

MARCH 31, 1963

ARMY AVIATION

The Bell OH-13S
Sioux* is powered by a
Lycoming TVO-435
turbosupercharged
reciprocating engine,
rated 260 hp.
*prototype



Lycoming

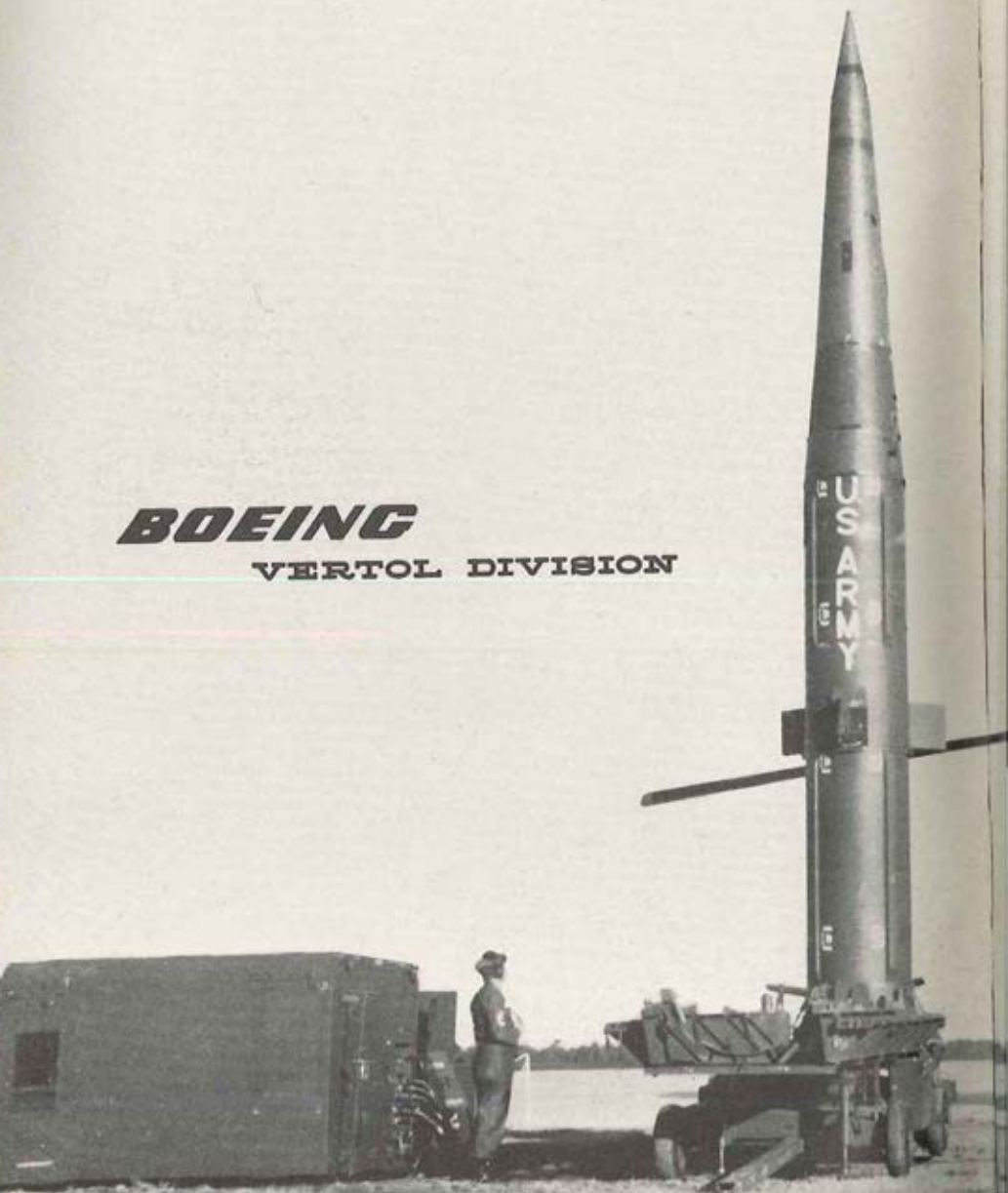
Division—Avco Corporation
Williamsport, Pennsylvania

Chipook

PROGRESS

BOEING

VERTOL DIVISION



BOEING-VERTOL CHINOOK PERSHING MISSILE TESTS

The U. S. Army recently completed tests of the Pershing ballistic missile and the CH-47A Chinook helicopter which checked out the design compatibility of the two systems. An Army industrial team conducted the tests at McCoy Air Force Base, Orlando, Florida. Helicopter mode of operation will extend the "shoot and scoot" missiles' range with added compatibility of moving it into otherwise inaccessible launch sites. Testing was accomplished by specialists from the Army Missile Command, Army Aviation Board, Army Airborne, Electronic and Special Warfare Board, Army Transportation Materiel Command, Martin Company, Vertol Division, and Lycoming Division of Avco Company.



ARMY AVIATION

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U.S. ARMY

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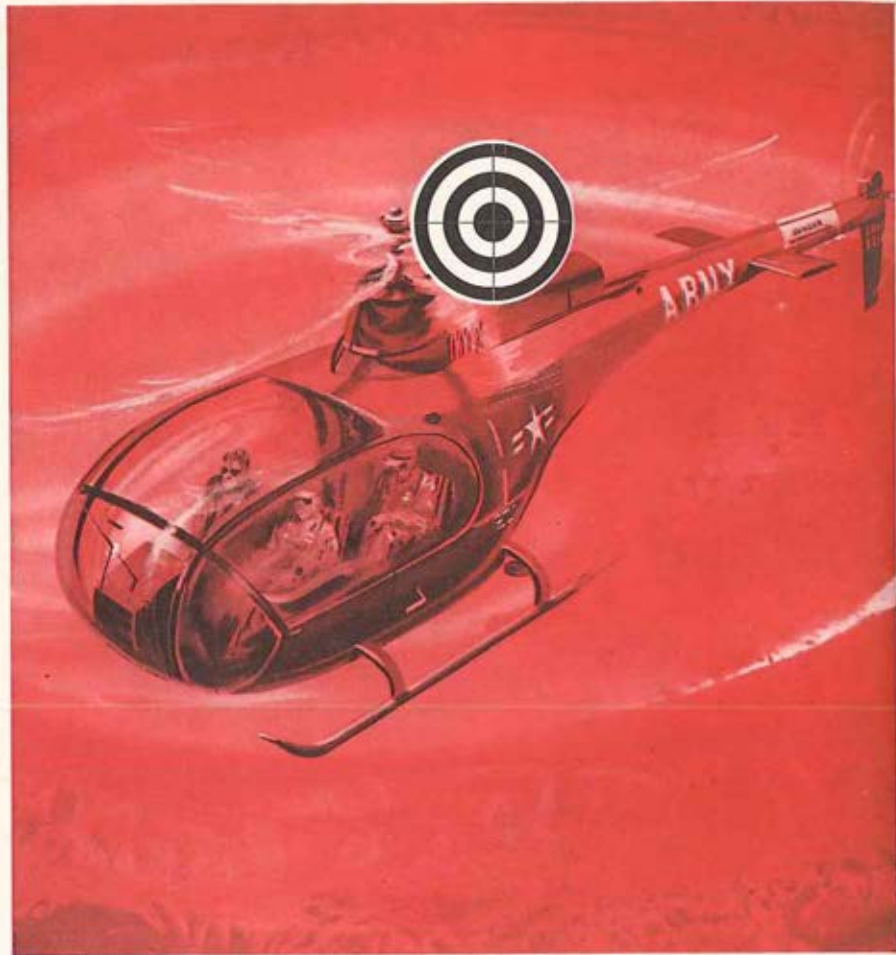
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The professional pilots of the United States Army deserve the best.

This is it.

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on target with LOH POWER—the new Allison T63-A-5 turboshaft engine for the Army's Light Observation Helicopter. Target: Complete 150-hour flight qualification test by September 1962. Result: Engine test completed September 14, 1962, with specifications exceeded both in horsepower and specific fuel consumption. Official U. S. Army approval and Federal Aviation Agency certification received at Allison. Engines now being delivered on schedule to three helicopter manufacturers for flight test and airframe evaluation. And this is one more example of how we keep our aerospace and nuclear projects on target.

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THE ENERGY CONVERSION DIVISION OF
GENERAL MOTORS, INDIANAPOLIS, IND.



A STIMULATING ASSIGNMENT!

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

IT is with some regret that I write this particular message because it is my last effort as Director of Army Aviation. I am departing the Office Deputy Chief of Staff for Military Operations on 11 March 1963.

During the past year and one-half I have considered it a real privilege to serve as Director of Army Aviation and have found that it has been one of the most stimulating assignments I have had during my Army career. Great strides have been made during this period, thanks primarily to your competence, and Army aviation is truly taking its place as an effective element of the Army combat team.

To all of you in the program at all corners of the world, I take this

BEECH "IMAGINUTY" IN

Air Mobility



Versatile Beechcraft U-8F:

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

Beechcraft's U-8F is a true all-around workhorse. It provides fast, reliable all-weather transportation to meet a wide variety of military requirements. Rugged enough to operate safely from small, unimproved fields even with big loads. Easily fitted with modern JATO units, the U-8F does a big plane job at a fraction of big plane cost.

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also popular as a multi-engine instrument trainer.

With space and weight allowances for all electronic navigation and communications equipment used on the largest planes, the Beechcraft U-8F is an outstanding example of Beech reliability. Twin 340 hp Lycoming supercharged fuel injection engines allow it to cruise at 190 knots at 70% power and provide top speeds in excess of 200 knots.

In worldwide use by the U. S. Army, additional U-8Fs are quickly and economically available.

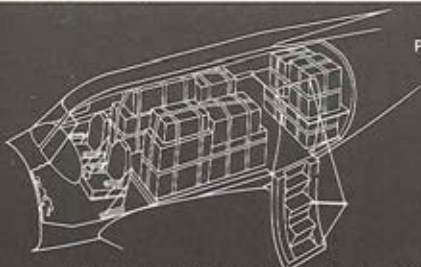
Beech Aerospace Division

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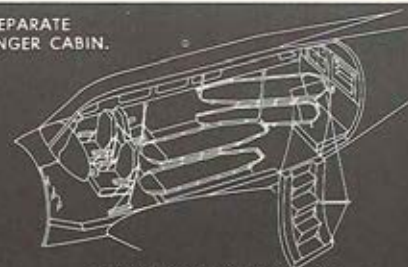
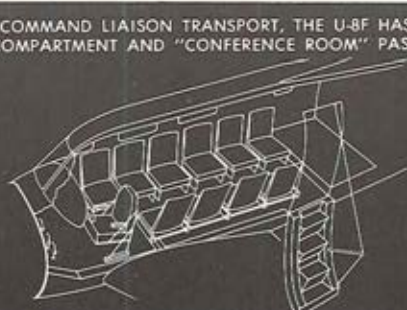
Beech Aerospace Division projects include R&D on manned aircraft; missile target and reconnaissance systems; complete missile systems; space systems management; programs pertaining to liquid hydrogen propellants and cryogenic tankage systems; environmental testing of missile systems and components; and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

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

AS COMMAND LIAISON TRANSPORT, THE U-8F HAS SEPARATE PILOT COMPARTMENT AND "CONFERENCE ROOM" PASSENGER CABIN.



FOR HIGH-PRIORITY CARGO TRANSPORTATION, PASSENGER SEATS COME OUT QUICKLY.



CONVERTS QUICKLY TO FAST, RUGGED, ROOMY AERIAL AMBULANCE.



HELPING BUSINESS GROW FASTER: Only Beechcraft offers such a complete line of planes with so much speed, range, comfort and quiet to help business multiply the money-making decisions that each top man can make. That's how thousands of Beechcrafts have paid for themselves.

Executives: Write today for: "Dollars and Sense of Business Flying." Beech Financing and Leasing Plans. New illustrated folders on business-designed Beechcrafts. Address Public Relations Dept., Beech Aircraft Corp., Wichita 1, Kansas, U.S.A.

opportunity to thank you for your strong and continuous support. It has been a real pleasure to be associated with you.

