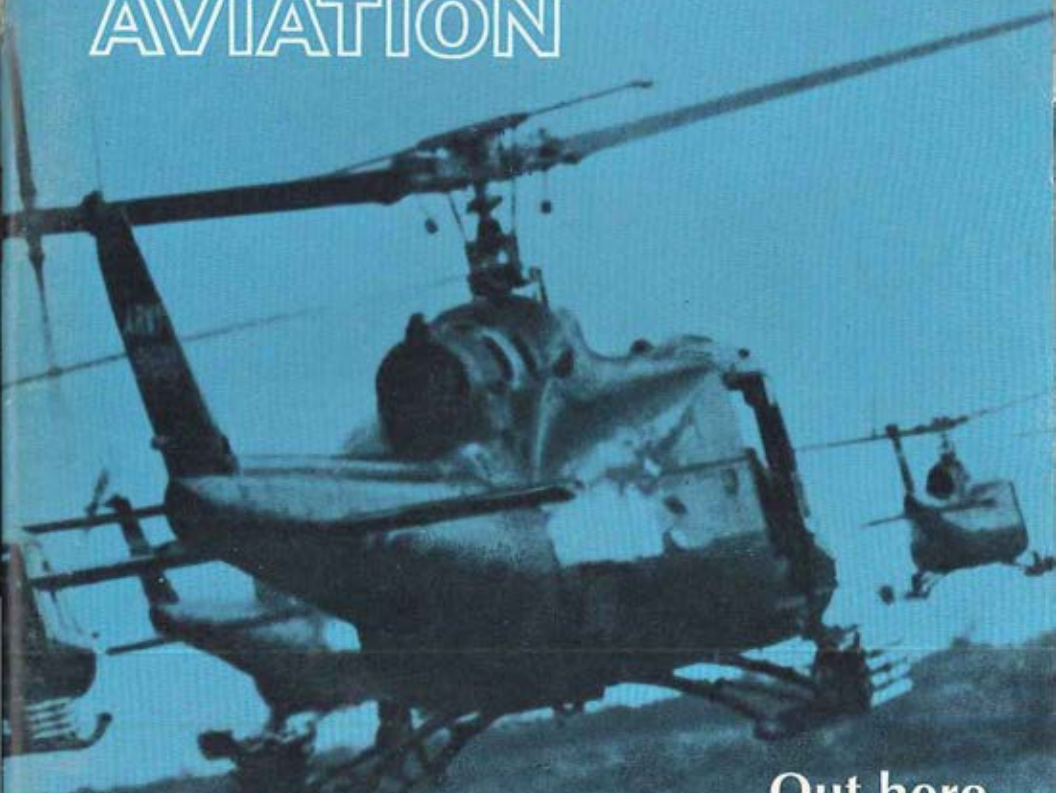


ARMY AVIATION

JANUARY-FEBRUARY, 1964



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ARMY AVIATION

VOLUME 13

NUMBER 1

JAN.-FEB., 1964

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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.

chipook

PROGRESS



CHINOOK LIFTS 10.5 TONS

A U. S. Army CH-47A Chinook helicopter successfully lifted a useful load of approximately 10.5 tons. This figure considerably exceeds the 17,700-pound (8.85 tons) empty weight of the aircraft.

The Army's twin-turbine transport helicopter lifted a 14,100-pound M-56 Scorpion self-propelled anti-tank gun during the test which was held at Boeing's Vertol Division Flight Center.

Internal weight, consisting of instrumentation, fuel, crew, and additional cargo, totalled 6,700 pounds. This combined load brought the total useful load to 20,800 pounds and the total gross weight of the aircraft to 38,500 pounds.

The Chinook is powered by two Lycoming T55-L-7 turbine engines, each rated at 2,650 shaft horsepower.

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1964

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**GENERAL TOLSON
COMMENTS ON:**

VIETNAM SUPPORT

RECENTLY, I returned from a two-week trip to the Far East having had the opportunity to witness the support operations of our aviation units in Vietnam. I am convinced that the mobility afforded by these units is one of the most important factors of success in operations against the Viet Cong.

Our people are operating their aircraft under combat conditions which call for a maximum effort from each individual. The professionalism exhibited by them is duplicated by Army aviation personnel the world over, but in Vietnam this professionalism is contributing to the defeat of an armed enemy in active combat. I am not just speaking of the aviators, but the crew chiefs, mechanics and all the officers and men in our flying and maintenance units.

We in Army aviation, and the Nation as a whole, salute those who are risking their lives in the bitter conflict in Southeast Asia. Their contributions are highly valued, and we all hope that ultimate peace and freedom in Vietnam will be a tangible result of their efforts.

In subsequent newsletters, I will be referring to specific observations made during my visit which I con-



sider of interest and benefit to all of you.

Incidentally, I stayed with General Oden during my visit, and he asked to be remembered to all of you. He is Chief of the Army Section, MAAG Vietnam, but keeps an active interest and hand in our Army aviation activities there.

PURCHASE OF IROQUOIS

I would like to report that a contract for approximately 700 UH-1 Iroquois helicopters was effected with the Bell Helicopter Company last October. This represents the largest procurement contract in the 21-year history of Army aviation. Because of the lag between the signing of the contract and the delivery of the aircraft, these helicopters will not be added to our growing inventory until 1965.

One important aspect of this procurement is that many of the Iroquois will be the larger D models. D models are presently being produced in limited amounts with all of the initial procurement being assigned

to the 11th Air Assault Division at Fort Benning, Georgia.

Production of D models in substantial numbers later this year and in 1965 will considerably enhance our air mobile capability.

To refresh your memory, the D model can carry a crew of two plus an infantry squad or six litters. It has the same power plant as the UH-1B but has greater internal cargo space. The early D models are being produced with the 44-foot rotor blade, but production will be changed this summer to a 48-foot rotor blade. The larger diameter rotor will substantially improve the performance of the helicopter.

CHINOOK DELIVERIES

The first production model of the CH-47A Chinook, was delivered to the U.S. Army in December 1962 - 3 1/2 years from initial authorization for the contractor to proceed with the design. During calendar year 1963, the Chinooks received from production were assigned to the training base, test activities and to the 11th Air Assault Division.

Company "A" of the 228th Assault Support Helicopter Battalion, 11th Air Assault Division was the first unit to receive Chinooks commencing in April 1963. By September, Company "A" received its full authorization of 16 Chinooks. Company "A" participated in Exercise "EAGLE CLAWS" with other units of the 11th Air Assault Division during the period 26-29 August 1963.

The second unit to receive Chinooks was Company "B", also of the 228th Assault Support Helicopter Battalion. Company "B" will receive

its full complement of Chinooks by early spring of 1964. Air mobile test units are expected to receive all of the production models of the Chinook until mid-1965 at which time other medium helicopter companies will receive Chinook replacements for the assigned CH-37s.

AIMS PROGRAM

Here is some information on a new program relating to control of air traffic. AIMS is an abbreviation for the Air Traffic Control Radar Beacon System (ATCRBS) /IFF/ MODE IV System and consists of two distinct, but related parts.

The ATCRBS program involves equipping military aircraft with beacon transponders and ground radars with interrogators that meet a newly defined FAA/DOD U.S. National Standard. The new Standard provides for increasing the codes in MODE 3 from 64 to 4096; adding a new MODE C that provides for automatic altitude reporting to the Air Traffic Controller; and a MODE IV for military usage.

The ATCRBS program involves the Departments of the Army, Navy and Air Force with FAA, while the MODE IV program is a Department of Defense program exclusively. The Air Force was designated DOD AIMS Program Executive Agent by OSD memorandum dated 26 September 1963, and has been made responsible for standardization of specifications and equipment; establishing a coordinated DOD program including the development, procurement, production and installation of required equipments; and coordinating the DOD program with FAA and NSA.

HIGH PERFORMER



LOH EVALUATION

The LOH is nearing reality. Each of the three manufacturers (Bell, Hiller and Hughes) will provide five aircraft to the Aviation Board at Fort Rucker, Alabama. Deliveries started in December 1963. Test and evaluation of the three LOH entries is programmed through the 3rd quarter, FY 64 and a decision on the winner is anticipated in August 1964. Although the LOH will not enter the inventory until FY 66, the development of this aircraft is progressing according to plan.

"SHARE IT" PROGRAM

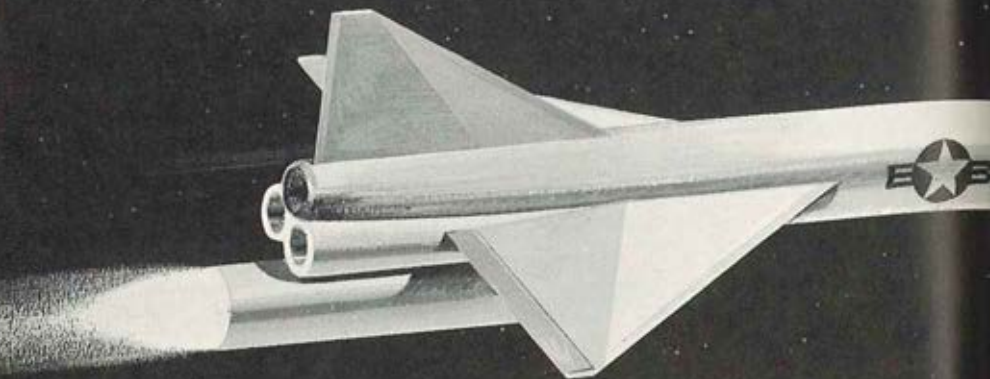
I would like to call your attention to the Crash Sense Department of

Shown during its maiden flight on Jan. 20 at Wichita, Kan., the fully pressurized Beechcraft King Air, began an intensive flight test program leading to FAA certification this spring. Projected performance of the turbine-powered King Air indicates a high speed in excess of 285 mph. Seating 6 to 8, the new Beech model has an estimated maximum range of over 1,400 miles. (Beech photo).

the January issue of the U.S. Army Aviation Digest containing the first accounts of near accidents and flight hazards which came in under the new SHARE IT Program. We can all learn and profit from these accounts.

But the SHARE IT Program is a two-way street - to gain its benefits, we must all participate and contribute to the program. I urge all aviation unit commanders to become familiar with AR 95-29 and to make sure that SHARE IT Posters are

Beech "Imaginuity" in Missile Systems:



MACH .52



MACH .65



How does Beech stay in the lead? By thinking fast... to Mach 7 and beyond!

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MACH 7



MACH 3



MACH 5



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prominently displayed, with an adequate supply of SHARE IT Forms readily available to all aviation personnel.

JEP ECONOMIES

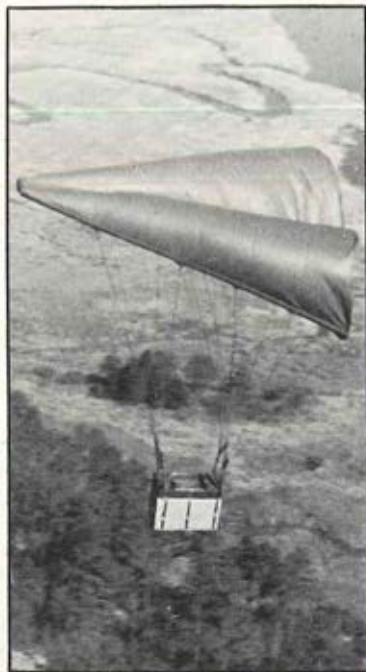
I would like to invite your attention to the provision that an aviator who does not require the services of his Jep Manual for 60 days or more may request suspension of revision services. It seems to me that more aviators who don't have a full-time need for the Jep Manual might take advantage of this provision as an economy measure. In staff offices, one

or two sets of the TM might serve the needs of all assigned aviators and result in time and monetary savings.

