

# ARMY AVIATION

OCTOBER-NOVEMBER 1964

Powered by a Lycoming engine, the fast, maneuverable Bell Sioux helicopter puts field hospitals only a short hop away from battle areas. Result? Risk of transporting casualties is greatly reduced.

Whatever your power needs, you can depend on Lycoming engines.

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SIOUX IS A  
MEDICINE  
MAN**



# Lycoming

Division — Avco Corporation  
Williamsport, Pennsylvania

# chipook

# PROGRESS

## CH-47A CHINOOK LIFTS "ITSELF"

The Chinook can not only airlift other grounded aircraft that can not be retrieved by any other means from inaccessible areas—but it can also retrieve another Chinook. This capability permits a Chinook unit to carry out retrieval of its own aircraft if the need arises. The photo at left shows a Chinook carrying out such a retrieval operation. The ability to return to combat costly aircraft which might otherwise be lost, permits the maintenance of a high state of combat readiness.



## CHINOOK MAKES ENDURANCE FLIGHT

On 8 November, the CH-47A helicopter was flown for a continuous period of 6 hours and 40 minutes to determine the feasibility of CH-47A ferry flight.

Crew members of this endurance flight were Major Dwight Lorenz, Captain Otto J. Hierholzer, CWO Willy Huff, SP5 Larry Truesdale, Flight Engineer and SP5 Ralph Moseley, Crew Chief.

The CH-47A, as presently delivered, is capable of self-deployment of 850 nautical miles nonstop by use of the 2,000 gallon pillow tank installed in the aircraft and adapted for fuel transfer into the integral fuel tanks.

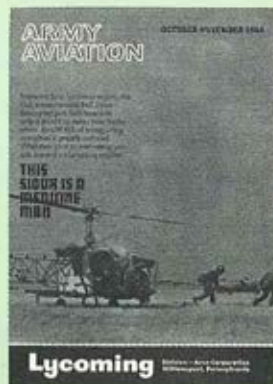
The total distance of this endurance flight was 812 nautical miles. The average ground speed over the route was 122 knots and the fuel remaining at the end of the flight was 1,000 pounds.



# ARMY AVIATION

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OCT.-NOV., 1964**

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# TEN new world records claimed by Army UH-1D SPEED!



# DISTANCE!

# CLIMB!



## Class E-1... open to helicopters of any weight

	NEW	OLD
Distance in Straight Line, miles	1,348.8	1,217
This broke Bell's oldest record set in 1952		
Distance in Closed Circuit, miles	1,614.6	1,531
Old record — Russia, 1964		
Speed in Closed Circuit, 2,000 Kilometers, (1,242.8 miles), mph	139.9	126.13
Old record — Russia, 1964		
Time to Climb to 3,000 Meters (9,843 ft.)	2 min. 9.6 sec.	2 min. 17.3 sec.
Old record — Bell, 1962		
Time to Climb to 6,000 Meters (19,686 ft.)	4 min. 35.8 sec.	5 min. 47.4 sec.
Old record — Bell, 1962		
Time to Climb to 9,000 Meters (29,529 ft.)	9 min. 13.7 sec.	14 min. 30.7 sec.
Old record — Kaman, 1961		

## Class E-1, d... helicopters of weight from 3,858 to 6,614 lbs.

	NEW	OLD
Speed in Closed Circuit, 1,000 Kilometers (621.4 miles), mph	146.0	134.9
Old record — Bell, 1962		

## Class E-1, e... helicopters of weight from 6,614 to 9,921 lbs.

Distance in Straight Line, miles	1,348.8
No previous record	
Distance in Closed Circuit, miles	1,242.8
No previous record	
Speed in Closed Circuit, 2,000 Kilometers (1,242.8 miles), mph	139.9
No previous record	

Records set between September 16 and October 7, 1964  
These flights were observed by officials of the National Aeronautic Association, U. S. representative group of

the Federation Aeronautique Internationale, official certifying body for all world aircraft records. FAI will check data, before records become official.

These new record flights by Army pilots run Bell's total score up to 29, many of which still stand. Bell now claims or holds  $\frac{1}{5}$  of the world's rotorplane records,  $\frac{2}{5}$  of the U. S. records (more than all U. S. helicopter manufacturers combined) and more than Russia. These records demonstrate Bell's unique capability to design, engineer and produce military helicopters of unequalled performance.

WORLD  
STANDARD  
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MILITARY & COMMERCIAL HELICOPTERS



**BELL HELICOPTER COMPANY**

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LEFT: CAPT. RESATESME AND LT. MEHMET TERMIYECI OF TURKEY, STUDENTS IN OFFICER ROTARY WING QUALIFICATION COURSE CLASS 65-3Q AT THE USAPHS, FORT WOLTERS, TEX., WERE GUESTS OF THE POST COMMANDER AT A POST LUNCHEON. SHOWN LEFT TO RIGHT ARE COL. WAYNE N. PHILLIPS, ASST COMMANDANT; CAPT. ESME; COL. KEMUEL K. BLACKER, POST COMMANDER AND USAPHS COMMANDANT; LT. TERMIYECI; AND LT. COL. WILLIAM A. BEARDEN, THE DIRECTOR OF INSTRUCTION.

RIGHT: ITS FIRST COMPLETE TRANSITION FLIGHT COMPLETED, THE RYAN-BUILT U.S. ARMY XV-5A LIFT-FAN V/STOL RESEARCH AIRCRAFT APPROACHES OVER AN EDWARDS AIR FORCE BASE RUNWAY, SLOWS TO A HOVER, AND TOUCHES DOWN IN VERTICAL LANDING. NOTE "BUTTERFLY" DOORS OVER THE WINGS FANS AT "OPEN" DURING VERTICAL FLIGHT. THE TEST PROGRAM IS BEING CONDUCTED BY RYAN AND GENERAL ELECTRIC UNDER CONTRACT TO THE TRANSPORTATION RESEARCH COMMAND AT FORT EUSTIS, VIRGINIA. (RYAN PHOTO)



LEFT: LIEUTENANT COLONEL RICHARD B. AUSTIN, COMMANDER OF THE U.S. ARMY HOSPITAL AT FORT RUCKER, ALA., CONGRATULATES LT. COMMANDER THOMAS T. PROVOST, HONOR GRADUATE OF A 4-WEEK FLIGHT SURGEONS' COURSE, AND ONE OF THE FIRST OF TWO COAST GUARD OFFICERS TO BE GRADUATED FROM THE COURSE. LT. COMMANDER PROVOST IS ASSIGNED TO THE ELIZABETH CITY COAST GUARD AIR STATION, ELIZABETH CITY, N.C. (USA PHOTO)

RIGHT: MAJOR GEORGE V. YOUNG (LEFT), COMMANDING OFFICER OF THE 114TH AVIATION COMPANY, IS SHOWN WITH MAJOR GENERAL DELK M. ODEN, CG OF THE U.S. ARMY SUPPORT COMMAND IN VIETNAM, JUST AFTER BEING AWARDED THE DISTINGUISHED FLYING CROSS, AND THE ARMY COMMENDATION MEDAL WITH "V" DEVICE FOR VALOR. THE AA WAS CITED FOR HIS ACTION IN COMBAT OPERATIONS INVOLVING RESCUE OF PERSONNEL FROM DOWNED AIRCRAFT ON TWO SEPARATE OCCASIONS IN JUNE 1964. (USA PHOTO)



# THE CAE TWINS ARE GROWING UP



13 months from inception to birth and here they are just 8 months old ready to ditch the diapers while Preparing For Real Trousers

They're swinging along—from Detroit to Fort Worth, where preparations are underway for their initial flight testing in the Bell Helicopter Company's UH-1D

For detailed information on the CAE Model 217A-2, write or phone Mr. Seymour Genden, 12700 Kercheval Ave., Detroit, Michigan 48215. Phone: Area Code 313-822-1500.