As many of you know, Brigadier General Jack Tolson takes over as Director May 29th. A better selection could not have been made! Congratulations, Jack! In the interim, Bob Schulz's capable hands will run the Directorate - and again, a better choice could not have been made.

Even though I am no longer the Director of Army Aviation, I wish to assure you that I shall continue to have a keen interest in the program and am proud to continue my association and identification with one of the finest groups of men, our Army Aviators.

I am confident that you have felt the impact of the recent emphasis on the expanded use of Army aviation. At long last the Army Aviation Program is on the move and it bodes well for a highly mobile, rapid moving Army in the future.

USAPHS INCREASE

■ The largest Warrant Officer Candidate class in the history of the U.S. Army Primary Helicopter School reported for training at Camp Wolters, Texas, on 10 February with 115 enlisted men starting four weeks of Pre-Flight Indoctrination Training. The arrival of the new group brings the total of WOC's in training at Camp Wolters to 257. There are three more WOC classes programmed for FY 1963 training. Colonel Jack K. Norris, post commander and commandant of the school, said earlier this month there had been a discussion of a slight increase in the student in-put at the school in FY 1964. He said about 1,500 students were programmed for the current fiscal year and that consideration had been given to increasing the total number to a 1,600 in-put in FY 1964. ■■

If you have read articles recently published in the Army Times and other news media, you have observed that no concrete facts are given in terms of men or machines required to support the expansion. The reason for this is simply that a positive goal has not yet been established, but the acquisition of equipment and training of aviators and aircraft maintenance personnel will increase significantly through FY 68.

I intend to discuss the oft-neglected, but perhaps most important aspect to the individual aviator, portion of the Army Aviation Program in this issue; personnel management. Here at Department of the Army the importance of this vital function has gained new stature. The former Aviation Branch, Office of the Executive for Career Planning, Officer Personnel Directorate, Office of Personnel Operations has been redesignated the Office of the Executive for Army Aviation, Officer Personnel Directorate, Office of Personnel Operations. The missions and functions of this office have been greatly expanded to keep abreast of the times.

The Executive for Army Aviation, headed by Lieutenant Colonel James D. Neumann, Infantry, is a branch immaterial organization designed to provide policy and assignment guidance for implementation by the seven Career Branches and the Aviation Warrant Officer Branch. The Executive Officer for the new organization is Lieutenant Colonel Robert M. Prater, Infantry. The five branches of the office and the respective chiefs are:

Personnel Actions Branch - Major

Paul C. Smithey, Transportation Corps

Procurement and Recruiting Br. - (Assignment pending)

Requirements Branch - Major Samuel B. Kalagian, Infantry

Administrative Branch - CWO Robert W. Buechter

Assignment Branch - Lt. Colonel Christopher B. Sinclair, Armor

All personnel actions concerning Army Aviators are processed in this office. Quotas for initial flight training are allocated to the branches authorized aviation and upon successful completion of flight training by the new aviator, an individual file is established to monitor his career. These files reflect all aircraft qualifications, suspensions from flying status, award of senior and master aviator badges, total flying hours and such related items that accrue during the aviators entire career.

This is the office that receives the DA 759 files submitted annually; the special reports on aircraft qualifications; Flying Evaluation Board Proceedings; flying suspension actions; requests for senior ratings; and any other actions that affect an Army aviator's flying career.

All requisitions for aviators world-wide are received in this office and are allocated by the Requirements Branch to the Career Branches for fill. The Assignments Branch monitors the actions taken by the Career Branches to fill the requisitions and assures an equitable and logical distribution of aviation assignments to properly qualified personnel.

Category III assignments are closely monitored to insure that

these tours are equitably distributed among the Career Branches. The temporary restriction of the number and duration of Category III assignments, currently imposed to release aviators for flight duties will be removed as soon as practicable. For the immediate future, it is imperative that our limited number of aviators be utilized primarily in cockpit and cockpit related duties. It is incumbent upon each of us to insure that any position which does not urgently require a rated officer's service be left vacant, or be filled by a non-rated officer.

PERSONNEL TURBULENCE

In recent months the "short-fuse" requirements for aviators in Vietnam, the Army Aviation School and the newly activated Air Assault Division have raised havoc with the normally orderly and efficient operations of the Assignments Branch, which leads certain affected individuals to believe there is no personnel management for aviators.

Unfortunately, we are faced with ever-increasing requirements and ever-decreasing assets which accounts for the current personnel turbulence. The variance in short and long tour areas, certain stabilized CONUS tours, aviators programmed for or attending career courses, specific aircraft qualification requirements and other variables - all blend to decrease the number of aviators available for reassignment; result - personnel turbulence.

To combat the situation described above, the Executive for Army Aviation is developing data to assure

UH-1B HOT ROD



The modified Army UH-1B research helicopter has achieved speeds in excess of 170 mph during tests conducted at USA-TRECOM, Fort Eustis, Va. Three different rotor systems are being tested.

that aviators are assigned only to those positions requiring a rated officer and only in sufficient quantities to fly assigned aircraft. Recruiting and procurement activity is progressing at a rapid pace to provide sufficient applicants for the expanding flight training quotas and to recall to active duty Army aviators who express a desire. Former pilots from our sister services are joining the Army Aviation Program, primarily in the warrant officer field.

Recent changes in policy now permit eighteen year old personnel to apply for flight training. In addition, enlisted personnel and warrant officers serving in long tour overseas areas may now be returned to Continental United States upon the completion of one-half the normal tour.

It is to be expected that the expansion of initial flight training will ultimately provide an adequate supply of aviators to permit a return to normalcy in the personnel management area. In the interim period, however, we must "roll with the punch" and realize that each and every assignment action receives careful deliberation and is effected only after considering all available personnel sources.

Prior to the reorganization of the Army in 1962 as a result of a comprehensive study in 1961 by the Hoelscher Committee - of which I was a member - much of our aviation research, development, supply and maintenance was a function of the Chief of Transportation. This arrangement no longer obtains. These functions are now the responsibility of the Army Materiel Command (AMC), headed by Lt. General Frank S. Besson, Jr., with headquarters in Building T7 in Washington D.C.

AMC has seven (7) sub-commands, -

Electronics Command, Fort Monmouth, New Jersey

Missile Command, Huntsville, Alabama

Mobility Command, Center Line, Michigan

Munitions Command, Dover, New Jersey

Supply & Maintenance Command, Washington D.C.

Test & Evaluation Command, Aberdeen Proving Ground, Maryland

Weapons Command, Rock Island, Illinois

COMBAT PROVEN

"...THROUGHOUT THE ENGAGEMENT, THE FIVE

IROQUOIS PROVIDED STEADY FIRE SUPPORT..." *



WORLD
STANDARD
bell
MILITARY & COMMERCIAL HELICOPTERS

*Army Press Release — January, 1963

Today, the UH-1 Iroquois is "writing the book" on helicopter combat tactics. Equipped with rockets and machine guns, these hard-hitting choppers are decisively proving Army Aviation's air mobility concepts in Vietnam. Hitting hard and fast they escort troop-carrying helicopters and provide protection in objective areas with heavy firepower. On mercy missions, the Iroquois evacuates combat casualties. ■ Iroquois are designed and built for combat service. High performance, compact silhouette, all environment proven, the UH-1 is matched to the task of guerrilla warfare. And in Vietnam its combat record is the record of Army Aviation.



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HELICOPTER
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Fort Worth, Texas

A Division of Bell Aerospace Corporation

A **Textron** Company

All of these in some way or another have responsibility for, or exert influence on, Army aviation activities. The major effort, however, is the responsibility of the Army Mobility Command (MOCOM) headed by Major General Alden K. Sibley. Two of the sub-commands of MOCOM are the Transportation Research Command (TRECOCM) headed by Colonel Nathaniel A. Gage, at Fort Eustis, Virginia, and the Transportation Materiel Command (TMC) headed by Brig. General David B. Parker at St. Louis, Missouri.

As logistics in this day is of such tremendous importance in our aviation activities and becomes more so as our aircraft become more sophisticated and increase in number, I have arranged with Brig. General

Hallett D. Edson, the Deputy Commanding General of MOCOM to furnish me, from time to time, Army aviation logistics information which I believe will be of value to our aviation personnel throughout the world.

Both General Edson and General Parker served with Army aviation prior to their present assignments, the former as Deputy Director and Director in this office in the Pentagon and the latter as Chief of Aviation Research and Development in the (former) Office of the Chief of Transportation. Both, naturally, are rated aviators.

General Edson has just recently entered the logistics field, having spent most of his career in operations and is, therefore, well qualified to interpret some of the logistical problems from the view of a former operations man. He has recently visited our operations in Vietnam and is intimately acquainted with our development, procurement, supply and maintenance throughout the United States.

I believe these additions to my letter will be of assistance to you in better understanding and appreciating the tremendous expansion of aviation within the Army and its influence on a wide variety of Army programs. These additions should be of value not only to the logistical personnel in your Command, but also to the operational people, for it must be remembered that logistics facilities and personnel exist solely to help carry out the operations of the Army. In order to achieve the best operational capability, both logistical and operational personnel must have a good understanding and appreciation of each other's functions.



GEN. SIBLEY



GEN. EDSON



GEN. PARKER



COL. GAGE

TESTING of the Howze Board concepts got underway with the modest, but important activation ceremonies conducted by the 11th Air Assault Division (Test) on 15 February at Fort Benning, Georgia. The unit colors were turned over to Lt. General John K. Waters, Commanding General, USCONARC, by the division Sergeant Major, Chester R. Westervelt. General Waters then presented them to Brigadier General Harry O. Kinnard, Commanding General of the division.

Among the notables attending were Brig. General Robert R. Williams, Commanding General of the U.S. Army Aviation Center, Fort Rucker, Alabama, and the senior officers commanding the major units of the Division. Participating were Colonel George P. Seneff, Commanding Of-

ficer to the 11th Air Assault Aviation Group, Colonel George S. Beatty, Commanding Officer of the 1st Air Assault Brigade, Colonel Robert C. Shaw, Commanding Officer of the 11th Air Assault Division Support Command, and Colonel William R. Tuck who is acting commander of the 10th Air Transport Brigade.

The first contingent of the authorized 3,800-man force is already on station. Other units and filler personnel will close in by mid March. All aircraft with the exception of a few of the newer types coming off production lines will be on hand by April. Phasing in of aircraft is geared to facilitate efficient operations based on the arrival of the many technical personnel to be assigned.

The units for the 11th Air Assault



3,800-MAN AIR ASSAULT "DIVISION" ASSEMBLES AT FORT BENNING

**UNITS AND FILLER PERSONNEL TO COMPLETE
ORGANIZATIONAL STRENGTH BY MID-MARCH**



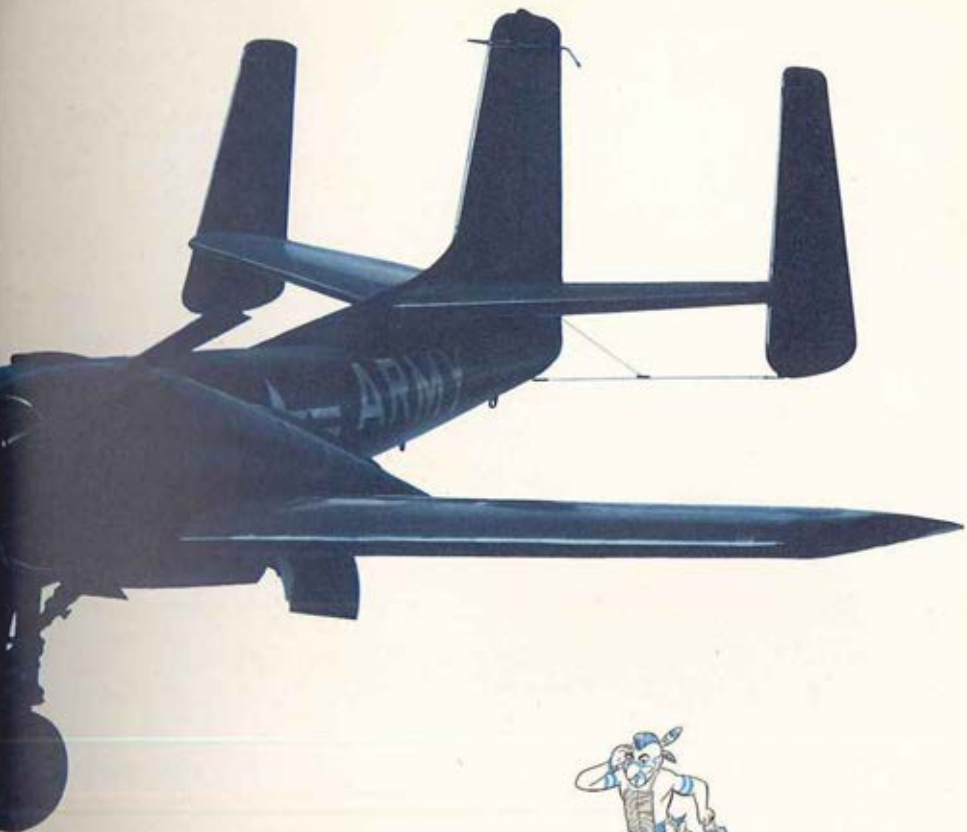
Why does the Mohawk

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



Division and the attached 10th Air Transport Brigade have been acquired from existing resources in CONUS. No doubt several aviation elements throughout CONUS have felt this drain of manpower and equipment; however, it is all for a good cause, as the results of testing will have a significant and lasting impact on the future Army.