USE OF OLATHE NAS

Plans have been cancelled for the establishment of an Army fixed-wing aviation training facility at Olathe Naval Air Station, Olathe, Kansas. The Army has reviewed current aviation training requirements and has determined that its immediate needs could be met by accelerated and more efficient and economical use of existing facilities.

PRECISION DROP GLIDER ENDS THAILAND TESTS



Field research tests of the Precision Drop Glider (PDG) were recently concluded in Thailand for the Defense Department's Advanced Research Projects Agency (ARPA) and the U.S. Army Transportation Research Command (USATRECOM). The purpose of the tests was to determine the effectiveness of the kite-like aerial re-supply device in a jungle environment and also to train crews of the Royal Thai Air Force, Navy, and the Thai Police Aerial Reinforcement Unit.

The Thailand tests were conducted by technical personnel from the Ryan Aeronautical Company, under contract to USATRECOM, Ft. Eustis, Va. A five-man Ryan crew were of the unanimous opinion that "successful tests in that environment lead us to believe that the system could work anywhere."

FIRST PHASE CONCLUDED

While the usual 'payload' during the Thailand tests consisted of bags of sand, 100 kilo (220 pounds) bags of rice were delivered into the Thai jungle on two occasions. The Thailand tests concluded the first research phase of the PDG test program.

Information gained from these tests, from tests at TRECOM's Fort Eustis facilities, and also from more than 150 test drops at Yuma, Ariz., is expected to lead to the design and development of a prototype 500-pound payload wing.

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

CONARC REPORT

DURING the past few weeks the CONARC Aviation Staff has had an opportunity to review a variety of activities in the Sixth Army area. With the cooperation of Colonel Jim Lee, the Sixth Army Aviation Officer; Lt. Colonel C.M. Bussey, his hard working Executive; Major Ben Collins; and Captains W.H. Reed, R.L. Felix, and D. Moffit, the Aviation Program on the West Coast is well underway.

AVIATION COMMAND

All the aviation units and activities except for the field maintenance shop at Fort Ord have very effectively been consolidated under an Aviation Command. This organization takes the place of the 52nd Aviation Battalion which was deployed overseas last year.

The Aviation Command is headed by Major Ted Devine, a Master Army Aviator and a real expediter. His capable executive officer is Major Deryck Christy. A recent shift in assignments has brought Major Marvin Morgan from the 17th Aviation Company to the Aviation Command where he acts as operations officer.

The command operates Fritzsche AAF which provides excellent 24-hour facilities, including GCA approach and a VOR approach which is pending final approval.

17TH AVIATION COMPANY

This well known Otter Company is also a part of the Aviation Command. Major Williams is the new C.O. and his executive officer is Captain Kenneth E. McGaughey.

The 17th is presently being converted from Otters to Caribou. Additionally, it has the mission of training overseas replacements in the U-1A. Cross-training the unit pilots in the CV-2 and transitioning TDY personnel in the Otter plus all local missions keeps the 17th on a busy schedule.

17TH AIR CAV TROOP

Another fine unit stationed at Fort Ord is the Air Cavalry Troop (Troop G) commanded by Captain Miller with assistance from Captain James R. Turley, Executive Officer. The "Air Cav" is the only unit of this type not organic to a division. Their schedule is well filled with support of varied test activities at widely dispersed areas. The troop has a wonderful attitude despite its multiple missions and considerable TDY.

52ND AOD

The 52nd AOD, commanded by Captain Colver H. Jones, is one of the last remaining units of this type. Since the activation of the 72nd AATRI all AOD's will be inactivated.

However, the 52nd is continuing to provide excellent service "right down to the wire."

USAATA

No word on Fort Ord would be complete without a mention of the Combat Developments Experimentation Center whose headquarters are at Fort Ord. This tremendous test organization is commanded by Brigadier General Jack Gerard. Although General Gerard is not an aviator, he has long been associated with the test and development of airmobile forces.

At the present time CDEC is involved in a very large test program related to Army aviation and airmobility. Lt. Colonel A.K. Stewart is one of the Army Aviators concerned with these programs. Unfortunately, most of these tests are classified. Suffice to say that the results of CDEC's work in the aviation field will be of critical importance to us all.

A PART OF AMC

Although the U.S. Army Aviation Test activity located on the desert at Edwards AFB, California is a part of Army Materiel Command's Test and Evaluation Command the vital and interesting scope of their activities should be understood by all Army Aviators.

Commanded by Lt. Colonel Richard J. Kennedy, Jr., a Master Army Aviator, this activity provides the precise engineering data on both new and old Army aircraft which is so essential. Utilizing the vast equipment resources which the Air Force has available at Edwards, Colonel

Kennedy's group is able to provide us with extremely accurate data on the performance and capabilities of all aircraft and associated equipment.

The test activity is relatively small with approximately 100 personnel authorized of which only 12 are military. Colonel Kenneth is assisted by Mr. D.W. Wood, Jr., as technical advisor and has Mr. J.M. Johnson as his Civilian executive. Major J.K. Foster heads the flight operations division assisted by Captain John A. Johnston and six other test pilots. Major L.R. Dennis heads the Project Review Division, and generally the remainder of the staff is civilian.

Operating on a relatively low budget, Colonel Kennedy has produced engineering data which is invaluable. His test of the CV-2 revealed unknown data which is now being used to revise the handbook. Among the many tests completed, in process, or scheduled for the future are:

- LOH Evaluation (3 types)
- High altitude tests of new helicopters
- CV-2 vs C-130 performance
- HU-1D with 40' rotor
- Wet sod landing test
- Door hinge rotor
- X-19 and X-142 evaluation
- P-1127 & Brequet analysis (done overseas)
- Range - Endurance - Time and Speed Computer (RETS) for OV-1
- Doppler Navigation

The list is almost endless and represents some of the finest engineering test effort in the Army.

THE WHIRLYGIRLS

Col. Jules E. Gonseth, Jr., Fort Wolters' CO and commandant of USAPHS, is shown with five members of the "Whirlygirls," an international society of women helicopter pilots, during their recent visit to Fort Wolters. From left to right are Mrs. Jane Mooradian, Mrs. Mary E. Raub, Mrs. Dorothy L. Young, Mrs. Betty Pfister, and Miss Jean Ross Howard. The post tour? By helicopter, of course. (USA photo)

SAFETY COURSES

In order to increase the understanding of aviation safety among commanders and staff officers the Department of the Army gives a five day Aviation Safety Course twice each year at the University of Southern California in Los Angeles.

This course is designed to provide an orientation for field grade and general officers as well as higher ranking civilian personnel. It is suitable for both rated and non-rated individuals and provides a capsule review of the material presented in the more technical ten week course for Aviation Safety Officers. Classes of 25 are held January and June of each year.

Attending the January 1964 class was Brigadier General Frank Caulfield of Fort Ord; Colonels Dave

Cogswell and Jim Lee, Aviation Officers of Third and Sixth Armies respectively; Lt. Colonel Tom Evans from Fort Wolters; Major Marq Hilbert from Special Warfare Center; Lt. Colonel Greg Olney, 10th Air Transport Brigade, Fort Benning; Lt. Colonel Jim Bowen, now the ARADCOM Aviation Officer; Lt. Colonel Art Hammarstron from First Army; and Lou Williams and Vic Moore from Fort Riley, to mention a few.

This course is highly desirable for those high ranking aviators who have not attended the "long" (ten

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hushes the receiver when there's no signal, even in high noise areas. It'll open on signals as low as 10db below noise level. You simply set it, once; forget it. The RTA-41 equals or betters all ARINC 546 requirements. It provides 360 crystal-controlled channels (50 kc spacing) in the 118 to 136 mc range (RTA-41A) or 680 channels in the 116 to 150 mc range (RTA-41B). Either version is also available with 25 kc channel spacing.

We developed this unit for second-generation jet aircraft. Several airlines have specified it already. Its size weight and price qualify the RTA-41 for business aircraft too. We'll answer all your questions if you'll write us at Bendix Radio, Avionic Products, Baltimore, Md. 21204

Bendix Radio Division



THE C-141 STARLIFTER



The biggest wing on any jet transport is emphasized in this new view of the Air Force-Lockheed C-141 StarLifter over North Georgia. The wing span is 160 feet, with a total area of 3,228 square feet while the span of the T-tail horizontal stabilizer is 50 feet -- as great as the wing span of a fighter plane. The fan-jet engines of the StarLifter, the most powerful aircraft engines in the Free World, will put the big cargo carrier through intensive flight tests throughout 1964. (Lockheed photo)

week) Safety Course. It is also an excellent means of providing a better understanding of Army aviation among the non-rated general officers and colonels on division, corps, and Army staffs. Quotas are allocated by USCONARC and details on the course are found in DA CIRCULAR 350-26 16 September 1963.

NEW PERSONNEL

After a period of severe losses in aviator personnel at Headquarters USCONARC we have finally swung over to the positive side and welcome the following officers: Major James E. Shrader, from the Tenth Special Forces Group, Germany, is now working with the Special War-

fare Division; Captain Ted Mitchell has just arrived from the 121st Aviation Company, Vietnam and will iron out some of our communications and electronics problems; from Headquarters 4th AD Artillery, Germany, we greet Major Dick Murray who is the new Executive Officer for the USCONARC Flight Detachment.

The coming months will bring the departure of two USCONARC stalwarts. Major Jim Martin plans to retire 29 February and devote his talents to his extensive apple orchards in the Northwest. Major W.D. Dyer plans a 31 March retirement and will return to his home in Temple, New Hampshire.



THE TIGER PROGRAM

COMES TO AN END . . .

BY COL. JULES E. GONSETH

COMMANDANT, USAPHS

ON January 24, 1964 the Fort Wolters Chapter of AAAA and the SW Region of the American Helicopter Society will gather in the Fort Wolters Officers' Open Mess to witness the graduation of Warrant Officer Candidate Class 63-7WT. This graduation ceremony will formally mark the end of an era at the United States Army Primary Helicopter School - the Era of the Tiger.

For 18 months USAPHS has been conducting an eight week course in Observation Helicopter Tactics. The students attending this course are referred to as "Tigers" because of the aggressive attitude towards tactical helicopter flying that the U.S. Army Primary Helicopter School instills in the students during the course.

END OF "PROGRAM"

Class 73-7WT is the last scheduled class for the "Tiger Program" which has been conducted at Fort Wolters and Fort Sill, Oklahoma. The tactics and gunnery portion of the Helicopter course will now be taught at the U.S. Army Aviation School, Fort Rucker, Alabama.

The "Tiger Program" has given the Army a polished helicopter pilot, trained and conditioned to fly the helicopter in its environment - NAP-OF-THE-EARTH.

He has been taught to accomplish high speed autorotations from a mere ten feet above terra firma; he has been trained to make a map reconnaissance so accurate that he can fold his maps and fly to his destination at tree top level by recognizing checkpoints he has committed to memory.

THOROUGH TRAINING

The Tiger student has been thoroughly trained to cope with any obstacle he may encounter on nap-of-the-earth flights. And above all, he has been taught to fire his machine gun from the helicopter with devastating results on the target. This program produced tomorrow's scout; as dashing and elusive as the Cavalry of Civil War fame; faster and more efficient than the scout cars and jeeps of World War II.

