Head Table, that that is an indication of the acceptance of the Ass'n. Another indication is the tenor of the replies which we received to the letters that invited the Distinguished Guests who are coming to the Luncheon tomorrow, and also, those Distinguished Guests who were invited but could not attend. Without an exception they presented the thought that they were all "for the Association," and that they wished us Godspeed in our work. Three years ago I couldn't say the same thing. I think this is a measure of our community success, and I think your participation is the chief reason for this.

FLIGHT PAY PROTECTION PLAN

To go on to a brief resume of the Flight Pay Protection Plan, I'd like to state that there are over a total of 4,000 aviators (and crewmen) insured under

the Program currently, and this is, as you will probably recognize over 2/3rds of the Army aviators on active duty. The other third I think should be insured. Perhaps you who are insured can sell them on the Program a little bit. Total benefits paid to date: \$207,613. Total number of claims to date: 106.

We have, as you probably know, a new company as an underwriter. This company is the Insurance City Life Company, and their representatives, Mr. John Hoar, and Mr. "Mike" Wise, are here today and will be here the next 2 or 3 days. They have a suite in the hotel, and if they will rise and be recognized at this moment, you can all see who they are. . . Now Mr. Hoar, either has . . . I'm going to say something about you, Mr. Hoar . . . He's either very broad-minded or very broad-shouldered or doesn't quite understand the acuity of Army aviators, but he has signified that he will take all comers with questions and will answer anything that you can think up. That's a big order, I think, and we thank you very much for it, Mr. Hoar. So anytime during the next 2 or 3 days if anyone has any questions about insurance, we have the insurance experts here.

In regard to insurance we have an announcement to make. At various times in the past, members have signified their interest in a life insurance program through the Association. We're in the process of exploring this and the Insurance City Life Company is now, at this time, in the process of determining whether they can offer life insurance coverage to our existing insurance (program).

LIFE/ACCIDENT INSURANCE

However, pending completion of their studies they have come up with an offer which is, at this time, strictly an offer and the Association National Board has not made a decision as whether to recommend or endorse this offer or not. We'd like to get an indication from you as to what you think of it.

It is this: the Insurance City Life Company proposes that a rider be added to the Army Aviation Ass'n Group Contract for Flight Pay Protection to provide for accidental death benefits for Quad-A members currently insured under the Flight Pay Protection Plan. Now I want to make this crystal clear - this is the addition - an optional addition of coverage to the existing coverage to the existing policy, which you insureds maintain. The coverage is - benefits payable for accidental death from any cause, whether caused in the air or on the ground, and the benefits are these: in the age group 20 to 30, \$5,000.00; in the age group 30 to 60, \$10,000.00. The rate - the premium - is \$5 per month per person.

In other words, for a total of \$60 a year, you can insure yourself against accidental death from any cause - aircraft, ground, automobile, slipping down the stairs, etc. - for \$6,000.00 or \$10,000.00. We'd like you to think this over, ask questions between now and either our session this afternoon or the one tomorrow morning and be prepared to raise your hands on either a favorable count or an unfavorable count, in order to give the National Board an idea of what your feelings are, and I think it might be appropriate also, perhaps, pending the outcome of that feeling for Delegates to consider sounding out their members in their individual Chapters as to what the acceptance of this program might be.

Now, as an individual, I think it sounds like very good coverage. It certainly fills a gap that we have not covered prior to this time. Additionally, of course,

**MR.
BRYCE WILSON
PRESIDENT**



we have still the possibility that straight life insurance coverage may be offered later. This is still in the works. Are there any questions on this subject? . . . No questions. . . (Question from floor) . . . Yes, we'll have a handout sheet which summarizes the information I have just given you. We will have them available at the desk in the back or upstairs.

Have any of you had discussions with your Chapter members in this regard? Any indication of interest on the part of your members? (Several hands raised). Now, the decision facing the National Board is to decide whether to endorse this program (or not). So, as I said, we'll ask for your reaction later. I might say that, as of this moment, the Board is in favor of it.

ADVERTISING REVENUE

New subject - the advertising revenue program which we have with (ARMY AVIATION) magazine has provided this year - I should say in the fiscal year ending March 31 of this year - as a result of the ad revenue program the Ass'n has received \$2,400.00 from the magazine.

It is my pleasure to announce that we have a new Award this year which is for the Army Aviation Soldier of the Year, sponsored by the Hiller Aircraft Corporation. The first presentation will be made tomorrow at the Honors Luncheon.

Incidentally, a little conversation about the general awards picture. In the past our Awards have been based upon actions taking place during a calendar year. For instance, the Awards to be made tomorrow are based upon actions in calendar year 1960. Now that leaves a considerable gap in time - January 1, 1961 until, we'll say, April or May, or possibly even June of '61 - in which periods events might be suitable for nominees that are now precluded by the date. It's my impression that the National Board will probably change this to a more suitable period, making the cutoff date for nominations something like March 31, April 30, etc. Are there any questions about the Awards Program?

NATIONAL BOARD ELECTIONS

I'd like to proceed on to nominees for the National Executive Board. The Nominations Committee has met and, as you are undoubtedly aware, nominations were made . . . the next to last page of the next to last issue of ARMY AVIATION had information concerning these nominees. Since that time, Mr. Howard Haugerud, who has been on the National Board, and who was a nominee, has signified that he wishes to not be a candidate for this position. He has held the position of Vice President for National Guard Affairs (and Vice President for Public Affairs) . . . Colonel Rankin suggests that I should recall to your mind that the By-Laws provide that the Vice Presidents for Army Affairs, National

Guard Affairs, and Reserve Affairs shall hold or have held an Army aviation assignment in the component they represent.

The Nominations Committee, as a result of Mr. Haugerud's non-candidacy, has again met and presents for your consideration the current slate of nominees which consists of:

JAMES N. DAVIS

Mr. James N. Davis, who is currently a Member-at-Large of our Board. Mr. Davis has had experience in government - and I am quoting from the release-industry, including three years as Special Assistant for Research and Development to the Under Secretary of the Army during 1951 to '54. Later, he was consultant to the Operations Research Office of Jol. Hopkins, and he has served as Vice President for Government Operations of the Vertol Division of The Boeing Company from '57 to '60. Thereafter, he was the Vice President of Bell Aerosystems Company, and he currently is Deputy Assistant Secretary of Defense for Production Management. Mr. Davis is a Nominations Committee nominee for the National Board for a term of three years.

JACK E. LEONARD

The second nominee is Mr. Jack E. Leonard. Jack, would you please stand up? . . . I know that everybody in this room probably knows your face, and . . . thank you. . . Jack, as you all probably know, is a past Chairman and Vice Chairman of the Aerospace Industries Association's Helicopter Council, and a Vice President of the American Helicopter Society. He was a civilian flight instructor - one of those happy characters - for some other than the Army Air Corps from 1941 to '44, but we've brainwashed him since then and his allegiance is strictly with the Army. Prior to joining Cessna Aircraft's Helicopter Division in '53, he served in sales and executive positions with the Aviation Products Division of the Goodyear Tire & Rubber Company during 1944 and until 1953, and, incidentally, I first met him when he was in that office in 1946. I highly recommend him to you. He's a charter member of the National Pilots Ass'n and the Quiet Birdmen. Jack, I think, is an excellent nominee for the office of National Board member.

WARREN T. ROCKWELL

The third nominee is Mr. Warren T. Rockwell, currently Washington representative of the Hiller Aircraft Corporation. Rocky has been the Co-Chairman of the Executive Committee which has organized this year's (Annual) Meeting. Rocky has done an outstanding job. As you know, General Meyer was the other Co-Chairman and unfortunately, he was transferred to CONARC, and the distance factor served as somewhat of an insulating factor . . . (to) do what otherwise he may have been able to do more easily. He's done a great job, despite the distance; Rocky has done a great job from close at hand. Rocky has been Hiller's Washington representative for a number of years - I can't just say how many. Before that he was, in the days of the early helicopter business, a distributor, as I recall - this was immediately after the war, and Rocky has worked with this Ass'n for many years. I commend him to you as a good addition to the National Board.

With this slate of nominees - Mr. Davis, Mr. Leonard, and Mr. Rockwell - I would like, at this time, to hear any nominations from the floor in order

that we may get on with the voting. Are there any nominations from the floor?

■ LT. COL. WILLIAM H. GARDNER: Mr. Chairman, I move that nominations be closed.

■ BRYCE WILSON: It has been moved that the nominations be closed. Is there any discussion? Is there a second?

■ COL. DELBERT L. BRISTOL: I second the move.

■ BRYCE WILSON: All those in favor of this slate "Aye." . . . Opposed? . . . The motion is carried. Thank you, gentlemen.

■ (NOTE: At this point an administrative announcement concerning the Honors Luncheon was made by Col. O. Glenn Goodhand, Executive Vice President.)

■ BRYCE WILSON: Thank you, Glenn. Anybody have any questions? . . . (Silence) . . . It must have been a good party last night!

You all have received (in registering) a rather voluminous letter to Chapter Presidents regarding agenda items for the business session, Quad-A Annual Meeting. These are numbered one through twenty, and there are two number fourteens, so we'll have fourteen and fourteen-A. I'd like to depart somewhat from the numerical order listed in here, and we'll take up first Number 2.

(NOTE: The Agenda was published on the basis of the dates on which the Items were received at the National Office. In the interests of time, President Wilson moved those items calling for the appointment of Delegate Committees to the head of the list, this priority treatment assuring that each Committee would have ample meeting time upon the conclusion of the day's Business Sessions.)

2—IDEAS FOR CHAPTER MEETINGS

Item Number 2. "Obtain ideas for type of meetings and entertainment for local Chapters from suggestions of other Delegates" - or, what have these other fellows been doing?"

This item was submitted by the 82d Airborne Division Chapter, and, at this point, is there a representative from the 82d Airborne Division here? . . . No representative as yet?

Incidentally, Mr. Rockwell, who was just elected as a National Executive Board member, has just arrived in the room. Rocky, would you stand? (Applause). Thank you.

Colonel Rankin, do you have some comments to make on this subject? (Item 2).

■ COL. ALEXANDER J. RANKIN, Vice President, Army Affairs, AAAA: My only comments are that we ought to get someone from the 82d Abn particularly, and several other members, to meet on this subject and to come up with a program for the Meeting. I have a little background on it.

■ BRYCE WILSON: Maj. Keebaugh? Is he here this morning? Does anyone know if he is here? Or did that thundershower last night keep him out . . . either the one at five o'clock or the one between seven and twelve kept him out. (Note: The 82d Abn Delegates were delayed in arrival and attended the afternoon session.)

We'll bring this up again this afternoon with the hope that Major Keebaugh, or someone else from the 82d, will have arrived by then. (Agenda Item 2 was

then tabled, pending the arrival of the 82d Abn Div Delegates).

6—FORT BRAGG FLY-IN MEETING

■ BRYCE WILSON: The next Agenda Item that I would like to take up is Item 6. "Obtain the thoughts of other Delegates from this general area as to the possibility of a Fly-in type meeting to be held at some central point in the future."

This also was submitted by the 82d Abn Division Chapter. Now, the National Board wrote to the 82d Abn - Col. Corey (Chapter President) - on July 31 to this effect, which outlines the Board's position, and I will read this to you:

"The President will appoint a Delegate Committee with representatives from those Chapters within the general area of the 82d Abn Division Chapter. Depending upon the scope of the Fly-In planned, this could include Third U.S. Army Chapters (Army Aviation Center, Ft. McClellan, and Ft. Benning Chapters), and Second U.S. Army Chapters (Davison Army Airfield, Ft. Meade, Ft. Kustis, Ft. Monroe, and Washington, D.C. Chapters). Those Fifth U.S. Army Chapters listed could be included at your discretion. Further discussion of this item would be handled by the (appointed) Committee meeting in separate session."

Now, we would like to appoint a Committee to kick this around a little bit, and I think the Fly-In Committee should consist of . . . is there anyone who will volunteer to be on this Committee who has a special interest in this? . . . No volunteers? . . . Therefore, in the absence of volunteers, we APPOINT 'em. (Laughter). Before appointing this Committee, I would like to give you a general idea of what the Plan is here regarding this meeting . . . Yes, sir (recognizing hand from floor).

■ MAJ. DONALD F. LUCE, Delegate, Lindbergh Chapter: First, I would like to issue an invitation from the Lindbergh Chapter (St. Louis) to conduct next year's Annual Meeting in St. Louis, with the Lindbergh Chapter as the host. Also that this Committee - the same Committee - make a study of this Fly-in to consider the possibility of including it as part of next year's Annual Meeting.

■ BRYCE WILSON: Thank you very much, Major Luce. That's a two-edged sword, and it sounds as though it would sink in very painlessly. The suggestion - I presume you all heard - you touch on a subject that we had as another Agenda Item, I believe. In that case, I would like to appoint you as Chairman of this Fly-in Committee (Laughter). . . Well, he's in the wrong (geographical) area - that's right - but there's nobody from the 82d Abn here as yet.

■ COL. WARREN R. WILLIAMS, President, Alabama Region: Restrict it to the area around the 82d; that's not a central area; why should the Delegates or members working on that (Committee) be restricted to the 82d area?

■ BRYCE WILSON: Why should they be restricted?

■ COL. WARREN WILLIAMS: Yes.

■ BRYCE WILSON: Well, they don't have to be. What's your suggestion then? That we make a generalized Committee? (Affirmative answer received.) O.K. . . . Art, could you draw up a suggested Committee that we could appoint, which would include key people from various areas?

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■ **ARTHUR H. KESTEN**, Executive Secretary: I'd like to point out that this is an Agenda Item proposed by the 52d Abn Division Chapter, and apparently they wish to have a Fly-in Meeting - certainly not this winter, after this Meeting, but sometime this Spring. I don't think they have the next Annual Meeting in mind. In view of the fact that their Chapter feels that Fort Bragg, N.C., should be the site of a separate Fly-in, I think we should accord with their wishes, follow through here with the various Chapters, and give them an indication of your Chapters' support of such an activity at Fort Bragg. The Annual Meeting suggestion is a separate item. You can have the same Committee - expanded - consider this, but I do think we should consider this direct proposal from the 52d Abn. If you want me to draw up a Committee, I can select one person, i.e., one Delegate from each of Delegate . . .

■ **BRYCE WILSON**: Would you do that and come up with the names in a couple of minutes?

■ **ART KESTEN**: A couple of minutes? (Laughter.) I'll need the list of the Delegates who have signed in and I can do that. (List brought forward.)

■ **BRYCE WILSON**: With regard to the invitation of the Lindbergh Chapter to host the Annual Meeting next year, one of the Agenda Items on the National Board meeting for tomorrow afternoon is the selection of "Site and Date" for next year's Annual Meeting. Now, in view of this invitation from your Chapter, Colonel, pardon, Major Luce, please accept our thanks and we'll take this up tomorrow afternoon and come to a decision. Now, it might be well - as Art has suggested - for you to be on the Fly-In Committee, and discuss the possibility of having one at that time (Annual Meeting), or either in conjunction with or at another calendar date from the one the 52d Abn has suggested.

14—MAGAZINE ARTICLES SUBMISSION

■ **BRYCE WILSON**: The next item out of order is Number 14. "Determine the steps the Ass'n, its officers, and its members can take to encourage the membership to submit articles to the Association magazine so as to increase membership participation and readership appeal."

This is submitted by the Pikes Peak Chapter. I might point out here that the magazine, ARMY AVIATION, as you know, - but I would like to emphasize it - is the Association-endorsed magazine and it's the sole medium wherein Army aviation personnel have an opportunity for expression on any subject. Any subject. This isn't necessarily true of other publications or of government publications.

Sam (Freeman), did you have any comment to make?

■ **L.T. COL. SAM FREEMAN**, USAR, Vice President, Reserve Affairs, AAAA: Yes, when I received this item on the agenda, I wrote to Lt. Col. (Gordon L.) Kinley, who is the President of the Pikes Peak Chapter and sitting right here, and he wrote back a letter incorporating some of the things that they had in mind. I think, perhaps, that some of these suggestions have

been made before. I think we must keep in mind the financial aspect of how much we can do within the

L.T. COLONEL
SAM FREEMAN



limited budget under which the magazine is published.

However, I certainly think that some of the suggestions that Col. Kinley made - and I would like to have him now, perhaps, read this letter, or give these suggestions to you, and then we will have a Committee formed, I trust, that we can present this in a more succinct or formal manner tomorrow, but certainly some of these suggestions are worth following up.

You will note that one of them, incidentally, is the idea of having some statement in the magazine made as to rates paid to people who submit articles, and whether Art got the idea from this item, or whether it just happened, but if you will note on Page 484 of the current (August) issue such a statement is made. I believe that Col. Kinley thought this should be permanent thing and be printed every month. At this point, I would like to call on Col. Kinley and and if he could, perhaps, go over a few of these things. Would this be in order?

■ **BRYCE WILSON**: Colonel Kinley.

■ **L.T. COLONEL GORDON L. KINLEY**, President, Pikes Peak Chapter: (Col. Kinley's words were not readable on the tape in that he spoke from the floor rather than use a floor microphone. Substantially he did not comment on the Agenda Item, but introduced Sp/5 Lawrence J. Butler, a Chapter Delegate.

■ **SP/5 LAWRENCE J. BUTLER**, Delegate, Pikes Peak Chapter: I need a microphone this morning; I'm a little hoarse. I think it was the night air, or some thing.

Col. Kinley wrote this letter to Mr. Freeman, and I'd like to read this, and some of the things, or portion of it, some of the things that we considered were changing the format, layout, and size of the magazine. Now, I talked to some publishers that we have out in Colorado Springs, and they have indicated that they felt that a magazine larger in size - 8-1/2 by 11, or 8 x 10-1/2 - with the same volume of printed matter in it, it would have less pages, same volume could be printed cheaper. And also, using this large size magazine, we could put articles in their entirety on the same pages, rather than having to print a little bit here and continuing it on another page, and another page, and another page, like some of the longer articles that we have had in the past we've had to go to several pages to finish them.

Also, these larger size pages, we could leave margin. This is one thing I've always wanted to do was to be able to file the magazine, or be able to keep it in a binder of some sort, and if we had a larger margin, you could punch holes in it and file it in an ordinary looseleaf binder that you could get in a drugstore or the National Association could have binders made and sell them, just like the pins and things of that

ANNUAL MEETING COMMITTEE

THIRD ANNUAL MEETING

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Mrs. Elizabeth Waldman

The Annual Meeting Committee wishes to express its appreciation for the many fine contributions made by the Committeemen and Committeewomen whose participation and assistance assured the success of the Annual Meeting.

BELOW: ARMY AVIATOR OF THE YEAR MADDEN RECEIVES WELL-DESERVED OVATION.



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nature. Provide an index in each issue. This would eliminate searching through the magazine. Publish on the index page of each issue the details concerning acceptance of manuscripts and the amount paid for contributions. Mr. Freeman had a comment on that.

Circularize prominent aviators by letter and personally request from them a feature article on a certain subject of their own choice to be published when space permits.

Start a regular "Chapter Activities Section." This includes "Chapter of the Month." Now, in this Chapter activities, rather than having several people writing several little news items, I would suggest making a regular column of Chapter news, and this could be written by one person on the staff of the magazine, and it would be a gossip, completely informal type column of consolidated news from all the Chapters which the Chapters would supply.

Start a regular feature entitled "Outstanding Aviation or Aviation Personnel of the Month," this feature to be filled with a story or stories of people who reacted well in emergencies such as in-flight fires, autorotations, forced landings, etc. This could apply to all components and all ranks. Source of this material would have to come from the rank and file or it could possibly be supplied by a member of USABAAR.

Those are most of our ideas on this subject that were in the letter. Some of the other things on this magazine: I would suggest use of more drawings, or pictures, you know, use drawings if pictures aren't available, to point up some of these articles. Some of them are a little bit "dead" and a few drawings stuck in to point up these pertinent facts the things much more interesting. I believe that's all I have on this.

■ BRYCE WILSON: Thank you. I didn't get your name. (Reply from floor). Thank you. Art, do have any comments to make on this?

■ ART KESTEN (Editor, ARMY AVIATION): The agenda item was to "determine the steps the Association, its officers, and its members can take to encourage the membership to submit articles to the Association-endorsed magazine so as to increase membership participation and readership appeal."

I'd like to briefly comment upon some of these suggestions for this reason; the magazine, as it exists, is dependent upon the funds that are available to it.

We have no staff, other than two persons. We have no artist to draw illustrations. We rely completely upon submissions. Where "holes" occur in a standard, 64-page layout, I fill them. I would like you to keep in mind that we are not a LIFE or a NEWSWEEK MAGAZINE.