For the next two months the air assault units will undergo an extensive individual and specialist training program. The division's first tactical exercises are expected to be held in the early fall.

NEW FILM

Aviators can expect to view in the near future a 30-minute unclassified motion picture in color covering Army aviation. This is to be a real film spectacular sponsored by the Department of the Army and will be shown as a part of the "Big Picture" television series.

Filming is well underway at Fort Rucker and Fort Campbell and is scheduled to be completed in March. Many sequences will be shown of Army aviation in action from L-4 days to the present along with a great deal of footage from current operations in Southeast Asia.

In view of the marked increase in the Army aviation field, this film should encourage many young men to consider this program and also inform the general public of the important capabilities that the modern Army now possesses.

AATRI APPROVED

After considerable planning and staffing, the long awaited TO&E for Army Air Traffic Regulation, Co.

(AATRI for short) has been sent to the printers for publication.

The AATRI Company (TO&E1-207E) is the replacement for the Aviation Operating Detachment (AOD). The mission of the AATRI Company is to provide enroute air traffic regulation and identification, navigational aids, air warnings, and other assistance to in-flight aircraft. The company also provides assistance to divisions in regulating air traffic in forward areas.

The 239-man AATRI Company will be organic to the field Army, separate corps, and communication zone commands. It was planned to have an AATRI Company activated in sufficient time to be troop tested during FY 1964. The requirement to support the tests of the 11th Air Assault Division, however, may have an impact on these plans.

ARNG SUPPORT

In day-to-day activities, the Aviation Division of this headquarters works with National Guard Aviation Units which are accomplishing important missions for the Army.

To be specific, today there are three units of the Army National Guard engaged in fourth echelon maintenance support of both active Army and Army National Guard aircraft - the 142nd Transportation Battalion, Springfield, Mo; the 162nd Transportation Battalion, Groton, Conn; and the 217th Transportation Battalion, Fresno, California.

The mission of these units is difficult and trying in that there are no active Army units performing the same task. Each of these aviation battalions works closely with the Army maintenance depot which has

the specific area support responsibility. The depot assigns the work loads to the National Guard Unit and also provides the back-up support required. During special situations, such as the recent Cuban Crisis, personnel from these National Guard Units were actually moved into the depots to assist in the accomplishment of the substantially increased work loads.

The difficult mission assigned to these units creates many problems. To discuss and resolve these problems a conference was held on the 17th of January at Springfield, Mo. in which a closer relationship between the active Army and National Guard Units was established to facilitate operations. The 142nd Transportation Battalion was the host for the conference.

The 142nd, 162nd and the 217th Transportation Battalion deserve recognition for the services they provide in forming the stable base of hard skilled aviation technicians needed in the event of emergency operation.

THE "SMALL" UNITS

There is a normal tendency in daily events of large aviation units to overlook the important tasks of the smaller aviation units. Many small units and detachments are scattered throughout the many Army posts in CONUS. An example is the efficient aviation group operating at Fort Gordon, Georgia.

The Aviation support at this station is organized as an Aviation Branch under the Post G-3. Major Fred Walter is the Aviation Staff Officer, with Major A.C. Kirkpatrick acting as Aviation Branch Com-

mander and Airfield Operations Officer.

The Aviation Branch occupies a civilian hanger at Bush Field, Augusta, Georgia. Last May they shifted their offices from the north to the south side of the hangar and now occupy a well appointed set of operations and training offices which are a credit to the Aviation Program. The enlisted personnel are billeted in the same hangar, which enhances efficiency and materially improves their maintenance posture.

The Aviation Branch has four O-1, one TO-1D, two U-6A, two OH-13 and one UH-19 aircraft. There are 12 officers authorized, but only 4 presently assigned. In addition to Major Walter and Major Kirkpatrick the maintenance supply and training officer is Captain A.D. Janssen. The fourth officer, recently assigned, is 2nd Lieutenant Robert J. Gilbert.

This small but effective Aviation Section not only supports the Schools at Fort Gordon and the Training Regiment, but also provides outstanding service to the many transient Army aircraft passing through Augusta and Fort Gordon.

Arriving in Hq, USCONARC to work in the Aviation Division is Major Earl J. Hammack who will handle aircraft allocations and support. Major Hammack has returned from Germany where he was assigned to the 205th Transportation Battalion at Ludwigsberg, Germany.

General Herbert B. Powell, Commanding General, Hq USCONARC, and the Army's only four star aviator, has departed CONARC for retirement. Recipient of the AAAA

Silver Medallion, General Powell has been one of Army aviation's most forceful advocates and a solid supporter of new Army Aviation concepts including the Howze Board findings and recommendations. We all hope he will continue his interest in Army Aviation during his retirement years.

The new Commanding General of USCONARC, Lt. General John K. Waters was recently welcomed. One of the pleasant tasks for General Waters during his first visit to Fort Benning as CG of CONARC was his participation in the color ceremonies for the 11th Air Assault Division.



■ The officers of the 7th Army Aviation Group, one of USAREUR's major aviation activities, are shown gathered at Ludwigsburg, Germany, upon the occasion of a Farewell Party for Col. James H. Brown, Seventh U.S. Army Transportation Officer. Seated from left to right are Lt Col Orman E. Hicks, CO, 8th Trans Bn; Lt Col Michael J. Strok, CO, 54th Trans Bn; Guest of Honor - Col James H. Brown; Col Henry H. McKee, CO, 7th Army Avn Gp; Lt Col Robert G. Sheperd, CO, 41st Trans Bn; Lt Col Thomas G. James, CO, 205th Trans Bn; and Lt Col William G. Kilmer, Deputy CO, 7th Army Avn Gp. In the rear are the assembled staff officers and unit commanders of the 7th Army Avn Gp including Majors Black, Boyle, Cook, Dawson, Dennis, Funderburg, Jarden, McClure, Morris, Patterson, Pearson, Pflugler, Steele, and Tuggy; Captains Ankenbrandt, Basic, Bisch, Bayer, Bray, Dew, Drenz, Frantess, Frank, Hodge, Howell, Kiser, Luster, McGowen, Olson, Pierce, Powell, Strange, Trudeau, Walsh, Wise, and Woodmansee; Lieutenants Lock, McDermott, and Millirons; and CWO's Burk, Pauli, and Teal.

The mid-February meeting of the 7th Army Aviation Group's staff members and 26 subordinate unit commanders marked the first meeting of all of the unit's commanders since December, 1958. During the course of the full-day meeting, unit personnel discussed operating procedures and problem areas; heard a report of Army aviation activities in Vietnam as presented by CWO James R. Eakins; and were addressed by Group Commander Colonel Henry H. McKee on the implications of the ROAD concept of Army organization. In formal ceremonies held at a unit dinner, Colonel McKee presented Safety and Reenlistment Awards to the various units within the command. Ending the day-long conference were three discussion groups; Battalion Commanders, chaired by Col. McKee; Company Commanders, chaired by Lt. Col. Kilmer; and Maintenance Problems and Ideas, chaired by Major Tuggy.

(U.S. Army photo)

COMBAT situations of the future bring to mind a picture of light observation helicopters flying reconnaissance missions around and over terrain under varying degrees of enemy control.

To survive in such an environment the Army Aviator must be able to fly below the detective eye of radar. However, avoidance of detection from sophisticated weapons systems is not enough, for flying nap-of-the-earth obviously puts the helicopter within the range of conventional enemy small arms.

The observation helicopter pilot must therefore have a capability to react. He must be able to suppress enemy fire, if not destroy the source thereof, and he must be able when required to conduct reconnaissance by fire.

The question of how to arm and what to use for arms has been under study for quite some time and several helicopter armament kits have been developed. The installation of standard armament kits on Army helicopters in turn has dictated the establishment of formal aviator training in the maintenance and use of these weapons systems.

The U.S. Army Primary Helicopter School was directed to con-

duct a course of instruction that would prepare the aviator for his duties as a light observation helicopter aviator. This course was to teach nap-of-the-earth flight technique, low level navigation, emergency procedures, and aerial gunnery. An eight week course was established with four weeks of training at Camp Wolters, Texas, and the final four weeks at Fort Sill, Oklahoma.

Two aerial helicopter machinegun ranges were constructed in the Post Oak area of the Fort Sill Reservation. This area is located in the extreme west section of the reservation. The ranges are 300 meters wide and 1200 meters from the firing line to the no fire line. Each range is equipped with four firing pads, ten refueling and parking pads, a stage field house, and a control tower.

The aerial gunnery training is conducted utilizing OH-13E helicopters equipped with M1-E1 machinegun kits. This kit consists of a modified M-37 30 caliber machinegun mounted on each side of the helicopter just aft of the cabin doors. The kit will hold 650 rounds of 30 caliber metal belted ammunition on each side for a total of 1300 rounds.



AERIAL GUNNERY TRAINING

BY

COL. JACK K. NORRIS

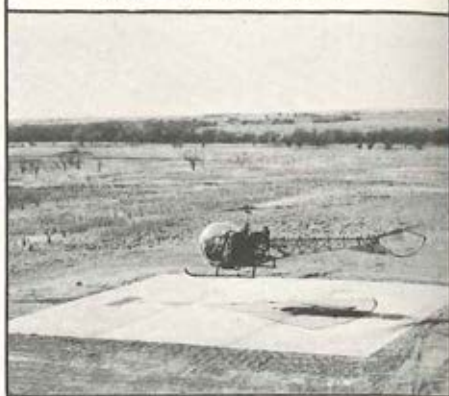
COMMANDANT, USAPHS

The Primary Tactics Section at Camp Wolters teaches the student pilot the use of the adjustable ladder sight, elevation, and depression mechanism and the charger assembly. Also at Wolters the student is taught the principles of cover and concealment, so as to be able to approach his target areas with the least possibility of detection. This low level and nap-of-the-earth flying is new to the student aviators and requires many hours of practice and a keen sense of low level navigation for him to be able to remain oriented and complete his mission.

Academic classes are conducted on the installation of the M1-E1 kit, bore sighting, and trouble shooting. Considerable emphasis is placed on the operation, setting of head space, care and maintenance, and immediate actions of the M-37 machinegun. Emergency procedures in respect to the low level operation of the OH-13E helicopter are discussed at length and later the student practices these emergency procedures at varied altitudes from 0-50 ft. This prepares the students for a series of "technique of fire" exercises using blank ammunition which give the student aviator the practical work necessary to familiarize him with the loading and firing procedures and safety SOP's prior to training with live ammunition.

At Fort Sill, the Advanced Tactics Section starts the student aviators with hovering fire. During this firing the pilot develops the ability to engage targets at various distances from 300 to 600 meters. He must learn to shift his fire rapidly changing the elevation of the guns according to the change in range.

