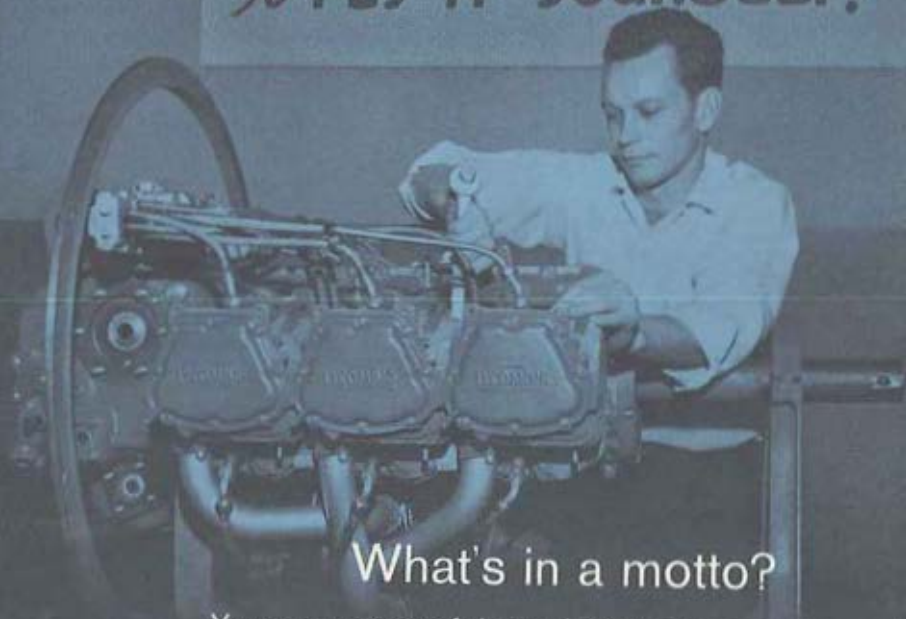


ARMY AVIATION

OCTOBER—NOVEMBER, 1963

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AS THOUGH YOU WERE GOING
To FLY IT YOURSELF!*



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chipook

PROGRESS

CHINOOKS EMPLOYED IN "OPERATION SKY SOLDIER I"

—During the period of 23 September through 11 October, eight Chinooks from Company A of the 228th Assault Support Battalion of the 11th Air Assault Division at Fort Benning, Georgia were employed at Fort Stewart, Georgia in the battalion-size field exercise "SKY SOLDIER I". This exercise was the culmination of the first phase of the U.S. Army's Test and Evaluation of Air Mobility (TEAM). Throughout the exercise, the number of Chinooks available for missions exceeded the number that were scheduled. Two other Chinooks are now in Alaska for cold weather testing by the U.S. Army and the U.S. Air Force.



SUMMARY

November, 1963



BOEING

VERTOL DIVISION

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CECCO's Model TA-1, a complete unitized fuel control system, is shown in position on cutaway model of Lycoming's T-53 gas turbine engine. It incorporates a dual-element main fuel supply pump, free power turbine governor, automatic altitude and temperature compensation, and integral emergency fuel metering system.

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AAAA ANNUAL MEETING

A COMPLETE SUCCESS!

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

AFTER the strenuous four-day AUSA/AAAA Annual Meeting, it would appear that everything has settled back into place again. For those of you around the world who were unable to attend the Annual Meeting, I must say that in all respects it was a complete success. The AUSA Panel on Air Mobility received many favorable comments from all parts of the Army and industry. I will not bother you with further details since the entire program will be adequately covered through other media.

OFF-THE-SHELF

In the budget submission for 1964, there were included three trainer type aircraft. These were a primary helicopter trainer, a helicopter instrument trainer and a fixed wing twin engine instrument trainer. After the budget was examined and finally approved, money was allocated for the primary helicopter trainer and the helicopter instrument trainer. Areas in the proposed 1964 pro-

MACH 7

MACH 5

MACH 3

MACH .65

MACH .52



Now, what's beyond Mach 7?

Beech "Imaginity" in missile target systems is finding out

How fast will tomorrow's missile target systems need to be? The answer: just as fast as the speediest enemy hardware—jets or missiles—that Free World gunners may have to shoot at. What will it take to provide these advanced missile systems . . . to turn "impossible" requirements into solid reality by the time they are needed?

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tudes of 90,000 feet. It gives today's most advanced weapon systems a realistic challenge to their capabilities.

But, just as important, Beech has already designed a family of missile target systems for a wide variety of defense training missions, ranging from Mach .52 to Mach 7—and is now reaching out beyond that.

This kind of probing into the future, plus Beech "Imaginity" in design, development, fabrication and testing has given Beech a head start on development of the advanced missile systems that will be needed for tomorrow's training and air defense requirements.

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curement of off-the-shelf trainers that are of general interest follow:

a. The addition of off-the-shelf trainers represents a change to the family of Army aircraft.

b. Rationale for the procurement of off-the-shelf trainers indicated that aircraft operated for either commercial or military purposes possess the same general flight characteristics (Control applications and operations under instrument conditions are comparable.). Therefore, either a commercial off-the-shelf or specifically procured military machine may be used to impart initial flight instruction.

c. Procurement of off-the-shelf trainers will release military types used for training for redistribution to tactical units.

d. Since civilian off-the-shelf trainers are generally smaller, lighter and have less horsepower and performance, they offer economy of operation in comparison to their military counterparts.

e. They are used quite successfully by FAA supervised schools. Evaluation of several contenders for the proposed procurement of off-the-shelf aircraft is now being concluded at Fort Rucker by a combined team from the Aviation Test Board, USABAAR, the Aviation School and the Primary Helicopter School.

FLYING HOUR PROGRAM

You have probably heard something of and are certain to hear more about the "Army Annual Flying Hour Program." The rapid growth of aviation in the Army, the broadening of responsibilities for opera-

tion and support and recent changes in funding requirements all point clearly to the need for new management techniques and for increasing the effectiveness of our existing management system.

The Army Annual Flying Hour Program, for which ACSFOR is now responsible, will provide for the current and four following years the hours forecast to be required for the accomplishment of the Army's mission including such things as operational requirements, individual, unit and combined training and field exercises. These forecasts, revised as required to reflect changes in mission and aircraft distribution, will be used as the basis for programming the provisioning and distribution of repair parts, for programming maintenance and installation support and for programming the requirement for and distribution of operating funds.

COSTS OF OPERATION

Costs of Operation and Support of Army Aircraft. The translation of a flying hour program into dollars needed for support requires the development and use of cost data appropriate to the various funding programs involved. The consumer funding for the operation and for organizational and field maintenance is getting increased attention. A recent DA letter (AGAM-P (M) (18 September 1963) COMPT-SD, 25 September 1963, subject: "AR 11-46 Cost and Performance Summary Reporting - Operation of Tactical Forces Aircraft") is intended to assist you in accumulating cost data in this area.

Merging man/machine/mission



U.S. ARMY

OH-5A

**Design of crew positions and cabin contour provides minimum frontal area consistent with comfort and adequate operating space.*

**Aft cabin doors close flush with fuselage, eliminating drag, or can remain open in flight.*

**Engine exhaust and cooling air "fill in" air stream discontinuity behind upper contour.*

**Vertical surface increases yaw stability.*



**Low tail boom configuration selected from wind tunnel tests for minimum drag and best aerodynamic stability.*

**Underside of fuselage is aerodynamically clean and uninterrupted.*

**Energy-absorbing torsion tubes of landing gear aligned with forward flight, are faired cleanly.*

Airfoil-shaped landing gear struts.

MORE THAN MEETS THE EYE. There is plain logic behind the classic airplane lines of the Army's new OH-5A Light Observation Helicopter: one-third the fuselage drag of present light helicopters; speeds exceeding 140 mph in initial flight tests; speed potential beyond 200 mph when needed for future missions.

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ARMY AIRFIELD FACILITIES

We are continuing to push for aviation's share of the annual Army military construction budget. Long before the first shovel of dirt is turned, each project for construction of Army aviation facilities must be individually justified, not only within the Department of Army Staff but also before representatives of the Department of Defense, Bureau of the Budget and Congress.

It is essential that the DD Form 1391 submitted for each project contain detailed information regarding the need for the facilities. Each project request should provide an analysis of the current facility limitations at the airfield involved and clearly show how the proposed

facilities will enhance operations.

Airfield commanders and staff officers who become involved in preparing justification data for facility projects are reminded of the adage regarding the picture that is worth 1,000 words. A simplified drawing of the airfield showing how each proposed new facility is incorporated into the master plan is extremely useful in the justification process and helps to insure authorization and funding. Deletion of a project from a given fiscal year program means a wait of at least one additional year for needed construction. Such delays can be quite critical in view of the two to three year lead time between project proposal and final completion.

ARMY OH-23G SETS 6 WORLD SPEED RECORDS

Piloted by Captain Bertram G. Leach, a U.S. Army OH-23G sped across the desert sands near Edwards AFB, Calif., in early November, shattering two previous helicopter world speed records and establishing four new ones.

Captain Leach, shown being congratulated by Stanley Hiller, Jr., Hiller Aircraft president, flew the Army standard light observation helicopter over three courses for speed over a straight course, and three courses for speed over a closed circuit. Certification of the records is now pending with the Federation Aeronautique Internationale.

Captain Leach, a veteran Vietnam combat support helicopter pilot, is assigned as a Logistical Evaluation Project Officer at the Army Aviation Test Board, Fort Rucker, Ala.



Records set for the E1B class (1,102-2,204 lbs): 123.67 mph on a 3-kilometer straight course, 123.58 mph on a 15/25 kilometer straight course, and 119.81 mph on a 100 kilometer closed circuit. E1C class records set (2,204-3,858 lbs): 123.44 mph, 123.77 mph, and 121.70 mph respectively over the same three courses.



1963 AAAA ANNUAL MEETING



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"Gerry" Gerard accepts gavel from "Jim Davis"

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To Be Appointed.

■ MILITARY MEMBER:

Brig. Gen. Robert R. Williams, Fort Benning, Ga.

■ CIVILIAN MEMBERS (1):

To Be Appointed.

■ MILITARY MEMBERS (4):

Brig. Gen. Robert R. Williams, Fort Benning, Ga.

Colonel Allen M. Burdett, Jr., Falls Church, Va.

Colonel Robert F. Cassidy, Fort Rucker, Alabama.

One Member to be appointed.

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National Executive Board members are elected to office for a three-year term under a staggered election system. National Members-at-Large are appointed for a one-year term of office by the National President. Regional- and Chapter Members-at-Large serve on the National Board concurrent with their local term.

REMARKS OF JAMES N. DAVIS,
PRESIDENT OF THE ARMY AVIA-
TION ASSOCIATION OF AMERICA:

"Ladies and gentlemen. I would like to welcome you to the Fifth Annual Honors Luncheon of the Army Aviation Association.

I would like to introduce to you some of the guests who have honored us today with their presence who are sitting at our head table.

We have Major General Charles Brown, the Chief of Chaplains, U.S. Army, who gave our Invocation.

On my far left we have Brigadier General John J. Tolson, the Director of Army Aviation, Office Assistant Chief of Staff for Force Development, Department of the Army, and most important, the Chairman of the 1963 AAAA Annual Meeting Committee, and he's the man who spearheaded the group who worked so hard to make this Annual Meeting a great success.

Next, Lt. Gen. William W. Dick,



NATIONAL AWARDEES CITED AT HONORS LUNCHEON

RECIPIENTS ACCORDED NATIONAL RECOGNITION FOR ACCOMPLISHMENTS

Jr., our new Chief of Research & Development of the Department of the Army.

On my left, Major General Clifton F. von Kann, the Commanding General of the U.S. Army Aviation Center, Fort Rucker, Alabama.

Mr. William Ong, President of the National Aeronautics Association.

Lieutenant General Ben Harrell, Assistant Chief of Staff for Force Development of the Department of the Army.

And Lieutenant General Walter L. Weible, USA-Ret., Executive Vice President of the Association of the U.S. Army.

Lieutenant General Walter K. Wilson, the Chief of Engineers, Department of the Army.

The Honorable Edmund T. Pratt, Jr., Assistant Secretary of the Army for Financial Management.

Lieutenant General Robert W. Colglazier, Jr., the Deputy Chief of

AAAA ANNUAL MEETING



TOP: Delegates and Members listen attentively to Colonel Robert M. Leich, National Nominations Chairman (right foreground) as he covers a point during the course of the general membership business session.
BOTTOM LEFT: Several of the 119 attendees from Fort Rucker, Ala., check in at the Transportation Desk during the registration process.
BOTTOM RIGHT: "Pins, ties, decals?" Three of the Registration girls vie for the attention (and \$) of a wandering registrant, putting out with their own version of the airlines' "Coffee, tea or milk" pitch. At this particular convention, coffee, pins, and ties were in great demand - and the decals, tea and milk went begging. (US Army photo)



the Continental
model 231-2, 522-hp fixed shaft gas turbine engine . . .

today has more than

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total hours
with more than

14,000

flying hours in . . .



