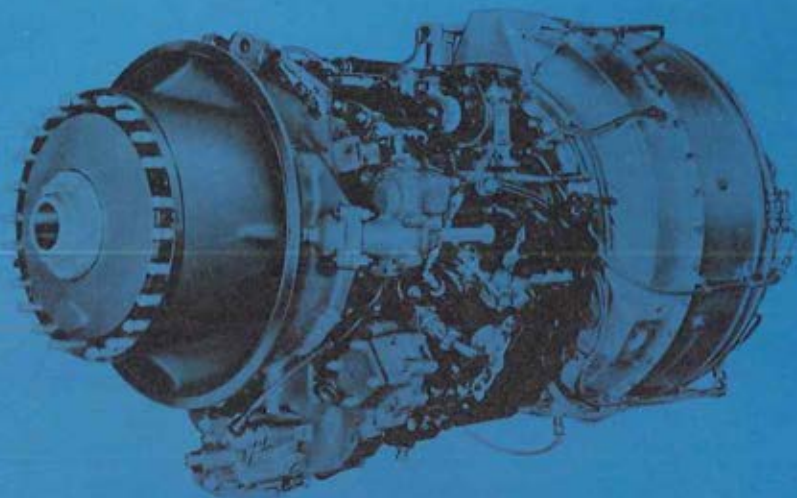


JULY-AUGUST, 1963

ARMY AVIATION



Experience?

**The Lycoming T53 is the only shaft turbine engine
seeing counterinsurgency action in Vietnam.**

Lycoming

Division—Avco Corporation
Stratford, Connecticut

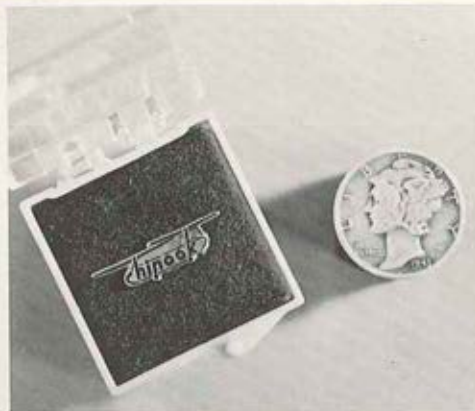
Chinook

PROGRESS

AMC PROGRAM MANAGER CHECKS OUT IN CHINOOK

Lt Col Fred Myers, U. S. Army CH-47A Chinook Program Manager, receives congratulatory handshake and certificate of achievement from Robert W. Tharrington Vice President and General Manager of Boeing's Vertol Division. Looking on is Thomas P. Pepler Vertol Division Chinook Program Manager. The ceremony took place at the division's Flight Center following Colonel Myers' pilot qualification in the Chinook.

Shown below are the pin and certificate that are available to all pilots that have successfully completed pilot training in the Chinook.



SUMMARY

August, 1963



BOEING

VERTOL DIVISION

ARMY AVIATION

VOLUME 12
NUMBER 7
JULY-AUGUST, 1963

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PLAN TO ATTEND!
1963 AAAAA
ANNUAL
MEETING

SHERATON-PARK HOTEL

WASHINGTON, D.C.

OCTOBER 22-24, 1963



O470-M



IO470-D



O470-15



PE-150
PACKETTE

Continental Motors finds solid satisfaction in its long-established role as a principal source of engines for utility planes. The performance of Continentals—their power, economy and dependability as proved in millions of hours of flight—has joined with established world-wide service to earn them outstanding assignments, both in the armed services and as power for the world's leading aircraft for business use.

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AIRCRAFT ENGINE DIVISION • MUSKEGON, MICHIGAN





By BRIG. GEN. JOHN J. TOLSON
DIRECTOR OF ARMY AVIATION,
ODCSOPS

OUR PROBLEMS

AFTER becoming quickly engaged in the numerous actions that this office has been involved in, it hardly seems possible that 30 days have passed and that the time has arrived for another newsletter. As many of you aviators know, this is a very crucial period for the aviation program.

In spite of the multitude of major problems that demand a solution every day, it is almost humorous that many of the major problems are exactly the same ones that we were wrestling with two years ago when I was Deputy Director. It is true that the date on the piece of paper has changed and the individual action officers and names of individuals making decisions at all levels have changed, but it is truly sur-

prising how many of the basic problems after several years still remain unsolved.

these shortages is that of personnel, both rated aviators and trained enlisted specialists. Unfortunately, these shortages are most difficult to overcome because it takes time - and in many places we are trying to lift ourselves by our own bootstraps.

I bring this subject up not because you are not all aware of it but it appears to me that each one of us must insure that all of our actions are aimed at getting the maximum from the resources that we have available to us. Aviators who are mal-assigned and not being used to their full capacity must be placed in those positions where the need for their specialty is the greatest.

All of us must keep a sharp eye to insure that those enlisted spe-

ARE THE SAME . . .

cialists who have been trained are in fact being used in the aviation slots where they are needed, either as mechanics, avionics experts or aircraft controllers. "Hangar queens" that are being flown only a few hours each month must be brought to light and transferred to those units that can realize better

USE OF RESOURCES

One area that has become more acute is the shortage of both aviation personnel and aircraft throughout the Army. The most critical of

utilization. I sincerely urge each aviator to look at those activities under his immediate control and to insure that each of us is contributing the maximum effort.

Tied in with this, as a result of our current shortage of aviation personnel, many of you are experiencing an increasing number of TDY tours throughout CONUS and overseas. I know that this is hard on morale, but the jobs must be done, and now. Remember that each of you so involved is making a vital and timely contribution to insuring the creation of a modern mobile Army, second to none in the world!

USAAFNO

During the week of 11 June 1963, the U.S. Army Aviation Flight Information and Nav aids Office (USAAFNO) held a series of meetings to discuss the CONUS Flight Information and Army Air Traffic Controller Programs. Representatives from USCONARC, CONUS Armies, the Army Aviation Center, FAA and DA attended.

The new TM 11-2557-1, 2, 3 series (Jep Manual) coverage, ini-

tiated in February of this year to reduce the coverage previously provided each CONUS Army aviator, was reviewed. Certain recommendations were made, the result of which you will see in the near future. It is hoped your Jep revision burden will be lightened even more.

The ATC portion of the meeting dealt primarily with problems relating to controller training, certification of controllers and the problems being encountered in personnel utilization and retention. I am quite aware that this one conference will not resolve all problems related to the MOS 901 field, but I feel we've accomplished the single most important step: the right people are aware of the problem.

An example of the positive action being taken is the priority tag placed on filling ATC training quotas by Office of Personnel Operations (OPO), here in DA. Other recommendations from the conferees included the establishment of certification procedures for Army GCA air traffic controllers and the establishment of additional MOSs for ATC examiners and approach controllers. Certainly these recommendations merit consideration in our efforts to achieve maximum efficiency in our ATC system.

NEW FUNCTIONS

The Secretary of the Army has transferred the responsibility for civil aviation affairs to the Army Staff for Department of the Army coordination on federal and international aviation matters within the framework of the Department of Defense (DOD) Advisory Committee

CRANE CONTRACT

■ A \$13,500,000 contract for the production of six S-64 heavy lift helicopters (Skycranes) has been awarded to Sikorsky Aircraft of Stratford, Conn. Purchased to develop the "heavy lift concept with emphasis on increasing the Army mobility in combat areas," the S-64 can lift six tons for hauls up to 200 miles and ten tons for shorter distances.

on Federal Aviation and the DOD Executive Committee of the Inter-agency Group on International Aviation (IGIA).

Lt. General Ben Harrell, Assistant Chief of Staff for Force Development, replaces Mr. John H. Fitch, Deputy Assistant Secretary of the Army (Financial Management), as Army Member on the DOD Advisory Committee on Federal Aviation. I am the Army Alternate Member. Two members of the Aviation Directorate, Lt. Colonel Bill G. Smith and Major Dick McCrady, are Army Member and Alternate, respectively, on the DOD Executive Committee on IGIA matters.

The purpose of these committees is to assure DOD-wide coordination on all civil aviation policies and agreements. We represent the Army side of the picture. There is, of course, equal representation by the Air Force and the Navy. We have inherited a full set of active files and some fine interservice relationships from the Assistant Secretary of the Army (FM) and his capable working group members, Army aviators, Colonel Bob Low and Lt. Colonel Horace Beaman.

ARRIVALS & DEPARTURES

Lt. Colonel Jim Townsend is departing this month from the Directorate for attendance at the Air War College, Maxwell Air Force Base. As many of you know, Lt. Colonel Townsend spent two years in handling aviation assignments for the Artillery Branch, OPO. Subsequently he was assigned to the Director's office last summer where he has done an outstanding job in

handling many of our difficult actions in the training and operations field. We will miss Jim a great deal in the halls of the Pentagon and wish him the best of luck with the Air Force.

Within the month Major Jim Hamlet, who has been on the General Staff for four years, will depart for the Combat Developments Agency, Fort Leavenworth, Kansas. During the last year Major Hamlet has handled for the General Staff such important actions as aircraft vulnerability and the Army aviation armament program in addition to many others. Not until it came time for Major Hamlet to depart the Directorate did any of his contemporaries realize that in addition to being an aviator and an outstanding staff officer he is also a poet! One of his best efforts appears on the next page. Taking Major Hamlet's place is Major John R. Ahern who has just arrived from C&GSC, Fort Leavenworth, Kansas.

ACROBATICS

There are indications that some of our commanders and pilots are not aware of or not enforcing our regulations with regard to acrobatics. For example, paragraph 8 of AR 95-2 clearly states that no acrobatics will be executed below an altitude of 1500 feet.

CONGRATULATIONS!

On 8 July 1963 at Fort Rucker, Alabama, Brigadier General Robert R. Williams pinned the Wings on Brigadier General Harry Kinnard, Commander, 11th Air Assault Division. It is very significant that the Commander of the 11th Air As-



Every second saved



can save a life True close support: it's the Army Mohawk's ability to be "one of the troops" . . . to land and take off from frontline fields that are little more than cow pastures . . . to fly at treetop level as slow or as fast as needed . . . in any kind of weather. All this adds up to trigger-fast responsiveness—intelligence now, not hours from now. That's the Grumman Mohawk, the "elevated eyes" of the Army that watch out for the guys on the ground.

GRUMMAN

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Bethpage, New York



sault Division is now a rated aviator, and I am sure that each Army aviator joins me in extending our combined congratulations to General Kinnard!

HAMLET ON HAMLET

To buy - or not to buy . . .
That is the question!

Whether 'tis nobler in the mind to suffer
The outrageous costs of "design-with-production" ---

Or to take arms against the cry
for mobility,
And by opposing -
Amend it.

To design - To procure - Perchance
to stock!
Ay - there's the rub.

