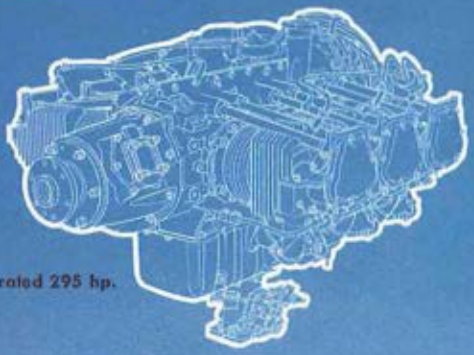
ARMY AVIATION

SEPTEMBER/1962



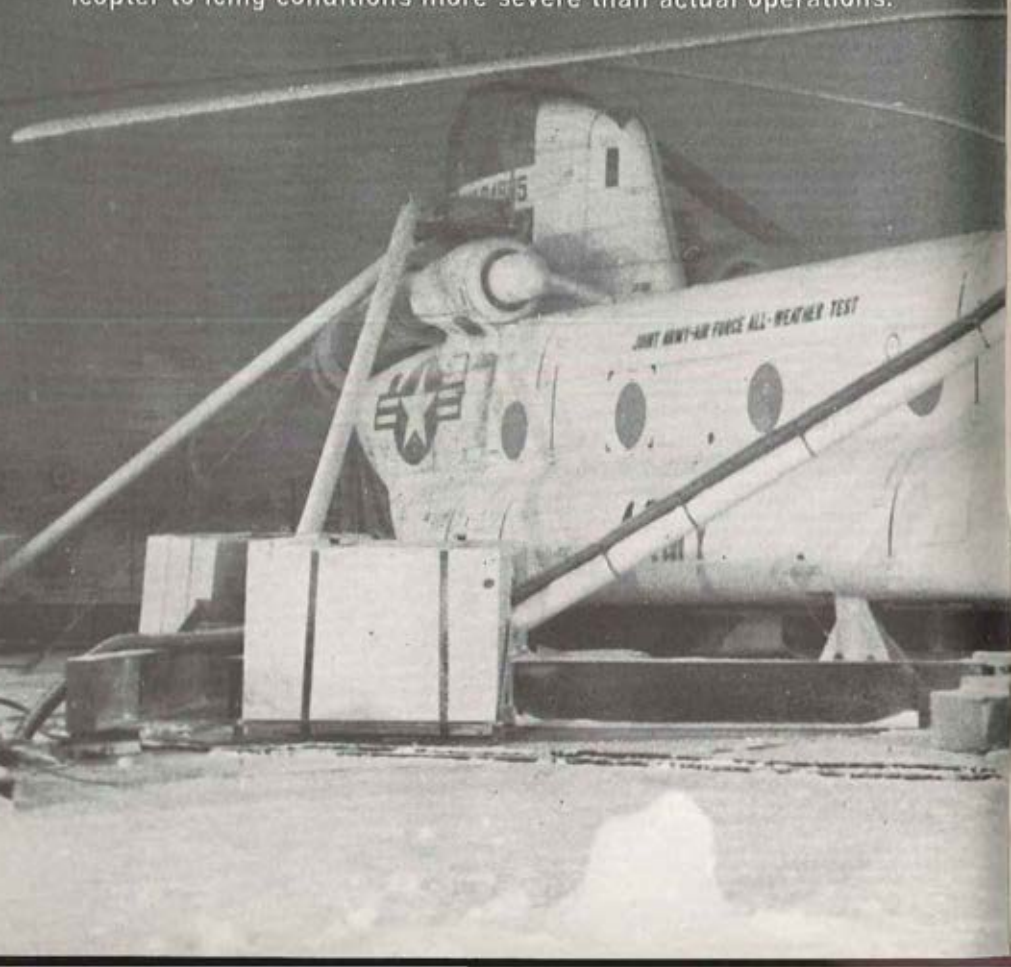
Lycoming GO-480-G1D6 rated 295 hp.

LYCOMING POWERS THE HELIO L-28A SUPER COURIER

Chinook PROGRESS

CHINOOK COLD-WEATHER TESTING

Chinook No. 4, ferried from Philadelphia to Eglin Air Force Base, Florida in April, 1962, has been undergoing cold weather tests in the Climatic Hangar since early June. Series of tests have been conducted at chamber temperatures down to minus 65°F and up to 125°F. The Chinook is tied down rigidly to permit engines, rotors and all of the aircraft systems to be operated under both ground and simulated flight conditions. An overhead spray rig subjects the helicopter to icing conditions more severe than actual operations.



SUMMARY

CONTINENTAL TURBINES

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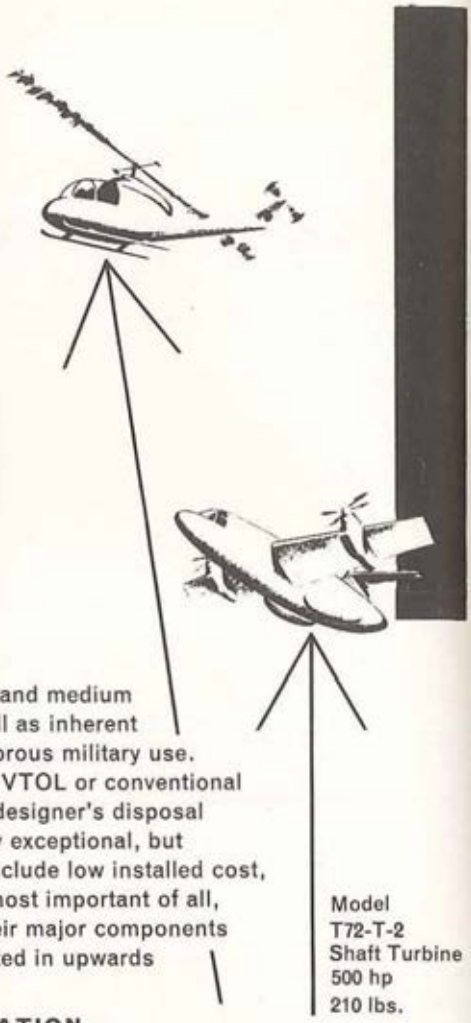
Less to MAINTAIN



Continental turbines for light and medium aircraft embody design principles, as well as inherent ruggedness, already amply proved in rigorous military use. Whatever the application—helicopter, or VTOL or conventional type fixed-wing plane—they place at the designer's disposal a combination of superiorities not merely exceptional, but actually available nowhere else. These include low installed cost, economical operation and upkeep, and most important of all, the day-after-day dependability which their major components in related turbine series have demonstrated in upwards of a million miles of flight.

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YOU CAN'T WIN THEM ALL . . .

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

I REALIZE that this newsletter is supposed to serve a useful purpose, but at times I wish the end of the month had not arrived so quickly. Much of current Army interest is centered on its aviation, and with so many of the actions here of a "crash" nature, finding time to write a newsletter forcefully reminds me of how much has actually been accomplished in the past thirty days. Armed helicopters and fixed wing aircraft are now assigned to existing units. We are entering into a new era. You will hear more about these units in the future.

EVERYTHING at Departmental Headquarters is not a bed of roses, however, and we are not successful in selling all of our proposals. For instance, the proposed world-wide Army Aviation Safety Symposium will not materialize. We are, however, going ahead with development of a complete Army Safety Program for aviation and draft copies will be sent to each major command during the month for comment. Well, you can't win them all, and tomorrow is another day!

I THINK it is of interest to all aviators that we have a new contractor for our primary fixed wing training which is conducted at Fort Rucker, Alabama. The Hawthorne School of Aeronautics under Mr. Bevo Howard did an outstanding job the past three years. This year the primary contract came up for renewal, and based on bids the award of the contract went to the Ross School of Aviation, Tulsa, Oklahoma. Mr. Russ Blair, who has been conducting the instrument training for the Fourth U. S. Army at Fort Sill, Oklahoma, is the General Manager at Fort Rucker. Mr. Howard and his General Manager and Vice President Mr. Leo Carver, in my opinion, served the Army in a superior manner, and I know that the new contractor Mr. Ross and his General Manager Mr. Blair will do a fine job.

SO OFTEN we make the mistake of referring to the ARMY AVIATION DIGEST as an Army Aviation School publication. This statement falls into the area of a half truth. The work of collecting the articles, editing and publishing is all done by the School - and well - but I believe we should all be aware that it is a Department of the Army publication and should represent aviation throughout the Army. I emphasize this to encourage aviators from all over the world to submit suitable articles to the DIGEST for publication.

AVIATION UNIT commanders and maintenance officers: Here is a reminder con-

cerning the use of 115/145 fuel. The O-435 engine (H-23D type) and the O-335 engine (H-13E type) require TCP additive to reduce spark plug fouling. Other engines require TCP only when spark plug fouling is encountered. The 0-470 engine (L-19 type) requires valve modification (primarily to facilitate better cooling and to reduce erosion). TB AVN 23-2 provides the data for mixing the TCP with the fuel for each type of engine requiring it.

WIRE STRIKE ACCIDENT

WIRE STRIKE ACCIDENTS are on the rise again! Granted that wires are a hazard which we must accept in our type of flying. However, far too many accidents are happening because common sense precautions are ignored.