The Tiger is trained to be the eyes and fist of the combat arms.



The 16 warrant officers candidates of Rotary Wing Aviator Course (Phase II-Tactics), Class 63-7WT, the last class to complete the tactics course at USAPHS, are shown being sworn in as warrant officers at graduation exercises held Jan. 24 at Ft. Wolters. Capt. L.E. Mabrey, far right, USAPHS secretary, administers the oath of office.

Major General Harry W.O. Kinnard (right) is shown accepting the Grover E. Bell Award on behalf of the 11th Air Assault Division. The Ft. Benning unit received the award for its pioneering work in extending the combat capabilities of the helicopter. Harvey Gaylord, president, Bell Aerospace, Buffalo, N.Y., is shown presenting the medallion.



He has been taught to fight and he knows how to attack an enemy from the point affording the greatest advantage. The Tiger knows how to take maximum advantage of the terrain in order to make it provide cover and concealment making it difficult for an enemy to take his helicopter under fire. This provides protection for combat soldiers if he should be placed in a role that would require him to transport them. Answers to inquiries sent to commanders around the world have hailed the "Tiger Program" for giving these commanders an aviator highly skilled in flying the heli-

copter, one that the commander can use to advantage immediately.

Although the personnel who have worked with the "Tiger Program" are consolidating their POI's and carefully packing them away, they believe the Tiger is not really dead. They prefer to think the Tiger has retired to his lair where he will wait for the call to fly tomorrow's combat commitments.

It is believed that the spirit of the Tiger will continue to grow in Army aviation, and that his aggressive, fighting attitude will prove to be a part of the make-up of every Army aviator.



VIETNAM REPORT

BY

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

ON 7 December 1963 the powerful ARC 2000 engines of the CV-2B Caribous belonging to the 1st Aviation Company (FWMT) cranked for the last time in Vietnam - they were homeward bound. The nickname of Pathfinder has been just and fitting. Their historical record is crammed with a long list of "firsts."

TRAINED AT BENNING

After they received their Caribous in 1960 at Fort Benning, Georgia, the eyes of everyone in Army aviation have followed the unit enviously and with great pride. This was Army aviation's first fixed wing transport weighing over 5,000 lbs.

A long strenuous training program took place at Fort Benning. Concepts, doctrine, and TO&Es were written, rewritten, proved and disapproved. Finally, the big test came - in May 1962, the unit departed for Korat, Thailand in support of Joint Task Force 116. The Caribous made the 11,000 mile flight like champs.

FIRST BIG TEST

The six months the 1st Aviation Company spent in Thailand further proved the concept for which the big ship was built. The mission accomplishments made all concerned realize that the Army had a piece of equipment that offered vast flexibility and impressive air mobility

never available before. With the phase out of TF 116 in December 1962, the company received orders for Vietnam.

GREATER FLEXIBILITY

As part of the U.S. Army Support Group Vietnam, the unit further increased the flexibility of logistical support. Troops and supplies now became more readily available in remote areas of Vietnam. Unimproved strips no longer than 1,000 to 1,200 feet were now being used by the 1st Aviation pilots to restock outposts with the many hundreds of items so badly needed in counter-insurgency warfare. Through extremely adverse weather and hostile fire, the aviators gave the badly needed logistical support Corps Advisors had so often called for on a minute's notice. For the most part navigation was strictly by pilotage. Time, distance and heading were their only guides to the postage stamp air fields cut out of the deep jungle or built up from the underlying rice paddies.

As time passed, the name of the 1st meant more and more to both logistical and combat statisticians. To the common soldier it meant a means of getting away from his outpost for some badly needed rest in Saigon.

With the arrival of the 61st Avia-

tion Company (FWLT), commanded by Major Marcus W. Coyle in July, the 1st Aviation Company gained badly needed help. The two units worked together to chalk up impressive records in the aviation field.

Then, in November orders came for the 1st to return to the States with a readiness date of early December. The 70th Transportation Company (DS) commanded by Captain George Brown, the 611th Transportation Company (DS) commanded by Captain Charles E. Nicholis, and the 330th Transportation Company commanded by Major George A. Sullivan worked feverishly night and day to ready the big birds for the "fly back." This was the first Army unit to fly its organic aircraft home from overseas.

MANY EXOTIC STOPS

The long route had many exotic stops - Bangkok, Calcutta, Karachi, Madrid, Argentinia, McGuire AFB and finally Fort Benning. The flight was scheduled to take 11 days, with the longest single leg being approximately 10 hours in duration.

Bullet holes had to be patched, components changed, all-weather gear tested, additional fuel and oil tanks installed and diplomatic clearances obtained. During operations in Vietnam all ships had received ground fire, except one, and appropriately displayed on the nose of the aircraft is a large cluster of red cherries.

A brief farewell ceremony was held with Brigadier General J.W. Stilwell, Commanding General of Support Group, and Brigadier General Delk Oden, Chief, Army Section,

MAAGV on hand to congratulate and offer appreciation for the superior performance sustained by the unit in the last year.

The first three ships broke ground at 0800, circled, and came back over Vung Tau Airfield in formation as a final tribute to their old home and friends. Those left behind offered a final salute to a unit which had truly been first all the way regardless of mission. To this unit and its commanding officer, Captain Kenneth Blake, Jr., we all say good luck and a job well done.

LARGEST AIRLIFT

The largest helicopter airlift in the history of Vietnam's counter-insurgency war was conducted by the new Vietnam government this month in the province of Tay Ninh, 75 miles northwest of Saigon.

While five battalions of Vietnamese infantry moved into the province by road, the 145th Aviation Battalion airlifted 1,280 Vietnamese marines and a brigade forward command post into two landing zones in the jungles near the Cambodian border.

The 118th Aviation Company under 12 troop-carrying UH-1B helicopters and six armed UH-1B escorts; the 120th Aviation Company carried the marines in 13 CH-21 helicopter transports; and the Utility Tactical Transport Helicopter Company provided five armed UH-1B escorts. Vietnamese Air Force AD-6 and B-26 bombers struck the area before the arrival of the air mobile companies.

As the Vietnamese ground forces combed the communist-dominated area, the helicopters flew to the

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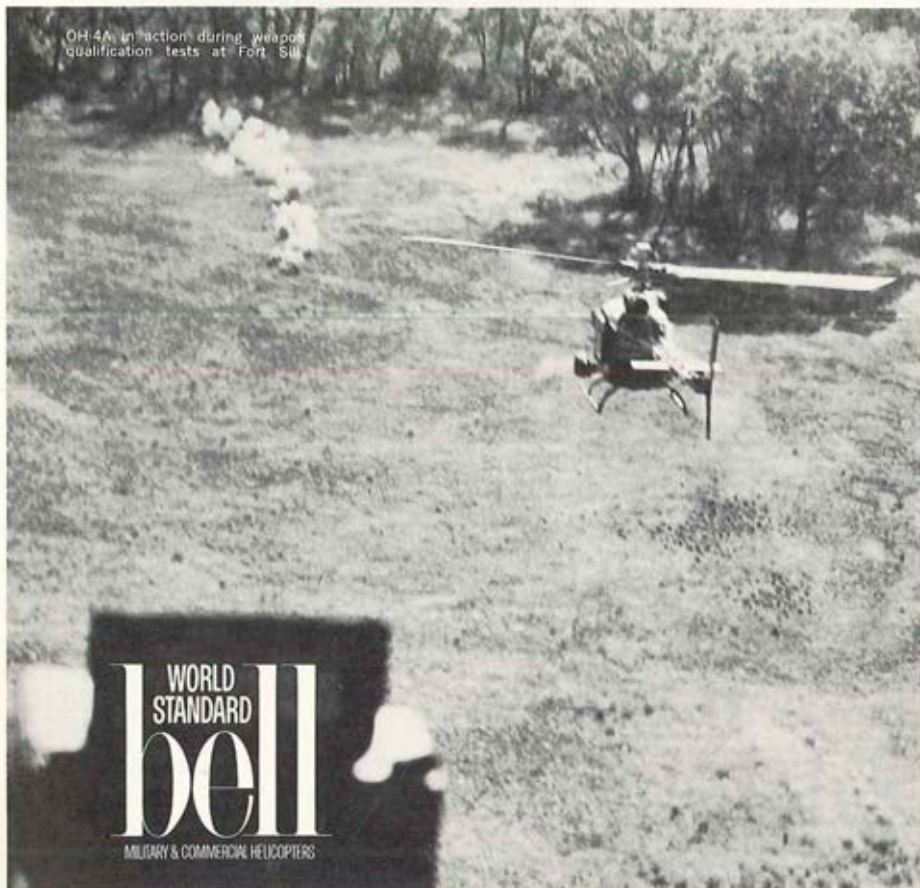
- OH-13's, deployed worldwide, taught Bell the Army mission and combat environment the hard way.
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OH-4A in action during weapons qualification tests at Fort Sill.



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nearby Bo Kut hamlet, where they were to evacuate 180 civilian men, women and children. They were resituated in a hamlet run by a Catholic priest outside the city of Tay Ninh.

Concrete emplacements were destroyed prior to the final abandonment. The entire operation was completed in four hours and thirty minutes.

MISSING MOHAWK

The mystery of a missing Army OV-1 Mohawk which disappeared in February 1963 has been partially solved with the discovery of the aircraft wreckage.

The twin-engine plane and two-man crew from the 23rd Special Warfare Aviation Detachment disappeared on a routine mission last February and were never found until late last month when a light observation TO-1D of the 73rd Aviation Company (Airplane Surveillance) (Light) spotted the wreckage in the mountains southeast of Pleiku.

CAUSE NOT DETERMINED

During the two days following the discovery, a more extensive aerial search was made of the area and a ground party of Vietnamese and Americans was landed in UH-1B helicopters of the 119th Aviation Company (Air Mobile Light).

The ground party, a virtual interservice-international group, cut through the dense Viet Cong-infested jungle while ARVN Scout troops protected them from potential attack. The 119th Aviation Company's armed Hueys and Vietnamese Air Force T-28's flew overhead to pro-

vide additional firepower if needed.

The party, guided by aircraft and led on the ground by Lt. Colonel William C. Sibert, Commanding Officer, 52nd Aviation Battalion, reached the crash site after hacking for more than an hour through the thick undergrowth. It was determined that the aircraft crashed and burned after cutting a long path through the treetops, killing both crew members. The cause of the crash was not determined.

COMMENDATION

General Paul D. Harkins, commander, U.S. Military Assistance Command, Vietnam, recently commended the only U.S. Army helicopter ambulance unit in Vietnam for "outstanding performance of duty and inter-service cooperation."

The commendation was made in a letter to the commanding officer, 57th Medical Detachment (Helicopter Ambulance), citing the prompt evacuation of two critically wounded Vietnamese Marines.

When the two men from the 4th Vietnamese Marine Battalion at Ca Mau, Vietnam, were wounded by an accidental burst from a sentry's sub-machine gun, a call requesting medical evacuation was sent through Vietnamese channels, but the Vietnamese Air Force was unable to make the evacuation. The American advisor to the 4th Battalion then requested evacuation by U.S. Army helicopter.

The rounds from the weapon wounded one man in the thigh and critically wounded another in the stomach. The battalion surgeon and the resident doctor at the An Xuyen

Merging man/machine/mission



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Province hospital agreed that evacuation of the critically wounded man to a hospital in Saigon was mandatory if his life was to be saved.