For in that dream of stockage -
without - experience - factor,
Who knows what procurement lead
time may come to disrupt
Our maintenance scheduling?

'Tis a consummation devoutly to
be squashed!

For who would bear the whips and
scorns of
Development costs -
Labor's lash -
And industry's contumely
When he himself might his quietus
make
With a costly Engineer Change
Proposal?

Who would grunt and sweat under
a weary life
But that the fear of apportionment
--something after budget--
-The Undiscovered Country -

From whose bourn no planner ever
returns ---
Puzzles the will and makes us bear
those costs we have
Than fly to others we know not of.

Thus "cost-conscience" doth make
managers of us all
And enterprises of lesser pith and
moment
In this regard -- seem quite unwise.
And lose the name of "course of
action"

Alas - Poor Hamlet!
Buy - but with discretion
And a thousand lamps shall light thy
path to prove thy wisdom
Of thy decision.

--Maj. James F. Hamlet

NEW CONTRACT



■ Col. O.W. Schantz (seated), Fort Wolters commanding officer, examines the \$3,823,418.00 contract awarded July 1 to the Southern Airways Company to conduct flight training at USAPHS. The contract was signed by Raymond Thomas (2d left), Southern's general manager, and Harry Cohen (right), Ft. Wolters purchasing and contracting officer. Also shown is Larry Hartley (far left), Southern Airways director of administration. This was the seventh consecutive renewal of the Southern Airways contract. ■■

CONARC REPORT

SWIFT STRIKE III



COL. ROBERT R. COREY
Aviation Officer

Army aviation units are heavily committed in the forthcoming exercise in the Carolinas

THE third annual large scale maneuver in the Carolinas will see Joint Task Force Blue Companies of the XVIII Airborne Corps with its 82d and 101st Airborne Divisions pitted against Joint Task Force Red consisting of III Corps with the 2d and 5th Infantry Divisions.

In addition to the organic aircraft of the divisions, the 82d and 54th Medical Detachments (Helicopter Ambulance) and the 17th Aviation Company will also provide support. Large numbers of helicopters will be used to administratively support the exercise.

Of particular interest are three important areas concerning Army aviation that will be highlighted. First, for the first time in CONUS a full strength CV-2 company will participate in a major maneuver. The 187th Transportation Airplane Company will be employed supporting the Blue Forces. Col. Del-

bert L. Bristol and a group at USSTRICOM are developing a specialized evaluation program in conjunction with the employment of the Caribou.

Two full strength and equipped surveillance and target acquisition platoons will be employed by the Aviation Battalions of the 2d Infantry Division and the 101st Airborne Divisions. These platoons will be used in accordance with USSTRICOM procedures for tactical air reconnaissance and battlefield surveillance (TARABS). SLAR infrared sensors plus infrared data link equipment and photo and visual reconnaissance will be employed. Other equipment to be used includes the first model of the ES-29 photo Processor.

JTF's Blue and Red will participate in the USSTRICOM evaluation of unified Joint Procedures for Coordination, Control and Regulation of Air Traffic in the Combat Area.

Two platoons of the newly formed 72d AATRI Company will receive "baptism of fire" during SWIFT STRIKE III supporting the Army portion of this evaluation. This whole area is one of controversy due to interest of the Air Force, Air Defense Command, and Army aviation in the airspace above the battlefield. To protect our interest in this area all Army Aviators engaged in the exercise or visiting the area as staff observers should make appropriate comments for critiques and after action reports.

Designated as the USCONARC project officer to expedite the assembly of personnel and equipment at Ft. Bragg is Lt. Col. Francis J. Winslow. He will also supervise the extensive pre-exercise training, and trouble shoot for the two flight regulation platoons during the exercise. Lt. Col. Winslow, who is presently assigned to USAEPG at Ft. Huachuca, has had extensive experience in Army air traffic control as former commander of the AFOF (Army Flight Operating Facility) in Europe.

Assisting Col. Winslow will be Maj. George R. Cockle, present commander of the 52d AOD at Ft. Ord. Maj. Cockle, who will depart for the wilds of Alaska shortly after the Exercise as an Army Aviation Advisor to the Alaska National Guard has had extensive experience in Army air traffic control while commanding the 52d AOD.

The inactivation of the 6th and 58th AOD's in June and the subsequent activation of the 72d AATRI Company resulted in some changes in key personnel. Capt. Maurice R.

Vincent, former commander of the 6th AOD, is now assisting Lt. Col. James D. Kidder in Aviation Section, Hq XVIII Airborne Corps. "Vince" has been replaced by Capt. James W. Manley as commander of the 4th Flight Regulation Platoon at Ft. Bragg. Capt. James H. Britton supervised the inactivation of his 58th AOD and turned over the command of the 3rd Flight Regulation Platoon to Capt. James W. Bradin. Capt. Britton is enroute to Armored Officers Advanced Course at Ft. Knox.

UNIQUE AVIATION GROUP

A new leaf was added to the artillery's book on aviation recently with the creation of the Artillery Aviation Group at Ft. Sill. In a recent general order, Maj. Gen. L.S. Griffing, post commander, formed the unique outfit from the existing post Aviation Section and other aviation units on post. According to the Organization order:

"The Aviation Command Provisional provides command control and supervision of aviation assigned to the U.S. Army Artillery and Missile Center to include the operation of Post Army Airfield and auxiliary airfields and landing strips. It provides personnel and equipment within its capability for support of the U.S. Army Artillery and Missile School program of instruction, reserve components training, for emergencies, for security, and other type forces as required and directed."

Prior to the formation of the new group, Ft. Sill's aviation support was provided by aviation units



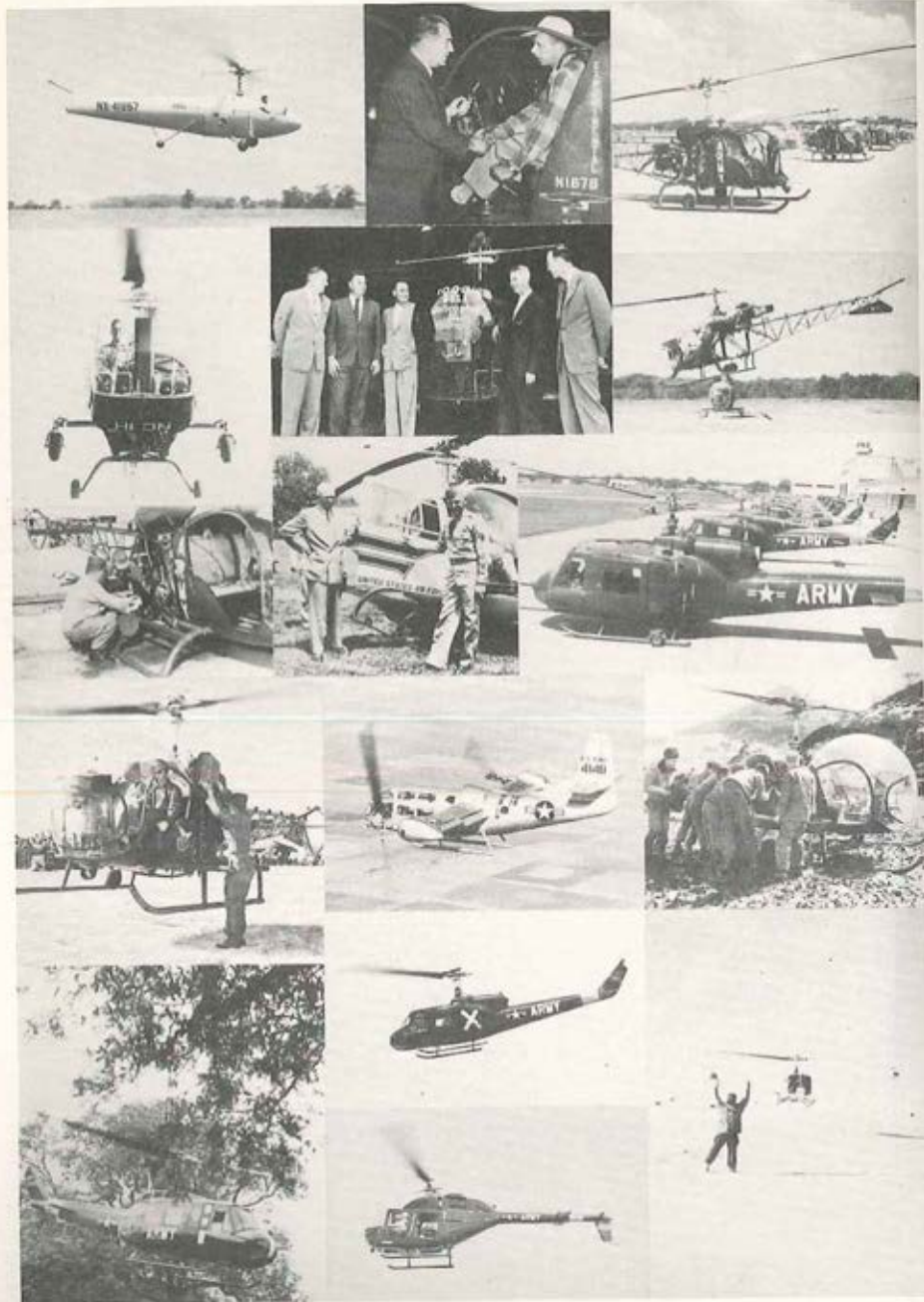
■ A group of Ft. Sill Aviation Officers listen to a briefing by Maj. Howard Smith, far right, CO of the 57th Avn Co. From left to right in the front row are Capt. Billy Haney, Asst S3, Plans & Programs, Arty Avn Gp; Lt. Col. J.Y. Hammack, CO, Avn Gp; Maj. Wallace Dietrich, CO, 1st Aerial Arty Btry; and Capt. Jack Allen, Avn Gp Adjutant. Back row: Lt. Col. Louis H. Aten, Ret., Flight Safety Officer; Capt. Paul Kemp, Asst S3, Training; Maj. William Smith, CO, 54th Trans Co (Hel); Maj. William Crichton, Exec Officer, Avn Gp; and Capt. Thomas Smith, Flight Surgeon.
(U.S. Army photo)

"parasited" on units and activities on post. Under the new order a command structure is provided by which training and aviation requirements will have greater continuity.

At the present time the Artillery Aviation Group, commanded by Lt. Col. J.Y. Hammack, includes: 54th Transportation Company (Medium Helicopter) - providing CH-37 support to the School and Center; 154th Transportation Detachment - supporting the 54th Transportation Company; 57th Aviation Company (Medium Cargo Fixed Wing) - operating with the new Caribou aircraft; 51st Transportation Detachment - providing maintenance support for the Caribou company; 1st Aerial Artillery Battery (Provisional) - supported administratively and logistically; 3d Aviation Operations Detachment (Army); and Detachment 11, 16th Weather Squadron, U.S. Air Force billeted and fed by the group.

