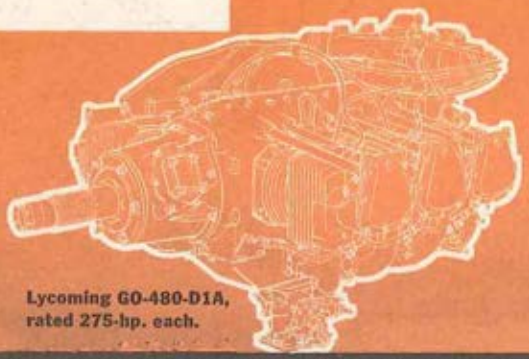
ARMY AVIATION

AUGUST/1962



Lycoming GO-480-D1A, rated 275-hp. each.

LYCOMING POWERS AERO COMMANDER L-26B

Lycoming

Division—Avco Corporation
Stratford, Conn./Williamsport, Pa.

PROOF OF PERFORMANCE

Single engine capability in action . . . Safety is an integral factor of design in the Aero Commander. The stable characteristics and the *dependable* single engine performance of all Aero Commanders are without equal. This broad, extra measure of superiority is built into every Aero Commander . . . the 500A, 500B, 560F, 680F and the pressurized 680F-P . . . and every model is warranted for a full 12 months. Write Military Relations Department.

AERO COMMANDER

AERO COMMANDER, INC., BETHANY, OKLAHOMA, subsidiary of ROCKWELL-STANDARD CORPORATION

THE

ARMY AVIATION ASSOCIATION

OF AMERICA, INC.

1962

ANNUAL MEETING

COMMEMORATING THE 20TH ANNIVERSARY OF ARMY AVIATION BY THE U.S. ARMY

OCTOBER 11-12, 1962

SHERATON-PARK HOTEL

WASHINGTON, D.C.

MORE MANPOWER..SAME ROTORPOWER!

LOOK TO

WORLD STANDARD

bell

MILITARY & COMMERCIAL HELICOPTERS

FOR SUPERIOR MISSION CAPABILITY

Here's the newest U. S. Army Iroquois . . the model HU-1D. By relocating fuel cells, Bell HU-1B's cabin has been enlarged to provide unit commanders with . .

50% increase in personnel air-transport . . from 8 to 12 men
57% increase in cargo capacity . . from 140 to 220 cubic feet
100% increase in litter carrying capacity . . from 3 to 6 litters
33% increase in fuel capacity

All the mission-balanced characteristics including the dynamic systems and basic dimensions of the Army's HU-1B have been retained in the HU-1D . . low battlefield silhouette . . compact size . . easily transported by sea and air . . superior observation platform . . 4,000 lbs. capacity cargo sling load . . semi-rigid rotor system . . free of ground resonance . . no starting or stopping wind limitations. Recently selected by the U. S. Marine Corps for its ASH program, the Iroquois is also adaptable to other U. S. Services with off-the-shelf availability and all major costs of research and development behind it.

bh

BELL HELICOPTER COMPANY

FORT WORTH, TEXAS

A DIVISION OF BELL AEROSPACE CORPORATION • A textron COMPANY

IT might appear because of the short length of this newsletter that we have entered the summer doldrums, but I wish to assure you that this is not the case. Even though the Howze Board is attempting to resolve some of the problems connected with aviation, a number of pressing ones appear to arise each day - and these require the efforts of many people.

INTERIM SHORTAGES

ALTHOUGH the Army has just been successful in obtaining funds for procurement of an additional 42 HU-1Bs, which are so sorely needed by our tactical units, it is clear that increases in aircraft procurement, if any, must await the recommendations of the Howze Board. What this means is that everyone is going to have to continue to operate with aircraft shortages.

EACH one of our aviation detachments and companies and battalions must made every effort to get better utilization from the aircraft that they now have. So many times we are prone to blame our low utilization rate on maintenance problems, but it has become clear to me that in many cases we would reduce our maintenance problems and obtain better utilization through better scheduling. Increased utilization is often a direct result of better scheduling - but better scheduling will contribute more when the maintenance officer and the operations officer are working and pulling together. By obtaining several additional hours from each aircraft each month, the net result for the Army, and frequently for the unit, is the same as if more aircraft were in the inventory. Army-wide, this can be the equivalent of several hundred additional aircraft!

UNAUTHORIZED USAGE

THIS OFFICE continues to receive congressional inquiries on the alleged unauthorized use of Army aircraft, particularly in relation to helicopters. Almost without exception the alleged violations pertain to the use of helicopters to perform

INTERIM AIRCRAFT SHORTAGES

A REPORT BY

BRIG. GEN. DELK M. ODEN, DIRECTOR OF ARMY AVIATION

a function which is non-military, sometimes in support of other government agencies and in a few cases in support of commercial activities. We all should realize that times have changed; that the military services are no longer the only agencies that possess helicopters; and that there are commercial operators who make a business of providing helicopter service.

I URGE each one of you when your commander receives a request to provide aircraft support for an activity other than the Army to consult the pertinent regulations, which are AR 95-1 and AR 96-20, before you provide advice. Having recently reviewed these regulations, we believe that they are adequate and clear.

WORLD-WIDE CONFERENCE

ACCIDENT PREVENTION is of paramount interest to all of us. The first world-wide accident prevention conference will be held at Fort Rucker 6-7-8 November 1962. The proposed draft program should be out in the field within two weeks for comment. The present plan is that it will not only establish the Department of the Army program on accident prevention but will also give the aviation safety officer at each level clear guidance.

SEVERAL recent aircraft accidents have evidenced a requirement for closer supervision in the important area of maintenance if Army aviation is to perform its mission successfully.

RECENTLY we lost an H-21 and its crew of three (pilot, co-pilot and crew chief) because someone failed to safety a nut on the aft longitudinal push-pull connector. When the nut backed off, cyclic control was lost and the aircraft crashed.

IN ANOTHER CASE, we lost an HU-1A because someone failed to make a vibration check with the proper equipment when the N1 wheel or power turbine assembly had been removed and replaced.

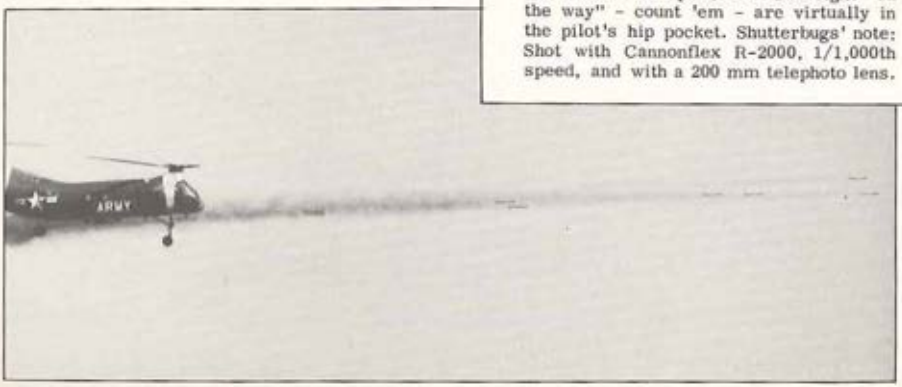
THE MOST recent case involved the total destruction of an H-13H helicopter and the loss of the pilot. Fore and aft cyclic control was lost due to the fact that the bolt attaching the fore and aft cyclic control to the swash plate dropped from the helicopter during flight.

THESE three accidents accounted for a hardware loss of more than a half-million dollars. More important, they cost the lives of four trained crewmen.

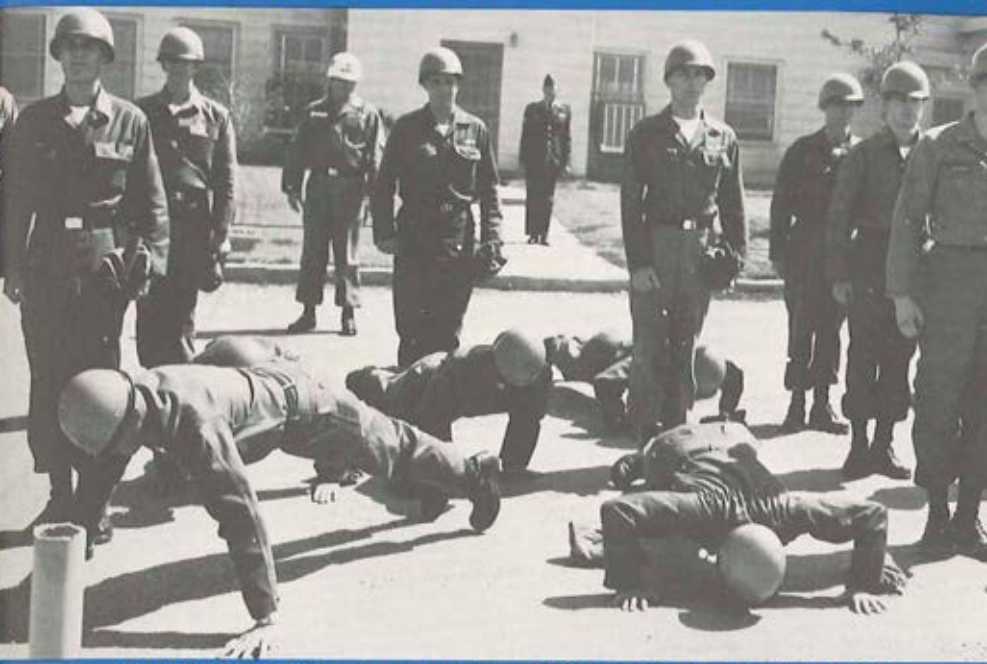
DCSOPS CHANGES

I AM HAPPY to announce that Lt. Col. Bill Smith from Fort Rucker has just joined the Operations and Training Division. He replaces Lt. Col. Wright who has departed for the Army War College. In addition, Lt. Col. Silver has departed for duty with the 2d Infantry Division.

An interesting photo of an H-21 rocket salvo taken by Maj. Richard A. Rusk at Ft. Rucker in April, '62. The eight "on the way" - count 'em - are virtually in the pilot's hip pocket. Shutterbugs' note: Shot with Cannonflex R-2000, 1/1,000th speed, and with a 200 mm telephoto lens.



WOC INDOCTRINATION TRAINING



BY COL. JACK K. NORRIS, COMMANDANT USAPHS

THE first warrant officer candidate (WOC) class of the U.S. Army Primary Helicopter School completed its training at Camp Wolters on 27 April 1957. Since that time approximately 560 warrant officer candidates have become Army aviators via the Warrant Officer Rotary Wing Aviator Course.

THIS COURSE consists of three parts, two of which are conducted at Wolters, the third at Rucker. The first part is a preflight indoctrination phase of four weeks' duration. The second, designated in the POI as Phase I, is 16 weeks in length and devoted to the development of basic flying skills. The third part, Phase II in the POI, is of 14 weeks' duration and transitions the warrant officer candidate to larger-type aircraft and provides training in the tactical and support employment of utility/transport rotary wing aircraft.

OF THE THREE phases mentioned above, the preflight training period is perhaps the most demanding. This is so because the standards prescribed and procedures followed are modeled after those prevailing in officer candidate schools. This is a period of pressure for the WOC when his metal and motivation are put to test. Among the many points which are critically observed during this period, the following are probably the most important:

- Character traits.
- Ability to assume responsibility.
- Ability to divide his application of time.
- Ability to act under pressure.

IN ADDITION, the candidate's military bearing, leadership ability, and command

voice are under close scrutiny. It is noteworthy that warrant officer aviators are the only warrant officers subjected to this type of training.

IN THE PREFLIGHT phase there are, of course, provisions for the elimination of WOC's who do not measure up in motivation, demonstrated leadership potential, or academics. However, because of the wide variation in experience and background of candidates, evaluations are made as individual and personal as is possible.

EXTRA INSTRUCTION PROVIDED

CANDIDATES are counselled on their shortcomings by members of the WOC Training and Evaluation Division with provisions made for extra instruction as required. The candidates recommended for elimination are placed before a faculty board where individual performance and potential are again objectively evaluated. The Training and Evaluation Division recommends candidates for elimination for academic deficiency only when they fail a subject or subjects carrying 20 percent weight or more of the preflight curricula.

THE CURRICULUM during the preflight phase consists essentially of military subjects with the major portion of instruction being given by the candidates themselves in the form of dismounted drill and physical training. These two subjects are graded by members of the Training and Evaluation Division and Constitute a major portion of the observation of the individual candidates. These observations are directed to the following:

- Poise
- Appearance
- Command voice
- Knowledge of subject
- Proper sequence of instruction.

THE PROCEDURES outlined are designed to improve self-confidence in the candidates. The observation reports are graded, (excellent, satisfactory, unsatisfactory), and appropriate remarks are recorded in the remarks section and then forwarded to the candidate concerned who should then make the necessary corrections to bring himself up to the school standards which, out of necessity, are strict and demanding.

THE OTHER PORTIONS of the academic instruction are leadership, map reading, and general subjects. The weight percentages are as follows:

◆ Drill and command	10 per cent
◆ Map reading	30 per cent
◆ General subjects	20 per cent
◆ Food svc & supply	10 per cent
◆ Leadership	20 per cent

The total amount of classroom time is 130 hours of which 47 hours are dismounted drill and six hours utilized "running" the confidence course.

WHILE TEAMWORK by the candidates as a group is encouraged, each candidate must demonstrate his own ability to meet school standards. The WOC may receive help from his classmates after duty hours, but for a presentation in dismounted drill, physical training, or an examination he is strictly on his own. It is his performance at this time that counts; all work, written or oral, is graded.

A TYPICAL DAY

A TYPICAL DAY starts at 0430 hours when the candidate first sergeant wakes the students. Immediately after reveille at 0500 hours, the candidates move to the physical training area and the class commander gives them 15 minutes of physical training and a short run. After morning mess, the last few details to prepare the barracks for inspection and police call are accomplished. Classes start at 0730 and last until 1630 with an hour break for the noon meal.

AT 1630 the candidates are released to change into Class A uniform to stand retreat at 1700. During this retreat formation the candidates are inspected and are graded by the tactical staff for their per-

formance in command positions. These inspections usually last 30 minutes. From 1830 to 2030, Monday through Friday, there is a mandatory two-hour study period which is supervised by a member of the Training & Evaluation Division. Sleep usually comes easy after the day's regime.

"DEMANDING AND DIFFICULT"

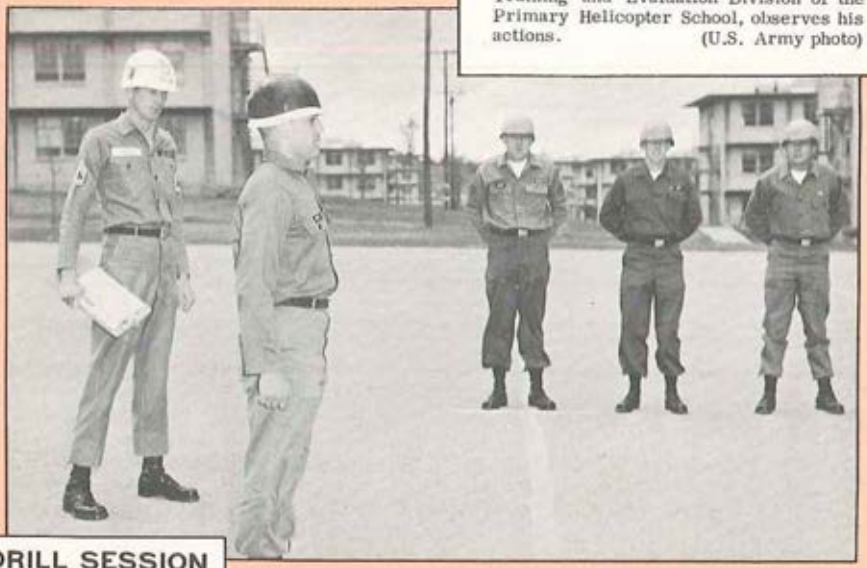
FROM THE FOREGOING it may be seen that the preflight indoctrination course is rather demanding and difficult. However, it is not without its lighter moments. For example, an old and honored tradition which started with the first classes of warrant officer candidates is still carried on. This is the traditional burial of some unauthorized object (animal, vegetable, or mineral) which was found during an inspection of WOC barracks. On the Saturday preceding the final week of preflight training, a full scale military funeral is given "the deceased."

THE LAST TWO VICTIMS falling prey to the Tactical Staff were WOC Sneak E. Snake (a rubber snake) and WOC Bladestall McSpud (a potato). They, like their predecessors, were interred in "Butt Hill Cemetery." These funerals have proved to be an excellent morale builder as well as a training vehicle for identifying and developing organizational talent of the candidates.

THREE WOC CLASSES with a total of 184 candidates entered training in FY 1962. Of this number, 163 completed the four weeks preflight indoctrination course. This data indicates that approximately one of each nine enlisted men reporting for training as warrant officer aviators will be eliminated before entering the flight phases of the program.

WE CONSIDER that the present system of preflight indoctrination training has been effective and is serving its intended purpose. The attrition rate has been high, but so is the requirement: Train men who qualify to meet the Army aviation motto, "Above the Best."