The accident occurred by 10 p.m. and by 2:30 a.m. a 57th Medical Detachment UH-1B piloted by Captain Robert A. Carr and CWO James A. Bell flew the 180 miles from Tan Son Nhut to Ca Mau and evacuated the two men.

General Harkins added his comments to the letter of appreciation sent by the Senior Marine Advisor, MAAG, Vietnam. Also commending the "prompt, humanitarian action" were Major General Charles J. Timmes, Chief, MAAG, Vietnam, and Brigadier General Joseph W. Stilwell, commanding general, U.S. Army Support Group, Vietnam.

THIRD YEAR IN VIETNAM

With the arrival of 1964, the 120th Aviation Company (Air Mobile Light) begins its third year in the Republic of Vietnam.

Designated the 57th Transportation Company until last June, the 120th was the first U.S. Army helicopter unit to arrive in Vietnam as part of the increased U.S. military aid to the Vietnamese government. The unit arrived with its CH-21 Shawnee helicopters aboard the USS Core in December, 1961.

Settling immediately at Tan Son Nhut airport, the 57th was flying combat support missions for the Vietnamese troops within 10 days.

"VIETNAM REPORT" is staff-prepared and represents the contributions of several writers.

Since then, the unit has operated from the coast of the South China Sea to the Gulf of Siam, from the northern mountains of Pleiku to the southernmost tip of the delta. The unit has logged over 17,000 flight-hours, 35,000 cargo-ton-miles, over 1,000,000 passenger-miles, and in excess of 20,000 combat support sorties.

AIRLIFT PARTICIPATION

Recently, the 120th - under the command of Maj. Patrick Delavan - took part in the largest helicopter airlift in the history of Vietnam's counterinsurgency war. The unit provided 13 of 40 helicopters used to transport over 1,300 Vietnamese Marines to Tay Ninh for assaults in an area of Viet Cong strength.

During the same operation, the unit participated in the evacuation of the Bo Kut hamlet near Tay Ninh, helping to carry the 180 villagers to another hamlet outside the city of Tay Ninh.

"DEANS"

Known as the "Deans of the Helicopters," the men of the 120th have distinguished themselves on many occasions while engaged in combat support missions against the Viet Cong. To date, personnel of the unit have earned 334 Air Medals for sustained aerial flights against the communists, two DFC's for heroism or extraordinary achievement while in flight, and eight Purple Hearts for wounds received in action.

They have also earned 10 Bronze Star Medals for meritorious service in support operations against the Viet Cong, not involving aerial flight.

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Grumman OV-1

It is impossible to comprehend the intentions of such action by any military or industrial organization. Fulfillment of this requirement is

the absolute backsliding in the field of Aviation maintenance, engineering, design, and progress. It severs the umbilical tie between a product and its manufacturer. The thought is likened to a condition where Castro would hire Mr. Dean Rusk, OUR Secretary of State, to resolve the differences between Cuba and this Nation.

MULTI-PURPOSE

A Technical Representative is exactly what the title describes. He is a representative of a given product - a Grumman OV-1, a Sikorsky CH-34, a Bell UH-1. His purpose is a manifold requirement which cannot be fulfilled if he is employed by anyone other than the manufacturer of the product. His seemingly outward requirement is to provide technical assistance to the people that own a product. But, behind his outward camouflage is his true identity, that being to protect the reputation of the manufacturer and, even more important, to provide the manufacturer with

mounds of technical and engineering data to aid in product improvement. It would be safe to say that 65 per cent of all aircraft improvements are the direct result of a Tech Rep's Field Service Report.

"HOT LINE" PROVIDED

Another very important facet of a Technical Representative is the fact that he is the "hot line" between the field and the Contractor. He is the guy who calls the President of a Company or the Chief Engineer by his first name - he is the "inside man." He is the "bee" of aviation - he may be filling a beehive with honey but at the same time he is germinating the flower of aircraft improvement. All of this will be lost when the Tech Rep is put on the other side of the fence.

The Civil Service Technical Representative program will function beautifully for six or eight months. But as he slowly becomes disassociated from his "friends" back at the plant, his source of information will perish and so will his usefulness.

TWO FORMER "TYPES"

In days gone by, there have been two types of Technical Representatives: those on Contract and those who were not on Contract. They functioned in this fashion:

Type 1 - On Contract. He knew he was assigned within a geographical area for a period of one fiscal year. He is strategically placed within his area and dispatched to troubled areas when those in command determine the seriousness of the situation. He is "hamstrung" in

his desire to research and report operational and engineering problems. Despite these minor restrictions, he functions with a keen interest to protect his company and provide them with detailed feedback information. After all, he will not cut off the hand that feeds him. He has a positive obligation and a responsibility to the manufacturer. His engineering reports to his company are private and complete, and he can report truthfully the facts of failure without embarrassment to anyone. He can function because he still has his "hot line" to the plant.

TROUBLE-SHOOTERS

Type 2 - Without Contract. These Technical Representatives have a sole objective - to get out in the field and keep those aircraft flying. True, they have geographical assignments, but they are free to go where the trouble is. They are the Mr. Grummans, the Mr. Hillers or the Mr. Sikorskys - they are "Johnny-on-the-spot." This kind of Tech Rep generally knows that he has a 24-hour, 7-day week, anywhere in the world job. His company owns his "soul" - he is their "representative," and represent he does. Fortunately, he does not have two bosses.

And what of this new breed of Civil Service Technical Representative? What is he representing? A Manufacturer or a Military Service?

To whom does he report? A Commodity Command or a Manufacturer?

Where is his source of information? A fairly inexperienced En-

(Continued on Page 34)

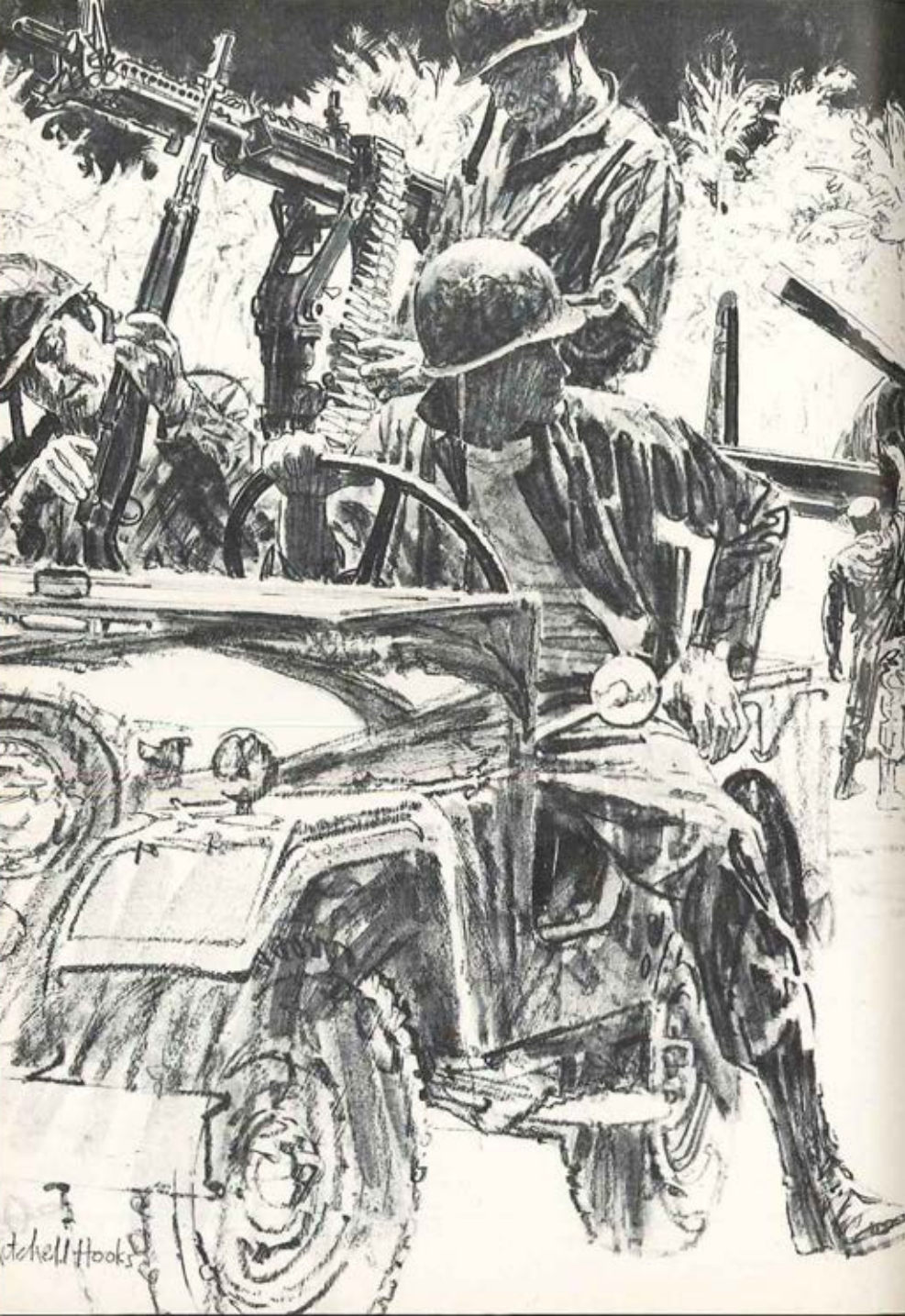
JET-AUGMENTED



ABOVE: The Kaman UH-2 "Tomahawk" now undergoing weapons, flight and maintenance evaluation at Fort Rucker and other Army installations. A standard UH-2 modified only with jet augmentation is in a TRECOM contracted flight test program and achieving speeds over 200 mph. BELOW: An Army research Bell UH-1B helicopter with wings and auxiliary turbojet engines. Wings were installed just after recent 210 mph speed run as part of a joint research program being sponsored by the Army Transportation Command and Bell. Previously the same helicopter, minus the auxiliary engines, was flown in excess of 175 mph exceeding the normal 138 mph maximum speed of the basic UH-1B.

(Kaman-Army photos)





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gineer at an Army Command or the chief designer or engineer at the plant, and what happens when he has finally lost his "in" at the plant?

What is his work week? 40 hours with compensatory time or 24 hours a day, seven days a week? Never has a Tech Rep had a 40-hour week. His after-hours reporting very often equals his on-the-job time, not to mention his accident investigations, sweating out an overdue aircraft, and his round-the-clock standby readiness. The New Tech Rep is indeed a man without portfolio.

There are no known equations to evaluate a Technical Representa-

tive's importance. It cannot be monetarily appraised. The incorporation of Government-owned and-operated Tech Reps will not offer great economical savings. It virtually breaks down the warranty between a manufacturer and his product. It places a price tag on any and all contractor engineering information and, last but not least, it provides representatives without anything to represent.

The entire isolationistic scheme is an injustice to the relationship between the Military and Industry and a stumbling block in the progress and development of Army aviation.

OPERATION "INSTANT HELIPAD"



Men from the 127th Engineer Battalion, 11th Air Assault Division, rappell down 120-foot nylon ropes into a heavily wooded area (top left); affix demolition charges to the larger trees (top right); use chain saws and other demolitions to clear the area in minutes (bottom left); and watch as an Iroquois helicopter lands on the 'Instant Helipad' within minutes after site selection. (USA photo).



SPEAKING OUT



THE FIGHTER HELICOPTER BY CWO VALENTINE HAMPTON

The fighter helicopter is said to be on its way. Specifications and proposals are now being drawn up as Army R&D and industry decide just what such a helicopter will look like, and just what it will be expected to do.