IT MAY SURPRISE YOU to learn that 18 of 38 wire strikes in the last twelve months occurred during take-off or landing. In other words, we are forgetting to do a ground or air reconnaissance, or we are not making a thorough job of the reconnaissance performed.

MOST of our low level practice flying accidents occur when we fly outside of an established practice area - and where absolutely no reconnaissance is made ahead of the flight.

HENCEFORTH, let us take the time to make a thorough reconnaissance for all low flying. Remember, it isn't where you know they are, but where you think they aren't and fly as though they weren't that causes wire strike accidents.

HONORED GUESTS

Many distinguished military and executive department leaders will attend the Honors Luncheon at the forthcoming AAAA Annual Meeting on October 11.

A partial list of the distinguished guests includes the Honorable Cyrus R. Vance, Secretary of the Army; Gen. Earle G. Wheeler, Chief of Staff, U.S. Army; Gen. Barksdale Hamlett, Vice Chief of Staff, U.S. Army; Hon. Stephen Ailes, Under Secretary of the Army; and the Hon. W.F. Schaub, Assistant Secretary of the Army. Najeeb E. Halaby, Administrator of the FAA, will also attend the Honors Luncheon as will Lt. Gen. Dwight E. Beach, Lt. Gen. Frank S. Besson, Jr., Lt. Gen. Robert W. Colglazier, Jr., Lt. Gen. John P. Daley, Lt. Gen. Hamilton H. Howze, Lt. Gen. Russell L. Vittrup, and Lt. Gen. Walter L. Weible, USA, Ret.

ACCIDENT EXPERIENCE DATA

FURNISHED BELOW for your information are some interesting Army aviation accident experience figures:

a. In FY 1962 there were 28 aircraft accidents involving 70 fatalities.

b. In FY 1961 there were 26 aircraft accidents involving 51 fatalities.

c. Army aircraft flew 100,000 hours more in FY 1962 than in FY 1961.

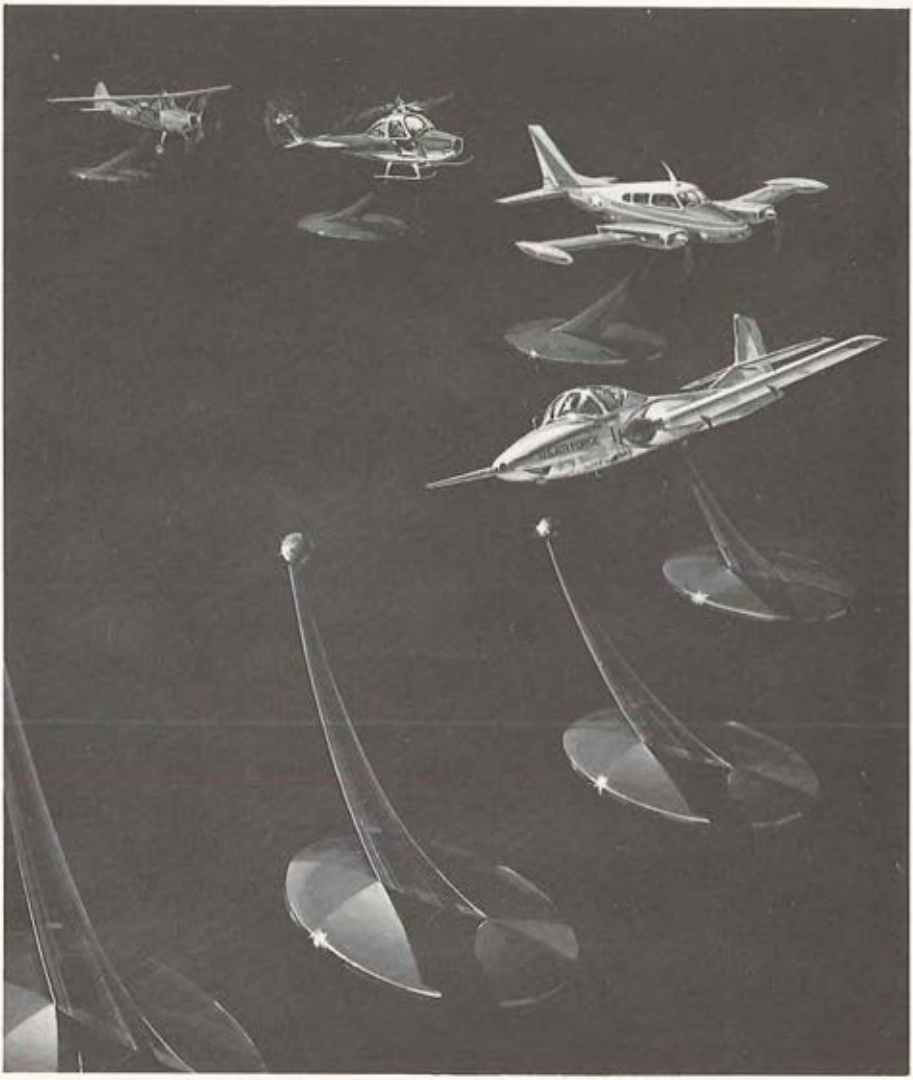
d. The major accident rate per 100,000 flying hours for each quarter of FY 1962 follows:

1st Quarter, 25.7; 2d Quarter, 25.7; 3d Quarter, 25.5; 4th Quarter, 23.0; Average Rate, 24.7.

FROM THE ABOVE we can see that Army aircraft flew more, were involved in more accidents, and suffered more fatalities during FY 1962 than in FY 1961. It behooves everyone to do his job professionally everyday on every flight - to reduce this destruction of lives and property!

AVIATION SAFETY COURSE

THE FIRST Command and Staff Officers Course in Aviation Safety conducted at the University of Southern California during June of this year was so successful that a second course will be given in January 1963 and a third course the following June. The purpose of this course is to indoctrinate senior Army officers with the importance of aviation safety in the successful



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L-23 PRESENTATION

Maj. Gen. William M. Morgan, USAF-Ret., right, vice president of Beech Aircraft, is shown presenting one of the first prototypes of the Model 50 series to the AA Center Museum as Brig. Gen. Robert R. Williams, Center CG, and Col. Jack L. Marinelli, USA-Ret., left, of the Beechcraft organization look on. The ceremony took place on September 1. ■■

application of aviation to the mission of our modern mobile Army.

THIS COURSE is not intended for aviators or other personnel who have attended the regular ten-week course which produces technically qualified aircraft accident investigators. Please encourage your commanders to attend. In this regard, three General officers attended the first class. The quota for the second and third classes will be 25 students each. CGUSCONARC will distribute the class quotas in the near future.

AS OF 1 AUGUST 1962, the Director's shop has a new Division, the "Plans, Programs, Funds and Review Division." Lt. Colonel Charles E. Haydock, who is well known to all of the old-timers in Army aviation, is now assigned and has assumed his new duties as the Assistant Chief of this division. With his years of experience and background, he should be a valuable asset to the Directorate. Major Dick McCrady is his Assistant.

MAJOR Thomas E. Thompson, 0705209, replaces Lt. Colonel Paul R. Wagner as the Army Aviation representative in the Office Chief of Information. Colonel Wagner has been reassigned to Germany. We are looking forward to continuation of the fine aviation coverage by CINFO with Major Thompson as our point of contact in that office. Prior to assignment to this Headquarters, Major Thompson was with the 15th Aviation Company, 1st Cavalry in Korea and then a student at C&GSC, Fort Leavenworth, Kansas.

FOREIGN NATIONAL STUDENTS

BY COL. JACK K. NORRIS, COMMANDANT, USAPHS

SINCE the opening of the U.S. Army Primary Helicopter School in 1956, approximately 104 students from the armed forces of allied nations have participated in the flight training program of the School. These 104 students represent some 15 different countries from every part of the globe, including Burma, Indonesia, Greece, Japan, Mexico, Germany and Australia.

THE FIRST STEP taken in the foreign student training program is the establishment of quotas for the country concerned. This preliminary work is accomplished between the Foreign Government and the U.S. Military Attache. After foreign students have been selected to come to the U.S. for training, they must go through several stages prior to arrival at the Helicopter School.

FIRST, non-English speaking students must attend a period of English language training at the Air Force Language School at Lackland AFB, Texas. The length of this training varies considerably depending on proficiency the students have attained in the English language prior to reporting for training. All students must attend a minimum of two weeks training at the Language School to insure familiarity with the basic technical terms and nomenclature they will be expected to know and use during flight training. Language courses for students with little knowledge of English are up to 15 weeks in length.

AFTER the students have successfully completed the language training program, they report to Camp Wolters to begin flight training. Here they are assigned sponsors from the staff and faculty officers to assist in any problems they may have during their stay at Camp Wolters. The sponsors are available at any time during the course of instruction to help the students in any way possible.

TAKE SAME COURSE

THE ALLIED STUDENTS then join a class composed primarily of U.S. officers to begin training. The foreign students go through the same courses of instruction and are graded by the same standards as the U.S. officers.

STUDENTS who are rated aviators are eligible to attend the Officer Rotary Wing Qualification Course, which consists of 70 hours of flight training and 80 hours of academic training. This course is 8 weeks in length. Upon successful completion of this training, they are considered qualified helicopter pilots and normally receive no further flight training in the United States.

