

ARMY AVIATION

AUGUST-SEPTEMBER, 1964

When an engine can't stop to catch its breath

*This high up, every load is marked
'Caution—handle with care.' It's no place
for an engine that has to set down... or let up
... or cool off. That's why dependable Lycoming
engines are called in. They have a 50-year
reputation for doing workhorse jobs.*



Lycoming

Division — Avco Corporation
Williamsport, Pennsylvania

Chipook

PROGRESS



SUMMARY

October/November, 1964



CHINOOK DEMONSTRATES WATER LANDING CAPABILITIES

Testing is being conducted in the Patuxent River to insure that the Chinook meets the Army's requirements for water landing, water taxiing and flotation operations. This capability further demonstrates the Chinook's flexibility in responding to the Army's air mobility requirements on a global basis. Current production models of the CH-47A Chinook have an incorporated water landing capability. These Chinooks are tested for water tightness in a special "helicopter swimming pool" at the Vertol Division's manufacturing facility at Morton, Pa.

BOEING

VERTOL DIVISION

ARMY AVIATION

**VOL. 13-NUMBER 8
AUG.-SEPT., 1964**



■ ARMY GETS HILLER COGNIZANCE Navy Transfers Hiller Palo Alto Plant Cognizance to Army.....	6
■ DEEP FREEZE Twelve-Member U.S. Army Aviation Detachment Departs for Antarctic.....	8
■ VIETNAM REPORT by Brigadier General John J. Tolson, Director of Army Aviation, OACSFOR....	13
■ USAAVNS USES 7,000 TRAINING SCHEDULES WEEKLY by Colonel Robert F. Cassidy, Assistant Commandant, USAAVNS.....	21
■ USAPHS CELEBRATES EIGHTH BIRTHDAY Major Events and Accomplishments of USAPHS Recorded on Anniversary.....	23
■ FIBRE OPTICS! A New Stereo Comparison Viewer Accelerates Aerial Photo Interpretation.....	27
■ MONTH'S TAKEOFFS September-October, 1964 Changes of Address and Residence.....	33
■ NECROLOGY August-October, 1964 Obituaries.....	41
■ SIXTH AAAA ANNUAL MEETING Programming Details - Advance Registration Coupon.....	42
■ ANNUAL HONORS LUNCHEON Distinguished Guest Acceptances.....	44
■ ADVERTISERS	
Allison Engine Division.....	47
Beech Aircraft Corporation.....	10-11
Bell Helicopter Company.....	9
Bendix Radio - Avionics.....	16-17
Chandler Evans Corporation.....	18
De Havilland Aircraft of Canada.....	7
General Electric Company.....	30-31
Grumman Aircraft Engrg. Corp.....	24-25
Hiller Aircraft Company.....	5
Ladd Agency, Inc.....	37, 39
Lycoming Division.....	Front Cover
Ryan Aeronautical Company.....	12
Vertol Division, Boeing Company.....	2-3

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., Westport, Conn. Editorial and Business Office, 1 Crestwood Road, Westport, Conn. Phone: Capital 7-8256. 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 writer and should be accompanied by a return envelope bearing sufficient postage and the return address of the submitter. Accepted articles pertinent to any 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 addressees add \$9.75 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.

said the mech to the engineer...

HERE'S A GIMMICK:
THIS TINY TOOL
BOX--ALL THAT'S
NEEDED TO
KEEP THE
LOH FLYING.

THAT IS A COLORFUL WAY
TO EXPRESS RELIABILITY
AND MINIMUM MAINTENANCE,
BUT IN DESIGNING THE OH-5A
OUR CRITERION FOR THOSE
QUALITIES IS
"COST EFFECTIVENESS!"

BUT I HAVE TO FEEL IT. I'M
UP IN THE BOOMIES. MUCK
UP TO HERE. SWEAT.
SHIP HAS ANOTHER MISSION
RIGHT NOW. I HAVE TO
BE A MAN OF SPECIFICS,
NOT LOGISTICS.

SPECIFICALLY TREN: THE
OH-5A PROVED ITS
RELIABILITY AND TEND
SUPERDURABILITY IN ITS
VERY FIRST 1000 HOURS
OF FLIGHT--RIGHT OFF
THE BAR, RIGHT OUT OF
THE SHOP.

1.



SPECIFICALLY: WHEN YOUR TRANSMISSION
AND ROTOR SYSTEM, WHEN THE
HEART OF YOUR HELICOPTER
IS STILL ASKING FOR MORE
AFTER THE VERY FIRST 1000
HOURS--THAT'S REAL EVIDENCE
OF FUTURE COST EFFECTIVENESS
IN SERVICE.

I STILL DON'T FEEL IT! TELL ME
ABOUT INSTANT SERVICE
ACCESSIBILITY STUFF--LIKE I
DON'T HAVE TO BE AN OBSTACULAR
TO REMOVE AN ENGINE, OR A
WATCHMAKER TO HANDLE A
ROTOR HEAD WHEN THE RAIN
IS DRIPPING DOWN AND
BLACK AND THE REDS ARE IN
THE NEXT PADDY.

OH-5A ENGINE, CONTROLS AND
ROTOR HEAD ARE FULLY
EXPOSED BY SLIDING BACK
ONE COUPLING. ITS SEMI-
RIGID ROTOR IS CLASSICALLY
TOUGH AND SIMPLE. EASIER
MAINTENANCE AND LESS OF
IT. THE OH-5A IS MADE FOR
THE JUNGLE,
NOT THE NURSERY.

3.



I FEEL IT! I FEEL IT!
(--BY THE WAY, IS IT
ALL TRUE?)

INDEED IT IS. (YOU
ADVERTISING AGENCY
PEOPLE ARE ALL SO
CYNICAL...)

5.



2.



FIRST THINGS FIRST. Years of designing, developing, building, testing, delivering and servicing light observation helicopters for the U.S. Army taught Hiller technicians that mission capability, reliability and ease of maintenance must be at the top of the LOH characteristics list. That's where the Army put them. That's where the OH-5A has them.

HILLER
AIRCRAFT COMPANY, INC.
PALO ALTO, CALIF. WASHINGTON, D.C.
SUBSIDIARY OF FAIRCHILD STRATOS CORPORATION



Army Gets Hiller Cognizance

IN ceremonies conducted on October 1 at Palo Alto, California, the U.S. Army established its first plant cognizance of a western U.S. aircraft manufacturer at the Hiller Aircraft Company plant.

One of the Army's major sources of light helicopters, Hiller is only the second aviation facility in the nation to come under Army cognizance. The Bell Aircraft plant at Fort Worth, Texas, was the initial Army facility.

In the photo above, Assistant Secretary of the Navy Kenneth E. BeLieu (left) and his Army counterpart, Daniel M. Luevano (right), Assistant Secretary of the Army (I&L), are shown holding the document that

officially transferred cognizance of Hiller Aircraft Co., Inc. from the Navy to the Army.

Flanking them, from left, are Edward T. Bolton, Hiller executive vice president; Rear Admiral E.J. Fahy, commander of the Mare Island Shipyard; U.S. Congressman J. Arthur Younger; Brig. Gen. Howard S. Schiltz, commander of the U.S. Army Aviation Materiel Command; and Stanley Hiller, Jr., Hiller president. .

During the period February, 1951, through September, 1964, the Hiller Aircraft Company delivered 1,600 military helicopters to the U.S. Department of Defense, becoming a major supplier of Army helicopters.

NEW LOOK IN AIR MOBILITY

Powered by the new General Electric T.64 turbo engines, each developing 2,850 ESHP, the versatile rugged BUFFALO is designed to operate as a short haul transport from make-shift strips anywhere in the world.

This latest design from de Havilland Canada features

- MORE SPEED _____ 274 MPH
- MORE RANGE _____ 1,880 N. MILES
- MORE LOAD _____ 11,600 LBS.
- MORE SPACE _____ 1,580 CU.FT.



The DHC-5 BUFFALO performs a STOL Landing in a confined area.

THE DE HAVILLAND  AIRCRAFT OF CANADA LIMITED
DOWNSVIEW ONTARIO

The twelve officers and enlisted men who make up Fort Eustis' U.S. Army Aviation Detachment for Antarctic *Operation Deep-freeze* support have a unique and practical slogan, "Think warm."

They will need that slogan for the next six months since they are leaving in late September for the South Polar area. The detachment is the first permanently established unit for this purpose although temporary Army units and individuals have worked with the Navy in Antarctica continuously since 1956.

The Fort Eustis detachment, commanded by Major William C. Hampton, will work in four major areas this Antarctic summer in support of scientists from the U.S. Geological Survey, Texas Technological College and Ohio State University.

After arriving in Antarctica in the middle of October, detachment members will take part in a special mountain and cold weather survival course under the direction of the National Science Foundation.

The first project will be assisting and transporting engineers from the U.S. Geological Survey in mapping previously uncharted mountainous regions of the David Glacier area in Victoria Land. This area has not been mapped previously because of heavy clouds surrounding it almost continuously. This year it is hoped that the turbine helicopters being used by the Fort Eustis detachment will be able to complete this work during the short periods of clear weather.

In November, the detachment will return to the comparative civilization of Hallett

**AA's IN THE ANTARCTIC
FOLLOW THE UNIQUE SLOGAN:
"THINK WARM!"**

Station on the Ross Sea and participate in the detailed survey of North Victoria Land. This will be a continuation of a project scheduled last year for Fort Eustis personnel that was interrupted when an Antarctic storm damaged two helicopters used by the unit.

In December the detachment will move to the Shackleton Glacier where scientists from Texas Technological College will be making a geological and seismological survey. The scientists and soldiers will live and work on the ice as a study is made of its gradual movement toward the sea. If the schedule is adhered to, the men from Fort Eustis will spend Christmas on the glacier.

In January the detachment will move to the western part of the Horlick mountains, the most remote site to be encountered on this expedition. Eight scientists from Ohio State University will study the glaciers, rock strata, fossils and geography of this previously uncharted area.

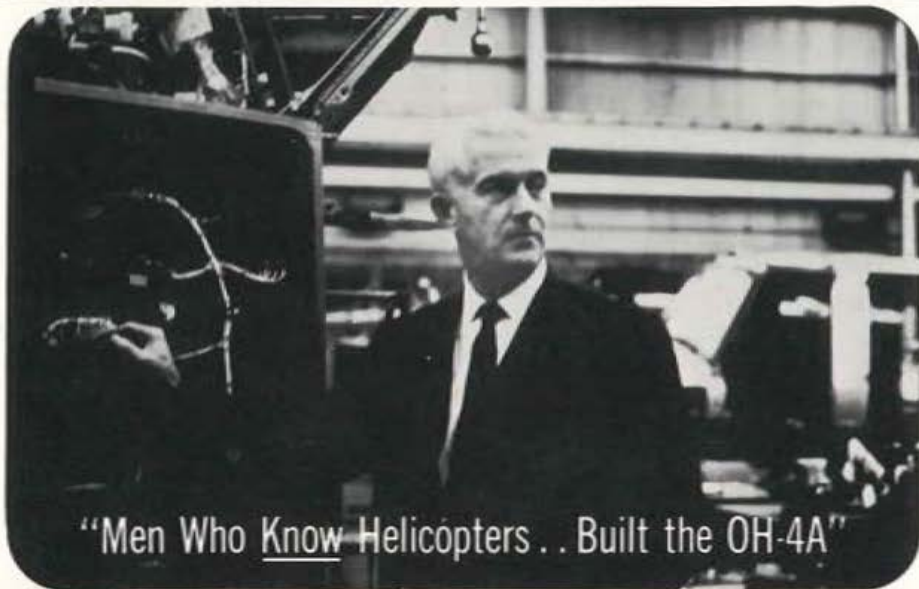
Three members of this year's detachment were in Antarctica last season. They are Maj. James B. Muck, executive officer; WO William L. Dunbar, maintenance officer and SP/5 Elmer L. High, crew chief.

Other detachment members, all of whom were selected for both the quality and variety of their skills are CWO James S. Reid, CWO David M. Shanklin, and CWO James J. Lockhart, all pilots. SSgt. Donald R. Bunner, technical inspector; Sp/5 Clifford L. Crilly, medical specialist and radio operator; Sp/5 Daniel T. L. Cheu, crew chief; Sp/5 Joseph V. Holt, cook and aerial photographer, and Sp/5 Elbert E. Keel, crew chief, make up the rest of the unit.

**DEEP
FREEZE**

COLEMAN — "In over 30 years in the aircraft business, I've seen a lot of changes in design and manufacturing. But compared with previous models, the OH-4A represents a real production breakthrough. Large bonded honeycomb panels, for example, are easy to build and assemble, and yet they are extra tough and durable. Our people have lots of know-how in all the special techniques of helicopter manufacturing. Building this advanced model is going to be a cinch for them."

ROY H. COLEMAN — Vice President, Manufacturing, at Bell Helicopter Company since 1957. Entered aviation as Ford Tri-Motor mechanic in 1928. Worked up to management in Bell's Marietta, Georgia, B-29 plant. Has been in helicopter manufacturing since World War II.



"Men Who Know Helicopters... Built the OH-4A"

WORLD
STANDARD
bell
MILITARY & COMMERCIAL HELICOPTERS



BELL
HELICOPTER
COMPANY

FORT WORTH, TEXAS

A DIVISION OF BELL AEROSPACE CORPORATION

A **Textron** COMPANY



Now! Low-cost instrument training with this economical "off the shelf" Beechcraft Baron

When your pilots train and maintain proficiency in instrument flying by using Beechcraft Barons instead of much larger aircraft, savings in operating and maintenance costs can quickly add up to hundreds of thousands of dollars.

