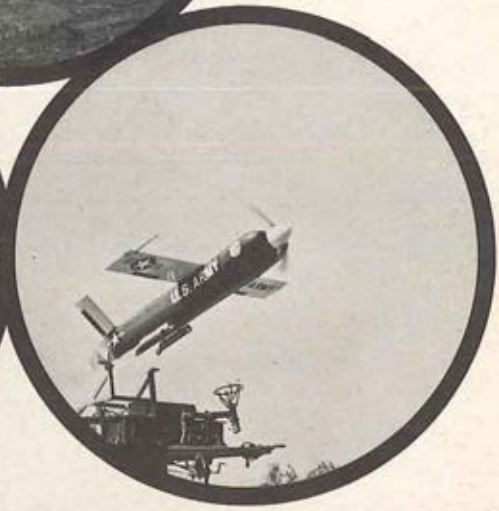
OCTOBER/1962

ARMY AVIATION

LYCOMING ENGINES POWER ALL THREE!



Top—Beechcraft L-23F, powered by Lycoming IGSO-480-A1A6, rated 380 hp each. **Left**—Aero Commander L-26B, powered by Lycoming GO-480-D1A, rated 275 hp each. **Right**—Aerojet SD-2, powered by Lycoming IMO-360-A1A, rated 180 hp.

Lycoming
Division—Avco Corporation
Williamsport, Pennsylvania

Chinook PROGRESS

SUMMARY

CHINOOK TEST MILESTONE PASSED

On September 20, 1962, another milestone in the U. S. Army Chinook development program was passed with the completion of the 150-hour pre-production tie-down endurance test. Following this test, components of the gear boxes were subjected to detailed inspection by a representative of Aeronautical Systems Division of the U. S. Air Force.

Approval of the 150-hour endurance test will establish this as the initial interval between overhaul for gear boxes in Army-inventory Chinook helicopters.

Another important phase of Chinook development commenced on September 14, 1962 with the start of the preliminary military pilot evaluation. This program is being conducted at Vertol Division's Flight Test Center by personnel of the USAF Flight Test Center, Edwards AFB, California.

VERTOL DIVISION
MORTON PENNSYLVANIA
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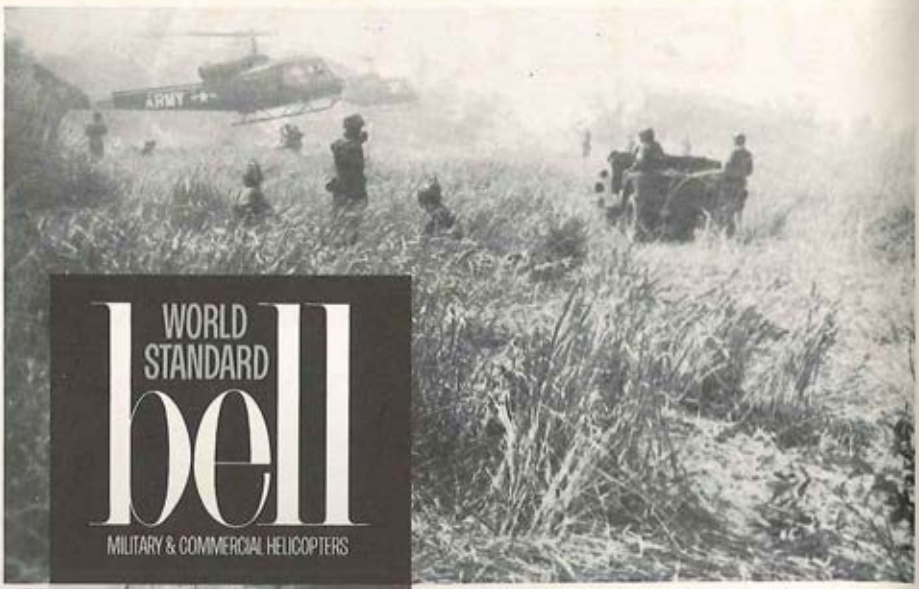

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WELCOME TO AAAA!

BY BRIGADIER GENERAL DELK M. ODEN
CHAIRMAN, FOURTH ANNUAL MEETING COMMITTEE

Welcome to the Fourth Annual Meeting of the Army Aviation Association of America!

I TRULY WISH that I could greet each one of the 7,000 aviators at this convention, but since it is a physical impossibility for all of you to be here I hope that we can make contact through this letter.

TO THOSE of you who are not with us here in Washington, I am sure that your local representatives will more than adequately make your desires and opinions known in our semi-official deliberation periods as well as our numerous "bull sessions."

DIFFICULT SELECTION

I OFFER my sincere congratulations to those of you who are here to receive the outstanding awards. The selection of the individuals and unit to receive the McClellan Award, the Outstanding Unit Award, the Aviation Soldier of the Year Award, and the AA of the Year Award is a difficult task. We all owe a vote of thanks to the National Awards Committee of AAAA for the tedious work they have been required to do and for their objectivity and impartiality in selecting those individuals and the unit to receive the awards. I am sure we all recognize that there are many factors which must be considered, and when there are so many outstanding individuals, the selection of the top one is, at best, a very difficult job.

(Ed. The names of the individual and unit award winners appear on P.567 of this issue.)

THE FACT that our Annual Meeting is related to the AUSA Annual Meeting always raises a question in some people's minds, "Why two separate meetings?"

IT IS WELL that all of those in aviation fully realize why we have a separate organization.

First, of course, is the all-important matter of flight pay insurance which we probably would not have available to our members today if AAAA had not carried the ball.

Next, of course, Army aviation has attained its present stature only after a difficult struggle. One needs only to look back at the records for the past few years to see how much the Association has contributed, particularly toward consolidating opinion and making sure that everyone in the program works for the common good of the Army. The aims of both the AAAA and the AUSA are the same.

Lastly, of course, Army Aviators seem to like to get together to socialize with other Army Aviators and to do a little hangar flying.

I SINCERELY hope that I will not only see a greater number attend next year's meeting but will see many new faces of those who have not been able to attend a previous meeting.

NEW REGULATIONS

A NUMBER of aviators have the impression that it is to their advantage to be checked out in as many different types of aircraft as possible and to attempt to stay proficient in each type. It appears now that our regulations will have to be rewritten.

WHILE this is being done, I urge aviation unit commanders and aviators to take a critical look at which aircraft they should remain proficient in to accomplish their mission. If an Army Aviator has been checked out in a particular type aircraft but a present operational requirement no longer exists to fly this type, he should not attempt to remain proficient. This conclusion is borne out by our Safety statistics.

HISTORY OF AA

THE June and July issues of the ARMY AVIATION DIGEST carry a fine history of Army aviation from the balloonists of the Civil War days through Piper Cubs of World War II to the present. Mr. Richard K. Tierney who prepared "The Army Aviation Story" is a member of the editorial staff of the DIGEST. These articles are followed in the August and the September issues by further articles on the rotary wing and fixed wing aircraft in the Army.

TURBO-PROP CARIBOU

DEPARTMENT of Defense has approved a program for development of an improved STOL transport aircraft to be a follow-on for the Caribou (AC-1). The new aircraft to be developed by DeHavilland will have two turboprop engines, increased payload and a longer fuselage. The fuselage will be of the same dimensions as the Chinook (HC-1B). Payload of this aircraft will be 5 tons at 250 knots with a 500-mile radius.

ENGINE CONTROL

IN JULY 1962, the Department of the Army initiated a system for central cognizance and control at the National Inventory Control Point for all aircraft engines. The system provides for a daily "as it happens" report to give the condition (serviceable or nonserviceable), status (installed or uninstalled), and location for every aircraft engine in the Army inventory.

THROUGH this system the Department of the Army expects to be able to provide better supply and maintenance support for aircraft engines at a greatly reduced cost. It is anticipated that a periodic transaction reporting system, modified in accordance with value and criticality of the item, will be extended to other high dollar value time change components.

RECENT ASSIGNMENTS

RECENT assignments to the Aviation Directorate are: Major Charles M. Honour, Jr., for duty with the Operations and Training Division. Mr. Francis Donaldson for duty with the Plans, Programs, Funds and Review Division.

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.

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Model T72-T-2
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500 hp . . . 210 lbs.

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LOW COST
TURBINE POWER

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.

WRITE FOR COMPLETE INFORMATION

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CONARC REPORT

ARMY aircraft flying the Atlantic from CONUS to Europe is not new, however two recent trips may be of interest to all. In June and July this year, Captain Hal C. Lane and Captain John H. Richardson, both from Headquarters Third Army, flew an L-23F from Fort Benning, Georgia to Manheim, Germany.

THEIR ROUTE took them to McGuire Air Force Base; Dow Air Force Base; Greenland; Keflavick, Iceland; Prestwick, Scotland; then to Coleman Barracks, Manheim, Germany. A continuation of the trip took them on to South East Asia via Southern Europe, the Mediterreanean, through the Middle East to their destination. In all, they covered about 11,000 nautical miles in approximately 75 flying hours.

A SECOND MISSION to Europe by Major John T. Stanfield, Pilot, Major James W. Johnson, co-pilot, SFC Robert A. Heap, crew chief, and Pvt. Reginald H. Edwards, mechanic, from the U.S. Army Aviation School was completed this month, in the flight of an AC-1 Caribou to Europe via the Azores routing.

