

ARMY AVIATION

DECEMBER—JANUARY 1964



Nothing like a little seasoning

This Travelaire pioneered airline service in the Thirties. Its engines were made by Lycoming, a seasoned veteran with more than 20 years' experience. Now, with 55 years of seasoning, Lycoming still pioneers the manufacture of dependable engines, including a full line for military aircraft.

Lycoming

Division — Avco Corporation
Williamsport, Pennsylvania

ARMY AVIATION

VOLUME 12

NUMBER 12

DEC.-JAN., 1964

ARTICLES

- "A BETTER UNDERSTANDING"
by Brigadier General John J. Tolson, Director of Army Aviation, OACSFOR.....7
- VIETNAM REPORT
by Colonel John L. Klingenhagen, U.S. Army Support Group, Vietnam.....13
- USCONARC REPORT
Staff Prepared under direction of Col. Robert R. Corey, Aviation Division.....21
- "LOOK, MAI NO HANDS!"
by Bill Thornton, Equipment Systems Branch, ADP Office, USAAVSCOM.....19
- TARABS - A NEW WORD IN ARMY AVIATION
Tactical Air Reconnaissance and Aerial Battlefield Surveillance Outlined.....29
- SIXTH ANNUAL NASSA ARMY AVIATION CONTRACT SERVICES SYMPOSIUM
Flight Training and Maintenance Contractors Coordinate with AA Authorities.....30

DEPARTMENTS

- TAKEOFFS
This Month's Changes of Address and Residence.....39
- NEWS PHOTOS
Photographs of Army Aviation Activities, December-January, 1964.....43-45
- NECROLOGY
Obituaries, December-January, 1964.....46
- AAAA NEWS
Reports of Chapter, Regional, and National Activities within AAAA.....33
- FORT MONROE CHAPTER LUNCHEON HONORS TWO CONGRESSMEN
Representatives Accorded Honorary Membership in Fort Monroe Chapter.....34
- AAAAPHOTOS
Photographs of AAAA Activities, December-January, 1964.....35

ADVERTISERS

- | | |
|--------------------------------------------|----------------------------------------|
| Beech Aircraft Corporation.....24-25 | Grumman Aircraft Engrg. Corp.....10-11 |
| Bell Helicopter Company.....3 | Hiller Aircraft Company.....12 |
| Boeing Vertol Division.....4-5 | Lockheed Georgia Company.....16-17 |
| Chandler Evans Corporation.....47 | Lycorning Division.....1 |
| De Havilland Aircraft of Canada, Ltd....23 | Sikorsky Aircraft Division.....38 |

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., Westport, Conn. Editorial and Business Office, 1 Crestwood Road, Westport, Conn. Phone: Capital 7-8266. The views and opinions expressed in the magazine are not necessarily those of the Department of the Army or the staff of the publication. Articles, news items, and photographs pertinent to Army aviation are solicited and should be mailed to the Editorial Office so as to arrive on or before the 10th of the month preceding the cover date month. Data submitted for publication should bear the name of the submitter and should be accompanied by a return envelope bearing sufficient postage and the return address of the submitter. Accepted articles pertinent to Army aviation subject except unit or AAAA activities are reimbursable at the rate of ten cents per published line. Subscription fees: Continental U.S., APO, and U.S. Possessions, \$3.50 per year; all other addresses add \$0.75 per year. Active Army personnel are requested to submit a residence or quarters address for magazine distribution purposes whenever possible. Back issues cannot be held unless an advance "Hold Notice" is furnished by the subscriber together with the date on which his "in transit" status will terminate. Advertising correspondence should be directed to the Business Office. Closing date for insertions is the first day of the month preceding the cover date month. Second Class Postage Paid at Westport, Connecticut.



WORLD
STANDARD
bell
MILITARY & COMMERCIAL HELICOPTERS

Bell's leadership in research and development applies *years-ahead thinking* to determine future weapon helicopter design requirements. Bell's latest development is the new Sioux Scout, an armed-reconnaissance helicopter incorporating many new concepts. These Scout concepts are now undergoing intensive field evaluation.

A variation of Bell's famed OH-13, the *turbosupercharged* 207 Scout features tandem seating. The pilot rides high for excellent all 'round visibility. Gunner is placed low ahead of the pilot for control of the flexible Emerson chin turret mounting two 7.62 machine guns. Side-armed flight controls permit gunner to pilot the ship.

Stub wings contain fuel tanks, supply added lift for tactical flying and incorporate hard points for mounting special armament packages. Slim, streamlined fuselage means low drag, giving the Scout a speed and climb rate well above the standard OH-13.

At Bell, the Sioux Scout is only one of many advanced concepts under development . . . another reason why Bell is way ahead in rotary-wing research and development.

**A NEW
CONCEPT
FROM
BELL**

**THE
SIOUX
SCOUT**



BELL HELICOPTER COMPANY

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

Chinook

PROGRESS



Ft. Bragg, N.C.



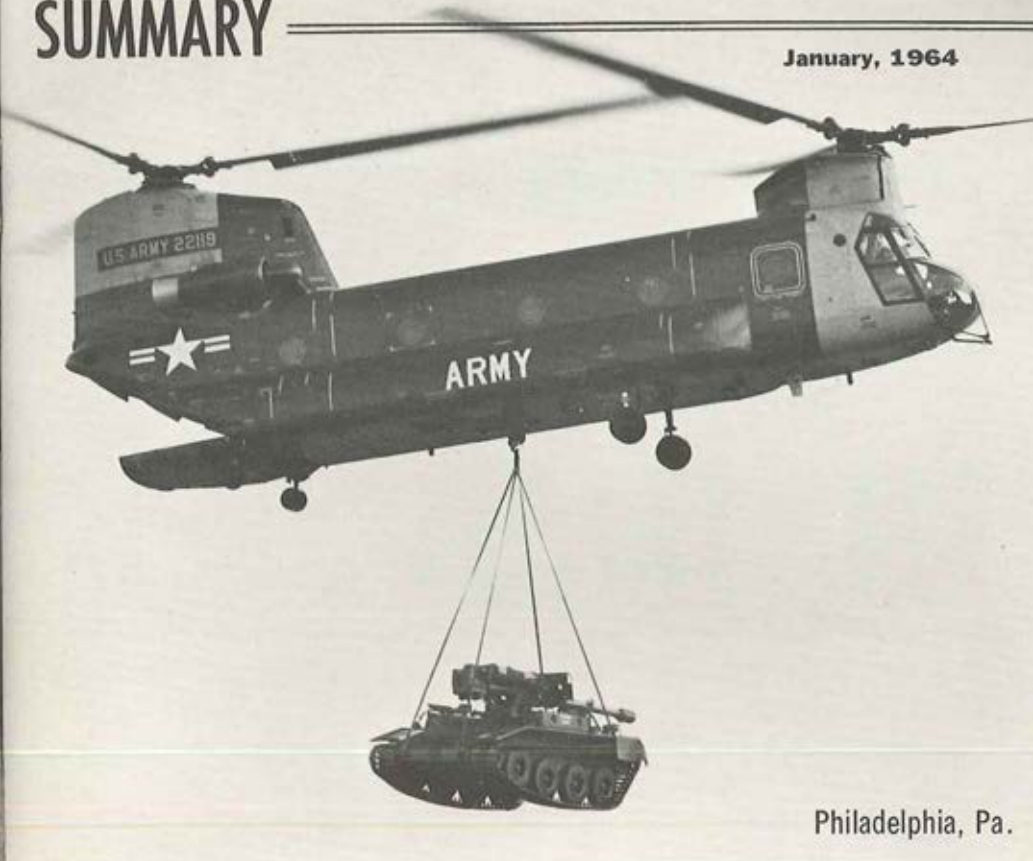
Ft. Stewart, Ga.

CHINOOK DEMONSTRATES ITS AIRLIFT CAPABILITY

The U.S. Army CH-47A Chinook has been a busy aircraft.

At Ft. Bragg, North Carolina it transported a 155mm howitzer as part of the Aviation Board's Test and Evaluation Command user testing program. 155mm howitzer gross weight: approximately 12,500 pounds.

At Ft. Stewart, Georgia, a Chinook assigned to the 228th Assault Support Battalion, 11th Air Assault Division, ferried a U.S. Army



Philadelphia, Pa.

OV-1 Mohawk to the Army Depot at Atlanta, Georgia. Mohawk Gross Weight: 10,500 pounds.

At Philadelphia International Airport, site of Vertol Division's Flight Center, the Chinook flew with a 90mm M56 Scorpion self-propelled gun as an external load.

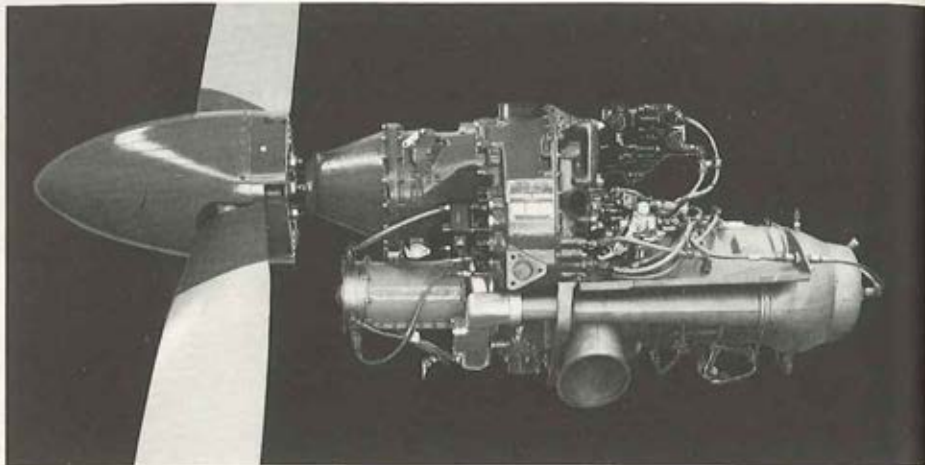
Scorpion Gross Weight: 14,100 pounds.

Total Gross Weight of aircraft and cargo—38,500 pounds.

BOEING

VERTOL DIVISION

The turboprop T63 is ready for flight



Turboprop version of the Allison T63 engine. In its turboshaft configuration, the T63 is powering Light Observation Helicopters (LOH) as they prepare for Army tests.

It's already passed the 50-hour Preliminary Flight Rating Test... can very quickly complete its 150-hour test for Army acceptance and FAA certification.

How does it differ from the turboshaft T63 that powers the Army's Light Observation Helicopter? A reduction gear is added to provide a suitable shaft speed for a flange-mounted propeller.

And both these engines have the built-in reliability that's standard equipment with every Allison turbine engine. We've built over 35,000 turbine engines... and they've flown more than 30,000,000 hours. Today, whether serving our armed forces or the world's airlines, they're setting

new records for reliability in many kinds of service.

Born to be a turboprop

The turboprop T63 is so far along in its development because it was designed to convert easily from turboshaft to turboprop. And, of course, both versions of the T63 have the same attributes... simplicity, compactness, ease of maintenance and of overhaul, small size and light weight.

The T63 engine is less than 4 inches longer than its turbo-shaft brother... and the gearbox adds only 22 pounds to the engine's weight.

The engine can power both fixed- and tilt-wing aircraft in its turboprop version... in addition to powering the LOH in its turboshaft configuration. Obviously, the use of identical engines would have many military advantages.

Logistics simplified

Parts supply problems would be minimized... mechanics' training would be simplified... so would pilot familiarization time.

Parts inventories would also be reduced because many parts would be common to both engines.

Today the turboshaft version of the T63—the T63-A-5—is powering the Bell OH4A, Hiller OH5A and Hughes OH6A as they prepare for Army LOH airframe evaluation and flight tests. Its operating experience to date proves it's one of the simplest, most compact and most easily maintained engines the Army has.

If you'd like more information about the T63—in either its turboshaft or turboprop configurations—we'd be glad to send it to you. Just write LOH, Allison Division of General Motors, Box 894XX, Indianapolis, Indiana 46206.



Turboprop T63 can power planes such as those shown here, and other craft.



Turboshaft version of the T63 which is powering Light Observation Helicopters.



ON TARGET WITH LOH POWER

Allison

THE ENERGY CONVERSION DIVISION OF
GENERAL MOTORS, INDIANAPOLIS, INDIANA



A BETTER UNDERSTANDING . . .



BY BRIGADIER GENERAL JOHN J. TOLSON

ON 10-11 December, CONARC conducted their 4th Annual Army Aviation Conference. I extend my congratulations to the CONARC staff, and especially to Colonel Bob Corey and all those who participated in making the conference a success.

The large attendance and the excellent presentations served to contribute to a better understanding of the Army's aviation program and measures taken to increase our tactical mobility.

The splendid support given the conference by the aviation industry is another example of the continued close working relationships between Army aviation and industry.

UTILIZATION OF AIRCRAFT

Many of you realize that this is an old subject, but recently several incidents have made it necessary that I discuss the subject briefly. First, AR 95-1, as well as other pertinent regulations, discusses in general terms how Army aircraft will be used. A rewrite of AR 95-1

has been directed to insure that the aircraft in our inventory are being used for the purpose for which they were procured. The new AR should be out after the 1st of February 1964.

Another point bearing on the same subject is the use of tactical aircraft for purely administrative purposes. Fortunately, no one ever thinks of driving a tank from Fort Knox to Washington. Yet it's difficult to defend expensive aircraft that are justified on the basis of need for our tactical units only to have to produce facts and figures as to why such and such an aircraft with such and such a tail number was at a particular airfield on a specific date.

CIVILIAN MISSIONS

As long as I am on the subject of utilization of aircraft, I might as well cover another aspect and that is the matter of performing various and sundry missions for private industry. In recent years, there have

been no reported violations in using our fixed wing aircraft to support private or quasi-private ventures. Most of the difficulty has been with our helicopters, and this is understandable. In the early days of the helicopter, they were all owned by the military; and as we know so well in the Army, there are some jobs that only a helicopter can do.

Today, almost anywhere in the country there are private owners and private companies who can provide helicopter service where and when it is needed. Our regulations are very clear, and every Army aviator should be aware that our Army aircraft are used only for the purpose for which they were intended.

One area of possible misunderstanding is in providing support for other governmental agencies. We have attempted in the last few years to funnel all requests from other governmental agencies through the Department of Defense. When requests are made on units in the field to provide vertical lift through the use of Army aviation facilities, such requests should be forwarded to the next higher headquarters for resolution.

APPROACH MINIMUMS

Most of our instrument rated pilots are now familiar with the new format of the Jeppesen approach charts. This new format was designed by Jep to accommodate changes in approach criteria programmed by FAA and the lowered approach minimums which may result. To insure that all aviators get the word, a change was made to

par 20, AR 95-2; the major commands were informed via message; and instructions were included in the Jep Briefing Bulletin which accompanied the first new charts.

MINIMUMS UNCHANGED

Minimums have not been lowered; however, the regulation now permits the use of runway visual range (RVR) and sliding scale (S/S) factors where certain conditions are met. More simply, you can use RVR and S/S minimums published on the approach chart. This is designed to take advantage of additional installed and operating visual aids of the terminal.

To understand the system fully, we must visualize a gate in air space through which an aircraft must pass in order to complete the approach and be in a position to land safely.