I respect your suggestions, but when the suggestions purport to change the "format, size, and layout" of the magazine, please bear in mind that we are cognizant of this, but the funds to do this are extensive, and we just do not have them.

Several years ago, on my last Reserve tour of active duty as a Reservist, I carried approximately a thousand poll sheets to Fort Hucker where I served my active duty with the Army Aviation Board. General Hutton, at the time, was kind enough to distribute

these poll sheets throughout Fort Hucker to each section and department. The returns from this poll were quite conclusive; the readership did not want a large size magazine. They wanted a pocket-size magazine, something convenient, something informal, something informative. Based upon this I have stayed with this (hip-pocket) size, although I will be the first to admit that this size of publication is the only thing that we can publish with our current funds.

Please, also, bear in mind that we rely completely upon advertising support. When you go into a double-size issue (8-1/2 x 11), you are actually . . . there are quite a few advertisers or representative. I shouldn't say this but I will be frank - When you double the size of your page, you also have to double the size of your advertising page. Starting with a flat sheet of paper which can be (machine) folded into 64 pages, you then can only fold it into 32. With so many pages of ads contracted for per issue, you will then wind up with less "editorial" space with a given amount of funds available to publish each issue. By staying with this present size, we keep our advertising within reason - our advertising percentage has never exceeded 30 per cent. You check your trade publications, (and) you will see that it exceeds 60 per cent. We don't intend ever to go beyond 30 per cent. If it's possible we will always increase the editorial content to keep this (30-70) ratio in mind, but the determining factor in size, layout, and format is cost.

With regard to the columns, start a regular "Chapter Activities Section," start a regular feature "Outstanding Aviator of the Month," circularize prominent aviators and personally request them to submit a feature article, we have done this. We certainly invite all of you to submit articles at such times as you have the urge to write. Our reimbursement schedule is modest, and is commensurate with the funds available - and there are certain people who have served as writers and who have been reimbursed. We do not publicize this in every issue because of the fact that we don't have the space. We can make this a permanent part of our masthead, although if you will look at a regular magazine, I don't think you will see this, i.e., the fees and everything else. We throw it in every once in awhile so that people will keep it in mind.

I hope that I have covered most of these things. I want to convey to you that we are most anxious to accommodate all of your suggestions within the availability of funds and the fact that we do not have a staff. I try to do the best job that I can; I'm not an artist by any means; the articles and the photographs we receive are submitted by professionals, by the Army aviators. I can't fault these people. They are also not artists or illustrators; they're aviation professionals writing about aviation. That's all I can say, Bryce.

■ BRYCE WILSON: Thank you. Any discussion from

■ LT. COLONEL GEORGE A. LUTZ, President, Monterey Chapter: Has this Agenda Item been changed to discuss the magazine as a whole? We're discussing format now. If so, the people of my Chapter have some comments. The Agenda Item indicates "to encourage the membership to submit articles." Before we take up the points we have, I would like to know if the Agenda Item has been changed.

■ BRYCE WILSON: I'd like to stick with the Agenda, and keep this a discussion of ways and means by which we can encourage people to submit articles, and take up your item as a separate item. OK? (Affirmative answer received). Any other discussion?

■ **LT. COL. JACK W. RUBY**, President, USARCARIB Chapter: I'd like to first ask a question regarding this Agenda Item. Do you receive articles in numerous quantity? Do we need articles for publication?

■ **ART KESTEN**: We receive voluntary submissions. The quantity leaves much to be desired, and we do not have any great degree of selectivity. We receive just about enough material to complete each issue without making any hard choices. That's the answer. We would like to have the opportunity to be more selective.

■ **LT. COLONEL RUBY**: I'd like to give this as a thought. In the units that I command the officers come there for a three-year tour. Prior to their departure, they are required, by command, to submit an article of 1,500 words or less to the unit to be submitted to various publications. We get quite a few articles that way. (Laughter.)

■ **BRYCE WILSON**: Yes . . . I would like to appoint a Committee to kick this around a bit and come with a - should I say a series? - at least a recommendation as to what we might do. Col. Kinley, would you serve as Chairman of this Committee? Specialist Butler, Colonel Ruby, any other volunteers? Will you have time, Art? . . . there's a possibility of having him split in two; one is for a discussion of the magazine, which has been brought up, and there's this one . . . Vic Schulte, from St. Louis . . . Is it Colonel Schulte? Mr. Schulte.

■ **ART KESTEN**: Bryce, I haven't met the representatives from the Monterey Chapter as yet, but apparently they have some recommendations, and I would suggest that one member of the Monterey Chapter be a . . . volunteer.

■ **BRYCE WILSON**: Good idea . . . Lt. Marshall, (Sam Freeman), would you serve on that Committee, also? Thank you. You can meet at the call of the Chairman. I recommend that be as soon as possible after the close of this Meeting. You will have all afternoon to meet. We may have a meeting, depending upon how far along we are (with the Agenda), but you will have time after that meeting to get together and see the gal and let her take down the ten words of your recommendation.

15-DEFINITIVE REGIONAL STRUCTURES

■ **BRYCE WILSON**: The next Agenda Item, also out of numerical order, is Number 15: "Creation of a more definitive regional organization with the delegation of certain functions by the National activity to the Regional organizations."

This is submitted by the 82d Abn Division Chapter. Is there any discussion? 82d Abn representative? Colonel Corey?

■ **COL. ROBERT H. COREY**, former President of the 82d Abn Division Chapter, prior to an August PCS: My apologies for being late here this morning, but if you will allow me a minute to look at this Resolution you're considering . . .

■ **BRYCE WILSON**: Very well . . . we're, at this point, on Item Number 15 . . . this was submitted by your Chapter. Do you have comment to make at this time on that, sir?

■ **COL. COREY**: Our thought on this was . . . (At this point, a changeover in magnetic tape was made,

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and the remainder of Col. Corey's comment was not recorded during the changeover.)

■ **BRYCE WILSON**: Colonel Washburn, do you have anything to say about this Item?



COLONEL

I.B. WASHBURN, RET.

■ **COL. I.B. WASHBURN, RET.**, Vice President for Public Affairs, AAAA: I'd like to comment briefly . . . First, to the suggestion, Col. Corey was given a reply which indicates the National Board position on the matter, which, in general, is that the existing By-Laws of the organization provide a rather flexible arrangement. This after has been discussed at several National Board meetings, the positions of various individuals going from the extreme of eliminating the Regions entirely to the other extreme of making the Regions much stronger.

The background of those positions occurs because of the difference geographically and population-wise between Regions. Therefore, the present By-Laws affecting Regions were established which provide a considerable degree of flexibility allowing those Regions, which represent several closely-related Chapters, to operate almost as a single Chapter, to the other extreme where Chapters are quite disassociated that the Region is established with probably the only function of providing a Regional member on the National Executive Board.

There are very few, if any, functions, now performed nationally that could be logically delegated to a Region, if any. In short, the general position of the National Board has been, in repeated discussions of this matter, that the existing flexibility provides each Region with the ability to, more or less, adopt the kind of a Region that most suits their needs. I believe that that covers National Board opinion and further discussion by me would be my own views of the matter.

■ **BRYCE WILSON**: I might say that the general thought the National Board has in this regard concerning some details. We are - I hate to use the word, "against," but I think it's the only one that fits - the re-forwarding of dues, for instance, or anything other than the most direct, shortest route possible line of communication for dues and fiscal affairs. In other words, what I am saying is that (when) the Chapter has to go through a Region to the National Headquarters, we've found that money sits around and money shouldn't do that. Time after time checks get sat on and the fellow that issues the checks doesn't have them back from his bank and its puts his books out of kilter; the checks get lost; and there's a lot of

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confusion. So, we don't think that Regions should get into the chain of command from a fiscal standpoint.

The same thing applies to credentials. If there is an idea of forwarding credentials to Regions, and then to Chapters, this injects a very large "K" factor for time and efficiency. Is there any discussion from the floor?

Colonel Corey, could you act as the Chairman of a small Committee to come up with some written thoughts on this? . . . Fine! . . . Colonel Washburn, would you sit on that? . . . Anybody else who would like to sit on that Committee? . . . Now, Colonel Corey has several items in, and I visualize that he will be on several committees, so I think we should have one committee chaired by him that will consider these several items, and come up with several positions, and I compliment Colonel Corey on his initiative in sending these (Agenda Items) in, and I hope he realized when he did it that this was going to give him a little activity while he's here.

Do you other Board members have any recommendations to sit on this committee? . . . Col. Cassidy, would you be a member of that committee? . . . Thank you . . . Captain Hayes? Is Captain Hayes here? From the Fort Riley Chapter? . . . Col. Sabiston? . . . Thank you. That Committee will consist of Col. Corey, Col. Cassidy, Col. Sabiston, and Col. Washburn. We may add to that some of these items which are to be considered by this Committee.

2—IDEAS FOR CHAPTER MEETINGS

■ BRYCE WILSON: I'll go back now to one of the earlier Agenda Items I took up . . . Col. Corey is now here; that's Number 2. Do you have anything to say about that, Col. Corey? It's "Obtain ideas for types of meetings and entertainment for local Chapters from suggestions of other Delegates." And Item 6: "Obtain thoughts of other Delegates from this general area as to the possibility of a Fly-In type meeting to be held

at some central point in the future." Now, before you arrived here, this Item brought forth comment from Major Luce of the Lindbergh Chapter of St. Louis, stating that he had some ideas on that subject and, also, he presented an invitation to the Ass'n to select St. Louis as the meeting site for the next Annual Meeting. There's been some thought that, perhaps, a Fly-In might be appropriate at that time, or possibly a Fly-In then and a Fly-In on your occasion in your area. Therefore, I'd like to hear any comments you would like to make on Items 2 and 6.

■ COLONEL COREY: With reference to Number 2, the thought there was just some mutual exchange of ideas, either here at the Meeting or in some other way in the future through the magazine, or other means, just to acquaint - and this is done to a certain extent now - just to acquaint the various Chapters with what is being done in the other Chapters in the way of programs and that sort of thing.

Reference Item 6. There again that ties in somewhat with the Regional program, or again on a National level. We merely throw this in for some discussion.

Regional activity - and the thought there is not to circumvent any of our existing procedures, but merely to promote a little more activity on a Regional level, because many people cannot make it to the Annual Meetings here, such as we have here today. . . that type of a Fly-In in a local area is what we had in mind.

■ BRYCE WILSON: That's a good thought . . . I'd like to wrap up Number 2, Number 6, and Number 15 in one Committee, so, Colonel Corey, if your Committee will consider these three items and submit a written statement of recommendation to us. Now, who else would you like to have on this Committee? Do you have any thoughts on that subject? . . . I'd then like to add Colonel Richard Kennedy, from the Army Aviation Center Chapter. . . Thank you. Is there anyone here from the Ft. McClellan Chapter, delegate or alternate? . . . Colonel (Curtis L.) Hankins? . . . Thank you. Any suggestions, questions, comments?

17—ADDITIONAL AAAA SERVICES

■ BRYCE WILSON: Number 17, the next one out of order: "Development of additional services and plans to increase the overall scope of operations of the Quad-A."

This is submitted by the 82d Abn Division Chapter. Do you have a comment to make on that, Colonel Corey?

■ COLONEL COREY: Well, let us hope this will be the last comment I have to make. I'm afraid people are a little bored with all of this . . . but, there again, looking toward our broad objectives to improve the organization and increase our serviceability, both to the members and the program as a whole, there's been a wide range of suggestions by some of our members as to what should be done, ranging all the way from - many of these which have been covered - namely, having a placement service to merging with the AUSA. We've had a whole range of these things, and this is a very, very broad topic. I have some other recommendations in detail on it, but generally they run that scope to increase the effectiveness of the organization, even to including sponsoring - well, I think you already have that - sponsoring some comic strips, or TV type programs, and things of that type to put the Army Aviation Program before the public eye.

LT. GENERAL ARTHUR G. TRUDEAU, RIGHT, CHIEF OF RESEARCH AND DEVELOPMENT, DISCUSSES THE AO-1 MOHAWK AT A GRUMMAN DISPLAY WITH GRUMMAN REPRESENTATIVE, RONALD SPENCER.



■ **BRYCE WILSON:** Thank you, I'll do the obvious and add that to the other three things for this Committee to consider. I'd like to add to that Committee, Colonel Rankin.

20—FEASIBILITY OF FPPP COOPERATIVE

■ **BRYCE WILSON:** I've been asked to announce that Delegate Refunds will be issued again at 1:30 . . . the same refunds are going to be issued again, or are these additional ones . . . at 1:30 p.m. in the Cottillion Room, so come and get it.

Number 20. This is the last item which I expect to take up which is out of order. "AAAA investigate the possibility of organizing a cooperative insurance organization in lieu of using commercial underwriters, in order to reduce premiums."

This is submitted by the Army Aviation Center Chapter. Colonel Williams?



COLONEL

WARREN R. WILLIAMS

■ **COLONEL WARREN R. WILLIAMS,** President, Army Aviation Center Chapter: On that item, the Chapter felt that the (National) reply giving the Board position, the opinion "the present program provides the least expensive insurance coverage to members, and that lower premiums will not be secured through a cooperative." That's fine with us. If this is the cheapest way, we feel that the Board is in a better dead issue. There were people in the Chapter that thought that (if we had) cooperative insurance, it could be done cheaper by a cooperative, but if the people (on the Board) who have really been into this insurance feel otherwise, we're not in a position to argue about it.

■ **BRYCE WILSON:** Col. Glenn Goodhand, our National Executive Vice President, is also Chairman of the Insurance Committee, and I would like to have him amplify some of the details a bit. I think it is interesting to all of us because that thought, I am sure, occurs to most people.

■ **COLONEL GOODHAND:** This has been a long subject with the Board. We seem to get into insurance problems quite frequently, the reason being it's an extremely complex problem.

When we first started the insurance program, we got the Credit Life Company to take it, and basically I think they took it based on the fact that the Air Force had offered a program, and we patterned ours after theirs. I think that basically there is no real, good actuarial data that you could say is very positive - at least it wasn't at that time (1957) - on what the claim rate would be. We simply got the Credit Life to offer the insurance the same as the Air Force Ass'n did, and as you may recall at that time we offered two years' indemnities for a premium of one per cent. This was simply based on what the Air Force was offering and we were competitive with them.

I would say that since there is no hard actuarial data - in other words, you couldn't lay down in advance; you couldn't then; and I don't think you for sure

can now on just what the claim rate is going to be - you really don't want to enter this kind of a program without fairly substantial financial backing. It's not a good type of endeavor for a group of people of our financial status to enter into because of the uncertainties and the liability which you incur.

To be a little more specific, to date - well, first let me say this - we started out with two-year indemnities and a one per cent premium. Our experience seemed to follow along with the Air Force's. The Air Force immediately got into trouble (i.e., shortly after the formation of the AAAA) and they had to change their rate basis to two per cent - in other words, they doubled the (premium) rate and they reduced the benefits from two years' indemnities down to one. In fact, I think it was 80 per cent (indemnities) for one year.

Our experience soon indicated that we were going to have to take some measures ourselves, because - and this is the point - the total claims paid, i.e., net claims to date, or rather, the net premiums to date, i.e., the net intake in cash to the Credit Life Insurance Company, up through July of 1961 was \$150,000. In other words, that's what they took in. They paid out, to date, \$207,500 (in claims). Now, this isn't the whole extent of it, either, because they still have a few months to go on policies that are in effect with them, and they really haven't finished paying off all the claims yet. So, as a mutual (or cooperative) company it isn't the sort of thing that we want to get into. As I say, experience, to date, they're \$50,000.00 behind, not including their expenses and claims still to go.

Now, I don't mean to imply from this the program is not insurable. It IS, because the company, Insurance City Life Insurance Company whose representatives are here, have taken it, and they feel that it is a good business proposition in the future, and we think it is, too. We have, as you know, increased the (premium) rates - not as much as the Air Force has; they've doubled theirs - ours have had to go up from one per cent to one and one-half per cent, and our benefit has been reduced (for non-aviation accident reasons) from the two years down to one. In fact, eighty per cent of one.

The point I would like to emphasize to you is that so far it has not been a banana, and it isn't the type of thing that you could promise would bring reductions. In fact, you can see that had we had a mutual (or cooperative) operating in the past we would not have saved you premiums, we would have increased them. So, I think it is quite clear for those of us who are following this thing that until there is really a sounder actuarial base for estimated losses we had better stick with companies that have adequate reserves to cover the program, and not get into a mutual effort. I think that perhaps explains it. Does anyone have any question they would like to raise on this aspect?

■ **PARTICIPANT FROM AUDIENCE:** I wonder if there are any plans to increase the premium rates and reduce the coverage in the future.

■ **COLONEL GOODHAND:** No, we are now embarked on a program which the company providing the insurance believes is actuarially sound. In other words, it will support itself. This is based upon a one and a half per cent premium, i.e., one and a half per cent of your (annual) flight pay to bring you back one year of benefit at eighty per cent of the flight pay. (Note: Col. Goodhand refers to the illness/disease maximum in-

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demnity period; indemnities for injuries received in Army aviation accidents have a two-year maximum indemnity period.)

I might add, for those of you who don't know, the reason for going to the eighty per cent (indemnity figure), rather than the hundred was not just to reduce the amount of pay-out, but to make the thing fundamentally sound. Insurance payments for loss are not subject to Federal Income Tax, and we had the situation before where a man was (financially) better off off flying status, than he was on, because he got the full amount of the flight pay (in indemnities) and he didn't have to pay any tax. So, I don't mean to imply that our people didn't want to be healthy, but I would imply that there wasn't much of an incentive to force a doctor to get him back on flying status. So, we went to the eighty per cent thing so that, at least, it's a fifty-fifty shake for the man whether he goes back on or stays off.

The Company thinks this is sound - we (the AAAAA) don't contemplate any changes. Any further questions on this? . . . I think this suffices without a Committee, don't you?

1—USE OF AVIATION OFFICER LIST

■ **BRUCE WILSON:** Well, thank you, Glenn. That was a very clear delineation of the situation, and I don't think it is necessary - unless I hear indications to the contrary - that we have a committee on this . . . We'll, therefore, consider the item closed.

I'll now take up Agenda Items in their numerical sequence with the exception of the ones we've already covered. The first one is obviously Item Number 1. The Agenda Item submitted is "Determine the feasibility of the National activity obtaining from DCSOPS the name and address of each Division Aviation Officer (DAO) so that the Ass'n may contact the DAO in an effort to activate AAAAA Chapters within each Army Division."

Now, before asking for comment from the submitting Chapter, which was Lt. Col. (Rowan P.) Alexander, representing the Rhine Valley Chapter, whom I presume is not here, I'd like to state that the idea of mailing lists with which to "rustle up" some additional Chapters, and pinpoint some individuals who can take organizational actions, is a good one. However, I would like to differentiate the scope, and not have individual Division efforts, but rather individual efforts in an area which would include all of the units (divisional and non-divisional) within a reasonable geographic area.

Now, a case in point is the Army Aviation Center Chapter. At one time, we had, as I recall, a Combined Test Activities Chapter and an Army Aviation Center Chapter (at Fort Rucker). These Chapters were combined, and it was to the great advantage of all concerned.

I might quote from a letter from Colonel Alexander which was dated 15 August: "First, we believe AAAAA should have more Chapters and a more active membership, and there is no misunderstanding on that part. Further, it was meant in our suggestion that Division Aviation Officers be requested to sponsor a Chapter, particularly where none exists. These Chapters should have area names, like Fort Bragg

Chapter, or Airborne Center Chapter, rather than the 82d Air Division Chapter. Please note that a copy of this goes to the President of the 82d Air Division Chapter, my friend, Bob Corey.

The objective is to have Chapters include all aviators and friends in the general area. In no way did we intend that unit Chapters, per se, be set up. Here in Europe we have done precisely this as you will note from the names of our Chapters, with the exception of the 91st Transportation Company Chapter. Their membership, incidentally, will now embrace all (Ass'n) members at Finthen Army Airfield."

Now, the subject of getting of getting Air Officer names from the Department of the Army, that presents some problems, but, I think . . . Have you any comments to make on that, Art?

■ **ART KESTEN, Exec Sec'y:** No, sir. We can get the names very easily. It's just a question of what you want to do.

■ **BRUCE WILSON:** Is there any discussion from the floor? . . . In that case, the National Office will make available names and addresses of possible organizational candidates to those who are interested in such, and that will complete that Agenda Item. Is that satisfactory to all concerned? . . .