CONTINENTAL AVIATION AND ENGINEERING CORPORATION



LEFT: IRANIAN ARMY OFFICERS 2ND LTS IRAJ YALE AND TAHMASEB ESMAIL-KARANI ARE SHOWN RECEIVING ENGRAVED PLAQUES FROM COLONEL KEMUEL K. BLACKER, FT. WOLTERS COMMANDER AND COMMANDANT OF THE U.S. ARMY PRIMARY HELICOPTER SCHOOL, SIGNIFYING THEIR COMPLETION OF ROTARY WING FLIGHT TRAINING AT THE USAPHS. SHOWN, LEFT TO RIGHT, ARE COL. BLACKER, LT. YALE, LT. ESMAIL-KARANI, AND CAPT. EUGENE KELLEY OF USAPHS, WHO SERVED AS THEIR MILITARY SPONSOR.

RIGHT: MEMBERS OF FORT WOLTERS' USAPHS WARRANT OFFICER CANDIDATE CLASS 65-5P ARE SHOWN STAGING A MOCK MILITARY FUNERAL FOR "WOC TIGER L. LOU." THE BURIAL AT BUTT HILL CEMETERY NO. 2 WAS ONE OF THE ATTRACTIONS OF THE OPEN HOUSE HELD NOVEMBER 21 BY WOCs AT THE USAPHS. A TRADITION AT FT. WOLTERS, THE BUTT HILL CEREMONIES SIGNIFY THE NEARING OF THE COMPLETION OF THE RIGOROUS PREFLIGHT INDOCTRINATION PERIOD EACH CLASS UNDERTAKES.



LEFT: A RESCUE VERSION OF THE LOCKHEED-CALIFORNIA RIGID-ROTOR HELICOPTER HAS BEEN PROPOSED BY COMPANY ENGINEERS. WHILE NOT PICTURED, THE RESCUE VEHICLE WOULD UTILIZE A NOSE BOOM TO PICK UP AIRMEN AND OTHERS FROM "DOWNED" LOCATIONS. IN THIS BOOM TEST THE XH-51A SHOWS ITS ABILITY TO CARRY A HEAVY OUTSIDE LOAD WITHOUT DANGER OF UPSETTING AS IT LIFTS A 170-LB. MAN AT THE END OF A 17-FOOT SIDE BOOM (OFFSET MOMENT OF 39,000-IN. LBS.)

RIGHT: COLONEL PETER J. HARRIS, DIRECTOR OF ROTARY WING TRAINING AT THE U.S. ARMY AVIATION SCHOOL, FT. RUCKER, ALA., READS THE PLAQUE WHICH NAMES TOTH FIELD NEAR WICKSBURG, ALA., IN MEMORY OF CAPTAIN DONALD B. TOTH WHO WAS KILLED WHILE SERVING IN VIETNAM. THE \$700,000 5-RUNWAY FACILITY IS ONE OF SEVEN AIRFIELDS IN AND AROUND FORT RUCKER THAT ARE UTILIZED FOR ROTARY WING AVIATOR TRAINING AT THE USAAVNS.







# ANY AIRSTRIP WILL DO

It costs almost nothing to make an airstrip for a CV7A. With a 5½-ton load or 41 troops it can be airborne in 600 feet from a forest clearing or a farm field.

The CV7A is a salutary example of international co-operation in technology, trade and defence.

American experience produced the General Electric T64 turbine engine. Canadian experience evolved the de Havilland range of short-field transports. Result: the most efficient means for supporting forces in the combat zone.

The CV7A is the best investment in tactical mobility.

THE DE HAVILLAND



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DOWNSVIEW

ONTARIO



- 1.** Short, rough airfields are no problem to this U-8 with its 340 hp supercharged engines.



- 2.** Two 380 hp Lycoming supercharged fuel injection engines power this U-8 to speeds of 252 mph.

## ***Which of these "off-the-shelf" U-8 aircraft will***

**Now the rugged, reliable Beechcraft U-8 is available  
in 3 power choices and performance capabilities**

Within the family of Beechcraft U-8 aircraft, there is one to fit *your* specific needs . . . personnel transport, high-priority cargo, aerial ambulance movements, or turboprop and jet transition training.

**Choose speeds from 239 mph to 280 mph . . . maximum ranges from 1,220 to 1,565 miles . . . useful loads to 3,800 pounds.**

**All 3 of these rugged U-8 aircraft can operate from the shortest, toughest airfields—and all are built as only Beechcraft builds airplanes.**

**U-8 No. 1, above, has proved its capabilities all over the world in the most demanding kind of service.**

**U-8 No. 2 gives you even greater capability, with more speed, more range and more payload.**

**U-8 No. 3, Beechcraft's fast new TURBOPROP, has a pressurized cabin that lets you fly *over* the weather. It uses *any* available aircraft fuel, including gasoline.**

**Keep your pilots proficient on instruments, too, at low cost with a Beechcraft U-8. Each has room for all the nav/comm equipment normally found on much larger aircraft. And Beech parts and service are available the world over.**

**For more facts, just write Beech Aerospace Division, Beech Aircraft Corp., Wichita, Kansas 67201, U. S. A.**



**3.** Now a fully pressurized **TURBOPROP** has been added to the Beechcraft U-8 family. It flies "on-time" missions over the weather—at speeds to 280 mph.

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Beech Aerospace Division projects include R & D on manned aircraft; missile target and reconnaissance systems; complete missile systems; space systems management; programs pertaining to liquid hydrogen propellants and cryogenic tankage systems; environmental testing of missile systems and components; and GSE.

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## Army's new LOH engine ready for production at Allison



Allison's T63 turboshaft engine has passed its LOH flight tests. It equalled or exceeded all Army requirements.

Selected by the Army to power the new LOH, the 250-horsepower T63 demonstrated superior performance and reliability during flight endurance tests. The engine exhibited characteristics vital for "nap-of-the-earth" flying, combat readiness and aerial surveillance missions.

Equally important, the T63 is rugged, simple, easy to maintain. Weighing a scant 136 pounds and measuring just slightly over a yard long, the T63 has an ingenious sectionalized design. One man can disassemble and assemble the engine—without a hoist. He can replace components (the heaviest weighs 43 pounds) in a matter of minutes—without complete

engine teardown.