. . . these aircraft



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FIFTH ANNUAL MEETING

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ADMINISTRATION
Lt. Colonel Christopher B. Sinclair

AAAA-INDUSTRY RECEPTION
Mr. A.L. Rodes
Lt. Colonel Nelson A. Mahone, Jr.

PRESS CONFERENCE

BELOW: Brigadier General John J. Tolson, Director of Army Aviation, OACSFOR, Department of the Army, and Chairman of the 1963 AAAA Annual Meeting Committee, addresses the members of the press at the Thursday, 24 October Press Conference held prior to the Fifth Annual Honors Luncheon. AAAA National President James N. Davis (standing to the left of the lecturer) welcomed the members of the press and provided a general briefing on the objectives and purposes of the Army Aviation Association. (U.S. Army photo)



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GRUMMAN

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Staff for Logistics, Department of the Army.

General Robert J. Wood, Director of Military Assistance, Office Assistant Secretary of Defense (ISA).

The Honorable Paul R. Ignatius, Assistant Secretary of the Army for Installations and Logistics.

The Honorable Najeeb Halaby, Administrator of the Federal Aviation Agency . . . and one of the best MC's I know. I wish I had his stories. (Laughter).

We are here today, ladies and gentlemen, to honor those individuals and units which have been selected as a symbol of a kind of initiative and energy which makes Army aviation so successful in its support of the organic combat divisions and combat branches of the Army, and to this effect, we have a series of awards which we would like to make today, and I would like to introduce to you the Honorable Howard E. Haugerud, the Deputy Inspector General for Foreign Assistance, Department of State, and the President of the James H. McClellan Foundation, to make the first award."

REMARKS OF THE HONORABLE HOWARD E. HAUGERUD:

"Thank you, Jim. Senator McClellan, Secretary Vance, and Honored Guests and fellow Army Aviators. It's been one year since I've had the privilege of talking with you, and as most of you know, I've made a job change since that time, and this may well be the last year that I can speak to you as a public official for I am going to make a public confession today, seeing that we have Senator McClellan with us.

I have been writing letters to my banker - some of it on official stationery - (Laughter) - not just checking on my account, but I have deliberately attempted to influence the president of a bank with one of his depositors.

I have asked the president on numerous occasions to try to get this depositor to leave more of the funds in the bank (Laughter). I have been unsuccessful, but I have tried. This banker happens to be my father-in-law and the smallest depositor is with me here today. (Laughter).

It is always a reward for me to be able to participate in this presentation because it was established in honor of my closest friend, and it is the type of thing that I feel is a fitting memorial to his memory, and it gives me a great deal of pleasure to announce that this year's award is being presented to Colonel James F. Wells.

Will you come forward, Colonel Wells? (Applause). Will you read the citation please, Mr. Davis?"

REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:

"Colonel James F. Wells was instrumental in establishing a research approach to the subject of Army aviation safety.

Colonel Wells was largely responsible for the establishment of the U.S. Army Board for Aviation Accident Research, and served as the President of this organization during its formative stages.

He was also primarily responsible for establishing strong liaison links with the Navy and the Air Force, which resulted in a continuing

McCLELLAN AWARD



THE HON. JOHN L. McCLELLAN PRESENTS THE 1962-1963 "JAMES H. McCLELLAN AVIATION SAFETY AWARD" TO COL. JAMES F. WELLS, CITED FOR HIS MANY CONTRIBUTIONS TO AVIATION ACCIDENT RESEARCH, THE FORMER DIRECTOR OF USABAAR IS CURRENTLY ASSIGNED TO TAIWAN.

flow of aviation safety information among the Services." (Applause).

(The Honorable John L. McClellan)

On the front
need, LTV
— the first
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capability
This no-no
aircraft wit

**... payloads or
promises ?**

would like to express profound appreciation to Senator McClellan for his recognition in establishing this award. On behalf of my wife Inez and myself, my sincere thanks to Quad-A." (Applause).

REMARKS OF JAMES N. DAVIS,
PRESIDENT OF THE AAAA:

"I'd like to ask the Honorable Stephen Ailes, Under Secretary of



MAJ. GENERAL CHARLES E. BROWN, CHIEF OF CHAPLAINS, U.S. ARMY, AND MRS. BROWN (LEFT) ARE SHOWN WITH MRS. ROBERT H. SCHULZ, THE WIFE OF THE DEPUTY DIRECTOR OF ARMY AVIATION, DURING THE RECEPTION HELD FOR DISTINGUISHED

AA OF YEAR



the Army, to step forward to make the award for the "Army Aviator of the Year." (Applause).

REMARKS OF THE HONORABLE STEPHEN AILES, UNDER SECRETARY OF THE ARMY:

"Ladies and gentlemen, as you all know, in South Vietnam these days traditions of Army aviation are being made on a daily basis - traditions that will bolster Army aviation for years to come.

Army Aviators over there are risking their lives in a grim and difficult and dirty war. I think it is particularly fitting that the recipient of the Award of "Army Aviator of the Year" be a man who is being honored for his achievement in that theater. I would like to ask Captain Emmett F. Knight to come forward, please." (Applause).

REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:

going to make a public confession today, seeing that we have Senator McClellan with us.

THE ARMY VICE CHIEF OF STAFF, GENERAL BARKSDALE HAMLETT, IS SHOWN WITH CAPTAIN EMMETT F. KNIGHT FOLLOWING THE LATTER'S RECEIPT OF THE 1962-1963 "ARMY AVIATOR OF THE YEAR AWARD," CITED FOR HIS MANY ACHIEVEMENTS WHILE SERVING IN VIETNAM, THE AWARDEE IS CURRENTLY SERVING AS A STUDENT AT USATSCH. (USA PHOTO)

James F. Wells.

Will you come forward, Colonel Wells? (Applause). Will you read the citation please, Mr. Davis?"

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He was also primarily responsible for establishing strong liaison links with the Navy and the Air Force, which resulted in a continuing



... payloads or promises ?

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**REMARKS OF JAMES N. DAVIS,
PRESIDENT OF THE AAAA:**

"I'd like to ask the Honorable Stephen Ailes, Under Secretary of

On the front line, the need for supplies is urgent. To fulfill that need, LTV teamed with Hiller and Ryan to develop the XC-142 — the first and only V/STOL aircraft with payload capabilities for operational missions.

Rather than a V/STOL prototype based on unproven new concepts, the XC-142 was conceived as a four-engine turboprop transport capable of moving 4 tons of cargo at 250 kts. A tilting design with deflected slip-stream gives it the V/STOL capability it needs.

This no-nonsense approach to the problem has produced an aircraft with the ability to take off vertically, carry an 8,000-lb.

an unprepared site, hover ten minutes if required, flood, then take on a 4,000-lb. cargo for the 200-mile

It can be ferried 2,600 miles at 25,000 ft. and 240 carry a 20,000-lb. payload 400 miles in conventional configuration.

Design on the XC-142 is complete and the first flight is for summer of next year — an aircraft ready to fly loads, not promises. Chance Vought Corp., Aero-ord Missiles Division, P. O. Box 5907, Dallas, Texas. of Ling-Temco-Vought, Inc.

V LEADERSHIP THROUGH VERSATILITY

bers of the Quad-A for this honor, but my gratitude really remains largely for the officers and men of the 57th Transportation Company with whom I had the honor to serve in South Vietnam.

An Operations Officer, as most of you are aware, could real easily be compared to a funnel. He primarily acts as an agency through which the individual talents and energies of the members of the helicopter company can be directed into action.

ACKNOWLEDGMENT

I would particularly like to thank two groups within that organization. First, the maintenance and enlisted flight personnel. No unit can operate successfully without the outstanding quality which many of us in Army aviation have come to accept as routine. We had the finest.

Secondly, the people I dealt most directly with over there - the warrant officer pilots. These are the individuals within the Transportation Light Helicopter Company who flew the missions. Many of the warrant officers in the 57th logged well over 300 hours of combat support time. They were guaranteed a flight nearly every day for the eleven months we were in operation there. They performed these missions - I don't need to tell you - in an outstanding fashion.

The 57th deployed to South Vietnam in November of 1961 as a unit. It was a fine company, and I can only accept this Award with the full knowledge that each of the individuals in that company can claim ownership to a large part of it. Thank you very much." (Applause).

REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:

"The next award is the Hughes Annual Award to the "Outstanding Aviation Unit." I would like to ask the Vice Chief of Staff of the U.S. Army, General Barksdale Hamlett, to come forward and present this award." (Applause).

REMARKS OF GENERAL BARKSDALE HAMLETT, VICE CHIEF OF STAFF, U.S. ARMY:

"Mr. Davis, Honored Guests, ladies and gentlemen. The Hughes Award for the "Outstanding Army Aviation Unit" was established in 1960 by the Hughes Tool Company - Aircraft Division.

The basis for selection is the extent to which that unit, and I quote, 'made outstanding contributions to or innovations in the employment of Army aviation on and beyond the normal mission assigned.'

PREVIOUS WINNERS

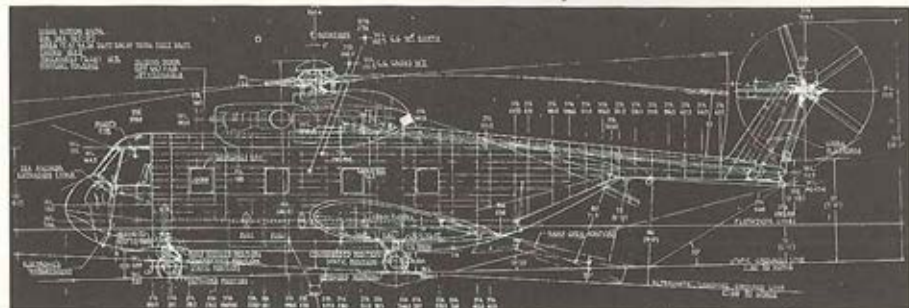
There have been three previous recipients of this Award: in 1960, the 1st Reconnaissance Squadron, Fort Carson, Colorado; in 1961, the 937th Engineer Company (Avn), U.S. Army, Caribbean; in 1962, the 45th Transportation Battalion, of U.S. Army, Pacific (Vietnam).

This year, the Hughes Award is being given to the Utility Tactical Transport Company, U.S. Army, Pacific (Vietnam). This title really might be called a 'cover' because this is an armed helicopter escort and assault company. (Applause).

With us today we have the officer who served as Commanding Officer during the greater part of the period



Take a world-record performer*



... add rear loading and increased capacity



... you've got Sikorsky's new S-61R

From its wide rear ramp to its big new cabin, Sikorsky's S-61R (military CH-3C) is designed to complete military missions with speed and efficiency.

The twin-turbine S-61R can fly 25 troops or 5,000 pounds of cargo 238 miles at 150 mph—or 2,400 pounds 810 miles. Operating costs will be the lowest in the medium transport class.

The rear cargo ramp and hydraulically operated winch permit swift handling of supplies and equipment. Ex-

ternal sling loading is also possible. The new fuselage design reduces drag and assures stability on water in winds to 46 mph.

A modification of the proven SH-3A ASW weapons system, the S-61R offers Sikorsky-designed automatic flight control, APU, 10-second blade inspection, blade folding, and consistently high mission availability. Deliveries to the Air Force will begin this year.

*Sikorsky's SH-3A currently holds 5 world speed records.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

STRAITFIELD, CONNECTICUT

U
A

for which this award is being made, and I would like at this time to ask Major Ivan Slavich to step forward. Will you please read the citation to be made?"

**REMARKS OF JAMES N. DAVIS,
PRESIDENT OF THE AAAA:**

"The Hughes 'Outstanding Aviation Unit Award' for 1962-1963 is awarded to the U.S. Army Utility Tactical Transport Helicopter Company, U.S. Army, Pacific (Vietnam).

This company - the first of its kind - pioneered the technique of providing armed helicopter escort for troop transport helicopters in the assault. The system developed is now being used extensively in Vietnam.

By its magnificent performance in this vital, trail-blazing role, the unit has made a lasting contribution to the art and science of warfare." (Applause).

**REMARKS OF MAJOR IVAN L. SLAVICH,
HEADQUARTERS, U.S. CONTINENTAL
ARMY COMMAND, FT. MONROE,
VIRGINIA:**

"I quite agree with General Hamlett; I'll never be able to carry this (huge trophy) out of here today, and further that the Utility Tactical Transport Helicopter Company title was not definitive of our mission over there. (Laughter).

Senator McClellan, Mr. Vance, General Hamlett, honored guests, and ladies and gentlemen. With pride I accept this Award today on behalf of the officers and men of the UTT Helicopter Company - those who have returned from a country still at war to one of peace, those still in Viet-

nam whose world is a mixture of rice paddies and mountains and landing zones, and those who died in Vietnam, proving to the Free World and to their fellow Americans the sense of urgency in carrying forth our country's global responsibilities.

The UTT Helicopter Company was chosen to be first, and given that privilege the officers and men of that fine organization should have but one response - a quotation of their motto: 'We lead the way.'