Aviation activities at the Center which are not within the group include sections of the 214th Artillery Group, 41st Artillery Group, and the 1st Field Artillery Missile Brigade. The men and aircraft from these troop commands are used by the Aviation Group on an "on available" basis. Post Army Airfield is also home base for the 4th U.S. Army Instrument School and the U.S. Army Primary Helicopter School (Advance Tactics Course).

Colonel Hammack has 102 officers and 510 enlisted men under his command. In addition he is responsible for providing equipment and facilities for 115 aviators attending classes at the Artillery and Missile School and assigned to units without aircraft. At the present time 62 aircraft are assigned or attached to the new group. It is anticipated that this number will increase shortly as two units receive their full complement of CH-34 "Chock-



WORLD STANDARD bell FIRSTS

MILITARY & COMMERCIAL HELICOPTERS

1943 — FIRST Bell helicopter flies introducing semirigid rotor and stabilizer bar. **May 1946** — Model 47B receives commercial Helicopter Type Certificate No. 1, FIRST granted by CAA. **December 1946** — FIRST production line Bell helicopter delivered to U. S. Army. **1948** — FIRST skid landing gear introduced. **March 1949** — FIRST helicopter to record altitude of 18,550 feet. **September 1950** — Bell 47D-1 becomes FIRST helicopter to fly over the Alps. **November 1950** — Eight H-13D helicopters, FIRST of new Army order, sent to Korea. **1950-53** — In FIRST combat experience Bell helicopters evacuate over 18,000 casualties during Korean conflict. **September 1952** — FIRST helicopter to record distance of 1,217.31 miles, non-stop; a Bell 47D-1 — from Hurst, Texas to Buffalo, New York. **April 1953** — Bell produces 1,000th H-13/Model 47 series helicopter, a FIRST in helicopter production. **June 1954** — 47D FIRST helicopter to reach 5,000 hours flight time. **December 1954** — Bell's FIRST turbine powered helicopter flies XH-13F with 200 hp Artouste. **February 1955** — Bell wins competition to build HU-1, FIRST production turbine-powered helicopter specifically designed for the Army combat mission. **March 1955** — H-13 FIRST to prove concept of armed helicopter tactics, Fort Rucker. **September 1956** — Army pilots in H-13H set world endurance record — 57 hours 50 minutes. National Air Show, Oklahoma City. **October 1956** — 47J makes FIRST helicopter crossing of the Andes at 17,000 feet. **July 1957** — USAF H-13J is FIRST helicopter to fly President of the United States. **August 1958** — FIRST turbine powered production helicopter delivered to Army. **December 1958** — Bell XV-3 convertiplane makes aviation history with FIRST full conversion of tilting prop-rotor VTOL aircraft. **December 1959** — A 47D-1 becomes world's FIRST helicopter to log 10,000 flight hours. **July 1960** — Army pilots in HU-1 capture six world and one U. S. performance records. **February 1961** — Bell Model 47 sets eight new world performance records. **June 1961** — Navy HTL-6 sets new world endurance record, remaining airborne 72 hours 2 minutes at Ellyson Field, Pensacola. **1962** — UH-1 is FIRST Army armed helicopter to see combat duty. **April 1962** — YUH-1D establishes three world performance records in speed and rate of climb. **December 1962** — First flight of Bell LOH; FIRST LOH to fly. **February 1963** — Three UH-1Bs are FIRST helicopters to land at the South Pole. **May 1963** — First production UH-1D delivered. FIRST Army helicopter organic to division level to have armament and tactical troop transport capability.



BELL HELICOPTER COMPANY

FORT WORTH, TEXAS • A DIVISION OF BELL AEROSPACE CORPORATION • A **textron** COMPANY

taw" helicopters and CV-2 "Caribou" fixed wing aircraft.

AVIATOR CEILINGS

A world-wide shortage of aviators exists because of the expanded aviation activities. In order to achieve a realistic understanding on just how many aviator spaces can be filled, the Department of the Army has indicated the total number of aviators available for assignment to various activities. This ceiling in no way affects the number of spaces authorized, but provides a manning level indicating how many of the authorized spaces will be filled. Priority of assignment will go to training base units, air mobile test units, and tactical units, with the TD units receiving the heaviest cuts in assignment of personnel. Detailed ceilings have been distributed to the CONUS Armies and MDW.

ARMY HQS

The last issue of ARMY AVIATION announced the sad news of Colonel John O. Oswald's retirement - along with John's departure we have had personnel changes in the Aviation Officer space of every CONUS Army.

John Briggs left First Army for Vietnam last winter; Bob Cody was transferred from Fifth Army to STRICOM; Les Shockner is on his way to Korea; and Billy Tuck left Sixth Army for the Air Mobile Test Group at Fort Benning.

Newly-assigned Aviation Officers at the Armies are: First Army - Lt. Col. Arthur F. Hammarstrom; Second Army - Col. Christian Hanburger; Third Army - Col. David G. Cogswell; Fourth Army - Col.

Henry H. McKee; Fifth Army - Col. Carlyle Arey; Sixth Army - Lt. Col. Bruce Fusner; and MDW - Maj. William Rutherford.

PERSONNEL CHANGES

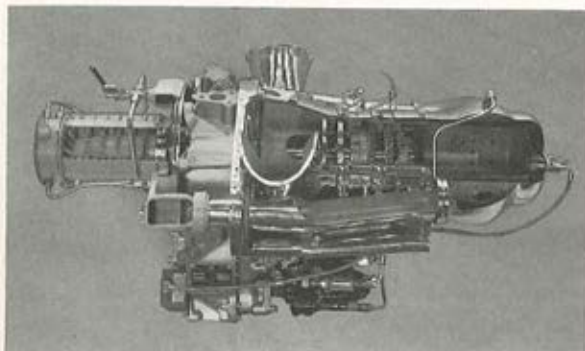
The USCONARC Flight Detachment leads the list with the greatest number of personnel shifting since the last report. Maj. A.A. Christiansen has arrived from Europe to assume command of the Detachment. The capable Major Ralph Benefield will continue as Executive Officer providing the required continuity between CO's.

New arrivals to the Detachment are: Capt. D.R. Schessler who is on TDY from Fort Eustis; and Capt. E.W. Polcene, Jr., R.G. McPherson, B.D. Harris, and D.E. Wheeler. The detachments maintenance effort received a boost with the arrival of Mr. C.W. Stevenson. Mr. R.W. Fitch who has been on TDY from Ft. Sill has departed for CV-2 school and the 11th Air Assault Division.

Two other well known Army Aviators have also departed this headquarters. Lt. Col. Carl A. Colozzi left for Fort Belvoir and Lt. Col. Herbert M. Luckfield has retired. Herb has not left aviation however, and will represent the Page Aircraft Co. on the operations side.

New arrivals, as with almost everyone, were rather scarce during this period. Lt. Col. H.W. Ogilvy arrived from C&GSC (Pt. Leavenworth) to assist in the schools program, and we extend a most hearty welcome to "Hube." Lt. Col. "Gus" Peyer is just "checking into the net" as this article was written. "Gus" will serve in DCSLOG.

Another reason why the T63 engine that powers the LOH is so simple and compact



One of the simplest and most compact turbine engines ever built, the Allison T63-A-5 produces 250 shp., weighs less than 135 lbs., is barely a yard long.

The simplicity and compactness of the Allison T63-A-5 engine stem directly from the arrangement of its components, all of which are attached to the single gear case.

That case contains both the power output gear train and the accessory drive gear train. With both gear trains in one gearbox, the engine is more compact and simple—and its weight is kept low.

The compressor assembly is mounted on the front of the gear case—readily accessible as a complete unit for inspection and maintenance. In the interest of both simplicity and economy, the hub and blades of the six axial compressor stages and the single centrifugal stage are all cast, a practice which greatly reduces the number of engine parts and eliminates much blade machining and fitting. Turbine stages are also integrally cast.

Shorter shafts, fewer bearings

Putting the compressor and power output shaft up ahead of the turbine and combustion section also serves

to eliminate much concentric shafting. Naturally, a lot of bearings are thus eliminated.



All components are mounted on the single gear box and each is lightweight, compact and can easily be removed for repair or overhaul.

Reverse airflow

But it took some ingenious engineering to locate the compressor and the power output shaft at the front of the engine—and still keep the engine compact. That's why the T63's reverse airflow pattern was created.

Air enters the compressor at the front of the engine, flows from the compressor discharge to the rear of the engine, then reverses direction to flow forward through the combustor, turbine and out the exhaust.

The engine arrangement permits use of a single combustion chamber of simple and efficient design with only 1 igniter plug and 1 fuel nozzle—both externally accessible.

Today the T63-A-5 is piling up flight hours in three manufacturers' LOH's as they prepare for Army flight evaluation tests. Another T63-powered helicopter has been flying at the Allison Indianapolis flight test facility for over a year, adding to the more than 30,000,000 turbine engine flight hours logged by 35,000 Allison engines.



BELL OH1A



HILLER OH5A



HUGHES OH6A

If you'd like more information about this engine we'll be glad to send it to you. Just write LOH, Allison Division of General Motors, Box 894X, Indianapolis 6, Indiana.

ON TARGET WITH LOH POWER
Allison
THE ENERGY CONVERSION DIVISION OF
GENERAL MOTORS, INDIANAPOLIS, IND.





ARMY AVIATION PROGRESS IN VIETNAM

BY LT. COLONEL
KENNETH D. MERTEL
U.S. ARMY SUPPORT
GROUP, HHD

THE Distinguished Flying Cross has been awarded for the second time to the same Army Aviators here in the Republic of Vietnam. The DFC (First Oak Leaf Cluster) was awarded recently to Captain Milton C. Shattuck, Jr. and Chief Warrant Officer John F. Leonard, Jr., both of the 611th Field Maintenance Company (DS).

This award is in addition to the one described in the April VIETNAM REPORT for these two outstanding Army Aviators. Both the first and second awards were won within a 30-day period. The "First Oak Leaf Cluster to the DFC" is the first to be awarded to Army Aviators still in the Republic of Vietnam.

The citation for Captain Shattuck and Warrant Officer Leonard reads as follows:

"For heroism while participating in aerial flight; Captain Shattuck and Warrant Officer Leonard distinguished themselves by heroic action

on 6 February 1963 while serving as the pilot and co-pilot of a CH-21C helicopter in the Republic of Vietnam. Captain Shattuck and Warrant Officer Leonard volunteered to fly ammunition and supplies to a Vietnamese outpost besieged by Viet Cong forces and evacuate the critically wounded in their unarmed CH-21C helicopter.