The question that is uppermost in the minds of those of us who may someday fly such a helicopter is, "Will the helicopter be a true fighter designed specifically to stalk and to kill the enemy in the air and on the ground, OR will it be a warmed-over utility/transport model with various armament hung on it?"

It was both logical and acceptable - when the first experimental arming of helicopters began several years ago - to mount guns and rockets designed for firing from the ground on helicopters that were primarily designed to carry troops and cargo. However, what was logical

and acceptable for the first generation of armed helicopters would most definitely be a compromise for the new generation coming up.

The era of the jack-of-all-trades helicopter is over; the era of the helicopter weapons system is here.

"FH-1" FEATURES

What better time is there than now to come forth with ideas and suggestions as to "what it should look like and what it should do!" - And as long as we have the floor we'll begin by first listing the features we would like to see incorporated in a new fighter helicopter design (which hereafter we'll refer to as the FH-1 just to add a little official "flavor" to the proceedings):

◆ A large and diversified armament payload, capable of rapid reload.

- ◆ Main armament packages, both retractable and jettisonable.

- ◆ Single pilot, well protected by armor

- ◆ Twin engines

First and foremost, the FH-1 must pack a solid wallop. This means not only a large armament payload, but a diversified one from which the pilot can instantly select the type needed at the moment.

WEAPON FLEXIBILITY

It's not a case of trying to make the helicopter a one-man show, but many different types of enemy targets could be encountered on any one mission, and unless the pilot had an adequate selection of "items" to hurl at them, his effectiveness would suffer.

Can you picture the pilot trying to stop a tank with nothing aboard but a load of anti-personnel rockets,

or, conversely, trying to disrupt a troop movement with only armor-piercing missiles?

The armament payload, we feel, should be in the vicinity of 2,000 pounds, a payload that is attainable if the fuselage size and weight are kept to an absolute minimum.

The crane configuration with its narrow cone-shaped fuselage supporting the pilot's compartment at the nose offers both the minimum fuselage needed, plus the optimum location for the heavy armament behind the compartment directly at the aircraft's center of gravity.

This configuration will allow the FH-1 to carry a variety of interchangeable weapon packages which would afford rapid reloading in combat as complete units - the empty pods replaced with loaded ones.

Our next proposal is to make the armament package retractable and also jettisonable, both in the interest of speed and maneuverability. It was natural to hang the hardware out in the slipstream like wetwash the first go-around, but not this time. When not being fired, or empty, such things as rocket pods and missile mounts should be pulled in like any respectable landing gear when not in use.

1 PILOT - 2 ENGINES

The FH-1 must be fast and maneuverable and, therefore, clean - and by also having the armament jettisonable, we give the pilot the opportunity of relieving his aircraft of most of his "armament" payload should an emergency demand.

The recommendation that the helicopter be designed for a single

LOH DELIVERIES

Each of the three aircraft firms competing in the Army's Light Observation Helicopter (LOH) program for production contracts has delivered the first of its five models to the U.S. Army Aviation Test Board at Fort Rucker, Ala., for initial evaluation.

The first models of the Bell OH-4A, the Hiller OH-5A, and the Hughes OH-6A were accepted by the U.S. Army at ceremonies conducted at each plant, and were then flown to Ft. Rucker, Ala., by Col. A.J. Rankin, President of the Test Board, who was accompanied by a company test pilot on each of the respective ferry flights.

The Army has said that its LOH program may call for the procurement of several thousand helicopters during the period of the next few years. The Army plans to complete its LOH evaluations by mid-1964 with the selection of the winner to be announced later this year.



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The King Air, Beechcraft's first turbine powered aircraft, is the new leader of a royal lineage established by the Queen Air and the Baron. United Aircraft of Canada is proud that its Pratt & Whitney PT-6 engines were chosen to power this crowning achievement in executive aviation. The PT-6 is the newest member of another proud lineage—weighing in at a lean 250 pounds and delivering a powerful 578 ESHP; the PT-6 incorporates the design experience, endurance and rugged dependability that have won renown for Pratt & Whitney engines the world over. It's more than a royal marriage. It's a winning combination.



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pilot is easily explained. Stop and consider for a moment - how many fixed-wing fighter planes have more than one pilot?

In combat when split-second decisions must be made under fire and actions and reactions must be performed instinctively, two pairs of hands on the controls is one pair too many. One man - trained intensively to both fly the helicopter and fire the weapons - would have the benefit of the full view offered by a single-pilot cockpit. (About all a pilot sees now when he looks to the right is his co-pilot's left earphone.)

Also, the weight that is saved by removing the Number Two Man from the scene can be put to a very good use - protective armor. This is an all-important feature of the FH - the pilot and all of the aircraft's vital points must be given maximum protection.

The last proposal, that twin engines be employed, will probably meet with little controversy. To obtain the performance and the safety factors needed for this heavily-armed fighter helicopter carrying a sizable payload, twin engines are essential.



Colonel Mansell A. Walker (left), Headquarters V Corps, APO 79, N.Y., N.Y., and Capt. Wilson C. Parker, Jr., 66th Aviation Co (Corps), APO 79, New York, N.Y., sustained fatal injuries when their U-8F Seminole crashed during the conduct of a training mission near Weisbaden Air Force Base, Germany, on Feb. 8.

Colonel Walker is survived by his widow, Mrs. Doris B. Walker, c/o Mrs. Zelse W.

OBITUARIES

Adams, 233 South California Street, San Gabriel, Calif.

Services for Colonel Walker were conducted at the Chapel at Ft. Myer, Va., on Feb. 24, with burial with full military honors being held at Arlington National Cemetery.

Captain Parker is survived by his widow, Mrs. Elizabeth H. Parker of 1030 Ridgewood Court, San Antonio, Tex.

Graveside services with full military honors were held at Arlington National Cemetery on January 2, 1964 for Capt. Clayton Allen Fannin (right), 25. Captain Fannin was the pilot of a Mohawk photo reconnaissance plane which failed to return from a mission on Jan. 10, 1963 in Vietnam. He was listed as missing until the wreckage was found Dec. 9.

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FLEX BEE

THE RYAN FLEX BEE POSED FOR A LAUNCH IS INSPECTED BY A MARINE AT THE MARINE CORPS LANDING DEVELOPMENT CENTER, QUANTICO, VA. RYAN FLEW A SERIES OF EVALUATION TESTS DESIGNED TO DETERMINE THE CAPABILITY OF THE FLEX BEE TO OBTAIN INFORMATION ON ENEMY DISPOSITIONS UNDER BATTLE CONDITIONS A FEW MILES BEYOND THE FRONT LINES. (RYAN PHOTO)



RECOGNITION

MAJOR JOHN BROWN, LEFT, IS SHOWN BEING AWARDED THE ARMY COMMENDATION MEDAL BY MAJOR GENERAL WILLIAM B. BUNKER, COMPTROLLER AND DIRECTOR OF PROGRAMS FOR THE ARMY MATERIEL COMMAND, WASHINGTON, D.C., IN CEREMONIES HELD RECENTLY AT BELL HELICOPTER COMPANY. MAJOR BROWN IS EXECUTIVE OFFICER OF THE ARMY AVIATION AND SURFACE MATERIEL COMMAND BELL PLANT OFFICE, FORT WORTH, TEXAS. GENERAL BUNKER WAS AT THE BELL PLANT FOR THE DELIVERY OF THE COMPANY'S FIRST OH-4A (LOH) LIGHT OBSERVATION HELICOPTER. (BELL PHOTO)



REUNION

A VIETNAMESE BROTHER AND SISTER, BOTH BEING TRAINED AT UNITED STATES ARMY INSTALLATIONS IN ALABAMA, CATCH UP ON FAMILY MATTERS AT THIS REUNION AT FORT RUCKER, ALA. AIR CADET HO UNH VE, NOW RECEIVING ADVANCED HELICOPTER TRAINING AT THE USAAVNS AT FORT RUCKER WAS VISITED BY HIS SISTER, FIRST LIEUTENANT HO THI VE, WHO WAS WITH A GROUP OF 47 OFFICERS AND OFFICER CANDIDATES FROM THE WAC CENTER AT FORT McCLELLAN, ALA. THE TWO WILL RETURN TO THEIR NATIVE COUNTRY AFTER COMPLETING THEIR TRAINING. (USA PHOTO)



TWOSOME

WARRANT OFFICER ROBERT M. HAMILTON, JR., RIGHT, BIDS FAREWELL TO HIS FATHER AT FORT RUCKER, ALA., AFTER COMPLETING ROTARY WIGN AVIATOR TRAINING AND RECEIVING AN ASSIGNMENT TO THE REPUBLIC OF VIETNAM. LIKE HIS FATHER, WHO NOW HEADS THE ARMY BOARD FOR AVIATION ACCIDENT RESEARCH AT FORT RUCKER, YOUNG HAMILTON ENTERED THE ARMY AS AN ENLISTED MAN, RECEIVING HIS APPOINTMENT AS A WARRANT OFFICER AFTER HE COMPLETED FLIGHT TRAINING. COLONEL HAMILTON PINNED ON HIS SON'S WINGS AFTER DELIVERING THE CLASS GRADUATION ADDRESS.



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AA IN PHOTOS

MASTER



MAJOR BILLY FOUST (RIGHT) RECEIVES THE WINGS OF A MASTER ARMY AVIATOR FROM COL. EDWARD McMAKEN, DEPUTY ASSISTANT COMMANDANT, USAAVNS, FT. RUCKER, ALA. MAJOR FOUST, WHO IS CHIEF OF THE INTERMEDIATE MAINTENANCE DIVISION OF THE DEPARTMENT OF MAINTENANCE AT USAAVNS, FIRST RECEIVED HIS WINGS IN 1944. (U.S. ARMY PHOTO)

DIEHARD



WHEN THE WRIGHT ENGINE INSTALLED IN H-21 62106 REACHED THE NORMAL 600 HOUR REPLACEMENT MARK, THE USARL AVIATION BATTALION REQUESTED AN EXTENSION IN VIEW OF THE ENGINE'S SUPERIOR PERFORMANCE. SHOWN AFTER THE ENGINE HAD REACHED THE 800 HOUR MARK ARE, LEFT TO RIGHT, CWOs CHARLES H. GIBSON AND DON G. ROGERS, PILOTS OF SHAWNEE #62106; CWO JAMES McGEHEE, MAINTENANCE OFFICER, AND SP/6 HAROLD W. ALTON WHO NURSED AND MAINTAINED THE ENGINE THROUGHOUT THE LAST PART OF ITS OPERATIONAL LIFE. LAST WORD: "THIS ONE DIED HARD! IT WAS STILL DOING FINE!"

COMMENDATION



THE ARMY COMMENDATION MEDAL IS PRESENTED TO LT. COLONEL JAMES W. HILL, JR., LEFT, ASSISTANT COMMANDANT OF THE U.S. ARMY PRIMARY HELICOPTER SCHOOL, UPON HIS RETIREMENT BY COLONEL JULES E. GONSETH, JR., FORT WOLTERS CO AND USAPHS COMMANDANT. COL. HILL RECEIVED THE MEDAL FOR MERITORIOUS SERVICE AS DIRECTOR OF INSTRUCTION AND AS ASSISTANT COMMANDANT DURING THE PERIOD APRIL 18, 1961 TO JANUARY 31, 1964. MSGT JOHN J. GALLAGHER, CENTER, ALSO WAS HONORED AT THE SAME RETIREMENT CEREMONY. (USAP)

TILT-WING



SHOWN TAKING SHAPE AT THE LING-TEMCO-VOUGHT PLANT IN DALLAS WHERE MAJOR COMPONENTS PRODUCED BY RYAN AERONAUTICAL ARE BEING SHIPPED, THE FIRST XC-142A TRISERVICE MILITARY TRANSPORT SHOULD ROLL OFF THE ASSEMBLY LINE IN LATE MAY OR EARLY JUNE. A THREE COMPANY TEAM OF LING-TEMCO-VOUGHT, RYAN, AND HILLER WILL PRODUCE FIVE OF THE LARGE V-STOL AIRCRAFT FOR ADVANCED TESTING IN EARLY 1965. THE TILT-WING XC-142A IS DESIGNED TO CARRY 32 TROOPS OR 4 TONS OF CARGO AT 50 TO 350 MPH.