ON THE RANGE!



He must develop precision hovering and absolute rudder control. A heading variation of as little as 3 degrees will effect a miss by 10 meters; this is not effective suppressive fire.

Cross wind and quartering tail winds must be conquered for it is a basic fact that the better a student can hover in all wind conditions the more accurate his fire from a hover. Also, during the hovering fire phase, the student is taught bobbing fire. Starting from a low hover, a vertical climb is effected, the target fired on, and a vertical descent to a hover completes the bob.

A series of bobs are made each time engaging a new target at a different range. This simulates bobbing up from behind a hill, trees, or other cover. For training purposes a fifteen foot bob is taught realizing that the height of the barrier and the capability of the aircraft under various atmospheric conditions would govern the height of the bob. At the completion of the hovering fire phase, each student is scored. Four silhouette targets

are placed in front of each car body that is to be taken under fire. Scores indicate that 5 per cent hits out of any given number of rounds fired is average.

After completing the hovering fire phase, the student begins his final phase of gunnery - running fire. Again, car bodies are used for targets. Rapid engagement of targets, true nap-of-the-earth flight, and proper allocation of ammunition are stressed. Running fire is scored using the same system as is used for hovering fire. More effective

fire can be delivered from a run as indicated by the scoring. The average number of hits increases to 10 per cent in this type fire.

The completion of training at Fort Sill signals the end of the course and graduation for the Tiger pilot whose new home should be with tactical units.

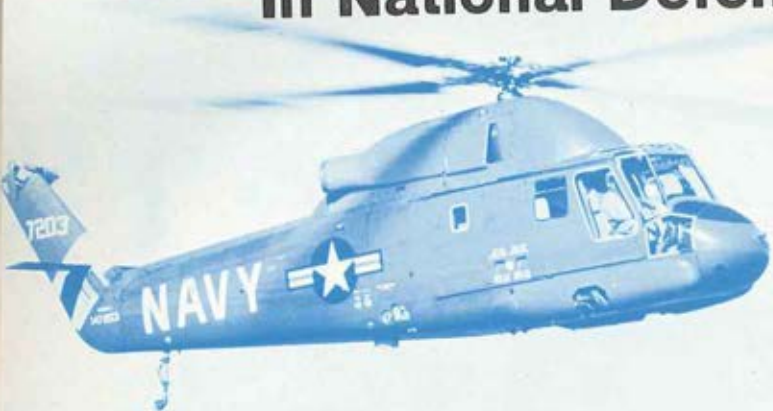
Aviation unit commanders receiving graduates of the Observation Helicopter Aviator Course are enjoined to keep their "Tigers' claws sharp" through realistic and exacting training.

HUGHES OH6-A TAKES FIRST FLIGHT



■ The successful first flight of the Army OH6-A Light Observation Helicopter was announced by Hughes Tool Company's Aircraft Division in Culver City, the initial flight taking place during the first week in March and three weeks ahead of schedule, according to Rea E. Hopper, vice president and general manager. The 25-minute first flight at gross weight was followed by evaluation flights in the subsequent week. The OH6-A was developed by Hughes under contract to the Army which plans to buy between 3,000 to 6,000 LOH aircraft to replace fixed-wing planes and other helicopters for a variety of troop support and supply missions. Competitive evaluation of the OH6-A is expected to begin in November, along with similar testing of the Bell OH4-A and the Hiller OH5-A. Hopper, who said that the aircraft is expected to be certificated by the Federal Aviation Agency at the same time, revealed Hughes plans to develop a commercial version of the OH6-A as a companion to the two-place 269A now on the market. The four-place OH6-A is powered by a 250 horsepower Allison T63 gas turbine engine and will have a maximum cruising speed of more than 140 miles per hour, about 70 per cent faster than current Army models. Range of the Hughes LOH more than doubles the range of today's models. ■■

In National Defense



HU2K-1 SEASPRITE



H43B HUSKIE

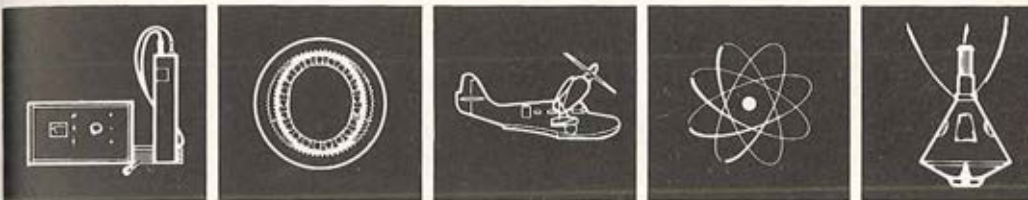
KAMAN is part of the plan

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VIETNAM REPORT
BY LT. COLONEL KENNETH D. MERTEL

WELCOME TO
SOC TRANG
HOME OF THE
93RD TRANS CO Lt Helicopter
ELEVATION 10 FT.



THE first Distinguished Flying Cross to be awarded to an Army aviator while still in Vietnam was presented by the Army Chief of Staff, General Earle G. Wheeler, on 20 January 1963 at Pleiku. The award was made to CWO Joseph M. Mickel, currently assigned to the 81st Light Helicopter Company.

Mr. Mickel won the award for carrying out a helicopter rescue of twelve soldiers while under enemy fire in an action last June in the jungle mountains near the border of Laos. Two of the wounded saved were U.S. Army military advisors.

According to the citation, Mr. Mickel "flew his helicopter at twilight over wild and dangerous country infested with Viet Cong soldiers. He picked up the wounded men on a mountain top within range of guerrilla mortar fire. The landing site on the pinnacle of the mountain was barely large enough for Mr. Mickel to touch his landing gear down. After picking up the ten wounded men, he was forced to take off with a heavy load in darkness under extremely difficult flying conditions."

OTHER AWARDS

A number of other awards were made by the Chief of Staff during his visit. A Distinguished Flying Cross was awarded to CWO Joseph C. Mullins, 93rd Light Helicopter Company who "actively participated as an Army aviator supporting combat assault operations conducted by South Vietnamese troops at Ap Bac.

During the approach to the landing zone, automatic weapons fire of the Viet Cong struck and damaged a helicopter, forcing it down in the midst of the defending troops. Despite the heavy enemy cross-fire,



VIETNAM

■ **TOP LEFT:** General Earle G. Wheeler (left), Chief of Staff, U.S. Army, is shown presenting the Distinguished Flying Cross to Captain Carl W. Strever during recent Vietnam award ceremonies. Captain Strever was cited for heroism while in action on 2 January 1963 with the 45th Transportation Battalion at Ap Bac, South Vietnam.

■ **BOTTOM LEFT:** Four members of the "Soc Trang Tigers" are shown with their 9-month-old, 130-lb. Bengal mascot, "Tuffy." From left to right are Capt. Leon W. Curry, Opns Officer; Maj. Paul R. Ewing, CO; Capt. Paul H. Brown, Exec Officer; and Sgt Cletus E. Dixon, 1st Sergeant, all of the



ACTIVITY

93rd Transportation Company (Lt Hel). The tiger was obtained from MAAG-Laos and was bottled until old enough to eat by himself. The unit plans a large "Year One" birthday party for "Tuffy" on March 28. The unit desire to retain "Tuffy" as its mascot is reflected in the size of the link-chain held by one of the aviators (see previous page). ABOVE: Rice and livestock are shown being unloaded from an Army CV-2B Caribou at "A Loui" outpost in Vietnam. CWO William Bailey, pilot of the 1st Army Aviation Company transport aircraft, is shown in the foreground observing the operation.

(U.S. Army photos)

CWO Mullins, without hesitation and with complete disregard for his own safety, elected to attempt rescue of the downed crew. His bold actions and expert competence as an aviator enabled him to recover the stranded crew and depart the area without serious injury to himself, his crew or his aircraft."

A similar award was presented to Private First Class Kenneth Eaves "for heroism while participating in aerial flight as a helicopter gunner supporting aerial assault operations at Ap Bac." PFC Eaves flying as a volunteer gunner continued to man his machine gun despite being covered with oil from a damaged forward transmission. He returned again to the battle area in another helicopter where he continued to return hostile fire while evacuating American crews from other downed helicopters.

Firing alternately from each side of the helicopter until it too was shot down, PFC Eaves displayed exceptional bravery. Although he was wounded in the right leg, he assisted in the evacuation of the aircraft and waded across a hundred yards of knee-deep mud to the rescue aircraft."

Captain Carl W. Strever of the Headquarters and Headquarters Detachment, 45th Transportation Battalion and CWO John F. Leonard of the 611th Field Maintenance Company (DS) were also awarded Distinguished Flying Crosses for heroic action in evacuating downed aircraft in the Ap Bac area during the operation and while under fire.

1st Lieutenant James E. Stone of the UTT Company was also awarded the DFC. His citation reads, "Stone's

HU-1B Helicopter crashed after being hit by Viet Cong fire as he was attempting to land to rescue the crew of the two other downed helicopters. He was knocked unconscious in the crash. Lieutenant Stone's selfless act of attempting rescue in the face of blistering Viet Cong fire was an act of extreme heroism."

The Bronze Star with "V" was awarded Private First Class James H. Harper of the 93rd. He was cited for "heroism in connection with military operations against the Viet Cong at Ap Bac. He actively participated as a helicopter crew chief supporting assault operations conducted by the Armed Forces of the Republic of South Vietnam.

On the fourth mission into the assault zone, PFC Harper's aircraft was subjected to heavy ground fire. Although his aircraft was damaged, it was flown back to the staging area where PFC Harper made rapid and expedient repairs enabling the aircraft to again return to the assault zone with sorely needed reinforcements. He then voluntarily exposed himself to enemy fire to carry friendly wounded to his aircraft for evacuation."

These are the first of the awards

made here in Vietnam. Many will and are being presented in the U.S. for aviation personnel who have since rotated. They provide vivid proof of the splendid job that Army aviation is accomplishing in Vietnam, aviators, crew chiefs, gunners, and all.

INSTRUMENT MINIMUMS

Those of you who are wondering about how we maintain minimums over here will be interested in the following: First, all night and instrument minimums are waived. There isn't a great amount of night flying, except for that necessary to meet tactical requirements. Administrative or airline-type night flying requires high frequency radios, equipment that is quite scarce in most aircraft. The L-23's, Caribous, and a few Otters are about the only aircraft so equipped.

Instrument minimums are waived since there are so few fixed wing aircraft available. In addition, instrument tickets that expire do not have to be renewed until six months after leaving Vietnam. Once again, this is due to the non-availability of instrument aircraft. Aviators who fly the L-23's, Caribou, and the Mohawk are required to maintain



current instrument tickets. Many of the helicopters units maintain as many of the rotary wing tickets as possible.

The annual written exam is also waived and is not administered in Vietnam.

AIR TRAFFIC CONTROL

Air traffic control is exercised through the National Vietnamese Air Traffic Control Agency. A system of airways covers the country between major cities terminating at Saigon. Better practice up on your ADF for that is the primary means of IFR navigation.

There are some OMNI's, no ILS and few GCA. A number of the units operate their own GCA and the Vietnamese operate a few. The U.S.A.F. and Vietnamese AF operate large and powerful radars at Saigon, Nha Trang, and Da Nang. These keep you under surveillance for most IFR flights as well as VFR flights approaching these three centers.

Jep provides full coverage for Vietnam, including approach plates. You will be placed on the mailing list soon after arrival. Map coverage is pretty good, particularly the 1/250,000 navigation chart. These are quite accurate when used for

pilotage, especially with reference to the rivers and streams. Not too much IFR flying needed during the months of January and February for the weather has been very good. Some clouds in the afternoon, but clear in the mornings and at night.

PETS, PETS, PETS

Most of the aviation units have adopted pets. One helicopter company could well be called "Tiger Company" for its mascot is a half-grown tiger weighing in at about 175 pounds. This "kitten" is only ten months old, but is the largest house cat I have ever seen. Formerly, he was owned by a U.S. Army captain in Laos. The captain took him to Thailand, but there a law that pet tigers must be killed or put in a zoo after they reach 120 pounds terminated his stay. The captain brought him to Vietnam and gave him to this unit.