THIS FLIGHT left Fort Rucker, Alabama, flew to McGuire Air Force Base, then to Argentia, Newfoundland; Lages, Azores; Torrejon Air Base at Madrid, Spain, then on to Heidelberg, Germany. There, a series of Caribou flight and air drop demonstrations were held in Germany, Italy and France, after which the flight returned to CONUS over the same routing.

THE L-23F carried four auxiliary fuel tanks capable of holding 136 gallons for a range of approximately 1,865 nautical miles at 55 per cent power. The AC-1 carried two five-hundred gallon auxiliary fuel cells in the cargo compartment which extended the range to about 1,800 miles. One fuel endurance check conducted on a similar aircraft provided 19 hours flying time with about one hour fuel remaining, using slow cruise at about 135 knots. The longest leg on the Northern routing was between Keflavick, Iceland, and Prestwick, Scotland, a total of about 750 miles. The longest hop on the direct routing was from Argentia, Newfoundland to the Azores, about 1,200 miles.

AN ARC 73 VHF all-channel radio and an ARC 59 HF radio were installed in both aircraft in addition to the ARC 55 UHF. This provided adequate communications both VFR and IFR for CONUS operations, the ocean crossing and flight in Europe where VHF is used. Navigational aids used

BY
MAJOR KENNETH D. MERTEL
HEADQUARTERS, USCONARC

included complete TM 11-2557 coverage of the entire routing as well as regular aeronautical navigational charts. An Air Force escort aircraft was provided for the overwater portions to assist in navigation between Sondrestrom to Prestwick in the North and from Argentia to land fall in Spain on the direct routing.

THE FLIGHTS were conducted under VFR and IFR as desired by the aircraft or flight commander under the following flight conditions prescribed by CONARC: All IFR weather minimums at enroute and departure airfield were those contained in TM 11-2557; relative to icing conditions paragraph 21d, AR 95-1 was complied with; moderate turbulence was not exceeded; maximum cross wind component - 18 knots; maximum acceptable head wind component computed to assure a minimum of 45 minutes fuel remaining on each leg; and weather decisions were the responsibility of the aircraft or flight commander.

WEATHER FORECASTS

UNITS of the 16 Air Weather Squadron provided long range air weather forecasts and cross sectionals for the entire routing, including changes in forecasts and air weather briefings enroute and at each departure point. In addition, this headquarters was provided daily weather forecasts for that portion of the routing being flown.

THE U.S. AIR FORCE provided air-sea rescue service; escort aircraft as previously mentioned; coordinated resupply of POL, oxygen, billets, air traffic control briefings, etc, through Air Force and Navy installations; and coordinated such requirements with allied nations as required. Arrival, departure, and RON messages were relayed over the USAF communications system where available. Both flights were controlled by USCONARC to destination.

ALTHOUGH many lessons were relearned, the flights were a resounding success. The most important of these is that each ferry aircraft must be flown a minimum of 50 hours in CONUS after factory pick-up to make certain that all components are working, to include recently installed communications equipment and the auxiliary fuel tanks. A thorough periodic inspection must be completed at the end of the 50 hours. A fuel endurance test is necessary to ascertain that the aircraft is not a gas burner rather than discover it out over the water at the point of no return. A crew endurance test is desirable, i.e. performing a flight in CONUS at the same altitude, speed and duration of the longest flight leg on the route to assure that the crew members know what to expect on the long flight.

ON "PARTIAL PANEL"

SEVERAL interesting events transpired during the trip. In the case of the L-23F, both inverters failed, including the standby. As a result, the leg from Sondrestrom Air Base, Greenland, to Keflavick, Iceland, was conducted on "partial panel" with no useable navigational radio aids, and under radar control from Sondrestrom and Keflavick, distance 725 nautical miles. The Torso-Tank Fuel Range Extender, a portable flexible, collapsible auxiliary fuel cell, 30-34 gallons capacity, was used in the L-23F. This tank fits in a passenger seat, secured by the regular seat safety belt. It utilizes an integral electrical fuel pump and flexible fuel hose. Electrical power lines and fuel lines are joined into the aircraft electrical and cross-feed fuel system at a junction box located in the center of the cabin aisle.

ALTHOUGH the system accomplished the mission, fuel management was extremely difficult, electrical problems were encountered; aircraft upholstery was damaged by the leaking tanks; and safety hazards were created. Much better than the old 55 gallon drum, but improvements are needed. TMC is working on this problem. In one case a radio was repaired by an allied civilian national - cost one carton of cigarettes.

ALL CREWS received over water survival training by means of a special course

conducted by the USAF at Langley AFB, Va. This included use of the MA-2 Under Army Life Preserver; the R1-A Anti-Exposure Suit; the MB-2 One Man Life Raft; the LPU2/P Six Man Life Raft; and much practical work and dunking in the water. All aviators were instrument rated and were required to perform several link approaches for each landing contemplated, both at destinations and at alternates.

LOW-LEVEL FLIGHT TRAINING

TRAINING INSPECTIONS of CONUS units to be conducted by USCONARC Headquarters this Fall and Winter will emphasize compliance with the new Aviation Training Program outlined in Annex F to the USCONARC Training Directive "Army Aviation" dated 9 July 62. Of primary interest is the newly prescribed low-level flight courses for both fixed and rotary wing aircraft.

THE ROTARY WING COURSE should be approximately one hour in length and will be flown at appropriate speeds very close to the ground, following contours, roads, and streams including flight under marked wires. The fixed-wing course, about the same length, will be flown at low altitudes between 10 and 50 feet above the surface. These flights should emphasize low-level navigation using tactical maps, aerial photos and dead reckoning.

ALSO PRESCRIBED for all Army aviation units is special warfare and counterinsurgency training. This includes pathfinder operations; aerial photography; low level and nap-of-the-earth flying techniques and navigation; aerial delivery by parachute; airdrop, ground and air pickup; aerial observation and reconnaissance; medical evacuation; leaflet drop and loudspeaker employment; radio relay; mountain operations; and armed helicopter training.

ALL OF these missions are to be performed both day and night and under conditions of reduced visibility. One Infantry Commander I was talking with recently said he had been very disappointed in some recent Army-Aviation-Counterinsurgency training his unit was receiving, when he was informed that the supporting Army Aviation unit "could not fly at night or perform night operations due to 'safety reasons'". I assured him this was an exception, not the rule, for we are now and must continue to operate any time, day or night, particularly at night.

A FULL-TIME aviation safety officer is now prescribed for all major stations and company or battalion sized aviation units. Where not provided by TOE or TD this function will be provided as an additional duty. A mandatory flying safety meeting for all rated personnel will be conducted monthly. The use of flying safety councils, daily reminders, posters, signs, and the maximum utilization of graduates of the aviation safety courses are required.

AVIATION STAFF POSITIONS

CAPTAINS AND MAJORS assigned as company and battalion army aviation commanders or occupying aviation staff positions at Army level and below should be graduates of the Army Aviation Command and Staff Course (1-A-F-30) conducted at the U.S. Army Aviation School, unless they have attended the regular or associate course at the U.S. Army Command and General Staff College at Fort Leavenworth, Kansas.

A CORRECTION OF DEPARTING personnel from USCONARC Headquarters last month. Maj. Danny Prescott departed for a ground duty assignment in a Battle Group of the 101st Airborne Division. Lt. Col. Robert H. Hurst was reassigned to Korea. Good luck to both of you. Another new arrival, Lt. Col. William C. Edler, joins the Aviation Division from USAREUR where he was Aviation Officer of 3d Armored Division. Lt. Col. Edler will become Chief of the Equipment Requirements Branch. Welcome aboard. See you all in Washington, D. C. at the AAAA meeting.

(Ed. This is Maj. Ken Mertel's closing CONARC REPORT. Ken has PCS'd to Fort Bragg on a new assignment.)

JUST VISITING

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

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

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

Designs are one thing. Deliveries another. Both come from

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Adhesive Engineering Division, San Carlos, California
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THE NEW LOOK

BY
COL. ERDIE O. LANSFORD
DEPUTY COMMANDANT.
USAPHS

THE picture you see portrayed here is the new look in Army Aviators. This vicious looking aviator was a normal looking soldier when he reported to the U.S. Army Primary Helicopter School for Primary Helicopter Flight Training. The metamorphosis set in when he was selected for training in a course of instruction designed to develop a new breed of Army aviator. This course is the "Observation Helicopter Aviator Course", 1B-1981BT. The "T" is for tactics, but the student prefers "T" for tiger.

ACTUALLY, the picture is only a reproduction of a new distinctive patch designed by students of the first two TIGER classes. The patch expresses much better than words the enthusiasm the students display for this type training and for the job which will be theirs upon graduation.

THE NEW BREED of aviator will undergo the most demanding course of instruction in helicopter pilot techniques ever taught. Split second timing and precision will be his watch word as he operates the helicopter just inches above the ground. He will, in open terrain, present no more of a silhouette to the enemy than will the M-60 tank. He will also operate at altitudes common to the fixed wing L-19 "Bird Dog".