UNDER FIRE

Fully realizing the hazards involved, they flew at maximum gross load to the outpost where the surrounded Vietnamese were greatly outnumbered and were receiving heavy machine gun and mortar fire. Although continuously threatened by the hostile fire, Captain Shattuck and Warrant Officer Leonard and their crew unloaded the ammunition and supplies and loaded twenty-six casualties aboard the helicopters.

Through the skill of Captain Shattuck and Warrant Officer Leonard,



a successful take-off was accomplished although the aircraft was critically loaded and under hostile fire. As a result of Captain Shattuck's and Warrant Officer Leonard's efforts, the Vietnamese were able to continue the defense of the garrison and all but one of the casualties were saved. Captain Shattuck's and Warrant Officer Leonard's bravery and aviation skill reflect great credit upon themselves and the United States Army and are in keeping with the highest traditions of the military service."

Congratulations to you both for superior performance of duty and another "First" for Army aviation, not only in the winning of the second DFC here in Vietnam, but in carrying 26 Vietnamese plus your crew of four in a "war weary" CH-21C. This old "work horse" is far from retired and will continue to make history here in this country for some time to come.

CHANGE OF COMMAND

Another change of command ceremony, this time the 18th Aviation Company (Otter). Major Henry Q. Davis, Jr., who has commanded the unit since January, turned over the reins of command to Major Roy L. Miller, formerly S-3 of the 52nd Aviation Battalion. The 18th has accomplished a great deal under command of Major Davis. It has a enviable record, best typified by its motto "Low, Slow, and Reliable" with the emphasis on the reliable portion.

The Otters of the 18th are a common sight in all parts of the Republic of Vietnam. Their area of operations range from the mountains of I Corps in the North to IV Corps in the Delta. The aviators in this unit get a taste of all types of flying under all conditions of weather and terrain, much the same as do the Caribous of the 1st Aviation Com-

pany, described in a previous issue of this report.

The 18th has provided an outstanding example of what Army aviation can accomplish in the counter-insurgency role, particularly in an area such as the Republic of Vietnam, where air transportation is at a premium. The best of luck in your new assignment, Major Davis, on the Staff and Faculty of the Artillery School, Fort Sill, Oklahoma. Your fellow aviators join me in wishing you, "Bon voyage." I am certain the 18th shall continue to carry on in its usual splendid performance under its new commander. Good luck to you Major Miller.

TWO NEW ARRIVALS

More new arrivals in the Republic of Vietnam. The 114th Airmobile Company recently joined the 45th Transportation Battalion. This unit, equipped with the UH-1B, is commanded by Major Edwin S. McClure.

The 73rd Aviation Company, Aerial Surveillance, Light, is also a new arrival. This unit is equipped with the "Bird Dog" and is commanded by Major John S. Kark.

The arrival of both units is most welcome. I am certain that they will do their part to show what Army aviation can do in support of the counter-insurgency role. Welcome aboard!

3,800-HOUR VETERAN

A veteran Army aviation unit here in the Republic of Vietnam is the 23rd Special Warfare Aviation Detachment. This unit, equipped with the Mohawk, has been performing yeoman service for some time. The

23rd, commanded by Major William J. Morris, recently completed a total of 3,800 flying hours in Vietnam (15 May '63). They have been most valuable in their reconnaissance and photography role in support of the Vietnamese Army.

PCS FOR "TUFFY"

"Tuffy," the 300-pound Bengal Tiger, mascot of the 93rd Light Helicopter Company, has completed his tour here in the Republic of Vietnam and soon will depart for rotation. Special Order, #999 published by the 45th Transportation Battalion, directed air transportation by Pan Am Jet, bamboo cage reserved, to the Toledo Zoo, Toledo, Ohio. Rotation date during the month of June on receipt of authorized replacement (one small cub). This is a PCS movement with all expenses born by the Toledo Zoo. The order was signed by PFC Charles Modzelewski, "Tigers Buddy."

DISTINGUISHED ADDITION

The officers and men of the 93rd will miss Tuffy for he has been an inspiration to the unit and a vivid example of their fighting spirit. Visitors from all over the Republic of Vietnam as well as the many VIP's visiting the country have had their picture taken (1) being embraced gently by Tuffy, (2) scratching his ear with arm outstretched or (3) standing just beyond chain length, dependent upon the individual's degree of personal courage.

The 93rd's loss will be the Toledo Zoo's gain for I am sure a 300-pound Bengal Tiger (born in Laos) is not common to every zoo. Par-

ticularly, one named Tuffy who has been reared by U.S. soldiers. Civilians in the Toledo Zoo are going to be quite startled when a former member of the Soc Trang Tigers walks up to the cage, calls Tuffy by name, and the cat walks over to the side of the cage and permits his former buddy to scratch his ear, while both reminisce about the old days in their last outfit.

So long, Tuffy, and good luck in CONUS!

HU-1B TRANSITION

A "Huey" Training Team recently arrived in the Republic of Vietnam to assist in the training of HU-1B aviators, crew chiefs, gunners and

maintenance men. The team is over here on six months TDY from Fort Rucker, Alabama. A training center will be established at Nha Trang. Lt. Colonel Conway Ellers heads the team. Welcome to all of you.

IG INSPECTION

A thirteen man Inspector General Team from USARYIS completed the annual IG inspection of all Support Group Units including all Army Aviation Units. Don't be shocked, particularly you veterans of the old days, for the cold war goes on and so do the inspections. Top two H-21 units were the 93rd Transportation (Lt Hel) and the 8th Transportation Company (Lt Hel).



GENERALS VON KANN, WILLIAMS RECEIVE NEW ASSIGNMENTS

■ Major General Clifton F. von Kann (left), will assume the duties of Commanding General of the U.S. Army Aviation Center and Commandant of the U.S. Army Aviation School in mid-August, replacing Brigadier General Robert R. Williams. Gen. Williams will leave the Aviation Center on August 22 for Fort Benning, Ga., where he will serve as Chief of the Test and Evaluation Group studying the performance of the 11th Air Assault Division. A former Director of Army Aviation in the Department of the Army, Gen. von Kann has served as Commanding General of the 1st Cavalry Division in Korea since last September. ■■

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A SELF-PROFESSED "OLD HAS-BEEN"
CLAIMS THAT MANY OF TODAY'S
AVIATORS HAVE THE WRONG SLANT . . .



DOES AVIATION OFFER A VISIBLE CAREER PATTERN?

**BY LIEUTENANT COLONEL MELVIN C. MONROE
HEADQUARTERS, 210TH ARTILLERY GROUP**

RECENTLY one of our aviators surprised us by stating that he was undecided about staying in the Army as it didn't offer him much in the Army Aviation field - no visible career pattern and no aviation branch to protect his interests. Being an old has-been with considerable mileage in this program I would like to offer a few comments in case others may feel the same way.

First, his slant is all wrong. The program doesn't offer him anything and never will. The element lacking is any statement from him as to what he thinks he can contribute to the program by his being in it. If he thinks everything has already been done and no further effort is

needed let him think about the following areas:

Turbine engines still must be torn apart every two hundred hours with all the grief that this causes for units in the field. Many aircraft are poorly engineered and extremely costly, not only in initial price but they continue to gobble up millions of dollars worth of spare parts yearly with many related man-hours of maintenance time. Because of the parts' burden they still sit around for weeks at a time waiting more and more parts.

Some of our flying personnel still think that a million dollar aircraft is a toy to boot around like a new sports car. Some accident reports are designed more to cover some-

one's "boo-boo" than to disclose the real cause of the accident.

Some pilots still tear up aircraft because a commander, thinking of the flying pay he has lost since he washed out of cadets in 1938, gives them hell for not venturing out in bad weather. While many commanders extol the virtues of Army aviation, we see that our newest TO&E ROAD divisions still airlift only a single infantry rifle company. Now who thinks there's nothing left to be done?

SLOW PROGRESS

The above remarks are not intended as a criticism of the program but only to show you how slow progress really is and how much effort every step forward takes. Our present program was not a gift from the sky, but has been attained gradually against the determined and often deadly opposition of those who believed the funds and personnel could better be used elsewhere. Some casualties will occur and many more can be expected for all aviation progress comes at a high price. It is only the tremendous advantages that Army aviation has to offer that make the effort worthwhile.

In spite of the lip service presently being paid to Army aviation, we can still expect that further progress will be as difficult to achieve as obtaining the authorization for the two Piper Cubs in an artillery battalion 21 years ago.

The present popularity of the program might also be one of its weaknesses. It may lull some of our newer members into a false sense that all is well and miracles will occur if we just wait. It occasionally offers the sorry spectacle of those



■ Lt. Colonel Willie W.J. Barrios, left, of Advisory Team #95 (Vietnam) has been awarded the rating of Master Army Aviator. One of Army aviation's recognized "professionals," Colonel Barrios is qualified in all aircraft employed within the Army and through service with the U.S. Army Aviation Test Board has flown a wide variety of non-military test aircraft.

Colonel Henry H. McKee, right, Commander of the Seventh Army Aviation Group (Germany), has received rotational orders to the ZI assigning him as Aviation Officer of Headquarters, Fourth U.S. Army at Fort Sam Houston, Texas.

Officers of Headquarters, Seventh Army Aviation Group (Germany) gather to observe Col. Henry H. McKee present a Group "Certificate of Achievement" to Maj. Harold Dennis, CO of the 59th Trans Co (Lt Hel) and 1st Sergeant Truman B. Warren. On 1 July the 59th was reassigned from the Group and is now Company "A," 3rd Aviation Battalion, 3rd Infantry Division, under a "ROAD concept" change. The Company had flown 165,000 accident-free hours during January, 1959 and June, 1963, winning the Fourth U.S. Army Flying Safety Award four consecutive times. ■





■ Among the principal speakers at a recent Seventh U.S. Army Headquarters conference of Transportation Division chiefs were, from left to right above, Major James K. Bush, U.S. Army Aviation and Surface Materiel Command (AVSCOM), St. Louis, Mo.; Colonel Floyd H. Buch, Seventh Army Transportation Officer; Brig. General David B. Parker, Commanding General of AVSCOM; and Col. Kenneth F. Langland, Deputy Transportation Officer, Seventh U.S. Army Headquarters. The gathering of logistic and supply technicians took place at Stuttgart, Germany.

Major William G. Hooks, former Commander of the 1st Aviation Company (Caribou) is shown with the silver serving tray presented to him by de Havilland Aircraft of Canada, Ltd., for his outstanding leadership in commanding the company throughout its inception, organization, and around-the-world deployment to Thailand and later to the Republic of South Vietnam, where it achieved a superior operations record during 1962-1963. Major Hooks was assigned to the 1st Aviation Company since its activation at Fort Benning, Ga., and is presently on assignment at the Army Aviation School.



who will throw other aviators to the wolves to gain fancied favors of the non-rated. Most aviators soon learn that hazardous duty pay covers much more than flying in bad weather.