3—ELIMINATION OF INITIATION FEE

■ **BRUCE WILSON:** Item Number 3, Item 2, as you will recall, is one of the subjects that will be considered by Col. Corey's Committee, Item 3, "Elimination of the current \$3.00 membership initiation fee."

The position of the Board on this has been - as a matter of fact, the Board adopted this position some time ago - pardon, we would like to get the opinion of the Chapter Delegates on the continuance of the initiation fee. Is there anyone of the Board who would like to state our thoughts on this? I don't wish to usurp the podium here? Art, would you say something on this?

■ **ART KESTEN, Exec Sec'y:** One of our other Board members was listed to cover this, and it's now been handed to me. I'd like to give you the background. The Initiation Fee was adopted at the January Board meeting this year, and placed into effect with the April 1 membership year. It is somewhat unusual for an organization to be in existence for four years and suddenly have an initiation fee, but there were reasons for it - to underwrite an Emblem, a lapel emblem, a Scotchlite Bumper thing, and so forth. The proposal was made by the Lindbergh Chapter to do this. (They contended) it would encourage membership. The Board acceded to this, and put it into effect.

We have had considerable difficulty with this with regard to previous members of the organization whose memberships had lapsed who came back in this year. The Board position was that these people should be considered as "new" members. They didn't take to this kindly when we tried to assess them the \$3.00 initiation fee, and this created quite a lot of correspondence back and forth, and I think, some hard feelings. My personal opinion - and I do not want to go beyond the Board position - is that it is nice to give new members a pin, the emblem, and everything else, but these are available, either through the Booster Program or by direct sale, and it does boost our initial, first year membership up fairly high.

We do not want to drop this; we adopted it in good faith and we would like to get some Chapter comments on this to determine if this has met with resistance or has been accepted. I would like the Chapter Delegates to state their views, somehow.

■ **BRYCE WILSON:** I might add to that - perhaps I'm repeating what Art said to some measure - but there are additional initial costs to a new membership. There are people who have dropped out, or who are late with their renewals, and then they come back in after a period of three months, or six months, with their renewal; this causes an additional, double administrative burden.

Any administration has costs involved. Now, if you renew your membership within a certain period (four months), you have no initiation fee to pay. If it goes beyond that, you have to pay an initiation fee.

It was the Board's feeling that \$3.00 isn't going to keep out someone who wants to be a member, and it is going to cover these costs which we have incurred in the past.

Mr. Stephenson, from St. Louis.

■ **MR. CARL D. STEPHENSON,** Alternate, Lindbergh Chapter: It was our Chapter that suggested the \$3.00 Initiation Fee. We've been in existence just a little over a year now and we went on quite a campaign to sell memberships in our Chapter. I think we did a pretty good job, but one of the things we found in selling AAAA was that the majority of people that joined felt that they were entitled to some form of recognition to display on a car, or on their clothing, to advertise the fact that they belonged to the Ass'n.

It's been our experience that most organizations, when you join them, to give you a pin, a little wall plaque that says you are a member of the ass'n, something you can display and be proud of. We felt the \$6.00 a year for membership dues is a reasonable fee - that's fifty cents a month. You get a good magazine - it's very informative. I think that our members are all proud of the magazine and are all proud of being an Ass'n member. It seems that for \$6.00 we're getting an awful lot of benefits for joining the Ass'n.

An Initiation Fee of \$3.00 is reasonable. Those who want to join the organization, it appears to me, are not swayed or retarded or discouraged by a \$3.00 Initiation Fee. I think I've expressed our opinions.

■ **BRYCE WILSON:** Thank you, Carl. Yes, sir?

■ **MAJOR TERRY S. SALT,** Delegate, Pikes Peak Chapter: This is our suggestion. We have found that this \$3.00 Initiation Fee is very unpopular, and we submit that - I realize that \$3.00 is not an awful lot of money, but it's the timing factor, I agree with the St. Louis delegation that the car sticker and the pin are fine. I think, however, there are other means of getting this, either for those who want it on an optional basis, as Art said, through Booster funds or refunds to the Chapter somewhere where the Chapter gives it.

I think we have in a poor salesmanship manner - in other words, when you are trying to get a new member, you're not talking to someone who knows the benefits of the organization as much as we do. Sure, we can tell them and possibly we can show them, but for a (potential) member who is outside of the fold, this doesn't mean as much as it does to someone inside the fold, and you're putting sort of a stigma on this. Now, in any Initiation Fee, you're saying, "You're different from the rest," and we have found this to be a sizable stumbling block in signing up new members. We hope this is eliminated. We don't see that this money is needed. Thank you.

■ **MAJOR DONALD F. LUCE,** Delegate, Lindbergh Chapter: We've found - in the renewal of the memberships - the \$3.00 has far, far helped us, so much

more than the complaints we've had, and a lot of the letters Art has had complaining are from our people, but our (Chapter) organization is ninety per cent civilian membership within the organization. They don't wear the uniform and the wings; they work with aviation all of the time, but they don't wear the wings; they don't have the Flight Pay incentive to renew on time, but with this \$3.00 additional fee, they're going to have to pay for not renewing. They intend to renew but they just don't quite get around to it on time because they can join again in six months, so what difference does it make (to them)?

But now, they know that it is going to cost \$3.00 more - this has served as a "re-enlistment bonus," so to speak, and it has helped us a lot in this area. We would like to keep it in.

■ **LT. COLONEL GORDON L. KINLEY,** President, Pikes Peak Chapter: To rebut that a little bit - I think the basic issue here is whether or not the Ass'n needs the \$3.00. The pin, the sticker for the . . . the decal for your automobile don't come to \$3.00. I think that certainly we should take into consideration the non-military members and their views, in view of the Lindbergh Chapter.

For myself, I don't intend to let my membership lapse so, personally, I'm not worried about the \$3.00. However, we're not trying to restrict this (Ass'n) to officers, commissioned or warrant. There's a sizable group of potential membership that we haven't tapped in the enlisted area. To these people, \$3.00 mean a lot, and I feel that we should go back to the old system of giving the free decal, and let the pin either be Chapter-provided or sold through the Chapter, but let's eliminate this \$3.00 Initiation Fee. Thank you.

COLONEL

ROBERT R. WILLIAMS



■ **COLONEL ROBERT R. WILLIAMS,** Member-at-Large, National Executive Board: This is a question that comes up about every two years in every organization, I've seen it come up in two previous organizations, specifically the American Helicopter Society (AHS) and the Institute of Aeronautical Sciences (IAS), both of which are fairly parallel to this organization. Now there are other members of the AHS here, such as Warren Rockwell - if I make a misstatement, please correct me immediately.

This same argument I've heard around the table. Let's take the American Helicopter Society. (Note: Colonel Williams served as National Treasurer of the AHS, where the question was not of an Initiation Fee, but of raising the (annual) dues. The argument was given repeatedly that they were after enlisted membership, that there was a large potential that was fairly well untapped among enlisted personnel in the case of the AHS, and that if you raised the dues, you would clip off that potential. Now, in spite of that and after two years of debate, the dues were raised - they were

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raised about two years ago, were they not, Rocky? - they were raised about two years ago and it did not have an adverse effect upon the membership.

I question the potential among enlisted personnel for membership, because the primary benefits of this organization of this type rest in the question of flight pay, attending meetings such as this, expressing opinions through the magazine, and those are not things that the enlisted personnel normally will be participating in. Therefore, I would like to recommend that we consider three propositions: one of going to the straight \$6.00, one the \$6.00 plus the Initiation Fee of \$3.00, and the third, of just raising the (annual) dues to \$9.00 on the basis that we are the lowest fee organization that I know of and are rather ridiculously low compared to other technical, professional organizations.

■ **BRYCE WILSON:** Would you repeat those, Bob?

■ **COLONEL WILLIAMS:** A straight \$9.00 (dues) every year, a straight \$6.00 (dues) every year for everybody, and a \$6.00 dues plus (\$3.00) Initiation.

■ **BRYCE WILSON:** Well, there are three propositions. Now, in order to solve this dilemma, I have a proposal to make and that is that each Chapter Delegate plus . . . are there significant numbers . . . we don't have in this room anybody but Chapter Delegates, isn't that right? Or their Alternates? (Negative answer) . . . Chapter Officers! Well, then, to keep the numbers down, each Chapter Delegate will poll his people here present and submit on a piece of paper to Mr. Keaten, between now and when our session re-convenes - because we're going to chop it off for (Col.) Alex Rankin's breakfast - a vote, and your vote should be one of the three propositions; straight \$9.00 dues, straight \$6.00 dues, or \$6.00 dues plus Initiation.

Now, I would like to state that the position of the National Board recommends to you the latter, straight \$6.00 plus (\$3.00) Initiation Fee, the basic reason being to cover the costs of the insignias and the additional administrative burdens with new memberships. Discussion?

■ **MAJOR DONALD F. LUCE,** Delegate, Lindbergh Chapter: Before we vote on this, I would like to point out what it is going to do to us, and it may not affect anyone but us, but we have roughly 500 members in this Chapter, and we're going to run into a slight revolution when all of a sudden the people who joined last year and who paid the \$3.00 fee and also the ones who joined this year, I believe that Carl Stephenson, and I, and Colonel Wilson, and a few more are going to be asked to pay back this \$3.00 out of our own pockets, unless the National organization can afford the bill. We'll have a complete revolt. This is a very active Chapter out there.

■ **BRYCE WILSON:** Well, that's a powerful and compelling consideration. . . You, sir!

■ **MAJOR WILLIAM J. HENNESSEY, JR.,** President, Fort Meade Chapter: One thing I would like to point out here that scares the younger aviators off, coming into a tactical unit, when we try to sell the Army Aviation Ass'n is that also they are approached by

the commanders to join the Association of the U.S. Army (AUSA) and the Aviator Association, in our case. When they are hit by these three Associations at one time it amounts to quite a bit of money. That's why we would like to see the \$3.00 (Initiation Fee) eliminated.

■ **BRYCE WILSON:** Of course, these are the problems of professionalism (Laughter) . . . In every profession there are organizations; they are all good; they all accomplish a purpose; and really I think we have to steel ourselves to supporting them all. I, for instance, and I can speak for everyone at this podium here, are a member of the AUSA and the AAAA. I'm a member of the American Helicopter Society; I think most of us up here are. This is a problem, but on the other hand, we get a lot out of all of them, and . . . Colonel Williams, did you have something you wanted to say, Dutch?

■ **COLONEL WARREN H. WILLIAMS,** President, Alabama Region: I wanted to bring up whether or not this \$3.00 is the actual cost. I think there is some question on that, whether or not that is the cost of the renewal (Note: Col. Williams apparently meant to refer to the Initiation Fee, rather than "renewal.") I think Art Keaten can tell us.

■ **BRYCE WILSON:** Art, have you got this analyzed in your 3 lb. computer?

■ **ART KESTEN:** The Board - the full Board - decided that the Initiation Fee would be \$3.00. Do you want me to cite the costs of the items involved? (Affirmative answer). The lapel insignia are 98 cents each; the decal is 28 cents; that's \$1.26. Mailing costs: I believe that package goes for 8 cents (or APO 14 cents airmail). The chipboard stiffener, envelope, a maximum \$1.50. You have the costs there.

■ **BRYCE WILSON:** In other words, the direct costs are approximately \$1.50. Right? (Affirmative answer). We allocated another \$1.50 for indirect costs and incentive . . . incentive to renew on time, or, at least, more or less on time.

■ **COLONEL ROBERT R. WILLIAMS,** Member-at-Large, National Executive Board: I'd like to go back to the point made by the gentleman from Fort Meade. This problem of joining numerous organizations is a real problem.

I'd like to recommend to all of you an article that appeared in the ARMY AVIATION MAGAZINE about three years ago - as a matter of fact, Art, it may be worthwhile to re-publish it - by a man who is a non-worthy to re-publish it - by a man who is a non-joining type . . . General Tolson. (Note: the attorneys for the magazine are Smith and Lenhardt, and notification of a lawsuit may be forwarded to them at 120 Wall Street, N.Y., N.Y.) . . . and he wrote a very fine article, I think, that placed the question of membership in AUSA, the Army Aviation Association, and such organizations as the American Helicopter Society, in the proper perspective, and gave you a very good basis to explain to the young lieutenant, and to explain to other officers why they should be members of all three (organizations), and the differences in the benefits and the objectives of the organizations, and the purposes of the individuals belonging. I think it might be well to re-publish that article for the benefit of the people who are recruiting for us.

The second thought I would like to make - I don't want to be misunderstood on my comment about enlisted membership. I think we should encourage

enlisted membership. I think we should do everything to get the enlisted membership, but the enlisted man who is going to join this Ass'n, and the enlisted man who is going to get a lot of benefit out of it, is not a low paid individual, and I would like to have you notice as you go around the post of the kind we want - the crew chief, the line chief, and the rest of those - are the ones who are driving Cadillacs, not the officers.

COLONEL
ALEXANDER J. RANKIN



■ **COLONEL ALEXANDER J. RANKIN**, Vice President, Army Affairs, AAAA: I'd like to add just one word to what Colonel Williams has said about this business of joining societies, and that is that I think we have been derelict in our responsibilities in not pointing out to junior officers in the Aviation Program that this is every bit as professional an area as any other professional area that has societies, and we need organizations and societies to do our job for us in the technical, engineering, and the business world. If we don't support them, we're not going to become a first-rate professional group. It's just as demanding, in every way, of your time, your energy, education, and technical background, and we've got to support these things, and the way to do it is to get the youngsters to understand why this is a business expense, in my opinion.

■ **BRYCE WILSON**: Now, we did have a good social get-together last night, but don't forget that this is a technical, professional organization . . . I would like to suggest - the time is getting late - that we eliminate the choice of the straight \$9.00 (annual) dues. Is there any objection to that? . . . (No objections voiced). . . OK, the choice before you now is \$6.00 plus \$3.00 Initiation Fee, or \$6.00 dues. Now, let me add the point that these administrative costs that we talk about are there. The addressograph plates, and there's time, in addition to the direct costs. . . Who was the individual who had the recommendation about format? Magazine format, a little while ago? (Monterey Chapter Delegate replied) . . . Well, there isn't any other Agenda Item on here that has to do with format. So, will you join Col. Kinley's Committee on "articles" and discuss that . . . (Floor comment not readable on tape) . . . So be it . . . Any other discussion at this moment? . . . Yes, sir!

■ **MAJOR BYRON H. BRITE**, Member, Army Aviation Center Chapter: In the interests of time I want to be brief, as brief as possible, but I do have three specific recommendations to the Delegates, and to Col. Corey's Committee, and I would like to make them now, rather than to the Committee, in view of the possible benefit to other Delegates.

The first one is that we, because of my belief that Art Keen of ARMY AVIATION MAGAZINE, and (Capt.) Jose Poole of the ARMY AVIATION DIGEST, cannot hope to cover all of the new developments, because they can't get them in print, in fact, that the various Chapters seek articles, type articles,

discussions for programs in the nature of tactics, specifically, "What have you been able to do with the HU-17" - "How do you solve problems with the HU-17" - and later with the Mohawk, whether they be of operations or maintenance, and I won't dwell on this. All of you know, I think, exactly what I am talking about. This is a sharing of the ideas through experiences to be presented at meetings - local Chapter meetings or Regional - according to the benefits that the presidents, or the Regional officers feel would be appropriate. So, this then, the first - let me restate it once more - to consider an emphasis upon tactics; support of the commanders; doing our very job in a professional (manner) - I was very happy to hear Colonel Rankin and Colonel Wilson use those terms, because this is the concept in which I am making this recommendation.

Secondly, that these programs be shared in letters to be mimeographed by the various presidents, who are, in fact, the program directors for the Chapters, and in some form, and then voluntarily submitted to other Chapter presidents for their use as they so see fit, including the volunteering of the services of the particular individuals who describe those experiences, such as the solutions on the Mohawk and the HU-17.

And, thirdly, on the Regional Fly-Ins, I think it would work very well to have those on a Regional basis and at a reasonable time preceding this Annual Meeting, so that such ideas could be presented and would be presented by individuals there who cannot attend here, and then could be submitted, in turn to the Annual Meeting.

■ **BRYCE WILSON**: Thank you. What was your name again, sir, I'm sorry? . . . Major Brite, B - R - I - T - E? . . . Would you serve on Col. Kinley's Committee? (Affirmative answer). . . We're going to stop for lunch now. I appreciate your attention, gentlemen . . . Do you think we should have a show of hands on it right now? (Assent from floor) . . . OK, we'll have a vote on it right now then.

All those in favor of the "\$6.00 plus \$3.00 Initiation Fee" please hold up your hands. (Approximately three-quarters of the Delegates then held up their hands) . . . I don't think we need to vote (based upon that show of hands). . . Hold 'em up again . . . Maybe we should do it this way . . . that's a good show . . . All those against? . . . (Minimum show of hands) . . . Is there any doubt among you gentlemen that this motion is carried? (Question from audience not discernible) . . . No, we voted on the question, "Will we have the \$6 plus \$3," and everybody, the preponderance was for that, OK? . . . Thank you, gentlemen.

12—SPONSORSHIP OF AA SONG

■ **PARTICIPANT FROM FLOOR**: (Comment was not readable on tape, but handwritten notes indicate that the comment was made by Lt. Colonel Thomas Sabiston, Delegate, Army Aviation Center Chapter, and pertained to the Balloting on an Army Aviation Song.)

■ **BRYCE WILSON**: Thank you. I'm glad that you brought that up. Item 12 is an Agenda Item submitted by the Army Aviation Center Chapter concerning the "AAAA Sponsorship of an Army Aviation Song." The Aviation Center now has tapes of three proposed Army Aviation Songs. It is proposed that the AAAA select one of these as the Army Aviation Song; or, if none of these is acceptable, to sponsor a world-wide contest to obtain an Army Aviation song."

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Now, the three tapes are here. We have tape recordings set up with these tapes on them in the Assembly Room, which is behind here where the initial reception was last night. We'd like to have everybody listen to those tapes and make up your minds. . . . Hmhm? Colonel Rankin says, "Sober?" . . . (Laughter) . . . and vote. There are Ballots (provided) and there are Ballot Boxes. Gentlemen, I know you are all men of honor and you won't stuff the Box. Please listen to these songs this afternoon, during the lunch period, or any time that you can - in sober moments or otherwise - and vote. This Meeting will reconvene at 1400, Delegate Refunds at 1330. Thank you.

(Motion for adjournment made, seconded, & approved.)

SECOND BUSINESS SESSION

AFTERNOON BUSINESS SESSION, MONDAY, SEPT. 4

■ BRYCE WILSON: Gentlemen, the Second Business Session of the Third Annual Meeting of the Army Aviation Association is now in session. Colonel Goodhand has an announcement he would like to make.

2—IDEAS FOR CHAPTER MEETINGS

■ BRYCE WILSON: To get back to where we left off this morning, I have a little back-tracking to do here. Col. Corey, are you in the room? . . . Good! . . . Your Committee was assigned several subjects this morning and in the interests of, perhaps, lightening your load, if it's acceptable to you, I would like to reassign Item 2 on the Agenda - I would like to assign that to another Committee. Is that okay with you, Colonel? . . . Fine! On this Committee I would like to appoint, as Chairman, Lt. Col. Gustave Peyer, Delegate from Fort Eustis, and Committee Members to be Lt. Col. Jack McCaskey of the Biograss (Fl. Knox) Chapter, Maj. Lewis E. Casner, Washington, D.C. Chapter; Captain F.W. (Fred) McGowan, Fort Meade Chapter; and Sp/1 Herbert L. Gunn, Fort Campbell. Those gentlemen all here? . . . We'll add Mr. Carl D. Stephenson, St. Louis. Thank you, Steve.

4—INCENTIVE FOR PRIMARY STUDENTS

■ BRYCE WILSON: I believe that we're back on the track with Item 4. . . . Incidentally, one of our Board members - I won't say who - brings up the thought that I might suggest to you, try to paint a little picture, which I find hard to do, of how many hours the National Board, individually and collectively, have spent in thinking about, reviewing, arguing about, and, in short, turning over and giving thought to the various items that have been submitted. I hope that such positions and conclusions, to which we have come and present here, will be taken in the proper spirit, and they're just thoughts, and what we want are your thoughts.

Now, Item 4 submitted by the Army Aviation Center Chapter. "Membership incentive for initial aviation students. The Chapter share of the annual dues be contributed towards a class party for any initial entry aviation class which achieves 100 per cent membership in the AAAA."