HE WILL HAVE at his call the overwhelming fire power of hundreds of heavy weapons with which he will bring down tons of steel upon the heads of the enemy. He will close with the enemy and fight him with armament mounted upon the helicopter. He will be the scout of pioneer days, the cavalry patrol of the old west; he will be the key individual in armed reconnaissance, the flank security and the advanced guard of modern warfare; he will seek out the enemy, no matter how well hidden, and bring destruction down upon him; he will fill the gaps between strong points on the atomic battlefield.

THESE are only a few of the more important missions this pilot will perform. He will be the most versatile fighting man on the battlefield; he will be the one individual most dreaded and most sought after by the enemy for he will be the most dangerous one individual the enemy will face. He will be a TIGER.

BEECH "IMAGINUITY" IN *Air Mobility*

- ☐ EASILY AND QUICKLY ADAPTABLE TO THE INSTALLATION OF GROUND SURVEILLANCE RADAR.
- ☐ PASSENGER SEATS COME OUT FOR QUICK CONVERSION FOR CARRYING HIGH-PRIORITY CARGO.
- ☐ CONVERTS QUICKLY TO FAST, RUGGED, ROOMY AERIAL AMBULANCE.
- ☐ AS COMMAND LIAISON TRANSPORT, THE L-23F HAS SEPARATE PILOT COMPARTMENT AND "CONFERENCE ROOM" PASSENGER CABIN.
- ☐ EXCEPTIONAL STABILITY AND EASE OF HANDLING AT EVEN THE SLOWEST SPEEDS MAKE THE L-23F IDEAL FOR INSTRUMENT TRAINING.

The Beechcraft L-23F meets the need for a . . .

Low-cost way to maintain instrument proficiency

Substitute the Beechcraft L-23F for large, expensive to operate multi-engine airplanes frequently used to maintain pilot instrument proficiency. Savings will run into hundreds of thousands of dollars. And necessary realistic regular training schedules can be easily maintained.

The L-23F is fitted-out like a much larger airplane. Yet it costs far less to buy, operate and maintain. Its ample space and weight allowances provide for all electronic navigation and communications equipment normally used for instrument flying on even the largest aircraft.

The Beechcraft reliability built into the L-23F is attested to by thousands upon thousands of civilian and military air hours. Twin 340 hp Lycoming supercharged fuel injection engines allow the L-23F to cruise at 190 knots at 70% power, and provide top speed of over 200 knots.

Already in worldwide use by the U. S. Army, additional L-23F s are quickly and economically available.

Beech Aerospace Division

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Beech Aerospace Division projects include R&D on manned aircraft; missile target and reconnaissance systems; complete missile systems; space systems management; programs pertaining to liquid hydrogen propellants and cryogenic tankage systems; environmental testing of missile systems and components; and GSE.

May we help you? Write, wire or phone Contract Administration, Beech Aircraft Corp., Wichita 1, Kansas—or nearest Area Office.

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SUPPLY SUPPORT OF AN EXPANDED FLEET

BY
MAJOR
OLIVER P. PREMO
HEADQUARTERS,
SIXTH U.S. ARMY

DURING the past two years we have faced major problems in supply support of aircraft types newly introduced into the Army inventory.

FOR EXAMPLE, the following statistics applicable to a major subordinate command for fiscal year 1962 are considered typical:

- HU-1. 46 per cent average availability. Reasons for Downtime: EDP, 26 per cent; Other Factors, 28 per cent.
- AO-1 (one quarter only). 25 per cent average availability. Reasons for Downtime: EDP, 35 per cent; Other Factors, 40 per cent.

FIGURES applicable to the above aircraft types were selected to illustrate the following:

1. Parts availability to support the newer aircraft models has been unsatisfactory.

2. Based on the above figures the procurement of 26 per cent more H-1's or 35 per cent more AO-1's would theoretically be required to offset loss in combat readiness due to lack of parts.

Mobility for any mission

LOH/HUGHES

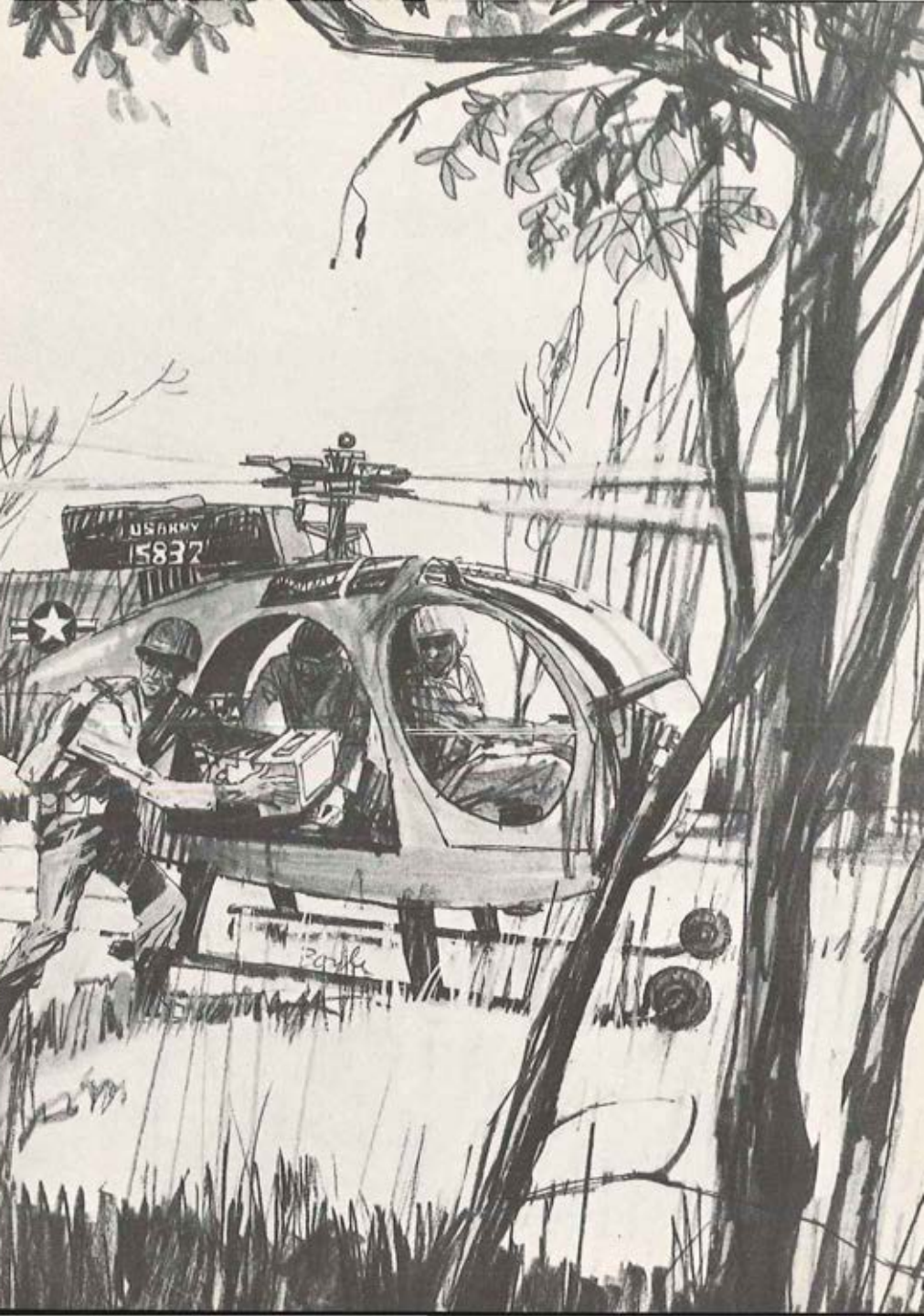
Today, at Hughes Tool Company Aircraft Division a new shape in air mobility is being built. This is the Army's HO-6 — conceived by bold imagination to combine the latest state of the art with proven rotary wing technology.

- The turbine-powered, 4-place HO-6 will have forward speeds in the 140 m.p.h. class.
- A useful load capacity of 1,000 lbs.
- A four-blade articulated rotor system will offer greater smoothness while permitting operations in tight quarters and nap of the earth flight.
- Folding blades will allow quick and easy concealment.
- *Field-oriented design* will reduce maintenance with sight gauge oil checking, no need for workstands, no special tools, no greasing necessary.
- Ample provisions are made for any variety of conversions.
- Mobility for any mission — you can count on maximum utility from the LOH/Hughes.

Hughes salutes the 1962 A.U.S.A. Meeting and the 20th Anniversary of Army Aviation

Hughes Tool Company

Aircraft Division, Culver City, California


U.S.ARMY
15837

THE COST of this additional end item procurement would purchase approximately 45 million dollars in HU-1 spares and 56 million in additional parts support for the AO-1 based on current procurement contracts.

THE PURPOSE of this article is not to fix the blame on any individuals or activities for unsatisfactory support. It is recognized that many factors are involved and certainly, considering that only a few years have elapsed since the NICP at St. Louis assumed aircraft supply responsibility, their job has been outstanding in relegating EDP to a relatively minor factor in aircraft downtime.

THE FACT REMAINS, however, that supply support of new models has deteriorated; this we cannot afford if aircraft are to effectively play their ever-increasing role in enhancing battlefield mobility. Today, millions of dollars in aircraft inventory are idle for want of a relatively small dollar valuation in aircraft or engine parts. If we must point the finger it would be at a penny-wise procurement limitation and a circuitous and sluggish pipeline.