We learned many things in Vietnam. First, we learned that the enemy was a very difficult man, that he could not be overestimated, nor similarly, underestimated. As in all wars, the young officers and men of our company, many of whom were in combat for the first time, reacted to pressure as did their fathers and their fathers before them. They gave their finest performance when the pressure was greatest.

LESSONS LEARNED

Perhaps the most significant lesson we learned in Vietnam was that the helicopter could effectively serve as a platform for armament in this heretofore air-to-ground firing of rockets and machine guns.

We proved that we could fly in any environment. As soldiers in the sky, we had an infantryman's instinct for the needs of those soldiers on the ground, and although there is no such thing as getting something for nothing, our losses were relatively few compared to our effectiveness.

As to the future, we found only



Hughes OH-6A lifts helicopter technology to a new high. Faster, lighter, smaller, easier to maintain, lower cost — this is the modern answer to U. S. Army LOH needs.

HUGHES TOOL COMPANY, Aircraft Division, Culver City, California



the beginning of many things to come. In that faraway country of Vietnam where the language was strange, the infantrymen not ours, the command not ours, and experimentation difficult at best, we barely scratched the surface for the expanding possibilities of a unit of this type.

The challenge still remains, and the only limitations will be our lack of vigor and imagination.

In conclusion, on behalf of myself, Major Robert Runkle who preceded me as Company Commander and who contributed so much to this unit, and Major Robert Reuter, the present Commander, I would like to thank the Hughes Tool Company for this gratifying award. It will stand always as a symbol to us that Army aviation can meet any challenge and surpass it. For both

this inspiring Award and the challenge the officers and men of the UTT Helicopter Company are grateful." (Applause).

REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:

"I would like to now call upon Mr. Bryce Wilson, a Past President of the Army Aviation Association, to tell us about a new award which is being given for the first time this year. Mr. Wilson."

REMARKS OF MR. BRYCE WILSON, PAST PRESIDENT, AAAA:

"Secretary McClellan - Secretary Vance - ladies and gentlemen, I am sure that we will make no mistake in recognizing that among our greatest national assets are our freedom of choice as individuals, our free enterprise, competitive system, and our youth.

Now we on the National Executive Board of the Army Aviation Association of America have for a long time had in mind making an effort to help in the education of our youth.

I'm certain that you, as parents, - and I know that I, as a parent - feel our responsibilities in the education of our children in the 'basics' - the four R's - reading, writing, 'rithmetic, and responsibility. It's peculiar about kids these days. When you get through with that part of the course, they sort of branch off on their own, I find in many cases.

Now it is our hope - in the four A's - that our Scholarship Award Program, which we initiate this year will materially assist as many qualified and enterprising college-

SCHOLARSHIP AWARD



JOEL R. GRAFT (LEFT) RECEIVES THE 1963 AAAA SCHOLARSHIP AWARD OF \$1,500 FROM BRYCE WILSON, AAAA PAST PRESIDENT. THE '63 AWARD WAS THE CONTRIBUTION OF THE RYAN AERONAUTICAL FOUNDATION.

age children of our members to a better and greater education for truly our future rests on the shoulders of what you and I do today, and what we prepare our youth to do tomorrow.

This year we have initiated, by means of the very generous contributions of a very few people whom you will find mentioned in your Army Aviation Association folder - the red one - a program which this year results in the award of one scholarship.

We hope that in future years we will be able to expand the number of scholarships we have available to give. Next year I can assure you today that there will be at least one scholarship.

The selection of the awardees of this Scholarship Program is being made by our AAAA National Awards Committee which is chaired by our very own first president, Bob Leich, who is sitting here doodling on a table up from here. Bob, would you stand up? (Applause).

Bob and his (Awards) Committee have gone to a great deal of effort in making the selection of all of our awards both equitable and irreproachable.

I know that the selection of the Scholarship Award, in particular, was done 'by the numbers.' In other words, all of the data and documentation they had on all of the applicants had no names or addresses attached, and they were identified only by number, and the name was attached to the number only after the Committee selection had been made.

I'm happy to announce that this year's Scholarship Award has been

KINGSIZE



CHIEF OF STAFF BARKSDALE HAMLING PRESENTS THE "OUTSTANDING AVIATION UNIT AWARD" TO MAJOR IVAN SLAVICH, REPRESENTATIVE OF THE U.S. ARMY UTILITY TACTICAL TRANSPORT HELICOPTER COMPANY.

made to Mr. Joel Richard Graft (the son of Lt. Colonel and Mrs. Charles V. Graft, Jr., of Springfield, Va.). Mr. Graft, would you come to the podium, please? (Applause).

Mr. Graft has signified that he wants to say a word also."

REMARKS OF MR. JOEL RICHARD GRAFT:

"I would like to take this opportunity to thank the members of this Association for this award. It is indeed a great honor and also a great responsibility. I will do my best to uphold the standards which this award has given me. Thank you." (Applause).

REMARKS OF MR. JAMES N. DAVIS, PRESIDENT OF AAAA:

"Mr. Graft, would you remain here while I read the citation?"

'63 AAAA ANNUAL



LEFT: THE HONORABLE E.T. PRATT, JR. (AT RIGHT), ASSISTANT SECRETARY OF THE ARMY (FINANCIAL MANAGEMENT), IS SHOWN PRESENTING A DEPARTMENT OF THE ARMY CITATION TO MR. MITCH MILLER ON BEHALF OF THE CONTRIBUTION MADE BY MR. MILLER AND HIS ORGANIZATION IN PROVIDING AN EXCELLENT CHORAL ORCHESTRATION OF THE NEW OFFICIAL "ARMY AVIATION SONG" WRITTEN BY JIMMY VAN HEUSEN AND SAMMY CAHN.

RIGHT: COLONEL ROBERT M. LEICH, RET., (LEFT), PAST PRESIDENT OF THE ARMY AVIATION ASSOCIATION, IS SHOWN PRESENTING THE PRESIDENTIAL "CUBE" AWARD TO OUTGOING NATIONAL PRESIDENT JAMES N. DAVIS UPON THE COMPLETION OF HIS TERM AT THE AAAA HELM. GIVEN IN APPRECIATION TO EACH RE-IRRING PRESIDENT, THE AWARD BEARS AN AAAA GOLD MEDAL IMBEDDED IN LUCITE WITH THE FOUR SIDES OF THE BASE HAVING PLATES BEARING ALL BOARD MEMBERS' SIGNATURES.



LEFT: JOEL RICHARD GRAFT (CENTER), 1963 WINNER OF THE AAAA SCHOLARSHIP OF \$1,500, IS SHOWN WITH HIS PROUD PARENTS, LIEUTENANT COLONEL AND MRS. CHARLES V. GRAFT, JR., OF SPRINGFIELD, VIRGINIA. PROVIDED THROUGH THE GENEROUS GIFT OF THE RYAN AERONAUTICAL FOUNDATION OF SAN DIEGO, CALIF., THE 1963 SCHOLARSHIP AWARD WAS PRESENTED TO MR. GRAFT AT THE ANNUAL HONORS LUNCHEON. THE AWARD IS THE FORE-RUNNER OF LATER AWARDS TO BE MADE THRU THE AAAA SCHOLARSHIP FOUNDATION, INC.

TAKING ADVANTAGE OF A RESPITE DURING THE REGISTRATION PROCESS, SEVERAL MEMBERS OF THE ANNUAL MEETING COMMITTEE "CHECK OFF" A FEW OF THE LAST-MINUTE DETAILS DURING THE WEDNESDAY OPEN SPOT IN THE ANNUAL MEETING PROGRAMMING. COL. ROBERT J. LOW, CHAIRMAN OF THE ANNUAL HONORS LUNCHEON SUBCOMMITTEE, IS SHOWN SEATED AT THE RIGHT OF THE WORK TABLE. AS IN 1962, THE AAAA UTILIZED THE COTILLION ROOM FACILITIES OF THE SHERATON-PARK HOTEL FOR ITS THREE-DAY PROGRAMMING.



L MEETING PHOTOS

RIGHT: SHOWN DURING THE COURSE OF THE AAAA-INDUSTRY CO-SPONSORED RECEPTION HELD ON THE FIRST NIGHT OF THE MEETING ARE, L-R, MR. ARTHUR WILD OF CONTINENTAL MOTORS CORPORATION; MR. ROBERT JACKSON, PRESIDENT OF THE RYAN AERONAUTICAL CO.; MISS BILLIE J. TIMM OF THE WASHINGTON, D.C. OFFICE OF RYAN; AND COLONEL ROBERT H. SCHULZ, DEPUTY DIRECTOR OF ARMY AVIATION, OACSPOR, DEPARTMENT OF THE ARMY.



LEFT: MR. JAMES N. DAVIS, NATIONAL PRESIDENT OF THE ARMY AVIATION ASSOCIATION, AND MRS. DAVIS ARE SHOWN IN THE RECEIVING LINE GREETING LIEUTENANT COLONEL JAMES W. HILL, JR., ONE OF TWO CHAPTER DELEGATES REPRESENTING THE FORT WOLTERS CHAPTER OF AAAA, BRIGADIER GENERAL JOHN J. TOLSON, CHAIRMAN OF THE 1963 AAAA ANNUAL MEETING COMMITTEE, AND MRS. TOLSON ALSO GREETED ALL ANNUAL MEETING ATTENDEES AT THE RECEPTION HELD ON 22 OCTOBER IN THE S-P COTILLION ROOM.

RIGHT: MEMBERS OF THE 1962-1963 NATIONAL EXECUTIVE BOARD OF AAAA ARE SHOWN "ON THE PLATFORM" DURING THE GENERAL MEMBERSHIP BUSINESS MEETING HELD ON THE THIRD DAY OF THE THREE-DAY CONVENTION. NATIONAL PRESIDENT JAMES N. DAVIS IS PICTURED STANDING BEHIND THE LECTERN. SOME 150-200 ASSOCIATION MEMBERS, DELEGATES, AND ALTERNATES ATTENDED THE ONE AND A HALF HOUR BUSINESS SESSION HELD PRIOR TO THE ANNUAL HONORS LUNCHEON. A "FLOOR" COMMENT WAS BEING MADE AT THE TIME.



LEFT: LT. COLONEL THOMAS J. SABISTON, RET., ONE OF THE THREE DELEGATES FROM THE ARMY AVIATION CENTER CHAPTER, IS SHOWN RECEIVING HIS REGISTRATION FORMS FROM MISS BEA BAUGHMAN. THE PHOTOGRAPH DOESN'T EXACTLY PORTRAY ANY "REGISTRATION CRUSH," ACCOUNTING FOR TOM'S LATER COMMENT THAT THE '63 REGISTRATION PROCESSES WERE THE SMOOTHEST TO DATE. A PERENNIAL AT QUAD-A ANNUAL MEETINGS, TOM IS THE HUB AROUND WHICH THE AAAA'S LARGEST CHAPTER REVOLVES. (USA PHOTOS)

CONVENTION PHOTOS



Joel Graft, son of Lt. Colonel and Mrs. Charles V. Graft, Jr., has been selected as the winner of the First Annual Scholarship Competition. He was selected on the basis of his scholastic achievement and aptitude in over twenty-two separate sub-categories and he was a finalist in the National Merit Scholarship Competition, and during his last two years in high school he was selected to participate in advanced arts and science seminars. Mr. Graft is enrolled as a freshman at the University of Oklahoma." (Applause).

I would now like to proceed to our last award - the Award to the 'Aviation Soldier of the Year.'

This award was initiated in 1961 in recognition of the vital role of the enlisted member of the Army aviation team. It is awarded to the soldier who contributes most significantly to the Army's aviation effort, honoring those soldiers whose dedication and loyalty and quest for professional improvement has provided the base on which the Army aviation support structure is built.

This award is sponsored annually by the Hiller Aircraft Company. The previous recipients include in

1961, Master Sergeant Robert Young; and in 1962, Sergeant First Class James C. Dykes.

I would now like to introduce the Honorable Cyrus Vance, Secretary of the Army, to bestow the award." (Applause).

REMARKS OF THE HONORABLE CYRUS R. VANCE, SECRETARY OF THE ARMY:

"Senator McClellan, ladies and gentlemen. I am pleased to announce that the recipient of this year's award is Sergeant James K. Brock. Sergeant Brock, would you step forward, please?" (Applause).

REMARKS OF JAMES N. DAVIS, PRESIDENT OF AAAA:

"The Hiller Award to the 'Aviation Soldier of the Year' is awarded to Sergeant First Class James K. Brock.

While serving as Maintenance Chief in the maintenance section of the 1st Aviation Company (Caribou), Sergeant Brock established an outstanding record for leadership, technical skill, and dedication.

His performance in reading his Caribou Company for its 1962 flight



to Thailand established a standard of excellence which will serve to inspire all maintenance personnel. His personal courage, imagination, leadership, and professional skill have won for him the respect and admiration of all of those with whom he serves." (Applause).

REMARKS OF SERGEANT FIRST CLASS JAMES K. BROCK, HEAD-QUARTERS, U.S. CONTINENTAL ARMY COMMAND, FT. MONROE, VIRGINIA:

"Thank you. If I may, I would like to accept this award on behalf of the mechanics, crew chiefs, and the aviators with whom I served in the 1st Aviation Company. Thank You." (Applause).