Allison can offer variations of this performance-proved engine. An engine with growth capabilities to power commercial as well as military aircraft. The T63, in a turboprop configuration, can be made available for fixed- and tilt-wing aircraft.

If you would like more information about the T63 gas turbine engine, write: T63, Allison Division of General Motors, Box 894AA-1, Indianapolis, Ind. 46206.

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

**A**S of 15 September we acquired some new crew members. The U.S. Army Aviation Flight Information and Navigational Aids Office (USAAFINO) is now a Class II activity under the jurisdiction of ACSFOR. This activity is staffed with both military and civilian technical personnel who are thoroughly familiar with the air navigational aspects of the Army Aviation Program.

The commander, Senior Army Aviator Major George Swilley, has been in Army aviation since 1951. His deputy, Major John Brown, also a Senior Aviator, recently arrived for duty from Hq. USAREUR and has been in the program since 1953. Both officers have previous experience in administering flight information programs. George is a former chief of USAAFINO, and John commanded the USAREUR Flight Information Activity.

Civilian technical support of the USAAFINO is provided by a staff of experienced personnel. They have a wide background in the aviation field, involving pilot, navigator, aeronautical cartographer, and air traffic specialist assignments and repre-

# USAAFINO: AN INTEGRAL PART OF THE AA TEAM

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by BRIG. GEN.

**JOHN J. TOLSON**

Director of Army Aviation, OACSFOR

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sent a significant reservoir of talent in support of the flight information program.

Mr. "Van" Van Pelt, technical advisor to the commander as well as chief of the Flight Information Branch, has contributed much to the effectiveness of the flight information program since its inception in 1955. He has a broad background both as a pilot and in the air navigation fields.

## **USAAFINO PERSONNEL**

Van is ably assisted by Mr. Joe Mitchell, a former pilot with considerable experience as a member of FAA. Mr. Don Zellmer adds much with his background of many years as a MATS navigator. Mr. Ralph Aldrich, chief of the Air Traffic Control Branch, contributes extremely valuable experience as a pilot and air traffic controller. He is assisted by Mr. Hal Moore, a former Senior Army Aviator who retired in 1963. Mr. Ken Arnold, chief of the Navigation Aids Branch and another former Army aviator, has had years of experience as a civilian air technician with the Navy.

In total, the personnel assigned to USAAFINO possess more than 140 years of related aeronautical experience. Many OACSFOR staff members already are familiar with the many resources of USAAFINO. Technical assistance has been ably rendered on special global flight planning, review of regulations and

staff action papers related to air navigation as well as many other items within the purview of the USAAFINO mission.

Bringing the USAAFINO crew "closer" to the Directorate is not only a pleasure, but is also further recognition that they are an integral part of the Army aviation team.

### **MOHAWK FERRY FLIGHT**

Overseas deployments of Army aircraft are getting to be more and more common, but I wanted to advise you of the latest Mohawk ferry flight. A number of these aircraft recently completed a flight to the Republic of Vietnam where they were destined to replace older Mohawks that were scheduled to be evacuated for depot maintenance. The aircraft were from new production and were equipped with the more powerful Lycoming T-53 L-7 engines. Flying the European-Middle East route, they arrived in Vietnam in good shape and landed with a total en route flight time of 52 hours.

### **AIRMOBILE TESTING**

By the time you read this, the Army test exercises involving the 11th Air Assault Division and the 10th Air Transport Brigade in the Carolina maneuver area will have been completed. I would like to be able to give you some specifics on these tests, but publication deadlines being what they are, I will have to wait until next month. I will do my best to give you as complete a report as possible at that time.

Looking back over the last year and a half, it is quite evident that a fantastic amount of work has gone

into the formation and training of these units, and the Army should be extremely proud of their progress to date. I had the opportunity of observing units in Air Assault II during October and will be back again next month before conclusion of the maneuver. All I can say at this time is that what I saw during my visit was really terrific!

### **IFR APPROACH MINIMUMS**

I am informed that, judging from questions which have been asked, some aviators do not clearly understand the use of the sliding scale now associated with approach minimums at selected airports. I must admit that my own familiarity with the subject has been none too good. As an assist, the USAAFINO people have kindly provided me with some information which I would like to pass on in an effort to clear the fog.

The sliding scale provides flexibility in flight planning for certain approach weather conditions. Here's how it works:

For instrument approaches where the sliding scale is authorized, pilots may reduce the published visibility minimums in 1/4 mile increments in trade for 100-foot increases in the published ceiling minimums. However, the visibility minimum may not be reduced below 1/2 mile. For example, in planning a flight to an airport at which published straight-in minimums are 400 feet and 1 mile (and sliding scale is authorized), you may file if the destination weather is forecast to be 400 and 1, or 500 and 3/4, or 600 and 1/2 (assuming all other requirements are met). Upon arrival at the destination, you may commence your approach if any of

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- BFO operation for CW signal identification.

Contact ARC for Details



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these separate weather conditions exist, adhering to the descent minimum associated with the existing visibility. For example, if the visibility is 3/4 miles, you may not descend below 500 feet until visual contact with the runway or approach lights is made.

A couple of points should be emphasized;

1. Sliding scale is NEVER authorized for any approach except straight-in.

2. The sliding scale visibility and ceiling must be adhered to concurrently. If the ceiling in the previous example lowered to 400 feet during the approach, you could not descend to that minimum unless the visibility had improved to 1 mile. If it had not . . . missed approach! Again, the sliding scale is a trade-off procedure - ceiling for visibility.

## INFLATABLE



A new, inflatable splint made of Allied Chemical's Capran film is designed to keep injured legs or arms immobile. Used for broken or burned limbs, the device protects against further injury. A spacesaver, the "bag" would enhance air survival kits.

I hope that this discussion has shed a little light on the subject. I understand that the FAA and the Services are preparing a new criteria manual for instrument approach procedures which will probably change these rules around again. I'll keep you informed of new developments.

## WINTER SAFETY

Winter is here or fast approaching in the Northern Hemisphere. As we change from khakis to greens it's time to orient our thinking to cold weather operations. An excellent way to accomplish this is to perform an aircraft accident prevention survey with winter in mind. We need to know that our facilities and equipment are ready for winter and we need to know that our aviation personnel are all current in cold weather operations.

## HUMAN FACTORS MEETING

The Tenth Annual Army Human Factors Research and Development Conference was held at Fort Rucker, 6-8 October. The theme of this conference was Army Air Mobility and this marks the first such conference in which Army aviation played a major role. I am told the conference was a huge success and I regret that other duties kept me from attending. The agenda items for the conference were completely devoted to Army aviation items, including new types of equipment, preflight aptitude testing, training, and quality control. I am confident we will all profit from the accomplishments of the psychologists, engineers, and other professional personnel as they apply their talents to our problems.