With its powerful 260 hp Continental fuel injection engines and its aerodynamically clean design, the Baron squeezes *more* miles out of a gallon of gasoline than any of its competitors. You can make non-stop flights of over 1,000 miles with full load—even under instrument flying conditions—and still have a 45-minute fuel reserve.

One of the world's most popular light twins, the Baron has a top speed of 236 mph, and can seat 6. It has the best combination of speed, comfort, carrying capacity and structural strength of any light twin built today.

The Baron is extremely stable at all speeds, and has exceptional single-engine performance. Every pilot who flies it loves it!

Beechcraft Barons are quickly and economically available "off the shelf"... and ready *now* to go to work! For more facts, write, wire or phone Contract Adm., Beech Aircraft Corp., Wichita, Kans. 67201, or nearest area office.



BASE CHART © 1958 JEPPESEN & CO., 8025 E. 40th AVE., DENVER, COLO. 80207, ALL RIGHTS RESERVED.



There's plenty of room for equipment in a Baron, including full 2½ VHF system; dual omni; dual ILS; ADF; DME; markers; even radar and transponders. At low cost you can practice for the most demanding instrument flying you'll ever be required to carry out in any airplane. Quick-install dual controls yoke available.

Beech Aerospace Division

BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS 67201



Helping business grow faster: Only Beech 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 latest illustrated folders on Beechcraft twin-engine airplanes, Beechcraft single-engine airplanes. Address Beech Aircraft Corporation, Marketing Services Department, Wichita, Kansas 67201, U. S. A.

FROM RYAN'S SPECTRUM OF CAPABILITIES:

HIGH-PERFORMANCE V/STOL AIRCRAFT

Which V/STOL concept is best? That depends upon the mission to be flown.

Whatever the mission requirement, Ryan will continue to make significant contributions to successful V/STOL technology.

Three current Ryan V/STOL projects, each of a different technical approach, are illustrated here.

On these, and on such pioneering projects as the X-13 Vertijet, the VZ-3RY Vertiplane and the YO-51 Dragonfly, Ryan has expended nearly four million engineering/developmental manhours. Notable gains in V/STOL technology have resulted from Ryan's original work on direct thrust systems, variable nozzles, jet reaction controls, unique V/STOL simulation, auto-stabilization and deflected slipstream aerodynamics.

But V/STOL is only a single band in Ryan's broad spectrum of capabilities.

Ryan Firebees have tested more U.S. surface-to-air and air-to-air weaponry than any other jet target missile. Ryan Doppler equipment contributes to the navigation of fixed-wing aircraft, helicopters and space vehicles.

Lightweight Ryan structures support the solar cell panels on Mariner, Ranger and Transit V spacecraft. In many fields of aeronautics, electronics and astronautics, strength for tomorrow is being forged today — at Ryan!

RYAN AERONAUTICAL COMPANY • SAN DIEGO • CALIF.



NEWEST RYAN V/STOL is Army XV-5A, lift-fan research aircraft built under contract to General Electric. Designed to take off vertically on no more power or fuel than is needed for high speed cruise, the XV-5A is now in flight test.



FLEX WING STOL "FLEP," popular name of the easy-to-fly XV-8A, is under study by Army's Transportation Research Command as an aerial "truck," capable of operating out of rugged areas.



TILT-WING V/STOL TRANSPORT XC-142A is being built by Ryan (jointly with Vought and Hillier) for Army, Navy and Air Force. It will be capable of transporting troops and equipment into unprepared areas under all weather conditions.

RYAN



VIETNAM REPORT

by BRIG. GEN.
JOHN J. TOLSON

Director of Army Aviation, OACSFOR

During the month of August, I had a very interesting trip to Australia and Vietnam. The principal purpose of my visit to Australia was to participate in the Chief of the General Staff's Annual Exercise and, during the exercise, to present a briefing on Army air mobility and the activities of our airmobile test units at Fort Benning.

Not only during the discussion period which followed my briefing but during my entire stay as well, the Australians expressed

an intense interest in Army air mobility and our progress to date. I hope that I was able to add to their interest and knowledge of the mission, plans and progress of Army aviation. My discussions with our allies from "Down Under" were certainly very interesting and profitable to me.

On the personal side, it was my first visit to Australia since World War II. Having had the honor to serve with the Australian Army in that conflict, it was a great privilege to have the opportunity to renew acquaintances with many old friends from this truly great nation.

My trip was doubly rewarding in that I was able to include a visit to Vietnam on my return itinerary. It was good to see Major General Delk Oden and Colonel Bob Schulz again. I can report that they are hard at work.

Although time would not permit me to make an extensive visit to all of our aviation units as I did last January, my visit certainly was helpful in enabling me to better perform my duties here. I was particularly impressed with the spirit of cooperation that exists among all of the representatives of our services in Saigon and cannot praise anyone concerned with Army aviation in Vietnam too highly for the job he is doing.

I am grateful for having had the opportunity again to visit with them and see what they are doing. We in the States must con-

tinue to strive to give them the maximum support which they justly deserve.

Although I had only a few hours in Hawaii going and coming, it was good to see Army Aviators Colonel Dave Kyle, Lt. Colonel Hurst and Major Peavy at USARPAC, and Colonel Pierce Fleming at CINCPAC.

AIR MOBILITY TESTING

Project TEAM is moving toward its final test objectives at an accelerated rate as the date of the unilateral test of the experimental 11th Air Assault Division draws near.

Personnel and equipment fill of Major General Harry W. O. Kinnard's division is progressing rapidly, and the requirement for marrying-up personnel and equipment and molding them into a well coordinated, well trained, hard-hitting airmobile team is progressing well.

During the month of August, the three brigades of the division conducted short field exercises in the Fort Benning area to put the final polish on internal command and staff coordination and tactical operations, to include offense, defense and counterinsurgency problems. The three brigade exercises (*HAWK FLASH I, II and III*) were supported by divisional support elements and resources of the 10th Air Transport Brigade.

During early September, all elements of Project TEAM (Test and Evaluation of Air Mobility) moved from Fort Benning, Georgia to the Carolina maneuver area.

Col. Jules E. Gouseth Jr., 2d left, upon his retirement September 30, passes the USAPHS command flag to Lt. Gen. Robert W. Colglazier, commanding general of the Fourth U. S. Army. At right is Col. Kenneth K. Blacker, new Fort Wolters commander, who accepted the flag from General Colglazier.



They will remain in the maneuver area until mid-November. The 11th Air Assault Division and the 10th Air Transport Brigade devoted the remainder of the month of September to unit training in preparation for the unilateral test of the Army's air mobility concept, which will be conducted there from 14 October until 12 November.

The Carolina maneuver area comprises 4½ million acres in North and South Carolina, most of which is privately owned. It extends from Fort Jackson, South Carolina, to Fort Bragg, North Carolina, and averages about 50 miles in width. A logistical base, from which the 11th Air Assault Division will be supported by an air line of communications during the unilateral test, has been established at Fort Gordon, Georgia, 75 nautical miles southwest of Fort Jackson.

As the 11th Air Assault Division and the 10th Air Transport Brigade train in the field, I know that you will all join me in wishing *General Rich* and all of the members of Project TEAM success in the coming months. All of us are looking forward to an effective test of the Army's air mobility concepts.

IN-FLIGHT REFUELING

I thought you might be interested in some testing which has been underway to improve the self-deployment capabilities of the *Mohawk*. These capabilities have already been demonstrated with flights to Europe and the Far East via the Atlantic route. However, in search of increased ferry range, the Army has been testing an in-flight refueling system for the *Mohawk*. With the able assistance of the Navy and Marines, flight tests have been conducted at Cherry Point using a standard OV-1B equipped with a refueling probe (see picture). The tanker aircraft used in the testing was a USMC KC-130B.

The test program is not yet complete, but

GOODHAND JOINS BOEING VERTOL



Brigadier General O. Glenn Goodhand, who recently retired from the U.S. Army, has joined The Boeing Company's Vertol Division as Assistant Program Manager of the CH-47A Chinook helicopter program. His appointment was announced by Thomas P. Pepler, manager of the Chinook program.

results to date appear quite promising. With the use of in-flight refueling techniques, the deployment capability of the *Mohawk* will be considerably increased with the aircraft range essentially limited only by pilot endurance and tanker availability.

AIRFIELD CLASSIFICATION

Department of the Army circulars in the 95 series provide a listing of the classification of most of our Army airfields and major heliports. Occasionally, misunderstandings have arisen concerning these classifications.

There is one point I would like to make clear: The classifications listed in the circulars *do not establish* the airfield mission. Rather, the classifications are an administrative procedure for authorizing airfield support equipment without dealing with the requirements of each and every airfield individually.

For example, a major Army airfield such as Lawson AAF at Fort Benning, which has a mission requiring an all-weather, day and night operational capability, needs more support equipment than does a small, VFR daytime, limited use strip. Consequently, it

ARMY TECHNOLOGICAL 170.935 M.P.H. FROM A 250




On September 17, 1964—while
characteristics, a Hughes/Army
timed at a speed of 170.935 mph

BREAKTHROUGH H.P. ENGINE



evaluating high speed
OH-6A was electronically
in level flight.*

HUGHES HELICOPTERS

HUGHES TOOL COMPANY  AIRCRAFT DIVISION



Bell Helicopters—Military UH-1, Commercial 204B

From an original painting for CECO by R. T. Hendricks

CECO's TA-2 Fuel Control System "feeds" the LYCOMING T53 Gas Turbine which powers the **BELL Helicopter** known variously as the Iroquois, the "Huey," the UH-1, the ASH, the 204B.

Together, they spell **SUCCESS** wherever and however they are used—and there is plenty of diversity in the use.

Take Vietnam, for example. Here, the world's first operational armed helicopter operates day in and day out under conditions sometimes adverse in the extreme. The Lycoming T53 (which has logged more than a half million flight hours and has a TBO of 1,200 hrs.) must ingest sand, dust, mud and yet be depended upon to power the UH-1 not only as a weapons platform but also to perform a number of other battlefield tasks.

This exceptional combination—**BELL-LYCOMING-CECO**—is in active use as a commercial vehicle and is relied on by all three branches of the armed forces. Ease of maintenance, economy of operation and dependability of performance are being proved in North America, South America, Europe, Asia, Australia.

There are many reasons for this "success story." Not the least of these is the extraordinary performance record of the Chandler Evans TA fuel control and pumping system. Components of the system are *simple, reliable, lightweight and low-cost*. And they are backed up by a reputation that has been earned through superior quality, above-average dependability and excellent field service.

But then, that's just as it should be, for . . .
CONTROL IS OUR BUSINESS.

CHANDLER EVANS CORPORATION

A Major Industrial Component of Colt Industries

WEST HARTFORD 1, CONNECTICUT

GAS TURBINE FUEL CONTROLS/PUMPS • MISSILE CONTROL SYSTEMS/SERVOES • AIRCRAFT/ENGINE ACCESSORIES



is designated as Class "A" to enable the commander to obtain the equipment he needs in accordance with the applicable table of allowances. The limited use airstrip would probably be designated Class "C" with resultant equipment limitations.

If the mission of an airfield changes, its requirement for support equipment may also change. In this event, reclassification is accomplished by Department of the Army to reflect the changed need for equipment. Again, the classification reflects the equipment requirements of the airfield mission, but *does not establish* the mission. I think it's a good idea to check from time to time to see if the cart is still behind the horse — it seems to have a way of getting up front when one least expects it.

CARIBOU DEPLOYMENT

As you may know, the Army has flight deployed a number of *Caribou* to and from South Vietnam. The first major deployment was via Greenland, Iceland, Europe and the Middle East. The second major flight went by way of the Azores, and the main body of aircraft closed in seven days. The Pacific route via Hawaii, Wake, Guam and the Philippines has now been flown by three *Caribou* in a total elapsed time of approximately 65 hours, including 54 flying hours. This recent flight was accomplished without a hitch and once again demonstrated the rapid world-wide deployment capability of Army aviation.

AVIATION SAFETY

I am happy to note that the USABAAR team in Vietnam reports improved aviation safety practices in all areas. The accident trend has shown a marked reduction in the rate of non-combat losses. *Lt. Colonel Bergeron*, team chief, attributes this improvement to the establishment of a command aviation safety program. This program

includes IP standardizations, proficiency check flights, airfield surveys, improved maintenance practices, and an over-all command emphasis on safety. The team reports that those units which have the lowest accident rates also have the highest aircraft availability rates, lowest vehicle deadline rates, best mess halls, lowest AWOL rates, best unit area appearances, and the highest morale. I think there is a lesson for all of us in this report.

ALASKA EARTHQUAKE

Recently I received the final report of *OPERATION HELPING HAND*, the disaster relief activities conducted subsequent to the recent major Alaska earthquake. This report identified a number of important and responsive actions accomplished by Army aircraft during the hectic period immediately following the quakes. I would like to quote some excerpts from the report for your information:

* * *

"In the two weeks following the disaster, U. S. Army, Alaska light aircraft flew 589 hours on 556 sorties in disaster relief, carrying 137,075 pounds of cargo and 947 passengers. Most of this lift was by Army *Shawnee* (CH-21) helicopters and *Otter* (U-1A) fixed-wing aircraft, but a total of 66 Army aircraft of seven types, assigned to the U. S. Army, Alaska Aviation Battalion were included in the effort."

* * *

"The only organic military aircraft with an effective aerial photographic capability in Alaska at the time of the earthquake was the Army *Mohawk* (OV-1). These high performance reconnaissance aircraft took to the air with first flying weather on 28 March. In the five days after the earthquake, the *Mohawks* flew missions over Seward, Whittier, Anchorage, Valdez, Wildwood Station,

Kodiak, Seldovia, and Cordova. In the same five days, eighty per cent of the Seward Highway was photographed, as well as selected vital areas of the railroad between Anchorage and Seward and between Portage and Whittier."