REMARK OF SECRETARY VANCE:

"Ladies and gentlemen, I understand that Mrs. Brock is in the room. Would you please stand up, Mrs. Brock?" (Applause).

REMARKS OF JAMES N. DAVIS, PRESIDENT OF THE AAAA:

"I've tried to keep a secret which is utterly impossible at this front
(Continued on the Next Page)

Opposite Page - Left: Secretary Vance (left) chats with SFC James K. Brock, "Aviation Soldier of the Year," and Stanley Hiller, Jr. (right), president of the Hiller Aircraft Company, donor of the annual award. Opposite Page - right: Rea Hopper, Vice President and General Manager of the Hughes Tool Company-Aircraft Division, sponsor of the "Outstanding Aviation Unit Award;" Maj. Ivan L. Slavich, unit representative; and General Barksdale Hamlett, Army Vice Chief of Staff, gather for a moment following the conclusion of the Luncheon. Above left: Brig. Gen. John J. Tolson (right), and AAAA President James N. Davis (center) greet Secretary Vance at the Distinguished Guests' Reception. Right: Mrs. A.W. Bayer, Col. Alexander J. Rankin, Maj. Gen. John J. Reintges, and Al W. Bayer make a foursome at the AAAA-Industry Co-Sponsored Reception held on the opening day of the three-day AAAA Annual Meeting. Well over 600 members and guests attended the evening Reception.



table, particularly since everyone has been constantly referring to him. Perhaps our most distinguished guest today is a great leader, a senator, and a man who has supported with his enthusiasm, as well as the Safety Award each year, both Army aviation and this Association for many years, the Honorable John L. McClellan." (Applause).

REMARKS OF THE HONORABLE JOHN L. McCLELLAN:

"That's a very risky thing - to give a senator an opportunity to talk. (Laughter).

I know the hour is late and I want to express my appreciation and gratitude for the privilege of being present on this occasion of your Annual Association Luncheon and others I have enjoyed, and I want to commend this organization for this program you have - that of recognizing and making awards to people who have distinguished themselves in their particular area of work or responsibility.

I'm sure these awards, as you give them and as you present them each year, become an inspiration to others working in this same area of fields of responsibility to better meet their obligations in performing their duties. Thank you." (Applause).

REMARKS OF JAMES N. DAVIS:

"I wish to make the one critical announcement that we make within the Army Aviation Association. This morning we elected a new president to serve during 1963-1964. Our new president is Lieutenant Colonel Darwin P. Gerard. Gerry, would you please stand? (Applause).

Ladies and gentlemen, we are gathered here, as I have said, to honor Army aviation, and yet it is most appropriate as well that we honor those combat branches which it serves, and the way that we plan to do it today is with music, and Major Laboda has brought the U.S. Army Chorus here to sing for us today. Major Laboda."

(The U.S. Army Chorus then sang its rendition of five of the most popular songs in its repertoire.)

REMARKS OF JAMES N. DAVIS:

"Recently, the Association adopted a new 'Army Aviation Song.' It is written by Jimmy Van Heusen and Sammy Cahn. The song was later orchestrated and recorded by Mr. Mitch Miller. These people have all done this out of generosity and have turned over the ownership of this song and the records to the AAAA Scholarship Foundation.

I understand that Mr. Jimmy Van Heusen is in the room. Would you please stand up? (Applause).

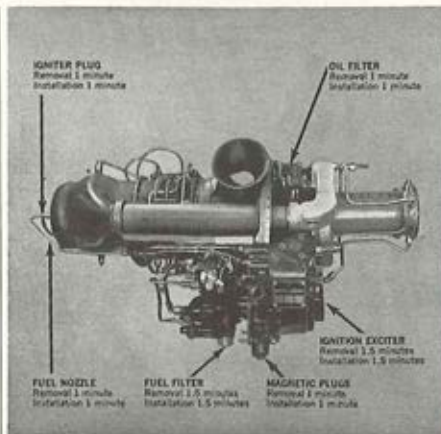
I would also like to ask Mr. Mitch Miller to stand, if he will, please. He did the orchestration for us. Thank you three so very much.

Now these records are on sale right up in the foyer for a dollar apiece (Laughter) with all proceeds going to the Scholarship Foundation. We'd appreciate your support very much. Thank you so much for helping us and coming and visiting us today."

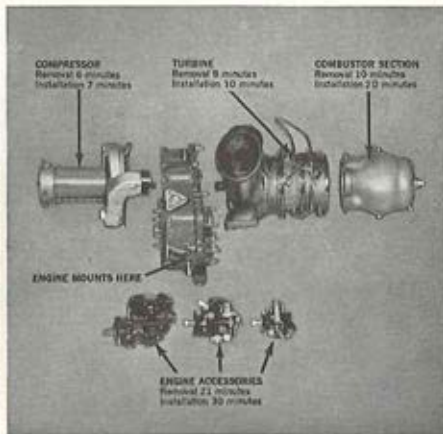


The report of the Annual Luncheon appearing on the previous pages was derived from tape recordings made at the time of the Luncheon.

What makes T63 LOH engine maintenance so fast and easy?



Typical times required for field maintenance of Allison T63 engine.



These times show that major engine components can be removed and installed quickly.

Three factors make T63 LOH engine maintenance fast and easy.

Easy accessibility which permits a mechanic to get at any part of the engine with a minimum of effort.

Lightweight components (the heaviest weighs only 43 pounds) which eliminate the need for a hoist, let 1 man disassemble and assemble the T63 engine.

Sectionalized design which lets the mechanic remove engine components without complete engine teardown.

And, importantly, nearly all organizational engine maintenance can be accomplished with simple hand tools found in the standard Army tool box. Only an engine stand, engine lift bracket, and one special tool are required at the organizational maintenance level.

T63 is a Simple, Rugged Engine

Of course, the T63 engine is designed to need very little maintenance. Engine experience during qualification testing has demonstrated TBO's typical of the turbine age.

The engine's reverse airflow design has helped make the T63 very simple. A lot of concentric shafting is eliminated . . . lubrication problems



ON TARGET WITH LOH POWER

Allison

THE ENERGY CONVERSION DIVISION OF
GENERAL MOTORS, INDIANAPOLIS, INDIANA

are simplified . . . insulation requirements are less stringent. And, as Allison has learned in building more than 35,000 turbine engines which have flown over 30,000,000 hours, simplicity and freedom from trouble go hand in hand.

T63 LOH Engines Already Delivered

Today more than 50 Allison T63 engines have been built for the LOH program. Most of them have been delivered to the LOH manufacturers who will use the T63's to power helicopters in Army LOH flight tests and airframe evaluation.

The T63 delivers 250 shp. (and maintains this level during hot-day operations), weighs less than 135 lbs., is barely a yard long. It will power the LOH in missions such as artillery spotting, reconnaissance, liaison, fire direction and command ship missions . . . has a rapid response to load changes particularly useful in "nap of the earth" flying, wave-offs, and emergency combat take-offs.

If you would like more information about the engine that powers the LOH, just write LOH, Allison Division of General Motors, Box 894XX, Indianapolis 6, Indiana.



CHAPTER DELEGATE LIST

- ALAMO CHAPTER, Fort Sam Houston, Texas
Major Robert B. McGhee*
Major Donald Miller
- ALASKA CHAPTER, Fort Richardson, Alaska
Lt. Col. Nicholas G. Psaki
Major Charles Connaway*
Lieutenant James Baker
- ARMY AVN CENTER CHAPTER, Ft. Rucker
Colonel Edward McMaken*
Lt. Col. Thomas J. Sabiston, Ret.
Captain C.E. Parker
- ATLANTA CHAPTER, Forest Park, Georgia
Colonel Thomas L. Lyons*
Lt. Col. Jerry Feldt
- DAVID E. CONDON CHAPTER, Ft. Eustis, Va.
Colonel A.A. Wilson*
Lt. Col. J.R. Adle
Lt. Col. C.E. Ellis
- DAVISON AAF CHAPTER, Fort Belvoir, Va.
Major Lawrence F. McKay*
SP/5 R.P. McNeil
Major Robert L. Michellon
- FORT BENNING CHAPTER, Ft. Benning, Ga.
Major Paul B. Robison*
Colonel Curtis L. Hankins
Major Albert A. Johnson
- FORT CAMPBELL CHAPTER, Ft. Campbell
Major Rudolph Giglio*
- FORT HOOD CHAPTER, Fort Hood, Texas
WO William J. Eichner
Lieutenant John A. Rainey
- FORT MONROE CHAPTER, Fort Monroe, Va.
Colonel Robert R. Corey*
- FORT WOLTERS CHAPTER, Fort Wolters
Colonel Jules E. Gonseth, Jr.
Lt. Col. James W. Hill, Jr.
- FULDA CHAPTER (Germany)
Captain Calvin T. Gibson
Captain George E. McCusker
- JIMMIE L. HILTON CHAPTER, Lawton, Okla.
Major Edison V. Hoey
Major Harbin A. Constance
Captain Edwin C. Riley
- KOREAN CHAPTER (Korea)
Major Emil E. Kluever*
Major Kenneth E. Davidson
- LATIN AMERICAN CHAPTER, Ft. Kobbe, CZ
Captain Castle H. Farish
Captain Kenneth E. Kellogg
- LINDBERGH CHAPTER, St. Louis, Missouri
Mr. Joseph A. Moro*
Miss Loraine O'Brien
Mr. Carl Stephenson
- PIKES PEAK CHAPTER, Ft. Carson, Colo.
S/Sergeant Gerald R. Shengle
Captain George A. Morgan
- STUTTGART CHAPTER (Germany)
Sergeant Major D.A. Nigbur
- WASHINGTON D.C. CHAPTER, Wash., D.C.
Mr. Lewis E. Casner*
Lt. Col. Thomas E. Thompson
Mr. Thomas Bean
- 82ND ABN DIVISION CHAPTER, Ft. Bragg, NC
Lt. Col. James D. Kidder*
Lt. Col. Foy Rice
Major Roger A. Waterbury

*Denotes Chapter President.

BELOW: Thirty-nine helicopters were delivered to the Army on 29 October, the delivery being made at a program noting the change in Bell plant cognizance to the Army. At the same time, Bell announced the receipt of a \$108,320,407 Army contract for additional Iroquois aircraft. (Bell photo)