I would like to state that the Board's considered opinion on this subject is that it is an excellent pro-

posal, and the Board concurs that Chapter funds may be utilized for this purpose. We'd like to point out that the disposition of Chapter refunds is a local matter, subject to Chapter, rather than National decision. In other words, if you want to keep your Chapter refunds for this kind of a purpose, it's up to you to say so, and so designate to the National Office. The Board has requested that back-up promotional support, particularly group photos of 100 per cent classes, be publicized in the AAAA News. Now, we'll have to depend upon you to get the pictures, and you can take pretty any kind of a picture imaginable, and Art has the machinery to put it out. Warren, do you have a comment to make on this?

■ COLONEL WARREN R. WILLIAMS, President, Army Aviation Center Chapter: Yes, we had a couple of reasons for submitting this. One is that all of the initial aviation students are not down at the Aviation School, that is, not where they start all the initial classes, so that more than the Aviation Center is involved, and another is that we hope to find also that the National Board would consider contributing the National refund. We propose this as a means of getting into the Ass'n. Once you got them in, they are more apt to stay in. As you say, they realize the benefits once they're in the Ass'n.

Right now I don't think we get too many in the Ass'n when they first come into Army aviation. We can work on the primary class fixed-wing; the primary class rotary-wing enters down at Camp Wolters, and if we gave them back the initial contribution, that is, the refund rather, that would be one way to them of easing this Initiation Fee, and they'd go for it, because as a class they have parties and so forth and any way that they can cut down the cost of those parties to the individual, these new pilots are all for it.

■ BRYCE WILSON: Thank you, Dutch. Any floor comments? . . . I believe, then, the action to be taken on this is to advise the Delegates that your Chapters can make their own determinations. We'll move on to subject 2. I mean Item 5. With regard to . . . Sir?

■ COLONEL WARREN R. WILLIAMS: What classes are you going to consider initial entry? I mean, does Wolters go along with this. They have the primary helicopter (classes) before we ever get to them; they are half-graduated by the time we get them.

■ BRYCE WILSON: Colonel Hill?

■ LT. COLONEL JAMES W. HILL, JR., Delegate, Camp Wolters Chapter: I'm in agreement with Colonel Williams on this if we can do it and we will so initiate some action when I get back to start orienting the rotary-wing people, and see if we can do it down there.

■ COLONEL WARREN R. WILLIAMS: Bryce, the other question was what about the National refund? Can you consider contributing that if we got 100 per cent membership into the class?

■ BRYCE WILSON: Well, I've had in mind the National refund, and is that not correct, Art, that it's up to the Chapter as to what they want to do with that National refund?

■ ART KESTEN, Exec Sec'y: I think we're confused here. Out of the \$6.00 full year Annual Dues, the National Office refunds one dollar to the Chapter. In a pro-rated (does) quarter we would refund one-sixth of whatever the pro-rated dues happened to be in that quarter. I think that what Colonel Williams is pro-

SECOND BUSINESS SESSION

posing here is that the Chapter refund continue to be refunded to the Chapter, but that an additional National refund (or grant) of some sort be used to stimulate - Am I reading you right? - an additional grant of some kind be contributed towards 100 per cent classes to help defray their graduation party expenses. Now, this is something . . . Are you reading him clearly now, Bryce?

■ **BRYCE WILSON:** Yes, this is additional refund monies in addition to the \$1 per member to go back to the Chapter.

■ **COLONEL WARREN R. WILLIAMS:** Right, if the National Board feels that they would want to set up anything for a class that got 100 per cent membership. You'll get all of the newcomers as they come into Army aviation.

■ **BRYCE WILSON:** I see. Let me have a show of hands (from the Delegates) on approval of this thought . . . Now, this has been presented, and I think it is a matter for the National Board to decide whether we have enough money to do something of this nature. I very much doubt that we can afford to take another chunk out of the \$8.00. I don't know right now if we'll have enough money left over after this Annual Meeting to take funds out of Ass'n monies. What's the general feel? Do you (Delegates) all feel that this is a good idea, aside from the class - I'm not saying that we can do it - I just want to get a feeling from you. All of those in favor of spending money for graduation parties for 100 per cent student participation classes give me a hand in the air. Question?

■ **MAJOR JACK G. MORROW, Delegate, Davison Army Airfield Chapter:** If a student goes into the Colonel's organization out there to start helicopter training, now what are we going to charge him to join this organization . . . in the first stage?

■ **BRYCE WILSON:** \$6 plus \$3.

■ **MAJOR MORROW:** Suppose he doesn't desire to join. Are you going to compel him?

■ **BRYCE WILSON:** No.

■ **COLONEL WARREN R. WILLIAMS:** You can't compel him to join.

■ **MAJOR MORROW:** (Words not discernible) . . . you want 100 per cent.

■ **BRYCE WILSON:** Well, this is a voluntary thing. If some class comes along and everybody joins, hooray.

■ **MAJOR MORROW:** I joined the Army (and) in '42 and '43 they said, "You pick up \$10,000.00 worth of insurance from the Master Sergeant sitting over there." And he said, "You'll take the insurance, or you'll sit in that corner." See? We don't want to work this way, do we?

■ **COLONEL WARREN R. WILLIAMS:** No, I think what we have, you may not understand it if you are not closely connected with the one at the School, is that each class when it comes in, forms a class organization under the Class Leader and he is the one responsible for their unofficial activities, their social activities, and so forth, and he would be the one who would get his organization, and with the help of the people stationed at the two posts in presenting the

benefits and why they should join - which he doesn't know either being brand new at this game - he would try to persuade his class to get a 100 per cent membership, and I would propose that if on they get 100 per cent membership - we can set the time on there, by the time they graduate, or by the month before they graduate, we could give them their . . .

■ **MAJOR MORROW:** The Colonel said, "Primary School." What do you say we put it on the Advanced Stage. After a certain per cent of washouts, on the next stage, up through that area, because I've been to helicopter school, and I think that with the rest of you I've had to belong to this, and that, and the other, and you had to join this, and you had to join that, and if you were out in the schools, the NDTA, and all these others you had to join, "The General said so," and so why not instead of primary put it on advanced stage where the boys that's going to graduate are going to be Army aviators. . . . (Several words not discernible) . . . put pressure on.

■ **BRYCE WILSON:** I see your point. I don't think we . . .

■ **MAJOR MORROW:** "Not from the day the man is a student or an aviation cadet, but from the day he graduates from, gets into advanced stage where it's just as likely he'll washout.

■ **BRYCE WILSON:** We've never put on pressure through channels, or anything of that nature. This is and will remain pretty much of a voluntary thing in any given . . .

■ **MAJOR MORROW:** But when you get into this "everybody will join" . . . (Next 10-12 words not readable on tape) . . . to get 100 per cent. We aren't trying to fill the organization on that basis.

■ **BRYCE WILSON:** Well, the essence of your comments are, then, that it might not be too good an idea? Is that . . .

■ **MAJOR MORROW:** Well I say, let's go into advanced stage, instead of primary stage. In other words, if a kid has just come into the aviation, let's wait until he gets 40-50 hours and has passed the first two washout stages, get him then. Don't try to ram this here organization down his throat!

■ **BRYCE WILSON:** Well, that's a good point . . . The National Board has a meeting immediately after this meeting at 3:30, the first meeting of the new slate, - and I'm just an observer at that meeting. I think. At any rate, the Board will consider the possibility of providing or determining from where funds might come for such an activity, and at the same time, I think we all have in mind your point, and the other point, and we would like to come back to you with a conclusion tomorrow morning. . . Colonel Williams?

■ **COLONEL ROBERT R. WILLIAMS, Member-at-Large, National Executive Board:** Your point is well taken. However, I don't think it would be proper for the National Board to try to dictate any detailed

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policy with regard to the implementation of it. I think the National Board should decide, as a matter of principle, whether or not they are willing to contribute to a means, such as parties, for recruiting purposes for classes, and then leave it up to the good judgment of the commanders of the schools and the presidents of the local organizations to determine how to do it best, because it is going to be a changing situation, anyway.

■ **BRYCE WILSON:** Any other comments? . . . Col. Hill?

■ **LT. COLONEL JAMES W. HILL, JR.,** Delegate, Camp Wolters Chapter: Just to clarify the situation a little. Right now we have initial entry rotary-wing people for 16 weeks, and then they go down to Fort Rucker and finish up down there. When we go into the Rogers Committee Program, which is supposed to start at the tail end of this fiscal year, a portion of that class will stay at Wolters and we will pin wings on them there. So, we're going to have a split situation here which may confuse the issue a little bit. The ones that we keep, we rate, and the rest of them go down to Rucker, and are rated there, so do we consider our part as a class, or do we have to take them as a group as a whole?

■ **COLONEL WARREN R. WILLIAMS:** I think you should consider the ones who are rotary-wings down there, because if you enroll them, you get the refund. We can't give them the refund that you get at Wolters.

■ **LT. COLONEL HILL:** Do we get credit for the ones we recruit for you? (Laughter.)

■ **COLONEL WILLIAMS:** You and I can work that out - the two of us - without bothering everybody else here.

■ **BRYCE WILSON:** This concludes the discussion. We'll have more to say about this tomorrow morning, if that's acceptable. (Affirmatives given).

5-D.C. SCIENCE AWARDS PROJECT

■ **BRYCE WILSON:** Item 5, the "Washington, D.C. Chapter's Report on the Science Awards Project." The D.C. Delegates are Colonel Frank Meszar, Mr. Bill Fey, and Mr. Lew Casner. Lew - Major Casner, do you have something to say on this subject?

■ **MAJOR LEWIS N. CASNER, Ret.,** Delegate, Washington, D.C. Chapter: Yes, Bryce, I do. The Science Awards Project of the Washington, D.C. Chapter of Quad-A is a project similar to that which is currently in effect in many organizations. It is a project which is designed to recognize scientific achievements of young people for the contributions that they make to science for today and tomorrow.

This type of project, within the Washington, D.C. Chapter, of course, will be limited to making awards to high school students in the Greater Washington Area for scientific projects which they have presented in their local Washington Science Fairs for those projects which meet the Army's peculiar requirements within the field of aviation. This project drew its

strength from a comment by Gerry Gerard (Lt. Col. Darwin P. Gerard, Ret.) when he came to be president of the Washington, D.C. Chapter. I think, if the truth were to be known, that Gerry was thinking of a comment we've often heard about the Pentagon Building. It's a great building; there are many people who work there; but a stranger, one day, was standing in one of the many snack bars, and after seeing the multitude of people that passed, he said, "It appears to me that of all the people in this building, the only ones who know where they are going, where they've been, or what they have just immediately accomplished are those many people who are passing in and out of the doors which are placed strategically along all of the main hallways which are marked "Men" or "Women." (Laughter).

With a little soul-searching and a melancholy mood I think Gerry looked over the activities of Army aviation, and he asked himself a pertinent question which I believe that we all will certainly go along with, like the man in the Pentagon, "where is he going and what is he accomplishing?"

Four years ago we were nothing. Today we are quite an organization. We're pushing 6,000 membership. We've got over 31 active Chapters. What are we to be known as in the future? Just another organization that has a big annual meeting, or can we build something even stronger for the future? Can we contribute something more which is possibly more meaningful?

Gerry asked a few of us to look into this problem within the Washington Chapter. We settled on a Science Awards Project, of the type I just outlined to you. We've discussed our problem with research and development people - General Trudeau's shop has given it his very strong support - we discussed it with a science service committee here in Washington, a non-profit organization that deals in this sort of a thing on a national basis. They are quite happy that the Army Aviation Ass'n of America is willing to look towards the young people of tomorrow as replacements for ourselves of today. They are quite happy with the fact that we are willing to do something of this type of constructive nature and this type of constructive project to assist them along the goals in their lives.

So, with that backing, we've gone ahead into this program. We've organized a committee of which Tom Bean (Washington Office, Bell Helicopter), myself, and Tex Taylor (Lt. Col. Cloyd V. Taylor) are members. We have organized within that committee the inner workings of our project. We will call upon people - representatives from both the military and civilian life and industry - who will act as judges at the five local Science Fairs held within the Washington area. The chairmen of the educational systems of the public schools in this area have all been notified of this project. They, too, are quite happy with it. We are going to outline to them, in a form which they can pass on to the possible contestants, of type projects of which we may be interested in, that is, projects - what it means to fall within the area of Army aviation so that these young men and young women when they set about to work up their projects for their Annual School Fair, will be thinking about Army aviation.

The awards system that we have endorsed is a rather simple one. It will not be any great prize of many thousand dollars; it will probably be, in most cases, nothing more than a Certificate of Achievement to recognize the achievement of some young person who designed a better wind tunnel for Army aircraft, some little thing that goes into R&D activities - possibly how a helicopter can land upside

7—CHAPTER HONORARY MEMBERSHIPS

down and everybody walk out of it - we don't know, but our young people of today - I'm sure that most of us have hit an age where we probably have some ransing around the house - we all know that they can do things that are quite constructive. From time to time they rather "shake" the old man with some of the things they come up with. So, in this manner, we are encouraging our young people to look into the field of Army aviation - this is something bigger and broader than many of them know about today, and we still have the satisfaction of being able to do something in this line that's constructive, and which may be meaningful to us as pilots or as aviation enthusiasts.

If anyone is interested in this project, as to how it is set up, how it will work, I'll be very glad to contact or discuss it with you either here or after you've gone home drop me a note in care of the Washington, D.C. Chapter and I'll be glad to forward you any information that you might be able to use in your home town activity or in your home Chapter activity.

If this project meets with the success that we assume it will have - we have considered this to be a pilot program to see how it will go over in the five major Science Fair areas in the Washington area - if it goes over in the face that we assume that it will, possibly at this time next year we will consider ours as a pilot program and will present it to the National activity to endorse a similar project in the name of the National activity of the Army Aviation Ass'n of America, so that it may go down as a complete effort by the entire organization. (Applause).

■ **BRYCE WILSON:** That was Major Lewis E. Casner, Retired, Washington, D.C. Chapter, and, Lew, I think that's a great idea. I wish you all of the success in the world with this and any support that we can give you from the National Office on this we'll be glad to do. I'd like to add just a little thought which I think seems evident to almost everybody - this is, I don't think, anything new - teenagers and young people these days seem to have a peculiar, rudderless activity, or pattern of activity. Many kids don't seem to know where they are going, and maybe this is a product of the times, I don't know, but the fact remains that it's there. The more that we can do, as individuals in our own communities, to give these kids an objective, maybe - if we can send one of them off on a course that will make something out of him, rather than nothing - give him some incentive to learn, we've done a good job. . . I would like to endorse your program in the very strongest manner possible. . . Is there anyone here who would present a Resolution of Endorsement? Some quick-thinking individual? . . . Bris? . . . You're good at resolutions, Bris!

■ **COLONEL FRANK MESZAR,** Delegate, Washington, D.C. Chapter: I'll give you a quick one . . . Be it resolved that Lew Casner and his sub-committee from the Washington Chapter be commended for their efforts in establishing the Science Award Program as a pilot model for the National organization.

■ **BRYCE WILSON:** . . . and (I would add) that the Army Aviation Ass'n of America endorses this Program. (Applause). . . Thank you, sir.

At this point, I would like to ask for a vote on the Resolution . . . All in favor of this Resolution signify by saying, "Aye." . . . Those opposed? . . . The motion is carried; pardon, the Resolution is carried. Thank you, gentlemen.

■ **BRYCE WILSON:** Item 7: "Revision of the AAAA By-Laws to provide Chapter Honorary Memberships to deserving civic and military leaders."

This has been submitted by the Pikes Peak Chapter. I would like to state the National Board position - Chapter awards of Honorary Memberships are permissible and encouraged, provided that the National activity...The National activity will support such a program to the extent of providing distinct Chapter Honorary Membership Cards and appropriate Certificates for fill-in by the Chapter - these, by the way, are in the process of preparation. The Chapter will be expected to enroll the Chapter Honorary Member in the National organization by providing the individual Membership annual dues from Chapter refunds. Action has been initiated in this project with the 82d Abn Division Chapter participating.

In other words, you, as a Chapter, have somebody to whom you would like to award a Chapter Honorary Membership - for instance, the mayor of your city, which is always a good one - the Chapter can do it; we have the Certificate; and we request that you send in the necessary \$6 plus 3. Colonel Leich, do you have a comment to make about this?

COLONEL

ROBERT M. LEICH



■ **COLONEL ROBERT M. LEICH,** Chairman, National Awards Committee: You'll notice in the current issue of the ARMY AVIATION MAGAZINE, in which Colonel Corey and his group are pictured presenting a Chapter Honorary Membership to the Commanding General of the 82d Airborne. This is certainly in line with what the National Board has approved.

Now this Certificate wasn't ready by the time I left home to come here. It's going to be an 8-1/2 by 11, engraved Certificate with the insignia of the Army Aviation Ass'n on it. It's designed in such a manner that it can be used for a number of purposes. It can be filled in by the Chapter and by the Chapter officers to indicate what particular honor you are extending to a person - an Honorary Membership, appreciation for some service rendered - Lew Casner, it can be filled in as a Certificate (of Achievement) in your local Science Fair Awards Program. What we were trying to design was one engraved plate that would cover almost any activity that you can think of.

This came about as a result of some of Colonel Warren Williams' operations over in Europe when they had some landing contests, and all other kinds of skill contests. They wanted to give some awards; we thought that this could even be typed in to show there's an award for being No. 1 in a spot-landing contest. I wish that I could show it to you but the engraver didn't have it ready when I left home.

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■ CAPTAIN DEAN G. BOYLE, Pikes Peak Chapter: It's been explained in detail what we had in mind. I'm very glad that the National Board accepted our suggestion and have gone ahead with it. What I would like to propose, however, is that - in the case of Honorary Memberships - we dispense with the \$3 Initiation Fee, since this really imposes a penalty on the Chapter that is sponsoring the Honorary Membership. I would like to make a motion to that effect, and bring it up to the floor general discussion.

■ COLONEL ROBERT M. LEICH: I believe that is our method of handling it now.

■ CAPTAIN DEAN G. BOYLE: I beg your pardon, sir. You did say "\$6 plus 3."

■ BRYCE WILSON: I said, "\$6 plus 3?"

■ ART KESTEN, Exec Sec'y: Bryce, may I correct you on this? ... (Affirmative received) ... The Initiation Fee is not collected with (Chapter) Honorary Memberships. The lapel pin is given; the decal is given - although it is questionable if the Honorary Member would put it on his car; and we just ask that the appropriate dues or quarterly dues to carry the person to the end of the (membership) year, and that the renewal bill be forwarded in the name of the Chapter president the following year so that the Honorary Membership does not lapse. The worst approach is to have the Chapter award an Honorary Membership and then have us send that person a (renewal) bill. Thus, the renewal bill goes to the Chapter president at the time of expiration and the bill is met from Chapter refunds.

■ BRYCE WILSON: I stand corrected and no \$3. ... Yes, sir (Recognizing hand from floor).

■ LT. COLONEL GORDON L. KINLEY, President, Pikes Peak Chapter: This came up - and I want to make this clear, what we are after is an amendment to reflect this. The Chapters have been doing this. In fact, we've done it - granted Chapter Honorary Memberships to several people, but actually we don't have a legal right to do this, and there are going to be other Chapters formed, and there are going to be new officers take office, and they will be confronted with the same problem.

What we proposed is that the By-Laws be so written to reflect this.

■ BRYCE WILSON: Thank you. This comes under By-Law 2.12 ... Yes? ... Classes of Membership. ... Dutch?

■ COLONEL WARREN R. WILLIAMS, President, Alabama Region: It could come under that definition, but there's no ... (provision in writing now).

■ COLONEL ROBERT R. WILLIAMS, Member-at-Large, National Executive Board: You'll have to make provisions here for two types of Honorary Membership - one National Honorary Membership and one Chapter Honorary Membership - because the one that is now included (in the By-Laws) is National, and we've only given out four of these,

and they do carry with it a financial penalty on the Association itself.

■ BRYCE WILSON: We will prepare between now and tomorrow morning a By-Law, or a suggested By-Law change which we will read tomorrow, and if it's acceptable we can incorporate it in the By-Laws. Does that meet with your approval? (Affirmative received from floor). I think that would be the quickest, most painless way to accomplish the mission.

■ MAJOR DONALD F. LUCE, Delegate, Lindbergh Chapter: I'm not sure that the 82d Abn Division Commander would be a good example of this. I mean for National policy. I think this is a recruiting - a man that should be recruited and not be given an Honorary Membership. He should be an active dues-paying member, because if we start giving out Honorary Memberships to the Commanding Generals of all Divisions, i.e., if the CG, TMC is automatically made an Honorary member, this will get, in a few years, where the local Chapter will have no money (i.e., Chapter refunds), except to pay for the automatic Honorary Memberships of the 83d Abn or TMC, and I don't like to see this trend get started.