A WOC Class Commander for the day tries his hand at putting his classmates through a dismounted drill session, as SFC Harry D. Edgin, Tactical NCO of the Training and Evaluation Division of the Primary Helicopter School, observes his actions. (U.S. Army photo)



DRILL SESSION


chinook
PROGRESS
U.S. ARMY 12408

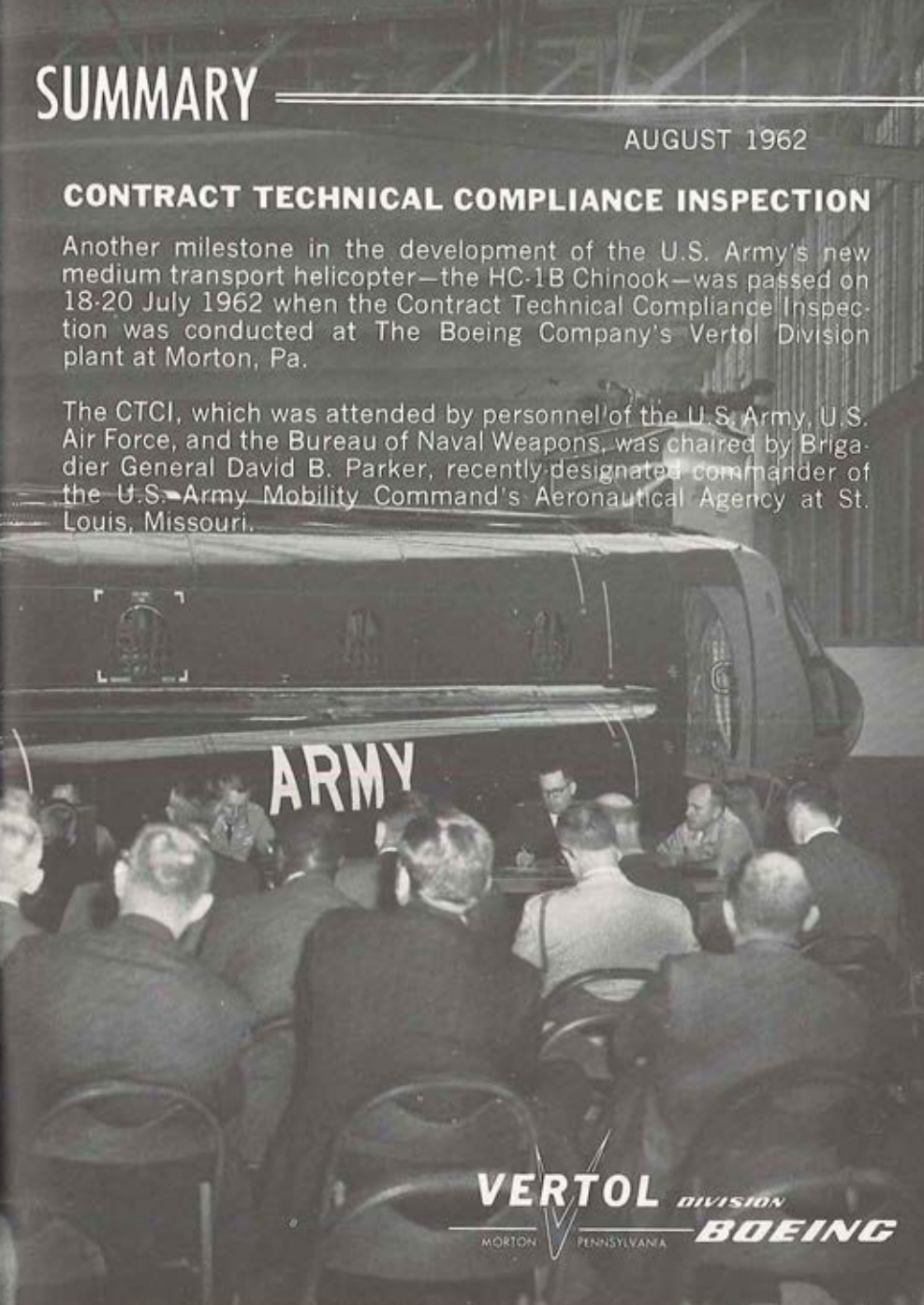
SUMMARY

AUGUST 1962

CONTRACT TECHNICAL COMPLIANCE INSPECTION

Another milestone in the development of the U.S. Army's new medium transport helicopter—the HC-1B Chinook—was passed on 18-20 July 1962 when the Contract Technical Compliance Inspection was conducted at The Boeing Company's Vertol Division plant at Morton, Pa.

The CTCI, which was attended by personnel of the U.S. Army, U.S. Air Force, and the Bureau of Naval Weapons, was chaired by Brigadier General David B. Parker, recently designated commander of the U.S. Army Mobility Command's Aeronautical Agency at St. Louis, Missouri.



POWERFUL NEW EYES FOR THE CANADIAN FOURTH BRIGADE

West Germany: CH-112 light helicopters operate in the vanguard of the 4th Canadian Infantry Brigade. As in combat missions, the CH-112's frequently maneuver below treetop level serving as the aerial eyes for the Canadian ground command along the East German frontier.

For this tough "nap-of-the-earth" flying, the Canadian Department of Defence selected the most powerful military helicopter in its class. Its commercial counterpart, the Hiller 12E, has become the first choice for government and commercial use in fourteen nations on six continents.

For the full story on the Hiller growth-planned family of helicopters — the H-23D, H-23D-1 and H-23F, write us: HILLER, 1350 Willow Road, Palo Alto, Calif.

IT'S TIME TO POLL ON AAAA AWARDS

SUSPENSE DATE:
SEPTEMBER 1, 1962

ARMY AVIATION ASSOCIATION

THE OUTSTANDING AVIATION UNIT AWARD

■ GENERAL

Established in 1960, the "Outstanding Unit Award" is sponsored by the Hughes Tool Company - Aircraft Division of Culver City, California, and is presented annually to a unit that has, as an organized unit effort, demonstrated an outstanding capability of aircraft in furtherance of the Army mission, over and above the normal mission assigned to the unit.

■ ELIGIBILITY

Any active U.S. Army or Army Reserve Forces aviation unit, group, or organization is eligible for this Award.

■ BASIS FOR AWARD

While it is recognized by the sponsors and the National Awards Committee of AAAA that many Army aviation units demonstrate an outstanding capability of aircraft in furtherance of the Army mission, the unit nominated for this Award must have demonstrated clearly that the unit achievement or achievements for which it has been nominated are accomplishments OVER AND ABOVE THE NORMAL MISSION ASSIGNED TO THE UNIT.

■ DOCUMENTATION

Documentation in support of a nomination for the "Outstanding Unit Award" should include the name of the unit, the name of its commanding officer or chief, the present assignment or official address of the unit, and a brief outline of the reasons for the unit's nomination for this Award.

Supporting documents should be typed. Tabs should not be employed so that the documentation may be photo-copied for individual review by the six-member National Awards Committee.

■ RETENTION OF AWARD

The "Outstanding Unit Award," a large, handsome silver trophy, is engraved with the name of the winning unit and is retained by the unit until the time of the next Annual Meeting of AAAA. At that time, an engraved silver ladle is presented to the unit for permanent retention.

■ ATTENDANCE

The Association will arrange to have representatives of the outstanding unit attend the presentation ceremonies by coordination with the appropriate military authorities. The Commanding Officer of the unit and an appropriate number of unit representatives will be guests of the Association at all Annual Meeting functions.

■ PREVIOUS WINNERS

In 1960, the First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), Fort Carson, Colorado, received the first "Outstanding Unit Award." Lt. Colonel Robert F. Tugman, the unit's commanding officer, accepted the trophy from Lt. General John C. Oakes, Deputy Chief of Staff for Military Operations, Department of the Army, on behalf of the personnel of his unit.

In 1961, the 937th Engineer Company (Aviation) (Inter-American Geodetic Survey), Fort Kobbe, Canal Zone, received the "Outstanding Unit Award." Lt. Colonel Jack W. Ruby, the unit's commanding officer, accepted the trophy from General George H. Decker, Chief of Staff, U.S. Army, on behalf of the personnel in his unit.

◆ ◆ ◆

A photo of the "Outstanding Aviation Unit Trophy" appears on the previous page.

THE ARMY AVIATOR OF THE YEAR AWARD

■ GENERAL

Established in 1959, the "Army Aviator of the Year Award" is sponsored by the Army Aviation Association of America and is presented annually to an Army Aviator who has made an outstanding individual achievement in Army aviation during the previous April 1-March 31 period. The Award, a handsome sterling silver cigarette box, is presented to the Awardee at the Annual Meeting of the AAAA by the National President.

■ ELIGIBILITY

A candidate for this Award must be a rated Army Aviator in the active U.S. Army or in the Army Reserve Forces, and must have made an outstanding individual achievement in the period specified. Membership in AAAA is not a requirement for eligibility.

■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or position, the name of his organization, his address, and a brief outline of the reasons for his nomination for this Award. A photograph of the nominee should accompany the documentation.

Supporting documents should be typed. Tabs should not be used in that the documentation will be photo-copied for individual review by the six-member National Awards Committee.

■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate military or corporate authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions.

■ PREVIOUS WINNERS

In 1959, Captain James T. Keer, assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., received the first "Army Aviator of the Year" Award.

Chief Warrant Officer Clifford V. Turvey, assigned to the U.S. Army Aviation Board, Fort Rucker, Ala., received the "AA of the Year" Award for the year 1960.

In 1961, Chief Warrant Officer Michael J. Madden, assigned to the U.S. Army Transportation Board, Fort Eustis, Va., was named "Army Aviator of the Year."

1961 WINNER

CWO Michael J. Madden of the U.S Army Transportation Board, Fort Eustis, Virginia, receives the 1961 "Army Aviator of the Year Award" from Colonel Robert M. Leich, right, National Awards Chairman of AAAA, for his outstanding performance as officer-in-charge of aviation for the '60 cross-Greenland helicopter flight.

Hughes makes news in rotary wing flight!

Hardly more than a generation ago, practical rotary wing flight was largely a promise.

Since just after World War II, when the Hughes Tool Company/Aircraft Division embarked on helicopter development, the industry has grown more capable of meeting the need for new and better craft.

However, the contributions the rotary wing industry can make are just beginning. These examples of Hughes Tool accomplishments, and its plans for the future, demonstrate this fact. For, today, rotary wing flight holds the promise of revolutionizing man's transportation patterns.

The Hughes Tool Company/Aircraft Division is putting all of the ingenuity, skill and resources at its command into making that promise a reality.

The Hughes XH-17—First Large Pressure-Jet Flying Crane. Capable of lifting 47,000 lbs., the XH-17 proved the feasibility and the advantages of jet power for rotary wing craft. Built and demonstrated at the Hughes Tool Company/Aircraft Division facilities in Culver City, California, the XH-17 flew numerous tests from 1952 through 1955. This invaluable experience—in the techniques of jet engine installation, in the design of complex ducting, in the development of pressurized structures—has led to several new Hughes advancements in turbine powered craft.

The HO-2 Met or Exceeded All Guarantees. Designed specifically to meet the Army's need for a low-cost, light two-place helicopter, the HO-2 prototypes were outstanding demonstrations of Hughes Tool Company capabilities. With a high power to weight ratio, small rotor diameter, rugged structure and over-all simplicity and integrity of design, the HO-2 easily met or exceeded all guarantees.

New Hughes 269A Cuts Commercial Helicopter Costs in Half. Now in volume production at Culver City, the Hughes 269A has met with immediate commercial success. At the low cost of $22,500 and delivering top performance at a 13¢ per mile cost, the 269A fills an important civilian transportation need. Owners praise the 269A's 360° visibility, its very high maneuverability, responsive controls, unusual stability and ability to get in and out of small areas.

The HO-6—4-Place LOH for the U.S. Army. Winner of a development contract in the Army's Light Observation Helicopter program, Hughes Tool will deliver several HO-6 prototypes for evaluation. The HO-6 will have forward speeds in the 140 m.p.h. class. Its payload will exceed 1,000 lbs. Its compact size, small rotor diameter and folding blade features will enable it to operate from tight quarters and provide for easy concealment. Taken together, the HO-6's capabilities promise exceptional performance over the mission spectrum, from combat recon through logistic support.

Hughes 4-Place, Turbine-Powered 369 Civilian Helicopter. Adapted from the Hughes Tool Company's HO-6 design for the Army, the 369 would fill the important need for a low-cost 4-place helicopter for civilian use. It would offer the same high speeds and high load capacities as the HO-6. And compact size would allow more efficient operation for all types of applications.

Revolutionary Hot Cycle Rotor System. Proven in recent 60-hour tests, this Hughes Hot Cycle Rotor System ducts the exhaust from the gasifier section of a T-64 turbine through the rotor blades. This extremely simple and efficient pneumatic propulsion system results in favorable payload to weight ratio, lower over-all operating costs and new ease of maintenance.

Hughes Hot Cycle-Powered "Flying Crane." Utilizing Hughes advanced propulsion system, this flying crane configuration could transport a payload of twenty tons for short flights. The performance advantages of the Hot Cycle Rotor System make this concept highly feasible—providing a lighter, more easily maintained, more efficient flying crane.

The Hughes Military Compound Jet VTOL Transport. This advanced VTOL concept utilizes the efficiencies of the Hughes Hot Cycle Rotor System to their fullest advantage. For lift, the hot gases are expelled from the blades. For maximum speed in forward flight, the hot gases are diverted from the blades to two ducted fan propulsion units located on the fuselage. This compound configuration allows an aircraft weight of just 13,000 pounds with a correspondingly high 5 ton payload, 500 nautical mile radius capability. Other advantages of such a military VTOL would include: self-deployment with a ferry range of 2,500 nautical miles, high cruise speed of 250 knots, multimission flexibility, low maintenance needs and lower cost operation due to the elimination of mechanical complexities.

Outstanding Design and Production Capability. At Culver City, California, the Hughes Tool Company/Aircraft Division has one of the industry's most complete rotary wing facilities—now producing Model 269A helicopters at a one per day rate in its over 400,000 square foot manufacturing area.

The Hughes Tool Company/Aircraft Division has the imagination, the experience, and the production capabilities which will help keep it a leader in the rotary wing world of tomorrow.

Hughes Tool Company
Aircraft Division, Culver City, California

THE JAMES H. MCCLELLAN AVIATION SAFETY AWARD

■ GENERAL

Established in 1959, the "James H. McClellan Aviation Safety Award" is sponsored by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, a former Army aviator who was killed in a civil aviation accident in 1958. Mr. Howard E. Haugerud, a former National Vice President of AAAA and the present Deputy Under Secretary of the Army, is President of the foundation that administers this Association award. The award is presented annually to the person who has made an outstanding individual contribution to Army aviation safety during the previous April 1-March 31 period. A large, handsome trophy, the Award is presented to the Awardee at the Annual Meeting of the AAAA.

■ ELIGIBILITY

Any individual, military or civilian, is eligible as a nominee for this Award. Membership in AAAA is not a requirement.

■ BASIS FOR AWARD

The Award is based on an "individual" contribution to Army aviation safety, such as a broad technical achievement, an operating procedure, an aircraft or equipment modification with broad safety implications, etc. It is recognized by both the donors and the National Awards Committee that a safety achievement may result from the development, planning, and implementation activities undertaken by several individuals, or several agencies. Every effort should be made, however, in documenting a nomination, towards pinpointing the single individual primarily responsible for such an improvement, since only one award will be given to one individual, in accordance with the original intent of the donors who established the Award. The Award is NOT intended to be given for competitions between units for safe flying, etc.

■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or job title, the name of his organization or firm, his address, and a brief outline of the reasons for his nomination for this Award. A photograph of the nominee should accompany the documentation.

Supporting documents should be typed. Tabs should not be used in that the documentation will be photo-copied for individual review by the six-member National Awards Committee.

■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate military or corporate authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions, with the Association providing suitable RON accommodations for them prior to the Annual Meeting.

■ PREVIOUS WINNERS

In 1959, Lt. Col. (then Maj.) Arne H. Eliasson, assigned as the Chief of the Aviation Safety Division of Headquarters, Seventh U.S. Army, APO 46, New York, N.Y., received the "James H. McClellan Aviation Safety Award."

Colonel John L. Inskeep, Commandant of the U.S. Army Primary Helicopter School, Camp Wolters, Texas, and Mr. Raymond L. Thomas, General Manager of the Southern Airways Company operation at this facility, jointly received the 1960 Award.

ANNUAL HONORS LUNCHEON

THE AVIATION SOLDIER OF THE YEAR AWARD

M/Sgt. Robert R. Young, left, receives the 1961 "Aviation Soldier of the Year" Award from Secretary Elvis J. Stahr.

■ GENERAL

Established in 1961, the "Aviator Soldier of the Year Award" is sponsored by the Hiller Aircraft Corporation of Palo Alto, California, and is presented annually to the enlisted man serving in an Army aviation assignment, who has made an outstanding individual contribution to Army aviation during the previous April 1-March 31 period. The Award, a handsome sterling silver cigarette box, is presented to the Awardee at the Annual Meeting of the AAAA by a distinguished Army dignitary. In 1961, Secretary of the Army Elvis J. Stahr, Jr., presented the first Award to Master Sergeant Robert R. Young, Flight Operations Chief, S-3 Division, Army Airfield Command, U.S. Army Aviation Center, Fort Rucker, Ala.

■ ELIGIBILITY

A candidate for this Award must serve in an Army aviation assignment in the active U.S. Army or in one of the Army Reserve Components. Membership in AAAA is not a requirement.

■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or position, his address, a photo (for publicity purposes), and a brief outline of the reasons for his nomination, to include: his duty assignment in the unit, a description of his outstanding contribution or contributions made to Army aviation during the period specified, his years of service, his number of years in the Army aviation program, his attendance at service schools, and his character, disciplinary, and proficiency ratings.

Supporting documents should be typed. Tabs should NOT be used in that documentation will be photo-copied for review by the six-member National Awards Committee.

■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate U.S. Army authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions, with the Association providing suitable RON accommodations for them prior to the Annual Honors Luncheon.

■ PREVIOUS WINNERS

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief of the Airfield Operations Command, Ft. Rucker, Ala., received the "Aviation Soldier of the Year Award." The presentation was made by the Honorable Elvis J. Stahr, Jr., Secretary of the Army.