He is now the company mascot and is kept on a chain and collar just outside the officer's club. He is most friendly towards all Americans, likes to play just like a kitten, and will lie on the grass, watching out of the corner of his eye as you approach. His tail starts twitching back and forth; you reach out and scratch his ear for a moment; then he is on you, standing on his hind legs, big paws around you, gently



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gnawing on your head, arm, canteen, etc. He is most careful to keep his claws sheathed when he swipes you with his big paws.

The keeper of the cat called "Tuffy" is Private Michael D. Ferrante. They get along famously. The cat is fed only cooked meat and other kitchen scraps. Rumor has it that a few feet of movie film made TV stateside recently, concerning General Wheeler's visit with the cat. Tuffy behaved most respectfully during the General's visit and posed for a number of pictures with the General.

Another helicopter company could be called "Python Company." This unit is alleged to have owned a fifteen foot python they kept in the officer's club. One day, the snake got a bit rambunctious and playfully wrapped a few coils around the executive officer who promptly shot him. The only evidence of this story is a fifteen foot long python skin, that occupies a place of honor in the club. Rumor has it that the company commander was most disturbed over the executive's action. On his next efficiency report appeared the following under the remarks section; "This officer cannot be considered reliable; he shot my pet python without cause."

Two units could be called "Otter Company;" however, one of them does not have the mechanical type otter. These two pets were given to

one of the helicopter companies by the Montegnards, a most important tribe of mountain people in Vietnam. This unit bequeathed one of the others to the 18th Aviation Company whose emblem is the otter. Both of these pets are very playful, love attention, and when taken out of their cages will follow along behind you like a dog. Their favorite haunt is also the officer's club. One of them loves beer; in fact, almost any drink. Put him on the bar and you better watch your glass.

Of course, there are several "Monkey Companies." These units have the small spider monkeys. They are most friendly and really like to grab you. They will hide behind a corner; then when some unsuspecting soul appears, come bounding out, run up his leg, and perch on his shoulder. This is a bit startling the first time it happens.

I heard that one unit is about to get a pachyderm, elephant for short. He is being flown in, so I'll leave it to your imagination what unit it is since it has to be a pretty big aircraft to haul in a 1,000 pound baby elephant. Wonder what elephants eat?



Lt. Col. Maurice W. Sutcliffe (r.), British Liaison Officer with the Aviation Test Command (Prov) at Ft. Rucker, is congratulated by Brig. Gen. Robert R. Williams, CG of Ft. Rucker, on receiving the wings of an American Army Aviator.

*The lack of suitable aircraft
to use in our R & D projects
handicaps our present efforts . . .*

THE MISSING LINK

**BY PATRICIA MARLIN
U.S. ARMY MATERIEL COMMAND**

THE equipment supplied to tactical Army units in the future is dependent on the results of the research and development of today.

This is particularly true and applicable to the Army aircraft program. We are all looking forward to the time when our Army aircraft can support the units to which they are attached with the latest techniques, not only in air vehicles, but in the electronic equipment and weapons which make an aircraft a required part of every operation.

The greatest handicap to the research and development program related to Army aircraft is, strangely enough, not lack of funds, but lack of suitable aircraft to use in our R&D projects. No item can be developed and issued to using

until it has been actually installed in, hung on, or fired from, the type aircraft for which it is developed. Important, highly desirable, fully funded R&D items are being cancelled or delayed because a suitable aircraft cannot be made available.

That tactical units must be equipped to the extent of our resources is unquestioned, but, if our R&D programs are to progress with our aircraft utilization, a certain number of Army aircraft must be available to the engineers who are in the process of developing lighter, more efficient and effective tools, to do the job better in the future.

Every major command has been requested, at one time or another, to make available an aircraft for test and evaluation of a new item of

equipment which is being or has been developed for an Army aircraft to more efficiently, expeditiously, and safely carry out an assigned mission. Too often the commander is not in a position to lend or allocate one of his tactical aircraft for this purpose.

Unfortunately, the project officer has no other source of supply and, each time an R&D project slips and must be re-scheduled, or in some cases, cancelled, the Army aircraft program is sacrificing greater future efficiency.

The problem cannot be completely solved by the use of experimental and prototype aircraft, or by the loan of Air Force and Navy types of aircraft. In the case of electronics, weapons, chemical items, etc., the equipment must actually be tested and evaluated ON or IN the type aircraft for which it is designed.

A T-28 would be of little use for testing an autopilot designed for a utility helicopter, nor would a jet bomber serve as a suitable test vehicle for a glider designed to be towed by a slow moving, low flying, Army utility transport. Modification kits for weapons, wiring harnesses for avionics, and antenna configurations, must be tested on a vehicle with similar characteristics to that for which it is designed.

SOLUTIONS . . .

There is a solution to this problem -

The Army must provide a quantity of Army aircraft to be authorized for use exclusively in R&D programs; provide sufficient funds to maintain and fly these aircraft; authorize pilot support of all R&D

NEW PHASE

■ A new phase of Army aviation training began in late February with the arrival of the first class of Warrant Officer Candidates at the Army Aviation School for training as fixed wing pilots. The 141 candidates will undergo an intensive 4-week candidate course prior to beginning the 38-week flight training program. Upon completion of pre-flight, the candidates will move to fixed wing training identical to that being given officer students. ■■

aircraft - then the airborne R&D program will take a great stride forward!

Secondly, the Army must establish priority control over these particular aircraft, combining projects as suitable, and the Army R&D elements would be provided with the necessary tools to do the job.

Under this plan, the R&D program could overcome the handicap under which it is now struggling. Tactical units would no longer be called on to lend aircraft for R&D test and evaluation, and the R&D cycle of airborne items could be materially reduced.

All types of aircraft are required for R&D projects. Current R&D projects require CH-21, UH-1B, and OH-13 helicopters, U-1A, CV-2A, and OV-1 airplanes; even O-1A (the old L-19) airplanes are required for certain tests.

The R&D programs of today produce the aircraft of the future. The allocation of a small quantity of Army aircraft resources for current R&D projects will insure greater efficiency and effectivity for tomorrow's aviators. Let's not short-change our Army Aviation Program!

USARADMAC . . .



. . . INSTANT RESPONSIVENESS!

USARADMAC

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

I RECENTLY VISITED the U.S. Army Aeronautical Depot Maintenance Center at Corpus Christi, Texas (short title - ARADMAC), and was very impressed with the versatility, capabilities, and progress that has been made during the first eighteen months of operation.

This gigantic maintenance center which has 1,108,000 square feet of offices and production shops contained in one of its buildings fills a long-felt need for a 5th echelon maintenance capability.

ARADMAC is our only in-house 5th echelon maintenance facility. Prior to the activation of ARADMAC, the Army rely solely on contract and cross-service agreements to the NICP (National Inventory Control Point). This arrangement, although workable, left a gap in the Army's capability to assure operational readiness and sustained operation of aircraft under emergency or war conditions.

ACTIVATED IN MARCH, '61

The facility was approved by the Secretary of Defense on 10 March 1961. The last gap in the Army Aviation Program was filled with the formal activation of the this facility at the Naval Air Station at Corpus Christi, Texas.

Established under the over-all cognizance of the Chief of Transportation and the command jurisdiction of the U.S. Army Transportation Materiel Command, St.

Louis, Mo., ARADMAC was transferred from TMC on 1 August 1962 and is now under the new Army Supply and Maintenance Command.

The plant was constructed by the Navy, which operated the facility for approximately eighteen years. The multi-million dollar plant has a multitude of shops specifically designed for handling all types of aircraft and related equipment.

During my visit I observed all types of shops, manned by trained personnel, providing services that ranged from basic cleaning and inspection through sheet metal fabrication, foundry casting and plating. Unavailable special parts are manufactured on the spot from stock material.

ENGINE OVERHAUL

The aircraft engine production line had around 250 units in process. Beginning with disassembly I followed the line through cleaning, inspection, machine shops, plating, and to the finished parts storage area.

Radial, opposed and gas turbine (T-53) engines travel down parallel assembly lines, then are routed to appropriate test cells for testing, acceptance and preservation runs. All overhauled and/or repaired aircraft engines receive a controlled test run in one of the ten engine test cells or the Kittel-Lacy used for the T-53 gas turbine.

Various types of fixed and rotary wing aircraft move along, side by side, in separate Airframe Division assembly lines. Complete airframe rebuild and painting service completes the aircraft which is then test flown and certified RFI (ready for issue).

Additional maintenance facilities include the overhaul of aircraft instruments, oil coolers, bomb racks, hydraulic systems and landing gear assemblies. The Signal Calibration and Avionics Division repairs, installs and calibrates avionics equipment for Army aircraft and also for Navy and Coast Guard units in the southwest U.S. Damaged or worn rotor blades, rotor heads and propellers are repaired, balanced and certified RFI.

The fabrication capabilities of ARADMAC include the execution of engineering plans, pattern making, mock-up sand molding and pouring of castings in the four foundry furnaces. After the initial machining and heat treating processes, the castings receive final machining to exact specifications desired. Standard machinery has been modified to handle special requirements peculiar to Army aircraft and engine overhaul. With its present modern equipment and highly trained personnel, ARADMAC can fabricate Army aircraft parts from stock material.

Production figures indicate that ARADMAC is truly in the aircraft maintenance business in a big way and should provide the necessary logistics back-up support for our ever increasing program.

PHOTOS

- TOP: ARADMAC Main Entrance and north end of the large hangar. ■ CENTER: Airframe Division in the large hangar. ■ BOTTOM: ARADMAC Propeller and Rotor Shop.
- (U.S. Army photos)



Approximately 1,500 civilian employees are manning the plant under the direction of 15 military officers. The first Aircraft Base Maintenance Unit with an authorized strength of 5 officers, 4 warrant officers and 179 enlisted men was assigned to ARADMAC for technical training on 1 February 1962. The present strength of the unit totals 167.

QUALITY ASSURANCE

Product quality is paramount in all production areas and is continually monitored by Quality Assurance people. They are assigned to every production branch throughout the plant - from engine disassembly through flight line inspection in the Flight Test Division.

This Directorate, with its ultra-modern chemistry laboratory, tests all solutions used in the production area, i.e., plating chemicals, turco solvents and cleaners, paints, oils, gasolines, and uses the latest X-ray

equipment in checking all metal castings and aircraft engine parts for structural flaws.

Engineers at ARADMAC have designed and drawn the plans for a multitude of special jigs and fixtures which facilitate airframe, engine and component overhaul operations. They also assist TMC in updating work specifications that are used for contract maintenance.

ARADMAC, including its outside storage area, occupies roughly 60 acres. Maintenance shops have over 882,000 square feet; supply storage has 175,000 square feet; offices occupy 51,000 square feet - for a staggering total of 1,108,00 square feet of inside area.

It is apparent that ARADMAC will have far-reaching effects on the entire Army Aviation Program. This "in-house" capability, with its flexibility and instant responsiveness, should give the Army an improved readiness posture for the immediate future.



■ The members of Class 63-2, the most recent class to graduate the Crash Injury Investigators' School conducted by the AvCIR Division of the Flight Safety Foundation, are shown in a midday break. Graduating 15 February from the Phoenix, Arizona facility were, front row, left to right, Major L. Spencer, Mr. V. Rothe, Lt. Col. Robert J. Jeffrey (Project Coordinator for AvCIR), Mr. C. Miller, Mr. A. Barnes, Mr. H. Roegner, and Mr. R. Been. In the second row, left to right, are Lt. Col. W. Prowell, Major D. Ritz, Mr. J. Herbert, Capt. R. DiNapoli, Capt. A. Mishler, Capt. J. Welsh, Capt. L. Hawkins, Capt. R. Crone, and Capt. W. Berner. In the back row are Mr. A. Shepherd, Mr. W. Martin, Capt. R. Shaw, Capt. R. Davis, Mr. L. Weinberg, Mr. G. Bean, and Capt. C. Calcote.