* * *

"The Army advance party brought the first drinking water Portage had had since the earthquake. The 40 gallons of potable water brought in by the lead tracked vehicle was soon increased by water flown in by an Army *Shawnee* helicopter . . ."

* * *

I think you can see from these excerpts that Army aviation on the spot performed admirably as part of the joint efforts to restore order out of chaos in the quake damaged areas.

PERSONALS

I am sure that each of you will join me in congratulating *Lt. General Dick Meyer* on his recent promotion to three star rank!

Newly promoted *Lt. Colonel Richard T. McCrady* has left our midst for assignment to Office Chief of Legislative Liaison, OSA, as liaison officer for the Army in the House of Representatives. I am sure that this will enhance Army aviation's image on Capitol Hill.

We have welcomed the following new arrivals to the Directorate: *Lt. Colonel Jim Morris* and *Major Bill Smith* of Operations, Training and Safety Division; *Lt. Colonel Dick Dowden* and *Major Jim Mapp* of Material Division; and *Lt. Colonel Jim McFadden* and *Majors Dave Dukes* and *Glenn Million* of the Plans, Programs and Review Division.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

* STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1963; SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on September 22, 1964, on "ARMY AVIATION MAGAZINE" published monthly at 1 Crestwood Road, Westport, Conn.

6. The names and addresses of the Publisher, Editor, and Managing Editor are: Dorothy Kesten, Publisher, 1 Crestwood Road, Westport, Conn.; Arthur H. Kesten, Editor and Managing Editor, 1 Crestwood Road, Westport, Conn.

7. The owner is: Army Aviation Publications, Inc., 1 Crestwood Rd., Westport, Conn. The stockholders owning or holding 1 percent or more of the total amount of stock are: Dorothy Kesten, 1 Crestwood Road, Westport, Conn., and Arthur H. Kesten, 1 Crestwood Road, Westport, Conn.

8. The known bondholders, mortgages, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities are: None.

9. Paragraphs 7 and 8 include, in cases where the stockholder or the security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, or mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

10. The average number of copies of each issue during the preceding 12 months for the following were:

a. Total no. of copies printed: 8,383.

b. Paid Circulation:

1. To Term Subscribers by mail, carrier delivery, or by other means: 7,696.

2. Sales through agents, news dealers, or otherwise: 100.

c. Free Distribution by mail, carrier delivery, or by other means: 288.

d. Total No. of copies distributed: 8,084.

11. The single issue nearest to the filing date:

a. Total no. of copies printed: 8,146.

b. Paid Circulation:
1. To Term Subscribers by mail, carrier delivery, or by other means: 7,850.

2. Sales through agents, news dealers, or otherwise: None.

c. Free Distribution by mail, carrier delivery, or by other means: 288.

d. Total No. of copies distributed: 8,138.

I certify that the statements made by me above are correct and complete.

DOROTHY KESTEN
Publisher
Army Aviation Magazine

By Colonel Robert F. Cassidy
Assistant Commandant
U.S. Army Aviation School



USAAVNS USES 7,000 TRAINING SCHEDULES WEEKLY

“Over 7,000 training schedules are required each week to coordinate the flight, maintenance, and medical training given at the U. S. Army Aviation School, Fort Rucker, Ala. These schedules are prepared, coordinated, and published by the Operations and Training Division, Director of Instruction. The USAAVNS courses vary from 3 to 38 weeks in length. There are over 74 different schedules prepared each week to support an in-resident load of 2,200 students. In comparison, the Infantry School at Fort Benning, Ga., although much larger in student load, prepares approximately 29 different training schedules per week.

“In addition, the Operations and Training Division, DOI, schedules all student transportation, training areas, stagefields, ranges and the necessary stagefield support personnel to conduct this training.”

AERIAL DELIVERY

The Low Level Extraction System of aerial delivery (LOLEX), one of the latest and most effective methods of delivering supplies and equipment under tactical conditions from a CV-2B (Caribou), has been implemented into the CV-2 Pilot Transition Course conducted by the United States Army Aviation School, Fort Rucker, Ala.

The LOLEX system permits the delivery of equipment and supplies at an altitude of ten feet or less above the ground. The airplane flies at approximately 75 knots with gear down, cargo ramp horizontal, and 25° of flaps. The CV-2 airplane is capable of delivering 6,000 pounds of cargo in one,

two, or three deliveries by the use of extraction parachutes. The effectiveness and simplicity of this method of aerial delivery was demonstrated during SWIFT STRIKE III.

Attention and interest which were drawn to the LOLEX system of aerial delivery resulted with the inclusion of LOLEX training into the CV-2 (Caribou) Transition Course. The Department of Tactics, USAAVNS, and the Advanced Airborne Committee, U. S. Army Infantry School, have devised interim flight and rigging procedures for instructional purposes pending official test results and procedures.

HELICOPTER INSTRUMENT TRAINING

With very real shortages of everything except students, USAAVNS is still moving into expanded helicopter instrument training, including examiner training. Everything is tight and many students find it more difficult to meet the demands of the course than they had anticipated. Instructors, aircraft, and time are not available to bolster those who can't keep up, and each class is right on the heels of its predecessor.

Much of the students' difficulty can be prevented by wise selection and preparation of candidates for the course. A pilot who is not current, or who is low in proficiency for the moment and out of touch with regulations, navigation and the like, is a good bet for Faculty Board action even though the circumstances may not be his fault.

It is our earnest desire to fully qualify and graduate 100% of the entrants, but we need a fighting chance. If you expect to take this course, *get current* and polish up your overall flying skill.

Also, brush up on IFR regulations, navigation, and approach procedures. If you are commanding a unit, select and prepare in the light of the foregoing. The long and

FLYING CARPET



Miss Doris Vogel, secretary in the Army Aviation Accident Research Board office in St. Louis, sits atop the hub of a giant size General Electric lift fan in use in one of the Army's newest VTOL research aircraft, the XV-5A. The fan and a working model of the XV-5A are on display at the Army Aviation Materiel Command (AVCOM). (U.S. Army photo)

short of it is that this course is not a *snap*, and if you want to graduate, get as much of a running start as possible.

NEW COURSE OF INSTRUCTION

There is a new course in the mill at USAAVNS, the "UH-1 Advanced Tactical Training Course." This course is designed to prepare aviators for immediate assignment to tactical aviation units in Vietnam. The first class will begin during the month of April, 1965.

In addition to training the student to fly the aircraft, he will be given a block of instruction consisting of factual information on the history of Vietnam and U. S. involvement and a four day FEX designed to expose him to the type of operations which he will find in Vietnam. Overall course length will be four weeks.

No longer a fledgling, the U.S. Army Primary Helicopter School at Fort Wolters, Texas, celebrated its eighth birthday on September 26, 1964.

Since its inception in 1956, the USAPHS has graduated 148 classes, logged over 750,000 flying hours, recorded over two million autorotations, and maintained one of the best safety records of any flight school in the country.

The safety record is most valued by USAPHS officials and the highly-prized *James H. McClellan Safety Award* is in prominent display at the school. The school and the civilian flight contractor, Southern Airways, Inc., were joint recipients of the annual trophy presented by *Senator John L. McClellan* at Army Aviation Association ceremonies in Washington, D.C. in August, 1960.

In recent ceremonies observing the eighth birthday, *Colonel Jules E. Gonseth, Jr.*, Wolters commander and school commandant, summarized the accomplishments and growth of the school during its eight-year history.

Fort Wolters (*then Wolters AFB*) entered the flight training picture during the summer of 1956, more than a decade after the advent of the helicopter as a valuable piece of Army equipment.

In the spring of that year it was announced that Wolters AFB, then scheduled for deactivation, had been selected as the site of an Army primary helicopter school. The Air Force base was transferred to the control of the Army on July 1, 1956. With the official dedication ceremonies being held on July 13.

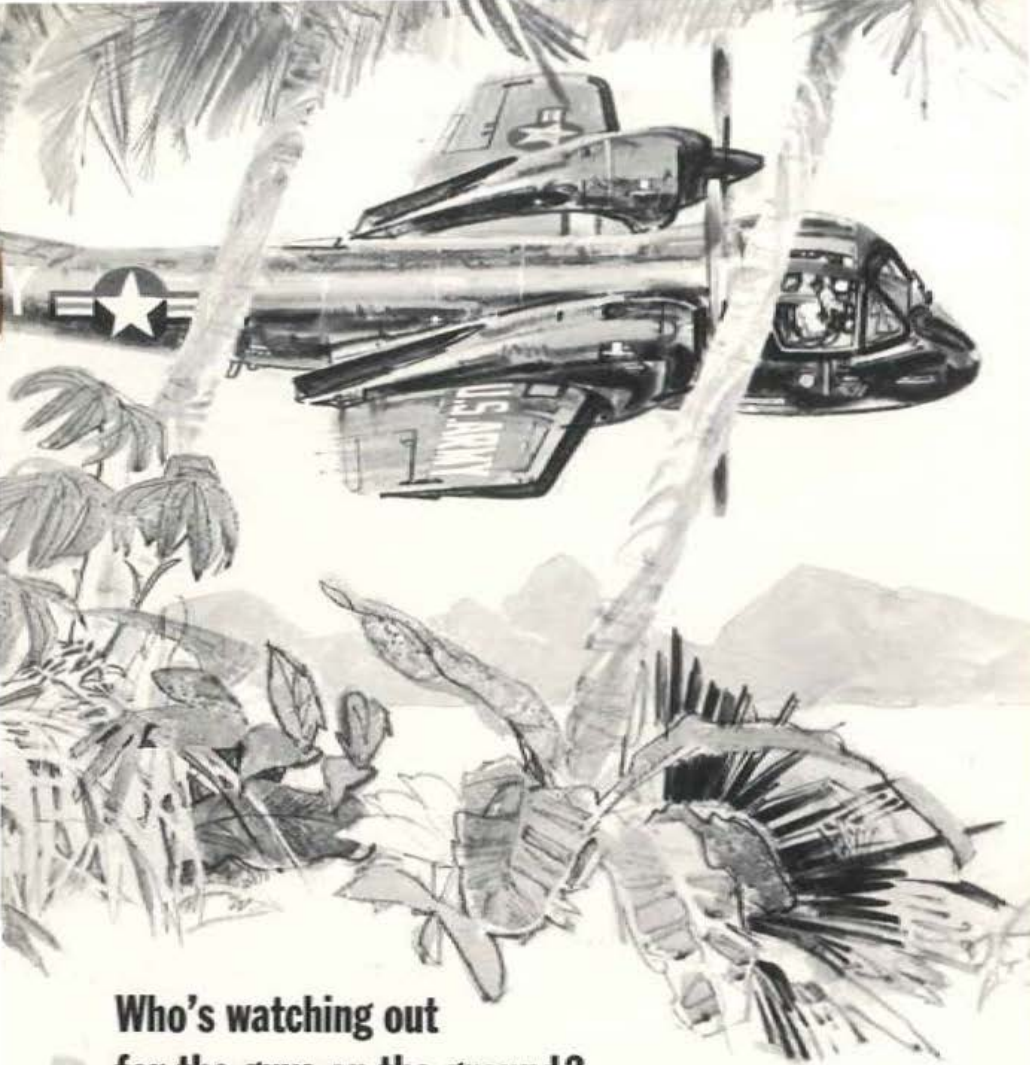
The changeover was not without problems. A gigantic conversion from an Air Force base without flight facilities to an Army post with flight facilities was the first obstacle to overcome. Then too, a heliport and training fields literally had to be scratched out of Texas real estate.

Three engineer battalions of the 931st Engineer Group, assigned to the SCARWAF (Special Category Army with Air Force) units at Wolters AFB, were given the project. Men of the post's 864th Engineer Battalion (Construction) and two other

USAPHS CELEBRATES EIGHTH BIRTHDAY







Who's watching out for the guys on the ground?

The men in the Mohawk . . . the "elevated eyes" of the Army. The STOL Mohawk lives in the front lines with the troops. • Coming in under enemy radar at treetop level—as fast as needed—the all-weather, twin-turboprop Mohawk provides quick response to the men who are in immediate command of the in-fighting on the ground. In brushfire tactics you want intelligence now. • Trigger-fast responsiveness . . . sharp-eyed observation . . . that's the Grumman Mohawk. And that's what you call close support.

GRUMMAN AIRCRAFT ENGINEERING CORPORATION • Bethpage, N.Y.



Inskip



Norris



Gonseth

heavy construction battalions (since departed) completed the enormous task.

The USAPHS became an official Army school on September 26, 1956. The school was organized on October 11 and the first class reported for training November 26. The contract to conduct the flight training program was awarded on August 21, 1956 to Southern Airways Company, a pioneer and leader in the contract flight training field since the first experimental civilian pilot training program was conducted in 1940.

The school graduated its first class, (34 warrant officer candidates and one chief warrant officer), on April 27, 1957. At the historical event, the facilities for the school were formally turned over to the post. Following this, Fort Wolters and Fort Rucker,

CHANGE OF COMMAND

Colonel Kemuel K. Blacker has assumed command of the U.S. Army Primary Helicopter School at Fort Wolters, Texas, replacing Colonel Jules E. Gonseth, Jr., who retired on September 30. Colonel Blacker comes to Fort Wolters from a tour of duty with Headquarters, U.S. Army, Europe.

Ala., each handled half of the primary helicopter training load until 1958 when it was turned over in its entirety to Folt Wolters.