LARGEST DELIVERY

REGISTRANTS

FIFTH ANNUAL MEETING

- Abernathy, Chess, Marietta, Georgia.
Adie, John R., Lt. Colonel, Fort Eustis, Virginia.
Abern, John R., Major, Washington 25, D.C.
Ailes, Stephen, The Honorable, Washington 25, D.C.
Albracht, Robert A., 2/Lt., New Brunswick, N.J.
Alexander, Rowan P., Colonel, Fort Belvoir, Virginia.
Allen, J.R., Long Beach, California.
Allen, Walter F.D., Captain, Fort Rucker, Alabama.
Anderson, Zane, St. Paul 9, Minnesota.
Anglin, Richard C., Captain, Fort Rucker, Alabama.
Archer, C.A., 1/Lieutenant, St. Louis, Missouri.
Ashworth, James E., Houston, Texas.
Asselin, N.D., Bethesda, Maryland.
Atkins, Stuart A., Philadelphia 42, Pennsylvania.
Augsine, A., St. Louis, Missouri.
Bache, B.A., Lt. Colonel, Ret., Kensington, Maryland.
Baer, Harry S., Jr., Washington 6, D.C.
Baer, John, Saginaw, Michigan.
Baldwin, Irv W., Washington, D.C.
Ball, Edmund K., Lt. Colonel, Washington 25, D.C.
Ballard, Lowell L., Major, Fort Benning, Georgia.
Bannock, Russ, Downsview, Ontario.
Barbour, Frank P., Major, Fort Rucker, Alabama.
Barfoot, Van T., Lt. Colonel, Fort Rucker, Alabama.
Barrett, James A., Major, Fort Rucker, Alabama.
Baughman, Bernice J., Washington, D.C.
Bayer, Al W., El Segundo, California.
Beaman, Horace E., Lt. Colonel, Arlington, Virginia.
Bean, Thomas I., Washington, D.C.
Beard, Jacob R., Marietta, Georgia.
Beatty, George S., Colonel, Fort Benning, Georgia.
Behlmer, George E., Washington, D.C.
Bell, Edward J., Sergeant/1, Fort Rucker, Alabama.
Benjamin, Robert B., Azusa, California.
Benoit, William R., Captain, Fort Rucker, Alabama.
Best, Rube, Columbus, Ohio.
Blair, Russ T., Lt. Col., Ret., Fort Rucker, Alabama.
Boehm, William C., Lt. Colonel, Washington 25, D.C.
Bohn, George H., St. Louis, Missouri.
Bonasso, Russell P., Colonel, Fort Rucker, Alabama.
Botway, Donal L., Stamford, Connecticut.
Borck, Jessie, Miss, Westport, Connecticut.
Bosan, George S., Major, N. Springfield, Virginia.
Bott, Frank M., Major, Fort Sill, Oklahoma.
Botts, Luther B., Lt. Colonel, Fort Shafter, Hawaii.
Bowen, William C., Lt. Colonel, Washington 25, D.C.
Bowie, Herb, Washington 6, D.C.
Boyle, J. Bernard, Morton, Pennsylvania.
Bradley, Jack, Colonel, Ret., Washington, D.C.
Braun, Julius H., Major, Glendale 7, California.
Bristol, Delbert L., Colonel, Fort Benning, Georgia.
Brock, James K., Sergeant/1, Fort Monroe, Virginia.
Brogan, Robert, Chicago 11, New York.
Brooks, William D., Captain, Fort Rucker, Alabama.
Brown, Charles E., Maj. General, Washington 25, D.C.
Brown, Floyd R., Culver City, California.
Brown, Fred J., West Lynn, Massachusetts.
Brown, Monroe R., Philadelphia 42, Pennsylvania.
Bruce, Bobby G., CWO, Fort Belvoir, Virginia.
Buller, Fred H., Downsview, Ontario.
Bullock, Edmund T., Col., Ret., Prairie Village, Kan.
Burdett, Allen M., Jr., Colonel, Washington 25, D.C.
Bunker, William B., Maj. General, Washington 25, D.C.
Burroughs, Leonard H., Capt., Ft. Benning, Georgia.
Bush, Hanny L., Colonel, Washington 25, D.C.
Butler, Paul F., Bethpage, Long Island, New York.
Cadmus, George, Major, Washington 25, D.C.
Caldwell, D.C., Long Beach, California.
Califano, Joseph A., Washington 25, D.C.
Calvert, Charles L., Major, Fort Belvoir, Virginia.
Campbell, Gilbert F., Colonel, Washington 25, D.C.
Campbell, Mason H., Topsfield, Massachusetts.
Carey, Jack L., CWO, Fort Rucker, Alabama.
Carmack, James A., Burbank, California.
Casner, Lewis E., Washington, D.C.
Cassidy, Robert F., Colonel, Fort Rucker, Alabama.
Cegelski, Bennie S., Addison, Texas.
Chaires, William R., Major, Ret., Washington, D.C.
Chambers, Willard E., Lt. Colonel, Ft. Benning, Ga.
Chambless, William C., CWO, Fort Belvoir, Virginia.
Chaney, Bud, Palo Alto, California.
Cherne, Milton P., Major, Fort Rucker, Alabama.
Childress, Jesse M., Jr., Atlanta, Georgia.
Christy, Gordon V., Caldwell, New Jersey.
Clark, Bob L., San Diego, California.
Clark, John N., Montreal P.Q., Canada.
Clark, Terry A., St. Louis 66, Missouri.
Clayman, Donald C., Brig. Gen., Ft. Monroe, Virginia.
Colglazier, Robert W., Jr., Lt. Gen., Wash. 25, D.C.
Collins, William B., Culver City, California.
Colozzi, Carl A., Lt. Colonel, Fort Belvoir, Virginia.
Conaway, Charles T., Major, Ft. Richardson, Alaska.
Conrad, Eugene B., Colonel, Fort Rucker, Alabama.
Constance, Harbin A., Major, Fort Sill, Oklahoma.
Contole, William S., Lt. Colonel, Alexandria, Virginia.
Cook, Gilbert W., Captain, Fort Rucker, Alabama.
Cooke, Horace G., Media, Pennsylvania.
Corney, John J., CWO, Fort Belvoir, Virginia.
Corey, Robert R., Colonel, Fort Monroe, Virginia.
Corley, William L., Captain, Washington 25, D.C.
Coyle, Edward J., St. Louis, Missouri.
Crossman, Edward B., Colonel, Alexandria, Virginia.
Crowthait, J.E., Long Beach, California.
Crouch, Horace J., Lt. Colonel, Washington 25, D.C.
Cullen, Paul T., Great Neck, New York.
Currie, Walter J., Burbank, California.

REGISTRANTS

FIFTH ANNUAL MEETING

- Dalton, Ralph L., Colonel, Fort Benning, Georgia.
Darling, Allan L., Captain, Fort Eustis, Virginia.
Davidson, Kenneth E., Maj., APO 24, San Fran., Cal.
Davies, Robert, Toledo, Ohio.
Davis, Clarence A., Jr., Major, Annandale, Virginia.
Davis, Jack H., Washington, D.C.
Davis, James N., Falls Church, Virginia.
Davis, Robert B., Captain, Fort Rucker, Alabama.
Davis, Willie S., Major, Fort Rucker, Alabama.
Dellapa, George C., St. Louis, Missouri.
D'Eon, Leonard J., Williamsport, Pennsylvania.
Dempsey, Marvin E., Major, Annandale, Virginia.
Denhart, John F., Lt. Colonel, Washington 25, D.C.
Deyo, Ray, Culver City, California.
Dibble, John, Colonel, Washington 25, D.C.
Dick, William W., Jr., Lt. Gen., Washington 25, D.C.
Dickinson, John R., Denver, Colorado.
Dillahun, Chester A., Lt. Colonel, Washington 25, D.C.
Donahue, Joseph D., Stratford, Connecticut.
Douglas, Lee, Morton, Pennsylvania.
Duncan, Donald E., St. Paul 9, Minnesota.
Dunlap, Howard, San Diego, California.
Dunn, James C., Ozark, Alabama.
Dunning, Henry S., Jr., New York 18, New York.
Dyer, Robert A.J., Jr., Ft. Rucker, Alabama.
Eccrette, Joe D., Captain, Ft. Benning, Georgia.
Edson, Hallett D., Brig. Gen., Warren, Michigan.
Eichner, William J., WO, Fort Hood, Texas.
Einstein, Charlie B., Arlington, Virginia.
Ellis, C.H., Lt. Colonel, Fort Eustis, Virginia.
Epsara, Austin F., Lt. Colonel, Fort Rucker, Alabama.
Evans, Virgil D., Cedar Rapids, Iowa.
Fabert, Marvin C., Lt. Colonel, Fort Rucker, Alabama.
Farish, Castle H., Captain, Howard AFB, Canal Zone.
Faulkner, Lyman S., Col., Ret., Del Mar, California.
Feldt, Jerome B., Lt. Colonel, Atlanta, Georgia.
Fernander, Bobbie B., Captain, Fort Rucker, Alabama.
Ferris, Harold W., Fort Worth, Texas.
Fey, G.W., Washington, D.C.
Figart, William T., Waldwick, New Jersey.
Finnegan, Charles C., Playa Del Rey, California.
Fitch, John H., Washington 25, D.C.
Fitton, Robert D., Washington, D.C.
Ford, John R., Major, Fort Rucker, Alabama.
Fortner, M.J., Enterprise, Alabama.
Fox, Morgan E., Washington, D.C.
France, Paul W., Captain, Fort Knox, Kentucky.
Freeman, Samuel, Lt. Col., Ret., Bedminster, N.J.
French, Keith A., Lt. Col., Aberdeen PG, Maryland.
Fry, James G., Major, Frederick, Oklahoma.
Fry, Nelson L., Washington, D.C.
Frye, Derby D., Wichita, Kansas.
Gaddis, Hubert D., Lt. Colonel, Fort Rucker, Alabama.
Gardner, William, Lt. Col., Ret., Washington 25, D.C.
Garrett, Curtis, Captain, Fort Bragg, North Carolina.
Garrison, Ritchie, Lt. Colonel, Washington 25, D.C.
Gates, Chester R., Hawthorne, California.
Geehring, Donald R., Cincinnati, Ohio.
Gerard, Darwin P., Alexandria, Virginia.
Gibson, Calvin T., Captain, APO 26, New York, N.Y.
Gifford, Leonard A., CWO, South Pole.
Giglio, Rudolph F., Major, Fort Campbell, Kentucky.
Gomberg, Edward N., Stamford, Connecticut.
Gonseth, James E., Jr., Colonel, Ft. Wolters, Texas.
Gooden, James H., Lt. Col., Ret., Cedar Rapids, Iowa.
Goodhand, O. Glenn, Brig. General, Fort Hood, Texas.
Goshora, Edward W., Washington, D.C.
Goss, Ephriam M., Captain, Ft. Campbell, Kentucky.
Graft, Charles V., Jr., Lt. Col., Springfield, Virginia.
Graham, Chuck J., El Segundo, California.
Graham, Lew M., Fort Worth, Texas.
Grassi, John L., Lester, Pennsylvania.
Griffin, Cy, Burbank, California.
Gustafson, Elmer E., Stratford, Connecticut.
Haid, D.J., Major, Fort Rucker, Alabama.
Haines, Ralph E., Jr., Maj. Gen., Washington 25, D.C.
Halaby, Najeeb, Washington 25, D.C.
Hall, Thomas E., Lt. Col., Ret., St. Louis 35, Missouri.
Hallinan, Ken, Palo Alto, California.
Hamilton, Robert M., Colonel, Fort Rucker, Alabama.
Hamlett, Barksdale, General, Washington 25, D.C.
Hankins, Curtis L., Colonel, Fort Benning, Georgia.
Hargett, Claude E., Major, Fort Rucker, Alabama.
Harned, M.S., Culver City, California.
Harper, William H., Major, Fort Belvoir, Virginia.
Harr, Karl G., Jr., Washington 6, D.C.
Harrell, Ben, Lt. General, Washington 25, D.C.
Harrell, William F., Lt. Col., Fort Rucker, Alabama.
Harris, Peter J., Colonel, Fort Rucker, Alabama.
Harris, Tom, Bethany, Oklahoma.
Hart, George V., Falls Church, Virginia.
Haugerud, Howard E., Washington 25, D.C.
Hawk, Clinton T., Dallas, Texas.
Hawke, Merrill E., Cadet Capt., Rutgers Univ., N.J.
Hawkins, Algin S., Major, Fort Benning, Georgia.
Heald, E.R., Long Beach, California.
Healy, W.A., Fairfield, Connecticut.
Heaton, Leonard D., Lt. Gen., Washington 25, D.C.
Hecker, Patsy R., Miss, Afton, Missouri.
Heitzman, Donald E., Dallas, Texas.
Henderson, Donald R., El Segundo, California.
Henderson, Joseph E., Major, Fort Eustis, Virginia.
Hendrickson, Donald E., Captain, Washington 25, D.C.
Hewin, Larry M., Fort Eustis, Virginia.
Hight, Albee D., Washington, D.C.
Hill, James W., Jr., Lt. Col., Mineral Wells, Texas.
Hiller, Stanley Jr., Palo Alto, California.
Hinckley, James F., Lt. Col., San Fernando, California.
Hoar, John, Hartford, Connecticut.
Hoeltzel, Norman E., Captain, Fort Rucker, Alabama.
Hoey, Edison V., Major, Fort Sill, Oklahoma.
Hogue, Juanita E., Miss, Alexandria, Virginia.
Hopkins, John J., Great Neck, New York.
Hoppe, Bruce J., Captain, Colorado Springs, Colorado.
Hopper, R.E., Culver City, California.
Hoskot, N.R., Colonel, Ret., Washington, D.C.
Hoslet, Harlan S., Washington, D.C.
Howard, Jean R., Miss, Washington 6, D.C.
Hronick, Tony L., St. Louis, Missouri.
Hubbard, Frank G., Burbank, California.
Huebner, Otto W., Lt. Colonel, Washington 25, D.C.
Hunt, Russ, Stratford, Connecticut.
Hurst, John E., Orlando, Florida.
Huxley, Buck, Bloomfield, Connecticut.
Ignatius, Paul R., The Honorable, Washington 25, D.C.
Immenschuh, William T., San Diego, California.
Ingham, Ray L., Fort Sam Houston, Texas.
Jacklin, H.M., Jr., Detroit 15, Michigan.
Jackson, Bob, San Diego, California.
Jameson, M.E., Major, Washington 25, D.C.
Johnson, Albert A., Jr., Major, Ft. Benning, Georgia.
Johnson, LeRoy D., Boonton, New Jersey.
Johnson, Richard L., Major, Fort Belvoir, Virginia.
Johnson, Ted A., Downsview, Ontario.
Johnston, William E., Cadet SFC, New Brunswick, N.J.