## FORT RUCKER REPORT

**H**OT off the press! The first Army Aviation Common Subjects Instructional Syllabi is being distributed for inclusion in the curricula of the Army service school system. This comprehensive document contains thirteen lesson plans highlighted by Roles of Army Aviation, Airmobile Operations, Armed Aircraft in Combat Operations, and Army Aviation Career Opportunities. Wherever possible, each lesson integrates and stresses the principles of employment, capabilities, and techniques of Army aviation.

Distribution of the instructional

This system provides needed continuity of aviation instruction and insures the level presented reflects current approved Army aviation doctrine.

The Army Aviation Common Subjects Booklet is issued in conjunction with the new syllabi as a source of information and reference for instructors. The booklet presents current and proposed concepts, missions, organizations, and capabilities of Army aviation. Although primarily intended for use by instructors, the syllabi and booklet offer a wealth of information for

**BY COLONEL ROBERT F. CASSIDY  
ASSISTANT COMMANDANT, USAAVNS**

syllabi provides a direct coordination link between Army aviation and all the service schools. Users are encouraged to submit proposed modifications and recommended changes direct to USAAVNS for analysis and evaluation. When appropriate, revisions are initiated on a scheduled basis to all concerned.

familiarization on Army aviation as well as an excellent "bible" for Army aviators.

### **MAINTENANCE INSTRUCTION**

Instruction on the Maintenance Management System and Integrated Equipment Record has been included

**Lockheed's unique Rigid Rotor helicopter:**



**A steady weapons platform...designed to move out at 200-plus mph**





From Lockheed advanced design comes the first helicopter to combine inherent stability and high speed—the remarkable Rigid Rotor.

It's easier on the pilot, because the Rigid Rotor is far more maneuverable and responsive than conventional helicopters. It's easier on the gunner, because the Rigid Rotor's stability allows him to aim and fire accurately. After it has delivered its knock-out punch, the Rigid Rotor moves out far faster than most conventional helicopters.

Why is it so stable? Because Lockheed has found the way to utilize the long-recognized gyroscopic stability of the rigid rotor. The secret is a unique control gyro, directly linked to hingeless rotor blades. Response to pilot is rapid—and he can fly "hands off" without a complex control system.

Why is it so fast? Because Lockheed has applied its superior know-how in high speed fixed wing design to the Rigid Rotor system. The balanced combination of auxiliary power and wing with the rigid rotor provides an ideal weapons platform.

Bonus features are simplicity and superior night-flying capability. No black box automatic stabilization equipment is necessary—and with fewer parts, maintenance is minimum.

Lockheed is applying to the Rigid Rotor its broad experience in airborne weaponry, gained from developing systems for an historic line of combat aircraft. The result is a revolutionary approach to airborne weapons systems. *Lockheed-California Company, Burbank, California: A Division of Lockheed Aircraft Corporation.*

**LOCKHEED**

Test bed of compound Rigid Rotor helicopter (composite photograph, left) is now flying. Other configurations are under development.

in the initial entry flight courses, all aircraft transition courses, and aircraft mechanics courses taught at USAAVNS. This instruction is designed to make all aviators and aviation mechanics aware of the important part they play in the Army's Materiel Readiness Program.

Each mechanic will receive training on the proper methods of conducting Equipment Serviceability Check (ESC) evaluations on aircraft and signal electronic equipment configurations. The relationship of the ESC to the Materiel Readiness Report will be emphasized.

Officer and warrant officer personnel will be given instruction stressing the responsibilities of the aviator for the success of aviation units overall Materiel Readiness Program.

#### **FORMAL GRADUATIONS**

The Department of Maintenance has recently instituted formal graduation exercises for all mechanic classes. In an impressive ceremony supported by the Center Band, Chaplain, Stage Officials, and Guest Speaker, the aviation mechanic is recognized and congratulated on reaching an important milestone in his aviation career.

Guest speakers, who have wide experience in aviation, are the highlight of the ceremony. Students have been privileged to hear such distinguished speakers as Mr. Rex Madeira, Vice-President, Page Aircraft, and Mr. Joseph Ross, President, Ross Aviation, prior to receiving their diplomas. Honor graduates are also given engraved cigarette lighters by a representative

#### **PETERS JOINS AVCOM**

Colonel Milfred J. Peters has been named Chief of Staff of the U.S. Army Aviation Materiel Command, St. Louis, Mo., upon rotating to CONUS after an assignment with KMAC. ■

of the Enlisted Student Company, in recognition of their achievement.

Approximately 225 enlisted student mechanics graduate each week.

#### **CLASSROOM DEDICATED**

The first permanent classroom building to train organizational mechanics at the Army Aviation School has been dedicated in honor of the first aviation mechanic killed in the Republic of Vietnam.

In dedicating the one-story, six-classroom structure, Colonel Robert F. Cassidy, Assistant Commandant of the Aviation School, called it "another milestone in the permanency of the School."

Honored in the ceremony was Specialist Fourth Class Donald L. Braman, who was killed January 2, 1963, when his CH-21 helicopter was shot down near Ap Bar. He had earned the Distinguished Flying Cross, the Air Medal, with one Oak Leaf Cluster, and the Purple Heart.

Unveiling the plaque naming the building Braman Hall was his mother, Mrs. Buford Maits, of Charleston, South Carolina. Also attending the ceremony were her husband, ET-1 Buford Maits, of the Gold Crew of the USS Nathan Hale; her sons, Stanley and Kenneth Braman; and her daughter, Diana Maits.

Braman Hall is the first of six modern classroom buildings planned for the Department of Maintenance at the Army Aviation School.

**A** YEAR AGO I spoke to you about our plans for testing the 11th Air Assault Division. Today, I'll give you a status report on this testing. The most important portion of the test program, the field test on a division level, was completed on 13 November.

# REPORT ON AIR MOBILITY TESTS

BY  
MAJOR GENERAL EDWIN L. ROWNEY  
OFFICE OF THE ASSISTANT CHIEF OF STAFF  
FOR FORCE DEVELOPMENT  
DEPARTMENT OF THE ARMY

I AM in essence reporting to you on the thousands of Army and civilian personnel engaged in testing, studying, war gaming and evaluating this division by a considerable margin the largest series of tests of a division our Army has ever conducted.

## EXTENSIVE EVALUATION

IN ALL, some 83 major test or study efforts are involved, some of them not yet finished. General Beach is devoting a major part of his Combat Developments Command's capability towards studying, war gaming, and evaluating the Air Assault Division and other air mobile units. General Harris has had over thirty-five thousand CONARC troops engaged in field testing.

GENERAL BESSON'S Army Materiel Command has provided a major input into testing and evaluating equipment required by the tested units. And, of course, the three key figures of Project TEAM; General Rich - Test Director, General Kinard - CG, 11th AAD, and General Williams - CG TEC Group have been fully committed to field testing the test units; but these are only the visible part of the iceberg - CDCEC, CAG, the Cornell Laboratory, SRI, RAC, CORG, and many other agencies have devoted much time and effort to various aspects of this concept.

TO REFRESH your memory on what you were told last year, I will provide you with a brief background of the Army's air mobility concept. I'll then review for you the organization of the air mobile units being tested and give you some preliminary trends as to what the test results and other data appear to be indicating to us at this time.