During the past eight years, various courses of instruction have been initiated and phased out, depending upon the Army's aviation needs at the time. At this writing, there are three courses of instruction. They are the eight-week *Officer Rotary Wing Qualification Course*, the 12-week *Officer/Warrant Officer Rotary Wing Aviator Course*, and the four-week *Warrant Officer Indoctrination Training Course - Preflight*.

There have been 7,116 helicopter pilots training at the USAPHS during the past eight years, 400 of the graduates being from 22 countries representing a majority of the members of SEATO and NATO. During the past eight years the USAPHS has had three commandants. *Colonel John L. Inskip* served as commandant from July 1, 1956 until his retirement on July 31, 1961. *Colonel Jack K. Norris* took command August 1, 1961 and served as commandant until August 6, 1963. *Colonel Gonseth* assumed command of the post and the school the following day. *Colonel Wayne N. Phillips* is assistant commandant.

Fibre optics — the bending of light rays around curves through bundles of tiny strands of glass — has now made possible a new and versatile aid to interpreting aerial photographs.

The new aid — called a stereo comparison viewer — was designed and built by OPTO-mechanisms Incorporated of Plainview, New York, for the Image Interpretation Branch, Surveillance Division, Test Plans and Evaluation Department, at the U. S. Army Electronic Proving Ground, Fort Huachuca.

Colonel James L. Burke, chief of the Test Plans and Evaluation Department, said the viewer will be used to evaluate the performance of new aerial cameras and film sent here for testing. It also may lead to smaller and lighter models for future tactical use.

The 3500-pound combination of electro-mechanics and optics was delivered here recently and made ready for operation by the project engineer in charge of its development, Matthew J. McGoe. It was designed to meet specific requirements by Army aerial photography interpreters to increase the speed and accuracy of finding, measuring, and identifying targets on aerial films.

It actually performs the functions of several separate instruments: it can be used

Photo interpretation is accelerated by a new viewer utilizing . . .

FIBRE OPTICS!

for scanning films quickly, enlarging objects found in the films, and measuring the objects or distances quickly and accurately. In addition, it makes it simple and easy to compare one object with a similar object on the same or different films.

Operation of the viewer is controlled by a panel of push buttons and a ball-jointed lever called a joy-stick. Once the image interpreter learns to use the controls, he scarcely has to look anywhere but through the eyepieces. These are connected to two objective lenses by four foot lengths of fibre glass cable $\frac{1}{2}$ -inch in diameter.

ELIMINATES MIRRORS

In conventional stereo viewers the images picked up by the objective lenses travel through a system of mirrors and prisms to the eyepieces. The fibre glass cables eliminate the mirrors and prisms; they are flexible and can be twisted or bent without altering the image. As a result, the two stereo lenses on the new viewer can be moved independently as much as 9 inches across the film and 18 inches along its length — allowing a total separation of the lenses as great as 36 inches.

Furthermore, by switching to any three of the turret-mounted objective lenses — which are combined with a zoom lens — the magnification can be changed independently so that the interpreter can compare objects appearing on films of different scales (taken at different altitudes).

The films are advanced or backed up by motor-driven reels. The objective lenses may be switched from a wide angle view taking in as much as a circle 3.5 inches in diameter to a small section magnified 33 times.

To measure what he sees on the film, the interpreter projects a pin point of light onto the image appearing in the eyepieces. This becomes a pointer or reticle, moving across

the image as the turret heads scan the film. A mechanical linkage follows the movement of each of the heads and actuates an electronic counter, which — like the trip mileage meter in a car — displays the extent of their movement in hundredths of a millimeter. To maintain such accuracy, the components of the viewer are mounted on an 1800 pound special casting.

On the other hand, the fibre glass cables which transmit the light from the objective lenses to the eyepieces contain millions of tiny fibres so fine (each 10 microns in diameter) that 36 of them would be no larger than a human hair. Yet they are so flexible that the images can be rotated 360 degrees by merely twisting the ends of the cables.

One problem had to be solved before fibre optics could be used: normally, the ends of the fibre glass strands are visible in the image and, when one is broken and no longer transmits light, a black dot appears. The result is a speckled-honeycomb effect which, however, has been eliminated by a patented shutter, called an image enhancer. This allows an extremely fine resolution of 200 lines per millimeter.

IN THE COMPOSITE PHOTO OF STEREO COMPARISON VIEWER AT UPPER LEFT — SFC PAUL VICKERS OF THE IMAGE INTERPRETATION BRANCH, TEST PLANS AND EVALUATION DEPARTMENT LOOKS THROUGH THE EYEPIECES OF THE VIEWER. ARROWS SHOW FIBRE GLASS CABLE CONNECTING LEFT STEREO HEAD WITH THE EYEPIECE UNIT, LOWER LEFT — CLOSE-UP OF EYEPIECES WITH CONTROLS, UPPER RIGHT — CLOSE-UP OF JOY STICK USED TO CONTROL MOVEMENTS OF THE STEREO HEADS, LOWER RIGHT — COLONEL JAMES L. BURKE, CHIEF OF THE TEST PLANS AND EVALUATION DEPARTMENT IS INTRODUCED TO THE VIEWER BY MATTHEW J. MCGOEY OF OPTOMECHANISMS INCORPORATED, PLAINVIEW, NEW YORK, THE PROJECT ENGINEER IN CHARGE OF ITS DEVELOPMENT. THE DOTTED LINES SHOW THE PATH OF THE IMAGE FROM THE FILM (1) THROUGH THE OBJECTIVE AND ZOOM LENSES IN THE STEREO HEADS (2), AND FROM THERE THROUGH THE FIBRE GLASS CABLE (3) INTO THE EYEPIECES.





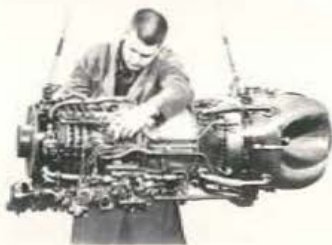
**More
get up
and go
now...**



**from
General Electric's
T58 helicopter
engine**

GENERAL  **ELECTRIC**

FLIGHT PROPULSION DIVISION



When the heat's on... General Electric power pays off

Whether it's the real heat of tropical climate, the "heat" of long rugged hours of Navy anti-submarine duty, or the fifty flights each day in airline operation, the additional power offered by the General Electric T58 engine pays off. Producing 1250 SHP, the T58 will do more work in both hot climates and high altitude.

In addition to being the most powerful engine available in its class today, the T58 is also one of the most reliable. In Navy ASW service, for instance, the T58 in-flight shutdown rate for the past twelve months is 1 in 10,000 flight hours; and in Air Force service, T58 performance has warranted the removal of time between overhaul limits.

In operation today with fifty-five different military and civil users in seventeen countries, the T58 is logging hundreds of thousands of hours annually . . . a measure of both the staying power and acceptance of this reliable helicopter powerplant.

To meet the ever-increasing needs of helicopter users, a 1300 SHP growth version of the T58 is available now and 1400 SHP engines will be available in 1965. The 1400 SHP thirty-minute military rated engines are now flying and are interchangeable with all T58 engines now in service.

Proved experience and advanced capability are two of the reasons why the flight propulsion of tomorrow is being developed at General Electric today.

Lynn, Mass./Cincinnati, Ohio

205-02

GENERAL  ELECTRIC



FORT RUCKER RECEIVES MANAGEMENT AWARD

Fort Rucker, Alabama became the first installation in the Third U.S. Army area to win the Army Commander's award for management improvement three times.

During a recent visit to Fort Rucker, *Lieutenant General C. W. G. Rich* (left in photo above), Commanding General, Third U.S. Army, presented the award to *Major General Clifton F. von Kann* (right), Fort Rucker commander.

In presenting the plaque to *General von Kann*, *General Rich* praised the post personnel for achieving the most outstanding management improvement in a scheduled project during the first six months of 1964.

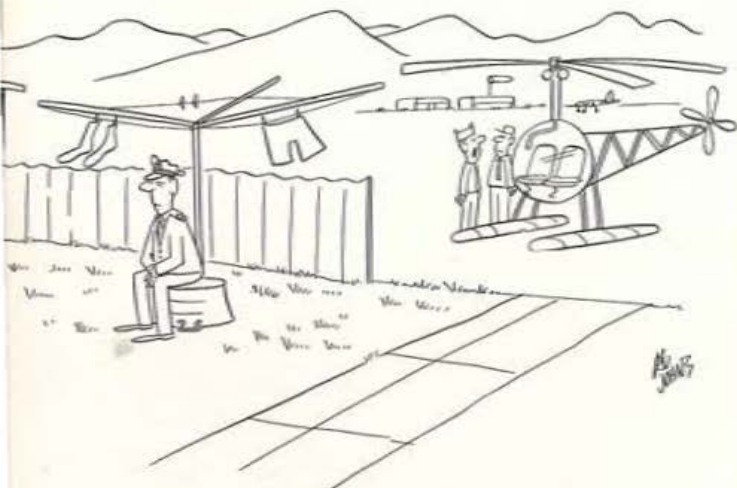
The award-winning accomplishment concerned a redesign of the rotary wing aviator courses to eliminate overlapping and a duplication of training. The new design reduces requirements by 26 aircraft and 98,000 troop hours, and provides for a better correlation of ground and flight subjects. The savings and benefits to be realized from the redesign are estimated at \$217,000.

During his mid-September visit, *General Rich* was also briefed on the operations of the Aviation Center and Aviation School, and was given an aerial tour of the post. He was greeted on arrival by an honor guard from the 5th Battalion, 31st Infantry.

THE LIGHT SIDE



"I understand that Lt. Dennerson had
to pull his own maintenance!"



"Have you seen the Colonel? I'm supposed to fly him
over to the base hospital for an eye check-up."

months takeoffs

COLONELS

BOYD, MARZELLE F.
Box 523
Hurst, Texas

BURKE, JAMES T.
107 Northampton Drive
Hampton, Virginia

GUST, DANIEL G.
Student Detachment, USAWC
Carlisle Barracks, Pa. 17013

HUPALO, WILLIAM
P.O. Box 836
Clifton, Arizona 85533

LT. COLONELS

ATKINS, JESSE J.
Armed Forces Staff College
Norfolk, Virginia 23511

BARFOOT, VAN T.
6827 Coleman Street
Fort Hood, Texas

CUNNINGHAM, ROBERT K.
145th Aviation Battalion
APO 143, San Francisco, Calif.

DALPINO, MILTON D.
USAAVCOM-Bell Hel., Box 48
Fort Worth, Texas

GILBERT, LESLIE H.
111 Piper Court
Alexandria, Virginia

LUCE, DONALD F.
MOQ 31-2 Naval Air Station
Corpus Christi, Texas

LUCKFIELD, HERBERT M.
105 Meadowlake Circle
Osark, Alabama

MITCHELL, ERWIN M.
Hqs., 205th Transportation Bn.
APO 154, New York, New York

MURPHY, RAYMOND H.
Box 354
Fort Rucker, Alabama 36362

PAULSON, NORMAN W.
P.O. Box 124
Clear Lake, Iowa

PRATER, ROBERT M.
Hqs., 1st Battalion, 54th Infantry
APO 139, New York, New York

PREMO, OLIVER P.
MOQ 14-1 U.S. Naval Air Station
Corpus Christi, Texas

PUMPHREY, A.T.
502nd Aviation Battalion, 2nd AD
Fort Hood, Texas

SCHMIDT, WILLIAM R.
421st Medical Company (Air Amb)
APO 46, New York, New York

SUNDBY, SELMER A.
Building 225, Room 122
Fort Leavenworth, Kansas 66027

LT. COLONELS (CONT.)

WAGNER, PAUL R.
Hqs., V Corps Aviation Section
APO 79, New York, New York

MAJORS

ARMSTRONG, KENNETH W.
3726 Lassabre Drive
San Antonio, Texas

BALTZELL, LOWELL F.
60 East
Fort Rucker, Alabama 36362

BEAUMONT, EDGAR S.
P.O. Box 1917
Grass Valley, California 95945

BORLAND, R.E.R.
726 Weston Drive
Ottawa 8, Ontario

BOURGEOIS, RANDOLPH C.
13 Liggett
Fort Leavenworth, Kansas

BOYDSTON, ARLAND D.
85 Osborn Street
Keyport, New Jersey

BRAKE, JOHN W.
U.S.A. Flight Operations Pac. - E
APO 403, New York, New York

BROADY, WILLIAM
1421 Burr Street
Los Angeles 32, California

BRUESTLE, IRWIN T.
U.S. Army Element - LSE
APO 224, New York, New York

BUCK, WILLIAM L.
Hqs., USA Signal Center-School
Fort Monmouth, New Jersey

BUCKWALTER, ROY R.
1602 Ottawa
Leavenworth, Kansas

BULKLEY, MORTON C.
2100 Choctaw
Leavenworth, Kansas

BURRESS, EUGENE W.
Hqs., Support Command, 11th AAD
Fort Benning, Georgia 31905

BURROUGHS, HARLAND
USABAAE
Fort Rucker, Alabama 36362

BURTON, GEORGE T.
Hq., Campbell Army Airfield
Fort Campbell, Kentucky

CAGLE, PAUL M.
Mobile Homes Manor-Lot 69
Williamsburg, Virginia

CANNON, LEE B.
Lexington Army Depot
Lexington, Kentucky

CARROLL, DANFORD S.
67 Third Infantry Road
Fort Leavenworth, Kansas 66027

MAJORS (CONT.)