■ BRYCE WILSON: Well I certainly agree that it should not be automatic. I think that anything that has dollars attached to it isn't quite automatic. Now, we have two commentators here ... You were up first, so ...

■ COLONEL ROBERT R. COREY, former President, 82d Abn Division Chapter: Having initiated this, or at least in part, I would like to say one word in this regard. I think our strongest effort should be to interest more people in the Army in Army aviation, and who better than the Division, or separate Brigade, or whatever it may be Commander? Now, this doesn't mean that you continue to pay this general's fees forever. There will be another Division Commander next year and that's exactly what I think they had in mind in billing the Chapter (president) on this thing. You may want to discontinue one name and start in on another, but I do feel very strongly that these people, and local people - civilians and military - we need to spread the word further, and this magazine needs greater circulation among both military and civilian populations.

■ BRYCE WILSON: You, sir.

■ CAPTAIN DEAN G. BOYLE, Pikes Peak Chapter: I call the Delegates' attention to the first specific objective of the Army Aviation Association, which reads "To foster a public understanding of Army aviation, and to arouse a public interest in this segment of the military forces." ... I feel that one of the very best weapons we have at hand to do this is by placing Honorary Memberships among the public servants within the local Chapter area. What we had in mind when we suggested this was, naturally, that the local Chapter would exercise discretion in placing these Honorary Memberships with the local populace.

■ BRYCE WILSON: Thank you. I think that's the kernel of the nut. Discretion must be used. Now, perhaps, we could provide in the By-Laws that this Honorary Chapter Membership be a one-year Honorary Membership. The National Honorary Membership is a lifetime Membership. With the Chapter Honorary Membership at one year, this would automatically cover the embarrassing point of who pays next year's

dues. All those in favor of that thought to be carried in the By-Law change, please hold up your hands . . .

■ **COMMENT FROM FLOOR:** (Not readable on tape in its entirety, but requested that the Chapter president determine this locally). . . if they want to have 600 Honorary Memberships, by golly, let 'em come up with \$3,600 a year!

■ **BRYCE WILSON:** More power to them! A very good suggestion . . . It would then be discretionary with the Chapter whether it be a one-year or a longer Honorary Membership, two years, four years, eight, ten, life. Does that fit in with our Certificate, Bob?

■ **COLONEL ROBERT M. LEICH,** Chairman, National Awards Committee: It's the darnedest Certificate you EVER saw! You can use it for anything! (Laughter).

■ **BRYCE WILSON:** Trust him! Don't know what 'd do without ol' Yul Brunner here . . . OK, so much for that subject, unless somebody has something to say.

8--SUPPORT OF POST ACTIVITIES

■ **BRYCE WILSON:** Item 8, and this was submitted by the Army Aviation Center Chapter, Colonel Warren R. Williams, "Chapter support of post or community activities." The Board's position here is that support of post or community activities, to include fiscal support with Chapter funds, is a local matter subject to Chapter decision, and as such does not fall within the jurisdiction of the National activity." Colonel Williams, can you amplify on this item?

■ **COLONEL WARREN R. WILLIAMS,** President, Army Aviation Center Chapter: Yes, this project, Item Number 5 (Science Awards Project) covers the same thing which we were thinking about and which we proposed down at the Aviation Center Chapter - the establishment of some awards or recognition within the local high schools, the ones right around our immediate vicinity, particularly the ones which the Army personnel attend - these awards to be known as Army Aviation Association Awards for Science Fair Projects, and this ties right in with the same thing that (Ms.) Casser is starting up here in Washington.

■ **BRYCE WILSON:** Incidentally, I think it would be a good idea, providing it can be accomplished, to have publicity concerning your program, Lew, in the magazine - how it works, what it is, and so on. Can you get together with the editor and do something about this? (Affirmative answer). Thank you, Dutch.

9--AAAA MOVE TO WASHINGTON

■ **BRYCE WILSON:** Item 9, submitted by the Washington, D.C. Chapter. "Movement of the National Headquarters of Quid-A to Washington, D.C." This is one of those perennials, and we have a perennial Board position, which is, "Our latest action on January 28, 1961, disapproved such a transfer."

Briefly, in words of one syllable, we feel that the costs of moving the office down here would be more than we could handle, and that's just one item. Two, frankly - and I hope you're not listening. Art - we get a lot of free service in Westport, and if we move the office down here we would have to pay for it. This might sound grasping, but on the other hand, it's the facts of life. We don't feel as the National Board, individually or collectively, that we lose anything worthwhile by having the office in Westport.

Now, there's another string to this bow which has

just reared its head, and that's a new regulation, or law - it's a Congressional action - concerning the tax status of advertising expenses of defense contractors. In a nutshell, as I understand it, it's aimed at costs of advertising in publications by defense contractors which are included in overhead applied to defense contracts. This means that if the Joe Blow Aircraft Company advertises in, we'll say, certain publications, the cost of that advertising cannot be counted as an overhead expense item or a general administrative expense item. It must come out of the net taxable income of the corporation.

Now there is a possibility that technical, professional organizations - advertising in their journals may not be considered in this category. If that is the case, pardon, if that is not the case, it's a question as to what will happen to the advertising in the ARMY AVIATION MAGAZINE. The upshot of this is that if our society is based in Washington, D.C., it is probably less likely to be considered as a technical, professional organization and (considered) more as a pressure group engaged in lobbying. Obviously, we are not a pressure group. This is another little item which strongly indicates that we should keep our office in Westport.

COLONEL

FRANK MESZAR



■ **COLONEL FRANK MESZAR,** Delegate, Washington, D.C. Chapter: All you've said, I agree, has been brought up before. I hadn't been previously innocent of this action, and, as a matter of fact, Art wrote us a detailed account of just what you say. I don't dispute it. None of us do. As a matter of fact, we'd be the first to stand up and say that not only Art, but you gentlemen on the podium, have done yeoman service for the Army Aviation Ass'n. It wouldn't be where it is today if you hadn't done so, and the hours he spends, Art spends, of his own in furthering this thing are recognized.

Our whole point though is that we must look forward. Now, I hope that Art lives to be 100 years old, but I'm afraid that he won't. What happens next? All we're looking for is a long-range plan to see where we are projecting ourselves. Do we just continue as is and, as you say, maybe we can't afford to have a DIGEST anymore if our advertising falls off. What do we do then?

We say we don't want "a hand-to-mouth plan" for a National organization, so why not, in our opinion, establish a small study group, or a committee, or whatever you want to call the thing, to look towards what do you have to do to accomplish this thing? Instead of saying, "Let's not do it, because we're doing real fine now," I think we're just closing our eyes to the future, so our whole point in this is not to close our eyes to it. Sure, it can cost a lot of money to go to Washington, and we don't say right now that we could afford to do this thing, or possibly that we may not even be able to afford it in the future, but I definitely think that we've got to do a little long-range planning in this field, and not just close our eyes to the situation.

SECOND BUSINESS SESSION

■ **BRYCE WILSON:** Actually, we do have a relatively continuous study of this subject going on within the National Board. Bob, do you have any comment on this?

■ **COLONEL ROBERT H. WILLIAMS,** Member-at-Large, National Executive Board: Well, first, with reference to a long-range plan it doesn't take too much of a plan as far as moving the headquarters to Washington is concerned, and it's not a question of the issue being dead. I'd say that at every other meeting of the National Board that we've held in the last three years, somebody has beaten the table with the idea of moving it to Washington. It's just a cold fact of life that the books won't permit it at this time. It's expensive. It would be nice to visualize an organization with a nice little building here in Washington with a professional staff. I can't think of anybody who would appreciate it more than this National Board. It'd do about two-thirds of the work we do today, but the cold fact is we just can't afford it today.

Now, to take on another remark that you made - you hope Art lives to be a hundred years old, but we might lose Art and then what happens - I don't want to seem too candid about this, but that's an actual fear - Art is the body of this, runs it, and it's obvious that if something happened to Art and Doty we would be in bad shape. We do, at least, have a long-range plan on that . . . we're laying our odds. We insured him. (Laughter).

■ **BRYCE WILSON:** We did, for a fact. Art's been insured for quite a little while.

■ **COLONEL MESZAR:** I'd just like to make one small comment relative to the question of this headquarters in Washington. There is a possibility of alternate solutions that have come up. People have asked the question, "Well, you don't have to move the magazine, and the insurance, and Art from Westport, but you can have a facade of a National Headquarters here in Washington." This sort of an approach. Now I do not know whether or not this is practical. These questions come up from local members and frankly, what answers do you give them? You say, "Well, the National Board is looking into this, and the National Board has it under control." We all have confidence in the National Board, but still, as you say, it comes up every year, so apparently we haven't answered it.

■ **COLONEL ROBERT R. WILLIAMS:** Just tell them favorable consideration would be directly related to tripling the dues. (Laughter).

■ **BRYCE WILSON:** Seriously, we do have this under continuing consideration and we will in the future, and I do think we have the situation under control.

■ **COLONEL ROBERT R. WILLIAMS:** If everybody will get out and triple our membership and double our advertising, we've got it whipped.

■ **MAJOR JACK G. MORROW,** Delegate, Davison Army Airfield Chapter: Just what would be involved in the move? Give us some idea that we can look at at what it would cost to move.

■ **BRYCE WILSON:** Whereabouts are you stationed?

■ **MAJOR JACK G. MORROW:** I'm right here in Washington.

■ **BRYCE WILSON:** Well, that . . .

■ **MAJOR MORROW:** I mean, to move the National Headquarters here. Give me some idea so that I can start thinking about how much it will cost to move.

■ **BRYCE WILSON:** Well, I have a suggestion . . . On your next cross-country you file a plan for Bridgeport, Connecticut, and you'll find that Art will turn up at the Bridgeport Airport, and in about twenty minutes he'll have you where you can see what the problem is.

■ **MAJOR MORROW:** Yes, but I signed a check for JFK. I don't know how much that costs me, but we're worrying about how much it costs the Quadruple-A to move down here. Now, we would like to have some idea of how much it costs to move the organization down here. I have no concept of how much it costs.

■ **BRYCE WILSON:** Well, first . . . Your hand raised, Sam?

■ **LT. COLONEL SAM FREEMAN,** Vice President for Reserve Affairs, National Board: Having had something to do with two or three outfits that are based in Washington, I would say, as an absolute minimum, it would cost about \$25,000.00 a year to run the Washington office and a great deal of this is provided free now in Art's set-up. He's living in his (office and) house - he has to live somewhere. The point is if you did this and moved the whole shebang down here, you would be faced with (increased) publishing costs. I might say \$50,000 a year over and above what it costs us now.

■ **MAJOR MORROW:** But what we want to know is how much money will it cost us to move down here. The other thing you brought out, about the contract, I don't understand that.

■ **BRYCE WILSON:** What contract? I'm not with you.

■ **MAJOR MORROW:** You brought up something about a contract . . . in the Washington area and so forth.

■ **BRYCE WILSON:** That was this. Advertising is an expense to contractors. They advertise in our magazine. This expense, heretofore, as we understand it, has been an allowable expense in the corporation structure of a corporation's operations. Now, there's a question as to whether or not that's going to be allowable. Therefore, this can mean, depending upon the company, that advertising may be reduced. If it is, although we are confident it will not be, it means that our operating income of the Ass'n may be reduced. If we are recognized as a professional, technical association, there is less chance of this tax bind; therefore, less chance of our advertising revenues being reduced . . . Yes, sir. (Recognizing Delegate).

■ **MAJOR DONALD F. LUCE,** Delegate, Lindbergh Chapter: Just a side thought on this. We keep talking about Washington. Why must the National Headquarters of a technical society be in Washington any more than in Dallas or New York City or Westport, Connecticut?

■ **BRYCE WILSON:** Most of the technical associations are elsewhere. The Aerospace Industries Ass'n is here . . . and it's the AIA. The American Helicopter Society is in New York. The Institute of Aeronautical Sciences

is in New York. Most of these professional, technical societies are not in Washington. Most of the non-technical organizations, for reasons of lobbying, are in Washington.

10-IMPROVED PLACEMENT SERVICE

■ **BRYCE WILSON**; Item 10. It was submitted by the 82d Abn Division Chapter: "Establishment by the organization of a system wherein available and potential aviation-type jobs would be declared to those leaving the Service."

This, of course, has to do with our MAPS (Military Aviation Placement Service) Program. The Board's position on this item is that the Executive Secretary will outline the current Military Aviation Placement Service and he will include the participation expected by both applicant and employer. Now, floor suggestions are solicited. Colonel Goodhand has a comment to make on this, also. Art?

■ **ART KESTEN**, Exec Sec'y: The Placement Service is a confidential service. We publicize this through the magazine periodically and we have had many replies. The applicant is forwarded a resume, which Sikorsky Aircraft Division, more or less, helped us prepare. They gave us guidance on what they would like in a resume as a company, what questions should appear on the resume. This is forwarded to the job applicant. He completes two copies, typewritten. These are photocopied and forwarded to the firm having a job opening in the category specified by the applicant. The Service is merely a clearing house between the applicant and the industry firm that has an opening. The industry lists its job opening on these particular forms (holding up forms).

The breakdown in the system - and it has broken down - is that we do not seem to have the confidence of the aviation industry. Perhaps they wish to do this privately and not tip their hands. They may not realize that this is a confidential service; that we do not communicate to the applicant, or to anyone else for that matter, where a job opening exists. This is kept confidential. We think the Service can work as is, but we do require industry support. It is contingent upon the fact that the firms do list their job openings with us. Colonel Goodhand will take it from here.

■ **BRYCE WILSON**; Colonel Goodhand has had an idea in this regard in our discussion on the Board about this Agenda Item which I think is a good one and I would like him to say just a word or two about it.



**COLONEL
GLENN GOODHAND**

■ **COLONEL O. GLENN GOODHAND**, Executive Vice President, AAAA: This is just an idea, actually, but I have felt for a long time, as I think most of us do, that it would be a real service to the members if we could provide a means whereby people with a long background getting out of the Army could make contact with people who are interested in seeking those particular kinds of backgrounds, and we have tried,

but so far we haven't really succeeded and I think there's some basic reason why we're not succeeding. I don't know what the reason is, but I think there is one.

It was my suggestion - and we haven't acted on it - that we approach several really senior people in the industry - and I mean presidents of companies - that we have contact with and ask them, as a panel of three people, to consider this question and come back with a suggestion on how we might do this, because I think it we could do it it would be of value to them as well as value to us. This is something we're going to discuss in the Board. If it seems like a good idea I guess that we will proceed with it.

■ **BRYCE WILSON**; In other words, we appreciate the submission of this (Agenda) Item. It is a matter under active consideration by the Board and we're trying to come up with some vehicle with which we can improve the present service.

11-"WHO'S WHO IN ARMY AVIATION"

■ **BRYCE WILSON**; Item 11. . . . Any floor suggestions on that last Item? I don't mean to shut off conversation; I just feel if you have one you'll jump up. . . . you don't have to jump. . . . Item 11 submitted by the Pikes Peak Chapter: "Poll the assembled membership to determine what percentage present would purchase a "Who's Who in Army Aviation," if published."

You may recall that some years ago ('54 and '55) we had a little book which was a roster of everybody in Army aviation with his name, rank, address, wife's name, children, and a few other details. The Board's position on this is that "the AAAA is not in a fiscal position to underwrite a "Who's Who" of its membership, but can, if there is there membership desire for such an issue, underwrite a Roster of its membership to include the member's name, rank, and mailing address," and we can with Quad-A funds, I believe, publish such a Roster, and it could be the December, 1961 "extra job" for the Executive Secretary. . . . we like to give little Christmas presents to our friends. . . . that's Art's Christmas present. (Laughter). . . . So, the question is, can I have a show of hands on how many of you think it would be appropriate to have a Roster with name, rank, title, mailing address? Hold up your hands, those in favor. . . . Wait a moment; we have a comment.

■ **MEMBER FROM FLOOR** (No identification given): Did I understand you to state - and you can correct me - that this is to be an all-inclusive Roster, over and above Quad-A membership? Or just Quad-A?

■ **BRYCE WILSON**; It's presented as "Army Aviation," which I presume they mean all Army aviation. That would be kind of impossible, wouldn't it, Art? Can we actually come up with an all-inclusive roster covering everyone in Army aviation?

■ **ART KESTEN**, Exec Sec'y: We only have the name, rank, and address records of those people who are members, and approximately 800 additional people who are just subscribers and not members. We have no access to the names (and addresses) of the 1,500-odd people who are neither subscribers nor members. My thought was that this would be an AAAA Roster of membership, and nothing more. We have no way of determining the names of the other people. It would be very difficult.



AAAA CHAPTER DELEGATE LIST

- ALAMO CHAPTER, Fort Sam Houston, Texas
Major William D.C. Jones*
- ALASKA CHAPTER, Fort Richardson, Alaska
Captain Wendell L. Thurman
- ARMY AVN CENTER CHAPTER, Ft. Rucker, Ala.
Colonel Warren R. Williams, Jr.*
Lt. Colonel Richard J. Kennedy
Lt. Colonel Thomas J. Sabiston, Ret.
- BLUEGRASS CHAPTER, Fort Knox, Kentucky
Lt. Colonel Jack A. McAuley
Captain Robert M. Heuter
- CAMP WOLTERS CHAPTER, Camp Wolters, Texas
Lt. Colonel James W. Hill, Jr.
- DAVID E. CONDON CHAPTER, Ft. Eustis, Va.
Lt. Colonel Gustave A. Peyer*
Major John E. Cobb
Captain Albert A. Johnson
- DAVISON AAF CHAPTER, Fort Belvoir, Virginia
Major Stanley R. Blunck
Major Jack G. Morrow
Sergeant Major Henry Q. Dunn
- FORT BENNING CHAPTER, Fort Benning, Georgia
Colonel Curtis L. Hankins
Captain William G. Hooks
1st Lt William G. Bacon, Jr.
- FORT CAMPBELL CHAPTER, Ft. Campbell, Ky.
Lt. Colonel Russell P. Bonasso*
Captain Raymond V. Brown
SFC Herbert L. Gumm
- FORT HOOD CHAPTER, Fort Hood, Texas
Captain James M. Archuleta*
Captain Donald E. Treat
- FORT MCCLELLAN CHAPTER, Ft. McClellan, Ala.
Not represented.
- FORT MEADE CHAPTER, Fort Meade, Maryland
Major William J. Hennessey*
Major Thomas V. Murphy
Captain Fred W. McGowan
- FORT MONROE CHAPTER, Fort Monroe, Virginia
Colonel Robert F. Cassidy*
- FORT RILEY CHAPTER, Fort Riley, Kansas
Lieutenant Harold L. Huff, Jr.
Lieutenant Jerry W. Kolb
- FULDA CHAPTER (Germany)
Not represented.
- HANAU CHAPTER (Germany)
Not represented.
- JEFFERSON & HIGHTOWER CHAPTER (Tunisia)
Captain Henry P. Leighton, Jr.
- JIMMIE L. HILTON CHAPTER, Lawton, Oklahoma.
Lt. Colonel Raymond E. Johnson
Captain Willie F. Dixon
Mr. Russell Blair
- KOHEA CHAPTER (Korea)
Not represented.
- LAWTON-FT. SILL CHAPTER, Ft. Sill, Oklahoma.
Captain James R. Talbert*
Captain Victor A. Johnson
- LECH RIVER CHAPTER (Germany)
Not represented.
- LINDBERGH CHAPTER, St. Louis, Missouri
Colonel Albert Wilson
Major Donald F. Luce
Mr. Victor Schulte
- METROPOLITAN NEW YORK CHAPTER
Mr. Gale V. Smith#
- MONTEREY CHAPTER, Ft. Ord, California
Lt. Colonel George A. Lutz*
Major Joseph E. Henderson
Lieutenant William K. Marshall
- MUNICH CHAPTER (GERMANY)
Not represented.
- PIKES PEAK CHAPTER, Fort Carson, Colorado.
Major Terry S. Salt
Lieutenant Davis Clark
Sp/5 Lawrence J. Butler
- RHINE VALLEY CHAPTER (Germany)
Not represented.
- STUTTGART CHAPTER (Germany)
Not represented.
- USARCARIB CHAPTER, Fort Kobbe, C.Z.
Lt. Colonel Jack W. Ruby*
Captain Vernon T. Jenkins
- WASHINGTON, D.C. CHAPTER, Washington, D.C.
Colonel Frank Messar
Major Lewis N. Casner, Ret.
Mr. G.W. Fey
- 82D ABN DIVISION CHAPTER, Ft. Bragg, N.C.
Lt. Colonel Warren G. Cosby*
Captain Teddie G. Holloway
Lieutenant Byron L. Childress
- 91ST TRANS COMPANY CHAPTER (GERMANY)
Not represented.
- 217TH TRANS BN CHAPTER, Fresno, Calif.
Not represented.