## THE ARMY'S OBJECTIVE

THE OBJECT in war, Clausewitz has told us, is to impose our will on the enemy. Since the enemy - as well as ourselves - live on the land, the Army is the element of our defense establishment most concerned with achieving this objective. While our Army exists for the purpose of defeating enemy land forces in ground battle, the object or goal beyond war is to gain or retain control of people. The Army gains such control by employing, in a dynamic inter-relationship, its firepower and maneuver capabilities. However, we

must always bear in mind that these elements exist only to allow the Army to perform its basic mission: the control function.

MUCH of the Army's efforts in recent years, and to an even greater degree the efforts of the other Services, has been devoted towards making it improbable that the Soviets or Communist Chinese engage us in direct conflict. This has tended to make limited and sub-limited conflicts more probable. I am speaking here of limited and cold-war conflicts such as Korea, of Vietnam, of Laos, and of stability operations such as Lebanon.

THE NON-MONOLITHIC nature of the Communist bloc, the growing number of independent States, and the continuing appetite of rising economic expectations makes these "more probable" wars appear to be "even more probable" in the future. Thus, while keeping the most dangerous war improbable, the Army is moving towards an acceptance of stability operations as a full time, and not an exceptional mission.

### AUSA PRESENTATION

This article covers the address of Major General Edwin L. Rowny, Deputy Assistant Chief of Staff for Force Development (Tactical Mobility), made at the time of the 1964 Annual Meeting of the Ass'n of the U.S. Army in Washington, D.C. ■

THE CONTINUED development of the Army's air mobility concept should help the Army perform stability operations since it is designed to optimize the control function by emphasizing maneuver, rather than firepower. The Army's air mobility concept stems from a growing imbalance between firepower and maneuver which up to now has favored firepower.

### A BETTER BALANCE

A MODERN DIVISION can deliver several times the effective firepower of its wartime predecessor. Increases in the speed of ground vehicles during this same time period, while substantial, have been relatively modest, at best a 10 to 25 per cent increase. Failure of mobility to keep up with firepower has, therefore, inhibited the ground forces from developing their full combat potential for stability operations. Fortunately, technology has opened the way for moving soldiers to and about the battle area more rapidly thereby increasing battlefield mobility and bringing mobility and firepower into better balance. I am, of course, speaking of the advent of the helicopter and the short take-off and landing aircraft which can operate from unimproved surfaces.

ONE of the greatest benefits from improved mobility is that it gives the commander a capability for using surprise more often as an integrated part of his operation. Increased speed makes possible even greater surprise if this increased speed can take place above, rather than on, the surface of the earth. This allows terrain and man-made

obstacles to be overflowed. More significantly, aerial movement makes it possible to avoid much of the ground-based fires of the enemy and thus reduce the exposure time of our soldier to that portion of the battlefield where the enemy concentrates his artillery, his machine-gun and his small arms fires.

IF our soldier can overfly this zone, or get around it, or even get through it more rapidly with safety, his exposure time to these fires can be cut down; it follows that if enemy fires can be overflowed, or if the ground soldier, having avoided the effects of these ground fires can be placed on the flank or in the rear of an enemy position, an enormous potential for improving effectiveness opens up.

AIR MOBILITY enhances the ability of land forces to wage land warfare. The overflight of minefields, rivers, and other natural and man-made obstacles as well as the avoidance of fortified areas all become possibilities. The ability to operate in areas where no road net exists, say in the delta area of Vietnam or - using rappelling techniques from helicopters - in jungles give to air mobile operations a unique capability.

#### **ORGANIZATIONAL REVIEW**

THE STEP-BY-STEP addition of Army aircraft to our units is too well known to be dealt with in detail. To review briefly, in World War II an infantry division had ten fixed-wing aircraft, primarily for adjusting artillery fire. By the end of the Korean fighting, the division had 26, and subsequently the ROCID division had 50 planes. Now, the ROAD di-