CHAMBERLAIN, WILLIAM C.
1360 South 75th Street
Omaha, Nebraska 68124

COLE, WILLIAM W.
Office CG-Seventh U.S. Army
APO 46, New York, New York

CONSTANCE, HARRIN A.
Route 2
Warsaw, Missouri

COX, ROBERT G.
1004 Catherine Avenue
Kings Mountain, North Carolina

DAVIS, WALLACE R.
Route 1, Box 13
Giddings, Texas 78942

DAVIS, WILLIE S.
4905 Kenesaw Drive
Columbus, Georgia 31900

DEAN, WESLEY A.
560th Signal Battalion
APO 221, New York, New York

DICKENS, RAYMOND E.
18th Aviation Company
APO 40, San Francisco, Calif.

DILL, WILLIAM H.
Hotel Cody, Suite 415
Leavenworth, Kansas

DILLER, RICHARD W.
101st Airborne Division
Fort Campbell, Kentucky

ENGLAND, MARION F., JR.
13 Michael Street
Fort Rucker, Alabama 36362

FRINKS, CHARLES P.
6th Special Forces Group
Fort Bragg, North Carolina 28307

FULTON, FRED F.
Hq AMC Building T-7 AMCC-CC
Washington, D.C.

GLIDDEN, HARRY R.
63 Third Infantry Road
Fort Leavenworth, Kansas 66027

HAID, DONALD J.
27 Third Infantry Road
Fort Leavenworth, Kansas

HALL, SAYWARD N., JR.
Beechwood Street
Thomaston, Maine 04861

HAND, LEE M.
1407 Cherokee
Leavenworth, Kansas 66045

HAWTHORNE, JAMES D.
Combat Development-Arty Agcy.
Fort Sill, Oklahoma

HENSON, VIRGIL A., JR.
42 Harbord
Fort Leavenworth, Kansas

HICKENBOTTOM, G.R.
8534 Izard Street
Omaha, Nebraska

MAJORS (CONT.)

HUNTER, ROBERT L.
Quarters 7241-B
Fort Carson, Colorado 80913

JACKSON, WILFRED A.
Quarters 8831
Fort Lewis, Washington

JONES, LINCOLN G.
Box 63, R.F.D. #4
Fredericksburg, Virginia

JORDAN, DONALD R.
11013 Olin Avenue
Omaha, Nebraska

KANGAS, RAYMOND J.
7th Regional Comd, ARADCOM
Tacoma, Washington

KING, DAVID B., II
Box 114
Maitland, Missouri 64466

KIRKPATRICK, ANDREW C.
Hq, 7th Army Signal Section
APO 46, New York, New York

KLEIN, F.S.
634-D 13th Street Terrace
Leavenworth, Kansas

KLOPP, CHARLES A.
666 Kandle Drive
Fort Benning, Georgia 31905

LAX, WILLIAM M.
AOCC 11-A-CZ3, Class 3
Fort Monmouth, New Jersey

LILLEY, AARON L., JR.
57 Bullard Loop
Fort Leavenworth, Kansas

LUKERT, EDWARD P., JR.
88-3rd Infantry Road
Fort Leavenworth, Kansas 66027

MATEER, CHARLES A.
11 Howard Street
Fort Rucker, Alabama 36362

McANDREW, THOMAS J., JR.
109-B Monmouth Court
Fort Benning, Georgia 31905

McLADGHLIN, LEONARD F.
2509 Mardell Way
Mountain View, California 94041

MEDFORD, WILLIAM D., JR.
1033 Ivy Lane
San Antonio, Texas

MESNIER, CHARLES R.
Hqs., 5th Battalion, 4th Artillery
Fort Carson, Colorado

MILLER, JOHN J.
90 Bullard Loop
Fort Leavenworth, Kansas 66027

MILLER, ROY L.
4541 Boyd Street
Omaha, Nebraska

MITCHELL, THEODORE L.
7 Fox Grove Drive
Hampton, Virginia 23364

MORRIS, ARNOLD C.
300 Logan Street
Denver, Colorado 80203

NICKOLLS, CHARLES E.
30 King Avenue
Fort Leavenworth, Kansas 66027

NOEDING, JOHN P.
1st Army Flight Detachment
Floyd Bennett, Brooklyn, N.Y.

NUNNELEE, BILLY R.
USAADMC, Building 8, NAS
Corpus Christi, Texas

MAJORS (CONT.)

PAQUETTE, DEAN R.
415 Kensington
Ferndale, Michigan

PEACHEY, WILLIAM N.
Company A, 24th Aviation Bn.
APO 29, New York, New York

SMITH, CHARLES L.
60 Bullard Loop
Fort Leavenworth, Kansas

SMITH, DONALD A.
49 Logan Street
Fort Rucker, Alabama 36362

STEEN, CHARLES S.
19-A Stillwell
Fort Leavenworth, Kansas

STRANGE, LOREN C.
77 Bullard Loop
Fort Leavenworth, Kansas 66027

TOURTELLOTT, RAYMOND J.
4801 Kenmore-Apartment 1008
Alexandria, Virginia

VINCENT, SAMUEL M.
19 Bullard Avenue
Fort Leavenworth, Kansas

WALSH, EUGENE R.
Co. B, 611th M-S Bn., 11th AAD
Fort Benning, Georgia 31905

WILDER, STUART F.
144-A Junesau Avenue
APO 949, Seattle, Washington

WILLIAMS, ERNEST M.
39 Johnson Street
Fort Rucker, Alabama 36362

WILLIAMS, WILLIAM F.
25 Dickman
Fort Leavenworth, Kansas

CAPTAINS

ADKINS, DONALD V.
Company B, 504th Aviation Bn.
APO 696, New York, New York

AMIDON, BERT C.
139-C Kessler Court
Fort Benning, Georgia 31905

BARSDALE, LEWIS B.
Quarters 1114-B
Fort Eustis, Virginia

BEDSOLE, WILLIAM K.
4323 Betty Drive
Columbus, Georgia

BERGMAN, RONALD A.
6-B Holland Park Drive, Route 1
Ellenwood, Georgia 30049

BERRY, JOE D.
1025-A Ray Court
Fort Benning, Georgia 31905

BEZREH, ANTHONY A.
11 Pecan Valley Circle
San Antonio, Texas

BOELTER, RICHARD W.
121st Aviation Co. (Airmobile Lt)
APO 96, San Francisco, Calif.

BRANTLEY, DANON L.
USATSCH TOCC 1-65
Fort Eustis, Virginia

BRESETTE, ALLEN A.
B Co., 1st Avn. Bn., 1st Inf. Div.
Fort Riley, Kansas

BROCKWAY, FRANK N.
5129 Cumnor
Downers Grove, Illinois

BRYAN, CLYDE M., JR.
Hqs. Detachment, 3rd Aviation Bn.
APO 36, New York, New York

BUCHANAN, PAUL J.
255th Signal Battalion
APO 143, San Francisco, Calif.

BUDD, ALEXANDER S., JR.
2nd Infantry Division
Fort Benning, Georgia 31905

BUNYARD, JERRY MAX
30 Harbord Avenue
Fort Leavenworth, Kansas

BURNETT, CLARK A.
18 Heintzelman Court
Fort Leavenworth, Kansas 66027

CARTER, NORMAN D.
12 Kirby Street
Fort Rucker, Alabama 36362

CASTLE, EDWARD R., JR.
402 Frances Way
Richardson, Texas 75080

CRAPIN, GORDON R.
17th Aviation Company
Fort Benning, Georgia 31905

CHEDESTER, ROBERT R.
7th Engineer Brigade
APO 57, New York, New York

CLARK, NORMAN S.
Simmons AAF Command
Fort Bragg, North Carolina 28307

CLAYTON, JOHN B.
17th Aviation Company
Fort Benning, Georgia 31905

COLEMAN, LYNN F.
AOCC 65-2, Student Det. USAAMC
Fort Sill, Oklahoma

CROAK, ANTHONY O., JR.
USATSCH
Fort Eustis, Virginia

DEAN, JOHN W.
Quarters 8680
Fort Lewis, Washington 98433

DEATON, ARLIE
Dept. of Advanced F/W Training
Fort Rucker, Alabama 36362

DEKKER, JOHN L.
15th Aviation Detachment
Fort Bragg, North Carolina 28307

DICKERSON, JON R.
8750 Norton, Apartment 5
El Paso, Texas

DRAKE, CHARLES E.
7th AAS/SD
APO 46, New York, New York

EMRICK, CHARLES W.
900 Pennsylvania Avenue
Leavenworth, Kansas 66048

EPARD, JACK L.
Lee Taylor, 1506 Jule Street
St. Joseph, Missouri

GALLAGHER, JOSEPH P.
Avn. Co., 14th Armd. Cav. Regt.
APO 26, New York, New York

GALLIHER, KAY D.
IAGS United States Embassy
Tegucigalpa, Honduras

GARDNER, WILLIAM H.
3347 Wallace Drive
Columbus, Georgia 31906

GESS, WILLIAM D., JR.
5070 Vernon Avenue
St. Louis, Missouri 63112

CAPTAINS (CONT.)



Army civilian pilot Stanley Butryn (left) and Stanley Hersch, an electrical engineer with the U.S. Forest Service, get ready for a patrol flight over the Montana timberlands to demonstrate the effectiveness of heat-sensitive infrared sensors for spotting incipient forest fires. Smokey is, of course, well known as the Forest Service's guardian of green woodlands. The infrared sensors, the Army Mohawk OV-10 aircraft, and specialized personnel were provided by the Army Electronics Command, Fort Monmouth, N.J., to help launch the fire locating experiments. (U.S. Army photo)

Newly-elected officers of the Korean Chapter of the Army Aviation Association (AAAA) are shown in an informal group photo following the Chapter's recent election activity. Shown from left to right are Maj. Bernard D. Thompson, CO of A Company, 15th Aviation Battalion, Chapter president; Maj. R.D. Williams, CO of the 19th Helicopter Co., 55th Trans Battalion, Executive Vice President; Capt. Clynne T. Jones, Executive Officer of A Co., 15th Avn Battalion, Treasurer; and Lt. Louie L. Share, CO of E Co., 27th Maint Battalion, Secretary. (U.S. Army photo)



Captain James W. Kanouse (right), class leader of Officer Fixed Wing Aviator Course 64-5 at USAAVNS, Fort Rucker, Ala., is shown receiving an Army Aviation Association (AAAA) membership incentive refund check from Colonel Edward McMaken, president of the Army Aviation Center Chapter of AAAA. Captain Kanouse accepted the check on behalf of his classmates who had achieved 100 percent AAAA membership while undergoing initial entry aviation primary flight training. While most classes utilize the refund to defray graduation party expenses, two student classes adopted unique uses. (See p. 41).



Key officials of the Tenth Annual Human Factors Research and Development Conference chuckle over a joke during a break in the opening day session at Fort Rucker, Alabama. Left to right are the conference chairman, Lynn E. Baker, chief psychologist, U.S. Army; the keynote speaker, Brigadier General George B. Pickett, Jr., Chief of Staff, Combat Developments Command; and Colonel M. H. Parson, Chief of Staff, U.S. Army Aviation Center, who welcomed the delegates to Fort Rucker. A total of 21 technical presentations were made to the conference.



CAPTAINS (CONT.)

GINTER, DUANE L.
177-D Kessler Drive
Fort Benning, Georgia 31905

GOLDING, WILLARD E.
2978 Ramsey Road
Columbus, Georgia 31903

HAAN, PHILIP J.
Steele Hall, USA Armor School
Fort Knox, Kentucky

HALL, GARY C.
P.O. Box 1113
Fort Eustis, Virginia 23694

HALLER, DOUGLAS L.
46 Bellard Avenue
Fort Leavenworth, Kansas 66027

HARDY, THOMAS O.
1201 Grand Avenue
Leavenworth, Kansas 66048

HARRIS, JAMES R.
3433 Pontiac Drive
Columbus, Georgia

HART, KYLE E.
Aviation Sect., USA Signal Brig.
APO 463, New York, New York

HARVEY, HILLIARD H.
Advisory Team #21
APO 95, San Francisco, Calif.

HENDERSON, BERRY H.
3304 Glenbrook Drive
Columbus, Georgia

HENDERSON, JAMES A.
1515 Lans Drive
Columbus, Georgia

HERBOLD, ROBERT A.
HHC 4th Infantry Division
Fort Lewis, Washington

HOLROYD, DONALD E.
P.O. Box 374
York Harbor, Maine 03911

HOWE, ROBERT B., JR.
904-B Palmer Drive
Blackburg, Virginia

HUDSON, CHARLES F., JR.
USAAF MAC-Brienne
APO 325, New York, New York

HUGHES, JIMMIE T.
504th Aviation Bn., 4th Armd Div
APO 696, New York, New York

HULL, DONALD R.
11th Medical Bn., 11th AAD
Fort Benning, Georgia 31905

IACOMINO, GENNARO J.
Box 400, Officer Student Det.
Fort Monmouth, New Jersey

JACKSON, WILFRED A.
Headquarters, 4th Aviation Bn.
Fort Lewis, Washington

JENNINGS, ROBERT H., JR.
917-B Keith Lane
Austin, Texas

JOHNSON, DAREL S.
2653 Mt. Washington Avenue
Colorado Springs, Colorado

JOHNSTON, NOBERT B.
1019 Buttonwood Drive
Harrisburg, Pennsylvania

KELLY, PATRICK J.
29-F Sunchon
Fort Bragg, North Carolina 28307

KERBL, FRANK R.
2219 Wellborn Drive
Columbus, Georgia

CAPTAINS (CONT.)