PRIMARY RECOGNITION

IN THE DEVELOPMENT of an efficient and economic provisioning system for aircraft, primary recognition must be given to importance of this category of vehicle in achieving the mobility required in modern Army tactics. This dictates that, to be combat-ready we must assure availability of adequate numbers of operational aircraft and capability for their continued support.

THE TIME required for development of the end item coupled with increasing requirements, new mission concepts, and high obsolescence limits the time frame for design, test, and provisioning while accuracy of parts consumption forecasts is severely limited by the state-of-the-art. A minimum of twelve months leadtime on components necessitates that initial provisioning take place considerably in advance of verification of mortality rates by extensive tests.

THE POTENTIAL COST of materiel failure in aircraft required conservative limitations on operating time of many components. Experience may permit extension of time which reduces requirements and may create excesses or, conversely, reduction of limits may be required after tests thereby creating parts shortages. Notwithstanding the high cost of aircraft components the foregoing variables necessitate more liberal provisioning in order to assure proper support.

EXPANDED PROCUREMENT

SINCE we are now apparently on the threshold of major increases in our aircraft inventory it appears reasonable to assume that procurement of aircraft models now in the system or undergoing test will be greatly expanded. This, therefore, would seem to be an opportune time to explore the potential of the production line float concept as a means of easing the burden of outlay for spares procurement.

CURRENTLY, the normal practice of aircraft and engine manufacturers is to gear production and procurement of parts to generally meet production line require-

NEXT MONTH

■ In next month's "Army Aviation" Col. Christian Hanburger, District Engineer, Alaska, for the Corps of Engineers, points up the manner in which helicopters have provided a solution to the problem of site exploration for Rampart Dam, a potential power-development project on the Yukon River in Alaska. The subject of aviation technican training is covered in an article on the U.S. Army Transportation School's Technical Training Division. The personnel of the Aviation Maintenance Training Branch within TTD appear in the November Photo Chart.

ments as they develop. Delivery schedules for spare parts for field consumption are normally based quantitatively and chronologically on the frequently inaccurate consumption forecasts previously referred to. Under this system, higher-than-anticipated consumption by field units can result only in EDP for periods commensurate with item lead time since withdrawal of parts procured for production line requirements would usually interrupt end item production.

TWO COURSES OF ACTION

TO OVERCOME this problem two courses of action are open. One approach would be to increase initial spares procurement substantially beyond the level indicated by engineering forecasts to provide a measure of insurance against errors in requirements estimates. However, considering the range of line items required for an individual aircraft model, this practice would be extremely costly and would undoubtedly result in later excessing of a large portion of the inventory so developed.

THE PRODUCTION LINE float concept, as an alternative, would involve contracts which call for advance delivery to the prime contractor of sufficient parts to meet production line requirements for the entire production run of aircraft and engines, augmented as deemed necessary by additional stocks of predicted high mortality items. This production line float would then be available to fill production line requirements as they develop and, in event mortality of certain parts was higher than forecast, it could be drawn upon to fill requests from the field without curtailing production.

CUSHION PROVIDED

THE CUSHION thus provided would normally, by appropriate adjustments in procurement, fill the gap which would otherwise be created by lead time applicable to the item. In event no unanticipated requirement for the part developed, it would eventually be consumed on the production line. Finally, by the time the float stock was depleted sufficient experience would have been gained to have adjusted spares procurement based on data acquired thru expedited operational test and actual operating experience in the field.

COUPLED WITH THIS, production contracts could be expanded to include a warehousing and shipping provision under which, based on shipping instructions from the NICP, shipments (of parts peculiar to the manufacturers products) would be expeditiously made direct to CONUS and overseas consumers. This would, in effect, make the manufacturer a prime depot for items peculiar to his products which would undoubtedly permit substantial reductions in pipeline and inventory without compromising aircraft availability.

DATA SPEED-UP NECESSARY

ADDITIONALLY, a requirement exists to speed the refinement of parts mortality data in order that timely adjustments in procurement may be effected or needed modifications promptly applied. Much could be accomplished in this direction by more comprehensive use of "bench tests" simulating as closely as possible the applied environment of the item from a standpoint of temperature, vibration, G-forces, contaminants, etc.

CONCLUSIONS

IT IS CONCLUDED that the time limitation imposed by operational requirements on procurement of aircraft and spare parts, in combination with the long lead time for both, normally precludes adequate tests to establish parts mortality prior to initial provisioning. Further, the peculiarities of aircraft support requirements and non-availability of accurate mortality rates for components of new models necessitate a liberal provisioning policy, the premium cost of which must be accepted to insure the required degree of combat readiness and support capability. Certain improvements similar to those outlined above can and should be made in procurement, distribution, and test policies if we are to achieve the desired level of supply support effectiveness at a minimum cost.

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By HARLYN H. HUBBS
TMC, ST. LOUIS, MO.

MOBILE TECHNICAL ASSISTANCE PROGRAM

SHOULD you explore the archives of Army aircraft, the necessity for the Army Aircraft Mobile Technical Assistance Program (short title AAMTAP) would be readily apparent. Because of the continual evolution of Army aircraft, there is a need for updating a mechanic's knowledge. Within six months subsequent to his formal training at Army service schools and aircraft factories, the mechanic is confronted with a maintenance problem on newly introduced or modified aircraft not included during his training because it didn't exist at that time.

HE MAY DISCOVER that the same rotor dampers studied in class are no longer used, or they have been modified to the point that his "book learning" on how to time the damper, repair leaks, or service the damper has become obsolete. This is a long story, but to make a long story short let us repeat that aircraft are constantly changing and can be expected to continue to change in the future.

FROM another point of view, it would be impracticable to send all of the mechanics back to school constantly for further training. The Army could not afford this extravagance and, on the other hand, aircraft availability would be impaired without proficient mechanics on hand to perform required maintenance.

ADDITIONALLY, the rapid turnover of personnel certainly adds emphasis to the need for an "on location" type of technical assistance. These are only a few of the reasons why there is a requirement to provide aircraft maintenance instructions at installation level. The effort is not directed toward the initial training of mechanics, but is directed at improving the techniques of personnel already trained in basic and fundamental aircraft maintenance. An AAMTAP team is used to "bridge the gap" for mechanics who were trained up to journeyman level, but, because of config-

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

1958 The AC-1 CARIBOU.
32 Troop/3-ton Cargo
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uration changes and improved techniques, became "apprentice" so to speak. The AAMTAP service adds the polished touch to the mechanic so that he is capable of journeyman proficiency again.

FURTHER, the necessity of this program is evidenced by the comparison of consumption rate prior to implementation of this program. If this doesn't convince you, compare aircraft down time and aircraft availability before an AAMTAP visit to performance after the visit.

STARTED IN 1957

THE FIRST AAMTAP TEAM went into service in April 1957. During the infancy of this program, the curriculum was limited to organizational maintenance. The program met with success, and numerous requests were received for this service to be expanded to include field as well as organizational maintenance. In 1958 there were 12 teams; 6 for organizational maintenance and 6 for field maintenance. In November 1958 the first AAMTAP Team, with a consolidated curriculum (organizational and field), was put in service for the H-37. Today all teams have a consolidated curriculum. In addition, certain teams are prepared to present a curriculum for more than one aircraft system.

CONSOLIDATED INSTRUCTION

AS AN EXAMPLE, the Sikorsky AAMTAP team offers consolidated instruction for the H-34 and H-37 (including automatic stabilization equipment (ASE). Today, we have AAMTAP teams for the H-34/H-37, HU-1/H-13, H-23/A0-1 aircraft and the T-53 engine. Of significance, contract services personnel will not normally be used after equipment has been in the field or a specific geographic location for two years. Although in exceptional cases, such as remanufacture of the H-37 and installation of ASE in the H-34, the Department of the Army may authorize continuation of this service after equipment has been in use for over two years.

CONTROL AND MANAGEMENT of this service is centralized at the U.S. Army Transportation Materiel Command (USATMC), St. Louis, Missouri. Within the command, the mission is assigned to the Technical Assistance Group. Jurisdiction exercised by USATMC includes, but is not limited to, planning, programming, budgeting, developing schedules, establishing standards for performance, reviewing programs of instructions, orientation of new instructors and evaluating training aids.

PRIOR to the beginning of the fiscal year, requirements for AAMTAP services are determined, contracts negotiated and a schedule developed. However, should an installation have to cancel a visit because of unforeseen or uncontrollable circumstances, the team does not remain idle. The requirements of other installations are coordinated and the schedule adjusted.

"ON-THE-SPOT" ASSISTANCE

THIS PROGRAM has been established to provide teams of two expert technicians for an aircraft system or systems that can take the service of the installation. These teams provide technical advisory assistance on the spot in the latest maintenance techniques, how to perform the latest modifications and provide "trouble shooting" service for current maintenance problems for their aircraft system during their tenure.

CURRICULA VARIATION

EACH TEAM is prepared and capable of presenting any combination of curricula. The curriculum number is the same for all teams, i.e., I for Organizational, II for Third Echelon, III for Third and Fourth Echelon. The hours of instruction required for each curriculum usually varies for a specific system or between all aircraft systems. As an example, current variation for Curriculum I is from 7 to 15 days; Curriculum II is from 10 to 20 days and Curriculum III from 12 to 25 days, depending on the type and complexity of the equipment involved.