Location of this visual reference gate is governed by the type and speed of the craft and the rate of descent required after visual aids are identified. If the visual reference gate is found to be one mile from the runway without additional or supplemental visual aids, the visibility minimums are established at one mile. If we supplement this runway with a high intensity approach, threshold and/or runway lights which can penetrate out one mile to the visual reference gate when unaided visibility range is actually three quarters of a mile, we have then effectively achieved a visibility of one mile. Credit is given for this one quarter mile additional penetrating ability. A word of caution: Basic minimums must be strictly adhered to unless visual

CONARC CONFERENCE



Getting together after a busy session at the USCONARC Conference are, left to right, Maj. Gen. Edward L. Rowny, Deputy Assistant Chief of Staff for Force Development, D/A; Maj. Gen. Harry W.O. Kinnard, Commanding General, 11th Air Assault Division; Brig. Gen. John J. Tolson, Director of Army Aviation, OACSFOR, D/A; and Col. Robert R. Corey, Aviation Officer, USCONARC. The two-day official conference held at Ft. Monroe brought together some 125 Aviation Officers from CONUS installations. (USAP)

contact with the runway or the visual aids is established.

AIR TRAFFIC CONTROL

I would like to remind all aviators flying in CONUS to read AR 95-7, Increased Military IFR Flight Operations. The Services are all committed to this nationwide program for more positive enroute air traffic control in order to reduce the mid-air collision hazard. The program has been successful thus far, and the continually increasing air traffic densities would indicate its continuing need.

EIRs

It is recognized that some of the best ideas for improving equipment

in the Army originates with the primary user. Our approved system for making sure that these new ideas are properly evaluated and eventually incorporated in all aircraft in the system is through the Equipment Improvement Report (EIR). Parts and subsystems that are programmed and procured for one particular aircraft cannot be indiscriminately used on other aircraft. It invariably leads to excessive deadlines throughout the system.



Every second saved



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

GRUMMAN

Aircraft Engineering Corporation

Bethpage, New York



Merging man/machine/mission



U.S. ARMY

OH-5A

Instant lube sight gages for fluid level

*Simple, rugged, two-bladed teetering rotor;
selective growth options for increased power
and gross weight.*

*Rotor diameter selected for
best hovering, autorotational,
and speed (140+ mph) performance.*

*Exclusive Stability Augmentation System
(SAS) results: hands-off flight; more
hours daily availability
due to night
and marginal weather
flight capability;
ease and safety
in nap-of-the-earth
maneuvers;
stability as a
weapons platform;
indifference
to turbulence.*



*Engine deck is servicing
platform for access to
rotor head.*



"FLY WITH IT, AND YOU WILL NEVER WANT TO FLY WITHOUT IT!"
That's what pilots have said about the Hiller/Hamilton Standard SAS. Highly simplified and at an economical price for light helicopters. Among LOH's only the OH-5A has SAS. And only Hiller has perfected, fully tested, and received F.A.A. Certification of SAS on a light helicopter.

HILLER AIRCRAFT COMPANY

PAILO ALTO, CALIFORNIA • WASHINGTON, D.C.

DIVISION OF ELTRA CORPORATION



VIETNAM REPORT

BY

COLONEL JOHN L. KLINGENHAGEN
U.S. ARMY SUPPORT GROUP, VIETNAM

ONE of the big problems that Army aviation has been faced with here in Vietnam is that of having petroleum located throughout the country to enable a combat support mission to be accomplished at any point without having to travel great distances to refuel during the mission.

Since a combat support mission may require the aircraft to "Stage" from an area other than an airfield, or from an airfield that is seldom used and is not "secure," tanker trucks cannot be made available.

DRUMS DISPERSED

To alleviate this condition, 55-gallon drums of fuel have been stored sporadically at some of the larger airfields, and the transfer of petroleum to the aircraft has been made with light hand pumps without filters. This was recognized as being extremely slow and dangerous. During a combat support mission, speed and time are of great importance.

REQUIREMENT SET

Recognizing this problem, Brig. Gen. Joseph W. Stilwell, Commanding General, U.S. Army Support Group, Vietnam, had his petroleum logistic experts pre-store the fuel strategically throughout the country to ease operations from any point.

At the same time, he developed a requirement for a light, compact refueling system that could easily be transported by air and would offer rapid, safe refueling capabilities.

Major Richard L. Clise of the Quartermaster Section of USASGV was given the project and after a little local fabricating and combining of components, a small compact pumping system was devised. A photograph of the airmobile fuel pump is shown on page 15.

AIRMOBILE RIG

The total unit weighs 498 pounds and consists of the standard 50 gallon per minute pump and filter organic to truck mounted units. This unit is mounted on a small frame with retractable wheels and a bottom pan for pushing through mud. The unit can easily be lifted by three men into virtually any Army aircraft for rapid dispersion to any field location where the need for rapid refueling exists.

This innovation has cut refueling time from about 20 minutes to 5 minutes per aircraft serviced. The strategic pre-storage of petroleum throughout the country will also save precious time that has heretofore been wasted in searching for refueling points at some distant location from the mission site.

GENERAL YORK

A second star was received by Major General Robert H. York in November. General York is Director of both the OSD/Advanced Research Projects Agency (ARPA), Research and Development Field Unit, Vietnam, and the Joint Operations Evaluation Group in Vietnam (JOEG-V).

OSD/ARPA's mission is to participate in research and development with the Vietnamese to develop new weapons and equipment or modify old weapons and equipment to make it compatible for use with the mission and country assigned. JOEG-V evaluates the service-conducted test and tactical techniques having joint service implications.

General York completed the Special General Officers' Fixed Wing Aviation Course in October of 1962 at Fort Rucker and was then assigned to his present position here in Vietnam in November. Even though his time is extremely limited due to his dual role, we see him quite often gaining a firsthand knowledge of our aviation tactics and equipment used during combat missions.

COMMAND CHANGES

Major Edward C. Seymour has passed the guidon of the 121st Aviation Company to a new commanding officer, Captain John H. Anderson. Seymour, former commander of the 121st, has been assigned to Fort Gordon, Ga. Anderson is a qualified fixed wing and helicopter instrument pilot and holds the Air Medal, the Purple Heart, and the Army Commendation ribbon.

The reins of the 145th Aviation

Battalion were turned over to Lt. Colonel Charles M. Grandelli by Lt. Colonel Kenneth D. Mertel in an informal ceremony recently. Mertel departed for the new Fixed Wing Center at Olathe NAS, Kansas. Grandelli, formerly deputy commander of the Delta Aviation Battalion, came to Vietnam from the Department of Tactics at Fort Rucker. The recently promoted Lt. Colonel Robert F. Roberts replaced Colonel Grandelli.

The first contingent of 1,000 U.S. Servicemen to be pulled out of Vietnam in December was led by Lt. Colonel Jim Gregorie. Jim was Army aviation's representative with the Joint Evaluation Group in Vietnam. He is headed for the Combat Development Command at Fort Belvoir, Va. We expect Lt. Colonel Hugh Gaddis in January as his replacement.

MACSTEMM

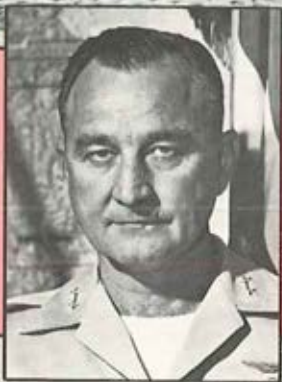
Colonel Guy Jones has taken over the important position as Officer-in-Charge of the Military Assistance Command Staff Element (MACSTEMM) of the Joint General Staff of the Armed Forces in Vietnam. This organization essentially runs the war on a daily basis and Guy is in a good position to advise the Vietnamese on the use of Army aviation. An Army aviation section of five officers was also established within MACSTEMM with Lt. Colonel John L. Briggs in charge.

Colonel Bruce Bissell, Chief of Staff of the Army Concept Team in Vietnam, reports to Washington in January as the project manager of the Chinook in Headquarters, A.M.C.

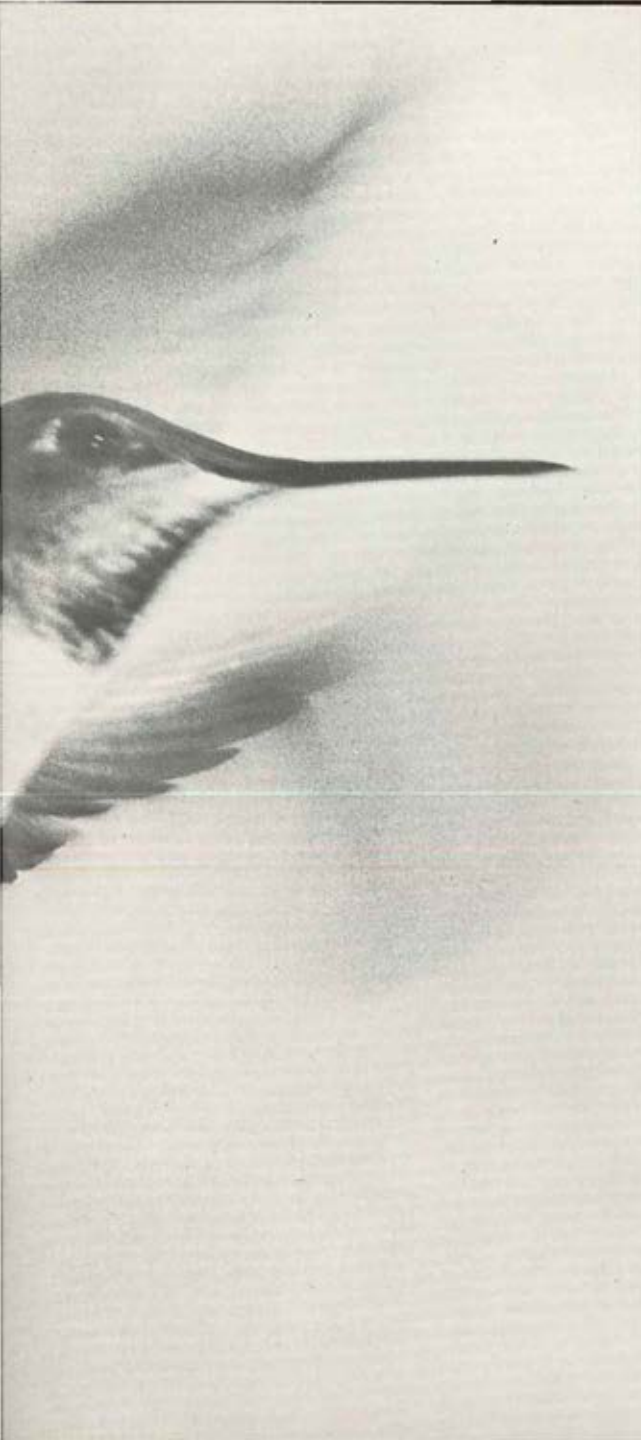
VIETNAM PHOTOS



ABOVE: Brig. Gen. Joseph W. Stilwell (hands on hips), CG of the U.S. Army Support Group, Vietnam, is shown congratulating the officers and men of the 1st Aviation Company for their "meritorious achievements" in support of counter-insurgency operations. Thirty-six men in the company were awarded the Air Medal in recognition of their many combat support flight hours. RIGHT: Major General Robert H. York, the Director of the Joint Operations Evaluation Group, Vietnam. BELOW: Two men from the U.S. Army Support Group, Vietnam, petroleum section are shown demonstrating the maneuverability of the fuel pump designed specifically for airmobile operations in Vietnam. The idea for the pump came from Brig. Gen. Joseph W. Stilwell, Commanding General of USA-SGV. The locally-manufactured fuel pump can be loaded into a helicopter by three men. (USA photos)







Namesake of the Army's new jet

Transition accomplished. The breakthrough has been made. In November, the Hummingbird completed a series of tests in the transition mode. It took off vertically, hovered, and then transitioned into full forward jet flight. The dramatic demonstration proves that this twin jet airplane, with the Lockheed jet ejector system, can achieve a vertical lift-off and landing.

Like its namesake, the Army's XV-4A Hummingbird will fly straight up, down, forward, backward or sideways with ease. And after it made the transition from vertical to horizontal, an operational version would fly "on the deck" at more than 500 knots or climb at more than 18,000 feet per minute.

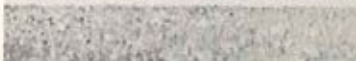
The Hummingbird works on the principle of thrust augmentation, converting engine thrust under 6,000 pounds to over 8,000 pounds of vertical thrust, using only outside air through its jet ejector system to effect this increase.

Now that the transition breakthrough has been made, this unique research aircraft will enter an Army flight test program—the first ever conducted by the U.S. military in the VTOL augmented jet field.

The XV-4A is being developed for the Army by Lockheed-Georgia, and is now undergoing flight test at the Georgia plant.

Lockheed Hummingbird

LOCKHEED-GEORGIA COMPANY
Marietta, Georgia, A Division of Lockheed Aircraft Corporation





VUNG TAU GATHERING

ABOVE: Brigadier General Joseph W. Stilwell, Commanding General of U.S. Army Support Group, Vietnam, is shown congratulating Captain Kenneth N. Blake, Jr., Commanding Officer of the 1st Aviation Company, after having presented him with the Air Medal. The Captain and thirty-five other officers and men of the Caribou company were awarded Air Medals at a ceremony conducted at Vung Tau, Vietnam. BELOW: It was a rainy day but the 339th Transportation Company's UH-1B Iroquois helicopter airlifted the center wing section of a disabled Caribou with no trouble. The Caribou aircraft had been dismantled at the crash site, with most major assemblies being airlifted from the site by sling-loading from an HU-1B.

(U.S. Army photos)



SOMEONE once said "It's a man's world." I'm sure that someone was a woman. As a man, I want to recoin that phrase - it should be, "It's a machine world."

A point of illustration is an Army activity in St. Louis, Missouri, identified in Army lingo as AVSCOM. They have a computer system that actually prepares their contracts for them, printed at a rate of 300 lines per minute.

GLOBAL USE SOUGHT

For full appreciation of what this means, think back, if you will, to your days, or those of a friend of yours, in service during World War II. Remember the Army that caused all the jokes about the red tape and carbon copies. They wanted seven copies for everything unless it was important, then they wanted seven more. Well, here is that same Army right in the middle of its red tape - procurement - shedding its old world customs and accepting contracts prepared by a computer.

Although still in the embryo stage, the Data Processing people at AVSCOM have their sights set on the day when a soldier in Vietnam needing a part can put a card in his machine and without manual intervention the card will cause a shipment of that part from either an

BY BILL THORNTON EQUIPMENT SYSTEMS BRANCH ADP OFFICE, AVSCOM

Army Depot or a commercial manufacturer.

Grossly over-simplified, but essentially this is what AVSCOM is planning to do with their supply mission. The ultimate objective will be to have a supply officer in any part of the world with the capability to prepare a requisition, perpetuating mechanically the identifying data for the item from a card previously obtained from AVSCOM. This card will be transmitted to AVSCOM where the end product automatically will be an order to a General Depot to ship, amending shipping instructions to a contractor, or a new purchase order to a manufacturer.

5-YEAR PROGRAM

This system, except for the preparation of purchase orders, has been in various stages of use for five years by AVSCOM. The preparation of Purchase Orders now completes our Automated Supply Cycle, and it is this application that makes AVSCOM a full service.