(AvCIR photo)

COLONELS

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ACHIEVEMENT

COLONEL ROBERT F. CASSIDY (RIGHT) WAS AWARDED MASTER ARMY AVIATOR WINGS UNDER RATHER UNUSUAL CIRCUMSTANCES. COLONEL CASSIDY RECEIVED ARMY AVIATION'S TOP RATING WHILE ATTENDING THE NAVAL WAR COLLEGE AT NEWPORT, RHODE ISLAND, AS A STUDENT. VICE ADMIRAL BERNARD L. AUSTIN, PRESIDENT OF THE NAVAL WAR COLLEGE, PRESENTED THE WINGS TO THE AA VETERAN, THE FIRST TIME IN HIS EXPERIENCE THAT HE HAD EVER PRESENTED WINGS TO AN ARMY OFFICER. COLONEL CASSIDY - WHO EXPECTS PCS ORDERS THIS JULY UPON COMPLETION OF THE TRAINING - IS THE SECOND ARMY AVIATOR TO BE SELECTED FOR ATTENDANCE AT THE NAVAL WAR COLLEGE.



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CHANGEOVER AT GI-NY

LT. COLONEL JOHN L. BRIGGS (LEFT), THE FORMER HEADQUARTERS, FIRST U.S. ARMY AVIATION OFFICER, IS SHOWN BRIEFING HIS SUCCESSOR, MAJ. ARTHUR F. HAMMARSTROM, JR., AT GOVERNORS ISLAND, N.Y., IN LATE FEBRUARY. BOTH OF THE OFFICERS ARE MASTER ARMY AVIATORS WITH OVER 18 YEARS' EXPERIENCE IN ARMY AVIATION AND SERVED TOGETHER IN THE 96TH INFANTRY DIVISION IN 1943. COLONEL BRIGGS HAS SINCE DEPARTED HEADQUARTERS, FIRST U.S. ARMY FOR AN ASSIGNMENT IN THE REPUBLIC OF VIETNAM. (U.S. ARMY PHOTO)



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NEW POSTS

■ LEFT: COLONEL JACK W. HEMINGWAY, WHO SERVED AS AVIATION OFFICER OF HEADQUARTERS, SEVENTH U.S. ARMY, FOR 20 MONTHS, HAS ASSUMED COMMAND OF THE 3RD BRIGADE, 24TH INFANTRY DIVISION (MECHANIZED) IN MUNICH, GERMANY. THE AMARILLO, TEXAS VETERAN IS A PAST PRESIDENT OF THE STUTTGART CHAPTER ACTIVITY OF THE ARMY AVIATION ASS'N.

■ RIGHT: JOHN C. (CULLY) WEADOCK, THE EXECUTIVE VICE PRESIDENT AND DIRECTOR OF CHESAPEAKE & POTOMAC AIRWAYS, HAS BEEN ELECTED PRESIDENT OF THE HELICOPTER ASSOCIATION OF AMERICA. HAA'S MEMBERSHIP COVERS THE COMMERCIAL HELICOPTER OPERATORS IN N. AMERICA.

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A "FIRST"

MEMBERS OF THE FIRST FIXED WING WARRANT OFFICER CANDIDATE CLASS ARE WELCOMED TO THE ARMY AVIATION SCHOOL BY BRIG. GEN. ROBERT R. WILLIAMS, COMMANDING GENERAL OF FORT RUCKER, ALA. THE GENERAL REVIEWED THE HISTORY OF THE WARRANT OFFICER PROGRAM WHICH DATES BACK TO 1950 FOR ROTARY WING PILOTS, AND TOLD THE NEW STUDENTS THAT THEY ARE ENTERING ARMY AVIATION AT A TIME OF "EXPLOSIVE EXPANSION." "YOU HAVE A FINE FUTURE," HE ADDED, "AND AN AWFUL LOT OF WORK AHEAD OF YOU." THE INITIAL CLASS OF WARRANT OFFICERS NUMBERED 141. (U.S. ARMY PHOTO)



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UNIQUE

BRIG. GEN. DAVID B. PARKER (RIGHT), COMMANDING GENERAL OF THE U.S. ARMY TRANSPORTATION MATERIEL COMMAND AT ST. LOUIS, MO., IS SHOWN RECEIVING A LOCKHEED ACHIEVEMENT AWARD FROM WARREN F. WESTERMEIER, THE COMPANY'S PROGRAM DIRECTOR FOR ROTARY WING AIRCRAFT. GENERAL PARKER HAD PARTICIPATED "IN THE ADVANCEMENT OF THE STATE-OF-THE-ART OF ROTARY WING AIRCRAFT" BY PERSONALLY ENGAGING IN A FLIGHT TEST OF LOCKHEED'S RIGID ROTOR SYSTEM. THE PRESENTATION TOOK PLACE AT USATMC HEADQUARTERS IN ST. LOUIS. COL. JOHN L. KLINGENHAGEN OF THE COMMAND ALSO RECEIVED THE AWARD.

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AIR VAN

THE FIRST FLIGHT OF THE SIKORSKY S-64 SKYCRANE WITH ITS NEW ALL-PURPOSE CARGO AND PERSONNEL VAN TOOK PLACE IN MID-MARCH AT SIKORSKY'S STRATFORD, CONN. PLANT. THE REMOVABLE VAN IS CAPABLE OF TRANSPORTING 68 BATTLE-READY TROOPS OR 48 LITTERS OR 55 COMMERCIAL PASSENGERS IN STANDARD AIRLINE SEATS. THE VAN CAN ALSO BE CONVERTED TO SERVE A VARIETY OF SPECIALIZED PURPOSES, SUCH AS PORTABLE FIELD HOSPITALS, SURVEY STATIONS, OR COMMAND POSTS. A DOOR IN FRONT PROVIDES IN-FLIGHT ACCESS BETWEEN THE VAN AND THE COCKPIT. SIDE DOORS AND REAR CLAM-SHELL DOORS ALSO PROVIDE EASY ACCESS.



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VISIT

MAJ. MAURICE J. BOUSFIELD, ROYAL ARMY SERVICE CORP.; THE HONORABLE STAFFORD E.D. BARFF, BRITISH CONSUL HERE; HARRY STRIKER, BELL HELICOPTER TECHNICAL REPRESENTATIVE AT USATMC, ST. LOUIS; AND GENE LOVELAND, LYCOMING ST. LOUIS REPRESENTATIVE, TALK ABOUT THE TURBINE-POWERED UH-1 HELICOPTER DURING MAJOR BOUSFIELD'S VISIT TO THE COMMAND PRIOR TO HIS RETURN TO ENGLAND FOLLOWING A TOUR OF DUTY AS AN EXCHANGE STUDENT AT THE TRANSPORTATION SCHOOL, BELL MANUFACTURES THE IROQUOIS AIRFRAME THAT IS POWERED BY A LYCOMING T-53 GAS TURBINE ENGINE.



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CHANGES

■ LEFT: MAJOR ROBERT G. COX, A CAREER TECHNICIAN, HAS ASSUMED COMMAND OF THE BMU (BASE MAINTENANCE UNIT) AT THE ARMY AERONAUTICAL DEPOT MAINTENANCE CENTER AT CORPUS CHRISTI, TEX. (SEE ARADMAC ARTICLE ON PAGES 37-40). ♦ RIGHT: BRIGADIER GENERAL ROBERT B. NEELY, ASSISTANT CHIEF OF STAFF, LOGISTICS, AT UNITED STATES STRIKE COMMAND, MacDILL AIR FORCE BASE, FLORIDA, RETIRED FEBRUARY 28 FOLLOWING A LONG CAREER IN ARMY AVIATION. THE SENIOR ARMY AVIATOR SERVED IN A WIDE VARIETY OF COMMAND AND STAFF POSITIONS PRIOR TO HIS ASSIGNMENT AND WAS A PAST PRESIDENT OF THE USAREM REGION OF THE ARMY AVIATION ASS'N. (USA PHOTOS)



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HONORED

MAJOR GENERAL FRANK J. SACKTON, XIV U.S. ARMY CORPS, MINNEAPOLIS, MINN., IS SHOWN PRESENTING AN AIR MEDAL TO MRS. KATHLEEN WILDE, WIDOW OF CHIEF WARRANT OFFICER RAYMOND C. WILDE WHO WAS KILLED IN VIETNAM IN JANUARY, 1963 WHEN HIS AIRCRAFT MALFUNCTIONED. THE POSTHUMOUS AWARD WAS MADE FOR WILDE'S GALLANTRY AND "COMPLETE DISREGARD FOR HIS OWN PERSONAL SAFETY" WHILE FLYING RESCUE MISSIONS DURING A SEVERE STORM AND FLOOD IN VIRGINIA. IN APRIL 1962. THE CITATION SAID WILDE IGNORED HIGH TENSION WIRES, SEVERE TURBULENCE, AND GALE WINDS TO PERFORM THE VITAL EVACUATION DUTIES.

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OBITUARIES

AUBREY R. BOSWELL

Captain Aubrey R. Boswell of the 55th Transportation Company (Lt Hel), APO 358, San Francisco, Calif., sustained fatal injuries when his O-1A Bird Dog crashed during the conduct of a service mission in Korea on February 1, 1963. He is survived by his wife, Mrs. Sylvia V. Boswell, of Route 3, Box 132, Loushatta, Louisiana.

ARMY NATIONAL GUARD FOR FY 1962



DURING FY 1962, the number of ARNG aviators on flying status increased from 1,516 to 1,522, a net gain of six toward the current authorization of more than 3,000. Included in this 1,522 are the 225 aviators who were mobilized. This net gain of six ARNG aviators was a considerable reduction in total numbers, when compared with the previous five year average increase of 125 aviators per year. This seemingly large reduction in force was considered to be due to the following reasons:

- ◆ Call to active duty of 12 ARNG aviation units during the fiscal year with an attendant reduction in the recruiting effort that is normally conducted by the personnel assigned to these units.

- ◆ Interest shown by the potential ARNG aviators in response to the recruiting efforts of the active Army due to increased world tensions and the partial mobilization.

- ◆ Effects of the Reserve Officer Personnel Act (ROPA) on many aviation units because of the limited number of promotional vacancies

available within the present Pentomic division TO&E's.

- ◆ The "wait and see" attitude of many potential ARNG aviators who were withholding their request for ARNG aviation training, pending the outcome of the recent cold war "Berlin Crisis."

INPUT SOURCES

The primary sources of aviator procurement were:

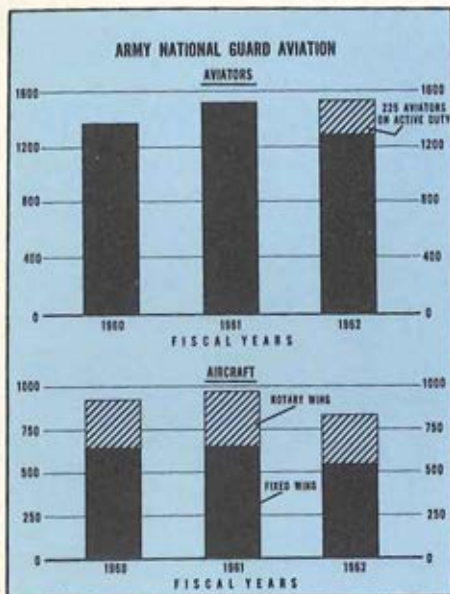
- ◆ Guardsmen graduated from the U.S. Army Aviation School.

- ◆ Recruiting of former rated officers of the active Army and other branches of the service by the ARNG.

FLYING HOUR TOTALS

ARNG aircraft flying hours totaled 175,921. This is a decrease of 973 hours over FY 1961, due to the mobilization of 225 ARNG aviators for a nine-month period of the fiscal year.

It should be pointed out however, that each ARNG aviator flew an average of 120 hours during the fiscal year. Assuming the 225 ARNG



aviators called to active duty would have flown an average of 90 hours per aviator during the remaining three quarters of the fiscal year, total flying hours would have been 196,171, indicating an increase of 19,277 hours over the previous fiscal year.

AIRCRAFT IN USE

The reduction in flying hours from FY 1961 (176,894 hours) to FY 1962 (175,921) was due to the loss of 55 fixed wing aircraft to the Army, and the induction of 51 aircraft with mobilized units for a total of 106 fixed wing aircraft lost. In addition, 29 rotary wing aircraft were lost by withdrawal by the Department of the Army, two rotary wing aircraft gained, and 3 rotary wing lost by accident, for a net loss of 30. The inventory at 30 June 1962 showed a gain of 9 flight simulators.