EMPHASIS NEEDED

Here are a few areas that need more emphasis and where existing procedures need to be changed eventually:

Aircraft Accident Investigation: As the rate at which we tear up aircraft approaches the million dollars a month mark, our methods of investigation will necessarily have to change. I believe that major accidents or those involving fatalities will have to be investigated by boards assigned at CONARC or Theater level. These should be composed of truly competent senior individuals who won't be put in the position of "investigating" their rating officer or some such awkward arrangement. At the same time, the investigation they conduct will shine a bright light upon the unit's training, maintenance, and operating procedures. In other words, million dollar aircraft will no longer be left to the arbitrary use of subordinate commanders. This is already the case in the handling of nuclear weapons and is no less important here.

Control of Aircraft Utilization: With aircraft becoming more expensive and more difficult to maintain, we can no longer provide planes for the super-enthusiast who loves to fly and desires to build up a lot of time as an end in itself. Neither can we run all over the country with minor items of equipment that could better be carried in a jeep or truck.

This prospect is painful but will eventually catch up with us.

Maintenance and Spare Parts: Since the complexity of nuclear power can be engineered down to a simple device that can be assembled and fired by a briefly-trained cannoner, we should think that our slow-flying aircraft should be equally simple. Unfortunately this is not the case and poorly-designed equipment is simply re-labelled "sophisticated." We just hope the concept of supply emphasis "coming

from the rear to the front" may truly be achieved in the Army aviation Program. Otherwise we may have a long way to walk.

The above comments are only intended to point up areas where any eager aviator can make a worthwhile contribution to the program. He must realize that criticism alone won't bring it about, but that it will take the all-out effort on his part and with the full realization that the effort is worthwhile and worth the price.

FIVE MANUFACTURERS VIE IN TWO-STEP COMPETITION

Five helicopter manufacturing are competing for production contracts on two types of trainers as a result of the Army's first two-step, formally advertised aircraft procurement, for an estimated 377 helicopters.

Twenty-one companies were invited to bid by the U.S. Army Aviation and Surface Materiel Command (AVSCOM), St. Louis, Mo. Responses were received from five firms - Bell Helicopter Company, Ft. Worth; Hiller Aircraft Company, Palo Alto, Calif.; Hughes Tool Co.-Aircraft Division, Culver City, Calif.; Brantley Helicopter Corp., Frederick, Okla.; and the R.J. Enstrom Corp., Menominee, Mich.

The Army has used the two-step formally advertised procedure prior to this for various commodities, but never for aircraft, according to Brig. Gen. David B. Parker, AVSCOM commander.

The first step of this procurement procedure will consist of flight tests and evaluation by the Army Aviation Test Board, Ft. Rucker, Ala., against the Army's requirements. The manufacturers whose helicopters pass this hurdle successfully will be invited to submit firm, fixed-price bids, with the low bidder, in each case, receiving the contract.

The first of the two competitions is for basic helicopter instrument trainers. It is scheduled to end in August, with a contract award expected in early November for some 103 helicopters.

The first stage of the competition for primary helicopter trainers is due to end in September, with a contract award for some 274 helicopters expected early in December. Helicopters have been arriving at Fort Rucker at phased time intervals for their flight tests and evaluation.

None will be considered for the second step of the competition which has not been type certified by the FAA.

Three of the five firms have helicopters in the instrument trainer competition. Hiller has two models, the UH-12E and UH-12L; Bell's entry is the 47G3B1; and Hughes has entered the 269A-1.

Army requirements for the instrument trainer include a two-place, side-by-side configuration, with a minimum cruising speed of 70 knots at 5,000 feet and endurance of two hours and 30 minutes. In addition to the fuel and oil required for the minimum endurance, the trainer must have a payload of 450 pounds.

Either a reciprocating or a turbine engine is acceptable. The basic instrument trainer will carry considerably more electronic and navigation equipment than will be required for the primary trainer.

General requirements for the primary trainer are similar as far as seating capacity and arrangement go. The engine is restricted to the conventional, reciprocating type. In addition to the fuel and oil required for a minimum cruise of 65 knots and a minimum endurance of two hours and 30 minutes, the trainer must have a 400-pound payload. A rate of climb of 1,000 feet-per-minute is specified.

Models entered in the primary trainer competition include the Bell 47G3B1 and 47G2A1; the Brantley B-2A and B-2B; the Enstrom F-28; the Hiller UH-12E and UH-12L; and the Hughes 269A.

The number of aircraft to be procured under each contract may vary with the changing requirements of the Army, or as funds are made available.

WHERE DO I STAND?

BY MAJOR ROBERT W. KOEPP

*Am I an Armor Officer or Merely
a Wearer of Armor Insignia?*

UPON completion of basic training at Fort Knox, Kentucky, I stayed on in the same company as a member of the permanent cadre. A few months later I was transferred to the 3d Armored Division Honor Guard with day-in and day-out duties of some aspect of dismounted drill. Shortly thereafter I was separated from the service.

To keep my longevity and to allow time to consider reenlistment, I joined the National Guard in my home town; an Infantry unit. Two days later came the conflict in Korea; we were activated and dispatched to Camp Carson, Colorado, to form a training unit for the many draftees and regular enlistees that were joining the Army. The training was strictly that of Infantry - M1 to forced marches. By now I had decided on a career in the military.

I applied and was accepted for Officer Candidate School at Fort Riley,

Kansas. After tearfully trading my SFC stripes for an OCS emblem, I fell in with over 200 others for six long months of training - branch immaterial. Many of the instructors introduced their subjects with the statement, "Branch is immaterial in this school, but today we shall use Infantry as an example." As a result of six months of these examples, we received, in effect, Infantry OCS instruction.

NO OPENINGS

Several weeks before we were to be commissioned we were asked our branch preference. Because of my Infantry background my natural choice was to don the crossed rifles and scarf of blue. I was informed that there were no openings for Infantry officers and that Armor was probably the next closest for proper utilization of my training.

Gold bars on shoulder, and com-

mission in hand, I reported to the Basic Officer Course at Fort Knox, Kentucky. In between moving combat commands and divisions from Basham's to Dorretts Run Road (via map), someone made a pitch for Army aviators. I answered the call.

For the next eight years, "tank" meant a place to put gasoline. I associated an "idler" with a lazy person, "tracks" as the roadway for a choo-choo train, and "rear-wheel" as the chief man in the highway department. I flew over many armor-type tanks, but except for my Armor insignia, I was strictly a pilot.

CAREER DECISION

Career management awoke me from this occupational stupor by informing me that I must go to the next Army officer career course or relegate myself to a long career as a captain.

As I processed into the school I suddenly realized that most of my classmates were not my contemporaries. My contemporaries had long since departed from the hallowed halls of Boudinot, Simard, and Gaffey; I was running about six or seven years behind. We immediately delved into the intricacies of the task force, communications, automotives, and weapons. Except for a little better understanding of the English language, I was as much

a foreigner as the Iranians, Japanese, and Argentinians that were my classmates.

Not long after our arrival in the Command and Staff Department we received instruction on "The Tank Platoon in the Attack." As we sat in the bleachers observing a short demonstration, I innocently (and foolishly) remarked that although I had been commissioned in Armor for over nine years, I had never ridden in a tank. The news of Pearl Harbor did not travel as fast as the little tidbit I had dropped. Within minutes the instructor had heard it and I found myself assigned as a platoon leader in the forthcoming problem.

THE TEST

I laughed when I heard my assignment announced, for laughter was the only thing that kept me from crying. I forced myself not to look into the jeering faces of my classmates as I issued the attack order; a plan that might well have earned me a medal during wartime - from the enemy. My gunner and loader were both fellow students; the driver was a private. As I approached my tank, waves of blank walls, mental blocks, and embarrassment swept over me. "Faking it" or attempting a "snow job" was completely out of the question, so I decided to hit it head-on.

"Lad," I said to the driver. "This is going to jar the hell out of you, but where do I stand?"

Once situated in the tank (thanks to the private) and hooked into the intercom system, I looked back to find my other four tanks ready to

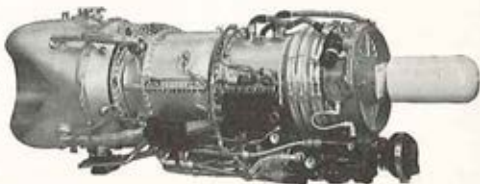
■ Major Robert W. Koepf, Armor, was commissioned from OCS at Ft. Riley, Kansas, in 1951. He is a 1952 graduate of the Basic Officers Course (Armor); a 1954 graduate of Flight School, Ft. Sill, Okla.; and a 1961 graduate of the Advanced Officers Course, Ft. Knox, Ky. He has served in various aviation units and is now assigned to ARMISH-MAAG (Iran). This article appears through the courtesy of ARMOR.

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335-04



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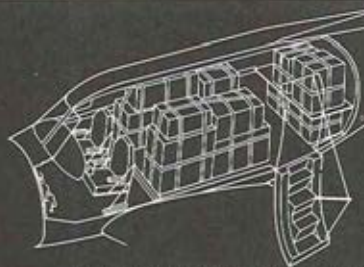
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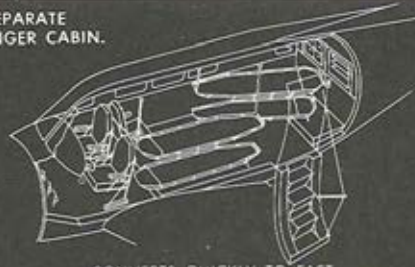
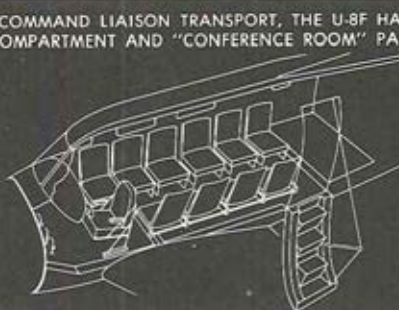
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move out. I muttered something like "Forward, Hoooooo!" to my driver and dropped my extended arm; we were on the way. Not only were we on the way, but we proceeded to the objective without loss of man or machine. I attribute the success of our mission entirely to my driver and the other four tank commanders, none of whom paid any attention to my oral or visual signals.

Graduation finally came and I found myself in receipt of a diploma and orders to a tank battalion. I was assigned as a headquarters and headquarters company commander. The job did not call for me to gallantly lead tank platoons against the enemy, but it did allow me the opportunity to use my newly gained knowledge of mortars, scouts, medics, and maintenance.