There is no manual computer intervention if the item or a substitute can be furnished. However, if as a result of a requisition a "need to buy" occurs, a manual procedure goes into effect. Now AVSCOM is preparing to complete the circuit by automating the procurement portion of the supply cycle and eliminating this manual intervention.

The automated procedure will be

LOOK, MA! NO HANDS!

OVER AND UNDER



An Army CH-47 Chinook is shown airlifting an AO-1 Mohawk during operations of the 11th Air Assault Division conducted at Fort Benning, Ga. Carried by sling load, the Mohawk is flown straight by means of the "sock" at its tail.

accomplished as follows:

AVSCOM maintains a bidders' list of tape files, which identifies all potential and previous contractors for each item procured in their system. When a demand for an item has been placed and the computer has determined that procurement should be made (no stock on hand, no stock due in, no substitutes, etc.) the computer will process the requisition against the bidders' list and select the appropriate manufacturers. Once this is accomplished, the computer will then print out "Invitation for Bids" (IFB) for each of these manufacturers.

The IFB are then reviewed by AVSCOM procurement officers and forwarded to the manufacturer. Completed IFB returned by manufacturers are submitted to the computer, analyzed, and a purchase request is prepared, signed by the contracting officer, and then submitted to the manufacturer for fulfillment of the contract.

This covers the immediate plans

of AVSCOM. However, once this system is placed in effect and a sufficient number of manufacturers have the capability to handle EAM cards or magnetic tape reels, the next step is to process these actions back and forth between manufacturer and AVSCOM, utilizing cards and tape, rather than paper.

AVSCOM recognizes that many exceptions can and will occur that will deny complete automation; however, by accomplishing the non-exceptional workload, the way is paved to work out a method for automatically processing these exceptions.

It was with AVSCOM in mind that made me recoin the phrase "It's a man's world," and I'm sure once the AVSCOM story is heard, people will agree "This is a machine world."

COLONEL
ROBERT R. COREY
CHIEF-AVIATION DIVISION
UTR, USCONARC
FORT MONROE, VA.

CONARC REPORT

THE Fourth Annual USCONARC Army Aviation Conference was held at Ft. Monroe, Va., on the 10th and 11th of December. This conference - the largest one ever held by USCONARC - was attended by approximately 125 key aviation officers throughout CONUS.

In addition to the aviation officers representing the six armies and MDW, plus the Army Aviation Training Schools, conferees were also on hand from the Department of the Army, Combat Development Command, and the Army Materiel Command. Those who attended the conference commented most favorably on the outstanding briefings presented by the many top-level policy makers.

AMBITIOUS AGENDA

The purpose of the conference was to foster a close relationship between the operators in the field and those who have to support them. The agenda was an ambitious one, entailing every aspect of current Army aviation matters, and having as its objective the imparting of the latest information to those aviation officers "carrying the ball" and shouldering the aviation responsibilities of today.

A pamphlet - classified Confidential - is being prepared on the interesting, informative material pre-

sented and will be given wide distribution throughout CONUS on or about mid-January 1964. It undoubtedly will serve as a ready-made reference for many months to come.

WELCOMING ADDRESS

The 10 December morning session started off with an address of welcome by Lt. General J.W. Bowen, Acting Commanding General, USCONARC. General Bowen opened the conference by stating that never before had it been his good fortune to speak to so many who were charged with the effort to understand the mobility problem relating to today's combat environment, and who were so deeply devoted to organizing and preparing the Army for tomorrow.

General Bowen stressed the importance and need for increased mobility, stating that "There is no senior Army officer today who questions that enhanced mobility is more essential than ever to success in land combat." He emphasized that aviation in general, and Army aviation in particular, are giving a new application to the time-tested principles of war, and that aviation is proving these principles of war valid to a degree never before achieved - it is the ability to transport a given force in mass to a designated objective area promptly;

it is the means to advance in a widely dispersed and relatively invulnerable formation; it is the capability to converge almost instantaneously on a designated point to strike the hammer blow of decision; and it is to proceed forthwith towards the accomplishment of the total mission. "This is the special significance," said Gen. Bowen, "that aviation holds for us, and this is the particular advantage that all of us here must exploit."

General Bowen strongly stressed that the Army is testing numerous applications of aerial vehicle employment that are designed to give it a marked mobility advantage in the land combat environment. "Based on the knowledge that we have a sound concept," the General concluded, "and with our cause in your capable hands, I myself am confident and optimistic towards the outcome."

BRIEFING ON 11TH

Major General Harry W.O. Kinnard, Commanding General of the 11th Air Assault Division, spoke briefly prior to introducing his special briefing team. He expressed his appreciation of the many sacrifices being made by other aviation units in order that the 11th Air Assault Division would have the necessary resources with which to carry on its vital mission, and he assured everyone that the division would make good and full use of these resources.

General Kinnard pointed out in particular "that what the Howze Board gave us might be likened to an architect's drawing of a building.

. . . Although by no means a blueprint, the Board only pointed out the direction for this was all they had time to do. The job we have found in the interpretation is to solve the problems as they arise to evolve the doctrine of the organization."

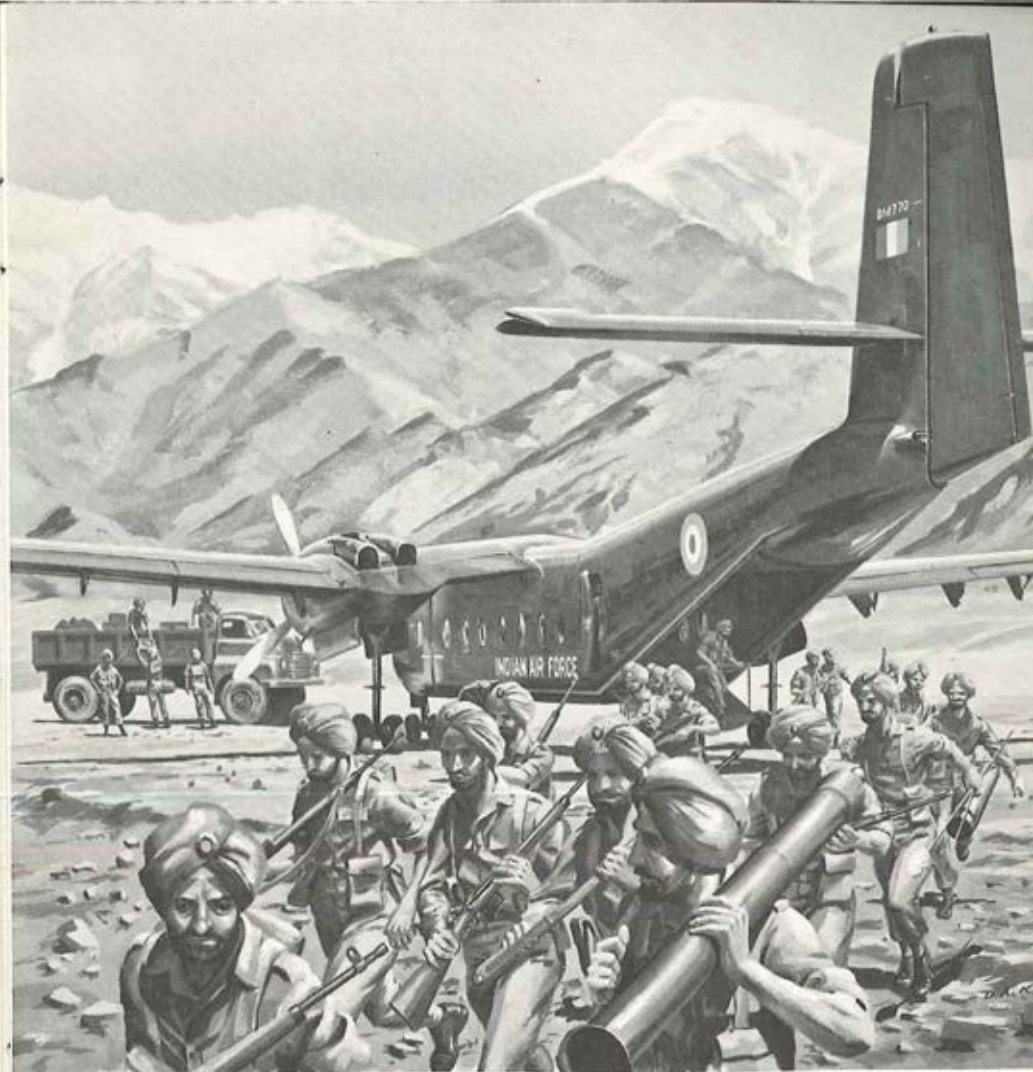
The general then explained the organization, doctrine, and training problems incurred initially and culminating in the successful unilateral tests of October, 1963. As an extension to Gen. Kinnard's remarks, Captains C.D. Fountain and A.H. Krapf of the Test and Evaluation Group, Ft. Benning, Ga., presented a dual briefing which provided the conferees with a comprehensive outline of Project TEAM (Test and Evaluation of Air Mobility).

AVIATION SAFETY

After a coffee break, the morning session continued with an aviation safety briefing. This was presented in the extemporaneous and humorous style of Col. Robert H. "Red Dog" Hamilton, Director of the U.S. Army Aviation Accident Review Board. He outlined the functions of his organization and presented several revealing accident statistics and factors.

Concluding the morning session were presentations by Lt. Colonel Mose E. Lewis of the Combat Development Center on the "Role of USARDC in the Army Aviation Program," and Col. Alexander J. Rankin, President of the U.S. Army Aviation Test Board, who spoke on the Board's current activities.

Following the quarterly Fort Monroe Chapter AAAA Luncheon (men-

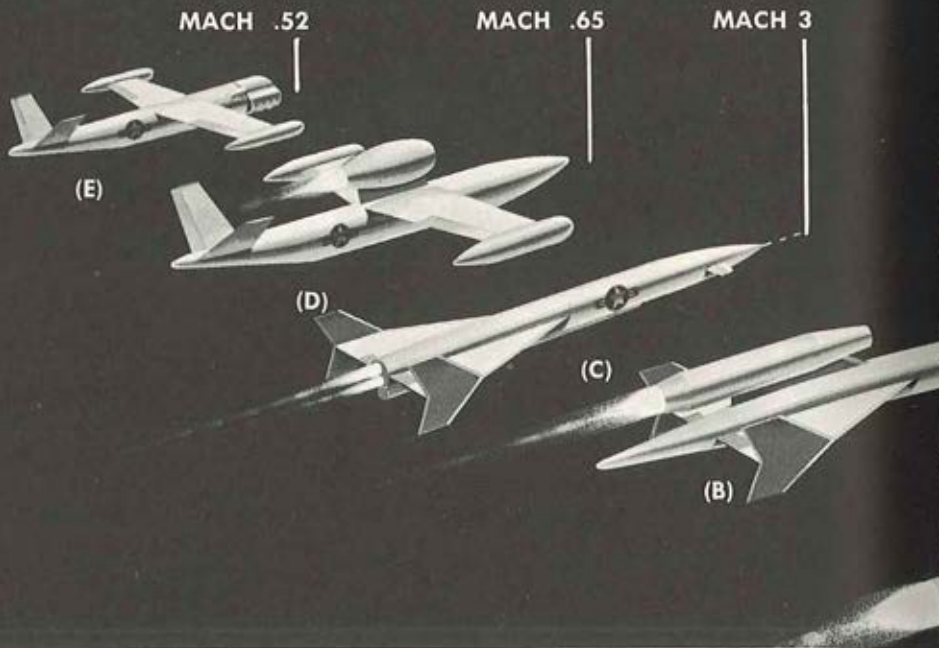


Caribou country

Caribou serving the Indian Government have been operating in close support roles in the Himalayas carrying loads of $3\frac{1}{2}$ tons (3178 kg) and using makeshift strips up to altitudes of 14,000 ft. (4270m) and as short as 900 ft. (274m).

DE HAVILLAND AIRCRAFT OF CANADA

Vancouver, B. C. — Edmonton, Alta. — Downsview, Ont. — Washington, D. C. — St. Louis, Mo.



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?

Beech "Imaginity" is already at work, seeking—and finding—the answers. The Beech AQM-37A (KD2B-1), now in line production for the U. S. Navy, is capable today of speeds above Mach 3 and can be flown at altitudes of 90,000 feet. It

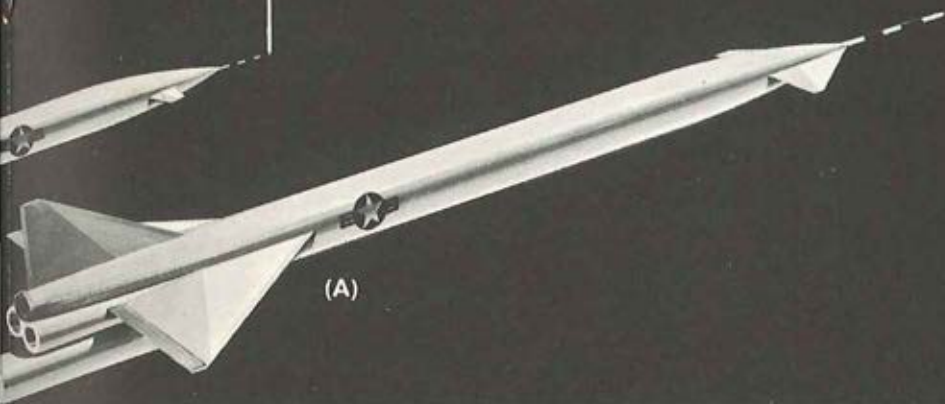
gives today's most advanced weapon systems a realistic challenge to their capabilities.

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.

MACH 5

MACH 7



(A)

(A) MACH 7—This Beech designed missile target system has liquid rocket engines, plus ramjet for cruise.

(B) MACH 5—Advanced design version of Beech AQM-37A with ramjet propulsion system, solid rocket booster.

(C) MACH 3—Beech AQM-37A, now

in line production for U. S. Navy, operates at altitudes up to 90,000 feet.

(D) MACH .65—Turbojet powered advanced design version of Beech Cardinal can operate up to 43,000 feet.

(E) MACH .52—Beech MQM-39A Cardinal target system now being produced in quantity for the U. S. Army.

For full information about how you may take advantage of Beech's proven capabilities, write, wire or phone Contract Administration, Beech Aircraft Corp., Wichita, Kansas 67201.

Beech Aerospace Division

BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS 67201



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

EXECUTIVES: Write today for "Dollars and Sense of Business Flying." Beech Financing and Leasing plans. New illustrated folders on business-designed Beechcrafts. Address Public Relations Department, Beech Aircraft Corp., Wichita, Kansas 67201, U. S. A.

tioned elsewhere in this issue), Maj. General E.L. Rowny, Deputy Assistant Chief of Staff for Force Development, D/A, gave a briefing on the latest aviation policies and behind-the-scenes happenings at the Department of the Army and higher levels in the Pentagon. He highlighted the current discussion areas of control of airspace, helicopter vulnerability, all weather capability, sustainability, equipment, maintenance, and several other areas. He specifically urged everyone to keep a positive approach in pushing for the air mobility concepts.

AVSCOM PRESENTATION

General Rowny was followed by Brig. General David B. Parker, CG of USAAVSCOM, who gave the attendees an insight into the organization and operations of the Aviation and Surface Materiel Command. Of particular importance was his explanation of the magnitude of the aviation logistics support program. Three follow-up presentations completed the picture portrayed by Gen. Parker. Colonel M.J. Krisman, Iroquois Project Manager, gave a full, timely report on the UH-1 Helicopter Program. Lt. Col. F.W. Myers, Jr., Chinook Project Manager, who was to report on the current and future programs for the CH-47 helicopters was called away, but his presentation will be included in the official recap report.