*Denotes Chapter President.

#Denotes Chapter Member in attendance.

FLEX WING CONTRACT

Unmanned towed gliders capable of multiplying as much as six times the cargo-carrying capacity of Army aircraft will be designed by the Ryan Aeronautical Company under a study contract awarded to Ryan by the Army Transportation Research Command. The Army contract - the third announced order for studies of "Flex Wing" applications - calls for the performance of prototype engineering for several configurations of the logistics gliders.

In this concept, the "Flex Wing" would be towed behind the aircraft, with payloads as great as 10,000 pounds and more suspended beneath the glider. After a 90-day period, fabrication of prototypes of such "Flex Wing" gliders may be initiated.



■ **BRYCE WILSON:** I got caught with my coat off that time. I don't know what he said.

■ **MEMBER FROM FLOOR:** (No identification given): This Roster, sir, would it be in a form somewhat like this (holding up AA Magazine), or would it be in a bound form?

■ **BRYCE WILSON:** We were discussing at the last (Board) meeting, or the meeting before, a small address book. Is that not correct, Art?

■ **ART KESTEN:** I'm sorry. I didn't hear you, Bryce. (Comment re-stated) . . . Our plan was to - unless this is shot down here on the floor - come out with an extra issue in between "news" issues and in the same size as this. When you start listing 5,600 people it is going to get fat. Of course, you can fold this (AA Magazine) once again, but when you do this, it gets very bulky and it will no longer be a hip-pocket deal. It would be in excess of 64 pages anyway, but unless you stick to this size, you may wind up with microscopic type which, I have heard, is objectionable. Unless anyone objects then, we had planned to follow this (5-1/2 x 7-1/2) format.

■ **BRYCE WILSON:** Well, this would . . . Yes, sir. (Recognizing Delegate).

■ **LT. COLONEL JAMES W. HILL, JR.,** Delegate, Camp Wolters Chapter; I don't see any purpose in this thing really. I think we'll be spending money for nothing, because it won't be current more than three months at the most, and then it's out of date, so there you go. Art is publishing all the changes of address each month now where everyone who is a member is listed. So that's one way of keeping up with 'em.

■ **BRYCE WILSON:** Any further discussion? Yes, sir.

■ **LT. DAVIS CLARK,** Alternate, Pikes Peak Chapter: What we had in mind here was something as Mr. Kesten outlined - the old models of this were in the same format as the Quad-A magazine, the Who's Who. For those that have seen it, and know what it is, why it is quite informative and, as Col. Hill says, it wouldn't be current too long, but, shall we say, a one-time shot. I know the copies that I have seen - they're four or five years old at the present time - the people are quite proud of having them and they still give quite a lot of information people are interested in. As far as the fiscal aspects of the thing go, I think if you ask how many would NOT want one, you'd find very few people that wouldn't want a copy of this. This also would serve as some incentive in our membership drives here. We necessarily realize that it would be the Quad-A, and the members who abstain from Quad-A we would have no way of getting this information from. Again, the Chapters could furnish this information of all aviators in their area, but if it's published by the Quad-A it would have to be for that membership. The fiscal aspects could be taken care of with membership dues, people that wanted it, and . . . as I say, it would serve as an incentive towards people joining. It's a (partial) "Who's Who" and they're all interested in it.

SECOND BUSINESS SESSION

■ **BRYCE WILSON:** Thank you, Colonel Williams has a comment.

■ **COLONEL ROBERT R. WILLIAMS,** Member-at-Large, National Executive Board: This is no new problem. This is one we've been kicking around for several years by the Nation Board, the question of call it "Who's Who" or what-have-you in Army aviation. We've made an awful lot of attempts at this and we've put in an awful lot of man-hours.

For example, we tried to come out with a publication for the use of everybody that showed organizationally who was where and who was doing what. Now, this is very highly desirable. The fallacy in it is that before you can do this, you have to figure out the organization of Army aviation, and nobody's figured that out yet. (Laughter). . . We have a present organization out that's diffused and fragmented, so when you start talking about "Who's Who in Army Aviation" the first thing you have to do is to extend it beyond, not only beyond those who are members of the Ass'n, but you have to extend it beyond those who are even Army aviators, in order to come up with an organizational chart, or "Who's Who" for the purpose of advising people as to who is doing what. When you start through that process, the first thing you know you have nothing other than the organization chart of the U.S. Army, which is available through other sources.

Having been through this repeatedly - and having started at the top with the objective and failing and going on down and down - you finally come to the point that the only thing you can publish is a list of the members of the Army Aviation Ass'n. Well, with (close to) 6,000 of them, then you have the problem of where you draw the line as to how much "write-up" you put on each one, particularly in the question of whose toes you're going to step on. It becomes a very difficult problem and I honestly question at this time if we can put out anything at a reasonable price and in a reasonable time that's going to make more than 5 per cent of the people happy that would go beyond a listing of the members of the Ass'n, in other words, the same as the IAS or AHS does.

■ **BRYCE WILSON:** Thank you, Colonel Williams. Any other comments? . . . I'd like to have a show of hands on the question as to whether or not you would like to have an AAAA Roster consisting of name, title, address. All those in favor, raise your hands. . . All those against . . . The "Against's" have it. No Roster. Thank you, gentlemen.

13-D/A, CONGRESSIONAL AWARENESS

■ **BRYCE WILSON:** Item 12 we've already covered. The songs and the recorder are in the back room. Listen and vote!

Item 13, submitted by the 83d Atn Division Chapter - seems to me I've heard of that organization somewhere - "Discuss the possibilities of a more active program on a national level to promote AAAA objectives with the Department of the Army and the Congress."

The Board's position, which I shall state, is "The AAAA is incorporated as a membership corporation. It operates as a tax-exempt professional organization under Internal Revenue Service regulations. The Board

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SECOND BUSINESS SESSION

does not wish to forfeit this status by participating in lobbying efforts," - and if you do lobby, you're taxable. Colonel Goodhand?

■ COLONEL O. GLENN GOODHAND, Executive Vice President, AAAA: This is another question of law and history. I might say that when we formed the organization in 1957 it was done with some trepidation because of possible conflicts with other organizations, in particular, the AUSA, which has official Department of the Army endorsement and support, and we considered very carefully at that time what we wanted to have as stated purposes. We came up with the wording - perhaps it's a little vague, but it serves the purpose pretty well - which substantially says, "To advance the status, general knowledge, and the efficiency of those persons who are engaged professionally in Army aviation." This has to do with the professional aspects of the organization.

"To preserve and foster a spirit of good fellowship among military and civilian persons . . ." In other words, that makes it a social organization in part, and then one general thing, "To advance those policies which are of benefit to the members, to the AUSA, and to the other Reserve organizations . . ."

Now, we feel that we're constrained to stick to these types of objectives, and that we should emphasize, well - first of all, the social one, which sort of sets us aside from the AUSA in a sense, but in particular, the professional objective.

I might say in that regard that the thing Bryce Wilson alluded to, which we hope is not a serious threat, but is part of the consideration here, and that is that the Appropriations Act which has just been passed - that is the bill Bryce was referring to - does place some restrictions upon the Department of Defense with regard to the placement of advertising, rather, the payment of advertising costs of its contractors, and it is hoped that maybe technical societies will be given some greater freedom in this regard than others. So, we have an incentive from that point of view to not change the status that we now have in so far as being a technical society is concerned.

We certainly don't want to be a lobbying society, because if we do, we're immediately open to tax liabilities which we do not now have. As a matter of fact, on the things - I'm not referring to lobbying - but on supporting the policies that you want to foster in the Army, really the AUSA is the organization it is best to work through with on this, and we have a close, working relationship with the AUSA.

In so far as our policies with the Department of the Army are concerned - while this sounds like a good thing, i.e., you want to "foster your policies with the Department of the Army," and we do really - but it is very difficult when you get down to the specifics of how you're going to foster any policies without getting into the business of the Department of the Army in running the Army, including Army aviation, and we certainly don't want to be in that position.

In substance, what it all comes down to - or in summary - is that we'd like to emphasize the professional aspects of the organization. Where we have to make a point, if we have to do it, or if we want to, we can, to a certain extent, and do now really - on some occasions through members, but you can do this (as individuals) without doing this as an organization. All in all, considering the relationship - our friendly

relationship with the Department of the Army itself, that is, not getting in their hair; our desire to avoid direct competition with the AUSA and, instead, having a position of supporting them and working through them; and consideration of possible status that might affect our tax liabilities, we feel that we don't want to change our written objectives, which is, I think, what you are saying, to include anything more specific than we now have. Colonel Corey, would you like to comment on what I have said?

■ COLONEL ROBERT R. COREY, former President, 82d Air Division Chapter: (Parts of short statement not intelligible). . . . we agree with you . . .

■ COLONEL GOODHAND: Yes, sometimes it serves your purpose to be that way on the record, and what activities you have to do in the way of supporting specific policies. I think what we would like to get from you, Colonel Corey - perhaps later - would be specific things that you have in mind, rather than generalities. If you will tell us sometime later more specifically what you think we should do, I think it would be helpful. (Affirmative answer given).

■ COLONEL ROBERT R. WILLIAMS, Member-at-Large, National Executive Board: I might add a comment to that. If this organization started trying to pressure the Army, which is basically what you are saying, you'd have to replace about half the members of the National Board, or there'd really be fireworks, because we would be in the position of answering our own correspondence.

■ BRYCE WILSON: Any other comments? . . . Yes, sir. Would you use the microphones? . . . I would like to encourage all of you to use the mikes, because we've got the tape turning over up there.

■ LT. COLONEL GEORGE A. LUTZ, President, Monterey Chapter: We had a meeting of the Chapter before we attended here as Delegates, and, speaking for the working aviators in my battalion - at least in the 35 people that are rated and on ground duty there at Fort Ord and at the Language School, the consensus seems to be that the technical advancement and the technical proficiency are fine, but what outlet do they have, as working people in this field of aviation, to express their views?

If the Ass'n - by its name, Ass'n - is not representative or indicative of the individual's point of view, and if he has no means by which he can get his point of view expressed at the National level through his Delegates at a Committee like this, then why have an Ass'n? What is the gain to the individual, the warrant officer member, the crew chief member? This is the thing that is difficult to sell, you see, and if we have to pay taxes to get this, fine! Let's pay taxes! Let's get a structure which is sufficient to accommodate this. I think that the people would be willing to pay more dues, if they could see where they gained, as individuals, by being members of this organization, and this is the consensus of my people.

■ BRYCE WILSON: Thank you, and I see your point. However, we have to kind of tread along on a tight-rope between our fiscal ability and our urge to beat the drum . . . Anybody else here have any more comments to make?

■ COLONEL ROBERT R. WILLIAMS, Member-at-Large, National Executive Board: I'd like to answer that point in comparing it to the Association of the U.S. Army (AUSA). Now, there are organizations,

such as the AUSA, which openly "beat the drum" for such things as the United States Army, and they are doing the things you are talking about, at least which you are alluding to. Now, in the case of the AUSA, before they could ever initiate such, before they could ever start such action as that, the one thing they had to do was to remove from office and remove basically from the organization all active duty personnel.

Now, the way this organization (the AAAA) is functioning right now, if you remove all of the active duty personnel - I'm talking about from office in it, and from any position of influence - you are going to LOSE more, in my opinion, than the other things that are gained by the organization when you turn it into a pressure group organization, but you would have to do that in order to have this organization one that's going to "beat the drum" in the Army for changes of policy or the things that I'm sure you're talking about for Army aviation.

■ **LT. COLONEL GEORGE A. LUTZ:** If I might reply to that briefly, sir, I am reporting as a Delegate the position of well over 100 aviators at my installation, you see. That's all. Now I know that there are problems attendant to this, and I recognize some of them - the fiscal aspect, the policy aspect, and the like - but I am trying to represent the point of view of the people at our installation. Yet, if they feel this way about it, it may be that this is a subject worth study. I submit to you gentlemen on the National Board that this is a recommendation for consideration that, perhaps, our structure stands examination. This is what they're saying, as the paying members, the guys who kicked in the \$, and the \$ plus 3, and that's worth thinking of, I believe.

■ **BRYCE WILSON:** You're doing a good job, and we appreciate your position and your "get up and go" in presenting it.

■ **COLONEL O. GLENN GOODHAND, Executive Vice President, AAAA:** I'd like to make one suggestion to you, if I could. If you would do the same thing as I suggested to Colonel Corey, if you would tell us specifically what policies you're talking about - in other words, that you think that we (as the Board) should do, it would be helpful to us in considering the question. I'd like to suggest very seriously: give the National Office a write-up of EXACTLY what it is you think we ought to be doing that we are not doing.

■ **BRYCE WILSON:** In other words - do I understand you correctly, Glenn? - to say, "If you think there is a subject which we should take up, what's the subject and what's our objective?" . . . Mr. Freeman

■ **LT. COLONEL SAM FREEMAN, USAF, Vice President for Reserve Affairs, AAAA:** That was pretty much the point I had, too - the fact they do have the opportunity. You hear a lot of gripes sometimes, so you say, "Well, why don't you write a letter (to the editor) which will be published in the AA Magazine - this is one way.

They've got the magazine, which is the voice, you might say, of our organization. There's nothing to stop them from writing a letter in and which, I am sure in most cases, Art will print, and this, in itself, gives them a voice on specific complaints, or things they feel should be changed, and then, as Col. Goodhand said, I think if your people or you have specific ideas, mention them to the Board. A lot of times we have succeeded, in the Reserve department,

of getting CONARC to make several changes by just unofficial meetings with people at CONARC who listened to us as an Association, (understood our Reserve problems), and agreed in some cases.

So, specifically, the Ass'n can be of value without being flintfooted as a pressure-group or a lobbying group.

■ **BRYCE WILSON:** Does this tend to amplify to you - or illustrate to you - our position and problem and desire to serve you?

■ **LT. COLONEL GEORGE A. LUTZ:** Yes, sir, with the recommendation that you, as the National Board, make this known to the (Ass'n) members. In other words, it's well for me to go back and make my report, but unless you people support it by statements in the magazine, by solicitation of recommendations, and by action from your level to the working aviator, my voice in the wilderness will be nothing.

■ **BRYCE WILSON:** Now, this discussion - as I know our method of procedures here - will be summarized in the Report of the Proceedings. Is that not right?

■ **ART KESTEN, Exec Sec'y: Colonel Lutz, I question whether or not your comments will be on the tape because you were some several feet away from the microphone - (NOTE: As is obvious, Col. Lutz came in 5 x 5 without the mike) - We intend to publish all of your comments verbatim, and, as we said earlier, we would like the Delegates to state their names and Chapters. Is this what you're driving at, Bryce?**

■ **BRYCE WILSON:** Yes . . . Sir! (Recognizing Delegate).

■ **MAJOR BYRON H. BRITE, Member, Army Aviation Center Chapter:** I don't want to stand here being insistent, but I thought I might well answer the gentleman's question in this sense. We do have, as the Colonel (Col. Freeman) just beat me to the suggestion on the ARMY AVIATION MAGAZINE. Now, the ARMY AVIATION MAGAZINE is a good organ for both controversial and non-controversial articles.

The ARMY AVIATION DIGEST is not one for controversial articles, because of Department of the Army policy, but it is a splendid organ for non-controversial articles, that is, subjects, items of interest; and, at least in one case, a proposal was adopted through an article in the DIGEST which otherwise had been rejected. So, as far as I am concerned, this is the very best answer for both of our two magazines.

Now, if I may while I am here, make three very fast, other suggestions - all unrelated. One is on - I assume that the organization of Quad-A is incorporated under the laws of the State of Connecticut and, therefore, if the State be petitioned to amend the charter, to include the wording, "Professional, technical, and social organization." This, then, would provide a legal basis for any Internal Revenue Service question.

Another idea is on the Placement Service. A year ago I ran across a young lady at a party who called to my attention what the Navy and the Army both have,

SECOND BUSINESS SESSION

that is, Boards - Sections, they are Sections probably - Sections who handle the paperwork for the Retired or other members who are leaving the Service. Therefore, I suggest that this provides the clerical help and the files and the vehicle for coordination between Industry and members leaving. Army aviators specifically, leaving so that if they would have a separate filing cabinet or files for Army aviators, this coordination could be then effected between the Board, or members, or industry, and this Army Section.

The next idea is - again unrelated - during lunchtime the question came up as to what could be done for non-rated members in terms of expanding the (AAAA) services. One, perhaps, and I believe this is actuarially feasible - Colonel Goodhand can check this now or later, the idea of adding to the insurance coverage, not just the Flight Pay, but as a separate coverage, that which is, as I recall done now by the Air Force Ass'n, and also by the Reserve Officers Ass'n, provisions of group term insurance as well as hospital and accident insurance. I assume the Board has already considered this, but I do believe it is feasible and the comparison goes briefly like this:

You find \$10 a month providing \$12,500 for rated aviators (ages 30-34 under AFA); \$10 a month providing \$13,500 for non-rated personnel (ages 45-49 under AFA); and they also have within this a separate plan which I can't discuss. I've taken enough time already.

■ COLONEL G. GLENN GOODHAND, Executive Vice President, AAAA: Well, the only comment I would make on that is that we do have this under study, as I think Bryce mentioned when he spoke of the Accidental Death Rider which we offer for consideration, but, in addition to that, we are considering a life insurance program which is similar to (but which we hope will exceed) the coverage the Air Force now offers, and which also is offered by some commercial independently for people in the military service. We are looking into this, and we hope to come up for consideration before too long.

■ CAPTAIN FRED W. MCGOWAN, Delegate, Fort Meade Chapter: To go along with the Colonel here, I feel that what we've been doing in the last half hour - well, twenty minutes on this one subject - is beating around the bush on the "objectives" of our organization. I don't know how many of you gentlemen agree with me but I have felt for some time - this was brought up at our own Chapter meeting - our objectives are somewhat hazy, and possibly we could re-evaluate our objectives for the organization.

I wonder if I would be out of place to move that Item Number 13 - could it be postponed? That's the Item under discussion right now. I wonder if it could be postponed, i.e., the further discussion on this particular subject until tomorrow morning to give - there are several of us here thinking along the same lines - give us a chance to talk with each other this afternoon and this evening, and to re-discuss this item tomorrow morning.

■ BRYCE WILSON: You just got yourself a job as a Committee Chairman. (Laughter) . . . OK? . . . (Affirmative reply) . . . Who else wants to be on that Committee? . . . The Colonel from Monterey, Col. Lutz; you

should be on the Committee . . . (Col.) Bill Leoney would be a good man to put on that . . . He can't be here tomorrow . . . Maj. Stanley Blunck . . . Col. Bristol? . . . OK? . . . Thank you.

14A-MATERIAL FOR AVIATION MUSEUM

■ BRYCE WILSON: Item 14 we have already considered. Item 14A: "AAAA support of the selection and gathering of material for the Aviation Museum maintained at Fort Rucker."

This was submitted by the Army Aviation Center Chapter. The Board position: The Ass'n will render publicity support to the effect that the Aviation Museum desires material and documents relative to Army aviation. The Ass'n does not have the personnel or fiscal resources to participate in the selection of material for the Museum, or the collection. Colonel Rankin, do you have anything to say about this?

■ COLONEL ALEXANDER J. RANKIN, Vice President for Army Affairs, AAAA: Only this, that we should actively promote the collection of material for the Museum and for our own historical record. The problem, of course, is one of indexing and storing, just plain space - you can't stick it all in Art's attic, although we do have such a program now, and that's what it amounts to, a "Trunk in the Attic" sort of thing. However, I would suggest that the Chapters initiate the encouragement of sending material - appropriate material - either to the Museum at Rucker or to Art Kesten, suitably described or documented, if it's of an historical nature, or documents themselves from World War II, Korea, and in between, that can contribute to the History of Army Aviation, and, perhaps, some day we will have the resources to use this material as it should be used.

■ LT. COLONEL THOMAS SABISTON, RET., Delegate, Army Aviation Center Chapter: Just as a little bit of background on this as to what we are trying to do, and one of the reasons; it ties in with another Item in the Agenda and that is getting material to help us in our next year Anniversary copy of the DIGEST, in which we are going to try and give a little of the history of Army aviation.