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LETTERS

QUALITY CONTROL

Sirs:

WE ARE extremely interested in the article in the Nov.-Dec., 1963 issue titled "What's Happened to Quality Control?" Unfortunately, the author neglected to identify himself; consequently, would you please forward this information to him.

WE agree wholeheartedly that there is no short cut to inspection. Someone has to physically accomplish the inspection of each and every product we produce; the degree of inspection is depended upon the Acceptance Quality Level.

WE ARE PURSUING the policy from a Government standpoint that our American industry is capable of producing a quality product and is trustworthy enough to perform the major part of the inspection. Certainly, no one can question the ability of American industry to accomplish this objective, nor would anyone expect the Government to have sufficient personnel to perform the total inspection job.

SINCE the Government must have some control, we have elected to accomplish this through review of the contractor's inspection system and by a verification of his inspection records and a minute sampling

of the product to assure conformance.

FOR economic reasons the Government staff usually consists of one or two inspectors in a plant of several hundred production workers, and since we agree that there is no short cut in inspection, our policy of complete industry participation with Government review and verification is the only practical approach.

THE National Security Industrial Association headed by Dr. A.V. Feigenbaum, the renown authority on total quality control, and approximately one hundred quality control directors from the most prominent companies within the U.S. have recently completed a review of the Army's 'Quality Assurance Program.' They have made numerous recommendations that are now being put into effect; however, they found no similarity to your comments on quality assurance. In fact, I wonder if we (the writer and I) are talking about the same subject.

Sincerely,

HOWARD W. SPRENGEL
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mand, Warren, Michigan

THE LIGHT SIDE



*"I DON'T THINK THIS IS QUITE WHAT
THE INSTRUCTOR MEANT WHEN HE SAID TO SHOOT
SOME LANDINGS !!"*

LOW CUT
TRAINER



*"NOW, JUST ONE MORE SUGGESTION
BEFORE YOU PUT 'ER DOWN !!"*

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APO 185, New York, New York

BRADLEY, DAVID B.
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APO 757, New York, New York

BROOKS, MILTON D.
USARAL Aviation Battalion
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BYERLEY, BYRON E.
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+	C	H	A	N	G	E	S	O	F
A	D	D	R	E	S	S	-	P	C
S									

LIEUTENANTS (CONT.)

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KNUDTZON, THOMAS A.
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*** CHANGES OF ADDRESS - PCS**

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USATSCH, OSD, AMOC 3-64
Fort Eustis, Virginia

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72nd Eng. Det., Dept. of State
Washington 25, D.C.

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APO 403, New York, New York

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Fort Bragg, North Carolina

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2nd Howitzer Bn., 92nd Artillery
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D Troop, 4/12th Cavalry
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RETIRED

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**ANNOUNCING A
NEW
LIFE INSURANCE
PLAN
FOR AAAA MEMBERS**

'LIFE PAID UP AT 85'

ENDORSED BY THE
NATIONAL EXECUTIVE BOARD OF AAAA

BASIC FEATURES

1. Full aviation coverage is provided with no restrictions.
2. Full war coverage is provided with no restrictions.
3. There are no restrictions as to coverage anywhere in the world.
4. Any applicant, currently in military service on active duty or active in the National Guard or Reserve Forces on flying status will be accepted without evidence of insurability. All non-military applicants or military not on flying status will be eligible by Individual consideration and at standard rates.
5. This Plan is based on Ordinary Life Insurance paid up at age 85 with options available for earlier paid-up insurance, cash surrender values, and extended insurance. Loans may be made against the policy and the policy of the Insured is assignable.
6. The maximum face amount is \$25,000.00.
7. Flexible settlement options are provided. Proceeds can be paid to a beneficiary in lump sum, lifetime income, or any other method that is specified.
8. Premium payment options include payment annually, semi-annually, quarterly, or by Government allotment. If paid by Government allotment, the monthly premium is derived by dividing the annual premium rate by 12.
9. Double indemnity benefits may be added for issue ages 10 to 60 inclusive.
10. This coverage has an Automatic Premium Loan feature which provides for premium payments to be made from existing cash values of the policy.
11. Under the Waiver of Premium benefit, an optional feature of the coverage, the premium payments of the policy are waived after six months of disability.
12. Under the Loan against Cash Value features of this policy, the Insured may borrow an amount up to the cash value of the policy at an interest rate of 5 per cent per annum.



Endorsed by the
Army Aviation
Association

In reading the "fine print" of this AAAA - endorsed life insurance, you will find that it has . . .

NO WAR CLAUSE - NO "BUILT-UP" GOVERNMENT ALLOTMENT RATE
NO "AVIATION EXTRA" PREMIUM - NO GEOGRAPHIC RESTRICTIONS
NO DECREASING FACE AMOUNT WITH AGE - NO CHANGE IN PREMIUM
OR COVERAGE UPON RETIREMENT, SEPARATION, OR DISCHARGE
NO MEDICAL EXAM FOR MILITARY OR RESERVE FORCE APPLICANTS
NO HAZARDOUS DUTY RESTRICTIONS OR EXCLUSIONS IN BASIC POLICY

and . . .

A GUARANTEED PREMIUM RATE, THE LOWEST PREMIUM RATE FOR
FLYING PERSONNEL INTERESTED IN PERMANENT-TYPE COVERAGE.
GUARANTEED CASH OR LOAN VALUES - A NO-COST EXTENDED
TERM INSURANCE OPTION - A NO-COST PAID-UP INSURANCE OPTION.
A NO-COST AUTOMATIC PREMIUM LOAN FEATURE - A "PURE"
ALLOTMENT RATE - FACE AMOUNTS FROM \$5,000.00 TO \$25,000.00.
DEPENDENT COVERAGE IN AMOUNTS FROM \$1,000.00 TO \$25,000.00.

PREMIUM RATES PER \$1,000.00 ORDINARY LIFE

USE AGE TO NEAREST BIRTHDAY

Age	Annual*	Government Allotment Rate	Age	Annual*	Government Allotment Rate	Age	Annual*	Government Allotment Rate
0	5.78	.48	20	10.43	.87	40	22.10	1.84
1	5.87	.48	21	10.78	.90	41	23.06	1.92
2	6.03	.50	22	11.14	.93	42	24.08	2.01
3	6.19	.52	23	11.53	.96	43	25.15	2.10
4	6.36	.53	24	11.93	.99	44	26.28	2.19
5	6.55	.55	25	12.35	1.03	45	27.48	2.29
6	6.74	.56	26	12.79	1.07	46	28.75	2.40
7	6.94	.58	27	13.25	1.10	47	30.09	2.51
8	7.15	.60	28	13.74	1.15	48	31.50	2.63
9	7.37	.61	29	14.25	1.19	49	33.00	2.75
10	7.60	.63	30	14.79	1.23	50	34.59	2.88
11	7.84	.65	31	15.36	1.28	51	36.27	3.02
12	8.09	.67	32	15.96	1.33	52	38.06	3.17
13	8.34	.70	33	16.59	1.38	53	39.96	3.33
14	8.61	.72	34	17.26	1.44	54	41.97	3.50
15	8.89	.74	35	17.97	1.50	55	44.12	3.68
16	9.17	.76	36	18.71	1.56	56	46.40	3.87
17	9.47	.79	37	19.49	1.62	57	48.83	4.07
18	9.78	.82	38	20.32	1.69	58	51.43	4.29
19	10.10	.84	39	21.18	1.77	59	54.20	4.52

Double Indemnity Rate Per \$1,000 as follows
for issue age 10 to 60 inclusive

Annual \$1.50
Monthly13

UNDERWRITTEN BY THE INSURANCE CITY LIFE COMPANY



APPLICATION FOR
INSURANCE TO

LIFE INSURANCE PLAN, INC.

1 CRESTWOOD ROAD WESTPORT, CONN. 06882

EXCLUSIVELY FOR MEMBERS OF THE ARMY AVIATION ASSOCIATION

AAAA-ENDORSED

QUESTIONS 1 THROUGH 15 APPLY TO THE PROPOSED INSURED

(PRINT) First name, Middle initial, and Last Name?

1. Proposed

Insured _____

2. Sex?

M

F

3. Address for communications?

Street _____

City _____ Zone _____ State _____

4A. Birth date? Mo Day Year

4B. Age nearest
birthday?

4C. U.S. Citizen?

Yes No

5. All present occupations?

6. Duties (Describe, do not repeat occupations)?

7. Face amount (Insurance

on Proposed Insured)?.....\$.....

8. Category?

Active Military Duty

Active Reserve Forces

Other

9. Premiums Payable?

Annual

Semi-Annual

Quarterly

Government allotment

10. Waiver of Premium Option?

Yes

No

Double Indemnity Option?

Yes

No

11A. Height?

.....ft.in.lbs.

11B. Weight?

12A. Beneficiary for insurance payable upon death of Proposed Insured?

12B. Relationship?

12C. Address?

13. State any special request:

14. Name of Owner if other than Proposed Insured? (Dependent Coverage)

15. Address of Owner if other than Proposed Insured?

PLEASE COMPLETE REVERSE SIDE WHERE APPROPRIATE

The undersigned hereby certifies that to the best of his knowledge and belief he is in good health with no physical impairment and declares that all of the answers to the above questions are complete and true and agrees that the foregoing together with this declaration shall constitute an application for insurance under a policy issued by the Insurance City Life Company. (Be sure that you have read the answers to all questions in the application before signing)

Date 19.....

X.....

Signature of Proposed Insured (or Parent)

FILL OUT FOR DEPENDENT AND CIVILIAN COVERAGE

- | | | |
|--|--------------------------|--------------------------|
| 16. Have you within the past 5 years consulted or been attended by a doctor or other practitioner (disregard routine examinations required in your employment)? | Yes | No |
| | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Have you ever been treated for or had any known indications of heart trouble, high blood pressure, lung trouble, stomach or intestinal trouble, kidney trouble, nervous disorder, diabetes, sugar in urine, cancer, or tumors? | | |
| | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Are you now actively employed and physically able to perform all the duties of your occupation? | | |
| | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. If Proposed Insured is a child, was birth premature or were there congenital abnormalities? | | |
| | <input type="checkbox"/> | <input type="checkbox"/> |

20. What are the full particulars with respect to each and every part of Questions 16 through 19 to which the answer is "Yes"?

Name of Person and Question No.	Condition and Complications (If operated, so state)	Onset		How long disabled?	Full Recovery		Names and Addresses of Physicians and Hospitals
		Mo.	Yr.		Mo.	Yr.	