HIGH HONOR

The first medical officer in AA to be so honored, Col. Spurgeon H. Neel (center) shows his recently awarded Certificate of Achievement to Brig. Gen. Robert R. Williams (left) and Col. Warren R. Williams, Jr. The honor embodies an "A" designation on Col. Neel's MOS, the "A" being reserved for physicians who achieve such prominence in their particular field as to be recognized as national authorities.

THE OBJECTIVE of this program is to provide sufficient AAMTAP service, within Department of the Army policy guidelines, to meet the requirements of all field customers, and through the medium of AAMTAP, to update competent technicians to perform aircraft maintenance.

"BUILT-IN" FLEXIBILITY

FLEXIBILITY has been "built-in" the AAMTAP teams. Any curriculum (I - Organizational, II - Third Echelon, III - Third and Fourth Echelon) may be repeated several times at one station or any combination may be presented. The duration of the curriculum is fixed; however, the media for presentation may vary. For example, at one installation, the team may present 50 per cent classroom instruction and 50 per cent practical instruction (the latter includes actual performance of maintenance functions using the end item equipment). The next installation may require 85 per cent practical and 15 per cent classroom work. The service may be tailored to the user's requirements after arrival of the team. The consolidated teams (HU-1/H-13 and H-37/H-34) are designed to provide service for both aircraft at one installation during one visit.

THE AAMTAP TEAMS travel with current technical manuals, cutaway components, projection equipment, charts, viewgraph slides, and other training aids as may be required. Upon arrival final arrangements are made for the use of an aircraft and classrooms. With the "built-in" flexibility, the curriculum is then tailored to the requirements of the installation. Published Department of the Army manuals are used during oral or practical presentations and exercises.

THE IMPROVEMENT in the unit's performance after completion of an AAMTAP visit is proof of the success of the program. With this improvement in maintenance skills, aircraft downtime for maintenance and, possibily, parts consumption decrease. As a result, aircraft availability goes up, and customer satisfaction, from both operations and support, is assured even though it may not be measurable by statistics.

OVERSEAS SERVICE

THE AAMTAP TEAMS have served in all the overseas theaters (Europe, Pacific, Alaska and Caribbean). Service has been provided to installations in all the Army areas (6), Military District of Washington and to Class II installations of some of the technical services. Since this program was initiated in April 1957, 37 different stations have been visited in CONUS. Some stations have used as many as 4 different AAMTAP teams. It is estimated that 10,000 students have attended the assorted AAMTAP curricula.

RATING

LT. GENERAL HAMILTON H. HOWZE, LEFT, CG OF THE XVIII AIRBORNE CORPS AND FORT BRAGG, RECEIVED BOTH THE SENIOR ARMY AVIATOR BADGE AND THE SENIOR PARACHUTIST BADGE IN A RECENT CEREMONY HELD IN HIS OFFICE. GENERAL HERBERT B. POWELL, RIGHT, CG OF USCONARC, PINNED THE AA BADGE ON GENERAL HOWZE AND LT. GENERAL T.J.H. TRAPNELL, CG OF THIRD U.S. ARMY, PRESENTED THE SENIOR PARACHUTIST BADGE TO THE GENERAL. (U.S. ARMY PHOTO)

TOUR

THE CREW OF THE AC-1 CARIBOU SCHEDULED TO TOUR KEY AMERICAN BASES IN EUROPE ARE SHOWN LOOKING OVER THEIR ITINERARY PRIOR TO LEAVING FT. RUCKER, ALA. FRONT ROW (L TO R): MAJOR JAMES JOHNSON, PILOT: MAJOR JOHN T. STANFIELD, AIRCRAFT COMMANDER: AND CAPT. DONALD WILLIAMS, NARRATOR: BEHIND THEM ARE SFC ROBERT A. HEAP (LEFT), CREW CHIEF, AND PFC REGINALD EDWARDS, AIRCRAFT MECHANIC. (USA PHOTO)

MASTER

BRIG. GENERAL EDWARD W. SAWYER, LEFT, ASSISTANT COMMANDANT OF THE U.S. ARMY TRANSPORTATION SCHOOL, FT. EUSTIS, VA., IS SHOWN PRESENTING MASTER ARMY AVIATOR WINGS TO LT. COLONEL RICHARD E. BYWATERS. THE CURRENT PRESIDENT OF THE DAVID E. CONDON CHAPTER OF AAAA, COL. BYWATERS HAD RECEIVED HIS PROMOTION TO LT. COLONEL ON THE PREVIOUS DAY, MAJ. GENERAL RICHARD D. MEYER, WITH WHOM HE SERVED IN OCOFT, PINNING THE NEW INSIGNIA ON THE FT. EUSTIS OFFICER. (US ARMY PHOTO)

VETERAN

MAJOR JAMES MASCHMANN (CEN.), MAINTENANCE OFFICER OF THE EXECUTIVE FLIGHT DETACHMENT, FT. BELVOIR, VA., IS SHOWN RECEIVING HIS MASTER ARMY AVIATOR RATING FROM ANOTHER MASTER, LT. COLONEL JACK J. TINNIN, JR., LEFT, AS MAJ. RICHARD L. JOHNSON, ANOTHER DETACHMENT MASTER AA WITNESSES THE CEREMONY. IN THE BACKGROUND IS ONE OF THE NEW HSS-2Z HELICOPTERS EMPLOYED BY THE DETACHMENT FOR WHITE HOUSE FLIGHTS. (U.S. ARMY PHOTO)

A world-wide message, TCMAC-EH-34-07-02374, 28 July 1962, from the H-34 Project Engineer, Transportation Materiel Command, St. Louis, Mo., notifying all activities utilizing the H-34 helicopter that re-use of self-locking nuts in any installation is NOT recommended.

THIS DECISION is the result of a recent aircraft incident reporting the loss of throttle correlation in flight and involved the throttle and mixture control bolts, P/N AN174-42A, FSN 5306-182-1874 (Quantity 2), and P/N Si1630-80826, FSN 5306-680-5306 (Quantity 1).

INHERENT VIBRATION

INVESTIGATION of this incident revealed the apparent cause was due to inherent vibration of the helicopter causing the self-locking nut, P/N AN363-428, FSN 5310-515-8772 to back off, thus causing the loss of the throttle box bolt, P/N S1630-80826, as noted above.

THE LOSS of torque on the self-locking nut, P/N AN 363-428, results from re-use of the nut after compliance with the second periodic inspection requirements cited in TM 55-1520-202-20, Change No. 1, 15 May 1962, Chapter 3, Section IV, Area 1.12, Page 710.

WE ADVISE 100 per cent replacement of self-locking nuts, P/N AN363-428, after compliance with the second periodic inspection requirement stated in the paragraph above, and STRICT adherence to the specified torque, 85-95 inch pounds required for this nut. (Reference TM 55-1520-202-34, Chapter 2, Section III, Page 111, paragraphs bb through cd).

QUESTIONS & ANSWERS

En'jun Joe say him heap good medicine man and believum his remedies will helpum get his ailing injuns back om the warpath.

■ QUESTION: Can the 4-ply and 6-ply tires be used on the main landing gear of the "Bird Dog" simultaneously?

■ ANSWER: When the first L-19A series aircraft were procured, the aircraft were equipped with 4-PLY tires. When the L-19E and the TL-19D were procured, 6-PLY tires were required due to the increase of gross weight. At this time, due to standardization and other requirements, the 6-PLY tires were introduced into the supply system in support of ALL L-19 aircraft, resulting in no further action being taken to procure 4-PLY tires.

In view of the above, En'jun Joe says, when replacing the main landing gear tires of ALL L-19 aircraft, use the 6-PLY tires, FSN 2620-269-7553, in lieu of the 4-ply tires. It should be noted, if

MAINTENANCE TIPS

any of the 4-ply tires remain in service, either the 4-ply or the 6-ply tires may be used on the L-19A series aircraft, BUT ONLY IN PAIRS, whereas the 6-ply tire is the ONLY tire to be used on the L-19E and the TL-19D series aircraft.

■ QUESTION: Are you experiencing an excessive number of H-21 premature rotor blade failures due to leading and trailing edge separations, plywood skin cracks, minor rotting, paint cracks, and corrosion?

■ CAUSE: The primary cause of these discrepancies has been determined by the H-21 Project Engineer to be excessive moisture absorption.

The trailing edge separations are NOT a frequent occurrence. A majority of the separations involve the older leading edges using the basswood backing, the later leading edges use a birch wood backing. Also, UR's have been received reporting blade paint cracks resulting from excessive build-up of paint layers.

■ ANSWER: to reduce moisture absorption all blades are being equipped with improved root clamps at the time of overhaul.

◆ The overhaul procedure also includes complete stripping and refinishing to provide improved sealing and to facilitate detection and repair of the discrepant blades.

◆ All blades are thoroughly inspected and repaired.

◆ When the older-type leading edges are found to be defective, they are replaced by the latest components.

◆ Moreover, investigations are being made in regard to improved bonding procedures and strengthening and sealing the blades with a fiberglass covering.

It should be noted that the current inspection and repair procedures as indicated in the applicable manuals are adequate to correct the discrepancies described herein and preclude any safety of flight condition.

■ QUESTION: Are you having any trouble with cracks at the extreme forward point of the engine mount beams on your L-23F aircraft?