FOREIGN STUDENTS who are not rated aviators must attend the Officers Rotary Wing Aviator Course. This course consists of 110 hours of flight training and 213 hours of academic subjects. This course is 16 weeks long. Students who attend the Officer Rotary Wing Aviator Course must attend 14 weeks further training at the U.S. Army Aviation School, Fort Rucker, Alabama, during which they transition to utility-transport helicopters.

THERE are, of course, some problems that arise in training foreign students. Perhaps the greatest of these is the language barrier. For those students who do not speak English fluently, the course of instruction obviously is much more arduous than for English speaking students. It is difficult for them to grasp classroom instruction as it is presented and causes them to rely heavily on written instructional material, which in turn is not without its problems for in most instances they must translate each sentence into their own language in order to understand it. It sometimes takes the foreign student with a language handicap 3 to 4 times as long to fully understand a reading assignment as it does the average U.S. officer.

LANGUAGE HANDICAP

SLOW PROGRESS in the academic phase of instruction caused by the language handicap usually impedes progress in the flight phase of instruction. Further, it is extremely difficult for such students to understand instructions given by the control tower over the radio as well as the instructions given by the flight instructors over the aircraft intercom.

OTHER FACTORS besides the language difference which add complexities for the foreign students stem from dissimilarities in customs and habits of daily living, occasionally complicated by administrative problems involving such things as orders, travel pay and the multitude of other administrative details that can plague even the U.S. student.

DESPITE the complicating factors, the record of foreign students attending the Primary Helicopter School is a commendable one. The majority of foreign students graduate in the middle or upper third of their class and in several instances foreign students have been the honor graduates and all with few exceptions make a genuine effort to make the most of their training opportunity.

IN SUMMARY, we feel the foreign student training program at USAPHS has been highly successful. The foreign officer returns to his country not only with the new skills and knowledge he has acquired, but with a better understanding of the American people and their way of life, and, conversely, the School has benefited from its contact with these foreign students. Such an understanding cannot help but promote closer ties between the U.S.A. and the foreign countries participating in the program.

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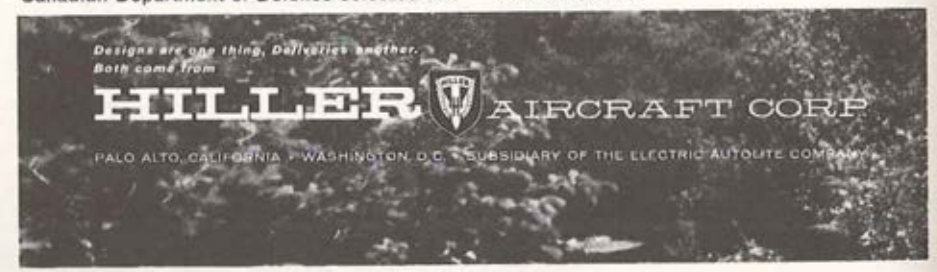
For the full story on the Hiller growth-planned family of helicopters — the H-23D, H-23D-1 and H-23F, write us: HILLER, 1350 Willow Road, Palo Alto, Calif.



LET'S TAKE A LOOK AT...

NEW PROJECT TASK "HELFIRE"

BY
CAPTAIN DONALD J. HAID
HRU, FT. RUCKER, ALA.

Generally speaking, before HumRRO launches a research task, it is necessary to find the answers to several questions. First of all, does the program or activity actually present any new or unusual problem?

IF there are such training problems, are they susceptible to solution by means of scientific research? And finally, if there are researchable training problems, is there sufficient time to conduct the necessary research and provide the Army with a useful product? To answer these three fundamental questions, and to gather data and information on the Army's aircraft armament program, the Aviation HRU launched an exploratory study in July of 1961.

THE FIRST JOB consisted of collecting all available information on aircraft, weapons, tactics, doctrine, and organization. This phase of the exploratory study lasted for about six months and included visits to military and civilian agencies and activities throughout the United States and western Europe.

IN ADDITION TO the obvious sources of information - the Aviation School, the Aviation Board, and the 8305th ACR Company - the itinerary included aircraft manufacturers and weapons manufacturers both here and abroad. One of the best sources of information was the French Army, which had been conducting armed helicopter operations in Algeria for several years. The Germans and the British have also been engaged in the development of helicopter armament. Our own Seventh Army in Europe has not only designed and built its own helicopter weapons, but for several years has been conducting helicopter gunnery training.

EARLY IN THE PERIOD of the exploratory study, the CONARC Ad Hoc Committee on Army Aircraft Armament Systems made an outstanding contribution to the development of the program. Though still largely classified, the Committee's report succeeded in creating, for the first time, a definitive policy for Army aircraft armament. Clear guidance was made available to all elements of the research, development, and logistical activities as to the kinds of weapons we needed, the quantities in which they would be procured, the units to which they would be issued, and the manner in which they would be employed.

AS the exploratory study continued, and as more and more information was gathered, the Aviation HRU began to discern the outline of some of the problems. If you have a weapons system on any Army aircraft, someone has to be trained to operate it. If the pilot is to operate it, this will be one kind of a training problem. If someone

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other than the pilot is going to be the gunner, then this will pose a different (greater? lesser?) training problem.

IF THE weapon system is to be aimed and fired without regard to the direction or velocity of the aircraft, this will require training quite different from that dictated by a weapons system which is aimed by maneuvering the aircraft. This problem has been identified as the "fixed versus flexible weapon" problem. The training required will obviously be dictated by the kinds of weapons employed. Until the development of an all-purpose weapon for Army aircraft, each family of weapons - machine guns, rockets, or guided missiles - will present a different set of training problems to be solved.

WITH THE COMPLETION of the data-gathering phase of the exploratory study in January of this year, the scientists of the Aviation HRU began studying and evaluating the large amount of information that had been collected. It became apparent that a great deal of knowledge had, for the first time, been brought together in one place. Requests were received from many quarters for briefings on the exploratory study. Perhaps most in demand was information as to the foreign armed helicopter developments. But everyone was interested in the forecast of potential training problems.

WITH THE MISSION of aviation training research, the Aviation HRU was more than willing to share its knowledge and have an opportunity to discuss this program with the various commands and staffs, agencies and activities. By the spring of 1962, the three basic questions in the exploratory study had been answered. There were going to be training problems. Some of them were the kind of problems that could be solved by scientific research. And though the newspaper headlines belied it, there was time to conduct the necessary research.

WITH THE APPROVAL of CONARC and DA, the Aviation HRU, on 1 July 1962, officially began formal research in the field of helicopter weapon training. This research is labeled Task HELFIRE.

THE HRU SERIES

■ As promised in the December, 1961 issue of ARMY AVIATION, the Aviation Human Research Unit presents this seventh in a series of articles about its work. With Lt. Col. Arne H. Eliasson on temporary duty with the U.S. Army Tactical Mobility Requirements Board, this report is written by Capt. Donald J. Haid, the other member of the HumRRO military staff at Fort Rucker.

THE ALOUETTE AND ITS ARMAMENT

SWIFT STRIKE II

BY

MAJ. KENNETH D. MERTEL, HQS, USCONARC

THIS issue of the "USCONARC Report" highlights Fort Bragg, N.C., focal point of the recent activities of the Army Tactical Mobility Requirements Board, better known as the Howze Board, for its president, Lt. General Hamilton H. Howze. Fort Bragg is featured because so many of the Army aviation units in CONUS were concentrated there for participation in Howze Board activities, as well as preparation for Exercise SWIFT STRIKE II, and last, the undersigned joined the many other officers and enlisted men in and out of Army aviation for duty with the Howze Board.

AN EXCELLENT DEMONSTRATION was conducted for the Secretary of Defense, DOD, DA, USAF, and USMC visitors on 24 and 25 July. This demonstration was conducted in part by the 6th Army Aviation Group (Prov), commanded by Col. William Tuck.

AVIATION UNITS of the 6th Aviation Group included the following:

82d Airborne Aviation Battalion (Prov), Maj. Harold G. Keebaugh, CO.

3d Transportation Battalion (Hel), Lt. Col. Donato N. Vincent, CO.

Air Mobility Company of the 101st Aviation Battalion (Prov), Capt. Ernest M. Wood.

17th Air Cavalry Troop, Capt. Calvin Bean; and supporting 544th CHFM Det.

61st Aviation Company (Caribou), Capt. Harry Miller.

31st Transportation Company (Lt Hel), Maj. Paul O. Bailey; and supporting 138th CHFM Detachment.

54th Transportation Company (Med Hel), Capt. Joe D. Ecrette; and supporting 154th CHFM Detachment.

6th AOD, Capt. Maurice Vincent.

In addition, many individual aviators and aircraft from almost every post in CONUS, including two aviators from U.S. Army Alaska.

THE EXCELLENT DEMONSTRATION included a heliborne airmobile assault by two rifle companies on an objective supported by both artillery and fixed and rotary wing aerial mounted weapons; ground refueling of HU-1 helicopters from H-34 helicopter and Caribou mobile gas stations; and short field takeoff and landing demonstrations with Mohawk and Caribou.