Jones, Q.W., Major, Fort Rucker, Alabama.
 Joyce, Donald R., CWO, Fort Belvoir, Virginia.
 Junge, Edwin B., Major, Vienna, Virginia.
 Kalista, Cliff, Fort Worth, Texas.
 Kaman, Charles A., Bloomfield, Connecticut.
 Kaplan, Robert L., Bethesda, Maryland.
 Keebaugh, Harold G., Major, Fort Benning, Georgia.
 Kellogg, Kenneth E., Capt., Howard AFB, Canal Zone.
 Kelly, John H., III, W. Los Angeles 25, California.
 Kennedy, Richard J., Lt. Col., Edwards AFB, Calif.
 Kenyon, Norris E., Lynn, Massachusetts.
 Kesten, Arthur H., Westport, Connecticut.
 Kesten, Dorothy, Mrs., Westport, Connecticut.
 Kidder, James D., LCol., Ft. Bragg, North Carolina.
 Kidwell, Walter E., Captain, Fort Rucker, Alabama.
 Kilmer, William G., LCol., Ret., Arlington, Virginia.
 Kinnard, Harry W.O., BGen., Ft. Benning, Georgia.
 Klein, Harvey H., Morton, Pennsylvania.
 Kilmow, Marvin G., Philadelphia 31, Pennsylvania.
 Kluever, Emil E., Major, APO 358, San Fran., Calif.
 Knight, Emmet F., Captain, Fort Eustis, Virginia.
 Knight, Howard L., CWO, Fort Belvoir, Virginia.
 Kochmanski, Albert F., Captain, Detroit 39, Michigan.
 Koehler, Joseph R., Captain, Fort Rucker, Alabama.
 Koslo, Steve W., Washington, D.C.
 Krisman, Michael J., Colonel, Washington 25, D.C.
 Kurt, Franklin T., Bethpage, Long Island, New York.
 Lacy, William C., Carmichael, California.
 Langenfeld, Herbert C., Bloomfield, Connecticut.
 Larkin, Charles E., CWO, Fort Rucker, Alabama.
 Larkin, Robert E., St. Paul 9, Minnesota.
 LaRocca, Annette J., Miss, Fairfax, Virginia.
 Leary, Arthur J., Jr., Major, Fort Rucker, Alabama.
 Leber, Cy, St. Louis, Missouri.
 Lee, Robert E., Jr., Captain, APO 731, Seattle, Wash.
 Lefler, James H., Cedar Rapids, Iowa.
 Leich, Robert M., Colonel, Ret., Evansville, Indiana.
 Lenic, Sigmund C., Lt. Colonel, Forest Park, Georgia.
 Leonard, J.E., Washington, D.C.
 Lehrman, Michael, Washington, D.C.
 Lewis, Mose E., Lt. Colonel, Fort Belvoir, Virginia.
 Lewis, William M., Captain, Fort Benning, Georgia.
 Lichten, Robert L., Fort Worth, Texas.
 Litge, Connie, Miss, St. Louis, Missouri.
 Locke, Edward W., Columbus, Ohio.
 Lockwood, Raymond M., Palo Alto, California.
 Long, Richard L., Colonel, Washington 25, D.C.
 Loveland, Gene, St. Louis, Missouri.
 Low, Robert J., Colonel, Bethesda, Maryland.
 Loynd, Dick, St. Louis, Missouri.
 Lukens, Howard I., Lt. Colonel, Washington 25, D.C.
 Lutz, George A., Lt. Colonel, Washington 25, D.C.
 Lyons, Thomas L., Colonel, Forest Park, Georgia.
 Madeira, Rex H., Fort Sill, Oklahoma.
 Maginnis, Howard, Long Beach, California.
 MacDonald, Peter, Washington, D.C.
 Mahone, Nelson A., Lt. Colonel, Annandale, Virginia.
 Makuch, Walter S., Lt. Colonel, Fort Lee, Virginia.
 Mann, Betty E., Miss, Washington, D.C.
 Marinelli, Jack L., Colonel, Ret., Wichita, Kansas.
 Marks, Marvin D., St. Louis 66, Missouri.
 Marcheschi, Hank, Pasadena, California.
 Martin, John W., Major, Fort Eustis, Virginia.
 Martin, Wallace H., Fort Rucker, Alabama.
 Maschmann, James W., Major, Fort Belvoir, Virginia.
 Matthews, Gordon R., Mount Rainier, Maryland.
 Maitmuller, Norman A., Capt., Wright Pat., AFB, Ohio.
 McAuley, Jack A., Lt. Colonel, Fort Knox, Kentucky.
 McClellan, John L., The Honorable, Wash. 25, D.C.
 McCormick, G. Paul, Columbus, Ohio.
 McCour, Francis P., Fort Eustis, Virginia.
 McCusker, George E., Captain, APO 26, New York, N.Y.
 McDaniel, Robert L., Lt. Colonel, Washington 25, D.C.

REGISTRANTS

FIFTH ANNUAL MEETING

McDonald, Joseph E., Jr., Lt. Col., Ret., McLean, Va.
 McGee, Bob, Washington, D.C.
 McGehe, Robert B., Major, Ft. Sam Houston, Texas.
 McGowen, Jackson R., Long Beach, California.
 McGraw, R.E., Colonel, Fort Rucker, Alabama.
 McGurl, Peter W., Captain, Fort Rucker, Alabama.
 McKay, Lawrence F., Major, Alexandria, Virginia.
 McKee, Henry H., Colonel, Ft. Sam Houston, Texas.
 McMaken, Edward, Colonel, Fort Rucker, Alabama.
 McNeill, Robert P., S/Sergeant, Washington 25, D.C.
 McSorley, Lester F., Captain, Fort Benning, Georgia.
 Mead, Chester R., Major, Fort Benning, Georgia.
 Meade, Robert W., CWO, Fort Belvoir, Virginia.
 Means, John A., Captain, Ft. Chaffee, Arkansas.
 Mendieta, Hector H., Major, Arlington, Virginia.
 Merrill, Eugene H., Washington 25, D.C.
 Meyer, Richard D., Maj. General, Washington 25, D.C.
 Michelson, Robert L., Major, Springfield, Virginia.
 Mierswa, Myles H., Major, Fort Rucker, Alabama.
 Miller, Donald L., Cedar Rapids, Iowa.
 Miller, Donald L., Major, Ft. Sam Houston, Texas.
 Miller, Mitch, New York, New York.
 Minnaugh, John D., Washington, D.C.
 Minahan, Daniel J., Colonel, St. Louis 2, Missouri.
 Mitton, Robert L., Washington, D.C.
 Montgomery, Earl B., Major, Fort Belvoir, Virginia.
 Moore, James H., Marietta, Georgia.
 Moore, John J., Mr., El Segundo, California.
 Morgan, George A., Captain, Fort Carson, Colorado.
 Moro, Joseph A., St. Louis, Missouri.
 Morris, James M., Lt. Col., Ft. Campbell, Kentucky.
 Morris, M.R., Bethesda, Maryland.
 Mulholland, Kieth, Saginaw, Michigan.
 Mullen, Thomas H., Morton, Pennsylvania.
 Myers, W.G., Burbank, California.
 Murray, J.L., Long Beach, California.
 Muttoni, Donald S., Lt. Colonel, St. Louis, Missouri.
 Neal, W. Tom, Fort Rucker, Alabama.
 Neely, Robert B., Brig. Gen., Ret., Washington, D.C.
 Neill, David W., Philadelphia 6, Pennsylvania.
 Nelson, Jack J., Major, Fort Benning, Georgia.
 Nelson, T. P., Long Beach, California.
 Nemethy, Frank J., Lt. Col., Fort Campbell, Kentucky.
 Nettleton, J. Gilbert, Nutley, New Jersey.
 Newton, F., Long Beach, California.
 Nichols, John B., Palo Alto, California.
 Nielsen, Edward L., Lt. Colonel, Washington 25, D.C.
 Nigbur, Daniel A., S/Major, APO 46, New York, N.Y.
 Noack, Richard R., Captain, Ft. Chaffee, Arkansas.
 Noble, Steve A., Washington, D.C.
 Norwine, Philip C., Fort Worth, Texas.
 Nowatka, H., Long Beach, California.
 O'Brien, Loraine M., St. Louis, Missouri.
 O'Hara, Daniel, Major, Fort Belvoir, Virginia.
 Oldefendt, Glendon E., Lt. Col., Newport News, Va.
 Olney, Gregory L., Lt. Col., Fort Benning, Georgia.
 O'Malley, James A., Jr., Buffalo, New York.
 Oram, Charles, Captain, Fort Benning, Georgia.
 Oram, Charles, Captain, Fort Benning, Georgia.
 Orr, William K., San Diego, California.
 Oswalt, John W., Colonel, Ret., Fort Worth, Texas.
 Pack, Harry S., Morton, Pennsylvania

REGISTRANTS

FIFTH ANNUAL MEETING

- Parker, Charles R., Captain, Fort Rucker, Alabama.
Parker, David B., Brig. General, St. Louis, Missouri.
Parker, Frank A., Washington, D.C.
Parker, Wilmer, Fort Rucker, Alabama.
Patterson, Charles R., Bethesda, Maryland.
Peiffer, Kurt P., Downsview, Ontario.
Pellow, William T., Cedar Rapids, Iowa.
Penness, Dee, Palo Alto, California.
Perdelwitz, Lee E., Major, Ft. Sam Houston, Texas.
Perry C.D., Culver City, California.
Perry, Sam, Washington, D.C.
Peterson, Eric H., St. Louis, Missouri.
Peterson, Charles H., Washington, D.C.
Peterson, John M., San Diego, California.
Peterson, Lyle M., Major, Fort Rucker, Alabama.
Pettigill, Robert P., St. Louis, Missouri.
Petty, Lloyd J., Major, Washington, D.C.
Peyer, C.A., Lt. Colonel, Fort Monroe, Virginia.
Pfeifer, Francis F., Lt. Colonel, St. Louis, Missouri.
Phillips, William G., Major, Washington 25, D.C.
Piasecki, Frank N., Philadelphia 42, Pennsylvania.
Pickett, George H., Captain, Fort Rucker, Alabama.
Pierce, John T., Lt. Colonel, Ft. Rucker, Alabama.
Poll, Kenneth O., St. Louis, Missouri.
Poor, Charles L., Washington 25, D.C.
Porter, Roy, Long Beach, California.
Powell, Edwin L., Colonel, Fort Benning, Georgia.
Pratt, E.T., Jr., The Honorable, Washington 25, D.C.
Proctor, James H., Lt. Colonel, Washington 25, D.C.
Psaki, Nicholas G., Lt. Col., APO 949, Seattle, Wash.
Pulver, W.A., Marietta, Georgia.
Quinn, John J., Hawthorne, California.
Raabe, Wallace, Burbank, California.
Raff, Edward G., Lt. Colonel, Aberdeen PG, Md.
Rainey, John K., Lieutenant, Ft. Hood, Texas.
Ramsey, Cecil J., Captain, Ft. Benning, Georgia.
Rane, John, Los Angeles, California.
Rankin, Alexander J., Colonel, Fort Rucker, Alabama.
Reaser, Glenn R., Captain, APO 7, San Fran., Calif.
Reath, Donald R., Philadelphia, Pennsylvania.
Reed, Hubert N., Major, Ret., Colorado Springs, Colo.
Reid, London J., Major, Springfield, Virginia.
Reid, William T., Huntingdon Valley, Pennsylvania.
Renola, Raymond, Washington, D.C.
Resler, Barclay T., Col., Ret., Falls Church, Virginia.
Rhodes, Dusty, Washington, D.C.
Rice, Foy, Lt. Colonel, Ft. Bragg, North Carolina.
Rice, G. Edward, Sacramento, California.
Richards, William A., Lt. Colonel, Columbus, Ohio.
Richardson, Howard B., Lt. Col., Ft. Belvoir, Va.
Richardson, Lynn D., Webster City, Iowa.
Ries, Arthur W., Colonel, Fort Benning, Georgia.
Riley, Edwin C., Captain, Ft. Sill, Oklahoma.
Robertson, William W., Cadet, Rutgers Univ., N.J.
Robeson, Evart E., Captain, Ft. Benning, Georgia.
Robinette, Albert L., Lt. Col., Ret., Dallas, Texas.
Robison, Paul B., Major, Ft. Benning, Georgia.
Rock, George G., Captain, New York, New York.
Rockwell, Warren T., Washington, D.C.
Rodes, Anthony L., Washington 5, D.C.
Rogers, George, Lt. Colonel, Washington 25, D.C.
Root, Robert E., Downey, California.
Roper, Harry McK., Jr., Major, Washington 25, D.C.
Ross, Joe R., Fort Rucker, Alabama.
Rowan, John L., Lt. Colonel, Ret., Old Lyme, Conn.
Rowny, Edward L., Maj. Gen., Washington 25, D.C.
Ruby, Jack W., Lt. Colonel, Ft. Rucker, Alabama.
Runkle, Robert L., Major, Fort Rucker, Alabama.
Russell, Mary S., Miss. Ft. Rucker, Alabama.
Rutherford, William G., Maj., Washington 25, D.C.
Sabiston, Thomas J., LCol., Ret., Enterprise, Ala.
Salmon, H.R., Burbank, California.
Saltee, Lawrence T., Major, Ft. Rucker, Alabama.
Sampson, Eldon F., Captain, Edwards AFB, Calif.
San Soucie, Bob, Dr., St. Louis, Missouri.
Schanzenbach, A.P., CWO, Ft. Benning, Georgia.
Schemmer, Benjamin F., Wallingford, Pennsylvania.
Schulz, Robert H., Colonel, Annandale, Virginia.
Scott, Charles M., Jr., Scottsdale, Arizona.
Scott, Charles T., Birmingham, Alabama.
Scott, Warren P., Washington, D.C.
Seaver, William B., Lynn, Massachusetts.
Seeley, John S., CWO, Fort Belvoir, Virginia.
Sell, Charles L., Los Angeles, California.
Shaw, Harrison, BGen., Ret., Glendale, California.
Shaw, G. Norris, Caldwell, New Jersey.
Shaw, Spencer L., Los Angeles, California.
Shea, Gerry H., Colonel, Fort Benning, Georgia.
Shendle, Gerald R., S/Sergeant, Ent AFB, Colorado.
Shiveley, Harry T., LCol., Ret., Washington, D.C.
Sinclair, Christopher B., LCol., Washington 25, D.C.
Singer, Robert P., SP/5, Washington 25, D.C.
Sisson, William, St. Paul 9, Minnesota.
Skogstrom, Egil, Phoenix, Arizona.
Slattery, John M., Captain, Washington 25, D.C.
Slavich, Ivan L., Major, Ft. Monroe, Virginia.
Slumpff, Carl F., Seattle, Washington.
Smith, Bill G., Lt. Colonel, Washington 25, D.C.
Smith, Joseph P., Major, Ft. Belvoir, Virginia.
Smith, Max T., Washington, D.C.
Smith, Murry D., Major, Fort Eustis, Virginia.
Solt, Lowell K., Lt. Colonel, FPO 100, New York, N.Y.
Spencer, Ronald D., St. James, New York.
Springer, Leland, St. Louis, Missouri.
Stacy, John F., St. Paul 12, Minnesota.
Steinbach, Edna M., Captain, Ft. Rucker, Alabama.
Steine, Joel R., Captain, Fort Eustis, Virginia.
Stephenson, Carl D., St. Louis, Missouri.
Stiepp, Joseph J., Major, Fort Rucker, Alabama.
Stewart, Edward A., Lt. Col., San Antonio, Texas.
Stewart, George C., Washington 6, D.C.
Stoessner, Richard L., Captain, Fort Eustis, Va.
Straubel, John F., Palo Alto, California.
Striker, Harry A., St. Louis, Missouri.
Swenson, J. Elmore, Colonel, Ft. Monroe, Virginia.
Swinney, Robert S., Captain, Ft. Benning, Georgia.
Tedesco, William, Major, Washington 25, D.C.
Thomas, John W., Major, St. Louis, Missouri.
Thomas, Raymond L., Fort Wolters, Texas.
Thompson, Thomas E., Lt. Col., Washington 25, D.C.
Timm, Billie, Miss, San Diego, California.
Toale, John, Mr., Chicago, Illinois.
Tinnin, Jack J., Colonel, Fort Belvoir, Virginia.
Todd, Bruce, Bethany, Oklahoma.
Toftoy, Holger J., MGen., Ret., Treasure Island, Fla.
Tolson, John J., Brig. General, Washington 25, D.C.
Tomb, Robert N., Washington, D.C.
Torpey, George J., Bonton, New Jersey.
Trappell, T.J.H., General, Marietta, Georgia.
Trillo, William C., Bethpage, L.I., New York.
Troxel, Orlando C., Jr., MGen., Ft. Meade, Maryland.
Truax, Ray W., Fort Monmouth, New Jersey.
Trux, Robert L., Cedar Rapids, Iowa.
Tuck, William R., Colonel, Ft. Benning, Georgia.
Tucker, V., Long Beach, California.