As a part of the industrial program held in conjunction with the Fort Monroe Chapter AAAA Luncheon, Col. Robert H. Hamilton held a special briefing and discussion period for the more than 70

industry representatives in attendance.

This particular session was held at the Chamberlain Hotel on the afternoon of December 10 following the luncheon. Colonel Hamilton's briefing for industry covered Army Aviation Safety Worldwide, a presentation that paralleled his earlier USABAAR briefing for the official USCONARC Aviation Conference.

WEAPONIZATION

On Wednesday, December 11, the conference was kicked off by Lt. Colonel Nelson H. Lindstrand, aircraft weapons project officer, who presented a comprehensive briefing on the Aircraft Weaponization Program for 1964 - 1970. He was followed by Mr. Francis P. McCourt, Technical Adviser at USATRECOM, who outlined current research activities.

Brigadier General John J. Tolson, Director of Army Aviation, OACSFOR, D/A, set forth chronologically the major events which have occurred since his arrival at the Pentagon in June, 1963. These major events included an extensive expansion in the training base, and the selection of a third training site.

General Tolson also discussed the increased need for helicopter instrument-qualified aviators, developing the force and management programs, and the policy status of aircraft.

He concluded his briefing by outlining the present organization of his directorate and the introduction of his division chiefs, Col. George Putnam, Lt. Colonel Charles E.

AA IN PHOTOS

GREETING

THE HONORABLE THOMAS N. DOWNING, MEMBER OF THE HOUSE OF REPRESENTATIVES FROM THE 1ST DISTRICT OF VIRGINIA, IS SHOWN AS HE DEBARKED AT WALKER AAF, FORT MONROE, VA. AND WAS WELCOMED BY MAJOR GENERAL R.J. MEYER, THE PERSONAL REPRESENTATIVE OF THE COMMANDING GENERAL, USCONARC. MAJ. IVAN L. SLAVICH, ESCORT OFFICER FOR THE TWO VISITING CONGRESSMEN, IS SHOWN IN THE REAR. REPRESENTATIVE DOWNING WAS AT FORT MONROE TO ATTEND THE LUNCHEON MEETING OF THE FORT MONROE CHAPTER OF THE ARMY AVIATION ASSOCIATION. (U.S. ARMY PHOTO)



MAIN ADDRESS

THE HONORABLE JEFFREY COHELAN (STANDING), GUEST SPEAKER AT THE FORT MONROE CHAPTER MEMBERSHIP LUNCHEON, IS SHOWN DELIVERING A HIGHLY INTERESTING ADDRESS ON HIS VIEWS ON ARMY AVIATION. SHOWN AT THE HEAD TABLE ARE, LEFT TO RIGHT, MAJ. GENERAL HARRY W. O. KINNARD, THE HONORABLE THOMAS N. DOWNING, THE SPEAKER, AND MAJ. GENERAL R.J. MEYER, REPRESENTING THE COMMANDING GENERAL OF USCONARC. (U.S. ARMY PHOTO)



HONORED

THE HONORABLE JEFFREY COHELAN, REPRESENTATIVE FROM THE 7TH DISTRICT OF CALIFORNIA, IS SHOWN RECEIVING THE CREDENTIALS OF HONORARY MEMBERSHIP IN THE FORT MONROE CHAPTER OF THE ARMY AVIATION ASSOCIATION. NATIONAL AAAA PRESIDENT DARWIN P. GERARD (LEFT), MAKES THE PRESENTATION OF THE HONORARY MEMBERSHIP CERTIFICATE TO MR. COHELAN, AS MAJOR GENERAL R.J. MEYER LOOKS ON. IN A SEPARATE CEREMONY, REPRESENTATIVE DOWNING ALSO WAS ACCORDED HONORARY MEMBERSHIP IN THE FORT MONROE CHAPTER OF AAAA. (U.S. ARMY PHOTO)



ATTENDEES

MAJOR GENERAL HARRY W.O. KINNARD, COMMANDING GENERAL, 11TH AIR ASSAULT DIVISION, (CENTER), CHATS WITH TWO KEY AVIATORS FROM THE SPECIAL WARFARE CENTER, FT. BRAGG, DURING THE RECENT USCONARC ARMY AVIATION CONFERENCE. SHOWN LEFT TO RIGHT ARE MAJ. M.D. HILBERT, GENERAL KINNARD, AND MAJ. CHARLES A. DAWDY. (U.S. ARMY PHOTO)



Haydock, Jr., and Lt. Colonel Bill Smith.

The remainder of the second day's agenda was devoted initially to informative briefings on personnel policies and assignment procedures by Lt. Colonel Howard Lukens, DCS-**PER**, D/A, and Lt. Colonel J.D. Neuman, Office Personnel Operations, D/A.

They were followed by Colonel Oliver J. Helmuth who explained the Aviation Materiel Management Improvement Program. Hurriedly inserted in the agenda were film shots of the 11th Air Assault Division Testing Exercise. The Aviation Gunnery Training Status was discussed by Col. Eugene B. Conrad, Director of the Department of Tactics, USAAVNS, and his associate, Lt. Col. D.C. Cabell, Jr.

USCONARC AVIATION

The late afternoon session included presentations that related primarily to USCONARC aviation functions. Following a brief run-down on the aviation organization at Headquarters, USCONARC, by Col. J. Elmore Swenson, Deputy, Aviation Division, and training matters by Lt. Col. Robert G. Culbertson, Aviation School Monitor, DCS-**IT**, reports were made as follows:

"Project 35," by Maj. J.E. Martin, Maintenance Division, DCS**LOG** (backed up by Lt. Col. J.P. Gribbens from ODCS**LOG**, D/A); "Aircraft Assets and Distribution Forecast," by Lt. Col. J.V. Lowe, Supply Division, DCS**LOG**; and "Personnel Functions Relating to the Aviation Program," by Lt. Col. H.A. Beuke of ODCS**PER**.

EQUIPMENT ISSUE

The March-April, 1964 issue of "ARMY AVIATION" will picture all of the aircraft utilized in U.S. Army aviation during 1942-1963.

The following presentations were also made: "Aerial Artillery," by Maj. Thomas R. Smith from the Artillery School, Ft. Sill, Okla.; and "Special Warfare Operations," by Maj. Marquis D. Hilbert from the Special Warfare Center at Ft. Bragg.

Major General H.M. Exton, Deputy Chief of Staff for Unit Training and Readiness, USCONARC, gave the closing remarks. He expressed his thanks to the many representatives from USCONARC, D/A, CDC, AMC, and to the many other visitors who had set forth broad views in many areas in Army aviation. He emphasized the USCONARC's objective to support the Army mission by producing combat-ready units, capable of entering combat and insuring victory.

"Our goal," he concluded, "is not merely to obtain aviators in aircraft, but to weld the aviators and the aircraft together with other weapons to develop an effective team."

PLAN FOR FUTURE

The extensive amount of information received and the degree of enthusiasm displayed by the conferees indicates that future conferences will undoubtedly be worthwhile. USCONARC is already making plans for a similar conference to be held within the same time-frame next year.

TARABS . . .

. . . A NEW WORD IN ARMY AVIATION

The Army has long simplified many of its complicated titles with abbreviated versions - usually the initials of the long title arranged to form a catch-word.

One of these abbreviations which has been constantly popping up in the 11th Air Assault Division lately is the term TARABS - meaning Tactical Air Reconnaissance and aerial Battlefield Surveillance.

ALL-INCLUSIVE

TARABS is used to describe all types of aerial reconnaissance and battlefield surveillance including various types of radar, aerial photography and air-to-ground infrared imagery processes. Because of TARABS, the problem of gathering accurate combat intelligence has been greatly helped, according to officials. TARABS allows the maximum of intelligence to be gathered in a minimum of time, they added.

OV-1 EMPLOYED

The principal proponent of the TARABS system is the sleek OV-1 Mohawk, which has speed and versatility. Using SLAR (Side Looking Airborne Radar) and normal aerial photographic equipment, the Mohawk quickly identifies targets. The use of an infrared air-to-ground imagery, or picture, setup allows intelligence personnel to interpret information from pictures transmitted from the aircraft to a ground receiving station.

Operating from short, unprepared runways, or even from small clear-



ings and cow pastures, the Mohawk, with its short take-off and landing (STOL) capability enables field commanders to be provided with timely, accurate close-in battlefield surveillance. This quick, responsive intelligence gathering ability is a vital, many times determining, factor in air assault operations, officials said.

UNDER TEST

In the 11th Air Assault Division, TARABS is undergoing extensive tests by Company A, 266th Aerial Surveillance and Escort Battalion and the 11th Military Intelligence Detachment whose Mohawks have the system equipment.

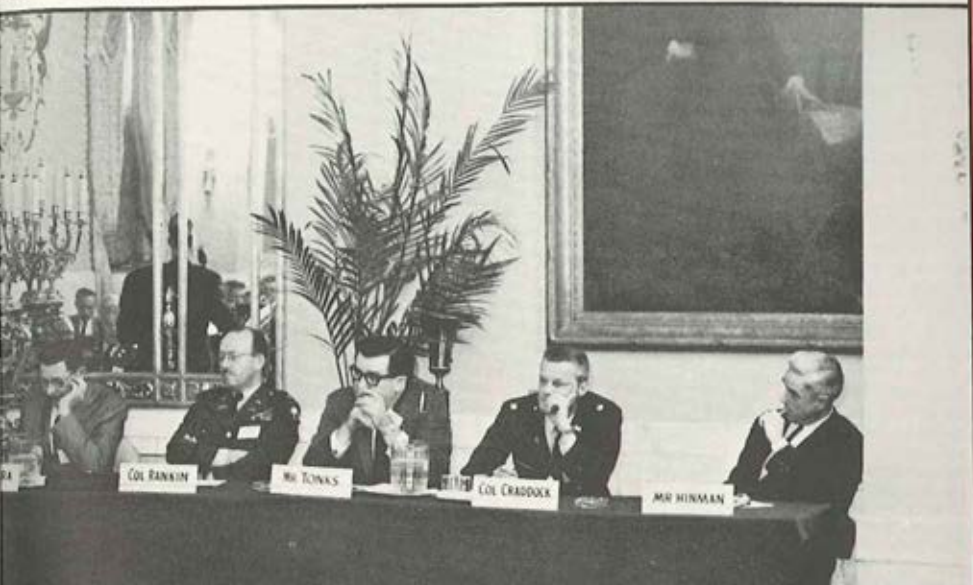
In addition to being a new innovation in aerial reconnaissance, TARABS also fills the bill for division commander Major General Harry W.O. Kinnard's desire for the air assault division to move better and faster in all directions.

SIXTH NASSA CONTRACT



ABOVE: Aircraft maintenance is the topic under discussion by Brig. Gen. David B. Parker, Commanding General, U.S. Army Aviation and Surface Materiel Command, St. Louis, Mo., at the 6th Annual Army Aviation Contract Services Symposium held December 16 at the Mayflower Hotel, Washington, D.C. Shown on the "Maintenance Panel" are, left to right, W.T. Neal, Division Manager, Hayes International Corp., Ft. Rucker, Ala.; Lt. Col. Marion W. Parks, Jr., Maintenance Readiness Branch (Aircraft Engineering), Office of the Deputy Chief of Staff for Logistics, D/A; W.H. Coley, President, Aero Corp., Atlanta, Ga.; Col. Thomas L. Lyons, Director of Maintenance, Atlanta Army Depot, Forest Park, Ga.; General Parker; Rex H. Madeira, Executive Vice President, Page Aircraft Maintenance, Inc., Ft. Sill, Okla.; Col. Alexander J. Rankin, President, U.S. Army Aviation Test Board, Ft. Rucker, Ala.; Raymond M. Tonks, President, Aerodex, Inc., Miami, Fla.; Lt. Col. William P. Craddock, Special Assistant for Aircraft Programs, Director of Procurement, Office of the Assistant Secretary of the Army (Installations & Logistics), Washington, D.C.; and T.T. Hinman, Vice President-Sales, Lockheed Aircraft Service Co., Ontario, Calif. The meeting was sponsored by the National Aerospace Services Association. RIGHT: Shown prior to the Symposium Luncheon are, left to right, Rex H. Madeira, immediate Past President of NASSA; Paul R. Ignatius, Assistant Secretary of the Army (Installations & Logistics); Maj. Gen. William B. Bunker, Comptroller and Director of Programs, Army Materiel Command, Washington, D.C., and Guest Speaker for the Luncheon; Charles G. Gullede, President, Dynalectron Corp., Washington, D.C., and NASSA President; and Maj. Gen. Richard D. Meyer, Director of Logistics, Joint Chiefs of Staff, Washington, D.C. Secretary Ignatius and Gen. Meyer were Luncheon Head Table Guests.

T SERVICES SYMPOSIUM



With Loss of Your Flight Pay— HOW BIG THE BITE?



CONSIDER FLIGHT PAY INSURANCE!

FLIGHT PAY PROTECTION PLAN 1 CRESTWOOD ROAD WESTPORT, CONNECTICUT

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

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

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

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

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

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

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

Submit application and premium check to FLIGHT PAY PROTECTION PLAN, Westport, Conn.

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



AAAA NEWS

THE National Executive Board of the AAAA conducted its mid-winter quarterly meeting on 17-19 January, covering a wide variety of agenda items during the course of its two-day deliberations.

Attended by 19 of the 24 Board members, the meeting was held at the Gramercy Inn, Washington, D.C., site of a late 1963 Board meeting.

Major program areas discussed by the National Board included the '64 Scholarship Awards Program, the 1964 AAAA Annual Meeting, re-organization of the committee structure of AAAA, and participation at the Fifteenth National Science Fair-International to be held at Baltimore, Maryland.

The Board also discussed the '64 USAREUR Region Convention, the FY 65 Operating Budget, proposed amendments to the Association By-Laws, ROTC Student Chapters, the local and Regional Science Fair Awards Program, and planning for the '64 National Awards Program.

LOCAL SCIENCE FAIRS

Well over 100 local and Regional Science Fair Directors have requested AAAA participation in their Spring, '64 Fairs. AAAA members are being asked to serve as Judges at each of the Fairs and to signify the outstanding aviation exhibit in the areas of aerodynamics, propulsion, or supporting techniques. A Certificate of Achievement will be awarded to the student having the

most outstanding exhibit at each Fair.

SCHOLARSHIP APPLICATIONS

An estimated fifty scholarship applications will be received from the sons and daughters of members of AAAA on or before 1 February. Administered by the AAAA Scholarship Foundation, Inc., the '64 program will provide an estimated \$1,500.00 in scholarship aid to students entering college in the Fall of '64. Winning students will be notified of their selection on or before 18 March 1964. Application requests may be submitted to the AAAA Scholarship Foundation, Inc. through 1 February.

MEMBERSHIP

Overall Association membership totaled 7,543 as at 15 January '64, reflecting a substantial increase over the January, '63 total of 6,318. Some 46 firms support the AAAA as January, '64 "Industry Member" firms, as compared to 43 firms a year ago.

APPOINTMENT

AAAA National President Darwin P. Gerard has appointed Col. Edwin L. Powell, Jr., of Ft. Benning, Ga., as a National Member-at-Large on the National Executive Board.