As we all know, we don't live to be too old, and some of us have misfortune in aircraft accidents, and just here recently a lot of Army aviation's history was lost to us when (Lt. Col.) Dave Condon was killed. The stuff, the material, the papers that we want are pictures, old orders - it might not be to you, i.e., you might not figure this of value. We would like to get anything that will help us piece together some of these voids that we've got in this material we're working up for this "History Edition," and then it will be put into the Museum into their files, and it's one place you can have one central agency to hold onto it.

We've tried to get material from the archives here in Washington. They have nothing about Army aviation. Now you can go dig back into some organization and possibly find mention of Army aviation, but as a separate activity you can't find it, so any publicity and any information that the Delegates here can take back to their Chapters to help sponsor the roundup of material would benefit all of us in the long run.

■ LT. COLONEL RANKIN: I would add one other thought. We all in the service are constantly reviewing or are being told to prepare a will. We probably, as a group, have a higher percentage of people with wills prepared. It wouldn't do any harm at all to put a simple sentence in there asking that any material of any relation to Army aviation that is not desired by your heirs

be turned over to the Army Aviation Center, either the Library or the Museum, for disposition.

■ **ART KESTEN, ExecSec'y:** I hope this AAAA "Trunk in the Attic" is not being misunderstood. It's tied in with an internal organization within an organization known as the "Cub Club" (with no dues, no membership card, no recognition, really no nothing, and heavy penalties yet to be decided - self-inflicted wounds among members. This is the essence of the organization.

The only way the group - this is Colonel Hankin's brainchild, by the way - his idea being that the 30-year people - who are just about ready to get out (of the Army) and some of them are already out on retirement - have in their footlockers some scrap of material relative to World War II. The criteria for membership in this Club of no dues, no meetings, and self-inflicted wounds is a document, some piece of paper certifying to some kind of action in World War II - a photograph, an incident, etc. This is intended to encourage the submission of the valuable material.

Now it is not the intention of the Association's "Trunk in the Attic" program to set itself up in opposition to the Museum. It is difficult to leech this material from people; the "Trunk" is an encouragement through Club membership; that's the only purpose of the program. We certainly don't intend to set up a separate historical section. We felt that membership in this organization of World War II pilots would be so desired that the people would rush to their old footlockers and take out a photograph or report and submit it with the orders rating them as a Liaison Pilot (the second requirement for membership). The original documents can be forwarded down to the Museum after receipt. We do not intend to hold onto them.

■ **BRYCE WILSON:** Thank you. We want to promote the forwarding of material and documents to the Museum and we will publicize the fact that the Museum wants this material. Col. (Warren) Williams says that they have the facilities and the people to take care of it, sort it out, and get the good out of it. Need I say more?

■ **PARTICIPANT FROM FLOOR** (Unidentified on tape): Where should this material be sent?

■ **COLONEL WARREN R. WILLIAMS:** Address it to the Army Aviation Center, Fort Rucker. Attn: Army Aviation Museum, or to the Army Aviation Museum, Army Aviation Center, Fort Rucker.

18-PRIZE MONEY FOR DIGEST ARTICLES

■ **BRYCE WILSON:** Item 15 - already done. Item 16 - same thing. Item 17 - I think we've covered that, too. Item 18, submitted by the Army Aviation Center Chapter: "AAAA donation of prize money for annual awards for the best articles in the ARMY AVIATION DIGEST, winning articles to be selected by a Committee at Fort Rucker, and to be presented at the AAAA Annual Meeting." The Board's position is that "the use of Chapter monies to underwrite such prize monies is permissible, and does not require National Board sanction. The Board will determine the desirability of utilizing National funds for published articles appearing in any medium by polling the assembled members." Any discussion? . . . Colonel Leich, do you have anything to say about this? Colonel Leich, as you know, is Chairman of the National Awards Committee.

■ **COLONEL ROBERT M. LEICH:** One of the considerations in not having come up with an answer to this question was the distribution of the ARMY AVIATION DIGEST. Quite a few of our members do not have access to it. Now I understand that that situation has changed. Once again, if you are not on the (official) distribution, you can subscribe for it. In the absence of that information at the time, we questioned whether we should underwrite something that didn't have a broad distribution to our membership with National funds.

LT. COLONEL

THOMAS SABISTON



■ **LT. COLONEL THOMAS SABISTON, RET.,** Delegate, Army Aviation Center Chapter: Well, about the DIGEST, I can give you just a few points. As far as the distribution now, we're distributing 10,500 copies a month, that is, on the official distribution. On exchange with industry, we are distributing about 150, and there are 700 and some odd copies on subscription through the Superintendent of Documents. So, any unit, any official organization that isn't getting sufficient copies of the magazine, well, they just haven't read the darn thing, or they should be because we've harped on how to get it for the past three years. That's the reason why the distribution jumped from the 6,000 to the 10,500 copies. Any organization can get as MANY copies as they feel they have a need for.

As regards to this suggestion there by the Center Chapter, at the present time - this Fiscal Year - we are conducting a contest with monies that were awarded to the Combat Developments Office at Fort Rucker as a result of their being presented the Grover E. Bell Award. They, in turn, made this money available for this contest, that total \$250.00. Now, we have no money to sponsor it next year. If we were not a government organization, we could go out and maybe ask industry if one of them would like to donate the money. We felt that this falls right in with the objectives of the Quad-A, and all of the people that get our magazine are possible members of Quad-A. If we could have this money for something like that, it could then be given here, the same as these other presentations (awards) are made.

■ **BRYCE WILSON:** How much do you have in mind?

■ **LT. COLONEL SABISTON, RET.:** Well, presently, we're using \$250.00. We select monthly a winner. These monthly winners then, at the end of the year, are all considered for a first prize of \$125.00, a second place prize of \$75.00, and a third place prize of \$50.00. We have found in the past, since this has started, that it has stimulated the receipt of articles for the magazine. A lot of them are, naturally, articles that we can't publish and we've sent them back to the individuals and suggested that they send them to the (ARMY) AVIATION MAGAZINE.

■ **BRYCE WILSON:** Do I understand correctly that you are giving this amount now?

■ **LT. COLONEL SABSTON, Ret.:** Yes, sir. This Fiscal Year it's taken care of by the winnings of the Grover E. Bell Award, but we are concerned now about next year.

■ **BRYCE WILSON:** The National Board . . . Is there any other comment? . . . The National Board will consider this and report back to you a little further what we think. I think that this has simplified our view of the picture and I thank you . . . We'll see if we can come up with enough brainpower this afternoon (at a Board meeting) to come up with an answer to this and a couple of other questions we have. At this time it is now four o'clock. I think we'd better cut off here. I appreciate, and the Board appreciates very much your attendance. It's been a long session. You've given us a lot of help in our view of what you want, and we thank you. There will be a National Executive Board meeting right now in Room E620. That means the new Board, including the newly-elected members. There is a Reception at 5:30 that is sort of a "do it to yourself" affair - pay as you go, as they say in the trade. The next general Business Meeting will be in this room tomorrow morning at a quarter of nine - the schedule says nine. We have to be fast and get out quick tomorrow so that they can get this room ready for the Honors Luncheon. Have a good evening and thank you for being here.

THIRD BUSINESS SESSION

■ **BRYCE WILSON:** Gentlemen, the Third Business Session of the Third Annual Meeting of the Army Aviation Association is now in session.

I thank you for arising out of your downy cots at this hour (9 a.m.) after last night's exercises, and we'll proceed post haste. There was an article in the WASHINGTON POST this morning in the first section on about page 4 or 5 with a picture of our aviator in the balloon basket, and an article of about three quarter columns.

Yesterday, you will remember, we announced the possibility of a rider to the current insurance program providing for accidental death coverage and I asked at that time that you all discuss it and think it over and give me a show of hands this morning on whether or not the Association should endorse this program and have the optional additional coverage. Will those of you who think we should endorse this coverage please hold up your hands?

■ **MEMBER FROM FLOOR (Unidentified):** Please restate the proposal being put forth.

■ **BRYCE WILSON:** The question is "Should the Ass'n endorse, as an additional optional coverage, the accidental death benefit of \$6,000 for ages 20-30 and \$10,000 from ages 30-60, either one for the same premium of \$5 per month as an optional coverage?" You can take it, or you don't have to take it if you don't want to, but you must be insured under the Flight Pay Protection Plan in order to be able to take it, or be eligible for it? Now, the question is: Do you want this coverage? If you vote "Yes," please hold up your hand. . . (Preponderance voted affirmatively) . . . I'd say that was pretty conclusive . . . Opposed?

■ **BRYCE WILSON:** Incidentally, as a point of information (referring to the 25 chairs at the podium), our National Board has not been expanded or packed. This is just preparation for the Luncheon.

Now there were two items which we undertook to consider in our National Board meeting yesterday afternoon, and I will report to you on our thoughts.

NATIONAL BOARD ACTION ON 4—INCENTIVE FOR 100% CLASSES

The first concerned Item 4 on your Agenda and that was: "Membership incentive for initial aviation students, the Chapter share of the Annual Dues be contributed towards a class party for any initial entry aviation class which achieves 100 per cent membership in the AAAA," and you will recall, there was considerable discussion on this.

We've come up with this as a program . . . that the Ass'n will sponsor, or will provide a \$4 grant per new member per 100 per cent membership initial entry flight training class, and new classes will be eligible from this date, today, on, and I believe the first class that starts in September 15. Now, "initial entry aviation class" means initial entry rotary-wing training at Camp Wolters, and fixed-wing training at Fort Rucker. Is that clear? It is rather involved wording but it's that way to cover all the bases. In other words, if a new class enters Camp Wolters primary training and the class consists of 30 initial entry people, and the Class Leader, not the Camp Commander or anybody in an official capacity - we don't want that kind of pressure - but if the Class Leader is successful in recruiting 100 per cent membership of that class, 30 members in the Army Aviation Ass'n before the class graduates, that class, through the Class Leader, will then receive from the Ass'n out of Ass'n funds \$4 times 30 people. \$120.00 for the purpose of . . . just plain old fun.

■ **MEMBER (Unidentified):** I think it should be for any purpose they want. Leave it to the class.

■ **BRYCE WILSON:** The class . . . well, I assume that any young aviator group that gets a stipend like that will use it for fun. Maybe they'll put it into a savings account in the name of the class, but that's up to them. Any comments? . . . Does that explain the situation, Colonel Williams? . . . (Affirmative reply) . . . Good!

NATIONAL BOARD ACTION ON 7—CHAPTER HONORARY MEMBERSHIPS

■ **BRYCE WILSON:** The next item that the Board considered, and the last item that we said we'd kick around, was Item 7, submitted by the Pikes Peak Chapter concerning the revision of the AAAA By-Laws to provide for Chapter Honorary Memberships for deserving civic and military leaders.

We present now for your consideration and vote a proposed modification to the By-Laws to cover this situation. Incidentally, the By-Laws are revised, or were revised completely some months ago for anyone that wants them - the yellow sheets of papers. I think now they're pretty complete and cover the bases pretty well. (Note: Chapter Presidents were forwarded copies of the Association By-Laws earlier this year. Chapter Secretaries are asked to note and record the following By-Law Amendment in the Chapter copies of the Association By-Laws.)

Now, under Section 2.1 - Classes of Membership, we have Section 2.11 - Members, 2.12 - Honorary Members, and 2.13 - Industry Members currently.

DISTINGUISHED GUESTS ANNUAL HONORS LUNCHEON

Distinguished guests and Association officers seated at the Honors Luncheon Head Table included in order of left to right seating:

Brig. Gen. William J. Moran, Deputy Chief of Chaplains.

Maj. Gen. Ernest F. Easterbrook, Commanding General, U.S. Army Aviation Center.

Lt. Gen. W.K. Wilson, Jr., Chief of Engineers.

Lt. Gen. David W. Traub, Comptroller of the Army.

Lt. Gen. Gordon B. Rogers, Retired.

Gen. Orval R. Cook, Retired, President, Aerospace Industries Association.

Honorable Finn J. Larsen, Assistant Secretary of the Army (Research & Development).

Honorable W.F. Schaub, Assistant Secretary of the Army (Financial Management).

M/Sgt. Robert R. Young, Awardee.

Mr. Stanley Hiller, Jr., President, Hiller Aircraft Corporation.

CWO Michael J. Madden, Awardee.

Col. Robert M. Leich, Ret., Past President, AAAA & Chairman, National Awards Committee.

Honorable Harold Brown, Director of Defense Research and Engineering, Department of Defense.

Honorable Najeeb E. Halaby, Administrator, Federal Aviation Agency.

Mr. Bryce Wilson, President, AAAA.

Honorable Elvis J. Stahr, Jr., Secretary of the Army.

General George H. Decker, Chief of Staff, U.S. Army.

Mr. A.W. Bayer, Vice President - Marketing, Hughes Tool Company-Aircraft Division.

Lt. Col. Jack W. Ruby, CO, 937th Engineer Company (Aviation) (IAGS).

Honorable Paul A. Ignatius, Assistant Secretary of the Army (Installations & Logistics).

Lt. Gen. Milton G. Baker, Ret., President, Association of the United States Army.

Lt. Gen. R.W. Colglazier, Jr., Deputy Chief of Staff for Logistics, Department of the Army.

Lt. Gen. Russell L. Vittrup, Deputy Chief of Staff for Personnel, Department of the Army.

Lt. Gen. Hamilton H. Howze, Deputy Commanding General, Continental Army Command.

Brig. Gen. Clifton F. von Kann, Director of Army Aviation, ODCSOPS.

The Honorable Stephen Ailes, Under Secretary of the Army; Mr. Powell Pierpoint, General Counsel, Department of the Army; and Maj. Gen. Richard D. Meyer, G-4, Continental Army Command, were Honored Head Table Guests who were unable to attend due to last minute commitments.

The Association was pleased to host the following Distinguished Guests at the Honors Luncheon:

Maj. Gen. P.A. Gavan, Commanding General, Military District of Washington.

Maj. Gen. W. Anderson, The Quartermaster General.

Maj. Gen. William W. Quinn, Chief of Information, Department of the Army.

Mr. Howard E. Haugerud, Deputy Under Secretary of the Army - International Affairs.

Maj. Gen. D.W. McGowan, Chief, National Guard Bureau, Department of the Army.

Maj. Gen. Reuben H. Tucker, 3d, Commanding General, USA Training Center, Ft. Dix, N.J.

Maj. Gen. R.A. Hewitt, Office, Deputy Chief of Staff for Personnel, Department of the Army.

Maj. Gen. Theodore F. Bogart, Commanding General, U.S. Army, Caribbean.

Maj. Gen. Frederick M. Warren, Chief, Army Reserve & ROTC Affairs, Department of the Army.

Mr. Joseph T. Geuting, Aerospace Industries Association.



THIRD BUSINESS SESSION

We propose to re-number that paragraph pertaining to Honorary Members, which now applies only to National Honorary Members, as 2.121 - National Honorary Members, and it would remain the same, and add a new Section, Section 2.122 - Chapter Honorary Members, and the delineation of this category is, "Those persons who, in the opinion of the Chapter Executive Board, have given outstanding support to Army aviation."

Now that provides the Chapter Board with the option of giving Chapter Honorary Memberships for whatever period they want to, or to whomever they want, and the National Office will accept such memberships upon the tender of the \$6 membership dues. No Initiation Fee will be required and a Certificate and other data will be supplied to the Honorary Member. Now, are there any questions?

Bob Leich just asked me to state that the dues are pro-rated as are normal memberships, \$6, \$4.50, etc., depending upon the membership quarter.

By your consent, we can waive the normal requirement for 25 signatures on this proposed amendment, so I'll ask for a vote on two things all on one vote. One, we will, for this change to the By-Laws, waive the written requirement for 25 signatures on a petition, and (two), your approval of this proposed change, which I have just read. All those in favor of this package please hold up your hands. . . Opposed? . . . It's passed.

NATIONAL BOARD ACTION ON

18-PRIZE MONEY FOR DIGEST ARTICLES

■ **BRYCE WILSON:** Now we had a few Items left over and still to cover last night when we stopped. . . Now, Item 18, "Donation by AAAAA of prize money for the best articles in the ARMY AVIATION DIGEST, the winning articles to be selected by a committee at Ft. Rucker and to be presented at the AAAAA Annual Meeting." Colonel Goodhand has a comment to make.

■ **COLONEL O. GLENN GOODHAND,** Executive Vice President, AAAAA: On this Item, when we reviewed our memories and the records, we found out that we had already had underway a project which, in our view anyway, takes care of this. We had previously decided to have an Annual (AAAA) Award for an Outstanding Article dealing with Army aviation. We had not intended in that, and we haven't changed that, to limit it to a particular magazine. In other words, what we had decided before, and had underway with our National Awards Committee, was an arrangement whereby anyone may propose, and we hope will propose articles which are published in any magazine - the DIGEST, the ARMY AVIATION MAGAZINE, the SATURDAY EVENING POST, or what have you, but, anyway, will propose an article and we will set up a team to pick it. We already have, in essence, this thing underway, the only difference being that we will not limit it to one specific magazine, but the DIGEST will be fully competitive with the others and, actually, being as much devoted as it is to this area, would seem to be in a favored position to perhaps produce the winning one. I think that covers this, Bryce.

■ **BRYCE WILSON:** Any questions, discussion, objections?

19-AAAA PROMOTIONAL MATERIAL

■ **BRYCE WILSON:** Item 19, "Development of membership potential," submitted by the 62d Air Division Chapter. (Note: President Wilson's cot must have indeed been anything but downy. The reference should be to 'membership promotional material.'). . . Art, would you just take a minute to outline the promotional material available (Note: He's back on the track . . . and fast), and just say a word or two about our past experiences in this respect.

■ **ART KESTEN,** Exec Sec'y: You caught me! I thought we covered the full Agenda yesterday. I knew I had this one and I said, "Bryce skipped it. Thank God!"

We have promotional material. Most of it is available up in the back on the table. We do not go into anything that is very lavish, because of the costs involved. I believe that what we have is satisfactory. If you have any particular objections to the material on the table, or suggestions for additions, please let me know. We try to limit this in expenditures because brochures and the like can be quite expensive. My personal feeling is that if we need a 2 or 4-color fancy leaflet to sell membership, then we, as an organization, haven't much to offer, but we do have an obligation to tell these people what our objectives are, and this - with person-to-person contact - should be sufficient. If it isn't I'm certain you'll let me know.

COMMITTEE REPORTS

6-FORT BRAGG FLY-IN MEETING

■ **BRYCE WILSON:** Item 20, which was the last one, as you will recall, concerning organizing a cooperative insurance organization, I think, was covered in adequate fashion yesterday.

Now, I would like to get to the Reports of Committees appointed yesterday. . . Let's see . . . Colonel Corey had the most jobs, and, therefore, if he will . . . Are you ready to make a Report on your deliberations, Colonel Corey? . . . (Affirmative reply) . . . Thank you, and if you will tell us which Items you are covering and submit your report, we would appreciate it.

COLONEL

ROBERT R. COREY



■ **COLONEL ROBERT R. COREY:** Well, this Committee was composed of Colonel Washburn, Colonel Cassidy, Colonel Hankins - in absentia, Colonel Sabiston, and myself considered three of the Agenda Items here. Specifically, in order, Number 6 - the discussion of Fly-In type meetings.

The purpose of this Agenda Item was merely to sound out the feelings of other Chapters and the possibility of having these type Fly-Ins.

The official position of the Committee was that the National activity not sponsor or approve Fly-Ins as such, due to the implications, but that such activities be purely on a local basis as authorized by

local commanders, and, I think this is quite proper. The emphasis has to come locally through your relations with your various commanders. So much for Item Number 6.

15-DEFINITIVE REGIONAL STRUCTURES

■ COLONEL ROBERT R. COREY: Progressing on to Item Number 15, which is again this question of the Regional organization and I am informed that this has been with the Association for a number of years, and as a matter of fact, the Committee itself did not reach an agreement. A substantial portion of the Committee felt that the present, loose Regional arrangement was inadequate. We recommend that again this thing be studied by the Board with two objectives in mind: either elimination of the Regions as now constituted, and dealing directly with Chapters, or of the institution of a geographic system, probably paralleling the Army areas, to give a home for a great many people who are not now covered by the Chapters, and also to give a certain amount of supervision to Chapter activities. This would not involve fiscal or administrative procedures; these would continue to be handled by the National activity. So much for Item 15.

17-DEVELOPMENT OF ADD'L SERVICES

■ COLONEL ROBERT R. COREY: Regarding Item 17 the development of additional services to increase the overall scope of activities of the Ass'n, the Committee noted the efforts which have already been made in this area during this Meeting, namely, the extension or the possibility of life insurance which we have just voted on, the extension and possible improvement of the employment service, things of that type. We came to the conclusion that the remaining area which would provide a suitable ground for expansion and effort is that in public relations.