NEW DESIGN FEATURES OF THE CHINOOK

BY
TRUXTUN R. BALDWIN
OFFICE,
CHIEF OF TRANSPORTATION

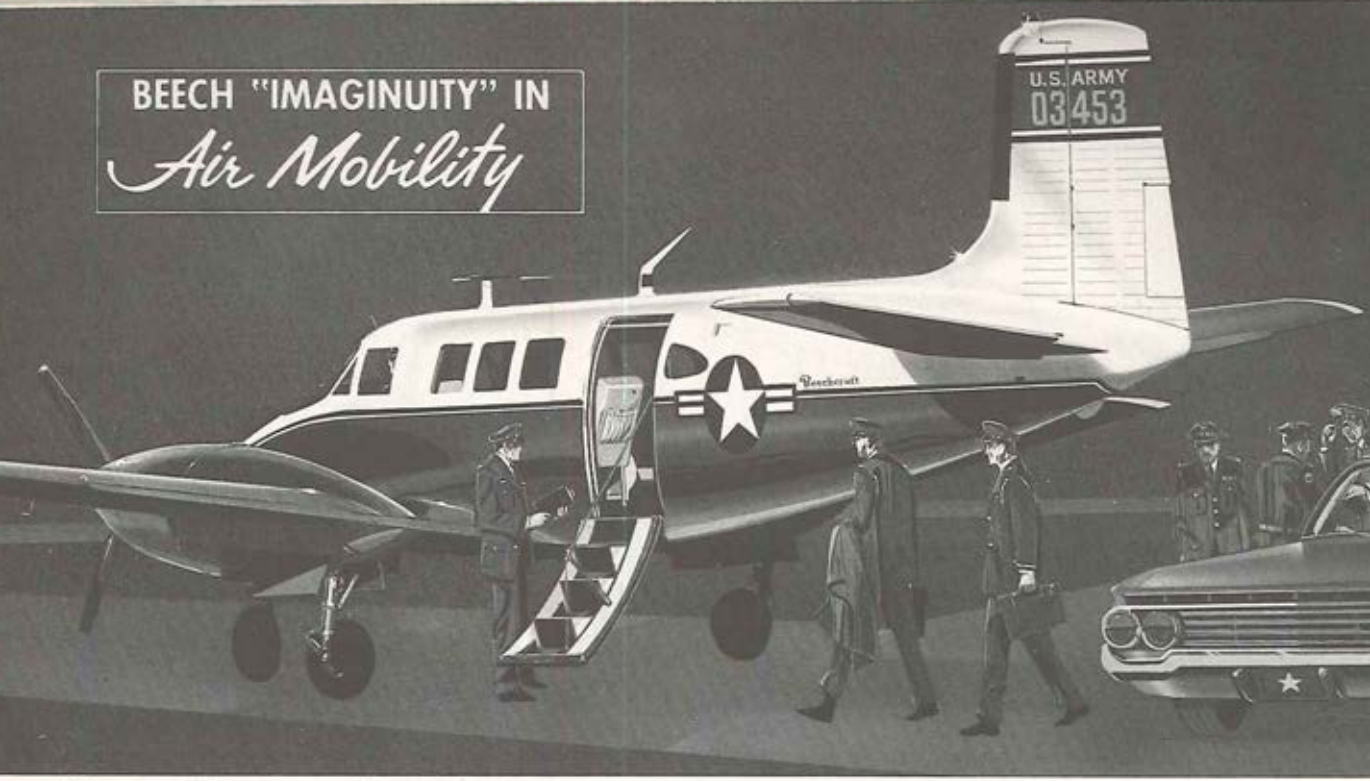
THE HC-1B "Chinook" helicopter will be delivered to Army service test organizations in the summer of 1962 and delivery to troop units will follow in the fall. Introduction of this aircraft will, in turn, introduce to the field many features new to Army production helicopters.

SOME of the more apparent innovations with the Chinook are its twin gas turbine engines, rear ramp loading, and quadricycle gear. By its size and shape, the Chinook foretells its increased payload capacity, over seven tons, and its emergency water landing capability. The unobstructed thirty-foot cargo compartment will accommodate each of the seven packages of the Pershing missile system and the aircraft can be made fully amphibious by the incorporation of a kit.

SUBSYSTEMS REVIEWED

THIS ARTICLE will examine the major subsystems of the helicopter for design features which will be new to the field elements and will discuss some of the technical and operational advantages which are anticipated from these features.

THE CHINOOK has been designed to be self-sufficient in the field independent of external hydraulic or electrical power ground support equipment. The aircraft



Versatile Beechcraft L-23F:

Economical way to "double time" the movement of key men and materiel

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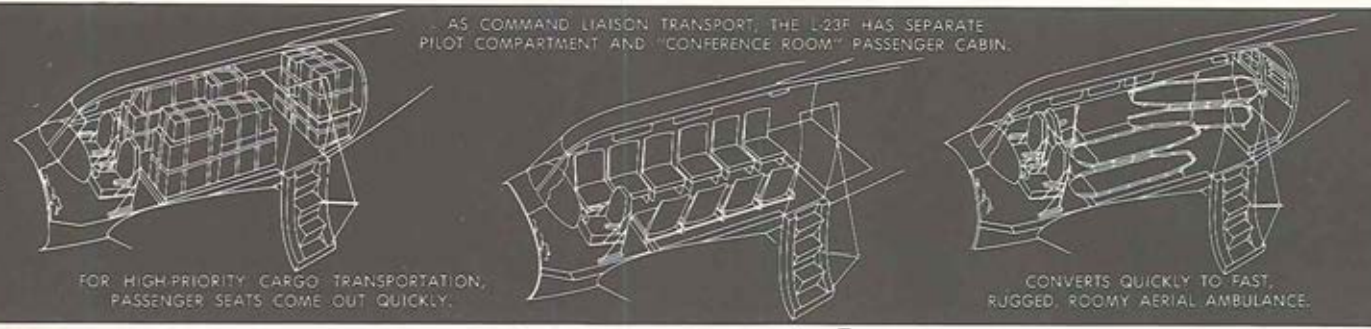

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has a utility hydraulic system which is completely independent of the two main flight control hydraulic systems. This utility system, in addition to powering the wheel brakes, rotor brake, utility winch, cargo hook, and cargo ramp, is unique in that it also provides power for main engine and APU starting. All three hydraulic systems are 3000 psi class, except the starting circuits of the utility system which are 4000 psi.

THE UTILITY SYSTEM incorporates an accumulator and hand pump by which the APO can be started throughout the helicopter's operating temperature range of minus 65 degrees F to plus 125 degrees F. The airborne APU is a gas turbine engine as are the main engines. Upon starting the APU, the hydraulic starter motor becomes a pump to drive the accessory section mounted on the mid-transmission. The main engines can then be started, also by hydraulic power. The flight control and electrical systems can be checked out without having to start the main engines or engage the rotors.

HYDRAULIC STARTING

THE CHINOOK'S novel hydraulic starting feature makes use of the otherwise required utility hydraulic system, thereby reducing the capacity and weight of the electrical system and eliminating the aircraft's dependence upon a large battery. The small eleven ampere hour battery is sized by ignition requirements of the APU and the lighting and emergency power circuits.

THE HC-1 is the first Army production helicopter with a dual alternating current electrical system. Primary electric power is generated by two 20 KVA, 400-cycle, self-cooled alternators. A primary a.c. system has advantages over a d.c. system because it delivers more watts per pound of system weight and employs induction motors instead of d.c. brush-type motors. Secondary d.c. power is provided by two 28-volt 200-ampere transformer rectifiers. This type of conversion is much more efficient than rotary inverters.

THE FLIGHT CONTROL SYSTEM contains an integral, dual, electro-mechanical stability augmentation system which permits short term hands-off flight by stabilizing the aircraft about the pitch, roll, and yaw axes. Instrument flight is thereby greatly facilitated. This system is installed in series with the primary control system, thereby eliminating undesirable forces and motions from being fed into the flight controls and permitting only limited authority over the helicopter which the pilot can overcontrol, if necessary.

ANOTHER UNIQUE FEATURE of the control system is an automatic speed trim actuator which programs longitudinal cyclic pitch changes with air speed. This feature maintains a positive stick gradient and a near-level fuselage attitude throughout the cruising speed range. A level fuselage attitude minimizes the frontal drag area and contributes to the 130-knot cruise and 160-knot V-Max airspeeds.

CARGO HANDLING

THE HC-1'S cargo handling equipment consists of two dual purpose units, a cargo hook and a utility winch. The cargo hook is integrally designed for mounting on a carriage and curved beam assembly so that the line of action passes slightly below the CG, thus minimizing the load-induced rolling moments. The hook can also be used for light air-to-ground towing. For heavy tow loads, the hook can be "quick-disconnected," moved aft on the helicopter, and mounted in a position specifically designed for this purpose. The utility winch has a two-speed gear train which produces a 3000-pound cable pull at 20 feet per minute for cargo loading or a 600-pound pull at 100 feet per minute for rescue operations through the cargo floor hatch.

A TRANSMISSION SYSTEM which far exceeds the capacity of other production helicopters and is designed to absorb the full 4400 HP military power of both engines at sea level standard conditions is characteristic of the Chinook. The engine nose gear boxes are interchangeable, right to left. The rotor system incorporates oil

lubricated bearings which reduce corrosion, eliminate greasing, and permit one lubricant (Spec. MIL-L-7808) throughout the engine transmission and rotor systems. The rotor blades incorporate provisions for a chemical anti-icing system which was chosen over an electrical system because of lower system weight when considering short-time operations.

OTHER NOVEL CHARACTERISTICS are not confined to the mechanics of the design alone but further affect the operational aspects. For example, new pilot techniques are required in landing, taking off, and ground operations due to the brakes being incorporated in the forward wheel assemblies. Parking brakes are also incorporated in the aft gear which is full-swivelling and kneels to reduce overhead height to seventeen feet, as required for hangar deck accommodation.

COMPLEX, BUT RUGGED

ALTHOUGH the Chinook is a complex aircraft, it is emphasized that rugged Army reliability and maintainability criteria were incorporated in the design of each subsystem. All components are designed for 1200-hour overhaul intervals and 3600-hour retirement lives. Field service maintenance personnel participated in the detail design stage of the development to insure ease of maintenance features. A comprehensive product improvement program has already been initiated.

THE FOREGOING advance and more efficient design features require considerable development effort, and some wrinkles or bugs will need to be ironed out when the aircraft first becomes operational. The activities engaged in the development of this helicopter are doing their utmost to provide as unrestricted and trouble-free an aircraft as is possible. In order to cut lead-time to a minimum, the Chinook has been put into production without the customary time period allotted for an orderly development cycle. Engineering tests, service tests, and crew transition training will overlap and continue as concurrent efforts.

TEC FACILITY

Brig. Gen. William F. Ryan, left, CG, Test & Evaluation Command of the Materiel Developments & Logistical Command, looks over the new HC-1B Chinook during a recent visit to the U.S. Army Aviation Board. With Gen. Ryan are Maj. Claude E. Hargett, project officer, and Col. John L. Rowan, acting president of the Board. The Aviation Board became a part of TEC on July 1.

FOR THIS REASON, the helicopter wil not be initially released for overload gros weight operations and will have temporar restrictions before the flight envelope i fully expanded. The remaining develop ment effort has been budgeted and pro grammed, however, and all developmen activities associated with the Chinoo helicopter are confident that it will mee with early user enthusiasm and accept ance.

L-19 Observation-Utility Plane

CH-IC Rotary Wing Aircraft

U-3B Light Twin Transport

T-37 Jet Trainer

USABAAR AND YOUR ACCIDENT PREVENTION PROGRAM

RECENT comments and questions indicate that some Army personnel are not familiar with the United States Army Board for Aviation Accident Research and the role USABAAR plays in the accident prevention program - YOUR accident prevention program.

THIS will be a brief explanation of what USABAAR is and how it operates to help YOU prevent aircraft accidents. Brigadier General Delk M. Oden, Director of Army Aviation, defined our mutual goal with this philosophy:

"OUR accident prevention program must not restrict the basic role of organic aviation. We dare not inhibit our operations by unwarranted or arbitrary regulations. We must concentrate our efforts toward positive means of raising our professional standards and increasing our combat capabilities. Our objective is twofold - to reduce aviation accidents to zero, while allowing the aggressive accomplishment of our mission."

WHAT IS USABAAR?

USABAAR is a Class II activity of the Deputy Chief of Staff for Military Operations. As outlined in AR 15-76, the mission of USABAAR is to conduct research of aviation accident experience, particularly Army experience, in order to determine personnel or materiel deficiencies in Army aviation which result in non-combat loss. Based on analyses of this research, the Director of USABAAR is required to recommend to the Director of Army Aviation appropriate action to enhance the durability, reliability, and efficiency of Army aviation. The activities of USABAAR do not conflict with those of safety directors at any given echelon of command. The Army safety program and USABAAR share common objectives.

TO ACCOMPLISH its mission in the most effective manner, USABAAR is divided into five major divisions. These are the Administrative Division, Investigation Division, Education and Literature Division. Liaison Division, and Analysis and Research Division. The A&R Division is

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Doughty veteran of
Korea, and still serving.

1951 The U-1A OTTER
Sturdy workhorse of the
U.S. Army.

1958 The AC-1 CARIBOU.
32 Troop/3-ton Cargo
STOL Utility Transport.

further divided into Automatic Data Processing, Operations and Training, Engineering, and Human Factors Sections.

THE Administrative Division performs administrative, supply, and fiscal requirements essential to the operation of the organization.

INVESTIGATION DIVISION

AVIATION accident research is completely dependent on thorough accident investigation and accident reporting. The Investigation Division conducts investigation of Army aircraft accidents of unusual significance. Defined, an accident of unusual signficance is one in which (1) the aerodynamical behaviour of the aircraft is such that there is no known precedent, or (2) the cause factors confirm previously suspected but unconfirmed causes, or (3) unusual public interest may be aroused, or (4) information may be gained which would contribute to special studies in aviation safety. Teams from this division are immediately available for investigation assistance to commanders of major commands, Chief, National Guard Bureau, and commanders of Class II installations.

THE VALUE of thorough and complete aircraft investigations cannot be overstressed in building an effective accident prevention program. Army aircraft accident investigations have improved rapidly as graduates of the U.S. Army Aviation Safety Course at the University of Southern California have taken their places in Army units around the world. DA Pamphlet 95-5, "Handbook for Aircraft Accident Investigators," has also contributed to the improved quality of accident investigations. The first revision of this pamphlet was published 1 October 1961.

THE Investigation Division works closely with the Education and Literature Division in promulgating and disseminating a continuous education program designed to improve the quality of Army-wide aircraft accident investigations.

LIAISON DIVISION

USABAAR maintains contact with other similar military and civil agencies. Certain areas of similarity between the flying of the other services and civil aviation make close liaison with these agencies a valuable source of accident prevention information.

ONE Army representative is stationed with the U.S. Air Force Directorate of Flight Safety, Norton Air Force Base, California. Another representative is stationed with the U.S. Naval Aviation Safety Center, Norfolk, Virginia. These officers collect, evaluate, and exchange information.

THE Army representative stationed with DFS monitors the Army Aviation Safety Course at the University of Southern California. He reviews the curricula, supplies instructors with USABAAR Education and Literature Division material, and provides administrative support for students. This ten week course is devoted to training

officers in aircraft accident investigation techniques and accident prevention.

USABAAR officers also participate in contractors' technical mock-up inspections, conduct special studies of accident prevention prpgrams, and keep up-to-date on the activities of other agencies.

ANALYSIS & RESEARCH DIVISION

THE Analysis and Research Division is the heart of USABAAR. Here, reports of all Army aircraft accidents are gathered, reviewed, coded, and microfilmed for permanent record.

THROUGH ANALYSIS, the A&R Division determines trends and accident potentials in the areas of operations, maintenance, weather, medical, supervision, training, personal equipment, and materiel. Isolating cause factors in these various fields, the Division provides recommendations for improvements.

BECAUSE of the wide-spread range and complexity of aircraft and supporting equipment, specialization is required to assure adequate analyses of accident producing problems. For this reason, the A&R Division is divided into four sections:

OPERATIONS & TRAINING SECTION

THE OPERATIONS and Training Section analyzes aircraft accident experience to determine where improvements can be made in: ◆ Procedures, operating practices and operating handbooks. ◆ School, unit and proficiency training curricula. ◆ Facilities.

AUTOMATIC DATA PROCESSING SECTION

THE Automatic Data Processing Section serves the other divisions and sections of USABAAR by providing machine data processing and analyses of aircraft accident experience. This section also prepares required statistical reports.

HUMAN FACTORS SECTION

THE Human Factors Section analyzes physiological and psychological factors in aircraft accidents to determine their influence on crew performance. From this, it develops recommendations for actions to be taken to reduce human error in Army aviation.

THE Human Factors Section also analyzes crash injuries to determine, in survivable accidents, how injuries were incurred or averted. From this, it develops recommendations for actions to be taken to delethalize Army aircraft in those accidents in which deceleration forces are within human tolerable limits.

(Continued on the Next Page)

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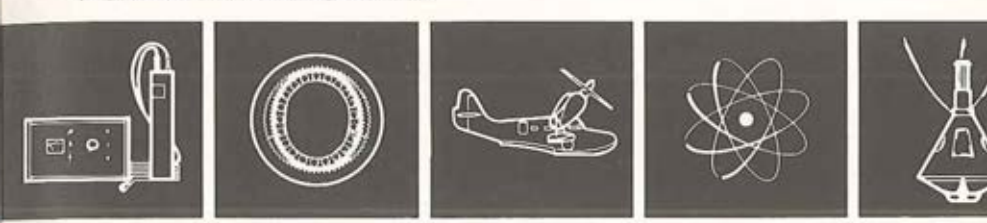
in hours, if necessary, Kaman can pull out the stops and initiate a production program to meet the most urgent defense



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ENGINEERING SECTION

THE Engineering Section analyzes aerodynamical, structural, systems and propulsion factors in aircraft accidents. From this, it develops the most productive areas for actions by appropriate agencies to improve the durability and reliability of Army aircraft.

PARAGRAPH 28 of DA Pamphlet 95-5 outlines the procedure for laboratory analyses of failed and suspect parts. When requests for such analyses are received, the Engineering Section determines their validity. If analyses appear justified, this section coordinates with Transportation Materiel Command to provide shipping instructions to the appropriate facility.

EDUCATION & LITERATURE DIVISION

THE Education and Literature Division is the voice of USABAAR. From information supplied by the other divisions and sections, it prepares aviation safety information and education material for Army-wide distribution. Among the items prepared by this division are statistical studies, aircraft accident prevention surveys, short talks for aviation safety officers, and accident investigation information.

SIXTEEN PAGES of the U.S. Army AVIATION DIGEST are reserved for USABAAR material each month. The Education and Literature Division uses this space to publish CRASH SENSE, TWX Excerpts, and articles of seasonal and topical interest.

THE Education and Literature Division acts as project agency for films on accident investigation and prevention. It supplies information to contract firms for publication of accident prevention material and edits the material prior to publication. Among these are Sense Pamphlets and Flight Safety Foundation General Aviation Safety Exchange Bulletins.

CAN USABAAR HELP YOU?

AFTER READING THIS, you may have questions that weren't answered in this brief description. Or you may want additional copies of a publication, or accident briefs and photographs to use in your prevention program. Perhaps you have an idea about how to improve the accident prevention program. If so, we'd like to hear from you. Please address your queries, comments, and suggestions to: Director, USABAAR, Fort Rucker, Alabama. Better yet, call us through the Ozark, Alabama exchange. Our number is PRospect 4-5131, extension 3410. Direct communication is authorized by AR 15-76.