PRESENTATIONS

Representatives of nine Industry Member firms will make presentations on "Industry Day" at the 4-7 March Convention of the USAREUR Region at Garmisch, Germany.

MONROE CHAPTER HONORS TWO CONGRESSMEN

The third quarterly meeting of the Fort Monroe Chapter on 10 December was one of the most outstanding and successful meetings in the chapter history.

Not only were there almost 100 per cent of the chapter members present, but they were fortunate in playing host to two nationally known legislators, our National President of AAAA, an outstanding group of general officers, a splendid cross section of the aviation industry, and more than 125 visiting Army Aviators and AAAA members from other areas.

ADDRESS BY REP. COHELAN

Highlight of this luncheon meeting was the brilliant address of the Honorable Jeffrey Cohelan, member of the House of Representatives from the 7th District of California. Mr. Cohelan was introduced by his colleague, the Hon. Thomas N. Downing, of the 1st District of Virginia, a long-time friend of the military and the representative of the Peninsula area which includes both the Fort Monroe and Fort Eustis Chapters of AAAA.

STAFF ATTENDANCE

The following General Officers of the USCONARC Staff Sections were present, with Maj. Gen. R.J. Meyer acting for the Commanding General; Brig. Gen. R.B. Warren, acting DCSLOG; Brig. Gen. T.T. Brown, Deputy DCSUTR; Brig. Gen. D.C. Clayman, Deputy DCSIT; Brig. Gen. L. Gavalas, DCSPER; Brig. Gen. R.C. Dickens, Director P&O, Res Comp and D&E; and Brig. Gen. R.G. Ciccolella, Chief of Plans.

BON MOT



Representative Thomas Downing (standing) of the First District of Virginia, is shown addressing the Fort Monroe Chapter membership prior to introducing his colleague, Representative Jerry Cohelan (right). Maj. Gen. R.J. Meyer, who represented the Commanding General of USCONARC, is shown in the center. (U.S. Army photo)

General Officer guests from outside the headquarters included Maj. Gen. E.L. Rowny, Deputy ACSFOR, D/A; Maj. Gen. H.W.O. Kinnard, CG, 11th Air Assault Division; and Brig. Gen. D.B. Parker, CG, USAAVSCOM. Maj. Gen. C.F. von Kann, CG, USAAVNS, and Brig. Gen. J.J. Tolson, Director of Army Aviation, OACSFOR, D/A, were unable to arrive in time for the luncheon but joined the group later in the day.

More than 35 members of the aviation industry were invited to the luncheon as guests of the chapter. An additional number were on hand for the discussions and demonstrations. Also present were all CONUS Army Aviation Officers and representatives from most of the 17 Z.I. Chapters of AAAA.

AA IN PHOTOS

TOKEN

COLONEL LESTER F. SCHOCKNER (RIGHT), EIGHTH U.S. ARMY AVIATION OFFICER, AND LT. COLONEL FREDERICK C. GOODWIN, EXECUTIVE VICE PRESIDENT OF THE KOREAN CHAPTER OF AAAA, TALK WITH SUNG KWAN PARK (2D FROM LEFT) AND TAE AM CHUNG, THE FARMERS WHO HELPED TO LOCATE A DOWNED US ARMY AIRCRAFT LAST AUGUST. SCHOCKNER PRESENTED THE VILLAGE OF HYON-NI WITH A FUNERAL BIER (CENTER) AS A TOKEN ON BEHALF OF THE AAAA. (USAP)



SALE

MISS BARBARA DAUGHTRY, AN EMPLOYEE OF THE U.S. ARMY AVIATION SCHOOL, FT. RUCKER, ALA., IS SHOWN RECEIVING THE \$1.00 SCHOLARSHIP FUND DONATION OF CAPTAIN RICHARD C. ANGLIN DURING THE MARATHON "RECORD SALE" CONDUCTED AT THE POST OFFICERS CLUB. AIDED BY MISS LINDA MCGOWAN (NOT SHOWN), AND A TAPE RECORDER THAT PLAYED EACH SIDE OF THE NEW "ARMY AVIATION SONG" RECORD, MISS DAUGHTRY SOLD SOME 400 RECORDS. ALL CONTRIBUTIONS ARE TURNED OVER TO THE AAAA SCHOLARSHIP FOUNDATION, INC., WHICH WILL PROVIDE SCHOLARSHIP ASSISTANCE TO THE SONS AND DAUGHTERS OF MEMBERS OF AAAA. (USAP)



OFFICERS

OFFICERS OF VIETNAM'S CAPST. JACQUES CHAP-TER GATHER FOR AN INFORMAL GROUP PHOTO FOLLOWING A LATE 1963 BUSINESS MEETING. FROM LEFT TO RIGHT ARE CAPT. JOHN W. HOUSER, TREASURER; CAPTAIN JOSEPH D. WHITE, EXECUTIVE VICE PRESIDENT; CAPTAIN HARRY W. CHAMBERS, PRESIDENT; CAPTAIN ARTHUR L. WATERS, SECRETARY; AND LT. JOSE R. RODRIGUEZ, VICE PRESIDENT OF PUBLIC AFFAIRS. THE CHAPTER IS THE FIRST "MEMBERSHIP ACTIVITY" TO BE ORGANIZED IN VIETNAM. (USAP)



ASSISTANCE

A \$165 CHECK, REPRESENTING THE "MEMBERSHIP INCENTIVE REFUND" GIVEN TO THE MEMBERS OF ORWAC 63-7 FOR ACHIEVING 100 PER CENT MEMBERSHIP IN AAAA, IS GIVEN BY CAPT. REX PETERSON, THE CLASS LEADER, TO MAYOR JOHNIE DANIEL OF MIDLAND CITY, ALA., TO HELP THE HENRY W. LANGFORD FAMILY WHICH LOST 11 MEMBERS IN AN AUTO-TRAIN CRASH IN EARLY DECEMBER. WATCHING THE PRESENTATION IS JOHN BROWN (LEFT), MEMBER OF THE TOWN COUNCIL. A 13-MONTH-OLD GIRL WAS THE SOLE SURVIVOR OF THE WORST AUTO-TRAIN ACCIDENT IN THE HISTORY OF ALABAMA. (USAP)



After lunch and following brief introductory remarks by Col. R.R. Corey, President of the Fort Monroe Chapter, Maj. Gen. R.J. Meyer introduced the Tidewater Area representative in Congress, the Honorable Thomas N. Downing. Mr. Downing, although not an Army Aviator, had a distinguished military career in WW II with the Armored Forces under the command of the late General Patton. He has consistently aided the military in achieving greater readiness.

ARMY ROLE CITED

Mr. Downing commented favorably on the meeting, the AAAA, and Fort Monroe, and then introduced the guest speaker, indicating that he not only was a member of the Armed Services Committee, but also an Honorary Member of the Experimental and Test Pilots Association.

Mr. Cohelan, as a member of the Armed Services committee and in particular, the LOH subcommittee, is perhaps the most knowledgeable of any of our prominent congressmen with regard to the Army Aviation Program. He has researched the Program exhaustively to insure himself that we are following a productive

course of action. As a part of his thorough investigation, he has visited Vietnam and has personally viewed Army aviation units in action with the enemy.

Mr. Cohelan's comments touched upon his personal interest in reviewing our National defense posture objectively - his interest in achieving the best possible military effectiveness and the role of the Army in our national defense. Mr. Cohelan concluded that the role of Army aviation was well justified and should move forward in both R&D and in its practical application.

HONORARY MEMBERSHIPS

Upon the conclusion of Mr. Cohelan's speech, Mr. Darwin P. Gerard, the National President of AAAA, was introduced. Mr. Gerard related the purpose and ideals of our organization specifically setting forth our detailed objectives and reason for being. He welcomed the many military and civilian members of the organization who were present. The President then made brief presentation remarks and presented honorary AAAA memberships to the two visiting Congressmen.

"AA SONG" RECORD SALE AIDS SCHOLARSHIP FUND

Well over 1,000 AAAA members have purchased a copy of the new "ARMY AVIATION SONG" written by Jimmy Van Heusen and Sammy Cahn. In purchasing the records and song sheets at \$1, these members have contributed to the 1964 Scholarship Fund that will aid the sons and daughters of members of AAAA. ZI and USAREUR members may contact their Chapter Secretaries and secure a record, or they may write directly to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. and obtain a copy of the Mitch Miller recording of the new song. Checks should be made payable to the Scholarship Foundation, rather than to the AAAA. The names of all purchasers will be entered on the 1964 Foundation Donor Roll.

NEW MEMBERS JOINING AAAAA

WO James E. Adams
Lieutenant Paul W. Apfel
Lieutenant Richard C. Axtell
Major William H. Barber
CWO Nelson E. Bell
Lieutenant Joseph Binder, Jr.
Lieutenant Gregg S. Bond
Lieutenant Allen D. Hoge
Lieutenant Robert L. Bowles, Jr.
WO John L. Branch
Captain Alman I. Butler
Lieutenant Byron E. Byerley
Lieutenant James L. Cates
Mr. Paul Carrasco, Jr.
Lieutenant William B. Cawthorne
Lieutenant Frederick L. Chism
Lieutenant Billy J. Cone
Lieutenant George Coleman
Captain Charles T. Cook
Captain John T. Colson
WO Howard R. Crotty
Captain Donald E. Cunningham
Lieutenant Gerald W. Davidson
Lieutenant Richard W. Davies
Captain Willlys E. Davis
Lieutenant William D. Dantzier
Major David M. Dial, Sr.
Lt. Col. Anthony DiLorenzo
Captain Edmund J. Dolan, Jr.
Lieutenant William Y. Doran
Mr. R.C. Duffie
Mr. Howard Dunlap
WO Thomas E. Dutton
Lieutenant Arthur M. Edquid
WO Charles Eldreth
Mr. C.P. Ellstrom
Captain Jack L. Eppard
SFC-7 Jacques B. Faur
Lieutenant Joffre W. Filson, II

Lieutenant Donald L. Flohe
Mr. Hugh C. Gaylor
Captain Fred G. Gehrman
WO Ralph H. Gelwitz
Captain James R. Goetcheus
WO Ernie L. Greening
WO Gerald L. Griffin
WO Robert W. Graves
Lieutenant Raymon L. Hardy
WO Allen C. Hargest
CWO Valentine Hampton
Lieutenant William R. Harwood
Captain Ollie R. Hite
WO Billy G. Hitt
Captain William F. Hilton
CWO Gilbert S. Honda, Jr.
WO Sherman D. Hoke
WO Robert A. Horton
Lieutenant John L. Hunter, Jr.
Lieutenant Harold C. Jackson, III
Lieutenant Brian K. Johnson
Captain Carl O. Johnson
Lieutenant Ralph W. Johnson, Jr.
WO Gary W. Jones
Captain Bruce W. Karrh
Captain George G. King
Captain John A. Koegler
Captain Leslie J. Kramer
Lieutenant Leonard D. Kulik
Lieutenant J. Marshall Kuhl
WO Daniel A. Lambdin
Lieutenant Paul G. Larish
WO William P. Lee
Captain William M. Lewis
Captain George H. Lincoln
Lieutenant Donald E. Long
Lieutenant Harry C. Mahan
Captain James C. Maher
Lieutenant Richard D. Mathews

Captain Roch R. Malzac
Lieutenant Dari McAllister
Lieutenant Charles E. McConnell
CWO Billy E. McGlothlin
Lieutenant Allen G. Moon
Lieutenant Walter B. Moore
CWO Charles M. Neal, Jr.
Mr. C.R. "Bud" Norris
WO James O. Padgett
Lieutenant Gabriel H. Paul, Jr.
S/Sgt Rex L. Payne
Lieutenant Edward J. Persons
Lieutenant Robert J. Poshard
CWO Paul H. Rigby
Mr. Edward S. Ryan
Sp/6 Robert E. Scattgaver
WO Clyde E. Scott
Lieutenant William H. Schwend
Lieutenant William C. Schweitzer
Captain Raymond J. Sequin
Major Roland H. Shamburek
Lieutenant Kenneth A. Shannon
WO Alfred C. Smith
WO Allan V. Smith
Captain Peter T. Smith
Lieutenant Morris R. Steenson
Sp/5 Roscoe G. Steele
Lieutenant Harold D. Stanford
Captain Ralph R. Stone
Major Kenneth B. Talbert
WO William F. Tesaro
Lieutenant James H. Viele
Mr. Alden A. West
Sp/5 Albert L. Westhafer
Captain Hubert S. Williamson
Captain Edwin R. Widmer
Lieutenant Milton P. Witt, Jr.
WO Kenneth E. Wood
Lieutenant Paul Young, III

MILITARY AVIATION PLACEMENT SERVICE

MASTER Army Aviator, Airline Transport Rating, Army Special Instrument Card (Airplane and Helicopter), and Instrument Flight Examiner Ratings; 5,500 hours' flying, 18 years in Army aviation with extensive experience in flight ops, flight training, command & staff, airfield management, and U.S. Army representative to U.S. and European government aviation agencies, seeks managerial position in line with experience, i.e., airport, flight ops, flight training school, fixed base ops management, or aviation industry representative. Available on 1 Feb 64. Resume on request. Write Box 932, AAAAA, Westport, Conn.

WASHINGTON representative in major (\$200 million) aerospace corporation, seeks management opportunity with military aircraft and/or missile manufacturer. Seven years' experience in Washington & nationwide sales activity, including all aspects of military R&D and procurement markets. Past sales performance has been outstanding. Ex-Naval Aviator with approx. 2,000 hours military & com'l flight time. Currently hold FAA com'l SMEL. Present location, Washington, D.C. Willing to relocate. Available on or before 1 January 64. Resume on request. Write Box 310, AAAAA, Westport, Conn.

RETIRED Major, age 47, desires position in administration/maintenance with aviation industry. Five years' experience with Army aviation fixed wing and single rotary wing as overall supervisor of field and depot maintenance for major Army command. Fifteen years in aircraft and general TC supply. Desired location in Southeastern or Southwestern U.S. Available on or after 1 March 64. Resume on request. Write Box 2024, AAAAA Westport, Conn. ♦♦♦

For information on the AAAAA Placement Service, write AAAAA, Attn: MAPS, 1 Crestwood Road, Westport, Conn. 06882.



Vertical assault at 200 mph

Sikorsky's new CH-53A transport helicopter will be big, fast, and tough. It will provide the U.S. Marine Corps with its first all-weather, all-climate helicopter for vertical assault missions.

The powerful CH-53A will speed 30 troops or 8,000 pounds of cargo 115 miles at 170 mph—and return without refueling. On short missions it will transport 64 men or 16,000 pounds. It will carry a Pershing missile, 155 mm howitzer, or three-quarter ton truck. It will operate

from any terrain and offers a watertight hull for emergency flotation. Under light-load conditions, top speed will exceed 200 mph.

An advanced rear-loading cargo system will permit one man to load a ton a minute. Prerigged external cargo can be picked up in flight without a ground crew.

The CH-53A is based on the proven technology of Sikorsky's twin-turbine S-64 Skycrane. First flight is scheduled for 1964.

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION

STRATFORD, CONNECTICUT

U
A

COLONELS

RICE, HAROLD W.
14 Russel Avenue
Fort Monmouth, New Jersey

LT. COLONELS

CARRIGAN, KEVIN F.
USAAVNS
Fort Rucker, Alabama
*DODD, WILLIAM R.
106 Trotman Circle
Ozark, Alabama 36360
GADDIS, HUBERT D.
Magnolia Villa, Apartment E7
Augusta, Georgia

MAJORS (CONT.)