■ CAUSE: The cracks are caused by rough tool marks on the beams at the time of manufacture and/or the inherent vibration of the aircraft. It should be noted that in correcting this discrepancy some field activities are replacing the engine mounts, in lieu of repairing and retaining in service.

■ ANSWER: En'jun Joe recommends the engine mounts be thoroughly inspected and all cracks, as described above, be repaired in accordance with the following, in lieu of being replaced:

◆ Remove all tool marks by buffing the affected area entirely smooth and stop drill all cracks.

◆ If necessary, in addition to the above, use the patch repair procedures, as noted, in TM 55-1510-201-34, 29 January 1962.

◆ It should also be noted that the extreme forward point of the engine mount beams, discussed herein, is a NON-STRESSED area and is not considered a critical location.

■ QUESTION: Does the fuselage of your Caribou leak during rainstorms?

■ CAUSE: This condition is due to improper sealing at the time of manufacture.

■ ANSWER: To avert this leakage problem on the current AC-1 production aircraft, the following procedure is used:

◆ The aircraft are subjected to a static water test, and any leakage is corrected by the application of E.C. 750, sealing compound, FSN 8030-262-9045.

◆ To preclude leakage through the lock on the overhead door, the handle is packed with Dow Corning, D.C. 4 compound, FSN 5970-224-5276.

◆ It should be noted that the compounds mentioned above are recommended for use by maintenance personnel as the solution to leaking problems in ALL D/A aircraft.

◆ En'jun Joe leaves you with this reminder: When the aircraft are parked, never fail to install ground covers for ventilation and heating systems when any precipitation is anticipated.

FLUID LEAKAGE

■ QUESTION: Have you experienced fluid leakage from the Caribou landing gear struts on the initial movement of the aircraft?

■ CAUSE: This leakage is considered to be due to a dry sliding member sliding over a seal.

■ ANSWER: En'jun Joe says that maybe you can save yourself the time and trouble of unnecessarily changing a gear strut by first determining if the fluid leak is of a TEMPORARY or PERMANENT NATURE.

This type of leakage is usually of a temporary nature and occurs on the initial movement of the aircraft after it has been supported on jacks or parked on the flight line for a number of days.

If temporary, this leaking problem can be resolved by towing the aircraft, this movement affording the strut the opportunity to be flexed or "worked."

SHEARED RIVETS

■ QUESTION: Are there any loose or sheared rivets and/or cracks in the weld of the vertical stabilizer and tail section fairing of your Caribou?

■ CAUSE: If so, this condition was caused by an improper fairing fit during installation at the factory.

■ ANSWER: This condition is NOT a structural failure and should be locally repaired. The information obtained from reports received by TMC indicates these failures have usually occurred in the approximate range of 400 to 600 flight hours.

The Command has also been advised by the manufacturer that corrective steps have been initiated through improved quality control procedures to preclude a recurrence.

DUAL RATED

■ In being awarded the Master Army Aviator Rating in a recent ceremony at Fort Rucker, Colonel Warren R. Williams, Jr., Assistant Commandant of the Army Aviation School, achieved a unque personal honor. He is the first to receive both the Master AA and Master Parachutist Badges. ■■

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OBITUARIES

First Lt. James P. Brannan of the 70th Engineer Battalion, Fort Campbell, Ky., sustained fatal injuries when his H-13H helicopter crashed during the conduct of a service mission near Hamlet, N.C., on August 16, 1962. He is survived by his parents, Mr. and Mrs. James N. Brannan of 177 Herman Street, Winthrop, Massachusetts.

Captain James H. Jenkins, of the 503rd Aviation Company, 3rd Armored Division, Hanau, Germany, sustained fatal injuries when his AO-1A Mohawk crashed during the conduct of a training mission near Werheim Hesse, Germany, on September 21, 1962. He is survived by his wife, Mrs. Julie V. Jenkins, of 628 Foss Avenue, Drexel Hill, Pa.

NATIONAL AWARD WINNERS HONORED AT LUNCHEON

TYPIFYING the exemplary support given to ground units by Army aviation and making an outstanding contribution to the employment of Army aviation over and above its normal assigned mission, the 45th Transportation Battalion (Transportation Aircraft) was selected as the "Outstanding Aviation Unit of the Year."

IN AWARD CEREMONIES conducted at the 1962 Annual Honors Luncheon of AAAA, General Earle G. Wheeler, Chief of Staff, U.S. Army, is expected to present the Hughes "Outstanding Unit" Trophy to Maj. Milton P. Cherne and Maj. William J. Tedesco, representatives of subordinate units now serving with the Vietnam battalion. The 45th is commanded by Lt. Colonel Howard B. Richardson and includes the 57th Transportation Company (Lt Hel), the 8th Transportation Company (Lt Hel), the 93rd Transportation Company (Lt Hel), and the 18th Aviation Company (FW-LT).

FOR HIS FORESIGHT and ingenuity in developing communication aids that insured adequate guidance and communication for aircraft in Vietnam, Sergeant First Class James C. Dykes of the 255th Signal Det (Radio-Repair-Avionics) has been selected by the AAAA as the "Aviation Soldier of the Year." Secretary of the Army Cyrus R. Vance is expected to present the Hiller Aircraft award to SFC Dykes at the 11 October Honors Luncheon.

NAMED the "Army Aviator of the Year," Captain Leyburn W. Brockwell, Jr., will receive the Army Aviation Association National Award from Colonel Robert M. Leich, Ret., Chairman of the AAAA's

Col. Neel

National Awards Committee. Now at Fort Rucker, Capt. Brockwell received the award selection on the basis of his outstanding contributions to Army aviation while serving with the Aviation Section, Headquarters, XVIII Airborne Corps, Fort Bragg, N.C.

FOR HIS INDIVIDUAL EFFORTS in initiating, proposing, and assuring the acceptance of much needed advancements in Army aviation medicine, each of which had a direct bearing on aviation safety, Colonel Spurgeon H. Neel, Jr., will receive the James H. McClellan Aviation Safety Award for 1961-1962. Howard E. Haugerud, Deputy Assistant Secretary of the Army (International Affairs) and the President of the James H. McClellan Foundation, will present the coveted award to the Fort Rucker medical officer.

AWARD DETAILS and presentation photographs taken at the 1962 AAAA Honors Luncheon will appear in the November, 1962 issue of "ARMY AVIATION."

MARINELLI

GERARD

RANKIN

AAAA NOMINEES FOR '62-'65

AAAA'S National Nominating Committee met in Westport, Conn., on September 7, to select a slate of three candidates to replace Col. Alexander J. Rankin, Lt. Colonel Joseph E. McDonald, Jr., Ret., and Col. I.B. Washburn, Ret., whose three-year terms of office expire upon the conclusion of the 1962 AAAA Annual Meeting.

THE NOMINEES

Nominated for National Executive Board office for the 1962-1963 term of office were Colonel Jack L. Marinelli, Ret., Lt. Colonel Darwin P. Gerard, Ret., and Colonel Alexander J. Rankin.

JACK L. MARINELLI

Active in Quad-A affairs since the inception of the Association, Col. Marinelli served as one of the founders in 1957, and later headed the initial Washington, D.C. Chapter and Region as President. He has also served as President of the Army Aviation Center Chapter and the Alabama Region of AAAA. The affable Master Army Aviator retired earlier this year after 22 years of military service and is the Assistant to the Vice President of Engineering of the Beech Aircraft Corporation.

DARWIN P. GERARD

A National Board Member-at-Large this past year, Lt. Colonel Darwin P. "Gerry" Gerard has steered the Washington, D.C. Region through its most active period while serving as '61-'62 President. Under his direction, the Washington, D.C. Chapter participated in a most successful "Science Fair Awards Program" which may serve as the pilot program for later National activity. The veteran of over 20 years of AA experience serves in the Washington office of the Grumman Aircraft Engineering Corporation.

ALEXANDER J. RANKIN

Colonel Alexander J. Rankin, the Committee's third nominee for National Executive Board office, has served on the Board as National Vice President for Army Affairs and as Senior Vice President. Recognizing his keen interest in AAAA affairs and his many contributions to the present programs of the Association, the Committee has nominated the Fort Rucker officer for a second National Executive Board term. Though breaking with precedent, the Association, in renominating this outstanding officer, will derive the benefits of his wide experience during the expected growth of the Association in the next few years. The snior officer currently serves as the President of the U.S. Army Aviation Board at Fort Rucker, Alabama.