WASHINGTON TO TEXAS

■ The longest ferry flight in the history of the U.S. Army Primary Helicopter School - a one-way trip of 2,200 miles - was completed on July 31 when two officers and nine instructor pilots of Southern Airways landed at Camp Wolters from Ft. Lewis, Wash., with nine H-23D aircraft. Maj. Mikles and Capt. Kenneth E. Yanamura, both of USAPHS, headed the 5-day cross-country flight that transferred the aircraft from the Wisconsin ARNG 32nd Infantry Division to the School. The group spent a total of 35 hours in the air in moving the H-23D's from Washington to Texas. ■■

BY
MAJOR KENNETH D. MERTEL
HEADQUARTERS, USCONARC

SIXTH U.S. ARMY AVIATION UNITS RATE "EXCELLENT"

A VISIT TO ANNUAL summer training locations in Sixth Army area provided an opportunity to see some of our Reserve Component Army Aviation units in action during the Annual Active Duty Training (ANACDUTRA).

CAMP ROBERTS, California was the scene of much activity for the Aviation Company of the 49th Infantry Division. This National Guard unit and its accompanying 449th Aviation Field Maintenance Detachment hails from Stockton, Calif. Aviation officer is Lt. Col. Robert L. Stimson, with company commander Maj. Warren D. Boyd. The unit advisor is Capt. Robert O. Hicks.

SUPPORTING the Reserve Component units at Camp Roberts is a regular Army unit, the 52nd Aviation Operating Detachment from Ft. Ord, Calif., commanded by Capt. Gene E. Vollmer. This unit was doing a fine job providing airfield support for the Guard and Reserve and is in excellent condition.

ACCOMPANYING the 49th Infantry Division Aviation Company and providing support was an Air Force California National Guard detachment of the 234th Mobile Communications Flight commanded by Capt. K. M. Allen. This unit included a GCA that was operated at the Camp Roberts Army Airfield, providing practice GCA approaches for the Army Aviators as well as very practical training for the Air Force unit. This is probably the first time that Army and Air Force National Guard units have joined forces at summer camp and supported one another in this excellent example of service unification.

THE HQ AND HQ DET, of the 338th Trans. Bn. commanded by Maj. Myrl A. Meyer and the 410th Trans. Co. (Med) commanded by Maj. Ralph L. Ballard were training at Fort Ord. These two Army Reserve units were doing an excellent job and were well supported by active units at Fort Ord. By the way, Fort Ord has a very fine

tower and GCA, as well as an excellently operated Army airfield. One item that may be of interest - this field has civilian TD that provides operating personnel for the tower, GCA, and operations under supervision of military personnel. Might give an idea to some of you trying to operate post airfields on a shoe string basis.

SEVERAL efficient active Army units are stationed at Fort Ord. The Hq and Hq Det of the 52nd Trans. Bn. is commanded by Lt. Col. Robert B. McPherson, who is also Post Aviation officer. Under this headquarters is the 17th Avn. Co. (FWLT), commanded by Capt. James F. Neeson; the 33rd Trans. Co. (LH) (H-21) commanded by Maj. Joseph E. Henderson; and the 52d Aviation Operating Detachment, previously mentioned. Also stationed at Fort Ord is the 152d Medical Air Ambulance Company, (NG), a unit called to active duty last Fall.

A FLIGHT into the Crissy Army Airfield at Sixth Army Headquarters, the Presidio of San Francisco is very interesting. Downwind takes you low over Alcatraz, a famous landmark in San Francisco Bay. The base leg parallels the Golden Gate Bridge with its tall columns disappearing into the clouds on a low ceiling day. No relaxing until you are parked and have cut the engine, for there is always a good cross wind and considerable turbulence.

THE 41ST Infantry Division Aviation Company, Washington and Oregon National Guard, participated in ANACDUTRA at Fort Lewis this year. Aviation Officer is Maj. John F. Campbell with the Company Commander, Capt. Ervin T. Osbourn. This unit is supported by the 441st Field Maintenance Detachment.

THE 41ST is one of the most outstanding reserve component aviation units I have been privileged to observe. They are well organized, responsive to orders and missions, and demonstrate a superior degree of unit spirit and pride. Military courtesy and discipline are superior and are equal to that demonstrated by most good regular aviation units. They have an interesting motto, "We will be outstanding - we will be happy". This motto is closely observed by all members of the unit, both EM and officers.

UNIT BIRTHDAY

The 91st Transportation Company recently celebrated its first year at Finthen AAF (Germany). Ex-CO's at the party were, l-r, Capts JH Mason, BA McGee, Jr., & HJ Tuggey; LCol OE Hicks; Majs GJ Boyle, III (present CO) & GD Crawford; Capts DC Wesner & AG Hannum; and CWO WJ Eustis.

CAKE-CUTTIN'

VIETNAM PARTY

Members of the Aviation Division of the U.S. Army Section, MAAG Vietnam, are shown in the process of celebrating the birthday of Lt. Colonel Raymond E. Johnson, Executive Officer of the Army Aviation Division. Col. Johnson's age? 39, of course! Shown left to right are Col. Delbert L. Bristol, Col. Johnson, Major Rufus L. Leggett, Lt. Colonel E.B. Blackman, Major Austin K. Veatch, and Capt. D.E. Hagler. (U.S. Army photo)

THE 41ST has an excellent program of recruiting outstanding young enlisted men and sending them to National Guard officer candidate school. After training is completed and commissions received, they attend initial entry Aviation training at USAPHS, Camp Wolters, or USAAVNS, Ft. Rucker.

I OBSERVE many of the finished products. They are highly motivated and competent young Army Aviators. Might be well to adapt this program to the active Army. How many qualified young EM in your aviation unit, battle group, or division have you tried to recruit for OCS and, eventually, Army Aviation wings? Once again, this can be a fertile field for individual recruiting and a partial solution to the continuing shortage of Army Aviators that plagues us all.

BOTH the 41st Aviation Company and the 4th Aviation Company, 4th Infantry Division, Ft. Lewis, commanded by Capt. John N. Brandenburg, run an excellent practical work survival course. Aviators receive extensive survival training and are required to develop and carry individual survival kits. At specific unannounced times, aviators in teams of two, are scheduled for a normal flight mission. Just prior to take off, the mission is cancelled and the two aviators are flown by helicopter to the survival area, deep within the forest and mountains. Here they remain for 48 to 72 hours and "survive".

THE PARTICIPANTS are only permitted to take with them the clothing they are wearing at the time, their personal survival gear if they are carrying it, and the survival equipment that might be in the aircraft they were about to fly. In addition, scraps or remnants of parachute silk and a first aid kit are provided. Their task for the next 2-3 days is building a shelter and procuring food from the abundant plant, fish, and animal life, and, of course, being concerned with general "survival."

CESSNA MODEL 411

Recently completing its first flight, Cessna's new executive twin (above), the Model 411, will undergo an extensive flight testing program during the ensuing months. Dwane L. Wallace, Cessna president, stated that the performance data and the marketing plans for the new aircraft would be revealed at a later date.

THE TRAINING has been enthusiastically received by both officers and flying crewmen in both units. Training is scheduled only during the late fall, winter, and spring periods in order to take advantage of the more realistic adverse weather conditions. The need for such training is self evident, due to continuous flight operations in the rugged mountain areas of Oregon and Washington. This type of survival training certainly enhances the aviator's ability and confidence in himself to survive, if ever the need arises. If you want particulars on this program write the Company Commander of the 4th Aviation Company or the Aviation Officer, Lt. Col. James D. Kidder.

GRAY AAF at Fort Lewis is quite unique in at least three respects. First, it is probably the busiest Army Airfield west of the Mississippi; second, it is the only Army Airfield that I have ever seen with an Air Force F-106 sitting on the ramp. Yes, he arrived there under his own power and took off again, after remaining overnight. Last, it has an Army-operated GCA that received a large amount of air traffic from both Navy and Air Force as well as Army. The GCA unit, under the command of M/Sgt. Wallace E. Vaught, is also used to talk down all types of aircraft, including KC-135's and Boeing 707's. These latter types execute a missed approach at 400 feet and do not land. The airfield is well operated and supervised by M/Sgt. Robert Mangum, Operations NCO, and Maj. John D. Gillipsie, Operations Officer. Congratulations to both of you for outstanding and professional 24-hour-a-day operations.

A WORD about ground duty aviators at Ft. Lewis. One battle group of the 4th Division has 3 rifle companies commanded by ground duty aviators. In addition, one Lieutenant is Exec Off of another rifle company; a Captain is S-1 of the battle group; a Captain is S-2; a Captain is S-4 and another Captain is assistant S-4; all ground duty aviators. All are performing an excellent job and to quote the Battle Group Commander, "I'll take all of the aviators I can get". His battle group is among the best in the division. Any question about the competance of Army Aviators on ground duty assignments?

USAREUR REPORT

BY COL. J. ELMORE SWENSON
HEADQUARTERS, USAREUR

WELL, the inevitable has happened! The time has come for this writer to depart on PCS to the good old United States. So, a brief summary of Army aviation events hereabouts during the past year, and future considerations from a personal viewpoint, appear appropriate.

ONE MILESTONE in USAREUR aviation activities was carrying out the aviation responsibilities for aviation elements of the MAAGS and MISSIONS. This chore was a substantial staff load from a geographical standpoint for the Operations Division, Headquarters, USAREUR. Notwithstanding this, a great deal of good was done for the aviation people in the remote areas of the Middle East. Substantial assistance is still needed there, but it must come from the Department of the Army.

THE MAJOR NEED is suitable aircraft, namely the Caribou and L-23F aircraft to replace the L-20 and L-23D aircraft which are inadequate for year around operations in that part of the world. This change is also required for the 64th Topo Bn. as well as scattered aviation elements operating throughout the Middle East and remote areas elsewhere that are not under USAREUR monitorship.

IN THIS SAME SPHERE of operations, consideration should further be entertained by the Department of the Army to the problem of attaining better organization and control of these various small, yet important aviation units spread around the globe. The business of Army aviation in the transportation role in these areas will be increasing in nature with the expansion of the Army's worldwide combat posture.

AS THE STRUCTURE now stands, many of these detached aviation elements fall within the jurisdiction of one or more distant headquarters; others come under the direct control of the Department of the Army. Regardless, the lines cross with little or no overall coordinated control.

YEAR'S NOTABLE EVENTS

DURING the past year a monthly award for the GCA team with the highest number of runs was initiated by USAREUR Headquarters as an incentive for maintaining top proficiency. The award was presented to the 3rd Aviation Company, Kitzingen AAF, Germany, for the 302 instrument approaches made during April. Major General Edgar C. Doleman, DCSOPS, Headquarters, USAREUR, formally turned over the brass plaque to the team during a ceremony held in Heidelberg, Germany.

ANOTHER EVENT was the 100 helicopter operation staged by the Seventh Army Aviation Group for Exercise Longthrust IIA. This heliborne operation was the largest one executed to date.

ALSO not to be forgotten was the successful AAAA meeting held at Garmish, Germany during 23-24 February 1962.

The get-together was hosted by Lt. Col. Henry H. McKee, CO of the 8th Trans. Bn (Hel.), who is soon to be CO of the Seventh Army Aviation Group.

HU-1B AND AO-1 INTRODUCED

A SIGNIFICANT BOOST to USAREUR aviation during the last 18 months has been the introduction of the HU-1B and AO-1 aircraft in the theater. The HU-1B aircraft, of course, have been operational for many months and they are extremely popular, especially with the senior commanders. True, certain major maintenance and supply problems still plague the support system, but they should be alleviated by early 1963.

ALTHOUGH initially off to a hesitant start, the AO-1 aircraft are now operational. Several revisions to the introductory programming plan were necessary before the Mohawk aircraft became a functional asset to the USAREUR fleet. As with the HU-1B, similiar support problems confronted the Mohawk craft. These shortcomings of spare parts, special tools, and austere black box support are to be expected with any newly introduced aircraft into the theater inventory.

DIFFERENCE IN OUTLOOK

THE FOREGOING throes naturally bring to light once again the existing difference in outlook between the operations and the logistics side of the General Staff when new major items of equipment are being introduced. The Ops people always want the new equipment shipped immediately and issued promptly to the field; the incidentals can catch up later. On the other hand, the Log people want the complete back up capability lined up and primed to go long before the new major components arrive.

THE MOHAWK AIRCRAFT did not escape this age old hassle of operations versus logistics and a lot of credit for the successful introduction of this aircraft must be given to the cooperative efforts of the Grumman International representatives. From the start Harry Shultz, head of the Tech Reps, effected the initial on-the-spot liaison here in Europe. Following swiftly were Michael Bouvier, Foreign Sales Manager, and Herbert R. Crawford, Vice-President and General Manager, and his visiting entourage from the Grumman factory who opened up some valves on the CONUS side to help perk up the program.

THE MOS STRUCTURE

LEARNING from the past, this headquarters is already ahead in programming for the eventual introduction of the Caribou aircraft. One feature, however, in programming for the modern complex Army aircraft dictates the need for a fast change if maintenance support is to improve. This feature is the MOS structure and resultant incentives for the aviation enlisted maintenance personnel in Europe and perhaps Army wide.

QUALIFIED MECHANICS are the backbone of the aviation program and their career welfare must keep stride with aircraft and pilot progress. A look around USAREUR, for instance, reveals a few enlightening facts. Take the airfield refueling personnel, frequently tagged as the air service sections, as a starter. This type of work can range from a simple gas station type job to a combined maintenance-refueling supervisory position. Unfortunately, several bonafide airplane mechanics are shoved into plain refueling details because of overages resulting from mal-distribution in the MOS structure or assignments. Subsequently, these men become resentful inasmuch as promotion opportunities or job satisfactions are lost.

ANOTHER ASPECT is the wide divergence in aviation maintenance opportunities between the low level and high level units. As the promotion and proficiency pay structure now stands, the good mechanic wants to remain at the low echelon unit level since he has better promotion chances and continued flight pay in many instances, and is afforded better circumstances in which to receive proficiency pay. This condition is contrary to sound

ORIENTATION VISIT

BRIEFING AT RUCKER

The Commanding General of the 2nd Field Army, Republic of China, Lt. General Kuo Ying Chang (right), is shown being briefed while in an H-13 helicopter by Col. Oliver J. Helmuth, Deputy Assistant Commandant of the Aviation School. The Chinese officer toured the Army Aviation Center during his recent visit to key military installations in the U.S. (U.S. Army photo)

personnel policies, that is, the higher the organization echelon, the greater should be the number of higher ranking positions. No other enlisted career pattern in the Army violates this principle.

MANY SLOTS in the direct support and line aviation company level are occupied by more qualified mechanics than are found at the depot level. Of course, in all echelons there are excellent mechanics to be found, but in general, assignments are out of phase in the aviation maintenance field with the guidelines set forth in AR 611-201 for other enlisted career fields.

MANY LEAVE THE SERVICE

NATURALLY, commanders in many units use what people they have on hand and do what is necessary with them in order to accomplish their missions. But for the most part, many qualified enlisted maintenance people are losing out on the enlisted career program and subsequently are leaving the service. It appears, therefore, that AR 611-201 needs modification for the aviation enlisted maintenance field.

IN CONSIDERING any modification of this regulation, the point of departure must stem from the MOS categorization upon which the whole enlisted career system is based. If a mechanic moves from one type of aircraft to another, he may stand to lose in job opportunities, flight pay, or perhaps pro-pay. Now the present MOS arrangement would be fine if the aviation personnel distribution set-up were perfect.

TO ACHIEVE that status, however, would require practically the entire Pentagon staff to do little else but assign aviation mechanics. Everything is hinged upon the MOS classification and if that is wrong for

a particular skill group, then the system fails. The procedure to change then is from an MOS grouping pegged to various aircraft types, i.e., H-13 or H-21 mechanic skill, to a systems mechanic. This is sound. A mechanic should specialize in functional areas. If he is trained in the fundamental basics, he can cover the field of any designated systems area.

ONE OTHER administrative aspect should also be overhauled and that is who is tested in what during proficiency pay examinations. Some material covered in pro-pay testing is not applicable to certain aviation maintenance jobs; hence, many mechanics are caught off balance and receive a low test grade. An examination, for example, may contain questions on the HU-1B wherein the individual being tested may not have access to either the reference material or the equipment itself. This is a serious malpractice and brings forth the point that a man should be tested on the actual work he is doing.

THE FOREGOING are but a few of many thoughts for betterment in handling complex aircraft for the years ahead.

NEW AVIATION BRANCH

UNDOUBTEDLY, the event which will have the greatest effect on Army aviation activities in USAREUR is the recent establishment of the Aviation Branch in the Operations Division of this Headquarters. The attainment of this reorganization was no simple week-end enterprise. The change from a horizontal staff set-up for aviation functions within the Operations Division to a vertical arrangement has been an inside bitter battle that involved both political and personality factors. Be that as it may, the following resume presents the major aspects of this new branch.

FIRST, this organization is a branch within the Operations Division primarily established to provide the vital focal point for Army aviation matters throughout the command. Everything revolves around operations, so the essential focal point must be in the operations staff agency at theater and higher level headquarters.

THE CONCEPT of a division or special aviation staff section for USAEUR Headquarters was not favorably considered for adoption because it deters thorough functional staffing. This type of organization operates well at the division, corps, and army level. It works to a disadvantage, however, at the theater and higher echelons. At these echelons it is better to have aviation staff officers working in general staff agencies in addition to those employed in the operations agency rather than an overall consolidation. This representation permits the most effective functional relationship among the entire staff.

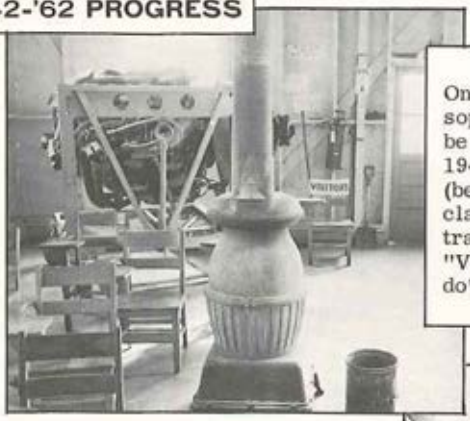
FUNCTIONS OF BRANCH

GETTING ON with the organization specifics of the DCSOPS Aviation Branch, one notes that the mission of the Branch, exercised through the Branch Chief, is to advise the DCSOPS on all assigned functions. The Branch Chief also serves as the Headquarters, USAREUR Aviation Officer, who advises the Commander-in-Chief on aviation matters through the DCSOPS and is responsible for exercising overall staff supervision and coordination of functions relating to Army aviation within the Headquarters.