The total Army National Guard inventory on 30 June 1962 included 543 fixed wing aircraft, 282 rotary wing aircraft, and 57 flight simulators.

MAINTENANCE SHOPS

Authority was granted for the Army National Guard to establish and operate three Army Aircraft Depot Maintenance Shops. These shops are located at Groton, Conn.; Springfield, Mo.; and Fresno, Calif.

These aircraft shops are used to train 50-man cadres from each battalion, each man being a member of a battalion and employed in a technician status. The shops became operational during FY 62 and have completed 83 jobs as a by-product of training. These three shops afford the National Guard with a limited depot rebuild capability.

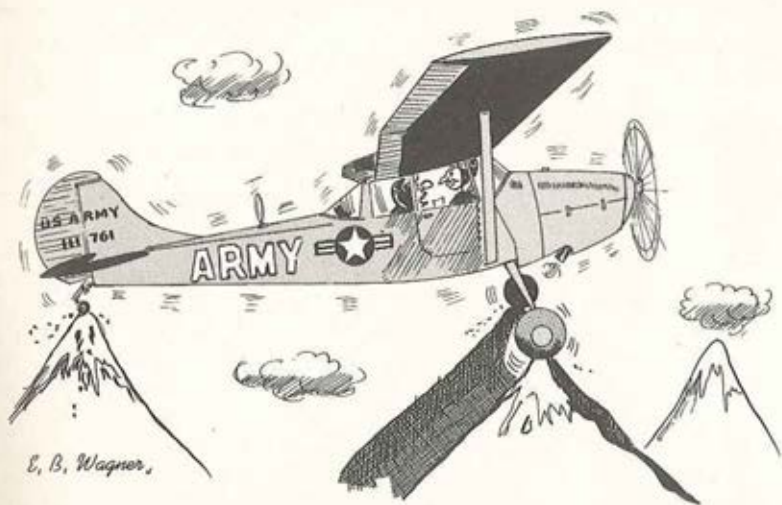
TRAINING COURSES

ARNG aviators took full advantage of all of the aviation courses offered by the active Army. Approximately 900 officers and enlisted men with an aviation MOS attended the different course offered. A partial breakdown of these courses and the number of Guardsmen in attendance follows:

Fixed Wing Aviator.....	158
Rotary Wing Aviator.....	211
Aircraft Mechanics.....	195

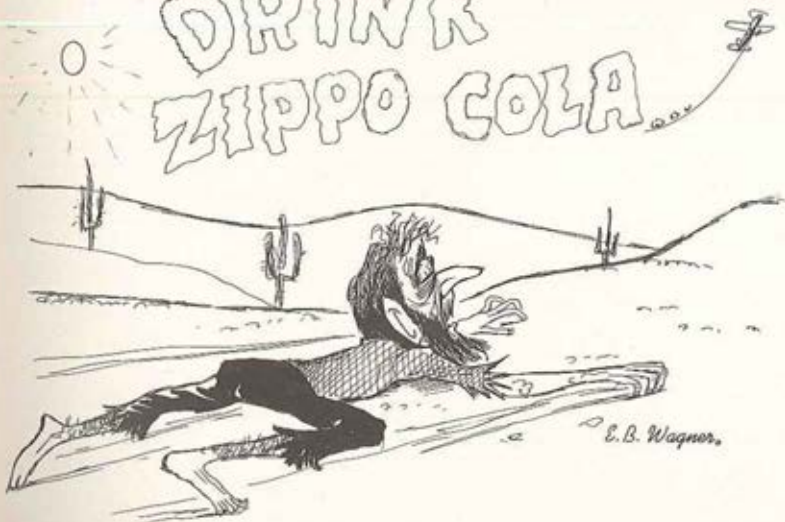
WO TRAINING

Additional quotas for warrant officer flight training courses have been requested following an increase in requirements for warrant officer aviators, necessitated by a recent change to the TOE of Division Aviation Companies.

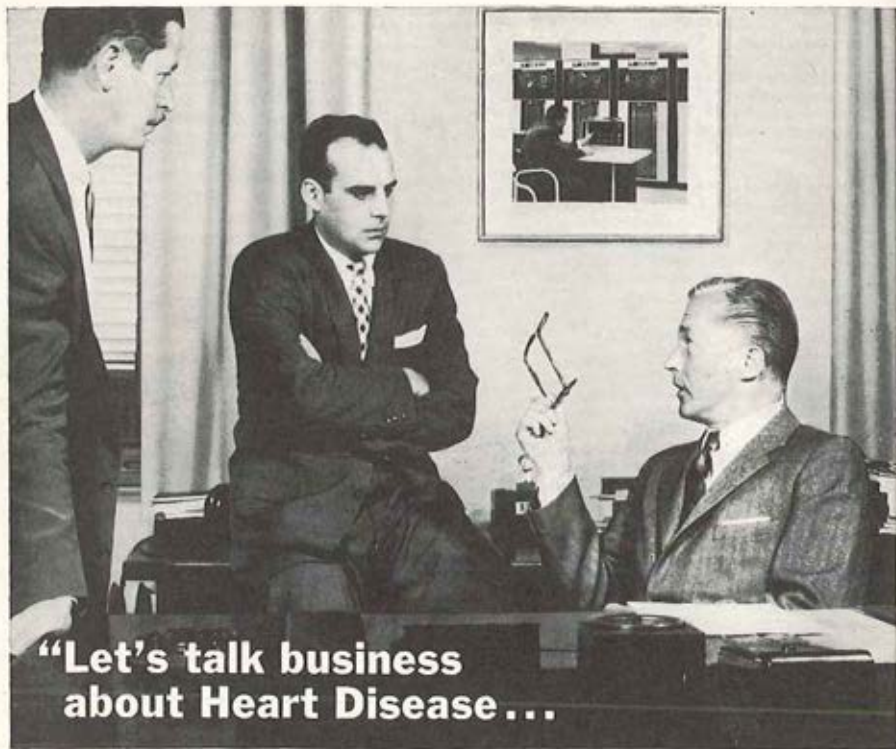


"ALL RIGHT, YOU WIN. HERE'S YOUR BUCK. NOW GET US THE HELL OUT OF HERE!"

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“Let’s talk business about Heart Disease ...”

“The heart and blood vessel diseases cost American business more than a billion dollars last year — the value of 70 million man-days of production lost by executives and craftsmen afflicted with heart and circulatory diseases.

“The toll in lives among those 45 to 64 years old was even more serious. Cardiovascular diseases killed more working Americans in this age bracket than the next five causes of death combined.

“How can we cut these shattering business losses? More heart research is

the answer, according to the experts. ‘We’re on the verge of great breakthroughs that will save many thousands of hearts,’ say the medical leaders of the American Heart Association which has saved thousands of hearts by investing 75 million Heart Fund dollars in research.

“We businessmen respect the experts. Here is a chance to profit from their advice. Let’s help save the lives of the people who make our businesses go. Let’s help expand heart research now with an increased contribution to the Heart Fund.”

More will Live...the more you Give

HEART FUND



AAAA MEMBERS TOTAL 6,810 AT YEAR END

Over-all membership in the Army Aviation Association stood at 6,810 upon the conclusion of the 1 April 1962-31 March 1964 membership year. The 1,777 new members who joined Quad-A during the year represented the Association's largest annual membership gain.

Renewal invoices for the 1963-1964 membership year have been returned by 3,678 members with a second and final Annual Dues billing to be accomplished on 15 April. The "returns" represent an 11 per cent increase in renewals over the figure reached at the corresponding 31 March date last year.

Membership credentials for the 1963-1964 year were forwarded to the "early renewals" in the last week in March. A year-end report on major Association activities accompanied the credentials' mailing.

LINDBERGH CHAPTER CONDUCTS ELECTIONS

Members of the Lindbergh Chapter gathered at Lambert Field Officers Club on 28 March to conduct their annual Chapter elections and to lay plans for their 1963-1964 Chapter programming. The second largest Chapter of AAAA, the St. Louis activity is supported by 265 members.

Posing together for one last photo before giving way to the new slate of officers to be installed in April



are the current Chapter Executive Board officers (above). From left to right are Loraine O'Brien (Sec.), Tony Hronick of Grumman Aircraft (VP, Industrial Aff.), Col. Arthur Ries (Exec Vice Pres.), Joseph A. Moro (Pres.), Lee Springer (Trea.), and Victor Schulte (VP, Public Aff.). All except Hronick serve at the TMC in St. Louis.

LAPEL PINS AND DECALS AVAILABLE FOR SALE

AAAA members who desire a Lapel Insignia may purchase one directly from the National Office. A check for \$1.00 (or cash) should be forwarded with the member's current mailing address. Members who joined AAAA on or after 1 April 1961, in paying an Initiation Fee of \$3.00, were provided with a pin and car trunk emblems. "Old" members (joining AAAA during 1957-1960) in not paying the Initiation Fee, did not receive a Lapel Insignia. Replacement decals (4-color Scotchlite AAAA emblems) may be obtained for 25 cents in coin or stamps.

AAAA PHOTOS



■ **TOP RIGHT:** National President James N. Davis is shown presenting a Membership Incentive Refund Check to Capt. Naymond C. Wise, Class Leader of OFWAC 63-1 at USAAVNS, for the 100 per cent membership participation of the class in AAAA. **TOP LEFT:** Lockheed Vice President Jerome F. McBreary (center) is shown presenting an Achievement Award to Brig. Gen. Robert R. Williams (2d from right) for participating in the advancement of the state-of-the-art of rotary wing aircraft through his personal flight test of the first successful rigid rotor system. Co-recipients of the Award were Capt. Paul R. Curry (far left), Col. Alexander J. Rankin (2d from left), and Lt. Col. Paul Killpack (far right). The Awards were presented upon the conclusion of a Lockheed presentation at the recent AA Center Chapter meeting. **CENTER LEFT:** World-famed aviation pioneer Igor I. Sikorsky presents the main address at the membership dinner highlighting the recent three-day meeting of the National Executive Board at Fort Rucker. Shown at the head table are (left to right) James N. Davis, AAAA National President; Brig. Gen. Robert R. Williams, Commanding General, U.S. Army Aviation Center, Mrs. Williams (partially hidden by the podium), and Mrs. Rankin. **BELOW:** Shown beside the sign welcoming Mr. Sikorsky to Cairns AAF at Fort Rucker are the National Executive Board members and Sikorsky executives and their wives who flew to the 3-day gathering by means of a United Aircraft Corporation DC-3. ■■



**FEB.-
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**SECURE FLIGHT PAY PROTECTION PLAN COVERAGE!
EXCLUSIVELY FOR MEMBERS OF AAAA**

(Please Print) Rank/Grade Name ASN Years Service for Pay Purposes

ADDRESS.....
(Post-Box Number, Residence or Quarters Address is Desired)

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

MONTHLY FLIGHT PAY?..... ANNUAL FLIGHT PAY?.....

I have enclosed a check or money order made payable to FLIGHT PAY PROTECTION PLAN for the correct premium and I understand that coverage is to become effective upon the first day of the month after the month in which I make application for this coverage.

I certify that I am currently on flying status with an active _____ unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant..... Date.....

Submit application and premium check to AAAA, Westport, Conn.

THE ANNUAL PREMIUM CHARGE IS 1½% OF ANNUAL FLIGHT PAY.

I am an AAAA Member; I am not an AAAA Member, but have enclosed my \$3.00 Initiation Fee and my \$6.00 Annual Dues to cover my first-year membership for the period 1 April 1963-31 March 1964. This Membership check is made payable to AAAA.

**PREMIUM BASED ON 1½% OF ANNUAL FLIGHT PAY!
HELD BY OVER 3,800 AA'S AND CREW CHIEFS!**

\$4.54 MONTHLY AT AGE 28

Average Net Cost of Protection with AAAA's \$20,000.00 Ordinary Life Policy over a period of 20 Years

NOT AN "ESTIMATE," BUT GUARANTEED IN POLICY!