.....							
.....							
.....							
.....							
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.....							
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TO ANY PHYSICIAN, HOSPITAL, OR CLINIC: I hereby request and authorize you to give the Insurance City Life Company or its authorized agent any information they request about me or any member of my family with reference to past medical history or attendance or advice or hospitalization. I agree to the right of the Insurance City Life Company to ask me to be examined at its expense by a physician assigned by it. (Affix signature and date at right).

Signature of
Proposed Insured
(or Parent)
Date....., 19.....

Make check payable to Insurance City Life Company and mail to LIFE INSURANCE PLAN, 1 Crestwood Road, Westport, Conn. If you select premium payments by the Government allotment option, submit two monthly premiums with application. Allotment checks should be made payable to Insurance City Life Company and mailed to LIFE INSURANCE PLAN, 1 Crestwood Road, Westport, Connecticut.



AAAA NEWS

The 1964 Annual Meeting of the Army Aviation Association shall be held in the Shoreham Hotel, Washington, D.C., during the period November 19-20.

1964 SCHOLARSHIPS

The sons and daughters of forty-one members of AAAA are competing for some \$1,500.00 in 1964 scholarship assistance to be furnished by the AAAA Scholarship Foundation, Inc. Selection of the winners shall be made by the AAAA National Awards Committee on the 14th of March. Funds for 1964 AAAA scholarship assistance have been derived from the sale of records and sheet music of the "Army Aviation Song" and from the donations of individual members of AAAA.

SCIENCE FAIR AWARDS

Well over 175 local and Regional Science Fairs have requested AAAA participation during the months of March and April. Voluntary AAAA judges shall select the outstanding "aviation" exhibits at approximately 100 of these Fairs with local officials serving as the judges at the remaining area fairs.

The winning student at each Fair shall receive a distinctive, hand-lettered "Certificate of Achievement" from the AAAA.

The AAAA shall also support the 15th National Science Fair-International to be held at Baltimore, Md., during May 6-9, 1964. Members of the National Science Awards Committee shall select the five most

outstanding exhibits at this Fair with each of the winning students to receive a \$100 cash award in addition to an AAAA "Certificate of Achievement." Lewis E. Casner, a member of the National Executive Board, chairs the National Science Awards Committee.

WIDESPREAD LOSS

The members of the Army Aviation Association lost a key leader and staunch supporter with the death of Colonel Mansell A. Walker on February 8. As President of the USAREUR Region and National Executive Board member, Col. Walker was instrumental in the planning of the 1964 USAREUR Regional Convention of AAAA. Although he was an interim Regional President following the unexpected rotation of Col. Claude L. Shepard, Jr., "Red" Walker plunged into Quad-A affairs with enthusiasm from his very first day and had infected every USAREUR member with a "Gung Ho" attitude on Garmisch at the time of his death. He will be sorely missed.

KEYSTONE CHAPTER

Joining the ranks of Quad-A as its 37th active Chapter organization, the Keystone Chapter represents all Association members residing in the general New Cumberland, Pa. area. Prime movers in the activation of the new Chapter were Lt. Colonel Ramon F. D'Elosua and Maj. Tom Small. The Chapter is the first to be organized in the State of Pennsylvania.

MILITARY

AVIATION PLACEMENT SERVICE

MAINTENANCE/DEVELOPMENT

INTERESTED in obtaining a position associated with aviation, either in development, maintenance management or technical liaison. Have been associated with maintenance for 23 years and aviation maintenance 14 years. Fixed and rotary wing qualified. Multi-engine and instrument. For further details, write AAAA, Attn: Box 512, 1 Crestwood Road, Westport, Conn.

MAINTENANCE/SALES

DUAL rated, licensed, Army Aviator desires a challenging position in maintenance, sales, supply or service management. Career experience includes aviation, automotive and armament. Age - 44. Health - Excellent. Available - May 1. For details, write AAAA, Box 1690, 1 Crestwood Road, Westport, Conn.

SALES/CUSTOMER RELATIONS

MR. EXECUTIVE: Do you have an opportunity in your sales/customer relations organization for an ambitious, energetic man who has been selling for one employer for five years? Over twenty years' aviation

experience qualifies me for your needs. Will relocate (now in New England) to challenging position with good future as reward for outstanding accomplishment. Please direct replies to AAAA, Attn: Box 2241, 1 Crestwood Road, Westport, Conn.

SALES/CUSTOMER RELATIONS

MASTER AVIATOR, Lt. Col. (Ret.), desires position in aviation sales, customer relations, operations, administration or flight. 18 years, 5,400 flight hours in Army aviation. Experienced Arctic, mountain and desert operations. Commercial pilot with single & multi-engine, instrument, and helicopter ratings. Graduate of USC Safety Course. Travel acceptable. Write AAAA, Attn: Box 129, 1 Crestwood Road, Westport, Conn. for resume.

A & P MECHANIC

OPENING for airframe and powerplant mechanic to set up and manage maintenance operation on civilian aircraft, up to and including twin engine aircraft. New England base of operations. For details, write AAAA, Attn: Box 4634, 1 Crestwood Road, Westport, Conn.

MILITARY AVIATION PLACEMENT SERVICE

■ Adopted in 1960, MAPS attempts to match the job applicant to the job opportunity by the gratis publication of employment notices within the AAAA pages of ARMY AVIATION. The service, which is limited to general and industry members, employs confidential box numbers.

NEW MEMBERS JOINING AAAAA

Lieutenant Jimmie H. Akridge
Captain Allan W. Anger
Lieutenant Stuart L. Babi
WOC James H. Baker
CWO William H. Barrett
Lieutenant Theodore L. Bartman
Lieutenant G. Norman Batton
Lieutenant Daniel R. Bauer
Captain Donald L. Becker
WOC Donald E. Begay
WOC Howard E. Bennett
Lieutenant Walter L. Berry, Jr.
Lieutenant Robert G. Berryhill
Lieutenant Larry E. Beyer
Lieutenant Walter E. Bigbie
CWO Talmadge L. Blanchard
WOC Stanley E. Boguszewski
Lieutenant Raymond G. Boland
CWO Jimmie C. Bornheim
Lieutenant John M. Bostdorf
WOC A.J. Bottom
Lieutenant Kingston Bowen
Lieutenant Jerry J. Boyington
Lieutenant Robert L. Braddock, Jr.
Captain Patrick H. Brady
WOC Jimmy D. Bright
Lieutenant Joe M. Burt
WOC Maurice H. Burton
WOC James M. Butler
Lieutenant Joseph W. Camp, Jr.
WOC George W. Capehart
WOC Gustave A. Chellstorp
Lieutenant Charles F. Clark
Mr. John N. Clark
Colonel Wallace L. Clement
Lieutenant Kendall W. Cochran
Honorable Jeffrey Cohelan
WO Alan H. Cole
Lieutenant George G. Collins
Lieutenant James B. Colquitt
Lieutenant Salvatore J. Comito
Lieutenant James K. Cooksey
CWO McKinney P. Cosler
Lieutenant James A. Dameron
Lieutenant Daniel G. Dawson

Lieutenant Howard R. Deck
Lieutenant James L. Deegan
WOC Kenneth F. Delozier
SP/5 George R. Dewers
WOC Joseph N. Dillon
Lt. Colonel Holston T. Dixon
Honorable Thomas N. Downing
Lieutenant Frederick F. Dresback
WOC Jones R. Dula
Lt. Colonel Charles W. Eckels
Captain Theo S. Epperson
Lieutenant Moses Erkins
Lieutenant Robert F. Estes, Jr.
WOC Loel A. Ewart
WOC Kenneth C. Faba
Lieutenant Joseph S. Fagone
Captain Jesse E. Felter
Lieutenant John L. Fiddler
WOC Eugene M. Field, Jr.
WOC Fredrick W. Fields
Lieutenant Kenneth L. Fitch
WO John L. Ford
SP/5 George D. Forrester
Lieutenant Hubert E. Foster
Lieutenant Conrad R. Franz
Lieutenant Errol R. Frazier
Lieutenant Eldon U. Freeman
Lieutenant James A. Fuller
Mr. William R. Gaines
Lieutenant Terry J. Ganzel
CWO Frank F. Garrisi
WOC Robert H. Garrett
WOC David E. Gehling
Captain John F. Glenn
Mr. Robert L. Godwin
Captain Ronald E. Gray
Lieutenant Wilson O. Green, Jr.
Lieutenant Robert J. Grider
Lieutenant Robert T. Hackett
Lieutenant Oscar M. Hall
WOC Rudy G. Hall
Captain William P. Hall
WOC Phillip L. Hamby
Lieutenant Richard J. Handly
Lieutenant Douglas L. Hanna

WOC Magnus R. Hansen
Lieutenant Kenneth J. Harmon
Lieutenant Joe E. Harry
WOC Robert G. Harris
Captain Denzel F. Hartshorn
Lt. Colonel William A. Hash
Lieutenant Emmett H. Henley
Lieutenant George M. Henley
Lieutenant James H. Henry
Lieutenant Terence M. Henry
WOC David C. Hicks, Jr.
Lieutenant Kennard F. Hill
Lieutenant Thomas W. Hill
Lieutenant Leroy H. Hiner
Lieutenant Lewey S. Horn
Lieutenant Robert G. Inglis
WOC Perry L. Jackson
CWO Milton B. James
Lieutenant James B. Johnston
Lieutenant Alvin T. Jones
WO Sandy N. Kaplan
Lieutenant David W. Keating
Lieutenant Dennis R. Kline
Lieutenant Douglas J. Knapton
Lieutenant George E. Kkendoffer
WOC Geron A. Krize
Lieutenant Gerald R. Kunde
Lieutenant Wade W. Ladue
WOC Donald D. Leach
WOC James T. Leach
Lieutenant John R. Leeds
Lieutenant Ralph G. Lent
WOC Robert S. Lester
Lieutenant Carl Liddy, Jr.
WOC Arthur W. Lindsey, Jr.
WOC Michael G. Lindell
Brig. General Andy A. Lipscomb
Lieutenant Freddie E. Long
WOC Roy J. Lowery
WOC Joel L. Lowra
Captain William J. Lumpkins, Jr.
WOC Robert P. Lynn
WOC George I. Marcotte
Lieutenant George Markos
WOC Bruce P. Mauldin

DISTINCTIVE TIES AVAILABLE FOR AAAAA MEMBERS

■ The Army Aviation Association has secured some 200 distinctive AAAAA ties for re-purchase by those individual members who desire an attractive organizational tie. This imported silk product, which can be utilized for everyday wear has the small AAAAA insignia and thin subdued gold stripes interwoven throughout

its solid Navy blue background. The English-made ties are cut in the standard American pattern and cost \$3.50 each postpaid. The ties, which are similar to those worn by the Association's first 150 Charter Members, may be ordered through AAAAA, Westport, Conn. Your check should be made payable to the AAAAA.