HINDSIGHT ADVICE

Why do I offer this biographical sketch that lays me bare to the bars and jests of others? Simple! I am a humanitarian who desires to save even one other person from some of the pitfalls I found because I forgot my basic branch. HARK, "SPECIALISTS"; this is aimed at you! "Specialists" alludes to aviators, special forces personnel, jumpers, rangers, and those who wear a branch insignia but do not work with the branch.

My present assignment as a detachment commander prompted me to write this article. My charges are all lieutenants who have, for the most part, just entered the service and are undergoing instruction in the Armor Officer Orientation Course at Fort Knox. As each

graduate is handed his diploma, I see myself, a little over eleven years ago, starting out on a commissioned career that I thought certainly would result in my installation as the United States Army's youngest Chief of Staff.

As I drifted from Armor because of Army Aviation, many of these men will drift from it because of other specialties. Too many of these young stalwarts, strong of teeth and straight of limb, will go to assignments wherein they will be unable to practice what they were taught in the Armor School. Their efficiency reports will continue to be good, they will gain experience in general military roles, and they will be afforded the opportunity to work with troops. Will they, however, stay in touch with Armor?

I urge all officers, regardless of the "speciality" they undertake, to always remember that they may suddenly be recalled to be an Armor specialist. Had I not lost the sight in one eye, I may well still be flying; but there are many reasons, not nearly as drastic, for a man's return to his basic branch. I urge all commanders, particularly those in control of "specialists," to encourage continued basic branch contact for their young warriors.

Now, through the sparkling window of hindsight, I can see exactly what is in store for the "specialist" who forgets his basic branch. He, one day, when confronted with a mission as a "tank platoon leader," will have to fight through the waves of embarrassment, ignorance, and self-induced apathy to ask, "Where do I stand?"

THE LIGHT SIDE



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Colchester, Essex, England

LT. GENERALS

HOWZE, HAMILTON H.
CG, Eighth U.S. Army
APO 301, San Francisco, Calif.

COLONELS

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JOHNSTON, HOMER W.
308-C Kingston Drive
St. Louis 25, Missouri
LUCAS, EUGENE R.
U.S.A. Combat Dev. Command
Fort Belvoir, Virginia
MARTIN, STEPHEN G.
G3, Ops. Div., Hqs Seventh USA
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DeLavan, Patrick N.
23 Lewallen
Denbigh, Virginia
DIBRELL, JACK H.
502nd Aviation Bn., 2nd Armd Div.
Fort Hood, Texas

TAKEOFFS

CHANGES OF ADDRESS AND RESIDENCE

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TAYLOR, DALE W.
Combined Arms Group
Fort Leavenworth, Kansas

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COLOZZI, CARL A.
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Fort Belvoir, Virginia
CROUCH, HORACE J., JR.
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Arlington 3, Virginia
CULBERTSON, ROBERT G.
24 Wheatland Drive
Hampton, Virginia
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POWER

WITH A CREW CHIEF LIKE MISS DOLORES VOGEL, WHO REALLY NEEDS AN APU? AN EMPLOYEE OF THE U.S. ARMY AVIATION AND SURFACE MATERIEL COMMAND, ST. LOUIS, MISSOURI, SHE IS SHOWN WITH A TURBINE POWERED AUXILIARY POWER UNIT BUILT BY THE AIRRESEARCH DIVISION OF THE GARRETT CORPORATION. IT WAS ONE OF TWO SUCH PORTABLE APU'S DEMONSTRATED BEFORE AVSCOM ENGINEERS RECENTLY. THE LARGER UNIT (NOT SHOWN) INCLUDED AN AIR CONDITIONING UNIT AND A SOUND ATTENUATOR. WE SUSPECT THAT MISS VOGEL, IN BEING THE COPFORUNITY TO HEFT ONE OF THE TWO UNITS FOR A PUBLICITY STILL, WENT FOR THE SMALLER.

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RATED

THE WINGS OF AN ARMY AVIATOR ARE PINNED ON BRIGADIER GENERAL HARRY W.O. KINNARD (CENTER) BY ARMY VICE CHIEF OF STAFF, GENERAL BARKSDALE HAMLETT, WHILE MRS. KINNARD WATCHES. GENERAL KINNARD, COMMANDING GENERAL OF THE 11TH AIR ASSAULT DIVISION AT FORT BENNING, GEORGIA, FLEW TO FORT RUCKER, ALA., WHERE GENERAL HAMLETT WAS VISITING, FOR THE MID-JULY CEREMONY. GENERAL KINNARD RECENTLY COMPLETED THE SPECIAL FLIGHT TRAINING COURSE FOR GENERAL OFFICERS AFTER A FULL YEAR OF ATTENDING GROUND TRAINING AND GETTING IN FLIGHT TIME WHENEVER HIS OFFICIAL DUTIES PERMITTED.



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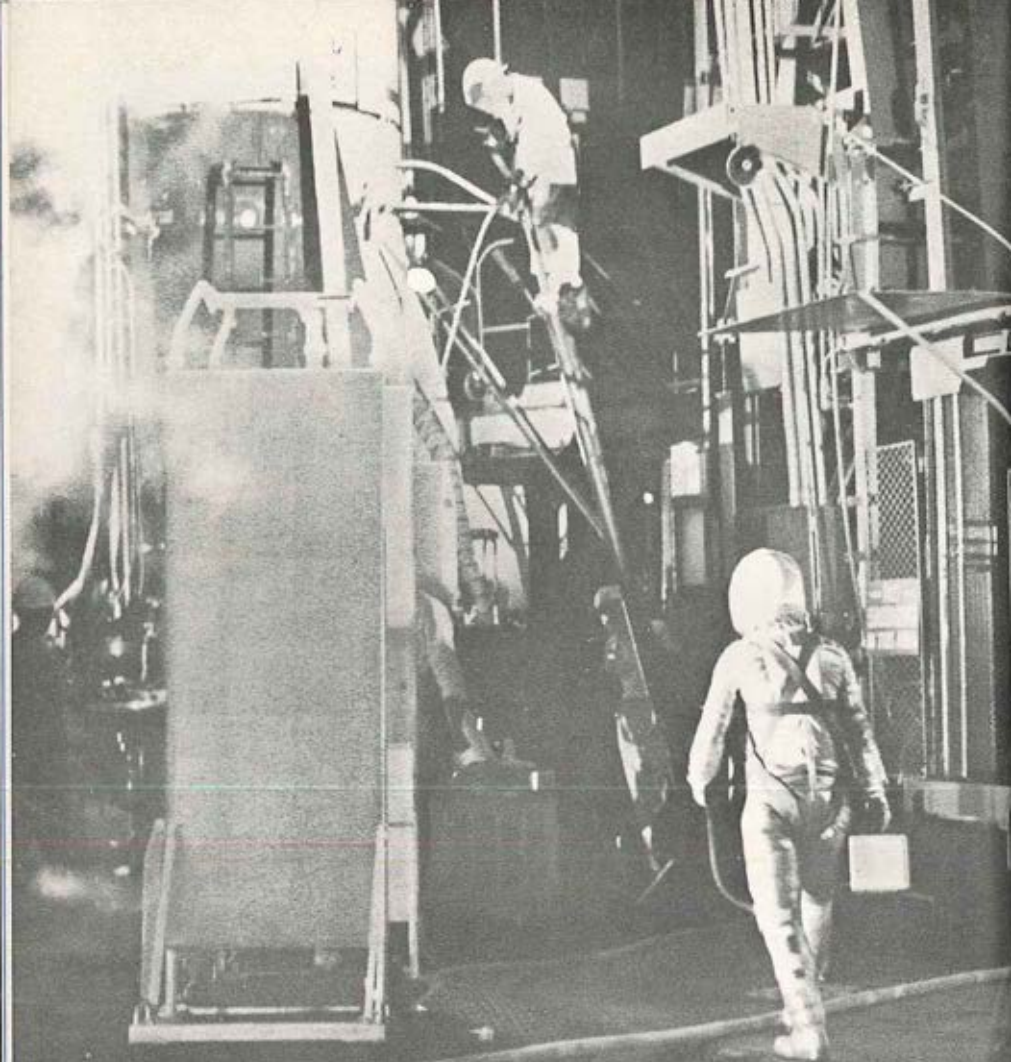
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Who will meet this man when he returns to Earth?

As America's man-in-space program gathers momentum, the need grows more urgent for advanced methods and equipment—to back up NASA's carefully planned recovery operations.

The big Lockheed Hercules propjet transport—in the new HC-130E configuration—is made to order for space support recovery missions of MATS' Air Rescue Service. It has brute strength, huge cargo capacity—and can handle special retrieval systems. It

has the speed and range to cover wide recovery areas. And Hercules is noted for its endurance which allows it to loiter for long periods.

In fact, the HC-130E is designed for many of the missions performed by ARS—including dropping parascuemen on land or sea; carrying out disaster evacuation missions; supporting overseas deployment of fighter airplanes; as well as performing the classic ARS mission of retrieving lost or stranded people.



True airlifter design continues to stand the Lockheed Hercules in good stead throughout the world. Straight-in-rear-loading on a truckbed-height floor — plus rear-door, in-flight, outsize paradrops — and over-all ruggedness, reliability, and rough-field landing and take-off capability — continue to make it possible for the C-130 Hercules to perform an ever-increasing variety of airlift work.

C-130 Hercules





HONORED

CAPTAIN MARVIN E. HUMPHREY (RIGHT), RECEIVES THE CERTIFICATE AND WINGS OF AN HONORARY PILOT IN THE REPUBLIC OF COLOMBIA'S AIR FORCE. THE AWARD CAME AS A RESULT OF HIS FLIGHT SERVICE WITH AN IAGS MAPPING SUPPORT OPERATION OF THE AMAZON RIVER IN COLOMBIA. PRESENTLY ATTENDING THE TRANSPORTATION SCHOOL AT FT. EUSTIS, VA., CAPTAIN HUMPHREY WILL BE ASSIGNED TO THE ARMY AVIATION AND SURFACE MATERIEL COMMAND NEXT FALL FOR HIS SECOND TOUR OF DUTY WITH THE COMMAND. COL. EARL H. HAUSCHULTZ, AVSCOM DEPUTY COMMANDER (LEFT) PRESENTS THE AWARD.

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VISIT

LT. GENERAL HAMILTON H. HOWZE (RIGHT), COMMANDER IN CHIEF, UN COMMAND, AND COMMANDER IN CHIEF, U.S. FORCES, KOREA, IS SHOWN TALKING WITH W.A. PULVER, PRESIDENT OF THE LOCKHEED-GEORGIA COMPANY, DURING A RECENT VISIT TO THE MARIETTA, GEORGIA FACILITY, DURING THE VISIT TO THE LOCKHEED PLANT, GENERAL HOWZE AND HIS PARTY INSPECTED THE XV-4A HUMMINGBIRD, LOCKHEED'S VERTICAL RISING JET, WHICH LOCKHEED IS NOW PRODUCING IN TEST QUANTITIES FOR THE ARMY, AND ALSO THE C-141 STAR LIFTER, WHICH THE AIR FORCE WILL EMPLOY TO AIRLIFT ARMY TROOPS AND EQUIPMENT.