THE DEMONSTRATION was climaxed by an airmobile heliborne assault by a rifle company on a jungle guerrilla camp supported by fixed and rotary wing aircraft aerial mounted weapons. One spectacular portion of this latter demonstration was the rapelling of soldiers in Ranger style and the lowering of scout dogs by rope from helicopters hovering 100 feet above the ground.

THE IMPORTANCE of these demonstrations from the training viewpoint graphically portrayed the high degree of skill achieved by the participating units in low level flying at tree-top level, landings on unprepared field sites and unimproved landing strips, low level navigation, armed helicopter and armed fixed wing flying techniques, all with emphasis on tactical flying operations.

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THE DEMONSTRATION proved beyond question that this type of training can be successfully accomplished and highlights the goal that must be achieved by each and every aviator and aviation unit in the Army. Certainly, the many Army aviators, as well as other Army personnel who have seen what can be accomplished tactically by Army aviation at Fort Bragg, will insist that similar training and levels of proficiency be attained by their own aviation units. This necessary impetus to the aviation training program should assure superior accomplishment of the Army aviation mission, thus enhancing the tactical combat mobility of the U.S. Army.

BUSIEST CONUS AIRFIELD

AS MENTIONED last month, Simmons Army Air Field was, without doubt, the busiest operational unit Army Air Field in CONUS during the month of July. During this period, 225 Army aircraft were assigned to Simmons, plus the large number of arriving and departing transients. In addition to the usual observation and reconnaissance rotary- and fixed-wing aircraft present, there were MOHAWK, CARIBOU, A CHINOOK, IROQUOIS (including a "D" model), MOJAVE and CHOCTAW aircraft, and L-28 Helioplanes.

THESE AIRCRAFT executed over 10,803 individual landings and takeoffs, including 4,412 rotary wing and 4,048 fixed wing local flights. A total of 304 VFR rotary-wing flights and 1579 VFR fixed-wing flights were flown on DD Form 175 flight plans. IFR flights included 112 in rotary-wing and 238 in fixed-wing aircraft.

AN ADDITIONAL 79 flights were recorded from other services as well as 31 civilian flights, four of these on IFR flight plans. This certainly should be the record and if the present trend continues, FY 63 will show over 200,000 flights in comparison with FY 62's 100,000 flights and 65,000 flying hours, and FY 61's 75,000 flights and 40,000 flying hours.

SIMMONS ARMY AIR FIELD operates on a 24-hour-a-day schedule and is an excellent all-weather airfield. In addition to an OMNI approach, it has an outstanding GCA unit, commanded by SFC William Reeves. This GCA is capable of conducting an aircraft to a safe landing with a minimum ceiling as low as 200 feet and visibility of one-half mile. The Operations NCO is E-8 Ollen W. House, Chief Dispatcher is SFC Witney W. Langston; Operations Officer is Captain Henry E. Kelly; Executive Officer is Captain Charles E. Quinn; and Chief of the Aviation Combat Readiness Division is Captain Allen E. Hooker. Commanding the Simmons Army Air Field is Lt. Col. Lloyd O. Pruett. The past year has seen Simmons Army Air Field become a very efficiently operated airfield and seen the completion of an excellent beautification and construction program.

SIMMONS ARMY AIR FIELD also has an excellent safety program. The Safety Officer, Capt. Orville Y. Lyon, who recently published some food for thought on density altitude and high summer temperatures.

PERMANENTLY STATIONED at Fort Bragg is the XVIII Airborne Corps Aviation Section and the previously mentioned 82d Airborne Aviation Battalion (Prov). Corps Aviation Officer is Lt. Col. James D. Kidder, a recent arrival from 4th Infantry Division, Fort Lewis. Wash. The Assistant Aviation Officer is Maj. Henry J. Nagao. Maj. Harold G. Keebaugh commands the 82d Airborne Aviation Battalion (Prov) with Maj. Raymond Dickens, the Assistant Aviation Officer.

ADDITIONAL permanently assigned Army aviation units at Fort Bragg are the 22d Special Warfare Aviation Detachment, commanded by Maj. Lawrence Flanagan and the 25th Transportation Detachment (FM), commanded by Capt. Charles Pittman. The 25th provides field maintenance support to aviation units stationed at Fort Bragg. Coordinating the aviation maintenance units for the Post is Maj. Charles Clance; assisted by Lt. David T. Love, OIC of the aircraft field maintenance shop at Simmons Army Air Field.

COMMANDERS' ROW

Paying tribute to those leaders who have commanded the U.S. Army Aviation School since 1942 is a row of placards depicting the school commanders. The display was seen by all who attended the Sept. 1 AAAA Dinner Dance held at Fort Rucker.

THE MONTH OF AUGUST saw the completion of Exercise SWIFT STRIKE II. This large scale exercise involving III Corps and XVIII Airborne Corps took place on the Fort Bragg - Fort Jackson reservations and its adjacent terrain. This exercise employed Army aviation extensively, both in tactical operations and in the administrative support of umpires and observers. The greater portion of CONUS Army aviation supported this exercise in one way or another.

MAJOR Army aviation units participating included the 6th Aviation Group, previously mentioned, the 101st Aviation Battalion (Prov), commanded by Lt. Col. Frank J. Nemethy; elements of the 1st and 2d Infantry Division Aviation Companies, the 5th Aviation Battalion; the 58th AOD, Fort Hood, Texas; the 57th Aviation Company (Otter), Fort Sill, Oklahoma commanded by Capt. Ewell L. Brown; the 22d Special Warfare Aviation Detachment; and the 82d Medical Detachment, Helicopter Ambulance.

THIS TWO-SIDED free exercise included tactical flying under all visibility conditions, both day and night, and served as a practical examination of some of the new low-level and SKYCON training techniques practiced by units in CONUS. Congratulations to all participating aviators, crew chiefs, mechanics, and other supporting personnel for a superior performance of duty.

THIS MONTH we welcome the arrival of Col. J. Elmore Swenson to the Aviation Division, DCSUTR, USAREUR Army aviation made excellent progress under his guiding hand the past two years. His assistance and enthusiasm will be well received in CONUS. Two other arrivals are Maj. J. V. Lowe and Maj. James E. Martin, both assigned to DCSLOG. Maj. Earl Montgomery and Maj. Danny Prescott depart this month for assignment to the new combat Developments Command. Col. Robert F. Cassidy departed for the Army War College and Lt. Col. James A. Shelton, Lt. Col. Robert H. Hurst, and Lt. Col. Keith A. French left for assignment to the Army Materiel Command as did Maj. W.J. Worth and Capt. Jowarren B. Shively to the Combat Developments Command. Bon Voyage.

FIRST THINGS FIRST!

BY
DONALD M. THOMPSON
OFFICE,
CHIEF OF TRANSPORTATION

A new aircraft design must meet two basic requirements. The first of these is safety and the second is suitability. All too frequently, safety and suitability are viewed as two separate requirements.

SAFETY is viewed as an engineering problem, completely divorced from operational suitability. Safety is viewed as the first step. After the aircraft has been found safe, operational suitability may then be determined. In the design of Army aircraft, safety standards have been set by either the Air Force, the Navy, or the Federal Aviation Agency. These standards have been built up over a period of years, and are based on many hundreds of thousands of operational hours. This vast amount of experience may or may not be applicable to the environment in which the Army operates.

THE ARMY has operated aircraft in its own environment for many hundreds of thousands of operational hours. Operational experience and knowledge second to none has been built up within the Army. Unfortunately, little of this operational knowledge and experience is written down in engineering terms for use in developing future aircraft. There is much conversation within some elements of the Army about taking over engineering approval for flight safety.

IT WOULD SEEM that the first thing to do is to present the vast amount of Army experience in aviation in a form of a handbook which will show the factors necessary for suitability under Army environment and operational conditions. Such a handbook has been under discussion for at least seven years, and yet at the time of this writing, it is not available.

THE FIRST THING for the Army to do in the field of design engineering is to develop an Army aircraft designer's guide which will present the Army requirements for operational suitability in engineering terms. Once this guide has been developed and accepted, then there will be time to turn engineering efforts towards the question of flight safety standards.

AT THAT TIME, the Army will be in a position to decide whether it wishes to continue to use Air Force, Navy, or FAA standards or whether it is better to develop safety standards peculiar to Army aircraft. The first thing is to get out a good Army Aircraft Designer's Guide.

A HALF-MILLION HOURS!

ON July 30 of this year, the U.S. Army Primary Helicopter School at Camp Wolters, Texas, completed 500,000 flying hours. It was just six years ago this month that the School was activated, and, to date 4,552 students have matriculated.

THE OCCASION of reaching this milestone was marked by a brief ceremony at the Main Heliport. Col. Jack K. Norris, School Commandant; Col. Erdie O. Lansford, Assistant Commandant; Raymond L. Thomas, General Manager, Southern Airways Company (Contractor); and Joe H. Shields, Director of Training, Southern Airways Company (Contractor), were on hand to congratulate George L. Fox, Flight Instructor, and 1/Lt. Edgar L. Owens, Class 63-1 T, Student Company, USAPHS, after completion of the mission which established this record.

ALSO IN ATTENDANCE were foreign students, representing five nations, who "helped run out the clock" on this achievement. Present were Capt. Guillermo Larios of Mexico, 2/Lt. Allan Cooper of Canada, Capt. John C. Ross of Australia, 2/Lt. Gholamreza R. Rahbarian of Iran, 2/Lt. S. Dennis Hopping of Canada, and Capt. Nickolas J. Constantopoulos of Greece.