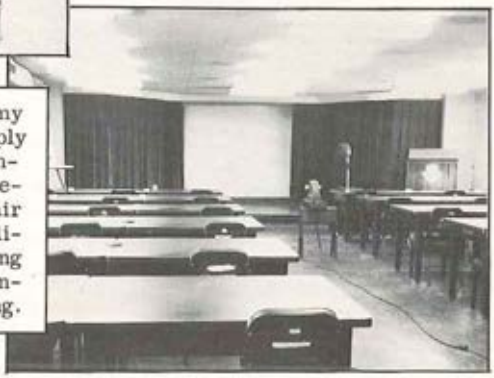
WITHIN established policy, the functions of the Aviation Branch encompass planning, reviewing, and coordinating USAREUR Aviation Safety Program; assisting in budgetary matters; and preparing, implementing, and coordinating instructions and directives pertaining to requirements for air traffic control, navigational aids, airfield facilities, and construction activities.

THE BRANCH is also concerned with monitoring aircraft authorizations and the introduction of new equipment to include the establishment of priorities based upon operational requirements; supervising the armament program; and providing representatives to participate in periodic field staff visits and inspections.

'42-'62 PROGRESS



One indication of the growth – and sophistication of Army aviation can be seen in the classrooms used in 1942 (left) and those used in 1962 (below) by student pilots. The early classroom, complete with its centrally located pot-belly stove and "Visitor" chair, reflected the "make do" philosophy prevalent in the '40's.



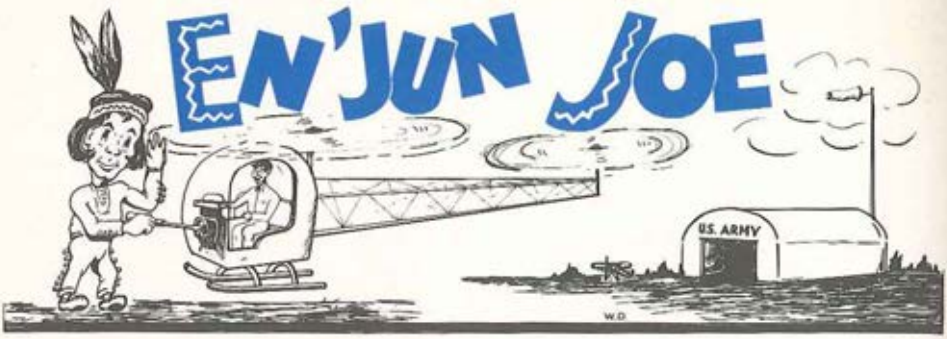
Today's classrooms at the Army Aviation School (right) are amply equipped with good lighting, comfortable seating & desk arrangements, air conditioning, hot air heating, & the capability of utilizing a complete range of training aids. These modern facilities enhance ground school training.

Also included are the ever present normal staff functions for providing representatives to participate in CPX's and FTX's in which Headquarters USARUER is a participant.

TO CARRY OUT these functions the Aviation Branch is authorized seven officers, four enlisted men, and one civilian. All officer positions call for MOS 2518. Upon establishment of the Branch on 1 July 1962, the following officers were assigned: Chief, Conrad L. Stansberry; Air Coordinator, Lt. Col. James C. Smith; Safety and MAAGS Officer, Lt. Col. Robert M. Barendse; Organization and Training Officer, Lt. Col. A.T. Pumphrey; Plans and Operations Officer, Maj. James G. McFadden; and Aircraft Systems and Armament Officer, Maj. William W. DeLoach. The position for Airfield Facilities Officer is yet to be filled.

WITH the foregoing long overdue organization, Headquarters USAREUR will be far more responsive to the demands of an expanding aviation program in both Europe and CONUS.

SINCE this will be the last report to be written by the undersigned, I wish to take this opportunity to express my thanks to all the Army Aviators, mechanics, and countless others in Europe, the Middle East, and CONUS for their fine support. Col. Standberry will take over this column, assuring the USAREUR REPORT's distinguished record as the longest continuing report published by the ARMY AVIATION MAGAZINE. The undersigned, meanwhile, returns to CONUS and duty at Headquarters CONARC after three interesting years in Germany.



THERE'S nothing like a well-informed Army and sometimes the whole story is not released, for various reasons. For example: TWX's list the major factors, consequently background details are left out. However, an article of this type is ideal for the dissemination of the whole story.. so En'Jun Joe has decided to give you a detailed account of what went into the 115/145 AVGAS, with and without TCP, Army Aircraft Reciprocating Engine Fuel Standardization Program.

BACKGROUND

IN 1957 DCSLOG requested a study to determine the feasibility of standardization of a single fuel for Army Aircraft reciprocating engines. U.S. Army aircraft reciprocating engines were utilizing four different grades of fuel: 80/87, 91/96, 100/130 and 115/145. The use of four different grades of AVGAS complicated and multiplied the logistic problems connected with supply, storage, and distribution in overseas and CONUS activities.

IN OCTOBER 1957, OCOFT directed TMC to establish a program to develop data to be used in evaluating the operational and economic feasibility of using one single grade of fuel in Army Aircraft reciprocating engines. Subsequently a test program was established with the objective to provide answers to the following questions:

- Would the engines designed to operate on lower grade fuel perform normally under simulated field conditions using 115/145 grade fuel with or without TCP additive?

- Would the engines using the higher grade fuel achieve a service life comparable to the expected life using their normally specified fuels?

- What would be the effect on unscheduled maintenance and parts consumption using the higher grade fuel?

- What modifications, if any, would be necessary to qualify the engines for operation with 115/145 fuel?

TEST PROGRAM ESTABLISHED

THE TEST PROGRAM was established and consisted of a flight test by TATSA with subsequent tear down and analysis of the test engines by Rock Island Arsenal in two phases:

ONE OF EACH of the engine types was tested using 115/145 grade fuel, and one was tested using 115/145 grade fuel with TCP additive. Engines were to be operated through a flying hour program equivalent to the established time between overhaul for the engine.

MISSION PROFILES. Mission profiles were established for each aircraft type to closely simulate actual field operating conditions, for a period equivalent to the time between overhauls for the engines.

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INSTRUMENTATION. Existing aircraft instrumentation was calibrated. Additional instrumentation of the aircraft and engines was the incorporation of cylinder head thermocouples for all cylinders in order to detect any unusual temperature transient during flight test.

MAINTENANCE RECORDS. Complete, detailed records were kept of unscheduled maintenance and parts required for the aircraft during the flight test period. Oil consumption data and cylinder head temperature changes were recorded. The engines were subjected to periodic conditioning checks to establish serviceability.

ENGINE ANALYSIS. Upon completion of flight test programs, engines were removed and subjected to tear down and analysis by Rock Island Arsenal, TATSA, and TMC engineers. This analysis consisted of a review of engine failures, general condition of combustion chamber components, and unusual wear in combustion areas due to the use of high-leaded fuels. Chemical analysis of the combustion chamber deposits was also performed. Qualitative condition comparison checks were made between the test engines and other overhauled engines of the same type.

SUMMARY OF TESTS

A SUMMARY of the results of TATSA tests and Rock Island analysis for each type engine is as follows:

O-470 ENGINE

◆ The 0-470 engine WITH TCP operated 977 hours. Test was terminated due to a broken valve. The engine operating WITHOUT TCP logged 921 hours and the test was terminated due to valve erosion. The hours of operation of each of the engines compared favorably with the average life of the same type engine using 80/87 grade fuel. Spark plug usage was approximately the same WITH or WITHOUT TCP compared with an engine using the specified 80/87 grade fuel. No significant difference in performance, unscheduled maintenance, or parts consumption was noted on the test engines as compared with normal engine operation.

TEAR DOWN ANALYSIS indicated critical exhaust valve erosion had occurred in each test engine. Such erosion will preclude operation of the 0-470 engine on 115/145 grade fuel for the presently assigned 1200 hour TBO. Modification or reduction of TBO is required to assure safe operation of this engine on the high grade fuel.

O-335 ENGINE

◆ The 0-335 engines WITH and WITHOUT TCP using 115/145 grade fuel each achieved their service life of 600 hours. There was no appreciable variation from normal in performance, parts consumption, or unscheduled maintenance. The one exception noted was excessive spark plug consumption in the engine which used the high-leaded fuel without TCP.

TEAR DOWN ANALYSIS indicated that exhaust valve erosion and intake and exhaust wear were approaching the critical point in the engine operated without TCP. Condition of the engine operated with TCP was comparable to a normal engine operated on the specified 91/96 grade fuel.

O-435 ENGINE

◆ The 0-435 engine operated WITH TCP achieved the 600 hour service life. The engine operated on 115/145 grade fuel WITHOUT TCP failed due to oil starvation not related to fuel usage, at 494 hours.

TEAR DOWN ANALYSIS indicated that the exhaust valves were critically eroded in the engine operated without TCP. Condition of the engine operated with TCP was comparable with that of a normal engine operated on specified 80/87 grade fuel. The hours of operation on both of these engines were comparable to normal engine operation. There was no appreciable variation from normal in performance, unscheduled maintenance, or parts consumption with the exception of high spark plug usage in the engine operated without TCP.

R-985 ENGINE

◆ The R-985 engine WITH TCP operated 1,036 hours. The engine WITHOUT TCP operated 963 hours. Each engine was removed for excessive oil consumption. The hours of operation for each of these engines compared favorably with the average life of the same type engine using the specified 80/87 fuel. There was no significant difference from normal in performance, unscheduled maintenance, and parts consumption in either of these engines during the TATSA tests.

TEAR DOWN ANALYSIS indicated that the general condition of all combustion chamber components was good. There was, however, ring wear and valve guide wear which caused the high oil consumption. Condition of each of the engines was comparable to a normal engine for the same number of hours of service.

O-480 ENGINE

◆ The O-480 engines operated WITH and WITHOUT TCP on 115/145 grade fuel both achieved their prescribed service tours of 1000 hours. There was no significant difference from normal operation in performance, unscheduled maintenance, or parts consumption during the TATSA tests.

TEAR DOWN ANALYSIS indicated that intake valves were worn to the replacement point in both engines; however, this is comparable to a normal engine operated on the specified 100/130 grade fuel at the same time of overhaul. The use of TCP additive resulted in an increased spark plug life. This was the only significant difference encountered in the tests.

R-1300 ENGINE

◆ The R-1300 engines operating on 115/145 grade fuel WITH and WITHOUT TCP both achieved their prescribed service life of 600 hours. There was no significant difference from normal in engine performance, unscheduled maintenance, and parts consumption.

TEAR DOWN ANALYSIS of each of these engines indicated no significant difference from a normal engine at 600 hours operated on 91/96 grade fuel. The use of TCP additive resulted in a higher average spark plug life for this engine.

R-1340 ENGINE

◆ The R-1340 engine operating on 115/145 grade fuel WITH TCP was removed from service at 1016 hours due to ring and land failure of number one piston and ring failures on the number two and nine pistons. Tear down analysis indicated that the above failures were not related to the type fuel used.

THE R-1340 ENGINE operating on 115/145 grade fuel without TCP suffered a ring and land failure of the number two piston and a damaged oil control ring on the number nine piston at 926 hours. Tear down analysis indicated these failures were not related to the use of high-leaded fuels. There was no significant difference in operation of the engines on the high-leaded fuel from an engine operated on the specified 80/87 grade fuel in performance, unscheduled maintenance, and parts consumption. The TCP operated engine did exhibit a lower rate of spark plug usage.

AS AN ADJUNCT to the flight tests, an R-1340-59 engine was tested on a dynamometer at Rock Island to determine relative performance levels when using 115/145 grade fuel WITH and WITHOUT TCP, and untreated 80/87 fuel. In addition

to performance data the test was designed to determine if any significant temperature differences exist between the use of different types of fuel.

NORMAL POWER CURVES were developed and temperatures recorded for combustion chamber, exhaust gas immediately downstream of exhaust valve, exhaust pipe (external), cylinder head and cylinder base. Analysis of results of this test indicated no significant difference in power and no trend to distinguish temperature difference when using the different fuels.

LOGISTIC SAVINGS EFFECTED

AS A RESULT of the test program, the Transportation Corps established that it was technically feasible to use 115/145 grade fuel in all Army aircraft reciprocating engines. The logistic savings developed through Quartermaster studies more than offset the increase in costs caused by the reduction in TBO and modification of the O-470 engines. Quartermaster Corps studies indicated that fuel standardization would be feasible in USARAL, Europe, and the Pacific and the standardization program was initiated in this area in 1961. Subsequently other areas were studied; and in April 1962 messages were sent to CONUS activities by QM and TC to implement world-wide standardization.

TB AVN -2 was revised to reflect the test results. The 115/145 fuel is listed as an alternate acceptable for normal continuous use in all reciprocating engines. Addition of TCP to 115/145 grade fuel is mandatory for continuous operation of O-335 and O-435 engines.

TCP PROVIDES a marginal decrease in spark plug fouling problems for the other reciprocating engines. Desired use of TCP for these engines is on a selective basis if spark plug fouling problem is encountered. However, if logistic and operational considerations indicate that tank or truck mixing is most feasible, TCP can be used in all reciprocating engines at all times. Mixing of TCP in tanks or trucks with agitation provides better distribution of fuel than mixing in 55 gallon drums.

THE TB AVN 2 specification of alternate fuels additionally provides for maximum flexibility in aircraft operations. As detailed in TB AVN 2, for each specific engine type any of the specified or alternate fuels may be used as the local operational situation dictates, for fixed base or transient operations. Engines operated continuously on TCP treated fuel in fixed base operations can be operated on untreated fuel if required in an emergency.

SPECIAL MAINTENANCE provisions for continuous operation on 115/145 grade fuel are introduced only for L-19 aircraft engines. Periodic inspection for valve erosion and reduction of TBO to 700 hours are required pending modification of the engines. This modification program has been initiated at overhaul to provide improved valves and rotocaps.

NEXT MONTH

■ In next month's "ARMY AVIATION," Paul Hendrickson, a Management Analysis Officer with AMC, St. Louis, discusses the significance of recent changes in his article, "Army Reorganization - What Next for Army Aviation?" The magazine's centerspread photo chart will picture the majority of the AAAA's current Chapter Presidents and Secretaries while CWO Don Joyce will report on the activities of the 1st Army Aviation Company, now fulfilling Otter missions in Vietnam. ■■

CHANGES OF ADDRESS-PCS

GENERALS

CONWAY, THEODORE J., MGen
JUSMAG, Box 280
APO 146, San Francisco, Calif.

EDSON, HALLETT D., BGen
U.S. Army Mobility Command
Centerline, Michigan

PARKER, DAVID B., BGen
U.S. Army Mobility Command
St. Louis, Missouri

COLONELS

BLACKER, KEMUEL K.
Comptroller Div., Hqs, USAREUR
APO 403, New York, New York

CASSIDY, ROBERT F.
Naval Warfare College
Newport, Rhode Island

COGSWELL, DAVID G.
8th U.S. Army Aviation Section
APO 301, San Francisco, Calif.

FLEMING, E. PEARCE, JR.
7th Army Aviation Group
APO 45, New York, New York

LYONS, T.L.
AMOC 63-1, U.S. Army Trans Sch
Fort Eustis, Virginia

McMAKEN, EDWARD
44 Red Cloud Road
Fort Rucker, Alabama

WHETSTONE, RUSSELL E.
Test & Evaluation Command
Aberdeen Proving Ground, Md.

LT. COLONELS

ALEXANDER, ROWAN P.
Hqs, Combat Development Comd
Fort Belvoir, Virginia

AUSTIN, RICHARD B., III
Hqs, 30th Medical Group
APO 154, New York, New York

BARNES, HAROLD E.
23 Boyce Lane
Fort Rucker, Alabama

BEAUMONT, HARRY C.
Hqs, 1st Cavalry Division
APO 24, San Francisco, Calif.

CLEVELAND, JOHN G.
USAG SAS Engineer Section
APO 154, New York, New York

DOBSON, ROBERT R.
1355-A Magruder
Fort Sill, Oklahoma

LT. COLONELS (CONT.)

FRANCIS, ERNEST H.
123 Rainbow Avenue
Fort Benning, Georgia

GUDE, JOSEPH L.
4858 Chevy Chase Boulevard
Chevy Chase, Maryland

HANSEN, RICHARD A.
Hqs, AMC, Room G-741, D/A
Washington 25, D.C.

HORTON, WILLIS F.
4216 Old Mansfield Road
Fort Worth, Texas

HURST, ROBERT H.
USARPAC G-3
APO 958, San Francisco, Calif.

KING, JOSEPH H.
129 Brookview Drive
Woodcliff, New Jersey

LINDMARK, MARVIN L.
542 Boston Avenue
Fort Sill, Oklahoma

LYSNE, PAYNEE O.
Hqs, USAPHS
Camp Wolters, Texas

MARTIN, STEPHEN G.
8th Aviation Company (Inf Div)
APO 111, New York, New York

MOORE, ROBERT K.
Stu Det, U.S. Army War College
Carlisle Barracks, Pennsylvania

PUMPHREY, A.T.
Avn Br, DCSOPS, Hqs, USAREUR
APO 403, New York, New York

RAFF, EDWARD G.
Test & Evaluation Command
Aberdeen Proving Ground, Md.

SARKO, JOHN S.
Route 3, Box 384
West Bend, Wisconsin

SHEPPARD, ORVAL H.
10 Ferguson Lane
Fort Rucker, Alabama

TAYLOR, DALE W.
Hqs, 2d Recon Sqd, 15th Cavalry
APO 696, New York, New York

WRIGHT, LYLE H.
Stu Det, U.S. Army War College
Carlisle Barracks, Pennsylvania

MAJORS

ANDERSON, N.I.
2400 55th Lane
Fort Smith, Arkansas

MAJORS (CONT.)