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NEW RECORD

LT. COLONEL A.T. PUMPHREY (LEFT) OF THE USAREUR HEADQUARTERS AVIATION BRANCH PRESENTS MAJ. HARVEY C. MAYSE, COMMANDING OFFICER OF SETAP'S 110TH AVIATION COMPANY, WITH A PLAQUE CITING THE UNIT FOR ATTAINING THE HIGHEST TOTAL OF GROUND CONTROL APPROACHES IN USAREUR FOR THE MONTH OF MAY. THE 110TH'S 707 GCA'S WAS THE HIGHEST EVER RECORDED IN USAREUR IN ANYONE MONTH. CAPTAIN THOMAS L. MCCORD (RIGHT) RECORDED 274 GCA'S IN MAY AND ALSO PILOTTED THE AIRCRAFT WHICH MADE THE 7,000TH GCA RUN AT SETAP'S BOSCOMANTICO ARMY AIRFIELD NEAR VERONA, ITALY.

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TIP TURBOJET



HILLER AIRCRAFT COMPANY HAS BEEN AWARDED A CONTRACT BY THE U.S. ARMY TRANSPORTATION RESEARCH COMMAND AT FORT EUSTIS, VA., TO DESIGN A GIANT ROTOR SYSTEM POWERED BY TURBOJET ENGINES MOUNTED AT THE ROTOR BLADE TIPS. THE AWARD WAS WON BY HILLER IN AN INDUSTRY-WIDE COMPETITION WHICH OPENED IN JANUARY. VALUED AT \$953,000, THE CONTRACT WILL BE THE FIRST OF SEVERAL PHASES LEADING TO THE CONSTRUCTION OF A FLYING ARTICLE, IF THE STUDY INDICATES FEASIBILITY. CONTINENTAL AVIATION AND ENGINEERING CORP. SERVES AS THE ENGINE SUB-CONTRACTOR.

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OLDTIMERS

TWO FORMER ARMY AVIATION INSTRUCTORS RENEW THEIR FRIENDSHIP AT A RECENT ARMY AVIATION ANNIVERSARY CELEBRATION HELD AT FORT WOLTERS, TEXAS. MAJOR ALVIN R. HACKBARTH (LEFT) IS A MEMBER OF CLASS 63-6Q AT THE U.S. ARMY PRIMARY HELICOPTER SCHOOL, AND LT. COLONEL JAMES W. HILL, JR., IS THE ASSISTANT COMMANDANT OF THE HELICOPTER SCHOOL AT WOLTERS. BOTH OFFICERS PARTICIPATED IN THE INITIAL PROGRAM OF ARMY AVIATION IN EARLY 1942 WHEN THEY WERE ASSIGNED TO THE DEPARTMENT OF AIR TRAINING AT FT. SILL, OKLAHOMA.



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OBITUARIES

PHILIP D. JONES

Major Philip D. Jones, former commander of the 21st Aviation Company and the 8305th ACR Company, Fort Rucker, Ala., died at Brooke Army Hospital, Fort Sam Houston, Tex., on February 10, 1963. He leaves his wife, Betty, and two daughters, Lisa and Paula. His widow and children reside at 914 East Weinert Street, Seguin, Texas.

CURTIS J. STECKBAUER

Captain Curtis J. Steckbauer, an Army Aviator assigned to the 52nd Aviation Battalion in Vietnam, was killed on July 1, 1963, on an airstrip in South Vietnam. His light utility plane crashed as he was taking off. He is survived by his widow, Sharon Niles Steckbauer, resides at 3213 Lindbergh Drive, Manitowoc, Wisconsin.



AAAA NEWS

NATIONAL BOARD TO MEET AUG. 9-11

The National Executive Board of AAAA will conduct its regular quarterly meeting on August 9-11, 1963, at the Gramercy Inn, Washington, D.C.

Prior to the general Board meeting on Saturday, August 10, the six-member National Awards Committee will convene at the Gramercy Inn on August 8 to select the winners of the 1962-1963 National Awards. This separate committee meeting will be followed by a meeting of the five-member National Nominations Committee on Friday, August 9. The latter committee, composed of the current AAAA President, the past Presidents of AAAA, and the Executive Vice President, has the responsibility of nominating four candidates for National Executive Board duty for the 1963-1966 term of office. The names of the nominees will be placed before the general membership for approval during the AAAA Business Session at the forthcoming Annual Meeting in Washington.

During the course of the general Board meeting on August 10, the Board members will hear the reports of the National Nominating Committee, the National Awards Committee, the Long-Range Planning Committee, the Science Awards

Committee, and the Reserve Forces Committee. A separate report on the AAAA Scholarship Program will be provided by Bryce Wilson, the Trustee of the Foundation Governing Board.

Brig. Gen. John J. Tolson, Chairman of the 1963 AAAA Annual Meeting Committee, or A.D. "Dusty" Hight, Co-Chairman, will provide the Board members with an up-to-date summary on planning for the 1963 Convention.

ATLANTA CHAPTER FORMED

Quad-A members in the general Atlanta, Ga., area have activated a separate Chapter activity of AAAA, conducting their activation meeting on July 15 at the Atlanta Army Depot Officers Club.

With tongue in cheek, the members engaged in a mild form of upmanship by adopting the Chapter nickname of "Quint-A" (the Atlanta Chapter of AAAA).

The new Chapter plans to meet monthly at the Atlanta Army Depot, with an occasional meeting at Fort McPherson, home of Third Army. The Chapter is making strong efforts to have personnel of the 81st Division (Reserve) join with it in Quad-A activities.

Members in Vietnam (APO 91) and Buffalo, New York, have also requested "Chapter activation data."

**ANNUAL MEETING
REGISTRATION OPENED**

Members desiring to complete Advance Registration for the Oct. 22-24 AAAA Annual Meeting may do so by completing the clip-out coupon below and submitting this coupon, together with their registration check, to AAAA, Westport, Conn. The registration fee covers the registration of the member and his attendance at the AAAA-Industry Reception to be held on Tuesday evening, October 22, at the Sheraton-Park Hotel, Washington, D.C. The single registration fee is intended to include the registration of the member's wife.

Tickets for the Annual Honors Luncheon to be held on Thursday, October 24, are \$6.00 each. Chapter or Industry tables seating ten persons may be reserved prior to the Convention by forwarding a check for \$60 for each ten-seat table to AAAA, Westport, Conn. Member, Chapter, Delegate, and Industry tables will be interspersed with the assignment of tables being made in the order in which purchases are made.

Single tickets and tickets for ten seat tables may be picked up at the AAAA Information Desk starting at 12 noon on Tuesday, October 22.

Members are urged to contact the Sheraton-Park Hotel directly for individual accommodations.

**REGISTRATION FORM
AAAA ANNUAL MEETING**

Enclosed please find \$..... in payment for my registration for the October 22-24, 1963 Annual Meeting and the tickets that I have indicated below:

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

NAME

ADDRESS

CITYSTATE

UNIT OR FIRM

FULL PAYMENT MUST ACCOMPANY THIS REGISTRATION
Forward Check and Registration Form to: AAAA, Westport, Conn.
Cancellations will not be accepted after October 8, 1963

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Washington Representative
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Chief Pilot
MR. G.R. JACKSON
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MR. FREDERIC KROLL
Sales Engineer
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Sales Engineer
MR. ZANE L. ANDERSON
Sales Manager
MR. RAY HABERMANN
Sales Engineer
MR. LAMAR MURRAY
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Sales engineer
MR. LESLIE SCHOOLFIELD
Technical Service Engineer
MR. ROBERT ROSS
Sales Engineer
MR. WILL ROSS
Mgr. Industrial R-D Dev Dept.

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MR. B. SIMMONS
Chief Engineer GD-Convair
MR. H.C. TAFE
Director, Foreign Govt Relations
MR. H.B. HENDERSON
New York Office
MR. R.J. PATTON
Chief of Aerodynamics GD-FW
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Director, Advanced Engineering
MR. D.H. DIGGES
Director, Contracts GD-Convair
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GD Office, Huntsville, Alabama
MR. C.J. HEINE
GD Office, Washington, D.C.
MR. F.C. PHILLIPS
Canadair Representative, GDC

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MR. S.J. BURKOT
No Title Given, Birmingham
MR. W.T. NEAL
Division Mgr. Ft. Rucker Div.
MR. C.D. BROWN
Sr Project Engineer, Birmingham
MR. A.W. MORGAN
Vice Pres of Opos, Birmingham
MR. GEORGE LINDHOLM
Div Mgr, Napier Field Division
MR. JOHN F. DAVENPORT
Asst Project Engr, Birmingham
MR. C.T. SCOTT
Administrative Engr, Birmingham
MR. J.W. HOLLOWAY
Director of Engr, Ft. Rucker
MR. G.O. PETERSON
Division Manager, Honda

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Vice Pres. - Engrg. & Research
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Manager, Military Requirements
MR. EDWARD KOCH
Service Manager
MR. JOHN NICHOLS
Manager, Advance Planning
MR. ROBERT R. ANDERSON
Chief Engineer
MR. RICHARD L. PECK
Director of Flight
MR. WARREN T. ROCKWELL
Washington Representative

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Manager, Helicopter Department
MR. KENNETH B. AMER
Chief Helicopter Research Engr.
MR. E.E. COHEN
No Title Given
MR. R.J. HURLEY
Administrator, Marketing Div.

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MR. JOHN F. HOAR
Director of Sales
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Chairman of the Board
MR. ARTHUR CADE
No Title Given
MR. ROBERT BROGAN
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Comptroller
MR. JOSEPH W. RESS
Vice Pres., General Counsel
MR. PRESTON WEBB
Secretary
MR. BENJAMIN KAYE
Public Relations Director

MILITARY AVIATION PLACEMENT SERVICE

POSITIONS WANTED

ADMINISTRATIVE-FLIGHT

■ **ARMY AVIATOR**, Officer, married, rotary-wing and instrument qualified leaving service in September, 1963 desires employment with a company of any size offering helicopter transportation service. A position offering opportunities in office management or personnel relations in addition to flying duties would be preferable. Write AAAA, Box 5145, for resume.

■ **COMMERCIAL PILOT** with instrument card. Single engine. Desires flying and administrative opportunity. BA Degree with mathematics major and physics minor. Former officer in Army and high school teacher. Write AAAA, Box 6527, for resume.