MR. FOX is one of more than 120 professional civilian flight instructors now at the USAPHS. He was one of the original instructors selected to initiate helicopter training in 1956. During his six years with Southern Airways Company and the School, he has successfully graduated more than 70 students without himself or any of his assigned students being involved in an aircraft accident.

THE HALF-MILLION HOURS flown at the USAPHS represent a major contribution to Army Aviation. By simple arithmetic this figure can be changed to 57 years in the air, or, by another computation (using a "K" factor of 50 MPH, the normal cruising speed of the training helicopter) the figure could be converted to 25,000,000 miles of air travel. While still at the numbers game, this means approximately 55 round trips to the moon, or expressed in still another way - flying around the world more than 1400 times. This is no small feat in observation helicopters!

AT THIS JUNCTURE in its history USAPHS reflects upon the fact that a total of 106 separate helicopter classes composed of initial officer aviator, warrant officer aviator candidates and fixed wing rated officer students have been graduated. Since activation, the combined cumulative major and minor aircraft accident rate stands at

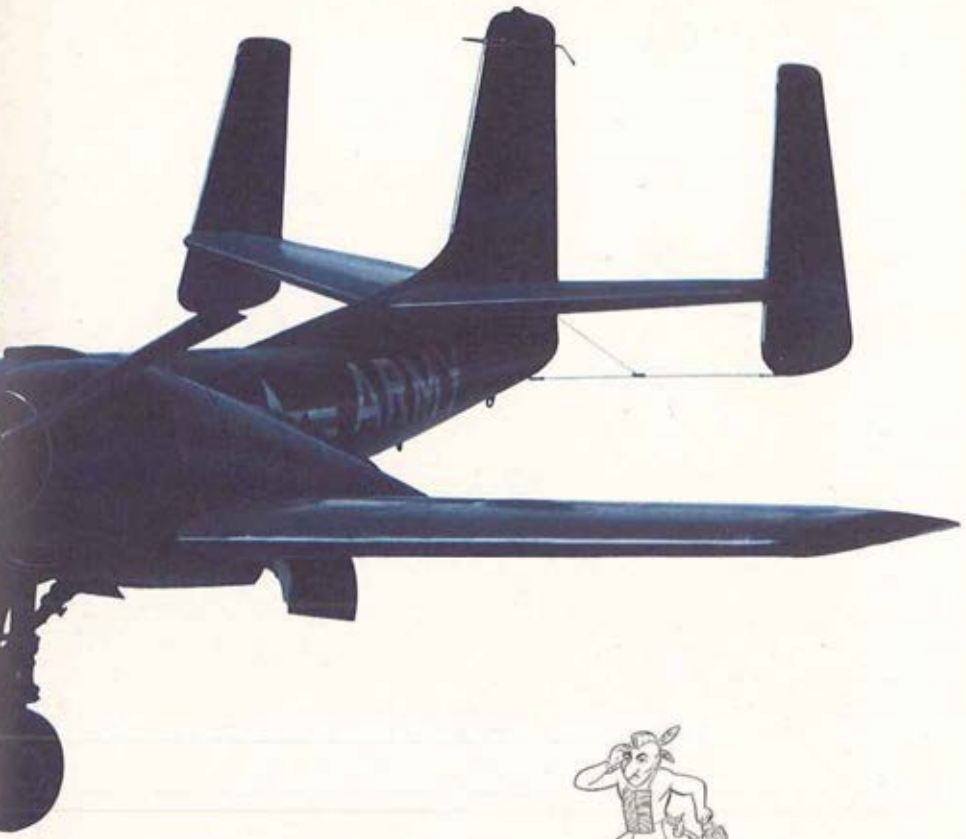
Why does the Mohawk

Why is the Mohawk so blunt and bug-eyed? To afford maximum visibility short of putting men in an open cockpit. This is called "eyeball observation," because the Mohawk is primarily an observation airplane. The pilots can see the same point directly under the airplane from only 37 feet up.

Why is landing gear so bulky? To attain a landing capability or sink speed of 17 feet per second (1020 fpm). If the average airplane landed this hard, it would crush the landing gear. This rugged landing gear gives the Grumman Mohawk unique and exceptional rough field capability.

Why a midwing? When a wing is high on the fuselage, the landing gear is necessarily longer—and weaker. If the wing is low on the fuselage, the propellers are close to the ground and may become fouled on rough fields. This also permits protection of engine and fuel tank from ground fire.

GRUMMAN AIRCRAFT ENGINEERING CORPORATION



look the way it does?

Why is the wing attachment location between the engine and fuselage? If the wing attachment location were outboard of the engines on the Grumman Mohawk, the "wings-off" component would be too wide for towing the aircraft on roads or shipping it by rail.

Why is the landing gear tread so narrow? The Grumman Mohawk's main wheels are attached to the fuselage section rather than the wing. This, plus the wing attachment location, permits easy handling of the fuselage—which is, of course, the heaviest unassembled part.

Why three tails? A single tail would have to be massive and would present an extremely large silhouette. One large tail would also require power controls. Small tails facilitate manual controls, reduce radar reflectivity and permit low ceiling hangar storage and camouflage under low trees.

Bethpage · Long Island · New York

Grumman

THE FLIGHT OF THE HUMMINGBIRD

This is the new XV-4a (formerly the VZ-10) Hummingbird now being developed for the U.S. Army Materiel Command by Lockheed-Georgia. It has been flying since July 7, and is progressing ahead of schedule in its flight-test program.

The Hummingbird, as the name suggests, will take off straight up, land straight down, hover, then dart away at speeds up to 500 mph. It combines – with simplicity – the characteristics of a helicopter and a high-speed jet. Mission: to work

24.0 per 100,000 flying hours. During the course of flying these 500,000 hours, the School has experienced only 2 fatalities - a fatality rate of 1 per 250,000 hours (or 12,500,000 miles), and 5 serious injuries (only one of a permanent nature) for an injury rate of 1.0 per 100,000 hours (or 5,000,000 miles).

CANNOT COMPROMISE GOAL

THE EFFORTS pointed toward accident prevention by the USAPHS are, by command direction, practical considerations. It is the goal of the School to eliminate every avoidable accident. However, the mission of the school cannot be compromised for the sake of safety. For example, the School's accident rate could be materially reduced by the simple expedient of eliminating touch-down autorotations from the curriculum. School safety statistics reveal that approximately 40 per cent of total accidents result from this maneuver. It would follow that the rate could be reduced proportionately by eliminating the maneuver. It should be noted that although touch-down autorotation accidents are costly in terms of equipment only one accident of this type has resulted in injury to an aviator. 1,292,990 of these touch-down autorotations have been accomplished - the majority of these were performed by beginner aviator students.

THE accident-producing autorotation maneuver has not been eliminated from the curriculum! The mission of USAPHS is to train helicopter pilots. The graduate must be confident that he has received superior instruction and that he has achieved such proficiency in helicopter flight that he is prepared to perform any mission required by the unit to which he is assigned. The unit commander, whether he be located in Korea, Ft. Benning, or South Vietnam, must have assurance that loss of aircraft and injuries or loss of life attributable to a "learning" process will not occur in his command. The autorotation maneuver is the key to safe helicopter operation under all conditions.

ALTHOUGH ON OCCASION the U.S. Army Primary Helicopter School has been required to defend its policy with vigor, this learning maneuver is still being taught, and it is being taught under the controlled conditions available only at a training facility. The contingent accidents are absorbed in training rather than being transferred to tactical units where aircraft, replacement parts, and time are critical to the mission.

USAPHS continually strives to refine its instructional program. Repeated emphasis on the proper techniques of performing the various flight maneuvers, close supervision and day-to-day analysis of operational procedures have gone far toward reducing the accident rate to its present level and improving the quality of the graduate aviator.

CIVILIAN "KNOW-HOW"

THIS ARTICLE would not be complete without due recognition to the civilian contractor, Southern Airways, who provides maintenance and primary flight instruction for the school; they are due a lion's share of credit for the fine performance during these half-million hours. Through exceptional "know-how", and a determination to provide the necessary flying hours, Southern Airways has kept the helicopter school in business.

OF EXCEPTIONAL NOTEWORTHINESS is a maintenance record which has kept an average of well over 60 per cent of the H-23 helicopter fleet in a flyable status while these aircraft were averaging over 5 hours of flying time per aircraft per day. Several aircraft still in the fleet would have been salvage material in less capable hands following major accidents. USAPHS registers a special vote of thanks to Raymond Thomas, General Manager; Joe Shields, Director of Training; Wayne Schwalm, Director of Maintenance; Sam Knight, Director of Supply; Douglas Hensgen, Director of Safety, and the many other key individuals and specalists who go to make up Southern's fine organization.

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bh BELL HELICOPTER COMPANY

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ARMY REORGANIZATION . . .

. . . ITS MEANING TO AA

BY PAUL HENDRICKSON

USATMC, ST. LOUIS, MO.

THE Department of the Army reorganization has caused some concern, some apparent, some expressed, to the proponents of Army aviation and those concerned with mobility for the field army through the use of light organic aviation and helicopters.