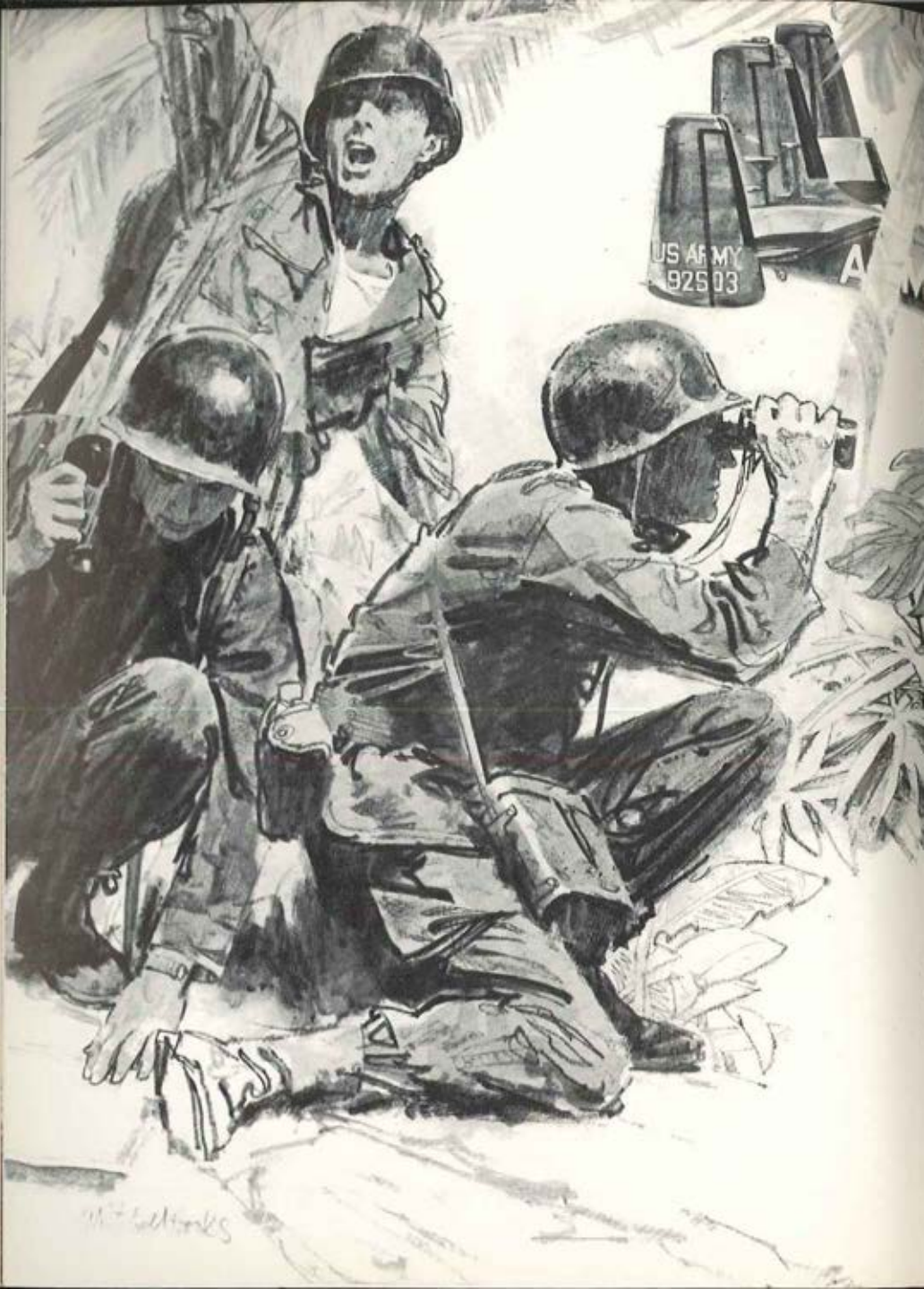


vision has 101 planes, of which 97 are rotary and 4 fixed-wing aircraft. It is interesting to reflect that during World War II, when the Army was divided into three parts: The Army Ground Forces, the Army Service Forces and the Army Air Forces, the types of planes we are here discussing were in the first grouping: the Army Ground Forces. These light aircraft have always been, as one would logically expect, integrated into ground units where they could work in close harmony with the ground combat soldiers they support.

#### **CRITERIA FOR INTEGRATION**

THE FORMATION of air mobile units, even though it places larger amounts of aircraft into ground units, adheres to this same basic principle of integrating aerial vehicles into units whose job it is to fight the land battle. Only those aircraft are integrated into Army units which can meet the following criteria:

1. Their addition results in the job being done more effectively.
2. Their need is so constant, or reliance upon their immediate availability is so critical, that the planes are more logically placed within the unit than at some higher level, and
3. They are so designed that they can be operated and maintained at the lower levels.

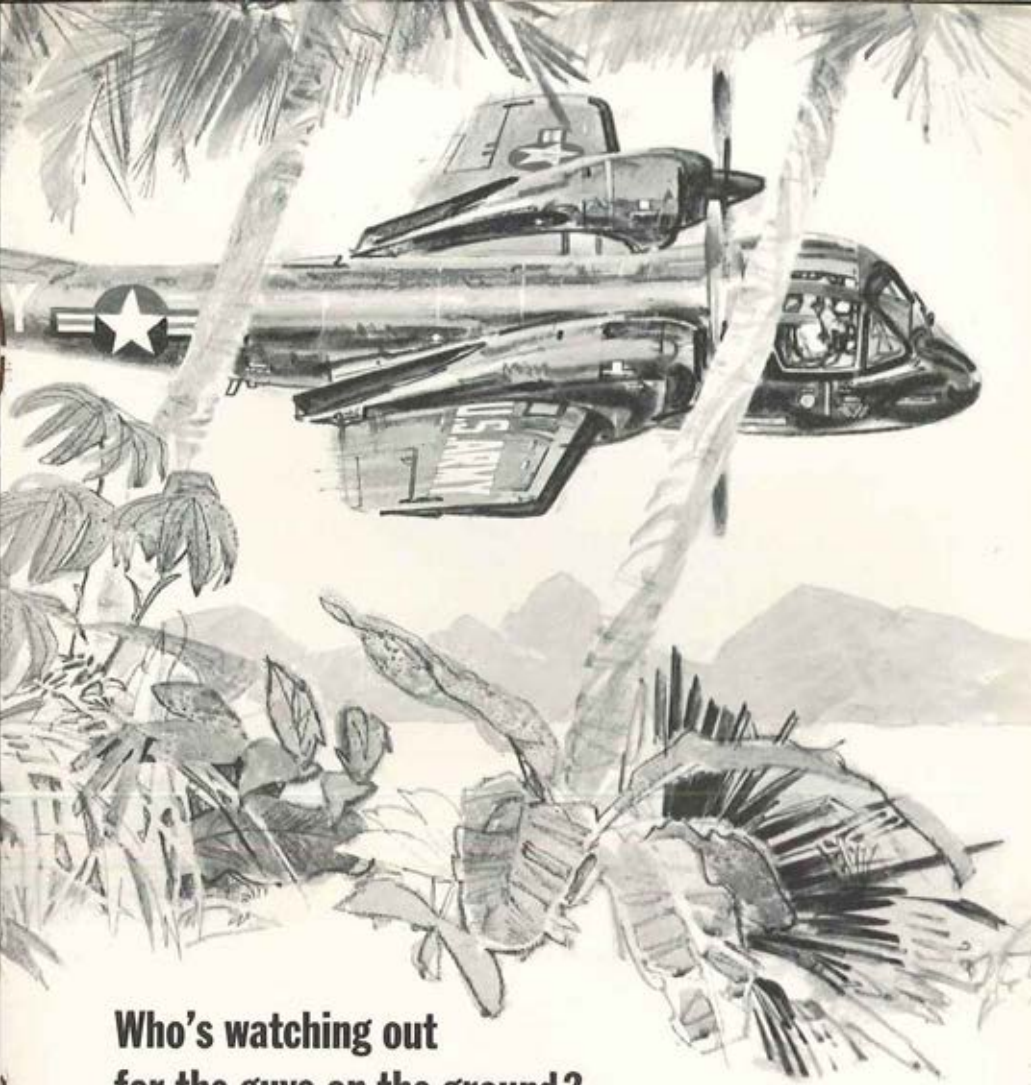


US ARMY  
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THE AIR MOBILE concept is rooted in the idea of transporting the ground soldier more quickly, more safely, and in the broadest sense of the word - more economically - to a position where he can gain and maintain an advantage over his opponent. The Army aerial vehicle, therefore, is more akin to the jeep or truck than to a tank; the soldier fights on the ground and not from the vehicle.

IN moving quickly over terrain obstacles, or above enemy fires, the soldier's mobility tends to outrun his firepower. He must either be supported by ground-based weapons which are transported at speeds commensurate with his own, or he must be supported by machine guns and rockets from raised platforms. In the experimental 11th Air Assault Division both methods are being tested; mortars and artillery are transported by organic lift helicopters and machine guns and rockets are mounted on other helicopters.

#### **COMPARISON WITH ROAD**

THE Air Assault Division is very closely akin to the standard ROAD division. Both have a division base which includes military police, signal, engineer, cavalry and aviation units as well as a support command. They also have the same type combat elements - Div. Arty, Maneuver or Fighting Battalions, and three Brigade Headquarters.

WHEREAS the ROAD division has 101 aircraft, the Air Assault Division has 459 aircraft. In order to achieve greater mobility, the 358 aircraft were not just added to the Air Assault Division; they were

substituted for approximately 2,000 of the some 3,000 ground vehicles in the standard ROAD division.

THE GROUND commander's desire for heavy sustained firepower requires a comparison, in some detail, of the firepower of the air assault division to that of the standard ROAD division. The total number of individual weapons and machine guns in an Air Assault Division is slightly greater than those in a ROAD division. The number of mortars and 105mm artillery pieces is the same.