KETCHUM, ALBERT R.
126 Mulberry Street
Minneapolis, Minnesota

KEVILLE, CLARENCE H.
2971 Cooley Road
Williamsburg, Virginia

KNIGHT, EMMETT F.
503rd Aviation Battalion
APO 165, New York, New York

KREULEN, RAY H.
685-A Kandle Court
Fort Benning, Georgia 31905

LEWTER, JAMES T.
Aviation Br., Range Service Div.
Holloman AFB, New Mexico

MAFFETT, FLETCHER H.
615 Pinebrook Road
Eatontown, New Jersey

McCORD, THOMAS L.
187th Trans. Airplane Company
Fort Benning, Georgia 31905

McDONALD, FRANK A.
1426 Tyner Road
Fort Sill, Oklahoma

McDONALD, JAMES A.
Btry B, 3-377th Arty, 11th AAD
Fort Benning, Georgia 31905

McRILL, BILLY I.
4253 Sims Street
Columbus, Georgia

MILLER, JOHN J.
C-G-S Student Detachment
Fort Leavenworth, Kansas

MITCHELL, JAMES L., JR.
114 South Commonwealth Avenue
E. Chesapeake, Virginia 23519

MOORE, ROBERT D.
USA Elm JUSMMAT
APO 254, New York, New York

MOORE, ROSWELL, JR.
98th Transportation Detachment
APO 143, San Francisco, Calif.

MOSBURG, HENRY L.
Quarters T226-B
Fort Carson, Colorado 80913

NASH, JOHN N.
16th Aviation Battalion
APO 46, New York, New York

NEU, GEORGE T.
62 Bexford Drive
Newport News, Virginia 23602

OLEARY, ARTHUR J.
4411 Roman Drive
Columbus, Georgia

ORR, GERALD W.
Hq., 8th Aviation Battalion
APO 185, New York, New York

ORTNER, ANTHONY J.
HHC 11th Air Assault Division
Fort Benning, Georgia 31905

PALUMBO, LOUIS F.
3302 Lake Inks Avenue
Killeen, Texas 76541

PANAGEAS, DAN P.
Hq. & Hq. Co., 44th Hel. Bn.
Fort Benning, Georgia 31905

PATTERSON, JOHN F.
Ethiopia, U.S. Mapping Mission
APO 319, New York, New York

PETERSON, RONALD N.
Hq., 1st Battalion, 54th Infantry
APO 139, New York, New York

CAPTAINS (CONT.)

POOL, RUSSELL F.
180-C Kessler Drive
Fort Benning, Georgia 31905

PRITCHETT, DOUGLAS A.
433 Baxley Way
Columbus, Georgia

QUEDENS, BERNARD B.
Co. A, 229th Aslt Helicopter Bn
Fort Benning, Georgia 31905

RAMSEY, BOBBY A.
1384 Ebinport Road
Rock Hill, South Carolina

RAY, WILLIAM D.
300 Parke
Mineral Wells, Texas

REED, JAMES R.
37 Boyce Lane
Fort Rucker, Alabama 36362

RHEIN, JOHN H.
Troop D, 3rd Sqdn., 8th Cavalry
APO 28, New York, New York

ROBINSON, CHARLES A.
134-B Kessler Court
Fort Benning, Georgia 31905

RODENMAYER, JOHN P.
P.O. Box 381
Fort Rucker, Alabama 36362

SANDS, THOMAS A.
U.S.A. Engr. Dist. - Far East
APO 301, San Francisco, Calif.

SCHADE, CALVIN W.
P.O. Box 243
Fort Rucker, Alabama 36362

SCHWARTZ, JAMES L.
2430 Jefferson Street
Terre Haute, Indiana

SCOGGINS, LARRY E.
US Armor School, OCC Class 1
Fort Knox, Kentucky

SCULLY, ROBERT C.
HHC 1st Battalion, 16th Infantry
Fort Riley, Kansas

SENEY, DAVID C.
44th Air Trans. Battalion, Hq. Co.
Fort Benning, Georgia 31905

SMITH, DERALD H.
1st Battalion, 87th Infantry (M)
APO 34, New York, New York

SMITH, JOHN R.
516 Florida Drive
Columbus, Georgia

SNYDER, QUAY C.
62 Bullard Loop
Fort Leavenworth, Kansas 66027

SOSSAMON, JAMES F.
3rd Battalion, 19th Infantry
APO 29, New York, New York

STANFORD, HAROLD D.
952 Bunker Hill Road
Columbus, Georgia

STEVENS, RONALD J.
5120 Kingston Drive
Columbus, Georgia 31900

STEWART, JOHN P.
G-3 Section, Seventh U.S. Army
APO 46, New York, New York

STONE, GORDON L.
114th Aviation Company (AML)
APO 157, San Francisco, Calif.

STONE, HOWARD F.
Quarters 539-A
West Point, New York

ARMY FIXED WING TRAINING COMBINED AT USAAVNS

After months of extensive study and planning, the Department of Fixed Wing Training was established at the U.S. Army Aviation School on October 1, 1964. In utilizing civilian contract fixed wing personnel to the fullest, the new organizational concept achieves a reduction in the number of military personnel spaces thus releasing many highly qualified Army Aviators for duty elsewhere in the field.

In consolidating the Departments of Primary and Advanced Fixed Wing Training under one new department, all training previously conducted by the separate departments will now be performed by the Department of Fixed Wing Training. This means that all fixed wing training, except tactics, will be under one Department Director, Lt. Colonel Damas H. Boardman, Jr.

NEW RESPONSIBILITIES

Among the changes evolving from the establishment of the Department are several newly named divisions. The Multi-Engine Flight Division has been redesignated the Advanced Qualification Flight Division. Commanded by Lt. Colonel George E. Lawrence, this division will be responsible for the OV-1 and OV-2 Pilot Transition Course, the U-8 Qualification Course, and the Fixed Wing Instrument Examiner Course.

Established to monitor and evaluate the primary portion of flight training conducted by Ross Aviation, Inc., for the initial entry flight students, the Primary Contract Flight Division is commanded by Lt. Col. Stanley R. Blunck.

The Advanced Contract Flight Division, commanded by Maj. John A. Murray, has retained its name but will no longer conduct stagefield training or initial strip work since these activities will be given in the primary phase. The Advanced Contract Flight Division will instruct advanced strip work, formation flying, tactical load orientation and tactical night flying orientation. The Standardization Flight Division, commanded by Major James W. Johnson, Jr., and the Academic and Synthetic Division, commanded by Major Theodore S. Ferry, will continue their previous mission within the new department with only minor changes.

The Instrument Flight Division, commanded by Lieutenant Colonel Ronald H. Duell, will continue its present mission until completion of FY 64 flight training classes. Early in 1965, this Division will be redesignated the Instrument Contract Flight Division and will monitor and evaluate the instrument portion of flight which will be administered by the civilian contract agency.

OBITUARIES

JERRY L. HUGHES

First Lieutenant Jerry L. Hughes, assigned to the U.S. Army Aviation School, Fort Rucker, Ala., sustained fatal injuries when his UH-19D helicopter crashed during the conduct of a training mission near Blakely, Ga., on October 1, 1964. He is survived by his widow, Mrs. Lois C. Hughes, of 30 Duke Street, Fort Rucker, Ala.

MAX L. SEYFRIED

Captain Max L. Seyfried, assigned to the 3d Aviation Battalion, 3d Infantry Division at Kitzingen, Germany, was killed in the crash of a U-6A Beaver aircraft near Gramschatz, Germany, on September 24, 1964. He is survived by his widow, Mrs. Peggy Ann Seyfried, of Rural Route #1, Bassett Road, Athens, Ohio.

BARRY A. WINKELMAN

Captain Barry A. Winkelman, an Army Aviator assigned to the 3d Aviation Battalion of the 3d Infantry Division, Kitzingen, Germany, sustained fatal injuries in the crash of an Army U-6A Beaver near Gramschatz, Germany, on September 24, 1964. He is survived by his widow, Joan E. Winkelman, and two sons, Don and Bill, at 5500 Lothian Road, Baltimore, Maryland; his parents, Mr. and Mrs. Morris Winkelman, of Baltimore, Maryland; and a sister, Nancy Lee Winkelman.

♦ ♦ ♦

A Change of Address Notice submitted to "Army Aviation Magazine" will serve to change the reader's address of record with AAAAA, the Flight Pay Protection Plan, and/or the Life Insurance Plan. All share a common Westport, Conn. address.

CAPTAINS (CONT.)

STONE, JAMES E.
2906 Ladd Street
Columbus, Georgia 31903

TEMPLE, WILLIAM T.
Dir. of Matl. Maint., Acft. Br.
Fort Bragg, North Carolina

THURMOND, JAMES F.
Hqs., 795th Maintenance Bn.
APO 34, New York, New York

TIDLER, JOHN W.
1700 River Drive
Watertown, Wisconsin

TOBIASON, ALLAN R.
5200 Gettysburg Way
Columbus, Georgia

TOLFA, EDWARD, JR.
Box 72
Breaso, Texas

TREACY, JOHN T.
USAPHS Class 65-2
Fort Wolters, Texas

TYLER, THOMAS H.
502 Ross Road
Fort Walton Beach, Florida

ULZHEIMER, ROBERT
School Bde., USAIS Class 65-1
Fort Benning, Georgia 31905

VAN METER, HAROLD C.
60th Aviation Company
APO 46, New York, New York

VAUGHAN, CHARLES U.
13150 S.W. Fielding Road
Oswego, Oregon 97034

WALKER, MILTON H.
21st Avn Co, 5th Bn Gp, 31st Inf
Fort Rucker, Alabama 36362

WEAVER, CARL A., JR.
USAPHS 2 Squadron 09B
Fort Wolters, Texas

WEEKS, RICHARD G.
5310 St. Mary's Road
Columbus, Georgia

WENTWORTH, DAVID B.
Box 987 Officer Student Det.
Fort Monmouth, New Jersey

WEST, ARTHUR H.
1824 Lakeway Avenue
Kalamazoo, Michigan 49001

WHEAT, THOMAS W., JR.
1741 Ferris Avenue
Lawton, Oklahoma 73505

WINKEL, PAUL P., JR.
3308 Carolina Place
Alexandria, Virginia

WOOD, ERNEST M., JR.
28 Irwin Street
Fort Rucker, Alabama 36362

WOOD, ROBERT L.
409 Michigan
Storm Lake, Iowa

WOSICKI, WALTER J.
1034 Douglas Drive
Pomona, California

WRIGHT, LEWIS W., III
5034 Libbey Street
Fort Worth 7, Texas

YOUNG, RAYMOND H.
255th Signal Detachment
APO 91, San Francisco, Calif.

ZUGSCHWERT, JOHN FRED
110th Aviation Company
APO 168, New York, New York

**We left the gears and shafts out
of our new solid state transceiver,
and what does it get you besides
lighter weight and smaller size?**



10 times the reliability!

Gone are the troublemaking mechanical parts, replaced by reliable solid state components. You even *tune* electronically and "instantaneously" with the new Bendix® RTA-41 VHF Communications Transceiver. MTBF projects to about 2500 hours: ten times the reliability of earlier equipment! Built-in monitor and self-test circuits give you a valid confidence check.

Of course, you get all the other benefits of solid state design in the RTA-41: less weight (17 lbs.); smaller size (short, one-half ATR); less power drain. Transmitter output is 25 watts minimum; receiver sensitivity, better than 2 microvolts for a signal-plus-noise to noise ratio of 6db.

You also get SuperSquelch, a Bendix development that

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 Bendix
CORPORATION

LIEUTENANTS (CONT.)

BALLARD, REGINALD W.
3rd AR Division HBB
APO 165, New York, New York

BRADLEY, ROBERT N.
11478 Markley Road
Gaines, Michigan

CAROTHERS, JOE D.
66th Aviation Company
APO 79, New York, New York

CLARK, JOHN P.
Twp. B, 3-17th Cavalry, 11th AAD
Fort Benning, Georgia 31905

CRUMP, MORRIS E.
4701 Arden Drive
Columbus, Georgia

DANIELS, RICHARD A.
413 Westview Drive
Osark, Alabama

FICKLE, THOMAS H.
216 Magruder Street, WV
Mineral Wells, Texas

FIEBIG, ERNEST L.
3405 Collingwood Avenue
Wyoming, Michigan 49599

FORCE, RONALD W.
P.O. Box 482
Daleville, Alabama

FREDRICK, GILBERT H., JR.
2834 Goldsmith
Houston, Texas 77025

FREMSTAD, CLIFFORD
4444 Celia Drive
Columbus, Georgia

HUETTING, KEITH A.
Officer Student Company
Fort Rucker, Alabama 36362

HUTCHISON, DAVID W., JR.
WOC Training Section USAPHS
Fort Wolters, Texas

JACKSON, CLAUDE K.
2600 Bravado Drive, Apartment 29
Rancho Cordova, California

JANAS, EDWARD A.
815 Straight Lane
Randolph AFB, Texas 78148

JEFFERIES, LARRY D.
121st Aviation Company
APO 96, San Francisco, Calif.

JOHNSON, ROBERT W.
3577 Meadow Drive
Columbus, Georgia

KIRBY, RANCE A.
815 N.W. 5th Avenue
Mineral Wells, Texas

MOGENSEN, DONALD K.
Mullins Trailer Park
Daleville, Alabama 36322

POWELL, MADISON H.
1st Avn. Co., 37th Air Trans. Bn.
Fort Benning, Georgia 31905

RANKIN, THOMAS C., JR.
USAPHS Class 65-2
Fort Wolters, Texas

REAVES, DENNIS E.
3103 Highland Terrace W.
Austin, Texas

SPISAK, JOHN J.
24 Carey Street
Fort Rucker, Alabama 36362

WHITE, WILLIAM C., JR.
65th Trans. Co. USARL Avn. Bn.
APO 731, Seattle, Washington

LIEUTENANTS (CONT.)