BAKER, HAROLD L.
USASG, Box 65, USN
100 FPO, New York, New York

BASHAM, ELDON O.
2649 Fontainebleau, S.W.
Atlanta, Georgia

BEAUCHAMP, DARWIN D.
Stu Off Det, USAAVNS Regiment
Fort Rucker, Alabama

BEAUMONT, EDGAR S.
P.O. Box 725
Placerville, California

BERGNER, JOHN
56 Gilbert Road
Belmont, Massachusetts

BROCKMYER, JAMES J.
U.S. Army Aviation School
Fort Rucker, Alabama

CLARK, MAX A.
9505 Cosmos
El Paso, Texas

CLEVELAND, WILLIAM J.
1st U.S. Army Aviation Section
Gov. Island, New York 4, N.Y.

CONNAWAY, CHARLES E.
Hqs, USARAL
APO 949, Seattle, Washington

COOK, MORRIS G.
1317 Illinois Avenue, Apt. F
Aurora, Illinois

CRESON, ROBERT F.
Operations Div., Hqs, USAREUR
APO 403, New York, New York

DALUSKY, GEORGE A.
5825-B Brett Drive
Fort Knox, Kentucky

DASCH, WILLIAM E., SR.
116 Crandall Street
Fort Huachuca, Arizona

DEMORY, RICHARD S.
8 Jacinta Drive
Toronto 15, Ontario

DRUENER, HANZ K.
Class 63-1, USAPHS
Camp Wolters, Texas

FITTS, WILLIAM T., III
35 Logan Street
Fort Rucker, Alabama

FLADMARK, LORENTZ W.
32 Logan Street
Fort Rucker, Alabama

★CHANGES OF ADDRESS-PCS

MAJORS (CONT.)

HAMMARSTROM, ARTHUR F.
1st U.S. Army Aviation Section
Gov. Island, New York 4, N.Y.
JACKSON, WALTER W.
USA Trans Combat Devel Group
Fort Eustis, Virginia
JOHNSON, WALTER A., JR.
5504 Crosswind
San Antonio, Texas
KAMARAS, JOHN G.
Class 32, Armd Forces Staff Coll
Norfolk 11, Virginia
KAPEC, ANDREW J.
10300 Summit Avenue
Kensington, Maryland
LANDRY, EDWARD L.
USA Transportation School
Fort Eustis, Virginia
LAUTERBACK, JOHN W.
210 Austin Loop
Fort Benning, Georgia
LEHMAN, RAYMOND G., JR.
410 East Pembroke Avenue
Hampton, Virginia
MACKMULL, JACK V.
3 Rose Loop
Fort Leavenworth, Kansas
MARTIN, JAMES E.
454-D Gulick Drive
Fort Monroe, Virginia
McCLURE, JOSEPH W.
Hqs, 7th Army Aviation Group
APO 154, New York, New York
NOLAND, CLIFTON M.
6741 Cylinda Sue Circle
Fort Worth, Texas
OLIVER, JACK L.
305-B Carpenter Court
Fort Riley, Kansas
PRONCAVAGE, WILLIAM F.
USATAMS
New Cumberland Gen'l Depot, Pa.
SARGENT, WAYNE B.
219-B Pringle Court
Green Cove Springs, Florida
SKIMIN, ROBERT E.
Hqs, SACOM G-1 Section
APO 407, New York, New York
SMITH, RICHARD C.
504 West Harvard
Fresno 5, California
ST. AUBIN, ROBERT J.
USA ADGRU
Portland Int'l Airport, Oregon
STARKER, JOSEPH B.
USA Comd & Gen'l Staff College
Fort Leavenworth, Kansas
SWANN, ROBERT B.
6811 Rose Street
Killeen, Texas
THAYER, GEORGE E., JR.
24th Aviation Company
APO 112, New York, New York

MAJORS (CONT.)

TORGERSON, THORVELD R.
1416 Osage Street
Fort Leavenworth, Kansas
VAN DYKEN, HAROLD B.
514 North 72nd Street
Omaha, Nebraska
WORTH, WILLIAM J.
5539 Catlett Street
North Springfield, Virginia

CAPTAINS

ACKERMANN, WILLIAM A.
233 Magruder Street
Mineral Wells, Texas
ALLAN, WALTER F.
Stu Det, USA Signal School
Fort Monmouth, New Jersey
ANDERSON, WILLIAM L.
19th North 25th
Lawton, Oklahoma
BAUGH, WILFORD A., JR.
12 Kirby Street
Fort Rucker, Alabama
BAUSLER, DONALD R.
IOCC Class 63-1 7-A-022
Fort Benning, Georgia
BAYNARD, RICHARD A.
University of Omaha, Box 73
Omaha 1, Nebraska
BEASLEY, LEWIS E.
1829 Campbellton Road, S.W.
Atlanta, Georgia
BELL, DAVID A.
6th U.S. Army Avn Detachment
Presidio of San Francisco, Calif.
BENJAMIN, WILLIAM J.
Company B, 501st Aviation Bn
Fort Hood, Texas
BENNETTS, KENT W.
MFSS, Brooke Army Med. Cen.
Fort Sam Houston, Texas
BERNSTEIN, DONALD
8th Aviation Company (Inf Div)
APO 111, New York, New York
BERRY, JOE D.
Hqs, Special Troops
APO 742, New York, New York
BILLMAN, ERVIN L.
205th Transportation Battalion
APO 154, New York, New York
BONNETT, WILLIAM B.
School Brigade, USAIS, 63-1
Fort Benning, Georgia
BOURGEOIS, RANDOLPH C.
A Company, 504th Signal Bn
APO 46, New York, New York
BRADLEY, GLENN W.
Apartment 1108-D
Fort Eustis, Virginia
BROCK, JEFFREY D.
21 Fleetwood Avenue
Jackson, Ohio
BURNS, SUMNER C.
830 Broadway
West Long Branch, N.J.
BUSH, EMORY W.
USADS, Box 9142
Fort Bliss, Texas
CAHILL, PHILIP J.
Hqs Battery, V Corps Artillery
APO 175, New York, New York

CAPTAINS (CONT.)

CALCATERA, KENNETH J.
55th Aviation Company (Army)
APO 301, San Francisco, Calif.
CARROLL, DAVID A.
3609 Phelps Drive
Columbus, Georgia
CHRISTY, DERYCK G.
211 Bona Road
Fort Ord, California
CLARK, DAVIS
Box 10313, USAADS
Fort Bliss, Texas
CLARK, SHANNON D.
AOCC 1, 1st Battalion
Fort Knox, Kentucky
CONLEY, SAMUEL G., JR.
611th Aviation Maintenenace Co
Fort Riley, Kansas
COOK, JAMES R.
USAEPG
Fort Huachuca, Arizona
COOK, HARRY J., JR.
559-B Forney Street
Fort Belvoir, Virginia
COX, NEWTON C.
211 Tuxedo
Thomasville, Georgia
CRAIG, DONALD G.
234 Mitchel Avenue
East Meadow, L.I., New York
CRONEN, JAMES S.
7011 MEIHAUS WAY
Valley Station, Kentucky
CURTIS, WILLIAM L.
508th USASA Group
APO 301, San Francisco, Calif.
DEAN, WESLEY A.
64 Chicago Avenue
Youngstown 7, Ohio
DEETS, ROBERT M.
836 Moore Drive
Stillwater, Oklahoma
DESCOTEAU, RUDOLPH D.
U.S. Army Material Command
Washington 25, D.C.
DORR, MARION H.
CCA, 1st Armd Div Avn Company
Fort Hood, Texas
DROSS, DAVID D.
I.A.G.S., U.S. embassy
Bogota, Colombia (S.A.)
DRUMM, DONALD R.
Box 10340, USAADS
Fort Bliss, Texas
DUNEGAN, WALTER L.
Stu Det, USAARMS, Class 1
Fort Knox, Kentucky
ECKERT, EDWARD N.
46 Nicholson Road
Fort Sheridan, Illinois
EGE, CONRAD C.
Quarters 1982-A
Fort Eustis, Virginia
ELDER, JOHN F., III
Stu Det, U.S. Army Signal School
Fort Monmouth, New Jersey
ESTEP, WILLIAM H.
1560 McKendrie
San Jose, California
EVANS, RAYMOND E.
351 South K Street
Oxnard, California

CAPTAINS (CONT.)

FERRIS, GORDON F.
Box 448
Cushing, Oklahoma
FLANDERS, JOHN P.
JUSMAAG Army Section
APO 224, New York, New York
FOURNIER, CHARLES A.
4th Signal Group
APO 403, New York, New York
FRANK, CHARLES C.
321 Arlon Court
Fort Ord, California
FRIED, G.W.
201 Stanford
Palo Alto, California
FURNEY, ROBERT M.
USAADS, Box 10317
Fort Bliss, Texas
GARDNER, WILLIAM H.
453 Glendale Boulevard
New Orleans, Louisiana
GLIDDEN, HARRY R.
2nd Target Acq Bn, 25th Arty
APO 107, New York, New York
GOODWIN, WILLARD C.
901 Delmar Court
Fairfax, Virginia
GRAY, ROBERT R.
School Brigade, USAIS, Sqd 11-B
Fort Benning, Georgia
GRAYSON, CHARLES H.
814th Trans Bn, Atlanta Gen Dep
Forest Park, Georgia
GREGORY, KELLY G.
247 Sabyan
San Antonio, Texas
HARPER, BENN L.
2054 Flippen Drive
Anaheim, California
HART, KYLE E.
74 Helms Drive
Eatontown, New Jersey
HATFIELD, CHARLES F.
930 East Donald Street
South Bend 14, Indiana
HAWKINS, BILLY R.
Box 11, ARSEC MAAG
APO 63, San Francisco, Calif.
HEINS, MILTON H.
5 Garden Court
Novato, California
HELMICK, GLELMA O.
ORWQC Class 63-1, USAPHS
Camp Wolters, Texas
HERMANN, ULLRICH
Comd & General Staff College
Fort Leavenworth, Kansas
HERTZOG, JAMES E.
U.S. Army Hospital
Fort Rucker, Alabama
HILL, JAMES R.
AOCC No. 1, Det A, 1st Bn
Fort Knox, Kentucky
HILL, THOMAS R.
U.S. Army Language School
Presidio of Monterey, Calif.
HORTON, EDWARD J.
1812 North 22nd
Lawton, Oklahoma
HURST, DALE W.
Rural Route #7
Greensburg, Indiana

CAPTAINS (CONT.)

ICE, DONALD A.
1st Stu Off Battery, USAAMS
Fort Sill, Oklahoma
ISLIN, JOHN A.
USAPHS
Camp Wolters, Texas
JACKSON, GEORGE F., JR.
1418 Osbourne Avenue
Roslyn, Pennsylvania
JACKSON, WILFRED A.
2978 Talisman Drive
Dallas, Texas
JONES, BILL, JR.
Detachment 2, 2nd Battalion
Fort Benning, Georgia
JUNOT, ARTHUR J.
P.O. Box 20, Univ. of Omaha
Omaha, Nebraska
KASER, WILLIAM T.
630 Ripley Street
Alexandria, Virginia
KAUCHICK, EDWARD
2212 North 25th Street
Lawton, Oklahoma
KELLAR, ROBERT H.
2303 Williams, Apartment A
Lawton, Oklahoma
KENDALL, HOWARD A.
USAEPG-6470
Fort Huachuca, Arizona
KENYON, RICHARD D.
182 North Main Street
Lyndonville, New York
KINCAID, JACK D.
1110 Welch Avenue
Loudon, Tennessee
KNIGHT, JAMES L.
48th Trans Co (AAHM&S)
APO 28, New York, New York
KOEHLER, JOSEPH R.
71 Harris Drive
Fort Rucker, Alabama
KOMAR, GEORGE
Building 1935-B
Fort Eustis, Virginia
LaGRANDEUR, KENNETH W.
Stu Det, TOCC 63-1, USATSch
Fort Eustis, Virginia
LASLEY, PAUL A.
746 West Douglas Avenue
Jacksonville, Illinois
LAUMEYER, NORMAN G.
1340-B Werner Park
Fort Campbell, Kentucky
LAWSON, ROBERT A.
Aviation Division, USATTC
Fort Eustis, Virginia
LAYNE, LESLIE A.
60th Aviation Company
APO 46, New York, New York
LEUPPERT, FRED W.
71 Rinaldo Road
Northport, New York
LINDSEY, JAMES P.
Box 450
Canyon, Texas
LUSTER, ALBERT B.
42nd Transportation Company
APO 28, New York, New York
MALONE, HOWARD E., JR.
Stu Det, USAAMS
Fort Sill, Oklahoma

★CHANGES OF ADDRESS-PCS

CAPTAINS (CONT.)

MARTIN, A. LEONARD, JR.
Stu Det, U.S. Army Signal School
Fort Monmouth, New Jersey
MATHISON, THEODORE E.
240 Metz Road
Fort Ord, California
McCRANIE, ASA C.
60th Aviation Company
APO 46, New York, New York
McGEE, BERNARD A., JR.
Hqs, 41st Transportation Bn
APO 185, New York, New York
MEDFORD, WILLIAM D., JR.
2513 North 7th
Lawton, Oklahoma
MITCHELL, JAMES L.
Hqs, I Corps (Group)
APO 358, San Francisco, Calif.
MORRIS, CHARLES A.
110th Transportation Co (LH)
APO 29, New York, New York
MORRIS, HUBERT
9 Julein Street
Ozark, Alabama
MOSHER, DAVID L.
Box 10390, USAADS
Fort Bliss, Texas
MOXLEY, ROBERT J.
Box 10391, USAADS
Fort Bliss, Texas
NIELSEN, EARL W.
937th Engr Co (IAGS)(Avn)
Fort Kobbe, Canal Zone
NOWALK, CHARLES L.
24th Aviation Company
APO 112, New York, New York
OAKES, JAMES R.
54th Transportation Battalion
APO 165, New York, New York
OAKES, JAMES R.
54th Transportation Battalion
APO 165, New York, New York
OTERSON, VINCENT
1412 Pennsylvania Street
Columbus, Ohio
PAQUETTE, DEAN R.
6711 Northwest Drive
Hyattsville, Maryland
PARKER, W.C., JR.
Stu Det, USC & GSC
Fort Leavenworth, Kansas
PEELE, WILLIAM G.
4841 Boyd, Apartment 201
Omaha 4, Nebraska
PERKINS, THOMAS F.
Hqs Btry, 210th Artillery Group
APO 177, New York, New York
PERSCH, JOHN T.
2132 Lincoln Avenue
Lawton, Oklahoma
PERSHING, JAY W.
Stu Det, TOCC 63-1, USATSch
Fort Eustis, Virginia

★CHANGES OF ADDRESS-PCS

CAPTAINS (CONT.)

PHILLIPS, ROBERT A.
15518 Dante Avenue
Dolton, Illinois

PICK, RUDOLPH
101st Aviation Battalion
Fort Campbell, Kentucky

PIERCE, FRED W., JR.
2nd Med Tank Bn, 77th Armor
Fort Irwin, California

PLAMONDON, ROBERT P.
1st Off Stu Btry, USAAMS
Fort Sill, Oklahoma

POWLEN, LESTER J., JR.
USAPHS Maintenance
Camp Wolters, Texas

PRATT, THEODORE W.
Quarters 34-A Gregg Circle
Columbia, South Carolina

PRIMIS, NICK J.
USAADCEN
Fort Bliss, Texas

RATCLIFF, WALTER A.
21 Michael
Fort Rucker, Alabama

REID, ROBERT W.
Hqs, Special Warfare Center
Fort Bragg, North Carolina

RHEIN, JOHN H.
AOCC 1, Det A, 1st Battalion
Fort Knox, Kentucky

RHYAN, EARNEST W., JR.
C Co, 2nd BG, 8th Infantry
Fort Filey, Kansas

RIGRISH, ERNEST E.
USAPHS
Camp Wolters, Texas

ROBERTSON, VICTOR M., JR.
ELM JUSMMAT G-3
APO 254, New York, New York

ROSE, HAROLD L.
5733-B Dalton Street
Fort Knox, Kentucky

RUSH, ROBERT P.
1626 North 43rd
Lawton, Oklahoma

RUSIEWICZ, LAWRENCE L.
4th Plt, 421st Med Co (Air Amb)
APO 178, New York, New York

SALMON, RAY W.
Stu Det, MFSS, C22
Fort Sam Houston, Texas

SANDERS, CURTIS M., JR.
Stu Det, USAC&GSC
Fort Leavenworth, Kansas

SCHRYER, MALCOLM S.
TOCC 63-1, Stu Det, USATSch
Fort Eustis, Virginia

SIMS, WESLEY N.
School Brigade, USAIS, OCC 63-1
Fort Benning, Georgia

SPRADLIN, GLENN D.
Box 10404, USAADS
Fort Bliss, Texas

CAPTAINS (CONT.)

STEVENSON, CARL B.
24th Aviation Company
APO 112, New York, New York

STEWART, ROBERT C.
C Btry, 1st Msl Bn, 4th Arty
Grand Isle, New York

STONE, HOWARD F.
151 Magruder
Mineral Wells, Texas

STUMPF, FRED G., JR.
IOCC 63-2, The School Brigade
Fort Benning, Georgia

TETSCHNER, CARROL J.
34th Signal Battalion
APO 154, New York, New York

TODD, EDGAR F.
7th US Army Aviation Tng Center
APO 46, New York, New York

TURNER, NEIL B.
Hqs Co, 555th Engineer Group
APO 164, New York, New York

WALL, JAMES P.
505th Signal Group Avn Section
APO 46, New York, New York

WALL, ROBERT R.
1st Aviation Company (FW-LT)
APO 146, San Francisco, Calif.

WELSCH, HANNO F., JR.
Box 10447, USAADS
Fort Bliss, Texas

WEST, PLEASANT H.
1645-A River Village
Fort Belvoir, Virginia

WHARTON, WALTER N.
580-B Forney Loop
Fort Belvoir, Virginia

WILSON, JACK A.
38 Logan Street
Fort Rucker, Alabama

WILSON, CARL A., JR.
IOCC 63-2, USAIS, TSB
Fort Benning, Georgia

WOLD, CHRISTIAN D.
5857 20th Street
Killeen, Texas

WRIGHT, WILLIAM J.
3rd Platoon, 661st Trans Co
APO 46, New York, New York

YARBROUGH, WILLIAM B.
Stu Det, Cl 53-1, USA Trans Sch
Fort Eustis, Virginia

LIEUTENANTS

ALLEN, TEDDY G.
195 Harris Drive
Fort Rucker, Alabama

BEARD, WAYNE H., JR.
P.O. Box 206
Fort Rucker, Alabama

CLARY, WILLIAM T.
Richburg
South Carolina

DAVIS, CLAYTON L., JR.
917 Hemphill Road
Flint, Michigan

DEY, ROBERT A.
254 North Rengstorff
Mount View, California

FANNIN, CLAYTON A.
612 South 126th Street
Parkland, Washington

LIEUTENANTS (CONT.)