HOWEVER, trying to compare the heavier firepower is more complex. The air assault division does not have the ROAD division's eighteen 155mm artillery pieces, nor its four 8" howitzers. In their place the division has 36 UH-1B helicopters, each carrying forty-eight 2.75 inch rockets. A single helicopter can deliver the firepower equivalent to 12 guns - 2 batteries - of 105mm artillery; six helicopters can deliver projectiles with a volume of fire equivalent to the entire battalion consisting of 155mm howitzers and 8" guns.

#### **CONCENTRATED FIREPOWER**

WHILE such a rate cannot be sustained, but represents only a one-shot or "volley" delivery, at times such firepower can be delivered with a greater effectiveness than can conventional artillery. This is so because the smaller, more numerous projectiles cover a greater area, and because the firepower can be applied from shorter ranges and from vantage points where the targets can be seen. This allows the firepower to be adjusted rapidly and

to be cut off when the desired effect has been achieved.

IN PLACE of the four Honest Johns in the ROAD divisions, the air assault division has 12 Little John launchers. Here the comparison, in terms of weight of explosive effectively delivered, favors the air assault division. The Little Johns, on the other hand, do not have as great a range as the Honest Johns. However, the Little Johns are transportable by organic helicopters as well as by ground vehicles.

WE CAN SEE from the foregoing that the chain reaction, once a trade-off commences, leads to a long and complex series of comparisons. I don't want to draw any conclusions, but merely to give you some idea of the difficulty of analyzing this problem. Furthermore, the favorable comparisons cited only apply where flyable weather, tactical air support, and adequate visibility conditions permit.

#### **EMPHASIS ON OFFENSE**

THERE ARE, of course, times when helicopters cannot fly, and at these times the figures can be expected to drop off. One thing is clear, in fair weather or foul, maximizing the combat potential of the air assault division requires an understanding of how its capabilities can best be employed. Fighting the land battle with air assault units will differ from fighting battles with current infantry units. Offensive operations would be stressed while defensive operations would be employed only as necessity dictates. The tempo would be faster, the battlefield could be wider and deeper,



MAJOR GENERAL  
EDWIN L. ROWNEY

and greater emphasis would be placed on gaining surprise and at getting on the enemy's flank or rear.

THIS TYPE of warfare would place less emphasis on attacking strongly held positions, or on holding on to positions of our own at all costs. If an area to be attacked appears heavily fortified, air assault units would offer greater possibilities for outflanking the area or for avoiding it altogether. If an area being defended is subject to heavy attack, there would be increased capabilities, weather and other conditions permitting, for bringing destructive fires upon the enemy. Alternatively, the unit would have greater possibilities of extricating itself before it gets too heavily committed in an action it cannot win.

ANOTHER air mobile unit being tested is the Air Transport Brigade. This brigade is designed to provide a capability for operating a retail air line of communications in support of a field army, an independent corps, mixture of divisions, or an independent division operation.

IN ADDITION to providing logistical support, an air transport brigade can furnish as much as a one-third simultaneous troop lift for the air

assault division. The brigade is a flexible organization which may consist of any mix of fixed and rotary wing companies. Since tonnages can be hauled, on the average, at one-half the cost in fixed wing aircraft than they can in helicopters, the brigade would consist of as many fixed wing companies as the terrain in which it is to be used will permit.

THE air transport brigade currently being tested is a mixture of five CV-2 Caribou Companies, two CH-47 Chinook Companies and one CH-54 Flying Crane Company. The Caribous provide the longer haul "retail" deliveries while the Chinooks provide the shorter distance deliveries to the more remote areas. The flying crane acts as an aircraft retriever to recover downed aircraft and to rapidly move the more heavy, out-sized loads of supplies and equipment.

THE Air Transport Brigade could be placed in direct support of the air mobile division, especially when the division is operating on an independent mission. This should increase the effectiveness of the Air Assault Division, allowing it to range forward at much greater distances from its log-base, and would provide a capability for a 2/3 rather than the organic 1/3 simultaneous troop lift.

HOWEVER, the Air Assault Division is not dependent upon an air transport brigade in its operations. The division is designed to be self-sustaining with ground vehicles as far as internal resupply is concerned. But it is obvious that the

Air Assault Division's capabilities, just as can those of conventional divisions, is increased when supported by an Air Transport Brigade.

### PROGRESS REPORT

I WILL now briefly discuss what progress has been noted in the program to date. Although it is premature to draw firm conclusions there are strong indications that the study, evaluation, and testing will produce improvements over the traditional methods in terms of advanced concepts and techniques.

THE FIRST field test utilized an Air Assault Infantry Battalion and was held in the Fort Stewart, Georgia, area last fall. While the limited scale of the exercise should restrain us from extrapolating to larger units, it was clear that the added mobility provided Army units resulted in a greatly increased tempo of operations. On the average, twice as many missions were accomplished by air mobile units as with conventional units in the same period of time. During these tests the combat soldier was exposed to enemy ground fires only one-sixth as long as he would have been exposed if he were in a conventional unit.

SINCE the battalion test, a number of "functional tests" have looked at specific areas in considerable depth:

Photo Reconnaissance, Aircraft Maintenance, Low-Level Navigation, TAC Operations Center, Deployability, Passive Defense Against Air Attack, Rearm - Refuel, and Air Traffic Regulation.

AS I mentioned earlier, the division has just finished its test on a di-

vision level. Although I want to throw in another caution before jumping to conclusions before all the evidence gathered on the tests has been evaluated, I can tell you that, in general, the tests came out very well. Although many problems remain, and although new ones cropped up, these problems are manageable ones. On the other hand, what were thought to be serious problems a year ago, vulnerability, maintainability and sustainability, appear to us now not to be such great problems.

AS far as vulnerability is concerned, CDCEC completed an elaborate series of highly instrumented vulnerability tests which indicated that the helicopter is not as vulnerable as we had previously believed. It indicated that a helicopter, flying at the nap-of-the-earth and under the enemy's radar, is very hard to shoot down.

#### **AIRCRAFT MAINTENANCE**

MAINTENANCE of aircraft, while a problem which cannot be swept aside, seems to be within manageable proportions. This is largely due of course, to the fact that the division was designed that way. The trade-off of ground vehicles for aircraft seems to be about the right ratio which is required to take care of the added maintenance of the aircraft.

INSOFAR as aircraft availability affects sustained operations, for 5 continuous days of intensive operations the aircraft availability rate dropped only 6 per cent for UH-1s and 10 per cent for the Chinooks; both figures considered to be tolerable and comparable to ground vehicles out of commission rates.