BUT WHY the concern? The Department of the Army reorganization in the support area is primarily along commodity support and industry oriented lines. That is, the support of major equipment systems will be more centralized and less distributed and diluted among the many separate supporting organizations. This in itself, if anywhere near as successful as it currently appears, should enhance not only the support and operation of Army aviation but for every major piece of equipment within the Army inventory.

THE reorganization is basically aimed at just that. It is not a dilution of the authorities of the personnel nor individuals who have the responsibility for developing, procuring and supporting aviation equipment. Rather, it is to place them, as well as their counterparts in support of all other Army inventory, in a posture and environment designed to make their work more effective to over-all Army mission requirements.

OF MAJOR SIGNIFICANCE and of particular interest to those who are concerned with the impact of the reorganization on Army aviation is the consideration that most of the individuals currently involved and dedicated to the continued support and growth of the Army aviation program will continue to operate in the same basic functions that they have performed so well previously. True, there will be some shuffling of a few individuals. Some staff people will be rotated but, by and large, the working individuals who are concerned with Army aviation will still be assigned to duties that will assure the growth of the Army aviation program and its dynamic and irreplaceable part in the successful functioning of both peacetime and combat Army requirements.

SO MUCH for the "why it won't hurt" discussion. Now to a more positive approach. Practically speaking, the reorganization as portrayed in the Department of the Army planning documents actually enhances the potential growth of Army aviation through the combining of the development and logistics functions in a single agency, establishment of minimal command and approval lines and the removal of time consuming cross-lateral requirements for coordination of programs and projects. These actions will tend to enhance and accelerate the development and support of organic Army aviation.

TWO MAJOR ASPECTS of the current reorganization should provide significant benefits to the organic aviation segments of the future Army.

FIRST, the organization of Headquarters, Army Materiel Command, to provide a single Director of Programs and Comptroller with responsibility for both RDT&E and logistic support program and funds.

THIS organizational authority, combined with the requirement for "program packages," should provide the management vehicle that will permit decisions on a program basis rather than project basis. The concept here is that a single project is not considered separately for individual merit, but examined in context with all other projects and programs pertaining or relating to the same area of mission requirements. This should permit compatible decisions as to funding, scheduling, and limitations for each element of a total Army program.

SECONDLY, and closely related, is the decision to establish Army Project Managers, with complete line authority, over major and complex equip-system programs.

THIS MEANS that such major programs as Shillelagh, Advent, etc., will have a single authoritative head capable of rapid program adjustments and trade-offs to assure most effective utilization of programmed funds, manpower and facilities. This combination should provide required equipment in a highly effective manner with continuing support provided at an optimum level.

TACTICAL MOBILITY FILM NOW AVAILABLE

"ARMY TACTICAL MOBILITY," an 18-minute, color, sound film is now available through normal Army pictorial agencies. The film which bears the label MF20 9777 is an up-to-date version of "mobility" exercises conducted by the recent U.S. Army Tactical Mobility Requirements Board at Camp Stewart, Georgia. ■■

IN SUMMARY, the reorganization of the Army should provide many benefits to the Army aviation program. One, it should provide optimum direction in the development of aviation equipment and an effective management posture capable of quick decisions and rapid reaction to requirements. Secondly, it should emphasize even more than we have in the past that Army aviation is a completely organic element of the Department of the Army organization, integrated with all other equipment and personnel to the total mission accomplishment of a mobile Army of the present and the future.

SO for those of us in Army aviation I submit a thought. The Army reorganization provides the framework for real benefits to organic Army aviation, but to be of benefit the reorganization must be made to work. Let's see to it that it does!

COMMENDATION MEDAL

RECENT CEREMONY

Mr. Paul R. Ignatius (right), Assistant Secretary of the Army (Installations & Logistics), is shown presenting the Army Commendation Medal to Lt. Colonel Robert K. Moore in a recent ceremony held at the Pentagon, Washington, D.C. The General Staff officer has since reported to Carlisle Barracks, Pa., for attendance at the Army War College. Colonel Moore serves as the National Vice President for Army Affairs on the AAAA National Executive Board. ■■

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Installation is simple and inexpensive. You can use your existing converter high voltage power supply, indicator, mountings and racks. There is no change in space requirements. You need only (1) remove your present tunable receiver and replace it with ARC's R-34A Receiver, (2) install 14-conductor cable in place of mechanical linkage, (3) substitute a new control unit.

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ARMY AVIATION

AUG.-SEPT. PHOTOS

TOP LEFT: Lt. Gen. Hamilton H. Howze (right), CG of the XVIII Airborne Corps and Fort Bragg, is shown presenting Master Army Aviator wings to Lt. Col. Gregory L. Olney, a member of the staff & faculty of C&GSC. The recipient was on TDY at Fort Bragg at the time of award presentation.

TOP CENTER: The coveted wings of Master Army Aviator are pinned on Col. Edward McMaken, right, new Deputy Assistant Commandant of the USAAVNS, by Brig. General Robert R. Williams, CG of the U.S. Army Aviation Center and Commandant of USAAVNS.

BOTTOM CENTER: Gen. Guy S. Meloy, left, Commander-in-Chief, United Nations Command, Korea, is shown presing a UNC Salute to Colonel Robert M. Hamilton, outgoing Eighth U.S. Army Aviation Officer. Col. Hamilton has since assumed the duties of Director of the U.S. Army Board for Aviation Accident Research, Ft. Rucker, Ala.

BOTTOM LEFT: Col. Delbert L. Bristol, left, Army Aviation Officer, MAAG, Vietnam, is shown briefing Col. David M. Kyle, Aviation Officer, G-3 Section, USARPAC, on Army aviation activities in South Vietnam during the latter's recent visit to Southeast Asia. Their meeting took place at Tan Son Nhut Airport, Saigon.

RIGHT: Some 2,000 aviation personnel took part in a recent tribute to Col. Russell E. Whetstone, the retiring commander of the Seventh Army Aviation Group in Europe. The gathering was preceded by a parade and aerial demonstrations involving the one hundred aircraft of the group. Col. Whetstone, right, is shown being presented with a hand-lettered scroll of appreciation - Lt. Col. Michael J. Strok (with microphone), 54th Trans

100% AAAA

■ LEFT: 100 per cent participants in AAAA, members of ORWAC 62-7 at USAAVNS are: 1st Row, L-R, Lts CW Winter, WD Harris, DC Danhouser, DC Ruggles, LD Young, III, AP DiBenedetto, JL Tucker, SR Elison, LE Doughty, JL Deryck, & JR Mills; Capt. WE Ward (Class Sponsor). 2nd Row, Lts JC Stevens, DW Johnson, JC Carter, RH Poulin, & H Gawkowski; Col WR Williams, Jr. (Asst Commandant of USAAVNS); Capt JA Eberwine (Class Leader); Lt. Col. JW Givens,(Director of R/W Tng); Lts JD Pirkle, JH Fitzgerald, Jr., CE Dunn, CW Davis, & LA Solie; Capt JM McKnight. 3rd Row, Lts HW Brigham, JN Tragesser, II, TL Warren, CW Dean, Jr., JL Yoho, DL Peters, LM Hardy, JE Freeman, WP Hodsdon, & JHB Pope. 4th Row: Lts TA Speaker, GE Lethcoe, Jr., EE Hammett, LE Ireland, Jr., JB Fitts. 5th Row: Lts. AL Allen & JR Dawes. Missing: Lt JB Brown. (U.S. Army photo)

Bn Commander, making the presentation on behalf of the personnel of the aviation unit.

BOTTOM LEFT: Going "up" to "Re-Up," M/Sgt Charlie Canaan, Jr., right, is shown re-enlisting for a three-year term aboard an HU-1A helicopter hovering over Tokyo Tower, claimed by the Japanese to be the world's largest television tower. The oath of enlistment was administered by Army pilot, Maj. James B. Lovell, chief of the U.S. Army Japan Air Division.

TOP RIGHT: Shown while enroute to Korea, an Army Mohawk is placed on display for U.S. Army Japan personnel at Rankin Army Airfield at Camp Zama, Japan. Piloted to Japan by Capt. Paul Bankit, maintenance officer of the 55th Transportation Battalion, the Mohawk was scheduled for use by Eighth U.S. Army.

BOTTOM RIGHT: Shown during outprocessing at Bremerhaven, Germany, the last "A" model H-37 Mojaves were replaced by remodeled H-37's,

YOU ARE, IT!

BY
WILLIAM D. BICKHAM
TRANSPORTATION
MATERIEL COMMAND,
ST. LOUIS, MISSOURI

YES, you, the user, believe it or not, are the most important link in the chain of events which has been forged by the Army to improve the aircraft you use; to reduce the number of hours spent in looking, measuring, removing, and replacing.

THE Department of the Army, especially the Directorate of Engineering at the U. S. Army Transportation Materiel Command, St. Louis, Mo., has been in the product improvement business for a considerable time, giving out with the best knowledge and know-how available to make our Army aircraft the best in the business within the imposed modification limitations.

SO now that you have been tagged, what does this mean to you? It means you, as a user, play a most important part in the ironical game of the over-all program - UR, IT?