We considered, briefly, a number of things, including comic strips, television shows, and that sort of thing, and made this final resolution:

Be it resolved that the National Executive Board establish an office, or a means, for stimulation and encouragement of general publicity on Army aviation through all types of media. This would be distinct from our normal PIO-type channels.

■ BRYCE WILSON: Would you repeat that Resolution, please?

■ COLONEL ROBERT R. COREY: Yes. The Resolution is "Be it resolved that the National Executive Board establish a means, or office, for stimulation and encouragement of general publicity on Army aviation through all types of media." The idea behind this, of course, is sort of a semi-official affair, not through the Chief of Information necessarily, but there's been a lot of talk that sponsorship of some, or getting a sponsor of some type of Army Aviation Show.

Those were the three subjects the Committee had. Do any of the other members have a comment on those?

■ BRYCE WILSON: Thank you very much, Colonel Corey. We appreciate very much your and your Committee's work, and we have a Resolution before the house, which as I recall is that the National Board consider the establishment of a means or an office for the promotion of publicity about Army aviation . . . Is that not the substance of it? . . . (Affirmative reply) . . . All those in favor of this Resolution please raise your hand . . . Opposed? . . . The Resolution is carried. Thank you.

THIRD BUSINESS SESSION

Your idea about Item Number 15 - that the Board study elimination of Regions, or somewhat changing them based around Army Airfield distribution - this idea of Regions based around Army Airfields - is a new one to me, and just speaking off the cuff, without talking to anybody else . . .

■ COLONEL COREY: Army Areas.

■ BRYCE WILSON: Oh, I thought you said Army Airfields . . . Army AREAS!

■ COLONEL COREY: This is probably the best geographical distribution due to our relationships.

14-MAGAZINE ARTICLE SUBMISSIONS

■ BRYCE WILSON: The next Committee Report to be made . . . Colonel Kinley.

■ LT. COLONEL GORDON L. KINLEY: This is the Report of the Committee I chaired covering Item 14, "Determine the steps the Ass'n, its officers, and its members can take to encourage the membership to submit articles to the Association-endorsed magazine so as to increase membership participation and readership appeal."

Our Committee:

1) Recommends no change in the size of the present magazine.

2) Recommends that there be a table of contents added to each monthly issue of the magazine.

3) Working under the premise that writing is important and essential to the career of every Army officer, the following proposals are recommended to the National Board for adoption:

a) A letter to the Chapter Presidents be drafted which would solicit the submission of articles similar to the present USAREUR REPORT (in ARMY AVIATION MAGAZINE) covering their area, covering the following appropriate subjects: tactics, operations, logistics, maintenance. This letter is trying to get participation from individual Chapters similar to that which we are already getting from USAREUR. (Ed. Note: The USAREUR REPORT was not and is not solicited, prepared by, or submitted through AAAA or AAAA Chapter channels, but is a direct, voluntary contribution of a subscriber-correspondent to ARMY AVIATION MAGAZINE. The magazine extends its longstanding offer to any subscriber or member of AAAA to submit articles on any subject directly to the magazine.)

b) An "aside" - we're not trying to buck it back to the National Board, but it looks just like the previous Committee - that the National Board be responsible for selecting the names of prominent, professional individuals in the aviation field who could be contacted by the magazine for special articles of general interest to the readership, and submitting this list to the editor for follow-up action. To explain this a little bit, what we had in mind was that members of our National Board are in a position, perhaps better than any other members of the Ass'n, to be able to select prominent people, and perhaps even to suggest to them subjects that they feel the rank and file would be interested in. I think, if this is accepted favorably, that is, looked upon favorably and is done, perhaps,

COMMITTEE REPORTS

Now the songs that were here will obviously be in the Contest. The Board and the Executive Secretary will carry on.

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we should come up with some very interesting reading material.

c) The third and last item - that a letter be submitted to the Chapters in general requesting their submission of periodic articles on Chapter activities for publication in the magazine, that is, social events, reports of meetings, and other affairs of general interest. In other words, to sum it all up, we are after by this letter the little newsy, chit-chat, what you've been doing, what you propose to do - that thing seems to have died out recently. I think that covers it unless there's some member of the Committee that has something to add . . . Thank you.

■ BRYCE WILSON: Thank you very much, Colonel Kinley. I think those are all good suggestions and I think you and your Committee did a real good job and did us a service. These are good ideas. Does anybody on the Board have a comment on these items? . . . No change in size of magazine; table of contents be added; recommend the adoption - a letter to the Chapter Presidents soliciting articles, professional-type articles; the National Board select or approach or contact prominent professional people in the business of aviation, or in the aviation field for solicitation of articles - that's a good idea - I like that; and the third one - any comment about that from Board Members, i.e., the second one; the third one, request submission of articles on Chapter activities from Chapters.

I think we all know that in every group there is at least one fellow who has a flair for saying things in an intriguing manner, and if you, in your own Chapters, pinpoint this guy - give him the business and make him do it - it will make this thing roll, and that's the key to it. You've got to get some guy that has a flair for this, either tell him to get going or pat him on the back and say, "By gosh, you can do that." It might provide a starter. I think once something like that gets going it'll be very good.

■ LT. COLONEL SAM FREEMAN, Vice President for Reserve Affairs, AAAA: I'd like to make a brief comment. I got after Art once before about and he promised to do something, but I see we've slipped again. I hope that he will have pity on some of us who are no longer in the active Army. I got a little floored by these series of initials (Ed. USABAAR, USATATSA, etc.) and you'll read an article and all of a sudden there'll be a whole bunch of stuff that I suppose he assumes that we know, but we don't. So, if they could just spell out "USAREUR" - you know how it goes - some of them we know, but a lot we don't. So, let's at least once in an article - you guys that may write these things - put it in plain English the first time and then abbreviate it. I've run into a lot of these things where it's like reading hieroglyphics. (Laughter.)

12—SPONSORSHIP OF AA SONG

■ BRYCE WILSON: Thank you, Sam. Now is there any quote New Business unquote? . . . Pardon me . . . The Song! . . . Item 12 was the AAAA Sponsorship of an Army Aviation Song. There were tapes available and judging from the ballots, I went to congratulate you on not stuffing the Box and everybody voting. We got just about the right number of ballots. . . The overwhelming majority favored Choice #2 - that the AAAA sponsor a World-Wide Contest to find a suitable Army Aviation Song.



CAPTAIN

FRED W. MCGOWAN

■ BRYCE WILSON: There's a Committee Report I forgot to request from Capt. McGowan . . . Capt. McGowan.

■ CAPTAIN FRED W. MCGOWAN: Our Committee was composed of Colonel Bristol, Major Luce, Major Morrow, and myself to come up with some suggestions on Item 13, "The possibilities of a more active program on a National level to promote Quad-A objectives with the Department of the Army and the Congress."

Obviously, some of these things can't be carried too far, but we came up with some recommendations:

1) Have the National Executive Board examine the possibility of the AAAA becoming an affiliate of the AUSA. We don't know whether or not they accept such things, or whether it would be to the advantage of the Quad-A, but we would like the Board to investigate to see if this would be an advantage to the Quad-A; in other words, to give us an outlet for our "voice," more or less.

2) Have the National Board improve the channels of communication between members and the Chapter, Regional, and National organizations; in other words, a Report of Chapter Proceedings and Recommendations, representing the working level points of view, might be sent after each meeting and a National Office letter to Chapter Presidents might disseminate their - and other than their points of view. I think this goes along with the Colonel's idea of better communications.

3) Provide information packets to assist in the dissemination of information. This would include pictures, models, slides, etc. This could be sent to the Chapter for use with civic, school, and other groups. Some of our Chapters have problems getting the information necessary to put out the word of Army aviation in their local community and, perhaps, if we could through this organization get a packet with some slides and pictures and even models, it would help a great deal.

4) Improve the orientation of the Army toward new aviation equipment by sending aircraft to posts, camps, and stations having Quad-A Chapters to further the knowledge of aviators and the post personnel. We recall at Fort Meade that we had the HU-1A make a tour of many posts when it was first accepted in the inventory. We found that this was a big incentive and a big boost to Army aviation to be able to notify the staff and notify the other aviators in the area of this new aircraft that was arriving for display, and we had quite a turnout

at our station, and I'm sure other stations profited the same way.

■ **BRYCE WILSON:** Thank you, Captain McGowan. A comment from Colonel Freeman.

■ **LT. COLONEL SAM FREEMAN:** We tried - and I would certainly like to see us make another pitch on this along the lines the gentleman just said - to try and get an Army team in the summertime to take some of these new aircraft around to the summer camps where the National Guard and Reserves were. A lot of us in the Reserve haven't seen, for instance, the Mohawk. The first one I saw was the one out in the lobby, rather outside the hotel. I think that it would be advantageous if we did make this suggestion to CONARC that a team, with some of these new type aircraft, could go around and pay a visit and also give a little up-to-date briefing; in other words, what's happening, so to speak, in tactics, equipment, and so forth, and a Caribou or a Mohawk or a U-1A - some of the newer type equipment. I think this would not only stimulate interest in the Reserve and the Guard and also stimulate interest in our Association as well. I think this is an excellent suggestion. In other words, I'm really stating that it ought to be carried not only to the Regular Army posts, but to the Reserves and Guard as well in the summer camps.

■ **BRYCE WILSON:** Any other comments?

■ **LT. COLONEL JAMES H. LEE,** Member, Fort Meade Chapter; I would like to further this thing. As you know, we solicit our ROTC students in college each year. I think this same team would be very beneficial to getting those individuals to actually come into the Program.

■ **BRYCE WILSON:** Thank you very much, gentlemen. . . I don't think there are any other Committee Reports.

2—IDEAS FOR CHAPTER MEETINGS

■ **LT. COLONEL JACK A. McAULEY:** Colonel Peyer (the Committee Chairman) is not here at the moment; I'm Colonel McAuley; we had Agenda Item Number 2. "To obtain ideas for types of meetings and entertainment for local Chapters from suggestions of other Delegates - or just what they have done."

I do not have the official (Committee) notes, but I can give you quickly the three things that we would like to propose:

1) That some central Chapter, or the National activity choose a person for receiving ideas, entertainment that has proven exceptionally successful. Perhaps even sending "flyers" to this one element and, in turn, this would be evaluated and sent back out to the 32 Chapters with these various suggestions on entertainment, exceptionally good speakers who are available, types of parties they threw, things of this sort, and get this information into one place from all 32 and re-distribute it out to the 32 Chapters.

2) Next, we thought that it's hard to come by good speakers. Many fine, brilliant people are not necessarily good speakers for the Chapter level sometimes. If any of the Chapters run onto a really good speaker with a good delivery and something that would fit in on the particular level, the names of these people and perhaps a little resume of what they can speak on will be of great benefit and this, in turn, could be sent out.

3) The third thing we had was a kit, perhaps to

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get some kind of a kit - also from a central location, perhaps handled by the National activity here - for example, the banners that are behind you, something of this sort. I was thinking about a footlocker-sized thing where you could push in some promotional material, things that are hard to get, Army aviation signs, and things like this, which cause some of the Chapters considerable difficulty so that when they do have their meeting they can give the atmosphere in the clubroom, or wherever they're having their particular meeting, perhaps even in this could be some other training aids, training films, slides, anything of this sort that would be a foundation for atmosphere for their particular meetings, and we thought maybe a kit - we were thinking about a footlocker size - could be checked out. We could fly up and get it from any central location and use it for the meeting and then fly it on back. Something of this sort.

I'm sorry I don't have the official Committee notes but generally those are the three things that we considered under Item Number 2.

■ **BRYCE WILSON:** Thank you very much. Those are very good suggestions. Will the Committee Chairmen, or Acting Chairmen, please submit a very brief, written statement of your positions and the names of the people on your Committee to Art Kesten, the Executive Secretary. We must have this in order to be able to take action on these suggestions in the Board and take action on them at the National Office. If you've had difficulty getting at the stenographer here - she's still available, I think - if you don't get to her before we leave here, write them down on a piece of paper and just fire them off to AAAA, Westport, Conn. It doesn't have to be in A-1 plus style. Just so the handwriting is legible . . . Your hand up, Art?

"MEETING NOTICE" ASSISTANCE

■ **ART KESTEN,** Exec Sec'y: I thought before this group broke up it might be worthwhile to mention that the National Office has the facilities to reproduce, label, stamp, and mail Chapter meeting notices. We have the stencils, envelopes, and all of the other ingredients necessary to multi-lith a first class letter to your membership announcing your meeting site and date, provided that you forward a draft copy (of the meeting notice) to us at least three weeks prior to the meeting to allow your notice to reach your members' hands no later than two weeks before the meeting. My thought here was that if you will permit us to reproduce these meeting notices for you at National expense - paid for by the National because these notices encourage Chapter members to meet - we could forward a copy of each meeting notice we disseminate to every other Chapter President. By doing this and having the Chapter President see what the other Chapters are doing through these meeting notices, they would have a first hand idea of what other types of Chapter activities and entertainment, etc. are going on throughout the Ass'n. This rests upon the fact that you permit the National Office to assist you in forwarding out your meeting notices.

The problem is that two to three months after a meeting - a successful meeting - has been held, someone will send in the Minutes - often very cold and dry - "We had a good time, 200 people attended, so-and-so spoke" and little more. At this point it is too late to

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AAAA NATIONAL EXECUTIVE BOARD 1961-1962

assist here. Many Chapters don't inform us of their meetings at all, and the assumption we must make is that the Chapter is active in name only. So, I ask that you assist us and assist yourselves by providing us with your draft meeting notice for dissemination to your members in advance of a meeting and to the other Chapter Presidents as well. Does this seem to have acceptance?

■ **BRYCE WILSON:** Thank you. Gentlemen, this will conclude the business we have at hand in the final Membership Business Session of this Annual Meeting. The next function is the Honors Luncheon in this room at 1200 hours and I would like to exhort you to all be on time and to wake up your friends, at least those of you who know someone who is still sleeping for we want to get this thing going on time. We have a lot of people who are working on tight schedules . . . (Note: President Wilson then outlined the Luncheon details and time and followed this with an outline of the Panel Session scheduled to follow the Luncheon) . . . Yes, sir! (Recognizing Delegate).

1962 ANNUAL MEETING

■ **MAJOR DONALD F. LUCE,** Delegate, Lindbergh Chapter: There's one other item on your schedule of Quad-A business, the last item. It says, "Site and Date, 1962 Annual Meeting."

■ **BRYCE WILSON:** Would you repeat that? I'm sorry.

■ **MAJOR LUCE:** On the Site and Date of the 1962 Annual Meeting . . . It's the last item on the Schedule of the Quad-A Business Session.

■ **BRYCE WILSON:** That's right . . . The question was the very delightful offer on the part of the Lindbergh Chapter to host the 1962 Annual Meeting at St. Louis. Am I right? . . . We can't give you an answer on this, I regret to state, because the new Annual Meeting Committee has not been selected yet; there's no Chairman; we're sort of in a vacuum here at the moment which will be resolved very shortly, and we would appreciate it - the National Board would appreciate it - if the Lindbergh Chapter would write a letter to the National Office outlining this invitation in writing.

■ **MAJOR LUCE:** We have.

■ **BRYCE WILSON:** You have? . . . Has that been received, Art?

■ **ART KESTEN, Exec Sec'y:** We've been down here a few days before the Meeting. I imagine the mailbox is just bulging. I didn't receive it before we left.

■ **BRYCE WILSON:** Well, action will be taken, and we thank you very much for this invitation. It sounds wonderful. I can't say whether we can do it or whether we can't. Thank you.

Do I hear a motion for adjournment? . . . DO I HEAR A MOTION FOR ADJOURNMENT? . . .

(Motion made from floor and seconded.) . . . All those in favor say "Aye!" . . . The Meeting is adjourned; thank you, gentlemen.

- **PRESIDENT:**
Lt. Col. Joseph E. McDonald, Jr., Ret., McLean, Va.
- **EXECUTIVE VICE PRESIDENT:**
Col. Alexander J. Rankin, Alexandria, Virginia.
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- **PAST PRESIDENT, 1959-1961:**
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- **MEMBER-AT-LARGE:**
Col. Robert H. Williams, Alexandria, Virginia.
- **MEMBER-AT-LARGE:**
Col. O. Glenn Goodhand, Alexandria, Virginia.
- **MEMBER-AT-LARGE:**
Lt. Col. Darwin P. Gerard, Ret., Alexandria, Va.

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- **PRESIDENT, USAREUR REGION:**
Col. Russell E. Whetstone, APO 154, N.Y., N.Y.

The National Executive Board of the AAAA is comprised of ten elected officers, the Past Presidents of the organization, three Presidential appointees - the Members-at-Large, a Board-appointed officer - the Executive Secretary, and the elected Regional Presidents of the organization.

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PERMANENT CHANGE OF STATION/ADDRESS

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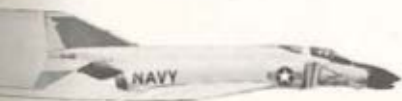
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How the Phantom II Affects Advanced Base Economics

The combat value of an advanced base is directly related to the efficient use of its supplies. Defense planners, seeking to increase the combat potential of advanced bases, quickly come to grips with the economics of logistics. The two-mission Phantom II simplifies the logistic problem because this one airplane provides the capability for not only air defense, but also for long range air-to-ground strikes and troop support. Yet Phantom II sup-

port personnel and equipment requirements are no greater than other fighters with single mission capability.

With its radar, the Phantom II can effectively deliver Sparrow III and Sidewinder missiles against air-to-air targets in addition to a full range of "iron" bombs and nuclear stores. Simply varying the armament of the Phantom II fits the advanced base to shifting combat situations in minutes, in any kind of weather, day or night.



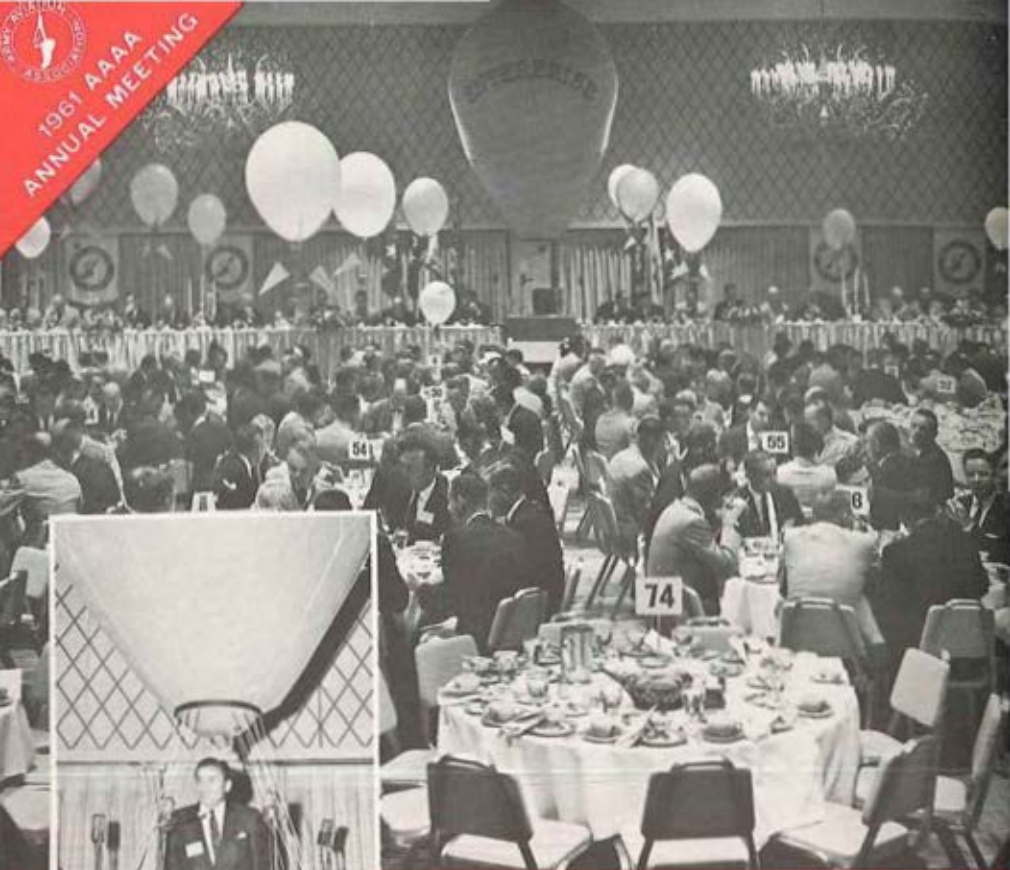
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