FARILL, TRENT G.
7th Artillery Group
APO 23, New York, New York

FILER, ROBERT E.
ORWQC 63-1, USAPHS
Camp Wolters, Texas

GREENE, ROBERT P.
51st Infantry, 3rd ARB
APO 28, New York, New York

GROUT, HAROLD P.
2nd Aviation Company
APO 58, New York, New York

GUSTITIS, NORMAN L.
Stu Off Det, AOCC 1
Fort Knox, Kentucky

JACKSON, THOMAS C.
57th Medical Det (Hel Amb)
APO 40, San Francisco, Calif.

JONES, CHARLES C.
55th Engineer Company
APO 164, New York, New York

KIMAK, PHILIP B.
General Delivery
Daleville, Alabama

KIMZEY, GUY S.
152nd Medical Company (Air Amb)
APO 39, New York, New York

MAXSON, RONALD G.
33rd Armor, 1st Med Tank Bn
APO 39, New York, New York

McGEE, WILLIAM H.
82nd Engineer Battalion
APO 139, New York, New York

McGEE, WILLIAM E.
30 Harris Drive
Fort Rucker, Alabama

McGLOCKTON, WILLIAM H.
524th Trans Company (M&S)
APO 165, New York, New York

McMICKEN, FARRIS G.
802 Washington Avenue
S. Houston, Texas

MILLER, CHRISTIAN J., III
Off Stu Det, Box M-28, USAAVNSR
Fort Rucker, Alabama

MOELLER, LAWRENCE B.
C Co, 2nd ARB, 48th Infantry
APO 39, New York, New York

PHIFER, THOMAS K.
Co D, 2nd ARB, 48th Infantry
APO 39, New York, New York

SINES, KENNETH A.
RD 4, Box 181
Meyersville, Pennsylvania

STEBBINS, RONALD S.
Co B, 1st BG, 19th Infantry
APO 112, New York, New York

STIPE, JOHN W., JR.
805 Scott Circle
Decatur, Georgia

STONE, JAMES E.
UTT Helicopter Company
APO 331, San Francisco, Calif.

STROH, GEORGE C.
101st Aviation Battalion
Fort Campbell, Kentucky

SULLENBERGER, LOUIS E.
28 Boyce Lane
Fort Rucker, Alabama

VAUGHTERS, KENNETH R.
24th Aviation Company
APO 112, New York, New York

LIEUTENANTS (CONT.)

WEAVER, CARL A., JR.
3rd Recon Sqd, 2d ACR
APO 114, New York, New York

CWO's

BAYLOR, WILLIAM A.
815 Sprucewood
San Antonio 16, Texas
BIEBER, HAROLD J.
5805 Essex Avenue
Springfield, Virginia
BRENDLE, LEROY E.
Executive Flight Det, DUSAA
Fort Belvoir, Virginia
BROWN, CHARLES E., JR.
P.O. Box 382
Lemon Grove, California
CARGEN, ALFRED J.
5122 Redwood Drive
Fayetteville, North Carolina
COOPER, THOMAS E.
15th Avn Co, 1st Cavalry Div
APO 24, San Francisco, Calif.
DENNING, STANLEY P.
22nd Spec Warfare Avn Det
Fort Bragg, North Carolina
DUGGER, JAY L.
5215 Palmetto Lane
Fayetteville, North Carolina
ELLIS, SAMUEL F.
Hqs, 45th Transportation Bn
APO 143, San Francisco, Calif.
GARNER, JAMES A.
2120 Lindy Avenue
Lawton, Oklahoma
GIBBS, WILLIAM J.
217 Matilda Avenue
Marion, North Carolina
HENDERSON, CHARLES R.
513th Intelligence Group
APO 757, New York, New York
KIDD, DENVER G.
1032 Piedmont Drive
Columbus, Georgia
MARCUM, DON G.
RR # 2
Somerset, Kentucky
McCARTT, J.V.
8th Transportation Co (Lt Hel)
APO 38, San Francisco, Calif.
McDONALD, FRITZ J.
4816 Japonica Road
Fayetteville, North Carolina
McLAUGHLIN, JOHN E.
6th Transportation Co (Lt Hel)
APO 71, San Francisco, Calif.
MUNN, NEIL B.
179 Luzon Road
Fort Ord, California
PROBST, JOE M.
18th Aviation Company
APO 40, San Francisco, Calif.
REID, DAVID L.
25 Pine Street
Whitesboro, New York
SCOTT, HAROLD R.
746 Crescent Drive
Reidsville, North Carolina
SHARE, LOUIS L.
39 Harris Drive
Fort Rucker, Alabama

CWO'S (CONT.)

TRUCHON, MICHAEL
Hqs, 205th Transportation Bn
APO 154, New York, New York
WATTS, JOSEPH C.
USA Test ACT
Edwards AFB, California
WHITE, GRADY T., JR.
1700 61st Avenue, North
Pensacola, Florida
WILLIAMS, CHARLES J.
Box 314
Fort Rucker, Alabama
WILSON, WILLIE D.
4th Transportation Co (Med Hel)
APO 165, New York, New York
WOODRUFF, RAYMOND A.
22nd Special Warfare Avn Det
Fort Bragg, North Carolina
WOODS, JAMES R.
Route 2
Pine Mountain, Georgia

M/SGT's

DRUCKENMILLER, PERRY R.
4th Transportation Co (Med Hel)
APO 165, New York, New York

SP/5'S

TRUE, LARRY E.
310 East Dale
Colorado Springs, Colorado

ASSOCIATES

BECKMAN, Miss MARGARET M.
43752 Heaton Avenue
Lancaster, California
CARMACK, JAMES A., JR.
4338 Oakwood Lane
La Canada, California
ECONOMOS, THAMES M., SR.
1004 North Range Street
Dothan, Alabama
GOLAND, LEONARD
1417 Stephen Road
Meadowbrook, Pennsylvania
HAMEL, Mrs. Susan H.
24 North Brae Court
Tenafly, New Jersey
LITSEY, WILLIAM L.
Safety Division, Hqs, USCONARC
Fort Monroe, Virginia
NELSON, T.A.
31203 West Bailard Road
Malibu, California
PRESTON, WILMER L.
USA Combat Surv Detachment
Yuma Test Station, Arizona
SKIDMORE, R.S.
3721 S.W. 58th Avenue
Miami 55, Florida
WINKLER, Mrs. ROBERT
257 Willow Avenue
Hayward, California

RETIRED

BLOHM, JACK, Lt Col.
107 Brookwood Circle
Ozark, Alabama

★CHANGES OF ADDRESS-PCS

RETIRED (CONT.)

BOWLER, JOSEPH L., Maj.
621 Garfield Avenue
Schuylkill Haven, Pennsylvania
GALLACHER, ALEX, J., CWO
Little Rose Hill
Upperville, Virginia
HARRISON, ROLLIE M., Lt Col
500 Merritt Street
Fort Worth 14, Texas
KECKLER, RALPH J., Lt. Col.
127 Hubbard Lane
Williamsburg, Virginia
MARINELLI, JACK L., Col.
8227 Willow Brook
Wichita, Kansas

OBITUARIES

ROLAND W. ANDERSON

Captain Roland W. Anderson, assigned to the 503rd Aviation Co., Hanau, Germany, sustained fatal injuries in the crash of an AO-1B near Frankfurt, Germany, on July 12, 1962. He is survived by his wife, Mrs. Joan M. Anderson, of 9648 Little River Drive, Miami, Florida.

JOSEPH A. GOLDBERG

Chief Warrant Officer Joseph A. Goldberg, assigned to the 8th Transportation Company (Lt Hel), sustained fatal injuries in the crash of an H-21C helicopter in the vicinity of Kontum, Vietnam, on July 16, 1962. He is survived by his wife, Mrs. Letha Elizabeth Goldberg, of 31 Frazier Drive, Sanford, N.C.

JOHN F. HAMEL, JR.

Captain John F. Hamel, Jr., assigned to the 2d Infantry Brigade, 5th Infantry Division, Fort Devens, Mass., sustained fatal injuries in the crash of an H-13H helicopter at Fort Devens AAF on June 26, 1962. He is survived by his wife, Mrs. Susan H. Hamel, of 24 North Brae Court, Tenafly, New Jersey.

ROBERT A. KUTZNER

First Lieutenant Robert A. Kutzner, assigned to the 4th Aviation Company (Infantry Division), Fort Lewis, Wash., sustained fatal injuries when the L-19E of which he was pilot crashed at Fort Lewis on June 29, 1962. He is survived by his wife, Mrs. Anna J. Kutzner, of Quarters 2453-A, Fort Lewis, Washington.

AAAA NEWS

NATIONAL EXECUTIVE BOARD TO MEET SEPTEMBER 7-9

CONVENING at the National Office in Westport, Conn., the National Executive Board of AAAA will cover a broad business agenda at its forthcoming 7-9 September 1962 quarterly business meeting.

THE NATIONAL AWARDS Committee, chaired by Col. Robert M. Leich, Ret., will also meet at the National Office to select winners for the four Association Awards to be presented at the AAAA Annual Meeting in October.

THE NATIONAL Nominations Committee will conduct a separate meeting during the course of the September weekend and will nominate candidates to replace those National Executive Board officers whose terms expire at the forthcoming Annual Meeting. The Committee will also nominate three National Members-at-Large to take office for a one-year term, effective upon the conclusion of the Annual Meeting.

SECRETARY VANCE TO ATTEND ANNUAL HONORS LUNCHEON

BARRING UNFORESEEN circumstances, Secretary of the Army Cyrus R. Vance will attend the 1962 AAAA Honors Luncheon as the Association's Guest of Honor. A partial list of other Honored Guests inincludes Gen. Barksdale Hammett, Vice Chief of Staff, U.S. Army; the Honorable W.F. Schaub, Assistant Secretary of the Army (FM); Najeeb E. Halaby, Administrator of the Federal Aviation Agency; and Mr. Powell Pierpoint, General Counsel of the U.S. Army. Lt. Gen. Hamilton H. Howze will be the principal speaker.

AA CENTER CHAPTER PLANS SEPT. 1 THOLOCCO "SOCIAL"

SCHEDULING the first large "social" to be held at the new Lake Lodge at Fort Rucker's Lake Tholocco, the Army Aviation Center Chapter expects to start its Fall membership quarter with an extremely well-attended meeting on September 1. The Chapter has been aided in its growth by the 100 per cent membership participation of many of the student fixed- and rotary-wing classes, and now numbers close to 600 strong. Lt. Col. Thomas J. Sabiston, Ret., the Chapter Secretary, is coordinating the details for the Sept. 1 gathering at the Lake Lodge.

First Lt. Marion L. Davis, left, of ORWAC Class 62-6 at USAAVNS and Capt. Charles A. Beitz, right, Class Leader of ORWAC 62-7, are shown accepting Quad-A bonus checks on behalf of their respective classes from Col. Warren R. Williams, Jr., President of the Army Aviation Center Chapter. Both Classes achieved 100 per cent membership in Quad-A.

20TH ANNIVERSARY CELEBRATION

THE 1962 ANNUAL MEETING of the Army Aviation Association of America will be held October 11-12, 1962, at the Sheraton-Park Hotel in Washington, D.C. This will be the Fourth National Get-Together of Association members and it promises to be even bigger and better than the Association's previous three meetings.

THE DATES for the Association meeting have been scheduled to coincide with the Annual Meeting of the Association of the United States Army which will be held in the same hotel on October 8-10, 1962.

BRIG. GEN. Delk M. Oden, Director of Army Aviation, ODCSOPS, D/A, and G.W. Fey, Washington Representatives of the Sikorsky Aircraft Division, head the current 13-member Committee charged with overall direction of the 1962 AAAA Annual Meeting.

REGISTER NOW!

Registration will open at 12 noon on Wednesday, October 10, in the lobby of the Cotillion Room of the Sheraton-Park. All who attend the 1962 Meeting are expected to register. The registration fee for all attendees is $3.00 per attendee, to include the wife of the attendee. You may register in advance by mailing a check to AAAA, Westport, Conn., to cover your individual registration, or you may accomplish this at the AAAA Registration Desk at meeting-time. To assist the Committee in its overall Annual Meeting planning, you are requested to indicate your attendance by accomplishing advance registration.

ADVANCE GET-TOGETHER

An Advance Get-Together will be held for early arrivals on Wednesday evening, October 10. The Olympia Room of the Sheraton-Park Hotel will be the meeting room for the "Early-Bird" gathering. Plan to meet your friends there.

MEMBERSHIP MEETING

The National Executive Board of AAAA will conduct general membership business meetings on the mornings of Oct. 11 and 12 at which National, Regional, and Chapter officers will discuss and review the programs and activities of AAAA. The National balloting to elect three new members to the National Executive Board will be conducted at the October 11 business meeting.

HONORS LUNCHEON

The 1962 Annual Honors Luncheon will be held at noon, October 11, in the Main Ballroom of the Sheraton-Park Hotel. Presentation of the "James H. McClellan Aviation Safety Award," the "Army Aviator of the Year Award" sponsored by the AAAA, the "Outstanding Aviation Unit Award" sponsored by the Hughes Tool Company - Aircraft Division, and the "Aviation Soldier of the Year Award" sponsored by the Hiller Aircraft Corporation will be made during the Honors Luncheon.

Lieutenant General Hamilton H. Howze, Commanding General of the XVIII Airborne Corps and Fort Bragg, North Caro-

(Continued on the Opposite Page)

FOURTH AAAA ANNUAL MEETING

lina, will be the principal speaker at the 1962 Honors Luncheon.

Tickets for the Annual Honors Luncheon are $6.00 each. Chapter tables seating ten persons each may be reserved prior to 1 October by forwarding a check for $60 for each table to AAAA, Westport, Conn. Member, Chapter, Delegate, and Industry Member tables will be interspersed; the assignment of table locations being made in the order in which purchases are made.

Single tickets for the Honors Luncheon are available with table allocations to be made on or after September 15. Refunds for Luncheon Tickets cannot be made for cancellations received after 1 October.

The Annual AAAA-Industry Co-Sponsored Reception will be held Thursday evening, October 11. Some forty-two Industry Member firms and the National Executive Board will host the attendees at this early evening function. Your registration badge is your ticket for admittance. Dress will be informal and ladies are invited. This will be an excellent place to renew acquaintances with old friends. Besides, where can you get a better bargain for $3.00 in this age of inflation.

ACCOMMODATIONS

The AAAA cannot accept or handle any reservations for rooms at the Sheraton Park Hotel. Requests for hotel accommodations should be directed to the Reservations Manager, in care of the Sheraton Park Hotel. The Association has reserved a large block of rooms for attendees and you are encouraged to cite attendance at the "AAAA Annual Meeting" in making your room reservation.

REGISTRATION FORM
AAAA ANNUAL MEETING

Enclosed please find $.....in payment for my registration for the October 11-12, 1962 AAAA Annual Meeting and the tickets indicated below:

FUNCTION	QUANTITY	PRICE	AMOUNT
Registration and Reception	.....	$3.00	.....
Annual Honors Luncheon	.....	$6.00	.....

NAME .....

ADDRESS .....

CITY .....STATE .....

UNIT OR FIRM.....

FULL PAYMENT MUST ACCOMPANY THIS REGISTRATION
Forward Check and Registration Form to: AAAA, Westport, Connecticut

NEW MEMBERS JOINING AAAA

ADAMS, Jerry L., Lt.
ADKINS, Donald V., Lt.
ALEXANDER, Bob D., Mr.
ANDERSON, Burch, Lt.
BAILEY, James T., SP/5
BAKER, Ronald L., Capt.
BANEY, Robert A., Maj.
BARKER, Eveleigh E., WO
BARRETT, Gilbert J., Lt.
BEITZ, Charles A., Jr., Capt.
BENNETT, Ralph O., Lt. Col.
BIAFORE, Frank L., Sr., Lt.
BOGGS, Morton N., Lt.
BOONE, James M., Capt.
BOWEN, Jack C., Lt.
CARABALLO, Julian T., Lt.
CLINTON, James E., III, Lt.
COSKLO, Ronald J., Lt.
CRANNAGE, Donald T., Mr.
CUBINE, Gerald W., Lt.
CULLEN, Reginald D., Mr.
DAWLEY, Kenneth L., Mr.
DEBARDELABEN, R. P., Lt.
DORMAN, Max A., SP/5
DUPREE, Gordon P., Jr., Lt.
DUTTON, Julian C., Mr.
DYER, Paul E., Lt.
EAKINS, James R., CWO
EMERSON, James H., Maj.
FARRIS, Billy D., Lt.
FIRMAN, Samuel G., Lt.
FOWLER, Calvin M., Lt.
FUNK, Daniel B., Lt.
GARRETT, Hoke S., Jr., Lt.
GENTRY, Roy C., Capt.
GRIGNON, John J., Lt.
GROOMS, Ronald J., Lt.
GROTHE, Robert T., Mr.
GUILLOTTE, Robert L., Capt.
HANCOCK, Barney P., Lt.
HARDEMAN, Billy J., Lt.
HARGRAVES, Philip C., Mr.
HATTORI, Masaki, Lt.
HAYES, Floyd E., Lt.
HIGGINS, Donald K., Lt.
HOOKS, Roy P., Lt.
HORNE, James A., Jr., Lt.
JAKAB, Michael A., Lt.
JOHNSTON, David J., Capt.
KAHALEKULU, B. I., Capt.
KAHN, Timothy R., Lt.
KARPINIA, Walter, Lt.
KEITH, Frederick W., III, Lt.
KELLER, William E., Lt.
KELLEY, Eugene R., Capt.
KIDD, David D., Lt.
KING, Clifford C., WO
KRAUSE, William O.A., CWO
KRIVORCHUK, Nickita, Lt.
KUHNS, Howard H., Jr., Lt.
LAFAYETTE, John W., Lt.
LANDIRO, Richard A., Mr.
LANG, Harold H., CWO
LOWE, John M., Jr., Lt.
MARSHALL, Walter D., Lt.
MATTSON, Walter, Mr.
MICHELSON, Fred R., Capt.
MILLER, Ronald G., Lt.
MOLDASCHEL, William A., Lt.
MOLGAARD, John C., Lt.
MORGAN, Marvin M., Capt.
NASH, Kirby L., Lt.
NEMETHY, Frank J., Lt. Col.
NEWTON, James C., Lt.
NORMAN, William T., Lt.
OSTMANN, Donald A., Lt.
PEAKE, Byard F., Lt.
PETTY, Lloyd J., Maj.
PHILLIPS, Joseph L., Lt.
POOL, Russell F., Lt.
REGAN, Morris J., SP/6
RITTERSPACH, F. P., Lt.
ROACH, Myrtis, Jr., Lt.
ROSCOE, James H., Lt.
ROSS, Arnold L., Lt.
ROUNDS, William C., Mr.
RUSSELL, Donald C., Lt.
SAUNDERS, W. G., Jr., Lt.
SEVIGNE, Edward J., CWO
SILVEY, Bruce D., Lt.
SOUTHERN, Kermitt E., Lt.
SPENCER, John J., Jr., Lt.
SPRENGELER, Ronald J., Lt.
STACK, Robert C., Jr., Lt.
STEWART, John L., CWO
SWIFT, Ivan C., Lt.
TAYLOR, Robert D., Lt.
THOMAS, Bobby F., Lt.
ULBINSKY, John R., Lt.
URSETH, Jacqueline J., Miss
VANDENBERGHE, H. E., Capt.
WARE, Lesly F., Jr., Lt.
WATSON, Howard I., Lt.
WENTWORTH, David B., Lt.
WITTA, George H., Lt.
YACOBUCCI, Paul A., SP/5
YOUNG, Robert L., Capt.
ZAPATA, Roland T., Capt.