WOUTERS, FRANK D.
495 Rogers Avenue
Macon, Georgia

CWO'S

BAYLOR, WILLIAM A.
1412 Marion Drive
Pittsburg, Pennsylvania 15236

BUECHTER, ROBERT W.
Box 11, ARSEC MAAG
APO 63, San Francisco, Calif.

COLLINS, RICHARD F.
5726 Bloeridge Drive
Columbus, Georgia 31907

COOPER, RICHARD S.
U.S. Army Aviation School
Fort Rucker, Alabama 36362

FEUTZ, LESTER
118th Trans. Helicopter Company
Fort Benning, Georgia 31905

GOLDSBERRY, JAMES O.
308 Franking
Eules, Texas

HENDERSON, CHARLES R.
131 Linbrook Drive
Newport News, Virginia 23602

HOLLAND, JOSEPH P.
1035 Randall Court
Hampton, Virginia

IRVINE, IAN C.
303-2 Ewell Street
Fort Riley, Kansas 66442

JENKINS, TEDDY P.
Route 2
Paris, Tennessee

LANCE, DALE E.
Company A, 1st Aviation Battalion
Fort Riley, Kansas 66442

LANGWASSER, JOHN P.
1st Aviation Detachment
APO 253, New York, New York

LEDUC, VINCENT J.
521st Engineer Group
APO 28, New York, New York

MUNSON, ELBERT W.
Quarters 320-D
Fort Story, Virginia

MYERS, FORREST E.
30th Transportation Company (DS)
Fort Campbell, Kentucky 42223

PAUL, DELBERT A.
345 Victoria Drive
Columbus, Georgia 31907

REDDERSON, FLOYD F.
A Co., Avn. Bn., 82nd Abn. Div.
Fort Bragg, North Carolina

ROBERTS, WILLIAM W.
4th Transportation Company
APO 165, New York, New York

SALTSMAN, MARVIN L.
282 Channing Drive
Fayetteville, North Carolina

SAYLOR, DAVID R.
1443 Sunshine Court
Oakland, California 94621

SCOTT, DONALD H.
2008 Carritt Drive
Bryan, Texas

SHORTBRIDGE, RICHARD B.
1354 Pesrl Street
Alameda, California 94502

CWO'S (CONT.)

SMITH, RONALD I.
44th Air Trans. Bn., Hq Company
Fort Benning, Georgia 31905

STADULIS, LAWRENCE G.
Quarters 2354-C, 11th Street
Fort Eustis, Virginia

SULLIVAN, BERNARD P., JR.
U.S. Army Aviation School
Fort Rucker, Alabama 36362

TURNER, HOLLIS C.
P.O. Box 1151
Fort Eustis, Virginia 23604

VAUGHT, RALPH J.
527 Maurice Drive
Woodbridge, Virginia

ZEIGLER, ROBERT M.
Company A, 3rd Aviation Battalion
APO 800, New York, New York

WARRANT OFFICERS

ANDERSON, JIMMY R.
910 Mary Street
Copperas Cove, Texas

BURRITT, DONALD J.
5126 Biscayne Drive
Columbus, Georgia

BUTLER, LARRY L.
118th Aviation Company
APO 27, San Francisco, Calif.

CHARPENTIER, NORMAN J.
Co. B, 2nd Avn. Bn., 2nd Inf. Div.
Fort Benning, Georgia 31905

COKER, CLAYTON L.
25th Aviation Battalion, Co. A
APO 25, San Francisco, Calif.

COOK, THOMAS D.
Company A, 3rd Aviation Battalion
APO 890, New York, New York

CUMMINGS, DAVID L.
374 Spear Drive
Fort Bragg, North Carolina

DALMASO, RAYMOND G.
Co. B, 15th Avn. Bn., 1st Cav. Div.
APO 24, San Francisco, Calif.

DE LOS SANTOS, RONALD
1st U.S.A. Flight Detachment
Fl. Totten, Brooklyn, New York

EARLES, ALVIN C.
120th Aviation Co. (Airmobile)
APO 143, San Francisco, Calif.

EVANS, CARL F.
3rd Transportation Company (LH)
Fort Belvoir, Virginia

HAGGERTY, RICHARD J.
121st Aviation Co. (Airmobile)
APO 96, San Francisco, Calif.

HILL, JERRY D.
120th Aviation Co. (Airmobile)
APO 143, San Francisco, Calif.

HILL, ROLLIN A.
282, 2nd Armored Cavalry
APO 411, New York, New York

KAPLAN, SANDY N.
56 Matheson Road
Columbus, Georgia

McLACHLAN, GEORGE W.
Sharpe Army Depot
Lathrop, California

MORGAN, ROBERT J.
119th Aviation Co. (Airmobile LQ)
APO 95, San Francisco, Calif.

WO'S (CONT.)

PALIVODA, DANIEL G.
227th Hel. Aslt. Bn., 11th AAD
Fort Benning, Georgia 31905

PEPIN, WILLIAM L.
2706 Reese Road, Apartment 8
Columbus, Georgia

PETERSEN, DWAYNE L.
220 Collins Drive
Columbus, Georgia

PHILLIPS, ARTHUR F.
Hq Co, 4th USA Missile Command
APO 8, San Francisco, Calif.

RIFE, DON E.
120th Aviation Company
APO 143, San Francisco, Calif.

ROSAS, LOUIS J., JR.
101st Airborne Division
Fort Campbell, Kentucky

ROWHUFF, WALTER R.
2416 Duane
Topeka, Kansas

SEITZ, LLOYD F.
119th Aviation Company
APO 95, San Francisco, Calif.

SIMS, TROY D.
24th Engineer Group
APO 227, New York, New York

STOOKEY, MURRAY V.
17-C Southside Court
Columbus, Georgia

TRIBBLE, CHARLES H.
60th Aviation Company
APO 46, New York, New York

TURNER, JOHN K.
3804 Arundel Drive
Mountain Brook, Alabama

WAGGENER, THOMAS E.
P.O. Box 63
Phenix City, Alabama 36867

WO'S (CONT.)

WATLAND, JAMES E.
1133 Acorns Street
Fayetteville, North Carolina

WEBB, LEO K.
39th Engineer Group
APO 154, New York, New York

WHITEHOUSE, BARRY W.
114th Air Mobile Company
APO 38, San Francisco, Calif.

SP/6'S

GREEN, CARL F.
65th Transportation Company
APO 731, Seattle, Washington

S/SGT'S

TAYLOR, MERRILL W.
20th Transportation Company
Fort Campbell, Kentucky

ASSOCIATES

BRIDGES, MR. ED A.
43 Dancer Street
Sierra Vista, Arizona

CAWTHORNE, MRS. EARLENE G.
10339 Braddock Drive
Calver City, California

DAMERON, MRS. RUTH
602 East Virginia Avenue
Bessemer City, N.C. 28616

DECKINS, MR. C.H.
11 Highbourne Road
Toronto 7, Ontario

EBROM, MRS. MASSYE JANE
1626 Highland Boulevard
San Antonio, Texas

ASSOCIATES (CONT.)

GULLEDGE, CHARLES G.
Dynalectron-2233 Wisc., N.W.
Washington, D.C. 20007

KELLY, MRS. JESSE H.
609 South Main Street
Sylvania, Georgia

LONDON, MRS. THEORA
1019 Rosewood Drive
Columbus, Georgia

MADEIRA, MR. REX H.
621 D Avenue
Lawton, Oklahoma

POHLMAN, MR. WILLIAM F.
Combat Operations Research Gp.
Fort Belvoir, Virginia

PRAGO, MR. NELSON S.
163 Paseo Dela Concha
Redondo Beach, California

SALTER, MR. TOM
2304 Dearborn
Augusta, Kansas 67010

WELLING, MR. C.H., JR.
Martin Company, Mail No. 3106
Baltimore, Maryland 21203

RETIRED

EDSON, HALLETT D., BGen.
Kaman Aircraft Corporation
Bloomfield, Connecticut

GOODHAND, O. GLENN, BGen.
313 Vassar Road
Alexandria, Virginia

METZKER, JEFF J., Major
16229 S.E. Powell Boulevard
Portland, Oregon

SUITER, LEO F., Major
4416 Gates Street
Raleigh, North Carolina 27600

**ARMY AVIATION CENTER CHAPTER**

FORT RUCKER, ALA. — Some things are more important than a good time, and the members of Warrant Officer Fixed Wing Aviator Course (WOFWAC) 64-2 at the Army Aviation School have given up an expense-paid graduation party to help the family of a Warrant Officer Candidate who was killed last week.

The WOFWAC class received a check for \$255.00 from the Army Aviation Association of America (AAAA), representing a "membership incentive refund" for the class having attained 100 percent membership in the organization while in an initial entry aviation primary training status. Usually the AAAA membership refund checks are used by classes to underwrite the costs of their graduation parties, but this procedure was not for the members of WOFWAC 64-2.

Members of the class voted instead to give the funds to Mrs. Jack R. King of Fort Worth, Texas, whose husband was killed October 1 in the crash of a UH-1 helicopter near Blakely, Ga. The class decided that the cash would serve to help the family through a difficult time and, as for their own party, they'll still have it, but they will pay for it themselves.

Another aviation primary class, Officer Rotary Wing Aviator Course 64-1, which graduated from Fort Rucker, Ala. on July 14, 1964, received an AAAA Membership Incentive Refund check of \$192.00 which with an additional sum collected through a class per capita assessment the class met all bills attendant to their graduation party. Captain Stanley W. Marphy, now with the 2d Brigade, 2d Infantry Division at Fort Benning, Ga. and then in charge of the class graduation party, wound up with a \$49.00 plus after all bills were met, and in line with the wishes of his classmates, donated the \$49.00 amount to the AAAA Scholarship Foundation in the name of ORWAC 64-1, the first such donation ever received from an aviation primary training class.

Under the "Membership Incentive Refund Program" pursued by the AAAA, initial entry aviation primary student classes whose members achieve 100 percent enrollment in AAAA receive a \$3.00 per member refund in the form of an Association check made payable to the class leader.

Distinguished Guest Acceptances

1964 AAAA Honors Luncheon

Honorable Najeeb E. Halaby, Administrator, Federal Aviation Agency.

Honorable Stephen Ailes, Secretary of the Army.

Honorable Paul R. Ignatius, Under Secretary of the Army.

Honorable Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department.

Honorable Willis M. Hawkins, Assistant Secretary of the Army (Research & Development).

Honorable Daniel M. Luevano, Assistant Secretary of the Army (Installations & Logistics).

Mr. John H. Fitch, Deputy Assistant Secretary of the Army (Financial Management).

Mr. Charles L. Poor, Deputy Assistant Secretary of the Army (Research & Development).

Mr. A. Tyler Port, Deputy Assistant Secretary of the Army (Installations & Logistics).

Mr. William P. Durkee, Director of Civil Defense.

Mr. Alfred B. Pitt, General Counsel, U.S. Army.

Mr. Stanley Hillier, Jr., representing the Hillier Aircraft Company, sponsor of the "Aviation Soldier of the Year Award."

Mr. Rea E. Hopper, representing the Hughes Tool Company-Aircraft Division, sponsor of the "Outstanding Aviation Unit of the Year Award."

General Earle G. Wheeler, Chairman, Joint Chiefs of Staff.

General Harold K. Johnson, Chief of Staff, United States Army.

General Creighton W. Abrams, Vice Chief of Staff, United States Army.

General Frank S. Besson, Jr., Commanding General, Army Materiel Command.

General Hugh P. Harris, Commanding General, U.S. Continental Army Command.

Lieutenant General Lawrence J. Lincoln, Deputy Chief of Staff for Logistics.

Lieutenant General William W. Dick, Jr., Chief of Research and Development.

Lieutenant General Dwight E. Beach, Commanding General, Combat Developments Command.

Lieutenant General Charles W.G. Rich, Commanding General, Third U.S. Army.

Lieutenant General William H.S. Wright, Chief, Office of Reserve Components

Lieutenant General Walter L. Weible, USA-Ret., Executive Vice President, AUSA

Lieutenant General Richard D. Meyer, Director of Logistics, Joint Chiefs of Staff

Major General Edwin L. Rowny, Assistant Chief of Staff for Force Development

Major General George V. Underwood, Jr., Chief of Public Information

Major General Charles E. Brown, Chief of Chaplains

Major General Julian A. Wilson, Chief of Personnel Operations

Major General Joe C. Lambert, The Adjutant General

Major General William J. Sutton, Chief, Army Reserve

Major General H. Dudley Ives, The Inspector General

Major General Carl T. Turner, The Provost Marshal General

Major General Robert H. McCaw, The Judge Advocate General

Major General Winston P. Wilson, Chief, National Guard Bureau

Major General F.W. Boyle, Jr., Chief of Legislative Liaison

Major General Chester V. Clifton, Military Aide to the President

Major General Louis Walsh, U.S. Army Element, Central Intelligence Agency

Major General Clifton F. von Kamo, Commanding General, U.S. Army Aviation Center

Major General Harry W.O. Kinnard, Commanding General, 11th Air Assault Division

Major General Robert York, Commanding General, 82d Airborne Division

Major General David B. Parker, Headquarters, U.S. Army, Europe

Brigadier General John J. Tolson, Director of Army Aviation, OACSPOR

Brigadier General Keith Ware, Deputy Chief of Information

Brigadier General Robert R. Williams, Commanding General, U.S. Army Test & Evaluation Group

Brigadier General J.W. Stilwell, Deputy Commanding General, U.S. Army Center for Special Warfare

Brigadier General Howard F. Schilts, Commanding General, U.S. Army Aviation Materiel Command

Brigadier General Robert Cocklin, Advertising & Promotion Director, AUSA



ARMY AVIATION ASSOCIATION 1964 ANNUAL MEETING

The Sixth Annual Meeting of the Army Aviation Association will be held November 19-20, 1964 at the Shoreham Hotel, Washington, D.C., the site of the Association's first professional gathering in 1959.