NOW, after considering yourself a very important person, we wonder if you'd like to give a good, direct, and plausible answer to: "Why do we have a UR Program - What useful purpose does it serve?" Probably the most prevalent answer, which is fastley becoming stereotype, is: "To make the design people and the aeronautical engineers get on the ball, so that military aircraft will last longer and we won't have so much trouble (maintenance) with them."

THE PRIME REASON why any organization has a reporting system for what goes wrong with their product is: To spot trends which could be costly; to separate these trends into categories which are important, then to weed out the costly time consuming peeves of every "expert" in the business; and to spot inconsistent and malmaintenance practices which could develop into conditions 180 degrees from the specific purpose for which they were intended.

ONE of the facets on this stone of improving DA Aviation equipment is the full and continual correct use of the "Unsatisfactory Report" by you. You, the user, are the backbone of the Unsatisfactory Report (UR) Program in Army aviation. The present system used by every element within the DA is reflected by AR 700-41 (4 August 1959). When we run into a snag with Transportation Corps Air Items, which we feel doesn't cut the mustard, we are compelled to do something about it.

THE BEST WAY

STOL, VTOL, LOH, GEM are types of flying machines which were, are, and will be used to do a specific job when called upon to perform. The Army has a job to do. What's the best way to do it?

TELL the designing engineers what we need, what it must do, and when we want it. Sometime later a few dollars out of the pockets of us taxpayers, the Army is in possession of a monstrous machine made up from a few thousand parts; all of which have had exhaustive tests for stress, strain, and stretch to prove their worthiness. So, then the "Perfect" product is delivered to the Army and exposed to the purpose for which it was initially intended. Now the fun begins! Man vs. Machine and the Elements!

THESE three are variables which cannot be predicted with complete accuracy.

MAN'S reaction to a given set of circumstances is the least known today. Give one man a problem, he will act one way, another man will pursue another course of action; both with the conviction he is right.

MACHINE'S reaction, induced by man, can be predicted; but take away the man and one guess is as good as another, even though all precautions to eliminate the small margin of error have been taken.

ELEMENTS seem to do nothing but cross you up. You collect all the facts known in the science of meteorology and climatology, put them together, predict, and along comes a shifting of the wind or a change in atmospheric pressure and you missed by a mile.

COMMUNICATION VITAL

BUT there is one thing which is stable in the "YOU ARE, IT" game and that's communication, probably the most important single item between men.

COMMUNICATION between the user and the Technical Service responsible for the logistical support of the end item. Communication between the Technical Service Engineering people and the design and manufacturing engineers. Communication between the people who have the answers to a problem in design or maintenance back to the people who have the problem, but can't fathom it. Communication to those people who don't have the immediate charge, but could have on a later date.

THE BIG FACTOR

THIS PROCESS of getting the word and all the facts to the right people, thru the right channels, and at the right time, is a big factor in the Army's UR Program. Lack of communication has caused many an imperial catastrophe. Remember the famous communication to General Garcia, in the "Message to Garcia"? You need not ride horseback only ride herd on helping us on the particular problem.

THERE are several ways to communicate with the "Powers that Be".

FIRST, if the UR, in your opinion, is of an emergency action, pick up the telephone, write a wire, broadcast it on your assigned frequency, or you can sent it air mail with abbreviated facts as an OPERATIONAL IMMEDIATE, followed up by a completely filled in Form 1275 (check AR 105-31 for "Emergency Action" UR messages).

SECONDLY, if it cannot be classified as an emergency action, get it off the same as above, but do so in accordance with those processing procedures for "Urgent Action" UR, and caption it "PRIORITY" as spelled out in AR 105-31.

THIRDLY, send it routine using good judgment as to what method.

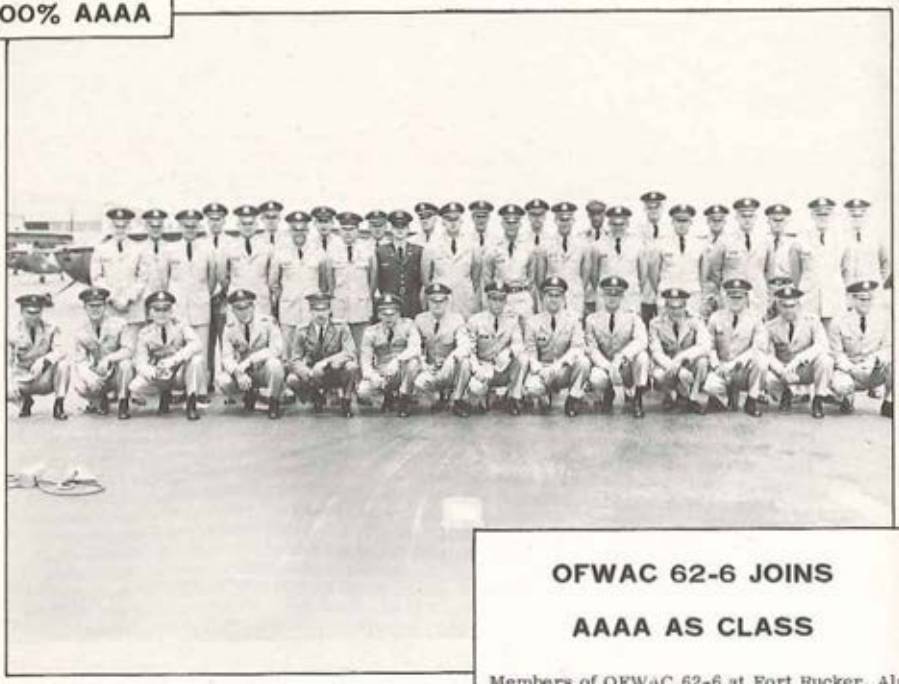
THAT'S the how, and now that we know that, what's next in importance? The most is the facts. "Got to have the facts man, the complete facts." Makes no sense to say, "Won't work right". Tell exactly what went wrong. Fill in all the blanks. If it's unknown, use UNK, if it's not applicable to the piece, say so, use NBA. If you leave it blank it could be interpreted as a slip over.

WRITE IT DOWN!

FURTHER, get down on the DD 1275, the Complete Identification, the Contract Number, the Serial Number, the Manufacturer's Identification and Serial Number, the Model (Army and Civilian designation won't hurt), whether it's Depot Supply Item or not, and last, but by no means the least important, what were the Complete Details and Conditions when it happened. Like: "On the shelf"; "Tied Down, Boon-docks"; "50' over R/W 25, 25' from approach end, W/V 230-15 Knts"; or "standing in 16' water on ramp for 10 days." Too, tell the complete story with photos (use your own camera, if necessary), or a sketch, you don't have to be a Titian, we'll understand. Check AR 700-41 for all the information you'll need on exactly how to fill in the DD Form 1275.

THIS is your obligation as a part of the overall picture. Don't let us down. The more

100% AAAA



OFWAC 62-6 JOINS AAAA AS CLASS

Members of OFWAC 62-6 at Fort Rucker, Ala., have demonstrated full participation in AAAA. They are, left to right, Lts TK Chang & CH Lin (China); Lts WL Fate, HL Drake, CH Larrea, LR Rhodes, LA Davis, KM Frank, ML Davis (Class Leader), JH Blanchard, Jr., WG Hope, LR Martin, WM Hay, & WR Fogg. 2ND ROW: Lts. WL Wiard, CR Casey, SJ Tillman, DK Elton, YC Lu (China), RR DeBenedictis, RH Muenter, GH Holloway, BG Vaughn, LP Saunders, CW Cobb, JD McKinstry, Jr., & MD Brooks. 3RD ROW: Lts. PR Lalumiere, Jr., JD Danielson, CK Hall, KC Chiu (China), RV Doty, LA Davis, PF Burke, GR Doody, H Tabesh (Iran), FJ Gannon, BN Hutson, and DG Hendricks. ■■

thorough you are, the better our equipment will be.

REMEMBER, civilians as well as military are obligated to and have a responsibility for URs. No one will think lightly of you regardless of your rank or civilian status.

WE'RE ON IT!

TO BE SUCCESSFUL in "YOU ARE, IT," we of TMC must have the time to analyze your 1275s completely. Maybe you personally neither see the results nor an answer - Don't despair, we are on it. We need time to improve the product, to offset trends, etc. Therefore, should you not get clued in as to what's what, it's because we are in the Army aviation UR Program not in the hand-holding correspondence game.

WE certainly would like to spend time on telling you what a great guy you are and what a tremendous job in support of the UR Program you're doing, but there won't be an Army Aviation Program at all, unless we get going and devote our undivided attention to your squawks.

WE in the Army Aviation Program have the world's best equipment. It must be combat ready for any eventuality any time, any place in the world, so let's keep it that way, THE BEST, with constant vigilance through the Department of the Army's UR Program.

CHANGES OF ADDRESS-PCS

GENERALS

ODEN, DELK M., BGen
119 Grafton Street
Chevy Chase, Maryland

COLONELS

BONASSO, RUSSELL P.
Quarters, 8813
Fort Rucker, Alabama
DAVIDSON, CECIL H.
Hqs, USATTC, Pacific
Fort Mason, California
HAMILTON, ROBERT M.
USABAAR
Fort Rucker, Alabama
McGRAW, ROBERT E.
37 Red Cloud Road
Fort Rucker, Alabama
PARSON, M. H.
1st. BG, 8th Cavalry
APO 24, San Francisco, Calif.