CHAPTER ACTIVITIES

KOREA MEETING

Major General Bruce Palmer, Chief of Staff, Eighth U.S. Army, is shown addressing members of the KOREA CHAPTER of AAAA. Shown at the head table of the July 14 meeting are, left to right, Col. Robert M. Hamilton, EUSA Aviation Officer; Mrs. Palmer; Lt. Col. John R. Adie, President of the Korea Chapter and CO of the 71st Transportation Battalion; Gen. Palmer; and Col. Howard Schiltz, Transportation Officer, Eighth U.S. Army. ■■

B

BAKER, Wallace I., Capt., Fort Rucker, Ala., $760.00.
BALLANTINE, Laurence I., Maj., Dothan, Ala. (*), $5,160.00.
BARRETT, Ernest F., Maj., APO 34, N.Y., N.Y., $2,870.00.
BARTH, Todd M., Capt., Fort Benning, Ga., $1,968.00.
BEAULIEU, Gary P., Lt., Ft. Lewis, Wash. (*), $1,440.00.
BENDER, Richard C., Lt., Fort Sill, Okla. (*), $600.00.

D

DILLINGER, David R., Capt., APO 403, N.Y., N.Y., $288.00.
DOCKLER, Gordon S., Lt., Northfield, Vt., (*), $3,600.00.
DODD, William R., Maj., APO 301, S.F., Calif., $880.00.
DUGAN, Richard A., CWO, Ft. Hood, Tex., $3,000.00.

E

EDER, Herbert, Major, Portland, Ore., $2,208.00.

H

HOLT, Robert H., CWO, Junction City, Kan., $450.00.
HOYT, Williams C., Jr., CWO, Ft. Riley, Kan. (*), $1,232.00.

I

IRBY, Chester R., Maj., Springfield, Va. (*), $2,304.00.

J

JARVIS, Ronald J., Capt., Omaha, Nebr., $1,776.00.

SEMI-ANNUAL REPORT

BENDL, Robert E., Capt., Denbigh, Va., $1,968.00.
BENSON, Albert G., Capt., San Antonio, Tex., $1,760.00.
BERRY, Thomas P., Capt., APO 154, N.Y., N.Y., $1,522.42.
BIEBER, Harold J., CWO, Springfield, Va., $108.00.
BIRKMEYER, Louis R., Capt., Ft. Rucker, Ala. (*), $1,824.00.
BOBO, Carl E., Lt. Col., Ret., Columbus, Ohio, $2,352.00.
BONIFACIO, Richard A., Capt., Ft. Ord, Calif. (*), $1,585.31.
BOWER, Duane M., Lt., Ft. Leonard Wood, Mo. (*), $1,200.00.
BRINKLEY, Edwin T., Capt., APO 165, N.Y., N.Y., $1,184.00.
BURTON, James, Capt., Fort Benning, Ga., $432.00.

C

CANTWELL, Franklin D., Capt., APO 34, N.Y., N.Y., $1,776.00.
CLARK, Robert H., Lt., Houston, Tex., $1,196.00.
COLEMAN, Charles W., Capt., Security, Colo., (*), $3,075.00.
FOWSER, Mark F., Major, Fort Rucker, Ala. (*), $2,208.00.
FRANDSEN, Donald P., Capt., Ft. Huachuca, Ariz., $994.99.

G

GANEY, Jerome, CWO, Ft. Eustis, Va. (*), $1,296.00.
GIBSON, Jack S., CWO, Ft. Eustis, Va. (*), $1,125.00.
GILE, RICHARD, Maj., Ft. Rucker, Ala., $950.56.
GILROY, John E., Maj., APO 168, N.Y., N.Y. (*), $1,644.28.
GIVENS, John W., Lt. Col., Fort Rucker, Ala., $1,960.00.
GOLEMBIESKI, Frank E., Capt., Deceased, $634.83.

H

HAGLER, Jon L., Lt., Copperas Cove, Tex. (*), $960.00.
HAMNER, Louis, Maj., Ret., Columbus, Ga. (*), $4,920.00.
HARLOFF, Edwin L., Lt. Col., Ret., Newport News, Va., $516.14.
HARRIGAN, Thomas Y., Maj., Alexandria, Va., $4,920.00.
JAYNE, David G., Lt., San Antonio, Tex. (*), $3,600.00.
JEFFREY, Robert J., Lt. Col., Ret., Scottsdale, Ariz., $565.20.
JELLISON, Edward C., Maj., Fort Rucker, Ala., $2,304.00.
JENKINS, William H., Maj., Army Chemical Center, Md., $492.00.
JONES, James D., Capt., APO 165, N.Y., N.Y., $640.00.

K

KAYLOR, John O., Maj., APO 343, S.F., Calif. (*), $656.00.
KENNEY, Michael A., CWO, Fort Eustis, Va. (*), $2,530.00.
KIMAK, Philip B., Lt., Daleville, Ala., $110.00.
KNIGHT, Daniel B., Capt., Fort Rucker, Ala., $3,342.00.
KOEPP, Robert W., Capt., Fort Knox, Ky., $4,560.00.
KRAMER, Joseph E., Capt., Edwards, Calif., $1,968.00.
KUCHERA, EARL A., Maj., San Antonio, Tex. (*), $1,968.00.
KUNZ, Joseph F., Capt., APO 28, N.Y., N.Y., $1,974.77.

FLIGHT PAY CLAIMS

COLVIN, Gordon W., Sp/6, Phenix City, Ala., $2,400.00.
CONNER, Joe P., Capt., Ft. Rucker, Ala. (*), $4,560.00.
CONTOLE, William S., Lt. Col., Ft. Eustis, Va., $2,352.00.
COOKE, Horace G., Maj., Camp Wolters, Tex., $2,208.00.
COOPER, Thomas E., CWO, APO 24, S.F., Calif., $1,000.00.

D

DALE, John R., Col., Ret., San Antonio, Tex., $2,352.00.
DAVIS, Edward J., Capt., Ft. Riley, Kan., $1,776.00.
DeGENEFFE, Delano E., Lt., APO 205, N.Y., N.Y., $384.00.
HARRIS, Robert E., Capt., Temple, Tex., $1,200.00.
HARRIS, Truitt W., Capt., Mission, Kan. (*), $1,968.00.
HAVENS, Orin D., CWO, APO 165, N.Y., N.Y., $1,080.00.
HAWKINS, Edward S., Capt., Tacoma, Wash., $1,558.05.
HAWTHORNE, James D., Capt., Ft. McPherson, Ga., $492.00.
HENDERSHOT, Donald L., Major, Huntington Beach, Cal., $4,920.00.
HENDRIX, John L., CWO, Deceased, $1,169.93.
HENLEY, Raymon D., Maj., Fort Sill, Okla., $4,800.00.
HENNINGTON, Harold M., Maj., Mississippi (*), $1,968.00.
LAMB, William T., CWO, Holloman AFB, N. Mex., $832.00.
LAPINSKES, George S., Lt., Fort Monmouth, N.J. (*), $1,536.00.
LaROSA, Peter A., CWO, Springfield, Va., $520.00.
LUCAS, Harlan S., Capt., Ft. Bragg, N.C. (*), $1,968.00.

M

MAGNEY, Evan F., Maj., Deceased, $1,777.80.
MARKS, Harold E., CWO, APO 112, N.Y., N.Y., $1,248.00.
MARSHALL, Thomas J., Lt., Fort Rucker, Ala., $1,440.00.

M

MASCHMANN, James E., Capt., Ft. Belvoir, Va. (*), $615.00.
MASON, Elijah F., Lt., Knoxville, Tenn. (*), $1,536.00.
MAXEY, James H., CWO, West Point, Miss. (*), $1,152.00.
MAYS, Luama W., Lt., Houston, Tex. (*), $1,536.00.
McCUNE, James P., CWO, APO 185, N.Y., N.Y., $1067.63.
MEEHAN, William J., Capt., Fort Rucker, Ala. (*), $1,776.00.

S

SHAFFER, Lewis N., Lt. Col., Ft. Rucker, Ala., $1,960.00.
SIMS, Claude E., Capt., Enterprise, Ala. (*), $4,920.00.
SMITH, Alfred R., Capt., Ft. Rucker, Ala. (*), $1,920.00.
STANSBERRY, Conrad L., Colonel, APO 403, N.Y., N.Y., $2,352.00.
STEIN, Albert E., Lt., Hillsborough, Calif. (*), $3,840.00.
STEVENS, Merwin A., Lt., Walla Walla, Wash. (*), $2,400.00.

CURRENT CLAIMS

BOWMAN, James E., Capt., San Antonio, Tex., $960.00.
BRANSFORD, Thomas E., Capt., APO N.Y., N.Y., $1,296.00.
CRAWFORD, George W., CWO, APO N.Y., N.Y., $648.00.
DAMERON, Fred, Capt., Ft. Huachuca, Ariz., $1,600.00.
DANTZER, Laurence L., Maj., APO N.Y., N.Y., $768.00.

SEMI-ANNUAL REPORT

MITCHELL, Malcolm L., Major, APO 154, N.Y., N.Y., $2,304.00.
MITCHELL, Theodore L., Capt., Ft. Rucker, Ala., $633.30.
MIYAMOTO, A.A., Lt., Ft. Lewis, Wash. (*), $960.00.
MOYER, Kenneth G., Capt., Albuquerque, M. Mex. (*), $4,715.00.

N

NASH, Verna M., Capt., APO 162, N.Y., N.Y. (*), $4,920.00.
NUTTALL, Richard W., Capt., Chicago, Ill. (*), $1,824.00.

O

OGDEN, Robert J., Maj., Miami, Fla., $2,304.00.

P

PADGETT, Bogus, Sp/5, Daleville, Ala., $456.00.
PARKINSON, Ralph W., Maj., APO 46, N.Y., N.Y., $1,968.00.
PASSANO, John D., Capt., APO 800, N.Y., N.Y., $1,738.00.
PECK, Michael, Capt., Saxonville, Mass., $1,920.00.
STEVENSON, Joseph G., Maj., Deceased, $492.80.
SWEENEY, Alan F., Capt., West Chester, Pa. (*), $3,960.00.
SWILLEY, Chester R., Maj., APO 25, S.F., Calif., $2,304.00.

T

TAI, William K., Lt., APO 25, S.F., Calif. (*), $3,840.00.
THERIAULT, Bernard R., Capt., Bogota, Colombia, $990.00.
THOMAS, Michael R., Capt., Fort Eustis, Va., $1,968.00.
TIDMORE, Carl C., Capt., APO 46, N.Y., N.Y. (*), $1,776.00.
TOWNSEND, James R., CWO, APO 154, N.Y., N.Y. (*), $3,240.00.
TRAVER, Wallace H., Capt., Farmingdale, N.J., $4,920.00.

V

VALDEZ, Isidro, Jr., CWO, Lawton, Okla. (*), $1,296.00.

W

WALKER, Robert L., Capt., Deceased, $2,760.00.
DUFFY, Jack W., Lt. Col., McLean, Va., $1,152.00.
DUPONT, George J., Capt., Fort Dix, N.J., $1,312.00.
ECKSTEIN, Philip, Lt., Daleville, Ala., $1,872.00.
FITZGERALD, Albert E., Major, Sacramento, Calif., $960.00.
FREYTAG, Robert, Capt., San Antonio, Tex., $1,312.00.
HARR, Robert B., CWO, Ft. Eustis, Va., $1,100.00.
HEAPE, Artie A., CWO, Holloman AFB, N. Mex., $1,080.00.
ISBELL, Richard, Capt., Ft. Rucker, Ala., $600.00.
JENKS, Allen R., Capt., Ft. Rucker, Ala., $1,148.00.
JONES, Philip D., Maj., Ft. Rucker, Ala., $984.00.
JUHL, Milford L., Lt. Col., Boone, Iowa, $400.00.
KEEN, Donald E., Capt., APO N.Y., N.Y., $1,513.03.
KILLO, William S., Capt., APO N.Y., N.Y., $864.00.
LOGAN, John R., CWO, Ft. Eustis, Va., $312.00.

FLIGHT PAY CLAIMS

PERGERSON, B.S., Capt., APO 742, N.Y., N.Y., $1,440.00.
PETERSON, Robert A., Lt., APO 143, S.F., Calif., $1,700.00.
PITTINGER, Ronald R., Maj., Fort Knox, Ky., $2,208.00.
PREMO, Oliver P., Maj., Presidio of S.F., Calif., $1,968.00.

R

RATAYCZAK, Robert P., Maj., Ft. Ord, Calif. (*), $3,960.00.

S

SANDERS, Brian C., Lt., Ft. Stewart, Ga. (*), $800.00.
WARD, Charles E., Capt., APO 24, S.F., Calif., $571.64.
WHIDDEN, Raleigh G., CWO, Fort Benning, Ga. (*), $3,240.00.
WHITNEY, Edwin F., Lt. Col., Ret., Williamsburg, Va., $5,880.00.
WILLIAMS, Wm., Jr., CWO, Shamrock, Fla. (*), $1,248.00.
WILSON, Robert E., Capt., Brooksville, Fla., $1,229.56.
WOODWARD, Herbert E., CWO, Ft. Eustis, Va. (*), $3,240.00.

Y-Z

YENNE, Walter D., Capt., APO 949, Seattle, Wash. (*), $1,958.00.
ZIEGLER, William E., Lt., Mineral Wells, Tex. (*), $288.00.
MARTELLINI, Carmen R., Capt., Andover, Mass., $576.00.
PEREZ, Roberto D., Captain, Fort Bragg, N.C., $800.00.
PFEIFFER, Francis., Maj., Florissant, Mo., $1,551.69.
PRICE, Eugene, CWO, Ft. Eustis, Va., $832.00.
REESE, Edgar J., CWO, Columbus, Ga., $460.00.
SHAW, Ambrose C., Maj., Fort Rucker, Ala., $576.00.
STEWART, Clifford R., Capt., Fort Ord, Calif., $1,148.00.
SULLENBERGER, Louis, Lt., Fort Rucker, Ala., $300.00.
TRYJANKOWSKI, Florian, Captain, Canal Zone, $444.00.

LETTERS TO THE EDITOR

SIRS:

I KNOW that you are still desirous of obtaining suitable news releases and timely information about Army aviation activities here is South Vietnam. We have made a sincere and dedicated effort to get such information released to you. So far our efforts have only resulted in badly decimated, diluted pieces, most of which have been too discouraging to send to you.

WE did get one through the J-2 and on to the PIO, who promised to send it on. However, it contained nothing really factual. I suppose their reasoning is valid - that a newspaper reporter can write whatever he wants and it is given no official recognition. But if it is released by the military it is taken as a certified, factual account - therefore nothing that is contained in classified documents can ever be mentioned, and we have very little here that isn't classified.

IN THE 7 JUNE issue of the "Reporter" I read a very fine article by S. L. A. Marshall. He only visited here for a short time, but gleaned a detailed introspection of the problem. However, as with most news released there are one or two errors in it, but not enough to detract from its value.

GOOD MARINE COVERAGE

RECENTLY, I received a letter from Bill Vance, who used to be editor of the "Aviation Digest." He deplored the fact that he had seen so little written about Army aviation over here. When he did see anything about helicopters it concerned the Marines! He would like to come over here to do some writing, but I doubt very much if it would be a profitable or even a self-supporting venture. If we had someone like him, then we could get unofficial stories published that would give a factual and favorable impression.

IN ADDITION to a host of recognized writers here, we do have one free-lance reporter, Beverly Deepe. Perhaps you have seen some of her work that has been released through AP.

IN ANY EVENT, until we can find a more positive solution, we have Maj. Rufus L. Leggett working to get publicity released. Enclosed are a few pictures he has procured that perhaps you can use, at least they have J-2 blessing.

BRIGADIER GENERAL Williams made a hasty trip through this area recently. His presence alone inspires enthusiasm and confidence among all whom he contacts. Tina (Mrs. Johnson) is still basking in the sunshine of Southern California, wishing she were some other place, like, say, Indochina. It wouldn't surprise me at all if she suddenly takes a trip to Turkey or Japan.

Lt. Col. Raymond E. Johnson
ARSEC, MAAG, Vietnam

SIRS:

PLEASE CHECK page 359, (AA, July). The Executive Flight Detachment here are in rebellion - the "ARMY" was blocked out of the picture! Please do something!

Captain Austin J. Parker
Exec Flt Det, Ft. Belvoir, Va.

(Ed. While the captioning box did knock out the "ARMY" painted on the side of the HSS-2Z, the captioning said the ship was an ARMY, repeat, ARMY HSS-2Z flown by the Executive Flight Detachment.)

ARMY AVIATION

VOLUME 11
NUMBER 8
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ARTICLES

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