BLANKS, RICHARD E., JR.
23 Ferguson Street
Fort Rucker, Alabama 36362
BLATT, DONALD C.
Box 20, Building 151
Dover, New Jersey
BROSNAN, JOHN F.
145th Aviation Battalion
APO 143, San Francisco, Calif.
CANEDY, CHARLES E.
South Street
Sheilburne Falls, Massachusetts
CASEY, JOHN P., JR.
24th Aviation Bn., Infantry Div.
APO 112, New York, New York

MAJORS (CONT.)

HELTON, PELHAM G.
U.S.A. ADGRU (NGUS)
Richmond, Virginia
HERMANN, ULLRICH
524 Wyoming Avenue
Wyoming, Pennsylvania
HOLSTAD, JERRY E.
1564 81st Avenue, N.
St. Petersburg, Florida 33702
HUMPHRYS, JAMES G.
29 Dickman Avenue
Fort Leavenworth, Kansas
JOHNSTON, HOWARD R.
5400 W. 63rd Street
Chicago, Illinois 60638

TAKEOFFS

CHANGES OF ADDRESS AND RESIDENCE**LT. COLONELS (CONT.)**

HUNTER, ROY V.
ACTIV
APO 143, San Francisco, Calif.
KINLEY, GORDON L.
5305 N.W. Ash Avenue
Lawton, Oklahoma 73505
LAMAR, HENRY C., JR.
P. O. Box 3163
Fort Worth, Texas
McCORD, JAMES A., JR.
822 Orion Drive
Colorado Springs, Colorado
MORLEY, HARRISON A., JR.
U.S. Army Aviation School, S&F
Fort Rucker, Alabama
RAFF, EDWARD G.
Quarters 81-N
Aberdeen Proving Ground, Md.
ROBERTSON, LESTER C.
170th Air Transport Bn (S&M)
Fort Benning, Georgia
SHEPHERD, ROBERT G.
Headquarters, USAMAC
APO 28, New York, New York
SUNDBY, SELMER A.
Hqs., 8th Transportation Battalion
APO 165, New York, New York
TIDMARSH, HAROLD A.
14th Aircraft Depot Bn., AAD
Forest Park, Georgia 30050

MAJORS

ARMFIELD, WILLIAM F.
595 45th Avenue, N.E.
St. Petersburg, Florida 33703
ASHTON, STUART T.
663 Kandle Drive
Fort Benning, Georgia
AURE, GARMON O.
602 Bjornstad
Fort Benning, Georgia

MAJORS (CONT.)

CILEY, COLIN D., JR.
1303 W. Upton Road
Fort Sill, Oklahoma
CLAPP, FREDERICK L.
55th Aviation Company
APO 301, San Francisco, Calif.
CLEVELAND, WILLIAM J.
Building 12 F-2
Governors Island, New York 10004
CROSBY, RICHARD D., JR.
AGC Branch OPO
Washington, D.C. 20315
ESTES, BEN E., JR.
Town House, 7000 Dodge
Omaha, Nebraska
EWING, PAUL R.
32 Garfield Drive
Newport News, Virginia
FINLEY, THOMAS O.
Headquarters 3/37th Armor
APO 751, New York, New York
FITTS, WILLIAM T., III
9061 Manchester Road
Silver Springs, Maryland
FRIED, GEORGE W.
Company B, 5th Aviation Battalion
Fort Carson, Colorado
GEARAN, WILLIAM K.
20 Howard Street
Fort Rucker, Alabama
GEIGES, ELMER B., JR.
6816 Spaulding Street
Omaha, Nebraska
GONZALES, ORLANDO E.
25 Bullard Avenue
Fort Leavenworth, Kansas
GRAY, JAMES E., JR.
125-3rd Street
Woodbridge, Virginia 22191
HAUCK, DONALD R.
Headquarters MAAG (Army Avn.)
APO 143, San Francisco, Calif.

MAJORS (CONT.)

JONES, LINCOLN G.
AVTAC Project, CDC
Fort Belvoir, Virginia
KEITH, ARTHUR G.
103 Dublinsky Street
Fort Benning, Georgia
KLUEVER, EMIL E.
Company A, 7th Aviation Battalion
APO 358, San Francisco, Calif.
KOONS, EVERETT A.
USABAAR
Fort Rucker, Alabama
KRAMER, JOSEPH E.
55th Transportation Bn. (AM&S)
APO 20, San Francisco, Calif.
LEGGETT, RUFUS L.
USACDCAVNA
Fort Rucker, Alabama 36362
LEIGHTON, HENRY P., JR.
5016 Buckner Road
Alexandria 9, Virginia
LINDHOLM, JAMES R.
ARMISH, MAAG G-2-3
APO 205, New York, New York
MARTIN, JOHN W.
USA Transportation School (2120)
Fort Eustis, Virginia
MORRISON, GEORGE E., III
Atlanta Army Depot
Forest Park, Georgia
MUKAEDA, RICHARD K.
7th Aviation Bn., Infantry Div.
APO 7, San Francisco, Calif.
MUTER, JOSEPH J.
U.S.M.S. M.I.
APO 675, New York, New York
NOAH, ROSS E.
USAEML, USMSM
APO 675, New York, New York
PETERSON, LYLE M.
P. O. Box 452
Fort Rucker, Alabama

MAJORS (CONT.)

PETERSON, ROBERT N.
15 Endl Avenue
Fort Rucker, Alabama 36362

SCHARF, STANLEY L.
Hqs., 6th Log. Comd., Med. Sec.
Fort Bragg, North Carolina

SIEGERT, ROBERT W., JR.
2800 Tabor Road
Bryan, Texas

SNYDER, PAUL B.
500 Wilson Avenue
Spring Lake, North Carolina

SWIFT, WILLIAM R.
4th Aviation Bn., 4th Inf. Div.
Fort Lewis, Washington

THOMAS, JOHN W.
367 1/2 N. 41st Street
Omaha, Nebraska

TIEMAN, LEON O.
Hqs., 6th Region ARADCOM
Fort Baker, California

WALDRON, EDWARD E., II
USAAVNTB
Fort Rucker, Alabama

WALDRON, GARALD L.
Off. Chief of Staff, Seventh Army
APO 46, New York, New York

WHEELER, HAROLD L.
OACSFOR DOT-TR 3, Pentagon
Washington, D.C. 20301

WITHERS, PETER C.
Headquarters USASG
APO 143, San Francisco, Calif.

CAPTAINS

ADAMSON, GEORGE W.
164-C Kessler Drive
Fort Benning, Georgia

ANDERSON, JOHN H.
2nd Howitzer Bn., 13th Artillery
Fort Sill, Oklahoma

BAKER, RONALD L.
67th Aviation Company
APO 46, New York, New York

BARKSDALE, CLIFFORD B.
Student Detachment
Fort Belvoir, Virginia

BASOM, DARREL W.
HHC 2nd Battalion, 54th Infantry
APO 139, New York, New York

BEAN, ROBERT H.
1313-A Werner Park
Fort Campbell, Kentucky

BELEW, ROBERT A.
AAOC 64-2, Transportation Sch.
Fort Eustis, Virginia

BERNSTEIN, DONALD
1455 Walton Avenue
New York 52, New York

BINDRUP, LAVERE W.
Headquarters Co., 2nd Brigade
APO 66, New York, New York

BOURGEOIS, RANDOLPH C.
Headquarters, 12th Signal Gp.
APO 46, New York, New York

BRADIN, JAMES W.
626 Goodson Drive
Columbus, Georgia

BROOKE, MELVIN L., JR.
61st Aviation Company (FWLT)
APO 91, San Francisco, Calif.

CAPTAINS (CONT.)

BURROUGHS, GERALD D.
Trans. Section, Hqs. V Corps
APO 79, New York, New York

BUSH, DONALD C.
377th Medical Company (AA)
APO 358, San Francisco, Calif.

CANNON, RICHARD M.
2615 N. 46th Place
Lawton, Oklahoma

CARROLL, JOHN F.
Route 1, Box 123
Greensboro, North Carolina

CHUNN, DON C., JR.
339th Transportation Company
APO 40, San Francisco, Calif.

CLELAN, JOSEPH R.
2nd Signal Group
Fort Bragg, North Carolina

CONLEY, SAMUEL G., JR.
2051-A Werner Park
Fort Campbell, Kentucky

COTE, GEORGE R.
59th Ordnance Group
APO 189, New York, New York

DANIEL, JAMES M.
Aviation Battalion
APO 731, Seattle, Washington

DAVIS, GRAHAM C.
76 Steele Circle
Niagara Falls, New York

DILLARD, WILLIAM H.
61st Aviation Company (FWLT)
APO 91, San Francisco, Calif.

DIMON, WILLIAM J.
Quarters 1114G
Fort Eustis, Virginia 23604

DORAY, PAUL D.
Officer Student Co., Box D-5
Fort Rucker, Alabama

DOTSON, LARRY D.
63 Vaughn Court
Eatontown, New Jersey

DOWNNEY, PAUL W.
Company B, 24th Aviation Bn.
APO 112, New York, New York

DOYLE, JOHN P., JR.
Transportation School
Fort Eustis, Virginia

DRAKE, CHARLES E.
60th Aviation Company
APO 46, New York, New York

DRUYOR, FRANK A.
60th Aviation Company
APO 46, New York, New York

DUPRE, NORMAN L.
38 Endl Avenue
Fort Rucker, Alabama 36362

EAGERTON, CHARLES W.
1115 Devonshire Drive
Montgomery, Alabama 36111

EBERHARD, FLOYD
4497 Bermuda Street
Columbus, Georgia

ECONOMOS, THAMES M., SR.
4859 Showalter Road, N.W.
Roanoke, Virginia 24017

ELDTRETH, LILLARD
III Corps, Aviation Section
Fort Hood, Texas

ESTEP, WILLIAM H.
Headquarters, 4th Aviation Bn.
Fort Lewis, Washington

CAPTAINS (CONT.)

ESTORES, SOFRONIO J.
Company B, 25th Aviation Bn.
APO 25, San Francisco, Calif.

FALBO, JOHN J.
Hqs. Btry., 32nd Artillery Bde.
APO 227, New York, New York

FELIX, ROBERT L.
406-B Washington
Presidio of San Francisco, Calif.

FERGUSON, WILLIAM H., JR.
Headquarters U.S.A. EPG
Fort Huachuca, Arizona

FOLTA, RUSSELL J.
4300 Holt Boulevard
Montclair, California

FORD, JAMES W.
Headquarters USARADCOM
Ent AFB, Colorado

FRANZNICK, JOHN R.
Associate CGSC
Fort Leavenworth, Kansas

FROST, ROBERT W.
525-A Forney Loop
Fort Belvoir, Virginia

FUDGE, EUGENE E.
Co. C, 2nd Bn., 46th Inf., 1st AD
Fort Hood, Texas

GABBELEIN, JAMES M.
712 Oakhill
Jackson, Michigan

GARDNER, WILLIAM S.
169-A Kessler Drive
Fort Benning, Georgia 31905

GIFFORD, BILLY R.
Route 7, Box 648
Houston, Texas

GOODE, FRANKLYN C.
3rd Trans. Co. (Lt. Hel.) DUSAA
Fort Belvoir, Virginia

GOSS, EPHRAIM M.
1434-B Ohio Avenue
Fort Campbell, Kentucky

HEIKKINEN, KENNETH L.
18th Aviation Company
APO 40, San Francisco, Calif.

HERBOLD, ROBERT A.
1502 S. 32nd Avenue, Apartment 3
Omaha, Nebraska

HERRON, ROY H.
1st Officer Student Battery
Fort Sill, Oklahoma

HORTON, EDWARD J.
Hqs. Battery, 23th Div. Artillery
APO 29, New York, New York

HOWELL, THOMAS R.
8th Transportation Battalion
APO 165, New York, New York

IVEY, CHARLES E.
819 Ringgold
APO 957, San Francisco, Calif.

IVEY, HERMAN V.
AOC Class 64-2, USATS
Fort Eustis, Virginia

JOHNSON, HAROLD R., JR.
1st Battalion, 13th Infantry
APO 34, New York, New York

JOHNSTON, JAMES W.
2503 S.E. 14th Street
Mineral Wells, Texas

JONES, ISAAC R.
3511 Mason Street
Omaha, Nebraska

CAPTAINS (CONT.)

KENDALL, HOWARD A.
61st Aviation Company
APO 91, San Francisco, Calif.

KILLETT, JAMES L.
Co. B, 1st BG, 18th Infantry
Fort Riley, Kansas

KRACHT, PETER M.
Box 444
Chester, New York

KRAMER, LEO A., JR.
1st Armored Division
Fort Hood, Texas

LAYA, ROBERT E.
USAADS, P. O. Box 10256
Fort Bliss, Texas

LEINS, DAVID V., JR.
502nd Aviation Battalion, 2nd AD
Fort Hood, Texas

LEONARD, DANIEL R.
50th Signal Bn., 18th Abn. Corps
Fort Bragg, North Carolina

LITTLE, MILTON L.
24th Engineer Group
APO 227, New York, New York

LOCHNER, RICHARD A.
161 Taylor Boulevard
Pleasant Hill, California

MAGNESS, JAMES L.
711 Squires Lane
Fort Benning, Georgia 31905

MARTIN, FRANCIS B.
14th ATC
APO 46, New York, New York

MARTIN, ROBERT W.
P. O. Box 9519, USAADC
Fort Bliss, Texas

MASON, ARTHUR W.
Transversal 24, #80-17
Bogota, Colombia

MATHESON, ROBERT G.
513th INTC Group
APO 757, New York, New York

MAXSON, RONALD G.
Hqs. Flight Section, 3rd AD
APO 39, New York, New York

McCOOLE, DeLOS A.
HHD, 1st Battalion, 4th Brigade
Fort Ord, California

McDERMOTT, WILLIAM L.
3029 Peyton Drive
Columbus, Georgia 31903

McNAIR, CARL H., JR.
Hqs., 2nd Brigade, 1st Cav. Div.
APO 24, San Francisco, Calif.

NEAL, PAUL G.
19-C Sunchon
Fort Bragg, North Carolina

NEW, GUY E.
USA Army Depot
APO 343, San Francisco, Calif.

OLSEN, DONALD R.
11th General Spt., Avn. Co., AAD
Fort Benning, Georgia

PAYNE, JAMES A., JR.
HHD, 8th Trans. Battalion, (TA)
APO 165, New York, New York

PEDERSEN, MILLARD L.
11th Air Assault Division
Fort Benning, Georgia

PEDRICK, EUGENE S.
Aviation Company, 11th AC
APO 305, New York, New York

CAPTAINS (CONT.)

PHILLIPS, JOHN L.
114th Air Mobile Company
APO 157, San Francisco, Calif.

POLLARD, RICHARD A.
8303 Winkler, Apartment 70
Houston 17, Texas 77017

POWELL, BENJAMIN B., JR.
61st Aviation Company
APO 91, San Francisco, Calif.