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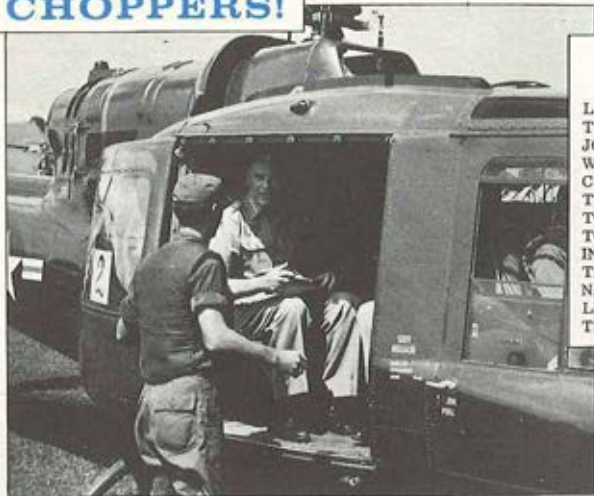
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... IN VIETNAM

LEFT: GENERAL MAXWELL D. TAYLOR, CHAIRMAN OF THE JOINT CHIEFS OF STAFF, TALKS WITH PFC ANDREW J. DOWNIN, CREW CHIEF OF A 119TH AVIATION COMPANY IROQUOIS PRIOR TO TAKING OFF ON AN AERIAL TOUR OF THE II CORPS AREA IN SOUTH VIETNAM. GENERAL TAYLOR AND SECRETARY McNAMARA UTILIZED ARMY AIRLIFT FOR THE BEST PART OF THEIR INTRA-VIETNAM TOUR.

... IN CALIFORNIA

NOW IN THE FINAL PHASE OF ITS FAA PROGRAM OF CERTIFICATION, THE ARMY'S NEW OH-5A HAS ATTAINED SPEEDS IN EXCESS OF 140 MPH AT ALTITUDE BETWEEN 16,000 AND 17,000 FEET. FIRST DELIVERY OF THE PROTOTYPES IS SCHEDULED FOR DECEMBER, ACCORDING TO THE HILLER AIRCRAFT COMPANY. FIVE PROTOTYPES WILL BE DELIVERED TO THE U.S. ARMY FOR EVALUATION.



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Underwood, George V., MGen., Washington 25, D.C.
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A telephone call from the Army Aviation Liaison Officer located at a Vietnamese Army Division alerts the Corps Aviation Combat Operations Center (operated by an Army Aviation Battalion) that a heliborne combat assault mission is in the planning stage and that it looks like helicopter support will be requested. Probably a company size mission consisting of 15 transports.

Armed helicopters will be required and Vietnamese tactical aircraft are being requested. A short time later, the request for aircraft support has reached the Vietnamese Corps; the mission is approved for implementation; and the U.S. Senior Advisor is asked to approve the request for U.S. Army aircraft.

Thus, the wheels are set in motion for another heliborne combat assault, preplanned, with two or three days available for planning, etc. One of the air mobile companies organic to the aviation battalion has been alerted for the mission. A larger mission would have included the entire battalion. The company operations officer and a reconnaissance party establish contact with the Vietnamese ground unit being supported and are briefed on the tactical ground plan, and the extent of tactical air and supporting artillery that will be requested and used.

This mission may be a little more difficult than most since it provides for dropping a Vietnamese Infantry Battalion about 25 kilometers deep in Viet Cong territory in the mountains, almost virgin territory with

limited landing zones and limited routes to and from the landing zones.

Valley floors average 1,000 feet above sea level and with the expected temperatures, density altitude will average about 3,800 feet. Mountain ranges on both sides tower 3,000-4,000 feet above the valley floors. Weather is not expected to be favorable at this time of the year in that area and there will be light to moderate turbulence.

Maps are studied and files checked for available photos. Current photos are not available for this area, so a request is made by the unit intelligence officer. The photo mission will be flown either by Vietnamese Air Force aircraft or possibly Army Mohawks or the TO-1D and the completed photos will be available within a few hours.

TIME OF ESSENCE

In the meantime, the intelligence officer has been busy verifying the latest information on the Viet Cong in that area, checking with the Aviation Battalion S-2, the Corps USG-2 Advisor and with intelligence personnel at the Vietnamese Division.

A reconnaissance of the area is flown in a TO-1D by the Operations Officer or one of the Platoon Leaders of the Air Mobile Company. Routes in and out are selected and all available landing zones, previously selected from a map and aerial photo study, are confirmed. Little time can be spent in the actual area for it is most important that the attention of the Viet Cong not be aroused lest the mission be compromised.

Meanwhile back at the Corps Com-

bat Operations Center, the landing zone or staging area has been confirmed. The troops will be assembled and the air mobile assault will be staged from the specified area. POL supplies are checked to make sure adequate quantities of JP-4 and AV Gas are available along with tankers and other means of dispensing fuel. Ammunition for the armed helicopters will be flown in if not already on hand.

SUPPORT UNITS

The communications plan is developed and approved to assure that the staging area will be in communications with the Corps Combat Operations Center, either using FM or Single Side Band. A radio relay TO-1D may be required if the distance is too great.

A list of supporting units required for the operation are developed and necessary orders issued for their participation. These will include armed helicopters for escort; medical helicopters for evacuation of casualties; helicopter recovery crews, including the Mohave; tactical aircraft from the Vietnamese Air Force, perhaps a couple T-28's or some B-26's, or maybe both.

LANDING ZONE SELECTION

The Company Operations Officer coordinates the final selection of the landing zone with the S-3 of the Vietnamese Army unit being supported and his U.S. advisor to make sure that the landing zones to be used will meet the requirements of both the ground unit and the air mobile company.

The final plan is presented to the Air Mobile Company Commander, including the intelligence situation, both in the area of operations and enroute; the weather forecast; routes to staging area, formation and altitude; the staging area plan; times of arrival; employment of the armed helicopters; any changes in SOP's; etc. Necessary changes are made as required and finally the aviation plan is approved.

In the meantime, maintenance crews are concentrating on getting the maximum of aircraft available for the mission. The Company Commander will need 15 transports plus two spares and he would like to secure all aircraft from his own unit, although if he falls short, one of the other air mobile companies in the battalion has been alerted to provide a flight of five transports if required.

DETAILED BRIEFINGS

Crews are designated and notified of the briefing which will probably be held the afternoon preceding the day of the mission. This briefing, previously described in the "Vietnam Report," is very detailed and follows a five paragraph field order as does any other combat order. All air crews are present, including the crew chief and gunner as well as representatives of all supporting elements.

Many observers from various other headquarters and agencies will be present to listen to the briefing. The Battalion Commander may be present and possibly the Commanding General of the next higher headquarters, who will go along on this mission in an armed helicopter

as a door gunner. The Information Officer is also present along with several newsmen who have been cleared by higher headquarters and who will go along on the mission. These additional personnel are usually referred to affectionately as "strap hangers."

PREDAWN ACTIVITY

The day of the mission arrives. Invariably it is a Sunday, but you, a CH-21 pilot, are accustomed to this by now for you are pretty busy seven days a week. Up early, breakfast at 0500 hours, looks pretty good; the mess sergeant outdid himself this morning to make sure we have the best that he has. Transportation to the flight line at 0545 hours - pilots are getting a last minute briefing on any changes including the weather.

The co-pilot is probably out at the ship making an extra special pre-flight. He has been here about twelve months and this is his last combat support mission prior to rotation, so he is making doubly sure that everything checks out. The gunner has checked both machine guns and has test fired them at the weapons pit; he is busy mounting them, re-checking ammunition and smoke grenades. The crew chief has been out early, going over his ship once more, even though it checked out thoroughly last night on the run up. All radios are working.

Start engines at 0615 hours, all turning over now, the long line of CH-21's a very pretty sight. Next the signal for engaging rotors. Taxi at 0625, the line moves down the ramp for take-off on taxi way 25

at 0630. You are off, forming rapidly into two flights of five each, V formation, one minute separation between flights.

Off in the distance you see the TO-1D control ship that will guide you the some 70-odd miles to the loading zone. Now you are on course, almost at the assigned cruise altitude of 1500 feet. The formation looks very good from your vantage point in the left rear ship of the V.

SILENT TEAMWORK

You think of how many times you have done this before; what will the weather be like; will the Viet Cong be waiting; the dozen and one other things going through your mind as you busily check RPM, altitude, manifold, etc. You are at the designated weapons release point now, so a quiet order over the intercom to your gunner and crew chief to "half load" and be on the alert, although at this altitude there is little danger of effective enemy fire.

The plan called for a third flight of CH-21's to rendezvous with the formation at a specified point. You are approaching that point now, wondering if they will be on time. There they are at just about your altitude, approaching from the left rear to swing in and join up as the third flight. This is the flight from your sister air mobile company as they join in to give you a hand on today's operation. You will be returning the favor on the next one they have.

Very little conversation on the radio, rightfully so for your Company Commander believes in using radios only when required, no excess chatter. About the only thing you

hear are a few brief words from the controller in the TO-1D as he gives the word on the weather. Looks good, have to go on top for about 15 minutes, climb to 3,000, no problem for you are empty since you are enroute to the loading zone. Word comes over the radio that the advance ground party that flew up about an hour earlier in two CH-21's has arrived and that the weather in the area of operations is favorable. This is reassuring, looks like an easy mission after all.

FINAL PLAN

You approach the loading zone after a short one-hour flight. As the formation swings in for landing you can see the troops lined up, spaced on both sides of the runway, waiting for you to land so they can load up. The plan calls for five minutes on the ground, just long enough for loading the troops. The fuel has been planned to get you here with just the right amount remaining, no refueling required until after the second and last lift.

The formation touches down as planned; you taxi to your stake, Number "5," and your waiting Vietnamese squad. They quickly get aboard, sit quietly on the floor and keep the muzzles of their weapons pointed to the side. You hope the pin doesn't come out of one of those grenades they always carry.