Monthly Premium by Government Allotment at Age 28	\$25.60
Total Premiums Paid (At the End of 20 Years)	\$6,144.00
Guaranteed Cash Value (At End of 20 Years)	\$5,052.80
Net Cost (Over a 20-Year Period)	\$1,091.20
Net Average Monthly Cost (\$1,091.20 divided by 240 months) \$	4.54

You have \$20,000.00 protection for 20 years and if you choose the "lump sum" option of 3 options, you receive \$21.05 in cash surrender values for EACH \$25.60 monthly premium you have paid, or if you wish, at age 48, keep your \$20,000.00 policy in force until age 67 without further payment of premiums between ages 48 and 67. If a \$10,000.00 Ordinary Life policy is more within your means, the low long-term cost to you is proportional.

Under the life insurance program endorsed by the AAAA, the insured may select an insurance plan that best fits his particular needs. The basic plan selected by the National Insurance Committee of AAAA concerns itself with Ordinary Life Insurance — sometimes referred to as Straight or Whole Life.

Why? . . . Ordinary Life is permanent insurance. It provides lifetime protection at guaranteed rates . . . It provides cash values which can be borrowed to meet emergencies, or to provide you with a monthly income at a later date . . . It can provide you with a reduced paid-up LIFE-TIME policy at a later date at no additional cost to you . . . It can extend the face amount of your coverage for many years at NO additional premium, when converted to paid-up extended term insurance.

On the opposite page is a table that provides you with a true picture of the NET COST TO YOU of a \$10,000.00 policy after a twenty year period. The cash values listed in the tables are guaranteed in your policy, as is the stable premium rate. For purposes of illustration, the table employs a face amount of \$10,000.00 coverage. The net average monthly cost of a larger — or smaller — policy would, of course, be proportional.

No war clause, no extra aviation premium, no evidence of insurability for military personnel, no reduction in face amount with age, no geographical restrictions, no "potential" premium increase.

If you are a member of AAAA and have been thinking about increasing your life insurance protection, get all of the facts on the AAAA-endorsed LIFE INSURANCE PLAN today!

\$10,000 ORDINARY LIFE, GUARANTEED AVERAGE NET COST PER MONTH DURING 20 YEAR PERIOD

Age at Issue	Premium per Month	Premium for 240 Months (20 Years)	Cash Value at End of 20 Years	20 Year Net Cost (Premium Less Cash Value)	Net Average Monthly Cost (Total ÷ 240)	Age at Issue	Premium per Month	Premium for 240 Months (20 Years)	Cash Value at End of 20 Years	20 Year Net Cost (Premium Less Cash Value)	Net Average Monthly Cost (Total ÷ 240)
21	\$9.90	\$2376.00	\$1979.10	\$396.90	\$1.65	34	\$15.50	\$3720.00	\$3043.40	\$676.60	\$2.82
22	10.30	2472.00	2052.70	419.30	1.75	35	16.10	3864.00	3132.50	731.50	3.05
23	10.70	2568.00	2127.90	440.10	1.83	36	16.80	4032.00	3222.20	809.80	3.37
24	11.10	2664.00	2204.70	459.30	1.91	37	17.50	4200.00	3312.70	887.30	3.69
25	11.50	2760.00	2283.00	477.00	1.99	38	18.40	4416.00	3403.70	1012.30	4.22
26	11.90	2856.00	2362.80	493.20	2.05	39	19.20	4608.00	3495.20	1112.80	4.64
27	12.30	2952.00	2443.90	508.10	2.12	40	20.20	4848.00	3587.40	1260.60	5.25
28	12.80	3072.00	2526.40	545.60	2.27	41	21.10	5064.00	3679.90	1384.10	5.76
29	13.20	3168.00	2610.10	557.90	2.32	42	22.10	5304.00	3772.90	1531.10	6.38
30	13.70	3288.00	2694.90	593.10	2.47	43	23.10	5544.00	3865.90	1678.10	6.99
31	14.10	3384.00	2780.80	603.20	2.51	44	24.20	5808.00	3959.00	1849.00	7.70
32	14.50	3480.00	2867.50	612.50	2.55	45	25.30	6072.00	4051.70	2020.30	8.41
33	15.00	3600.00	2955.10	644.90	2.69	ORDINARY LIFE IS AVAILABLE TO AGE 64					

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PLEASE SEND ME, WITHOUT OBLIGATION, THE FACTS ON THE AAAA-ENDORSED LIFE INSURANCE PLAN. I AM PARTICULARLY INTERESTED IN () ORDINARY LIFE; () _____

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() I am an AAAA Member.

Date of Birth _____

100% AAAA
AVIATION PRIMARY
STUDENT CLASSES



OFFICER ROTARY WING AVIATOR COURSE 62-10

FRONT ROW (left to right): Capt Guillermo Larios (Mexico); Lts Jon Stillman, Jon Holtzman, James Weaver, & William Desmond; WO Donald Bailey; and Lts Doyle Campbell, Morris Crump, Anthony Vickers, & James Strange. MIDDLE ROW: CWO Ronald Garrison; Lts James Elliott, John Kreiner, Noel Fischer, Jerrold Forester, Franklin Dickson, Thomas Stewart, Donald Bachali, Robert Hammond, Allan Cooper (Canada); CWO Ernest Eubanks; and Lt Guy Thatcher (Canada). BACK ROW: Lts Leo Nolles (Canada), Alfred Herms, & Judson Bireley; Capt John Ross (Australia); Lts Ian Bastelier & Thomas Moody; CWO James Scott; Lts Robert Billings (Canada) & Harry Assenberg; and Capt Victor Olvera (Mexico). (U.S. Army photo)

OFFICER ROTARY WING AVIATOR COURSE 63-1

FRONT ROW (left to right) Lts G.T. Rethmeier, J.E. Carroll, D.S. Hopping (Canadian Army), N.L. Stanley, T.M. Watson, T.E. Nordyke, & R.W. Johnson; CWO A.G. Gay; & Lt T.J. Bourgeois (Class Commander). MIDDLE ROW: Lts R.S. Fairweather, D.M. Clark, M.W. Cohen, T.D. Casey, L.A. Baird, C.F. Kane, W.J. Derus, D.M. Collins, & D.R. Sinor. BACK ROW: Lt D.E. Moore, A.T. Laya, J.K. McNutt, W.L. Wilson, D.E. Prewitt, B.D. Svoboda, W.D. Telfair, & N.B. Paxson. (U.S. Army photo)

OFFICER FIXED WING AVIATOR COURSE 63-4

FRONT ROW (left to right): Col M. Krisman; Lts H. Alford, C. Archer, J. Bachmann, & R. Bailey; Capt M. Beaumont; Lts R. Carroll, P. Bowers, D. Boyd, D. Bradley, E. Brown, & C. Brooks; and Col. A. Cowan. SECOND ROW: Lts J. Pierce, T. Gaffey, J. Hosey, D. Kockx, T. Kuypers, R. Lester, G. Long, D. Carlson, & L. Carriarte; Col F. McCullar; & Lt R. Costa. THIRD ROW: Lts R. Poshard, R. Hill, P. Smith, J. Robinson, T. Sherron, J. Tucker, & H. Sparks; Lt Col D. Townsend; Lts H. Taggart, H. Mayer, & R. Sweeney. FOURTH ROW: Lts R. Ristau, C. Reynolds, & K. Sauer & G. Snipes; CWO W. Lewis; and Lts S. Lowe, T. Dolloff & R. Vaughn. Not pictured: Lt E. Schmidt. (U.S. Army photo)

- USAREUR REGION. Fourth Annual Meeting. Military-Industry Presentations. Annual Presentation of Awards. Election of Regional Officers. Garmisch Recreational Center. 8-9-10 March.
- FULDA CHAPTER. Pre-St. Patrick's Day Dinner-Dance. Special Guests: Col. Conrad L. Stansberry, Col. James V. Galloway, Lt. Col. Jack D. Wells, Lt. Col. William L. Webb, and Maj. Minor Peoples. Annual Report, Awards, Election Results. 14th Armored Cavalry Officers Club. 15 March.
- JIMMIE L. HILTON CHAPTER. St. Patrick's Day Dinner-Dance. Special Guests: Maj. Gen. L.S. Griffing, Brig. Gen. James W. Totten, and Col. William Becker. Ft. Sill Officers Club. 16 March.
- FORT CAMPBELL CHAPTER. Membership Luncheon. Guest Speakers: Mr. Elton Smith, Bell Helicopter Company, and Lt. Col. Jerome B. Feldt, Hqs. Third U.S. Army. Membership Cocktail Party and Dinner-Dance. Fort Campbell Officers Open Mess. 22 March.
- WASHINGTON, D.C. CHAPTER. Luncheon and

Professional Meeting. Guest Speaker: Lt. Col. Bill G. Smith, ODCSOPS, on "Army Aviation Activities in Vietnam." Patton Hall, Fort Myer. 26 March.

- ALAMO CHAPTER. Professional Meeting. Guest Speaker: Mr. John M. Peterson, Ryan Aeronautical Company, on "The XV-5A Lift Fan Research Aircraft." Fort Sam Houston Officers Open Mess. 1930 Hours. 28 March.
- LINDBERGH CHAPTER. Business-Professional Meeting. Film: "City of Flight." Installation of 1963-1964 Chapter Officers. "Sit-Down" Steak Dinner. Lambert Field Officers Club. 28 March.
- HANAU CHAPTER. Professional Meeting and Dinner-Dance. Guest Speaker: To Be Announced. Chapter Elections. Hanau Officers Club. 30 March.
- ARMY AVIATION CENTER CHAPTER. Business and Social Meeting. Social Hour and Dinner, followed by the announcement and introduction of 1963-1964 Chapter Officers. Old Club (Building 110). 1830 Hours. 5 April.

AAAA PHOTOS



■ TOP LEFT: Dr. Finn J. Larsen, Assistant Secretary of the Army (R&D), presents his application for AAAA membership to M/Sgt Walter L. Hesse, Treasurer of the Davison AAF Chapter, as Maj. Lawrence McKay, Chapter President, looks on. Dr. Larsen is an avid private pilot. CENTER LEFT: Maj. Gen. B.F. Taylor, CG of the 24th Infantry Division (Mech), is shown receiving the first Chapter Honorary Membership accorded by members of the Lech River Chapter. Captain Charles F. Koegel (left), Chapter President, makes the presentation at a recent Chapter Dinner-Dance. CENTER LEFT: Shown during the recent AAAA National Board business session at Ft. Rucker are, 1-r, Morgan Fox, Sam Freeman, Brig. Gen. Bob Williams, Col. Warren Williams, and Jack Leonard. Bob Leitch, the Master Doodler, is in the foreground. RIGHT BELOW: Lt. Thomas J. Bourgeois (left), Class Leader of ORWAC 63-1, receives a class membership incentive check from Col. Warren R. Williams, Jr., President of the Army Aviation Center Chapter, for the 100 per cent membership participation of his class in Quad-A. LOWER LEFT CORNER: National Executive Board members meeting at Fort Rucker's Lake Lodge hear Joe McDonald (center) report on planning for the 1963 AAAA Annual Meeting. LOWER RIGHT CORNER: Jack Leonard (right), representative of the Hughes Tool Company-Aircraft Division, turns over the Hughes "Outstanding Aviation Unit Award" to Brig. Gen. Robert R. Williams, CG of the U.S. Army Aviation Center, for temporary custody in lieu of forwarding the Trophy to the 45th Transportation Battalion in Vietnam. The 1961-1962 winning unit felt that Vietnam possession was impractical and requested that the Trophy be placed on display at USAAVNS where the maximum number of "tomorrow's unit commanders" will be able to view it. ■■



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WINS OVER CANCER! Ed Dubie, well-known football official of the Southwest, has been cured of lung cancer; he is one of more than 1,200,000 Americans who have been cured of cancer and one of five cured cancer volunteers who have lent their names and photos to the 1963 Crusade posters of the American Cancer Society. Each appears on a different poster carrying the same design and message symbolizing cancer's curability and the importance of supporting the 1963 ACS Crusade.