ARMY AVIATION ASSOCIATION 1961-1962 CHAPTER PRESIDENTS AND SECRETARIES

CHAPTER PRESIDENTS

COLONEL
WARREN R. WILLIAMS, JR.
AA CENTER CHAPTER

LT. COLONEL
JOHN R. ADIE
KOREA CHAPTER

LT. COLONEL
RICHARD E. BYWATERS
DAVID E. CONDON CHAPTER

CAPTAIN
MILTON C. SHATTUCK, JR.
FORT BENNING CHAPTER

MAJOR
JACK L. OLIVER
FORT RILEY CHAPTER

MAJOR
ROBERT D. HYMAN
MET N.Y. CHAPTER

LT. COLONEL
JOHN C. HUGHES
FORT HOOD CHAPTER

CHAPTER SECRETARIES

CWO
PAT L. MOSS
FORT BENNING CHAPTER

CAPTAIN
KENNETH E. WITTEN
ALAMO CHAPTER

CAPTAIN
HARRY T. WOODMANSEE
FORT RILEY CHAPTER

CHAPTER PRESIDENTS

COLONEL
ROBERT R. COREY
FORT MONROE CHAPTER

CAPTAIN
DAVID MOFFET
ALASKA CHAPTER

CAPTAIN
ROBERT E. SKIMIN
NURNBERG CHAPTER
(SINCE TRANSFERRED)

CHAPTER SECRETARIES

CAPTAIN
AUSTIN J. PARKER
DAVISON AAF CHAPTER

CAPTAIN
FRANK R. KERBL
FORT CAMPBELL CHAPTER

CAPTAIN
ROGER H. COYE
KOREA CHAPTER

CHAPTER PRESIDENTS

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DONALD E. TREAT
FORT HOOD CHAPTER
(AWAITING PCS)

CAPTAIN
BENTLEY J. HERBERT
91ST TRANS. CO. CHAPTER

LT. COLONEL
RUSSELL T. BLAIR, RET.
J.L. HILTON CHAPTER
(SINCE TRANSFERRED)

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PIKES PEAK CHAPTER

CAPTAIN
H. B. DIERDORFF, JR.
MUNICH CHAPTER

CWO
CARL I. RILEY
WERTHEIM CHAPTER

MR.
JOSEPH A. MOHO
LINDBERGH CHAPTER

MAJOR
HAROLD G. KEEBAUGH
82ND ABN DIV. CHAPTER

LT. COLONEL
GORDON L. KINLEY
PIKES PEAK CHAPTER

MAJOR
WILLIAM H. HARPER
DAVISON AAF CHAPTER

CWO
GEORGE F. BEASTON
ALASKA CHAPTER

MAJOR
KENNETH D. MERTEL
FORT MONROE CHAPTER
(SINCE TRANSFERRED)

LIEUTENANT
STEPHEN L. BECVAR
CAMP WOLTERS CHAPTER

MAJOR
JAMES H. MERRYMAN
J. L. HILTON CHAPTER

CAPTAIN
DONALD I. HOBBS
MUNICH CHAPTER

MAJOR
DEVERNE R. YOST
FORT CAMPBELL CHAPTER

CAPTAIN
JOHN D. PASSANO
WERTHEIM CHAPTER

CAPTAIN
CHARLES F. KOEGEL
LECH RIVER CHAPTER

OCT.,
1962
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CHART

CWO
WILLIAM H. RUFFIN
915T TRANS. CO. CHAPTER

MAJOR
RICHARD S. HALE
WASH. D. C. CHAPTER

MISS
LORAINE M. O'BRIEN
LINDBERGH CHAPTER

CHAPTER PRESIDENTS

LT. COLONEL
DARWIN P. GERARD, RET.
WASH. D. C. CHAPTER

MAJOR
LOWELL MIKLES
CAMP WOLTERS CHAPTER

LT. COLONEL
WILLIAM D.C. JONES
ALAMO CHAPTER

CHAPTER SECRETARIES

LT. COLONEL
THOMAS J. SABISTON, RET.
AA CENTER CHAPTER

MAJOR
MICHAEL R. THOMAS
DAVID E. CONDON CHAPTER

CAPTAIN
ROBERT N. CRESSY
USAHCAMB CHAPTER

CHAPTER PRESIDENTS

CAPTAIN
STUART G. McLELLAN, JR.
JOHN F. HAMEL CHAPTER

MAJOR
WILLIAM H. DILL
USAHCAMB CHAPTER

MAJOR
FLOYD E. ALEXANDER
RHINE VALLEY CHAPTER

CHAPTER SECRETARIES

CAPTAIN
DANNY L. HOMIG
NURNBERG CHAPTER

CAPTAIN
CHARLES L. CALVERT
RHINE VALLEY CHAPTER

CAPTAIN
ROBERTO D. PEREZ
82ND ABN DIV CHAPTER

NEW MEMBERS JOINING AAAA

Lieutenant Jerry W. Adcock
WO Hilbert E. Altis
Mr. Paul N. Anderson
Lieutenant Raymond G. Andrews
WOC Leroy B. Applegate
WOC Jimmy M. Baggett
Lieutenant Peter J. Bailey
Lieutenant Willard E. Bailey
WOC Don E. Barton
WOC G.J. Barton
Lieutenant Edward J. Bavaro
Lieutenant Philip M. Becker
Mr. Jackson E. Beighle
Lieutenant Ronald A. Berkowitz
Captain Paul H. Bernard
Lieutenant Richard D. Berube
Lieutenant Alan L. Black
Lieutenant Sonny Blackburn
Lieutenant Robert L. Blankenship
Lieutenant David M. Bliven
Lieutenant Robert D. Bolyard
Lieutenant Barclay A. Boyd
Lieutenant Sylvan K. Bradley
Lieutenant Huey L. Brannon
Lieutenant Danon L. Brantley
WOC Michael A. Brickner
S/Sergeant James K. Brock
Lieutenant Melvin L. Brooke, Jr.
Mr. Otto A. Buettner
Mr. Chuck W. Burnette
SP/6 Chirles W. Burns
Lieutenant Dale C. Campbell
WOC James T. Campbell
Lieutenant Eugene J. Capener, Jr.
Captain James B. Carlisle, Jr.
WOC Robert C. Carlisle
Lieutenant Billie C. Carter
Lieutenant Tomas Castro
WOC Ronald H. Clenney
Lieutenant Bill N. Colbert
WOC Edward J. Coyne, Jr.
Lieutenant Jack W. Crooks
Lieutenant Mark F. Daley
Lieutenant Herbert L. Degner
Lieutenant Javan DeLoach
Lieutenant Donald P. Detiveaux
WO Bobby L. Dickens
Lieutenant Dennis A. Dingman
WOC Kenneth E. Duncan
Captain Floyd Eberhard
WOC William J. Eichner
Ljeutenant Ernest F. Estes
Captain Eulus E. Evans
Lieutenant Thomas F. Eynon, III
WOC Charles E. Fant
Lieutenant Arthur J. Farmer
Lieutenant Donald J. Fisher
Lieutenant Mitchell E. Fisher
Lieutenant Jewett W. Fowler
CWO William J. Francis
Lieutenant C. F. Frankenberger
Lieutenant Charles F. Fulton
CWO Herman D. Gano
WOC Cecil C. Gibson
Lieutenant Robert J. Gilbert
Lieutenant Robert S. Gordon
Lieutenant Edward G. Grier, Jr.
WOC Gerald A. Grimm
Lieutenant Fred F. Guyton, Jr.
CWO Bill Hagler
Lieutenant Walter L. Hall
Lieutenant Alfred L. Hamilton
Lieutenant Thomas R. Hamilton
Colonel Peter J. Harris
Lieutenant Sammie E. Harrison
Lieutenant Charles M. Hasper
Lieutenant Darrell J. Hawk
SP/6 Hugo O. Heine
WOC Robert A. Hitt
WO Ferman B. Hodges
Miss Juanita Hogue
WOC Bobby L. Hollis
Lieutenant W. W. Holloway, III
Lieutenant Jack A. Holst
Lieutenant Robert T. Holt
Lieutenant Lawrence C. Hughes
WOC Thomas A. Hughes
WOC Delbert W. Hunt
Lieutenant Claude T. Ivey
Major Sarah E. Jackson
Lieutenant Robert B. James
Lieutenant William F. James
Major John L. Jennings
Lieutenant John W. Johnson
Lieutenant Louis R. Jones, Jr.
Lieutenant Ronald C. Jones
WOC George E. Kellam
WOC Max B. Kelley
WO Olen F. Kelley
Lieutenant Worth A. Kendall
Lieutenant Lawrence R. Kenyon
Lieutenant Harold Z. Kiggins
Lieutenant Robert C. Knight
Lieutenant George F. Kraus
Lieutenant James M. Krofchek
Lieutenant George Kyle
Lieutenant Alexander L. Lambert
WOC Jack E. Lambrecht
CWO Perry D. Leonard
CWO Carlton H. Lindsey
CWO James J. Lockhart
Lieutenant Joel D. Long
Lieutenant James E. Longhofer
Lieutenant Kenneth D. Loveless
Lieutenant Wayne B. Lunsetter
Lieutenant Frederick L. Martin
WOC Thomas C. McAferty, Jr.
Lieutenant Albert E. Meihofer
WOC Johnnie H. Merchant
Lieutenant Patrick W. Merten