LT. COLONELS

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AAAA NEWS

NATIONAL EXECUTIVE BOARD TO MEET SEPTEMBER 7-9

Viewing the facilities of the National Office for the first time as a group, members of the National Executive Board of AAAA took the full "Cook's tour" during the course of their 7-9 September quarterly meeting in Westport, Conn.

Attending the weekend meeting were President Joseph E. McDonald, Jr., and Past Presidents Robert M. Leich and Bryce Wilson. They were joined by the following: James N. Davis (Sec); Col. A.J. Rankin (Senior VP); Lt. Col. Keith A. French (VPG); Lt. Col. Sam Freeman (VPR); Jack E. Leonard (VPI); and Brig. Gen. Robert R. Williams and Lt. Col. Darwin P. Gerard (National Members-at-Large).

Col. Warren R. Williams, Jr., and Joseph A. Moro, as represented by proxy Victor J. Schulte, Jr. (Chapter Members-at-Large, NEB); Col. Robert R. Corey (National Awards Committee); and Col. Robert F. Cassidy and Lt. Col. Thomas J. Sabiston, Ret. (observers) also attended the weekend meeting.

During the course of the meeting the National Awards Committee of AAAA selected the winners for the four National Awards to be presented at the forthcoming Annual Meeting in Washington, D.C. Col. Robert M. Leich chaired the Committee as assisted by Committee Members James N. Davis and Cols. Alexander J. Rankin and Robert R. Corey. Lt. Col. Robert K. Moore, the fifth member of the Committee, could not attend due to a last-minute change in his student training schedule at the Army War College.

In addition to reviewing carryover business, the Board members were briefed on Annual Meeting planning by "Gerry" Gerard, Programming Chairman for the '62 Annual Meeting.

The weekend meeting was conducted at the residence of Arthur H. Kesten, the Association's Executive Vice President, with a timeout being taken by the Board to attend the American Helicopter Society New England Regional Clambake in nearby Madison, Conn., on the evening of the 8th. Following the Clambake the Board members were joined by Maj. Gen. and Mrs. William B. Bunker, Mr. and Mrs. Lee S. Johnson, Mr. and Mrs. James W. Clyne, Mr. and Mrs. E.E. Gustafson, Miss Jean Ross Howard, and Miss Billie J. Timm for a late evening get-together at the National Office.

Upon the call of the President, the Board will conduct its next meeting on Wednesday, October 10, 1962, at the Sheraton-Park Hotel in Washington, D.C.

AVIATION DAY

Looking inside the doors of an H-37 helicopter are some German visitors at the 14th ACR's German-American Aviation Day sponsored recently by the Fulda (Germany) Chapter members of AAAA. German and American troops can be seen parachuting in the background. (U.S. Army photo)

Application for Coverage

I have inclosed a check or money order made payable to the FLIGHT PAY PROTECTION PLAN for my annual premium of → $ _____ PREMIUM

I understand that my coverage under this Plan will commence upon the first day of the month after the postmark month in which I apply for the coverage.

A check or money order in the amount of your annual premium should be made payable to FLIGHT PAY PROTECTION PLAN and submitted with your application form to AAAA, Westport, Conn. Be certain to refer to the reverse side of this application form. This form may be used for quarterly or semi-annual premium payment plans.

Rank or Grade Name ASN Annual Flight Pay

Address Post Office Box Number, Residence or Quarters Address is desired

City Zone State Years of Service for Pay Purposes

I certify that I am currently on flying status with a U. S. Army unit; that I am in good health at the time of making this application; that I am entitled to receive incentive pay; that no condition is known to me at this time that could result in my loss of flying status for physical reasons; and that no action is pending to remove me from flying status for failure to meet required physical standards. I authorize the Company, or Company-designated representatives, to examine all official medical records that may be pertinent to any claim that I may submit.

SIGNATURE..... **DATE**.....

Failure to sign above invalidates this application.

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First Year Membership Only. Includes Lapel Pin and Decal.

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Membership Year Terminates Each March 31st

☐ $6.00 (Applications submitted ..... April 1 - June 30)
☐ $4.50 (Applications submitted ..... July 1 - September 30)
☐ $3.00 (Applications submitted ..... October 1 - December 31)
☐ $1.50 (Applications submitted ..... January 1 - March 31)

IMPORTANT: Your Dues should be paid by separate check made payable to AAAA. Your premium check should be made payable to FLIGHT PAY PROTECTION PLAN.

CATEGORY OF AAAA MEMBERSHIP

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☐ U.S. Army National Guard component
☐ U.S. Army Reserve Component
☐ Other. Describe below.

_____

_____

Flight Pay Protection Plan Premium Table

IF MONTHLY FLIGHT PAY IS:	YOUR ANNUAL FLIGHT PAY IS:	YOUR ANNUAL PREMIUM RATE IS:	YOUR SEMI-ANNUAL PREMIUM IS:	YOUR QUARTERLY PREMIUM IS:
$245	$2,940	$44.10	$23.05	$12.05
240	2,880	43.20	22.60	11.80
230	2,760	41.40	21.70	11.35
225	2,700	40.50	21.25	11.15
220	2,640	39.60	20.80	10.90
215	2,580	38.70	20.35	10.70
210	2,520	37.80	19.90	10.45
205	2,460	36.90	19.45	10.25
200	2,400	36.00	19.00	10.00
195	2,340	35.10	18.55	9.80
190	2,280	34.20	18.10	9.55
185	2,220	33.30	17.65	9.35
180	2,160	32.40	17.20	9.10
175	2,100	31.50	16.75	8.90
170	2,040	30.60	16.30	8.65
165	1,980	29.70	15.85	8.45
160	1,920	28.80	15.40	8.20
155	1,860	27.90	14.85	8.00
150	1,800	27.00	14.50	7.75
145	1,740	26.10	14.05	7.55
140	1,680	25.20	13.60	7.30
135	1,620	24.30	13.15	7.10
130	1,560	23.40	12.70	6.85
125	1,500	22.50	12.25	6.65
120	1,440	21.60	11.80	6.40
115	1,380	20.70	11.35	6.20
110	1,320	19.80	10.80	5.95
105	1,260	18.90	10.45	5.75
100	1,200	18.00	10.00	5.50
95	1,140	17.10	9.55	5.30
90	1,080	16.20	9.10	5.05
85	1,020	15.30	8.65	4.85
80	960	14.40	8.20	4.60
75	900	13.50	7.75	4.40
70	840	12.60	7.30	4.15
65	780	11.70	6.85	3.95
60	720	10.80	6.40	3.70
55	660	9.90	5.95	3.50
50	600	9.00	5.50	3.25

Don't Jeopardize Your Flight Pay!

FLIGHT PAY PROTECTION PLAN

Endorsed by the Army Aviation Association

NEW MEMBERS JOINING AAAA

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BARBUSCHAK, John, Jr., Mr.
BERGESON, DelReed, Capt.
BIJL, Roelf, WO
BLANKENSHIP, Donald G., CWO
BOYSEN, John H., Lt.
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BRIEN, John H., Capt.
BROOK, Howard F., Jr., Lt.
BROWN, Betty J., Miss
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CANFIELD, James D., Lt.
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CHOCK, Linus G. K., Lt.
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GUTHRIE, David W., WO
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HILL, Joel R., SFC
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WILLIS, Ralph E., WO
WORTHINGTON, Gerald R., Lt.
ZIMMERMAN, William M., Col.
ZURAWINSKI, Mitchell, Mr.

AAAA CHAPTER ACTIVITIES

PRESIDENT'S ADDRESS: COLONEL WARREN R. WILLIAMS (STANDING), PRESIDENT OF THE AAAA CHAPTER AT FORT RUCKER AND ASSISTANT COMMANDANT OF USAAVNS, ADDRESSES SOME 500 MEMBERS, GUESTS, AND FRIENDS OF THE ARMY AVIATION CENTER CHAPTER AT THE RECENT DINNER-DANCE SPONSORED BY THE LOCAL CHAPTER TO CELEBRATE THE 20TH ANNIVERSARY OF ARMY AVIATION. AT THE HEAD TABLE ARE: (LEFT TO RIGHT) MAJOR GENERAL WILLIAM M. MORGAN (USAF-RET.), MRS. ROBERT R. WILLIAMS, (PARTLY HIDDEN BEHIND COLONEL WILLIAMS) MRS. WILLIAM M. MORGAN, AND BRIGADIER GENERAL ROBERT R. WILLIAMS, FORT RUCKER'S COMMANDING GENERAL.

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

Twice the load . . . half the seat-mile cost

Sikorsky's twin-turbine S-61 carries twice the payload of its piston-powered predecessor, the S-58.

Even better, it cuts seat-mile cost by half. (Seat-mile costs have been halved with each new Sikorsky design from the S-51 through the S-55, S-58, and S-61).

To date, operating costs for the 28-passenger S-61 have averaged only 8¢ per seat mile. Sikorsky is currently designing advanced helicopters that will reduce this figure even further.

This emphasis on engineering progress has always characterized Sikorsky design. It is one of the many reasons for Sikorsky leadership in vertical flight.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

STRATFORD, CONNECTICUT

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