■ **HELICOPTER PILOT** with FAA rating in S-58 and Vertol 44. Commercial experience, over 1,000 hrs. BBA Degree (Business Administration); Army Aviator. Seeking responsible opportunity. Age 26. Alert, capable, and conscientious. Married. Write AAAA, Box 1239, for resume.

ADMINISTRATIVE-FLIGHT-SALES

■ **EMPLOYMENT** in flying, flight management, airfield management, and/or sales; a position with responsibility commensurate with the ability and experience I have gained in 16 years and 6,500 hours in Army aviation; one year as civilian helicopter test and instructor pilot with foreign manufacturer. A permanent location is desired. Travel, including foreign, is acceptable. For resume, write AAAA, Box 801.

■ **AVIATION MANAGEMENT**, public relations, sales, maintenance or flying. 2,000 hours with single and multi-engine fixed-wing, helicopter, and instrument ratings. Aircraft maintenance officer with six years' experience, including 5th echelon (school-trained). Winning personality, college degree, age 32, fluent in Spanish. Will accept stateside or overseas assignment. Married, responsible. Permanent position with a future desired. Write AAAA, Box 4666, Westport, Conn.

■ **EX-ARMY AVIATOR**, age 30, with a BS Degree in Business Administration and experience with one of the country's largest corporations;

desires a position in the aviation or allied industry. Commercial pilot's rating, single engine land and sea, rotorcraft, instrument rated and class rated in Vertol 44 with in excess of 2,000 hours of civilian and military flight time and prior aviation sales experience. Write AAAA, Box 7357, for resume.

■ **SUPERVISOR**, Pilot, Administrator, Technician, or Salesman. Qualifications: 6 yrs as Aviation Maintenance Officer; 2-1/2 yrs Aviation Officer on General's Staff; 4-1/2 yrs as NG Army Aviation Advisor; 4,850 flying hours with 965 in helicopters; Commercial Pilot, airplane single engine and multi-engine; Helicopter and instrument rated; Master Army Aviator; Army Special Instrument Card. Write AAAA, Box 3931, for resume.

■ **EXPERIENCED**, hard-working 40 yr. old VP & Director desires affiliation with fixed or rotary-wing manufacturer or distributor in sales administration or direct sales. Ten years of corporate nationwide sales & sales admin. contacting purchasing & admin. execs of major corps. Also experienced in R & D, production management, and purchasing. Senior Army Aviator, 4 yrs. active and 15 yrs. reserve duty in AA with approx. 2,000 hrs flight time in light aircraft. Com'l instrument fixed-wing and rotary-wing qualified. For complete resume, write AAAA, Box 497, Westport, Conn.

PART-TIME AVIATION POSITION

■ **INTERESTED** in part-time aviation employment during law school attendance at Ann Arbor, Mich. FAA Commercial Pilot Rating, 900 hours flying experience, qualified in U-6 and O-1 (L-20 and L-19) aircraft only with current Army Standard Instrument Ticket. Write AAAA, Box 5500, Westport, Conn.

FLIGHT-INSTRUCTIONAL-TEST

■ **DUAL RATED** Army Aviator with a CAA commercial rating - single engine land and rotorcraft. Graduate of the Army's Aircraft Maintenance Officer Course. Desires a test, instructional or operational position, preferable rotary-wing. Available on or after 26 June 1963. Write AAAA, Box 4487, for resume.

ADMINISTRATIVE-MAINTENANCE

■ **RETIRED MAJOR**, Army Aviator,

age 38, desires position in administration or maintenance with aviation industry. Have had over 6 years of experience with Army aviation in helicopter companies as unit commander, and in fixed maintenance shops as officer-in-charge. Desires location in southeastern or southwestern part of the United States. Write AAAA, Box 1694, for resume.

FLIGHT

■ **ARMY AVIATOR** with approximately 1,000 hours of helicopter time desires employment as a helicopter pilot. Majority of flight time in Sikorsky S-55's and Bell H-47's. Experienced in mountain flying and as a flight instructor at a major military flight training facility. Separated from active duty on 15 March 1963. Write AAAA, Box 6289, for resume.

ADMINISTRATIVE-OPERATIONS

■ **PRESENTLY** employed as an Air Operations Specialist in aviation. Previous to my service duty I was a salesman as well as having administrative experience. After separation from the service (date known), I would like to be related with the field of aviation, either in Air Operations or in an administrative capacity. Write AAAA, Box 6508, for resume.

HELP WANTED

■ **PILOTS**, single and multi engine fixed and rotary wing aircraft qualified. Commercial license with Instrument Rating required. Salaries range from \$8,400.00. Forward resume or inquiry to AAAA, Box 2362, Westport, Conn.

■ **A & P MECHANICS**. Must have valid A & P license. IA desirable. Experience on multi-engine aircraft required. Renumeration is approximately \$120.00 per week with overseas bonus where applicable. Send resume to AAAA, Box 2362.

■ **AIRCRAFT** Sheet Metal Workers. Experienced in aircraft sheet metal work including modifications. A & P desirable, but not required. Send resume to AAAA, Box 2362.

■ **ELECTRONICS** Technicians. Experience in aircraft communications and radar installation and maintenance necessary. Send resume to AAAA, Box 2362, Westport, Connecticut.

AAAA ANNOUNCES

\$1,500 SCHOLARSHIP

The Army Aviation Association will present a \$1,500.00 Scholarship Award for 1963-1964 during the course of the forthcoming AAAA Annual Meeting in October. The funds for this Scholarship were made available through the generous contribution of the Ryan Aeronautical Company of San Diego, Calif.

The contribution initiates a major Association program of scholarship awards intended to provide financial assistance to the selected children of members of the Association who intend to pursue courses of instruction at accredited colleges and universities.

Administration of the scholarship program will be handled by a separate Foundation Governing Board established by the AAAA with overall scholarship fund contributions to be retained by the Foundation. Bryce Wilson, National President during 1959-1960, will serve as the Chairman and Trustee of the newly-established, five-member Foundation Governing Board.

ELIGIBILITY

The 1963-1964 AAAA Scholarship Award sponsored by Ryan will be presented to the recipient who shall be:

The son or daughter of a member or deceased member of the AAAA.

A high school senior or graduate. Unmarried.

A citizen of the United States.

Applicants who meet the eligibility requirements outlined above may make application for the '63-'64 Scholarship and will be required to furnish:

Proof that he (or she) is the child of a member or deceased member of the Association.

A transcript of his high school scholastic record covering the four academic years.

A transcript of his record in the College Board Admission Test for the College Entrance Examination Board.

Proof that he (or she) has been accepted for Fall, 1963 entrance at an accredited college or university.

INTERVIEW

Upon receipt of this documentation, the National Office of AAAA will furnish a brief questionnaire to the applicant with instructions to report to a group of interviewing officers selected from the membership of the nearest local Chapter, or concentration of membership. During the course of the interview the interviewing officers will complete the questionnaire which shall serve as part of the documentation required for award consideration.

The final selection will be made by the AAAA National Awards Committee, a permanent Standing Committee of the National Executive Board of the AAAA. The selection

(Continued on the Next Page)

is designed to place the competition for a Scholarship Award on a fair and impartial basis and to consider the qualifications and merit of each individual.

APPLICATION DATA

An individual application may be submitted directly by any interested student. The application should be typed and submitted in three copies, an original and two carbon copies. All questions should be answered with the applicant placing a "No" or an "X" in any blank that is not applicable.

The application form should include the following:

1. Full name
2. Permanent home address.
3. Place of birth.
4. Date of birth.
5. If foreign born, date natural-

ized, place where naturalized, and Certificate Number.

6. High Schools attended, to include dates attended, years completed, and date of graduation.

7. Other Schools attended, to include dates attended, years completed, and date of graduation.

8. An outline of extracurricular activities, to cover participation in:

- a. Athletics
- b. Student Government
- c. Clubs, Societies, and Organizations.

d. Scholarships, Honors, and Awards, etc., to include athletic or academic scholarships.

e. Part or Full Time Employment while in a student status.

9. Personal History (Indicate any aviation or related subjects studied).

10. A statement that as an applicant you have not been arrested, summoned into court as a defendant, or indicted, convicted, imprisoned, or placed on probation, and that no case has been filed against you, as an applicant, or that you have been ordered to deposit collateral for an alleged breach or violation of any law, police regulation, or ordinance.

11. Signature.

12. Signature of father, or signature of mother if father is deceased.

An individual application, together with the necessary documentation, should be submitted on or before 1 September 1963 to:

Chairman
AAAA Nat'l Awards Committee
1 Crestwood Road
Westport, Connecticut

HAPPY OCCASION



■ It was a happy occasion when Maj. Gen. William B. Bunker spoke to the members of the Lindbergh Chapter in June. Mrs. Bunker drove to St. Louis with him. Here they are with some of the officers of the AAAA Chapter which the General founded. Left to right are: Joe Moro, President; Mrs. Bunker; Gen. Bunker; Mrs. Moro; Col. Earl H. Hauschultz, AVSCOM Deputy Commander; and Tony Hronick, VP for Industrial Affairs, and Grumman representative.



MAPS!

a foot in the door

By knowing where a job opportunity exists you have one foot in the door. Finding the job opening is half the battle.

The *Military Aviation Placement Service (MAPS)* sponsored by the *Army Aviation Association* is designed to accelerate the placement of qualified personnel who are committed to separation or discharge from the service. The *Service* accomplishes this by placing the applicant in direct contact with a firm or firms that have signified that they have a definite job opening in his category.

As an AAAA Member, your qualification resume (provided to you by the AAAA) will be reproduced and forwarded to the firm listing the job opening in which you are interested.

How does this help you? Your time and effort will not be wasted in snowing firms with resumes, firms that, unknown to you, have posted "No Vacancy" signs.

How does this help the employer? The MAPS Clearing House service will not waste his time. He has your resume and your qualifications; he knows when you will be available; he can hire.

Every effort will be made by the AAAA to coordinate job placement through *MAPS*. If you are committed to civilian employment within the aviation industry, write for additional details today. AAAA, Westport, Conn.



19 hrs. 20 min.
AIRBORNE

**The Caribou CV-2B is the World's
First Army STOL Utility Aircraft
with a ferry range of 2,500 miles.**

The U.S. Army's flight of 18 Caribou aircraft in 1962 from Fort Benning, Ga. to Thailand — a distance of 11,000 miles—proved Caribou deployment capability to Overseas bases anywhere in the World.

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DOWNSVIEW

ONTARIO

Washington Representative: J. E. McDonald—319 Tower Building—14th & K Sts. N.W.
St. Louis Representative: T. E. Hall—P.O. Box 7093—St. Louis 77, Missouri.



Expressive hands, accentuated by long brass finger thimbles, spell out a colourful gesture of greeting and respect in Thailand's traditional language of the dance.