NEW MEMBERS JOINING AAAAA

Captain Marlin E. McCahan
Lieutenant Peter R. McCree
WOC James E. McCurley
Lieutenant John J. McGowan
Lieutenant Richard C. McKenney
Lieutenant Kenneth B. McLaughlin
Lieutenant Harold L. McNeil
Mr. James R. McQuaid
Lieutenant John R. McQuestion
Mr. P.P. McRobert
Lieutenant Randall R. Merritte
Lieutenant George R. Miller
Captain Stanley Minknow
Lieutenant Walter G. Mitchell
Lieutenant Terry P. Mix
Lieutenant Robert L. Mock
Captain Charles L. Moore
Lieutenant Randall W. Moore
WOC Francisco G. Moreno
WO Sidney L. Morse
Lieutenant William L. Murphy
Lieutenant John D. Mustard
Captain Joe Edd Neely
Lieutenant Thomas J. Nielsen
Lieutenant James J. O'Donnell
Lieutenant Larry M. Overstreet
WOC Ronald L. Palmer
Lieutenant Norbert I. Patla
Lieutenant Gerald D. Paul
Lieutenant Walter D. Paulsen
Captain Rex H. Peterson
Lieutenant Jack C. Pheasant
WOC Jesse D. Phelps
Captain Thurman M. Pittman
Lieutenant Danny E. Pope
WOC James R. Powell
Captain Joseph P. Powell
Captain Robert H. Pratt

Lieutenant Benjamin M. Prieb
Lieutenant Robert E. Profit
Lieutenant John R. Quesenberry
Lieutenant Robert H. Raab
Lieutenant William P. Rades
Lieutenant Robert L. Ragsdale
Lieutenant Darryl I. Randolph
WO Arthur H. Ransom
Lieutenant Richard L. Rask
Captain Hugh H. Rhodes
WOC Clifford D. Richey
WOC Thomas W. Robinson
Lieutenant Michael M. Romer
Lieutenant Arthur P. Roy
WOC Raymond D. Ryan
WOC Jack F. Saint
Lieutenant Clarence R. Sanders
Lieutenant Ray L. Sandlin
Lieutenant John W. Schaibly
Lieutenant Joseph J. Schenke
WOC Rolf E. Schoelkopf
Mr. John C. Seal
WOC Herbert R. Seidl
Lieutenant James A. Selby
Lieutenant Steven E. Selman
Major Clifford F. Shaffer
WOC Larry W. Shappy
Lieutenant George J. Shaw
Lieutenant Ian C. Shearer
Lieutenant Ronald L. Sheffield
Mr. Don Sheldon
Lieutenant Lawrence R. Shirey
Lieutenant Gale E. Sights
Lieutenant Jesse H. Slaughter
Captain Billy J. Shusbar
WOC Roy E. Smith
Lieutenant Joseph W. Stacy, Jr.
WOC Robert A. Stemple

Lieutenant Patrick D. Stockton
Lieutenant William L. Stone
Lieutenant Carl H. Stover
Captain Claude L. Stults, Jr.
WOC Charles R. Sturtevant
Mr. Kenneth H. Sullivan
Lieutenant Max M. Summers
Lieutenant Ernest J. Sylvestor
WOC Larry L. Tasker
Lieutenant Kenneth E. Tatem
Lieutenant Joseph E. Taylor, Jr.
Lieutenant Richard R. Teipel
Lieutenant Douglas R. Terrell
Lieutenant Erie W. Thomas, Jr.
Lieutenant Gary A. Trippensee
WOC John K. Turner
Lieutenant John O. Turnage
Captain Donald M. Valley
Lieutenant Charles E. Van Dusen
WOC James H. Vandercar
Lieutenant Robert L. Vecchio
WOC John W. Waddell
WOC Charles G. Wagner
Lieutenant Lee E. Walters
Lieutenant Jerry L. Watkins
Lieutenant Jack R. Watkins
Lieutenant Robert L. Westerman
WOC Barry W. Whitehouse
WOC Alfred W. Wilbur
WOC Gerald W. Wilkerson
WOC Prescott E. Wilkie
WOC Freddie G. Wilson
Captain Charles L. Woodhurst
Lieutenant Charles C. Wren
Lieutenant James P. Wright
Lieutenant Robert K. Wright
Lieutenant Bruce C. Zenk
Lieutenant Gerald L. Ziegler

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.

AAAA IN PHOTOS



CHAPTER ACTIVITIES

Top left: Col Edward McMaken, AA Center Chapter president, is shown presenting "membership incentive refund checks" to WOC Jesse Phelps (center) and Lt Laurence Walker, representing Class 64-1W, the first combined (officer and WOC) class at USAAVNS to join Quad-A 100 percent. Top right: Among dignitaries attending the graduation exercises of the last "Tiger" class to graduate USAPHS were, left to right, Lt Col James D. Neumann, OPO, D/A, guest speaker at the combined AAAA-AHS graduation dinner of the class; Capt William D. Ray, president, Ft. Wolters Chapter; Hal Ferris, VP of the AHS Southwest Region; and Col Jules E. Gonseth, Jr., Fort Wolters CO and former National Executive Board member of AAAA. Bottom right: Colonel James L. Burke, president of the Grand Canyon Chapter of AAAA (Ft. Huachuca, Ariz.), is shown presenting a Chapter Honorary Membership Certificate to Maj. Gen. Benjamin H. Pochyla (left), CG of Fort Huachuca, upon the occasion of a Chapter Luncheon held in conjunction with the visit of some 85 ROTC students to the post. Bottom right: Col. Burke is shown presenting copies of the "AA Song" to Cadet Lt W.E. Piotrowski (l.), Arizona State, and Cadet Kurt Radtke, Jr, University of Arizona.



100% AAAA



■ Members of Officer Observation Helicopter Course 63-8T who joined AAAA 100 percent during December, 1963 are shown with "Hard Hats." From left to right, front row, are Lts A. Moon, J. Fillon, H. Jackson, G. Paul, R. Davies, W. Moore, R. Matthews, L. Kulik, G.

Bond, K. Shannon, and R. Horton. In back row are Lts W. Doran, D. Flohe, B. Byerley, C. McConnell, A. Boge, P. Young, B. Johnson, H. Binder, E. Persons, J. Hunter, J. Viele, and M. Witt. The class graduated from Fort Wolters, Tex. on 13 December 1963. (USA photo)



NEW AAAA CHAPTER OFFICERS

ALAMO CHAPTER

Secretary.....Major Howard A. Huntsman, Jr.

FORT CAMPBELL CHAPTER

President.....Major Arthur B. Wood
Secretary.....Captain John F. Zugschwert
Treasurer.....Captain Bobby L. Rose
Vice President, Public Affairs.....Mr. Thomas A. Goetz
Vice Pres., Res. Aff.....Capt. Theodore L. Doherty, Jr.
Vice Pres., Army Affairs.....Major Earl O. McConaha

FORT MONROE CHAPTER

Vice Pres., Indus. Affairs.....Lt. Col. Herman E. Greer

HANAU CHAPTER

President.....Major Loren C. Strange

KEYSTONE CHAPTER

President.....Major Thomas H. Small
Exec Vice Pres.....Lieutenant Aurelio O. Donato
Secretary.....Captain Arlie M. Grigg
Treasurer.....Captain Huntley E. Shelton, Jr.

Vice Pres., Army Affairs.....Lt. Col. Ramon F. D'Elo
Vice Pres., ARNG.....Lt. Col. Lawrence L. Hamache
Vice Pres., Indus. Aff.....Lt. Col. William G. Prowel
Vice Pres., Public Aff.....Major James A. Diebold, Jr.

LINDBERGH CHAPTER

Treasurer.....Miss Shirley A. Kallmeyer

MUNICH CHAPTER

President.....CWO Alvin Lee, Jr.

NORTHERN ITALY CHAPTER

President.....CWO Charles H. Steffani, Jr.
Exec Vice Pres.....Captain Max H. Mitche
Secretary.....Captain Ellis D. Parks
Vice Pres., ARNG.....Captain Thomas A. Rice

PIKES PEAK CHAPTER

Treasurer.....Captain George A. Morganti

STUTTGART CHAPTER

Exec Vice President.....Lt. Col. Robert K. Moor

AAAA IN PHOTOS



PHOTOS OF CHAPTER ACTIVITIES

ABOVE: Colonel Edward McMaken, President of the Army Aviation Center Chapter, is shown presenting a class membership incentive refund check to Capt. T.M. Pittman of ORWAC 63-8 following the 100 percent AAAA participation of the class. The presentation was made while the class was on a field problem during training at USAAVNS. BOTTOM LEFT: Maj. General Clifton F. von Kann, Commanding General of the U.S. Army Aviation Center, is shown addressing the membership of the Stuttgart Chapter during his recent visit to USAREUR. RIGHT: Colonel Kemuel K. Blacker, Aviation Officer of Hqs, USAREUR, has been elected President of the USAREUR Region of AAAA by the Regional Executive Board to fill the vacancy created by the death of Colonel Mansell A. Walker. FAR RIGHT: Members of the Grand Canyon (Fort Huachuca, Ariz.) Chapter of AAAA are shown during their late January luncheon that hosted visiting ROTC students from the University of Arizona and Arizona State University. Colonel James L. Burke, Chapter President, termed the Luncheon and the attendant briefings on Army aviation as "most successful" and worthy of duplication in other Chapter areas. (USA photos)



DOD-FAA DEVELOPMENT**AIRCRAFT/MANUFACTURER****STATUS**

LOH Light Observation Helicopter	Bell Hiller Hughes	First flight completed in 3rd quarter of FY 63. Flight/operational competition between 3 types to be conducted by Army during 1st quarter of 1964 to pick winner for production
CV-7A STOL Fixed- Wing Tactical Transport	De Havilland	Winner of competition - De Havilland. First flight in March 1964
S-64 Helicopter Aerial Crane	Sikorsky	First delivery scheduled for July 1964
XH-51A Rigid Rotor	Lockheed	First flight December 1962. Two aircraft presently in military flight test.
XV-4A Jet Pump Ejector	General Electric (Ryan)	First flight - conventional flight as a fixed-wing in July, 1962. First VTOL flight in July, 1963. First transitional flight in November, 1963
U-8F Turbo-Prop	Beech	In flight test
XV-9A Hot Cycle Rotor	Hughes	Engine and dynamics testing in progress. Testbed fabrication under way.
XC-142A Tilt-Wing (Tri-Service Transport)	Vought Hiller Ryan	Full scale mockup July 1962. First conventional flight July 1964. First VTOL flight October 1964. Completion of contractor test June 1965
X-22A Tilt-Duct (Tri-Service)	Bell Aerosystems	First flight February 1965
X-19 Tilt Propeller (Tri-Service)	Curtiss- Wright	In flight test
Caribou Boundary Layer Control	Ryan	Component fabrication and testing in progress

MENT PROGRAMS

FAA CONTRIBUTION

Desired civil operating characteristics submitted to the Army. Certification under Part 6 and additional evaluation (engineering) for Army over and above requirements of CAR's

Certification and additional engineering evaluation for Army

Certification and additional engineering evaluation for Army

Certification

Engineering evaluation for Army (No certification)

Engineering evaluation

Civil operational evaluation program utilizing finished aircraft in order to prepare operator desired specifications for inclusion in any follow-on production

Proposed follow-on will require engineering evaluation or certification

FUNDING TOTAL PROGRAM

Army
\$32,000,000
(Each manufacturer will produce 5 aircraft with T-63 engines)

Army
\$7,500,000 (4 aircraft)

Army
\$13,800,000 (6 aircraft)

Army, Navy
2 aircraft
\$1,793,000 (Shared equally)

Army
\$2,500,000
2 aircraft (proposed follow-on for flight test - \$1,300,000)

Army

Army
\$4,220,000

Army, Navy, Air Force
5 aircraft (1 for static test, 4 operational)
\$90,000,000
(Shared equally)

Army, Navy, Air Force - 2 aircraft
\$17,200,000 (Shared equally)

Army, Navy, Air Force
2 aircraft
\$4,000,000 (Shared equally)

Army
\$300,000 for component design and proof testing. Proposed follow-on for aircraft modification and flight demonstration \$1,200,000

I'm cured of cancer!



to CURE MORE
GIVE MORE to
AMERICAN
CANCER SOCIETY



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