PULLIAM, NATHAN M.
2933 Peyton Drive
Columbus, Georgia 31903

RICE, THOMAS A.
110th Aviation Company
APO 165, New York, New York

ROGERS, JAMES E.
Third U.S. Army, Aviation Section
Fort McPherson, Georgia

RUFFIN, JAMES A.
Hqs. Co., 11th Air Assault Div.
Fort Benning, Georgia

SANDERSON, ROLAND O.
U.S.A. Flight Operations Facility
APO 403, New York, New York

SCHELHORN, CARLTON L.
Hqs., 8th Transportation Bn.
APO 165, New York, New York

SCHWARZ, HENRY E.
U.S.A. Missile Support Command
Huntsville, Alabama

SILVA, WARREN R.
Hqs. Co., 501st Avn. Bn., 1st AD
Fort Hood, Texas

SIMS, WESLEY N.
TEC Group
Fort Benning, Georgia

SLOAN, CHARLES W.
2338-A Somervell Street
Fort Eustis, Virginia

SMALL, HAROLD I.
Company B, 703rd Maint. Bn.
APO 800, New York, New York

SMITH, OSBIN E.
2405 S. 48th Street
Omaha, Nebraska

SPOTTS, RODNEY W.
3324 Wallace Drive
Columbus, Georgia

STEWART, FRANK S., JR.
Flight Det., 504th Aviation Bn.
APO 326, New York, New York

STRENNEN, THEODORE D.
4835 Sahler Street, Apartment 1
Omaha, Nebraska 68104

SWINDELL, BRENNON R.
3rd Reconnaissance Sqdn., 2nd AC
APO 114, New York, New York

TETSCHNER, CARROLL J.
34th Signal Battalion
APO 154, New York, New York

THOMAS, JAMES I.
4512, Apt. 2, O'Donnell Heights
Fort Riley, Kansas

THOMPSON, DAVID E.
4th Aviation Bn., 4th Infantry Div.
Fort Lewis, Washington

TILBY, JAY L.
Det. A, AOAC Class 2, Box 1206
Fort Knox, Kentucky

TOLFA, EDWARD, JR.
233-A Lower Brick Row
Fort Riley, Kansas

CAPTAINS (CONT.)

TONER, FRANCIS J.
29 Newman Street
Metuchen, New Jersey

TURNER, EDWIN H.
USAAMC
APO 28, New York, New York

URBACH, WALTER, JR.
P. O. Box 9580, USAADS
Fort Bliss, Texas

VAUGHN, JOHN P.
2nd Battalion (Comp.) 10th Arty.
Fort Benning, Georgia

VINSON, PAUL H.
Lawson Army Aviation Command
Fort Benning, Georgia

WARR, THOMAS J.
1412 N. 24th Street
Lawton, Oklahoma 73505

WATERS, JOHN L.
P. O. Box 9835
Fort Bliss, Texas

WATSON, NORMAN T.
Co. D, 227th Assault Hel. Bn.
Fort Benning, Georgia 31905

WEINSTEIN, LESLIE H.
R.F.D. #2
Mahopac, New York 10541

WHITE, MARION F.
OSC, USAAVNS, Class 64-6
Fort Rucker, Alabama

WHITELEY, JAMES E.
320 N.E. 20th
Portland, Oregon

WICKWARE, ARGLE W.
P. O. Box 561
Fort Rucker, Alabama

WILLIAMS, NELSON E.
1027 Piedmont Drive
Columbus, Georgia

WILSON, CHESTER L.
117-B Winrow Road
Fort Huachuca, Arizona

WOOD, DOUGLAS J.
227 Branchport Avenue
Long Branch, New Jersey

WOOD, ERNEST M., JR.
Funston Hall, Room 18
Fort Leavenworth, Kansas

WYNN, THAD K., JR.
11 Ames Lane
Fort Rucker, Alabama

LIEUTENANTS

ALTMAN, RONALD M.
722 Miller Avenue
Brooklyn 7, New York

ARNDT, RICHARD A.
White Sands Missile Range,
New Mexico

ASSELIN, LEO J.
AOOC, Steele Hall
Fort Knox, Kentucky

BARTOLO, ANTHONY M.
USAAVNS
Fort Rucker, Alabama

BEAUCHAMP, THOMAS E.
3rd AR Regiment Cav. Avn. Co.
APO 34, New York, New York

BERGERON, ANDREW L.
24 Castle Way
Fort Rucker, Alabama

LIEUTENANTS (CONT.)

BERTRAND, PAUL U.
1009 Cella Drive
Columbus, Georgia

BIEGLER, DUANE R.J.
2nd Infantry Division
Fort Benning, Georgia

BOWERS, JAMES S.
175 Munson Drive
Columbus, Georgia

BRADLEY, PETER W.
Hqs. IV Corps, Aviation Det.
Birmingham, Alabama

BRYANT, CARLIE E., JR.
1st Aviation Company
Fort Riley, Kansas

CANADA, WILLIAM B.
1st Howitzer Bn., 92nd Artillery
Fort Bragg, North Carolina

CARMICKLE, MARION A.
Aviation Det., Buckley ANG Base
Denver, Colorado

CATRON, GEORGE R.
USAAVNS
Fort Rucker, Alabama

CHAUVIN, CHARLES E.
P. O., Box 278
East Bernard, Texas

COLLINS, RAYMOND E.
358-A Chance Street
Fort Devens, Massachusetts

COUTOUMANOS, G.
15th Artillery, 7th Howitzer
Fort Bragg, North Carolina

CULLEN, BERNARD F.
1405 Bryn Maur
Atlantic, Iowa

CULP, HARRY R., JR.
2nd Aviation Company
APO 122, New York, New York

DALE, CHARLES A.
4th Aviation Battalion
Fort Lewis, Washington

DANIELS, JOHN G., JR.
Hqs. Battery, 3rd AD, Artillery
APO 165, New York, New York

DAVIS, JAMES T.
Box 208
State College, Mississippi

DAVIS, THEODORE B., III
30th Avn. Bn., NCARNG, APEX
Raleigh, North Carolina

DICENSO, ROBERT E.
White Sands Missile Range,
New Mexico

DUNN, DENNIS A.
Aviation Office
Fort Eustis, Virginia 23604

FENN, JANET L.
Headquarters, 97th Gen. Hospital
APO 757, New York, New York

FICKLE, THOMAS H.
Company A, 7th Aviation Battalion
APO 358, San Francisco, Calif.

FIELD, MICHAEL F.
232nd Signal Company
APO 141, San Francisco, Calif.

FIELDER, KEITH M.
4th Aviation Company
Fort Lewis, Washington

FIELDS, JOYCE F.
55th Engineering Group
APO 164, New York, New York

LIEUTENANTS (CONT.)

FISHER, RAYMOND W.
2nd Howitzer Bn., 92nd Artillery
APO 169, New York, New York

FOWLER, JEWETT W.
138 Central Street
Hingham, Massachusetts

GUALTIERI, JAMES W.
1905 Idlewood Drive
East Point, Georgia

HANNON, HAROLD M.
1st Armored Division
Fort Hood, Texas

HARRIS, PETER R.
103 Riverview Drive
Junction City, Kansas

HOWE, MICHAEL B.
257 Ferrari Court
El Paso, Texas

HYBERGER, ROBERT L.
P. O., Box 322
Mansfield, Missouri

IMMEL, RICHARD T.
1st Armored Division
Fort Hood, Texas

JARRELL, PHILLIP V.
101 W. Third Street
Leakville, North Carolina

JEFFERY, BRIAN L.
B Co., 501st Avn. Bn., 1st AD
Fort Hood, Texas

JOH, JOHN A., III
AOCC 64-3, 1st Off. Stu. Btry.
Fort Sill, Oklahoma

JOHNSON, EMMETT F.
25th Infantry Division
APO 25, San Francisco, Calif.

JONES, JOHN F.
6049 Bel Mar
El Paso, Texas

JONES, LEROY E.
P. O., Box 245
Washington, Louisiana 70589

KIBLING, CHARLES A., III
Advanced Tactics Sect., USAPHS
Fort Sill, Oklahoma 73504

LASCH, JOHN A.
532 Colonial Avenue
Westfield, New Jersey

LENOX, JOHN H., JR.
111 Azalea Drive
Enterprise, Alabama

LIBBY, LAWRENCE W.
14 Spencer Street
Orono, Maine

LORD, GERALD
3rd Infantry Division
APO 36, New York, New York

LOUCKS, JAMES R.
24 Carey Street
Fort Rucker, Alabama

MADIGAN, JOHN E.
Aviation Section, Trans. Test Bd.
Fort Eustis, Virginia

MARSH, CARYL G.
Co. A, 3rd Avn. Bn., Infantry Div.
APO 36, New York, New York

MASSARO, JOSEPH F., JR.
87 Daniels Street
Malden 48, Massachusetts

MCCURDY, JOHN D.
3rd Div. Artillery, Infantry Div.
APO 162, New York, New York

LIEUTENANTS (CONT.)

McEWAN, JOHN L.
1198 David Avenue
Monterey, California

MEDAILLEU, JOHN A.
Co. B, 3rd Aviation Bn., Inf. Div.
APO 36, New York, New York

MEDAGUS, DAV.D M.
Box 285
Jospport, Indiana

MEDRANO, SAMUEL H.
101 W. Broadway
San Gabriel, California

MOORE, HAROLD
Headquarters III Corps
Fort Hood, Texas

MORITZ, THOMAS W.
P. O., Box 9231
Fort Riley, Kansas

MOURGINS, NICHOLAS L.
111 Hillside Street
Boston 20, Massachusetts

MURRAY, THOMAS C., JR.
5967 N. Chalet Drive
Mobile, Alabama

NORVELL, RONALD L.
1403 E. Avenue H
Killeen, Texas

OLIVER, ROBERT T.
1st Aviation Co., 1st Infantry Div.
Fort Riley, Kansas

PEDERSEN, KARL K.
2nd Armored Division
Fort Hood, Texas

PHILLIPS, OLEN B.
Route 1
DeKalb, Texas

PLEDDGER, EDWARD T.
2nd Armored Division
Fort Hood, Texas

PRESTON, EDWARD J., JR.
215 Cheyenne Street
Fayetteville, North Carolina

PRINCE, CARROLL O.
USATB, Aviation Support Group
Fort Eustis, Virginia

PURKS, STUART K.
4th Aviation Company
Fort Lewis, Washington

RILEY, DAVID F.
1035 Brooks Road
Columbus, Georgia

RILEY, DANIEL R.
170 Sunnydale Avenue
San Carlos, California

RILEY, ROBERT P.
Bayview Road
Ipswich, Massachusetts

ROBERTS, FORREST E., JR.
P. O., Box 337
Carthage, Texas

RUSSACK, LAWRENCE J.
Co. A, 503rd Avn. Bn., 3rd AD
APO 165, New York, New York

SHARE, LOUIS L.
USA Trans. School, ATOC 64-2
Fort Eustis, Virginia

SHEPHERD, ROBERT K.
505th Signal Group, Aviation Det.
APO 46, New York, New York

SMITH, HORACE M.
102 Harris Drive
Fort Rucker, Alabama 36362



AA IN PHOTOS

AMPHIBIOUS

AN OH-23D OF THE 7TH INFANTRY DIVISION IS SHOWN LANDING ON A REPUBLIC OF KOREA LST ANCHORED NEAR PUSAN DURING A RECENT DIVISIONAL AMPHIBIOUS EXERCISE NAMED "BAYONET BEACH." SIX DIVISION PILOTS FOLLOWED THE LSO'S SIGNALS TO COMPLETE THE CHECKOUTS.



SURVIVABILITY

BRIGADIER GENERAL JOHN J. TOLSON (CENTER), THE DIRECTOR OF ARMY AVIATION, IS SHOWN EXAMINING A PHOTOTHEODOLITE, MOUNTED ON A HUNTER LIGGETT MILITARY RESERVATION MOUNTAINTOP, IN THE COMPANY OF HIS HOST, BRIGADIER GENERAL CHARLES J. GIRARD (LEFT), COMMANDING GENERAL OF THE U.S. ARMY COMBAT DEVELOPMENTS COMMAND EXPERIMENTATION CENTER AT FORT ORD. THE PHOTOTHEODOLITE, USED PRIMARILY TO TRACK AIRCRAFT IN FLIGHT, IS USED BY CDEC'S PROJECT TEAM IV DURING EXPERIMENTATION CONCERNING SURVIVABILITY OF ARMY AIRCRAFT. (USA PHOTO)



FOLLOW-ON CONTRACT

TEXTRON'S BELL HELICOPTER COMPANY WAS AWARDED A \$3,731,750 CONTRACT IN DECEMBER TO BUILD 115 MODEL OH-13S HELICOPTERS FOR THE U.S. ARMY. THE 3-PLACE OBSERVATIONSHIP IS POWERED BY A LYCOMING TURBO-SUPERCHARGED 260-HORSEPOWER RECIPROCATING ENGINE. THE SHIP HAS AN 18,000-FOOT HOVERING CEILING AND A MAXIMUM RANGE OF 167 NAUTICAL MILES AT SEA LEVEL. BELL HAD BEEN AWARDED A \$4,655,934 ARMY CONTRACT FOR 150 HELICOPTERS OF THE SAME MODEL IN JANUARY OF 1963. (BELL PHOTO)



SAFETY AWARD

COLONEL JULES E. GONSETH, JR., RIGHT, COMMANDING OFFICER OF FORT WOLTERS AND COMMANDANT OF THE U.S. ARMY PRIMARY HELICOPTER SCHOOL, IS CONGRATULATED BY LT. COL. JAMES W. HILL, JR., LEFT, ASSISTANT COMMANDANT OF USAPHS, UPON RECEIVING A SAFETY PLAQUE UPON REACHING 2,000 ACCIDENT-FREE FLYING HOURS. THE PLAQUE, SIGNED BY LT. GENERAL CARL H. JARK, COMMANDING GENERAL OF THE FOURTH U.S. ARMY, WAS PRESENTED TO COLONEL GONSETH AT A RECENT FORT WOLTERS PILOTS SAFETY MEETING. (U.S. ARMY PHOTO)

LIEUTENANTS (CONT.)

STEVENS, JACKSON C.
Colonial Estates, Route 3
Lancaster, Ohio

SUMMERS, DORIS W.
4th Infantry Division
Fort Lewis, Washington

SUNDSTROM, CARL F.
3rd Aviation Detachment
Fort Sill, Oklahoma

SWIFT, WILLIAM D.
57th Medical Det., (Hel. Amb.)
APO 95, San Francisco, Calif.

THURMOND, GEORGE H.
1st Armored Division
Fort Hood, Texas

WALL, JOSEPH H.
502nd Aviation Battalion
Fort Hood, Texas

WILLIFORD, JAMES L.
Lawson Army Aviation Command
Fort Benning, Georgia

YARBROUGH, VIRGIL L.
217 Harris Drive
Fort Rucker, Alabama

YOUNG, STUART H.
914 Wells Street
Killeen, Texas

CWO'S

AKERS, ROBERT E.
Hqs., 56th Artillery Brigade (AD)
Fort Banks, Massachusetts

BORCK, KEITH R.
1051 Celia Drive
Columbus, Georgia 31907

BRADLEY, CLIFFORD T.
B Co., 5th Avn. Bn., Infantry Div.
Fort Carson, Colorado

BROWN, ULYESS V.
188th Transport Helicopter Co.
Fort Benning, Georgia

CASE, WARREN L.
Box 436
Fort Pierre, South Dakota

CLEARY, JOSEPH H.
3750 Hudson Manor Terrace
Riverdale, New York 10463

COWAN, SIDNEY C.
1808 Miraceros Lane
Alamogordo, New Mexico

DUFFY, JOSEPH P.
Officer Student Co., Box D-43
Fort Rucker, Alabama 36362

DULANEY, ROBERT A.
11431 S.W. 203rd Terrace
S. Miami, Florida

EUBANKS, HOWARD, JR.
Co. A, 24th Aviation Bn., Inf. Div.
APO 29, New York, New York

EVANS, BILLY K.
7350th Supprt Sqdn., (Hel. Sec.)
APO 742, New York, New York

FLETCHER, HARRY M.
1709 Floyd Street
Lawton, Oklahoma

GRAY, RICHARD E.
G Troop (Air) 17th Cavalry
Fort Ord, California

HENDERSON, ROBERT P.
835 Bautista Drive, Apartment 8
Salinas, California

CWO'S (CONT.)