The two day program will be highlighted by the Sixth Annual AAAA Honors Luncheon at which national awards will be presented to the "Army Aviator of the Year," the "Aviation Soldier of the Year," the "Outstanding Aviation Unit of the Year," and the winner of the "James H. McClellan Safety Award."

All members who attend the 1964 AAAA Annual Meeting will be expected to register. Members may register in advance during the period September 15-November 10 by completing the clip-out coupon on the opposite side and submitting it with their remittances to AAAA, 1 Crestwood Road, Westport, Conn. 06882.

The single registration fee covers the member's attendance at all Annual Meeting functions, other than the Honors Luncheon. The single registration fee is intended to include the registration of the member's wife.

HONORS LUNCHEON

Tickets for the Sixth Annual AAAA Honors Luncheon to be held at noon, Friday, November 20, 1964, in the Shoreham Hotel's new Regency Ballroom, are \$3.00 for all military and DAC personnel, and \$6.00 for all others. Chapter groups may reserve ten-seat tables prior to the convention by forwarding a check in

the amount of \$30 for each ten-seat table purchased.

Single Honors Luncheon tickets may also be purchased at the AAAA Registration Desks at the Shoreham Hotel, starting at 12 noon on Wednesday, November 18. Refunds for Luncheon tickets cannot be accepted after November 10.

PRESIDENT'S RECEPTION

The President's Reception, a second highlight of each AAAA Annual Meeting, will be held on Thursday evening, November 19, in the Regency Room of the Shoreham. National President Darwin P. Gerard and Mrs. Gerard, and the President-Elect and his wife, will be the hosts at this reception at which all registrants are welcome.

Each registrant is also invited to attend an Honors Reception that will precede the Honors Luncheon on Friday, November 20, and the Annual Diehards' Reception the same evening.

HOTEL RESERVATIONS

Members desiring accommodations at the Shoreham Hotel (\$12.00 single; \$16.00 twin) are urged to write directly to the Shoreham Hotel at 2500 Calvert Street, N.W., Washington, D.C. 20008 or to a hotel of their own choice.

Shoreham Hotel reservations cannot be assured after November 9, nor can the hotel hold reservations after 8 p.m. without a letter of guarantee or deposit.



AAAA ANNUAL MEETING ADVANCE REGISTRATION COUPON

Enclosed please find \$ _____ in payment for my registration for the 19-20 November 1964 Annual Meeting of AAAA and for the tickets that I have indicated below:

FUNCTION	QUANTITY	PRICE	AMOUNT
Registration Fee*	_____	\$3.00	_____
Ladies Luncheon, 19 November	_____	\$4.50	_____
AAAA Honors Luncheon, 20 November:			
Military, DAC Personnel	_____	\$3.00	_____
All others	_____	\$6.00	_____

NAME _____

ADDRESS _____

CITY _____

UNIT OR FIRM _____

* Includes registration of wife and attendance at the President's Reception on Thursday evening, 19 November, and attendance at Pre-Honors Luncheon Reception on Friday, 20 November.

Payment in full must accompany this registration request. Make your check payable to AAAA and mail with this Advance Registration Coupon to AAAA, 1 Crestwood Road, Westport, Conn. 06882. Cancellations cannot be accepted after 10 November, 1964. Registration Badges and Honors Luncheon Tickets may be picked up at the AAAA Registration Desks in the Shoreham Hotel starting at noon, 18 November.

■ WEDNESDAY, NOVEMBER 18:

1200-1800 Registration
1500-1600 Business Meeting. National Executive Board.
1900-2100 Early Birds' Gathering.

■ THURSDAY, NOVEMBER 19:

0900-2000 Registration.
1000-1200 Business Meeting. General Membership. The president's Annual Report; the election of National Officers for the 1964-1967 term of office; presentation of agenda items by delegates and members.
1100-1400 Ladies Luncheon.
1200-1400 Open Luncheon for the general members.
1200-1400 Chapter Delegates Business Luncheon.
1200-1400 National Executive Board Business Luncheon.



1415-1630 Afternoon presentation: "Army Aviation - Past, Present, and Future."
1700-1800 Annual Reunion of the Cub Club. Roll call followed by induction of new members.
1700-1800 Happy Hour.
1900-2100 National President's Reception. (Limited to Registrants).

■ FRIDAY, NOVEMBER 20:

0900-1200 Registration.
0930-1045 Final Business Meeting. General Membership.
1000-1100 Escort Assembly
1000-1045 Press Briefing
1100-1200 Pre-Luncheon Cocktails.
1200-1400 6th Annual AAAA Honors Luncheon. Presentations by the Honorable Stephen Ailes, Secretary of the Army, and General Harold K. Johnson, Chief of Staff, United States Army.
1500-1600 Final Business Meeting. National Executive Board. Installation of New Officers for 1964-1967 and appointment of National Members-at-Large.
1800-2000 Annual Diehards' Reception for Registrants. Sponsored.

This Program is subject to change.

Give your children
a headstart in life...

1. **ONE \$75 PREMIUM —**
pays for \$1000 life protection to age 23. Issued at ages 0 through 18.
Nothing more to pay!
2. **AUTOMATICALLY INCREASES**
at age 23 to \$5000 life insurance.
Extra low \$75 annual premium guaranteed.
Payable only to age 65.
3. **INCLUDES 5 IMPORTANT**
GUARANTEED INSURABILITY OPTIONS—
You can buy an additional \$25,000 in
units of \$5000 each at ages 25, 28, 31, 34,
and 37 with no medical examination.
4. **UP TO 2 UNITS AVAILABLE.**

WRITE
FOR
FACTS
TODAY!

HEADSTART INSURANCE PLAN
LADD AGENCY, INC.
1 CRESTWOOD ROAD
WESTPORT, CONN. 06882

MILITARY

AVIATION PLACEMENT SERVICE

■ SAFETY/SALES MANAGEMENT

SENIOR ARMY AVIATOR, age 32, married, college graduate. Desires position with aviation industry in safety, personnel, sales management or research. 10 years' military experience. Com'l SEL, helicopter, instrument, 2,000 hours total time. Graduate of USC Safety Course and AVSER Crash Injury Investigators Course. Two years' experience as flight safety officer for world's largest helicopter training school. For resume, write AAAA, Attn: Box 4040, Westport, Conn. 2

■ AVIATION MANAGEMENT

MASTER ARMY AVIATOR with Airline Transport Rating, Army Spec Instrument Card (Airplane & Helicopter), Instrument Flight Examiner, 5,500 hours total time. 18 years in Army aviation with extensive experience in flt opns, flt tng, comd & staff, airfield mgmnt, and Army rep to US & European govt aviation agencies, seeks managerial posn in line with Army experience, i.e., flt opns, flt tng school, airport/fixed base opns mgmnt, or aviation industry representative. Available immediately. For resume, write AAAA, Attn: Box 932, Westport, Conn. 2

■ FLIGHT/FLIGHT INSTRUCTION

AVAILABLE November 1. Will bring experience of 11 years in Army aviation to new challenge. 3,700 hours, including 1,000 in helicopters. Ski-plane, seaplane, multi-engine, & instrument. Experienced flight instructor and training supervisor. Exceptional college record with degree. Married, age 34. For resume and photo, write AAAA, Box 4460. 1

■ PILOTS

LIMITED number of openings available for fixed and rotary wing pilots for Far East and Southeast Asia flight operations. Minimum requirements include ability to obtain US FAA Medical Certificate without waivers, 1,500 hours pilot time, and a CSMEL/I Certificate. UH-34 and UH-21 pilot command time preferred. For additional information on company operations,

benefits, and requirements, write AAAA, Attn: Box 32, Westport, Conn. 1

■ MAINTENANCE MANAGEMENT

MAJOR AVIONICS manufacturer seeks man knowledgeable in Army organization, logistics, and avionics maintenance to head a specialized group of engineers & technicians. Should have sound technical background in abn electronics and above average ability in man mgmnt. Salary, fringe benefits, etc. dependent upon ability and open to discussion during course of selection. For details, write AAAA, Box 6815, Westport, Conn. 2

CHAPTER

MEMBERSHIP ACTIVITIES

A three-member committee to sponsor ladies' activities for the members and the wives of members in the Greater Washington, D.C. area throughout the year and during the course of the Annual Meeting has been appointed by the Washington, D.C. Chapter, according to an announcement by Lewis E. Casner, Chapter president.

The committee - to be known as the AAAA Local Wives' Steering Committee - will be composed of three members who will serve for three-year terms ending in June. The initial appointments were made for one-, two-, and three-year terms to establish a three-year staggered election system. Chairmanship of the new committee will rest with the member serving in the last year of her three-year term of office.

The committee has been authorized to appoint subcommittees for the conduct of individual ladies' activities concerning Chapters members and the wives of members, and to work directly with the AAAA National Office for any direct mail publicity assistance that may be required.

The initial-year committee membership consists of Mrs. Leone Schulz, 1964-1965 Chairman, of 805 Rose Lane, Annandale, Va.; Mrs. Elaine Putnam, '65-'66 Chairman; and Mrs. Jo Goodhand, '66-'67 Chairman. Inquiries and suggestions are welcome by the committee and may be directed to the chairman.

Allison T63 proves reliability in recently completed Army LOH flight tests

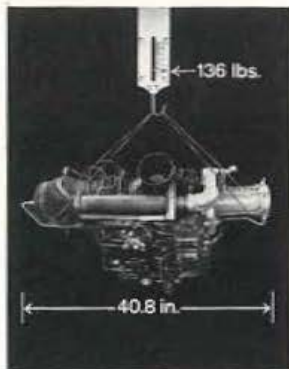


Photographed at Ft. Rucker, Alabama: the Hiller OH-5A, Bell OH-6A and Hughes OH-6A, from front to rear—all powered by the Allison T63 engine.

LOH flight endurance tests, completed in June at Ft. Rucker, Alabama, have proved the ruggedness and reliability of Allison's T63 gas turbine engine.

In a wide variety of environments and climatic conditions, both at Ft. Rucker and at Army flight test centers in California, the T63-powered LOH prototypes completed the flight endurance program on schedule.

Evaluation is now underway to select the airframe, which will be placed in production. Bell Helicopter Company, Hiller Aircraft Corporation, and the Aircraft Division of Hughes Tool Company have prototype helicopters in the airframe competition.



The 250-horsepower T63 is Allison's smallest and lightest gas turbine engine.

The 250-horsepower T63 logged over 6,000 hours of flying time in the LOH flight test phase. To date, this 136-pound gas turbine engine—slightly over a yard long and only one-third as heavy as piston engines of equal power—has accumulated more than 16,000 hours of operating time.

If you'd like more information on the Allison T63 engine, write: Allison Division of General Motors, Box 894AA, Indianapolis, Indiana 46206.

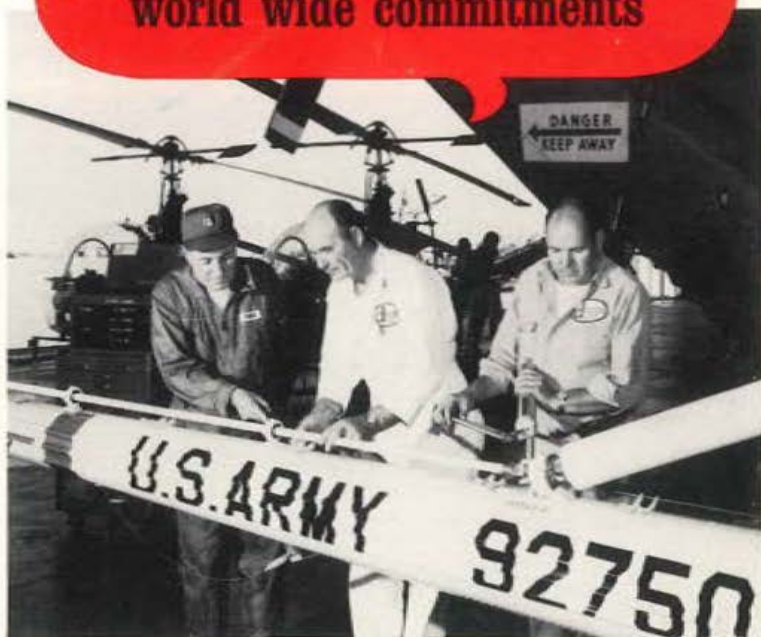
ON TARGET WITH LOW POWER

Allison



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

**operational readiness for
world wide commitments**



This is the objective of Army aviation. Not an easy one to attain, but made easier by the aircraft and ground support capability of Dynalectron. Its personnel work hand-in-hand with Army aviation personnel, or accomplish total requirements on base or at a Dynalectron facility. A ready force of unsurpassed technicians and mechanics, fully equipped and trained for all aspects of maintenance, modification, overhaul or modernization—this is Dynalectron's contribution to the Army's aviation readiness for operation commitment—anywhere it may be needed.

Qualified engineers and technicians are invited to submit resumes in complete confidence. Equal opportunity employer.



DYNALECTRON CORPORATION

2233 Wisconsin Avenue • Washington, D.C. 20007

AND Missile range operation and data reduction • Electronics • Space technology and equipment