Over the radio each aircraft is reporting "up" to his flight leader. The first flight is moving out. You look with confidence as a platoon of five armed helicopters moves in to join your formation. They will provide escort to the landing zone as



LEFT: SFC Rupert G. Tittle (left), an instructor in the Department of Maintenance at USAAVNS, is shown taking a reenlistment oath exactly one mile above the ground. Lt. Monte J. McCullough, Reenlistment Officer (right), does the honors while Capt. Martin C. Sprague, Maintenance Office of the Department, takes a quick glance from the cockpit of the U-1A. BELOW: Members of an Army LOH team are shown during a recent visit to the Bell plant at Ft. Worth, Tex. They are, from left to right, Capt. William L. Corley, assistant to the LOH Project Manager; Lt. Col. Joseph L. Gude (since promoted to Colonel), LOH Project Manager; Turpin Gerard, Bell OH-4A project pilot; Robert L. Lichten, Bell OH-4A Project Director; Col. Alexander J. Rankin, president of the Aviation Test Board; and Charles Crawford, asst to the LOH Project Manager.



ABOVE: Assistance is given by a SETAF helicopter of the 110th Aviation Company at the Longarone, Italy, disaster site. The Army aviation crews provided on-the-spot assistance to Italian relief officials in the Belluno area where a tidal wave, caused by the side of a mountain falling into the artificial lake behind the towering Vajont Dam, flooded the village of Longarone and nearby villages, leaving many thousands dead. RIGHT: An anti-tank weapon for the armed helicopter - the SS-11 wire guided missile - is explained to Lt. General Albert Watson, II (left), Commanding General, Third U.S. Army, while on his recent visit to Fort Rucker, Ala. Captain Ronald H. French, an instructor in the Department of Tactics, Army Aviation School, is shown briefing General Watson on how the French-built missile is fired from the UH-1B helicopter. (USA photos).



well as return and be there with you when you go in. They carry tremendous fire power and they know how to use it.

A climb to 2,500 indicated; this puts you at 1,500 above the ground. Your flight is headed up the valley, over to your left front is the big mountain, behind which are the landing zones (Sure looks like a long way off). Overhead you see a B-26, also part of your support. He is there if needed enroute to or in the landing zone. Up ahead you see the control TO-1D selecting the route and giving changes in heading as required.

LOOK FOR LANDMARKS

Ten minutes out from the landing zone, you can see the pre-strike now in progress by the T-28's and B-26's. This makes you feel better for if there are Viet Cong in that landing zone, there should be less of them there after the pre-strike. Instructions come over the radio to start your descent. The armed helicopters move out in front; they will precede you in this time to work over the area if required. Your guns are on full load, both gunner and crew chief fully alert.

You look for something that looks familiar on the ground that will match what you saw on the photo and map. There, maybe that is it, a small corn field, only big enough for one or two ships at a time. The TO-1D swoops in and drops a smoke grenade, verifying the corn field as the landing zone. In you go, concentrating on the approach; airspeed, rate of descent, RPM; all sounds and feels good! (Why shouldn't it? You have done it a hundred times. You

are a professional at this business). Now you are flaring to a hover, hunting for a spot to set down, looking for hidden stumps in the waist high corn, and the three or four feet high ant hills.

There, finally on the ground, the troops are getting out, seems faster than last time. The gunner concentrates his attention on the tree line and other likely spots that the Viet Cong may be hiding. A signal from the crew chief that you are empty, a take-off and climb back to join the formation for the return to the loading zone. As you climb out you see a red smoke grenade over to the left, indicating an enemy location. An armed helicopter goes in and blasts the area with rocket and machine gun fire. Your flight is all formed up. You see the second flight going in. One of them is taking a long time getting off. Now finally he is up, slowly climbing, going back in after a 360. Something wrong, he lands. Over the radio you hear the report that his fuel cell was punctured on landing on a stump, losing fuel now, looks like a job for the recovery people.

RECON EFFORT TOPS

No problem, however, friendly troops in the area, those you just landed with plenty of fire power overhead. The downed ship will be repaired and recovered after the next lift. The first lift is completed and the formation wings its way back to the landing zone for the second lift. You relax a bit, everything went very well. The reconnaissance must have been good for landing zones were okay. A little bit different than

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some previous missions, but you've seen more difficult ones in the past.

HELICOPTERS READY

The formation lands quickly and with precision at the loading zones. The troops are waiting again. Loading is rapid and you are off again for the second and last lift. Same procedures, same support, and same control. A different route this time and you are back to the landing zone.

The second time in it is easy. You spot the landing zone right off; it has been marked again with smoke from the friendly control TO-1D. The B-26 and the T-28's are still there, orbiting, ready to help either you or the troops on the ground, if required. You go in on your approach. There are the armed helicopters again ready to assist. You find the same spot you were in last time and come to a landing, light on the gear, ready for what might come.

THIRTY MINUTE REPAIR

The crew chief signals you are clear; a quick take-off and you start the return trip back to the landing zone. You notice that the recovery CH-21 has landed by the crippled Shawnee. A report over the radio indicated that all that was wrong was the drain valve knocked off the fuel cell. The recovery ship brought in a new one and a couple drums of fuel. Thirty minutes later this ship will fly out successfully, an easy recovery. Most embarrassing for the pilot, however, for when he set it down again after losing his fuel, he landed on a second stump - six inches in diameter - and punctured the belly about mid-ship. A few minutes with a

saw. Glad someone thought to have it on the recovery ship. Little damage, except to the aircraft skin and the pilot's ego.

MISSION OVER

All ships return to the loading zone, including the armed ships. The fuel trucks are busy and ammunition is rapidly replenished as required. The mission itself is over. The unit will take-off in 30 minutes for return to home station. Another mission is planned for tomorrow, so there is work to be done. Sometimes you remain at the loading zone, ready for further employment. It depends on the tactical situation and what the aviation requirements are for the next day. Helicopters require a lot of maintenance and the waiting maintenance crew at home station will be glad to see you back early this time, so they can get their work done.

TOMORROW WHAT?

The return to home station proceeds as planned, much the same as the trip up. The weather is better and you are a bit more relaxed now. Another successful mission is under your belt. You wonder what was going through the minds of your fellow aviators, the controllers in the TO-1D, the pilots of the armed ships, your commander and the operations officer. Probably all thinking the same. Another well planned and well executed combat heliborne assault. This one a little more difficult, but with a professional outfit such as yours, nothing to it. Wonder what the one tomorrow will be like?

--Lt. Col. Kenneth D. Mertel

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FACES IN THE NEWS



Captain Bertram G. Leach, Logistical Evaluation Representative to the LOH Project, of the U.S. Army Aviation Test Board, set six world helicopter speed records at Edwards AFB, Calif., in an OH-23G "Raven." (See story, page 12). Rated in 1954, the Senior Army Aviator is a 2,600 hour veteran, having flown some 265 hours of combat support flying time while on a recent tour in Vietnam.



James A. Carmack has been appointed the Vice President of Marketing for the Hughes Tool Company-Aircraft Division. A graduate of Annapolis in 1949, Carmack was a Navy jet pilot for six years before joining the Lockheed California Division, where he served as Manager of Army Sales for the past six years. He will be in charge of all military and commercial marketing with offices at Culver City, Calif.



Colonel Joseph L. Gude has been appointed Project Manager for the Light Observation Helicopter (LOH) by Lt. Gen. Frank S. Besson, Jr., Commanding General of the U.S. Army Materiel Command. In this assignment he will be responsible to AMC for developing, producing, and providing our troops with the LOH, the first small helicopter of this type to be used by the Army with a turbine engine.



Major General G.P.L. Weston, the Director of Land-Air Warfare of the British Army, recently toured the major Army aviation installations in the United States, being briefed on current operational and organizational concepts within the U.S. Army Aviation Programs. A firm exponent of organic aviation support for the ground forces, Gen. Weston is a lifetime Honorary Member of the Army Aviation Assn.



Herbert R. Bowie of Arlington, Virginia, has been named East Coast manager of military requirements for the Industrial Products Division, The Boeing Company. Bowie will be based at The Boeing Company office in Washington, D.C. An ME graduate of Iowa State College, Bowie worked for ten years in managing military sales programs with gas turbine manufacturers before joining the Boeing west coast facility.



Lt. Colonel Frame J. Bowers is the new Officer-in-Charge of the U.S. Army Bell plant office at the Bell Helicopter Company near Ft. Worth, Tex. His assignment ties in with the Army's recent assumption of plant cognizance over the company from the Navy. A 21-year career soldier, the Senior Army Aviator has been in Army aviation for the past 14 years. Prior to his new job, he served at Corpus Christi.



CWO Harold L. Deal, Production Control Officer of the 591st Trans Co (DS), Illesheim, Germany, has received a promotion to Warrant Officer, Fourth Grade. Deal, who is also President of the Illesheim Chapter of AAAA, is a 16-year Army veteran, 10 years of which have been spent in Army aviation. The 591st Transportation Co is a part of the 205th Transportation Battalion in Germany.



Colonel Robert F. Cassis, Assistant Commandant of the U.S. Army Aviation School at Ft. Rucker, was appointed a National Member-at-large on the AAAA National Executive Board for the 1963-1964 term, along with Brig. Gen. Robert R. Williams and Col. Allen M. Burdett, Jr. An additional two Nat'l Members-at-Large will be appointed to the AAAA Board by Lt. Col. Darwin P. Gerard, Ret., Assn President.



Colonel Harold W. Rice has been assigned as Chief of the U.S. Army Electronic Command's Avionics-Navigation Aids Commodity Office at Ft. Monmouth, N.J. A native of Vanceburg, Ky., Col. Rice is a 1942 graduate of USMA and a former Military Assistant to the Secretary of the Army. He completed flight training at the U.S. Army Aviation School at Ft. Rucker this year and is a rated Army Aviator.



Colonel Arthur W. Ries, former Chief of Staff at AVS-COM, St. Louis, Mo., recently received the wings of Senior Army Aviator, prior to his departure for his new assignment at Fort Benning. The Army aviation veteran serves on the Test, Evaluation and Control Group at the U.S. Army Center as the personal representative of Lt. General Frank S. Besson, Jr. CG of the US Army Materiel Command.

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OBITUARIES

Captain James W. Hendrickson, assigned to the 7th Aviation Battalion, APO 7, San Francisco, California, sustained fatal injuries on September 25, 1963, when the U-6 Beaver aircraft he was piloting crashed during the conduct of a service mission in South Korea. Capt. Hendrickson is survived by his widow, Mrs. Jewell M. Hendrickson, of Route #1, Daleville, Alabama.

Lieutenant Colonel Donato N. Vincent, 43, Chief of the Academic Plans and Operations Division in the Directorate of Resident Instruction at the Army Transportation School, Fort Eustis, Virginia, died after a heart attack suffered on October 16 while he was attending the University of Omaha. Prior to his assignment at the Transportation School in September, 1962, he was commanding officer of the 3d Transport Aircraft Battalion and deputy commander of Lawson Army Aviation Command, Ft. Benning, Ga. His decorations included the Army Commendation Medal with two Oak Leaf Clusters. Colonel Vincent is survived by his widow, Mrs. Anne Vincent and two daughters, Lynn and Jan; and a son, Pvt. Richard D. Vincent, stationed in Italy. Burial services were conducted at Arlington National Cemetery on October 21.



TO AID SCHOLARSHIPS

THE Army Aviation Association has placed 33 rpm recordings of the new official "Army Aviation Song" on sale at 17 Chapter activities throughout the United States.

The recordings feature Mitch Miller and His Gang in their Sing-Along version of the new song written by Jimmy Van Heusen and Sammy Cahn.

Records may be purchased for \$1 each by contacting the Chapter Secretary of any ZI Chapter of Quad-A, or by forwarding a \$1 check to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. Checks should be made payable to the AAAA Scholarship Foundation in that the proceeds from the record sales have been assigned by the songwriters and Mr. Miller and his organization to the Foundation.

The publication has received some forty-odd letters from readers expressing their disappointment in not hearing Mitch and His Gang sing the new song on the November 11 NBC "Sing Along with Mitch Show." A reliable source provided the information that the song had been scheduled for this particular evening, precipitating our earlier magazine publicity. Unknown to us, the "scene" was cancelled and we, too, were glued to our TV set until show's end. Our school-age children enjoyed the 11 p.m. "privilege" no end - our neighbors whom we had invited in to hear "The Big Debut" have heckled us ever since. We would have liked to have heard the song, too, and regret any embarrassment the deletion may have caused you.

The song is still a fine song - the records are available- and your \$1 contributions to the Foundation are needed. Send in the coupon below & join the '64 Scholarship Fund Drive!

TO: AAAA Scholarship Foundation, Inc.
1 Crestwood Road, Westport, Conn. 06882

Please forward me.....record(s);copies of the sheet music of the new official "Army Aviation Song." I have enclosed \$1 per record/sheet music copy in cash or a check made payable to the AAAA Scholarship Foundation, Inc.

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Sec. Vance



Award Group



AA of Year



AA Song



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Sen. McClellan



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