JOHNSON, ROBERT M.
26th Transportation Company
APO 189, New York, New York

JONES, JAMES L.
A Company, 503rd Aviation Bn.
APO 165, New York, New York

KEAN, ROBERT J.
152nd TC Detachment (MCHFM)
APO 165, New York, New York

KRAUSE, WILLIAM O.A.
3502-A Cadet Sheridan
APO 957, San Francisco, Calif.

LEONARD, JESSE W.
105 East 4th Avenue
Dugway, Utah

LEWIS, WILLIAM E., JR.
5 School Street
Mystic, Connecticut

LOMBARDO, RICCARDO J.
A Company, 8th Aviation Battalion
APO 185, New York, New York

LOYNACHAN, RICHARD E.
3832 1/2 W. 107th
Inglewood, California

MARTIN, WILLIAM J.
540th Depot Company
Forest Park, Georgia

MOORE, ROBERT M.
5356 Rogers Drive
Columbus, Georgia

PATTERSON, JOHN W.
100 Sims Street
McDonough, Georgia

RILEY, CARL J.
4th Transportation Co. (Med. Hel.)
APO 165, New York, New York

SCHOMP, DONALD D.
2215 Cushing Drive
Columbus, Georgia

SCOTT, DELMONT H.
USAAVNS Course 1-B-P-18
Fort Rucker, Alabama

SEVIGNE, EDWARD J.
188th Trans. Company, 11th AAD
Fort Benning, Georgia

STEELEMAN, JIMMIE L.
4th USAIS, Sq. 14B, Class 84-4
Fort Sill, Oklahoma

STEFFANI, CHARLES H., JR.
110th Aviation Company
APO 168, New York, New York

WALTON, BILL C.
2nd Plt., 25th Trans. Co. (Lt. Hel.)
APO 189, New York, New York

WELLMAN, HUBERT A.
11th Air Assault Division
Fort Benning, Georgia

YORK, JOHN, JR.
Route #2, Box 133-A
Swedesboro, New Jersey 08085

WARRANT OFFICERS

FELDER, DONALD W.
5730 Eula Avenue
Columbus, Georgia

FISCHER, HELMUT J.
2550 Walker Street
Columbus, Georgia

HAMILTON, JESSE
15th Aviation Bn., 1st Cav. Div.
APO 20, San Francisco, Calif.

WO'S (CONT.)

HORTON, CHRISTOPHER A.
2308 N. 38 Place
Lawton, Oklahoma

MATTHEWS, JAMES E.
2nd Platoon, 26th Trans. Co.
APO 189, New York, New York

MEASLES, LARONAL B.
15th Aviation Bn., 1st Cav. Div.
APO 20, San Francisco, Calif.

MICHAL, LAVERN H.
119 Balfour
Colorado Springs, Colorado

NEAL, JAMES S.
2937 Ramsey Road
Columbus, Georgia

OSGOOD, JON L.
15th Aviation Bn. 1st Cav. Div.
APO 20, San Francisco, Calif.

PATTON, DONALD F.
Lake Crystal Trailer Court, #149
Columbus, Georgia

PECK, JACK W.
11th Air Assault Division
Fort Benning, Georgia

SARGENT, ARTHUR L.
Gardiner,
Maine

SCARBOROUGH, JAMES L.
3136 Crosswood Drive
Donelson, Tennessee

STORM, LARRY E.
2937 Ramsey Road
Columbus, Georgia

STOUT, TONY J.
3400 St. Mary's Road, Lot 122
Columbus, Georgia

VAN BUREN, MICHAEL F.
7th Infantry Division, Artillery
APO 7, San Francisco, Calif.

VAWTER, WILLIAM F.
5010 Dellmont Road, N.W.
Huntsville, Alabama

WILSON, JAMES M.
11th General Support Aviation Co.
Fort Benning, Georgia

SFC'S

SHOTS, CLARENCE J.
2941 Fremont Street, 5th USAAG
Topeka, Kansas

LEMKE, HANK J.
188th Trans. Helicopter Co. (T)
Fort Benning, Georgia 31905

MOTLEY, GEORGE E.
723 Sedalia Avenue
Lawton, Oklahoma

REGAN, MORRIS J.
Quarters 4818-A
APO 957, San Francisco, Calif.

ASSOCIATES

BLAKE, WILLIAM L., JR., MR.
4390 Lorcom Lane, Apartment-212
Arlington, Virginia

CARTER, J.H., MRS.
P. O. Box 741
Thomasville, Georgia

DUNLAP, WILLIAM T., MR.
800 Arliege
St. Louis 41, Missouri

AA IN PHOTOS

RECENT VISIT

LIEUTENANT COLONEL NEELY R. BROWN (LEFT), WELLKNOWN TO MANY ARMY AVIATORS AS ONE OF THE PIONEERS OF INSTRUMENT TRAINING, IS SHOWN DURING A RECENT VISIT TO THE U.S. ARMY AVIATION CENTER, FORT RUCKER, ALA. SHOWN WITH COLONEL BROWN ARE, LEFT TO RIGHT, MAJOR R.E. COX, OPERATIONS OFFICER AT CAIRNS ARMY AIR FIELD; LIEUTENANT COLONEL HENRY LAMAR, AND MAJOR DLAY B. HIGH. COLONEL LAMAR AND MAJOR HIGH, WHO MADE THE VISIT WITH COLONEL BROWN, ARE BOTH FROM FOURTH US ARMY. (USA PHOTO)

MODIFICATION

THIS ARMY CV-2B CARIBOU IS BEING MODIFIED BY THE MARTIN COMPANY'S SYSTEMS & PRODUCTS DIVISION AT BALTIMORE UNDER A CONTRACT FROM THE U.S. ARMY ELECTRONICS MATERIEL AGENCY AT FT. MONMOUTH, N.J. MARTIN IS MAKING STRUCTURAL MODIFICATIONS TO THE PLANE, INSTALLING GOVERNMENT-FURNISHED ELECTRONICS EQUIPMENT, AND FLIGHT TESTING THE STOL AIRCRAFT UNDER TECHNICAL DIRECTION FROM USARDL, FT. MONMOUTH. AFTER COMPLETION OF THE TESTING AT MARTIN LATER THIS YEAR, THE CV-2B AIRCRAFT WILL BE FLOWN TO FORT HUACHUCA, ARIZ., FOR EVALUATION FLIGHTS. (USA PHOTO)

CHECK-RIDE

MAJOR GENERAL HARRY W.O. KINNARD (LEFT), COMMANDING GENERAL OF THE 11TH AIR ASSAULT DIVISION, IS CONGRATULATED BY HIS CHECK PILOT, CWO RALPH W. BOYD, AFTER PASSING HIS CHECK-RIDE TO RECEIVE HIS ARMY RATING AS A HELICOPTER PILOT. GENERAL KINNARD, WHO EARNED HIS WINGS AS A FIXED WING ARMY AVIATOR EARLY THIS YEAR, RECEIVED HIS PRELIMINARY TRAINING FROM INSTRUCTOR PILOTS ASSIGNED TO HIS DIVISION AT FORT BENNING, GA. HOWEVER, HE WENT TO FT. RUCKER, ALA. TO TAKE HIS WRITTEN EXAMINATIONS AND HIS CHECK RIDE. (U.S. ARMY PHOTO)

JET AUGMENTED

A KAMAN UH-2 WITH A YJ-85 JET ENGINE MOUNTED ON ITS SIDE HAS ENTERED A HIGH SPEED FLIGHT TEST RESEARCH PROGRAM. THE HELICOPTER WAS MODIFIED UNDER A U.S. ARMY TRANSPORTATION RESEARCH COMMAND CONTRACT AND WILL BE UTILIZED TO INVESTIGATE THE FLIGHT CHARACTERISTICS OF THE ROTOR SYSTEM AT SPEEDS WELL ABOVE THOSE USUALLY REACHED BY THE FASTEST OF TODAY'S HELICOPTERS. DEVELOPMENT AND FLIGHT TESTING OF A JET AUGMENTED HELICOPTER IS AN IMPORTANT STEP IN RESEARCH LEADING TO AN EVENTUAL HIGH SPEED COMPOUND AIRCRAFT. A "COMPOUND" AIRCRAFT IS ONE THAT HAS THE PRINCIPAL ADVANTAGES OF BOTH THE HELICOPTER AND A FIXED WING AIRCRAFT.



ASSOCIATES (CONT.)

GEBELT, MARY J., MRS.
P. O. Box 255
Fort Rucker, Alabama

GOETSCH, G.F., MR.
139 Ridgecrest Drive
Chesterfield, Missouri 63017

HIGHT, A.D., MR.
Lockheed, 900 17th Street, N.W.
Washington, D.C. 20006

MANN, BETTY E., MISS
4515 31st Street S., Apartment 103
Arlington, Virginia

MULLINIX, WILLIAM, MR.
1707 Pontiac Circle, N.
Eau Gallie, Florida

NOBLE, STEVE, MR.
Aero Commander, 1625 Eye St.
Washington, D.C.

SMITH, EDWARD E., MR.
P. O. Box 1126
Fort Eustis, Virginia

ASSOCIATES (CONT.)

STADLER, ROGER L., MR.
2424 Pershall Road
St. Louis, Missouri 63136

THORNTON, BILL J., MR.
6319-A Sutherland
St. Louis, Missouri 63109

WATKINS, GEORGE A., MR.
3354 Pearlone Drive
San Jose, California

RETIRED

BOWLER, JOSEPH L., Major
1632 W. Norwegian Street
Pottsville, Pennsylvania 17901

GOODWIN, NORMAN W., LCol.
1870 Page Avenue
Fullerton, California

GRAUL, WILLIAM H., Major
60 Pleasant Lane
Levittown, New Jersey

RETIRED (CONT.)

HAVENS, ORIN D., CWO
Route #1
Remus, Michigan

KEMP, JAMES M., CWO
215 Meadow Lake Drive
Ozark, Alabama

LORD, M.D., Major
Winnboro,
Louisiana

REED, HERBERT N., Major
U.S.A. Aviation Test Activity
Edwards AFB, California

ROWAN, JOHN L., LCol.
Box 231
Ansonville, North Carolina

RUBY, JACK W., LCol.
830 Clara Drive
Palo Alto, California

WIRT, CHARLES A., LCol.
USCONARC
Fort Monroe, Virginia

OBITUARIES**ALBERT E. FITZGERALD**

Major Albert E. Fitzgerald, 38, former executive officer of the 19th Helicopter Company at Fort Benning, Ga., and known throughout the Army as the youngest combat veteran of World War II, died at Walter Reed Hospital of cancer on December 29, 1963.

Offering a fictitious age on enlisting in the Army at 15, Young Fitzgerald was a platoon sergeant with the 26th Infantry Division during World War II when he was 16 and saw four years of combat before he reached his 20th birthday.

A native of Havre, Montana, Maj. Fitzgerald was a rated Army Aviator, having qualified in all of the aircraft operational within Army aviation. He served as an intelligence officer in Europe and Korea, prior to taking flight training. He was serving as Transportation Officer at Walter Reed Army Medical

Center at the time of his death.

Major Fitzgerald received the Bronze Star with Oak Leaf Cluster, the Combat Infantry badge, and the Army Commendation Medal with three Oak Leaf Clusters.

He is survived by his wife, Marjorie A. Fitzgerald, and two children, Cindy, 12, and Stephen, 10, all of 3902 Jeffrey Street, Silver Spring, Md.; his father, W.A. Fitzgerald of Browning, Montana; and mother, Mrs. K.W. Harmon, of Spokane, Wash.

CLARENCE L. MOORER

Lieutenant Clarence L. Moorer, an Army Aviator assigned to the U.S. Advisory Forces in Vietnam, died December 12, 1963, as a result of an aircraft crash occurring during an official flight from Nha Trang to Ban Me Thout, Vietnam.

Lieutenant Moorer is survived by his wife, Mrs. Nancy Anderson Moorer, of 4906 Bull Street, Savannah, Georgia.

DONALD K. BURCH

Warrant Officer (W-1) Donald K. Burch, assigned to the 11th Air Assault Division, Fort Benning, Ga., sustained fatal injuries when the UH-1B Iroquois helicopter of which he was pilot crashed on the Fort Benning Military Reservation on January 3, 1964. He was involved in the conduct of an administrative flight at the time of the accident.

Warrant Officer Burch is survived by his wife, Mrs. Trinda Jo Carney Burch, of the Mockingbird Trailer Court, Columbus, Georgia.

NEWS BRIEFS

With the expansion in Army aviation, the U.S. Army Primary Helicopter School (USAPHS) at Ft. Wolters has its heaviest training load of all time, according to Fourth Army authorities.

Since August, 1963, the average training load of students in attendance has been 409. This number is slated to increase to 450 by mid-1964, according to estimates by Col. Henry H. McKee, Fourth U.S. Army Aviation Officer.

The Primary Helicopter School also trains a limited number of foreign nationals to fly the rotary-wing aircraft. At present, 50 Vietnamese are receiving instruction.

The first TO&E Airmobile Company, the 114th Aviation Company (Air Mobile Light), has flown 10,000 hours in the Republic of Vietnam. Known as the "Knights of the Air," the Iroquois-equipped unit amassed the impressive figure in only seven months of supporting ARVN forces in the Mekong Delta. Another unit, the 119th Aviation Company (Air Mobile Light), had passed the 10,000 hour milestone in September, 1963. The latter unit is also equipped with UH-1B Iroquois.

CHANGING YOUR ADDRESS?

It is unnecessary to submit separate changes of address to "Army Aviation Magazine" - the AAAA - Flight Pay Protection Plan - and Life Insurance Plan, Inc.

These organizations share a common "master address list" and all address changes submitted to one of the four organizations serve to correct the separate address lists of each organization.



FROM AN ORIGINAL PAINTING FOR CECO BY R. T. HANDVILLE

Contributing to superb performance

The Bell Iroquois, Army Utility Helicopter, is powered by a Lycoming T-53 gas turbine engine with *complete unitized fuel control system* engineered and built by Chandler Evans.

Products, too, are "known by the company they keep", and CECO is proud to be airborne with many of the latest and finest military and commercial aircraft.

CHANDLER EVANS CORPORATION

A Major Industrial Component of Fairbanks Whitely Corp.

WEST HARTFORD 1, CONNECTICUT



CECO'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.



THE ARMY AVIATION SONG

Words by SAMMY CAHN

Music by JAMES VAN HEUSEN



NOW AVAILABLE IN 33 RPM RECORDS - GET YOUR COPY TODAY!