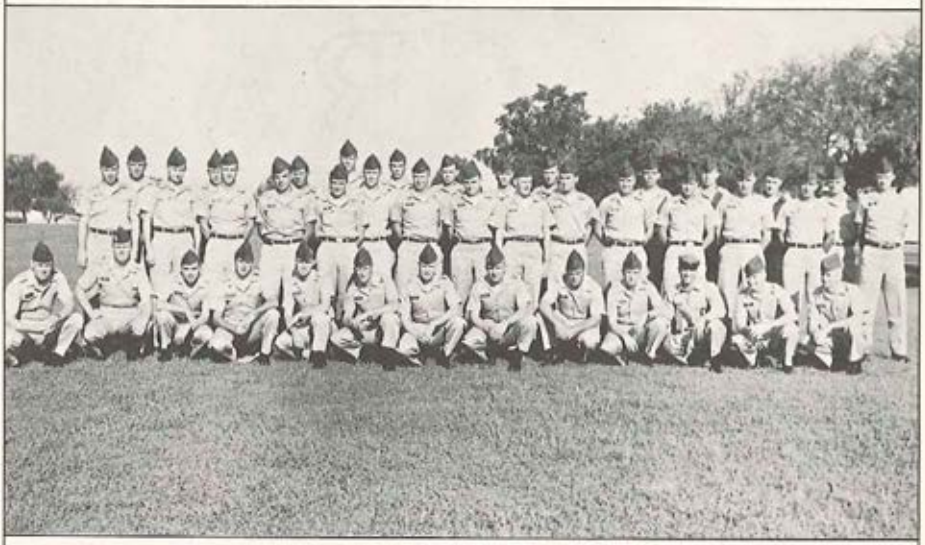
NEW AAAA CHAPTER OFFICERS

- ARMY AVN CENTER CHAPTER:
  ExVP.....Lt Col R.T. Blair, Ret.
  Trea.....Lt Col L.R. Cantlebary
- DAVID E. CONDON CHAPTER:
  ExVP.....Lt Col G.E. Oldefendt
  VPP.....Maj. J.F. Hill
- FORT CAMPBELL CHAPTER:
  Trea.....Capt. E.O. McConaha
  VPA.....Capt. B.C. Moore
- FORT HOOD CHAPTER:
  Pres.....Lt Col J.C. Hughes
  VPA.....Capt. E.D. Parker
  VPR.....Capt. J.M. Weaver
  VPI.....Capt. R.A. Bonifacio
  VPP.....Capt. R.D. Craig

*Acting

- DAVISON AAF CHAPTER:
  ExVP.....Maj. S.R. Blunck
  Trea.....M/Sgt W.L. Hesse
  VPA.....Maj. F.S. Klein
  VPI.....Sp/5 R.P. McNeill
  VPP.....CWO W.P. Lusker
- FORT MONROE CHAPTER:
  Sec.....Maj. S.F. Wilder
- ILLESHEIM CHAPTER:
  VPP.....Capt. H.R. Northridge
- JIMMIE L. HILTON CHAPTER:
  Pres.....Lt Col J.Y. Hammack
  ExVP.....Lt Col M.L. Lindmark
  VPA.....Capt. R.L. Young
- KOREA CHAPTER:
  Pres.....Lt Col J.E. Childers
- NORTHERN ITALY CHAPTER:
  Pres.....CWO V.K. Schug
  ExVP.....1st Lt W.A. McCollough
- MONTEREY CHAPTER:
  Pres.....Lt Col J.F. Stacy, Ret.
  Sec.....Capt. T.E. Mathison
  VPA.....Capt. J.S. McLeod
  VPR.....Capt R.L. Miller
  VPG.....Maj. F.J. Sutor
- RHINE VALLEY CHAPTER:
  Pres.....Lt Col R.M. Barendse*
  VPP.....Lt Col C.V. Graft, Jr.
- USARCARIB CHAPTER:
  Pres.....Maj. W.H. Dill
- GRAND CANYON CHAPTER:
  Pres.....Maj. M.F. Hochella*

ALL-AAAA, ORWAC CLASS 62-9



Having joined AAAA 100 per cent, members of ORWAC Class 62-9 at Fort Rucker pose for an informal Class Photo. Left to right in the FRONT ROW are: Capt. Andrew S. Smith (Class Leader); Lts Claude T. Ivey, Rex L. Tueller, A.L. Rosenberger, & Rodney A. Pimental; WO Olen F. Kelley; and Lts. Robert B. Seiler, William B. Woodson, Darrell J. Hawk, Robert D. Bolyard, Gholamreza R. Rahlarian (Iran), Jerry W. Simpson, & Sonny Blackburn. In the SECOND ROW (l to r) are Lts. Worth A. Kendall, Dennis A. Dingman, Robert J. Gilbert, Regis A. Schnupp, Richard D. Berube, Sammie E. Harrison, & Jewett W. Fowler, Jr.; WO Bobby L. Dickens; Lts. Wayne B. Lunsetter, Howard P. Serrell, Jr., Bill N. Colbert, Alfred L. Hamilton, Edward G. Grier, Jr., Patrick W. Merten, & Jan R. Morre. In the THIRD ROW are Lts. Armond C. Simmons & Howard K. Rudeen; CWO-2 Bill Hagler; Lts. Bob Gordon & Larry Pravecek; WO Ferman B. Hudges; Lts. Huey L. Brannon, Frederick L. Martin, Charles E. Frankenberger, & Robert S. Reynolds; CWO William J. Francis; & Lt Kenneth P. Weitzel. Missing from photo: Lt Peter H. Smith.

WOC Donald W. Metzger
Lieutenant Charles W. Miller
Captain A.A. Miyamoto
Lieutenant Gene H. Mobley
Lieutenant Jan C. Moore
Captain Richard K. Mukaeda
Lieutenant Kenneth S. Mulholland
WOC Elbert E. Mullin, III
Lieutenant Maynard A. Nagelhout
WOC Timothy M. Nicolls
Lieutenant George F. O'Brien, Jr.
WOC John S. Olsen
Lieutenant John P. O'Malley
Lieutenant Thomas L. Orr
WOC Jack W. Peck
Lieutenant Glenn J. Pickart
Lieutenant Rodney A. Pimental
WOC John R. Polomis
Lieutenant Lawrence E. Praveck
Lieutenant Paul E. Raetz
WOC James B. Ream
Lieutenant Frank S. Reece
Lt. Colonel Robert V. Reitan
Lieutenant Robert S. Reynolds
Lieutenant Larry L. Rose
Lieutenant August L. Rosenberger
Lieutenant Howard K. Rudeen
Lieutenant Lawrence J. Russack
Lieutenant Regis A. Schnupp
Lieutenant Robert B. Seiler
Lieutenant Howard P. Serrell
Lieutenant Henry W. Shehorn
Lieutenant Armond C. Simmons
Lieutenant Jerry W. Simpson
Captain Ernest A. Smart
Captain Andrew J. Smith
Lieutenant Horace M. Smith
Lieutenant Peter M. Smith
WOC Braxton W. Snowden
WOC Glenn C. Spakes
WOC Bobby W. Springer
Lieutenant Robert H. Stafford
Captain Edna M. Steinbach
Mr. Charles J. Stim
Mr. Allen R. Stokke
S/Sergeant James H. Stone
CWO Billy B. Swatzell
Captain John Temperilli
Lieutenant Donald H. Thompson
WOC Grover F. Thompson
Lieutenant William C. Thrasher
Mr. Bruce O. Todd
Lieutenant Jean H. Tondreault
WOC Robert L. Toomey
Lieutenant Rex L. Tueller
WOC John S. Tulloch
WOC Willard G. Turman
WOC Howard J. Turner
Lieutenant Joseph E. Turner
Lieutenant Frederick R. Upton, Jr.
Lieutenant Waymon R. Votaw
Captain John M. Wallace, III
WO Thomas A. Ward, III
Lieutenant James A. Warren
Lieutenant Richard A. Weiler
Lieutenant Kenneth P. Weitzel
WOC Robert S. Westfall
WOC Bud E. Wheeler
WOC Russell B. White
Captain Millard Whitten
Lieutenant Noble J. Wiley, III
Lieutenant William B. Woodson
WOC Stanley J. Wujek
WOC Virgil H. Young
WOC Bobby D. Zimmerman

PROGRAM

FOURTH ANNUAL MEETING

SHERATON-PARK HOTEL, WASHINGTON, D.C.

WEDNESDAY, OCTOBER 10

1200 - 1800
Registration Desk Open, Cotillion Room

1500 - 1600
National Executive Board Meeting

1600 - 0100
Informal Get-Together for Early Arrivals
Olympia Lounge

THURSDAY, OCTOBER 11

0800 - 1700
Registration Desk Open, Cotillion Room

0900 - 1100
First Membership Business Session
President's Welcome; Annual Reports; Election of New National Executive Board Members for the '62-'65 Term of Office; Presentation of Agenda Items by Delegates and Members. Cotillion Room.

1015 - 1100
Press Briefing - President's Suite

1100 - 1200
Distinguished Guest Reception
for Head Table and Distinguished Guests
Assembly Room

1200 - 1415
Fourth Annual Honors Luncheon
Presentation of AAAA National Awards
Address by Lt. Gen. Hamilton H. Howze, Commanding General, XVII Airborne Corps and Fort Bragg

1430 - 1600
Filming: "Army Aviation Progress;" "Twenty Years of Army Aviation."
Burgundy Room

1830 - 2030
AAAA-Industry Member Reception
Cotillion Room

FRIDAY, OCTOBER 12

0900 - 1130
Second Membership Business Session
Presentation of New Items of Business
Formation of Discussion Groups
Cotillion Room

1130 - 1330
Open Luncheon Period

1400 - 1530
Final Membership Business Session
Discussion Group Reports; Selection of Site and Dates for 1963 Annual Meeting
Cotillion Room

1530 - 1700
National Executive Board Meeting

1800 -
Die-Hards and Oldtimers Get-Together
Burgundy Room

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MR C D STEPHENSON
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