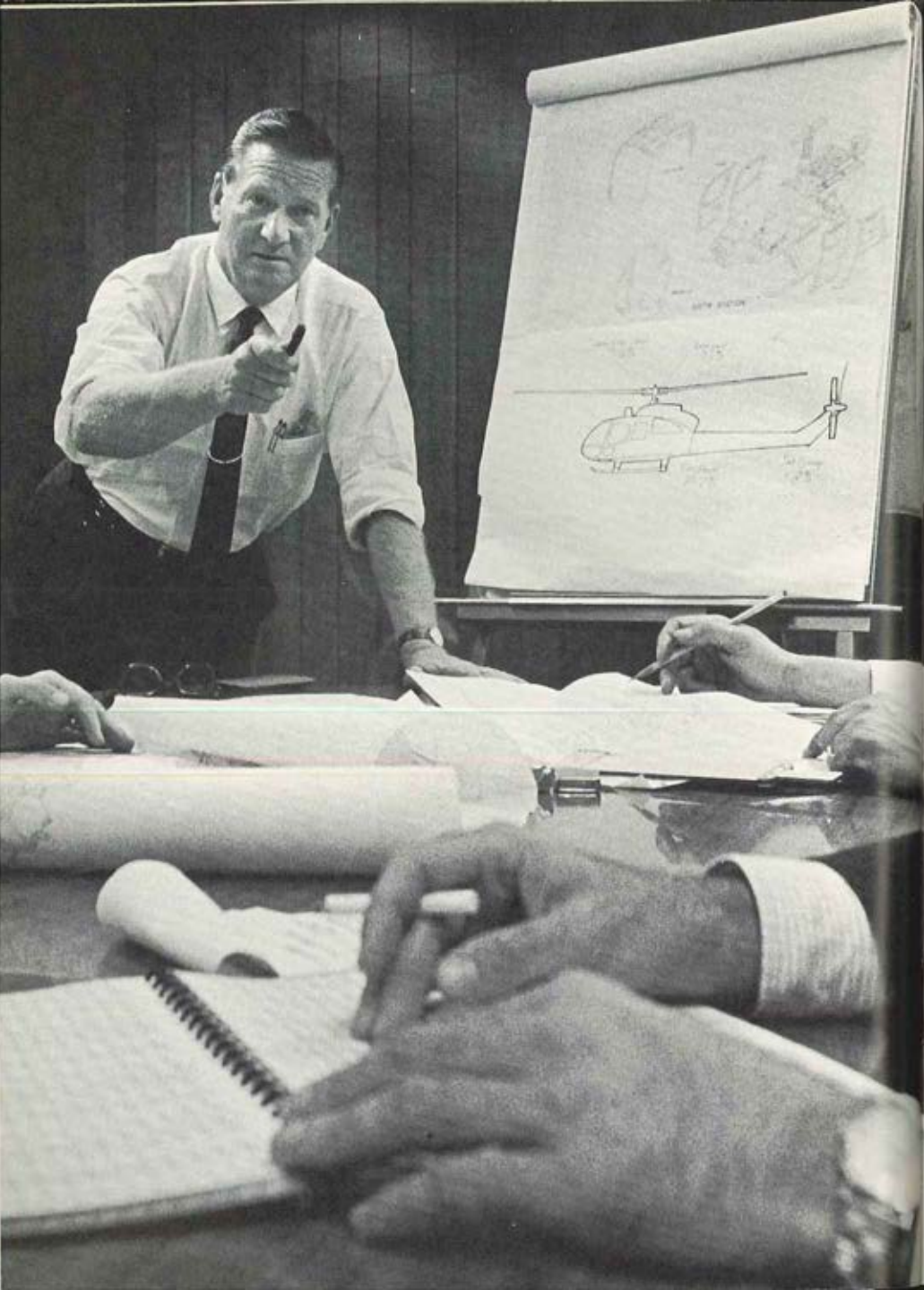
SUSTAINABILITY is largely a matter of definition. The Air Assault Division has not been designed to occupy a front line defensive position or to take the place of an armored or mechanized division. The division has been designed to exploit its offensive capabilities.

#### **IFR CAPABILITIES**

THE 11th Air Assault Division tests indicated that the division has a capability of conducting operations in weather conditions as low as 200 feet and visibility down to 1/2 mile. Additionally, the tests indicated that the division can operate at a reduced but substantial capability when the weather does not permit helicopter operations.

THESE are a but a few generalizations on the 83 major efforts which have been undertaken by Combat Developments Command, some of which are still going on. This is the most comprehensive series of tests ever conducted on a unit in our Army, or as far as we can determine, any Army in the world.

ASIDE from the field tests, perhaps the most interesting and significant work going on is the series of "equal cost" war games. Here, the cost portion of the cost/effectiveness equation is eliminated and a measure of relative effectiveness results. This is done by war-gaming a large unit, for example a Corps, against an enemy. Before the Corps is put through the war game a second time, a conventional division is removed, and in its place an air assault division is substituted. Since the air assault division costs most than a



# *Ed Bolton knows what he's talking about.*

Hiller General Manager Ed Bolton was speaking to veterans of his company—helicopter men. He and many of those around the conference table had been talking Army helicopters for ten years, some for fifteen.

A few steps from this briefing room in 1949, the subject had been nap-of-the-earth flying in Vietnam, then being done by French-owned Hiller 360s, the first helicopters ever used in jungle warfare. Since then, Hiller had designed, tested, produced, and serviced nearly 2,000 light helicopters for the U. S. Army.

This day in 1964, the helicopter men, joined with production specialists from all sectors of the Fairchild Hiller Corporation, were reviewing final manufacturing plans for the Army's Light Observation Helicopter, the OH-5A.

Reports were submitted; they argued, considered, reconsidered. Occasionally, Fairchild Hiller Executive Vice President Stan Hiller moderated the verbal skirmishes that break out when different technical disciplines converge on one crucial project.

Squarely behind the OH-5A effort was the entire Fairchild Hiller organization. To them, it was no new adventure in the business of Army helicopters; they knew what they were talking about.

Never before had a light helicopter design been so perfectly matched to the mission it would perform. Never had a light helicopter been so worthy of the modern, far-reaching production program these men planned for it.

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conventional division, other units in this second Corps are deleted until the second Corps costs as much as the original one. These war games are providing valuable additional data.

A FINAL WORD needs to be said about the joint aspects of the Army's tests of the Air Assault Division. The Air Assault Division may need at least as much Air Force support as do our conventional divisions. The unit, since it takes greater

risks for greater gains, needs more deep reconnaissance of the type that can best be performed by the Air Force. It can also use at least as much close air support and wholesale logistical support as is required by our conventional units.

IN SUMMARY, the Army has taken a bold, imaginative look at how it can improve its tactical mobility. The tests to date have shown the feasibility of division size units with an organic air mobile capability.



### GORDON WINS CROSS OF GALLANTRY

Captain Charles D. Gordon has been awarded the Vietnamese Cross of Gallantry with Gold Palm for action in combat in October, 1964. The Executive Officer of the 121st Aviation Company, he was decorated by Brigadier General Dang Van Quang, Commander of the 21st ARVN Division. The award is the highest given by the government for heroism.

### HOWELL JOINS ROSS AVIATION

Lt. Colonel William A. Howell, Ret., has been named by Ross Aviation, Inc., as General Manager of the new U.S. Army Rotary Wing Instrument Program. Col. Howell retired from the Army in 1964 with over 25 years' active service. He held many key Army aviation assignments, including that of being President Eisenhower's helicopter pilot.



### CHAMBERLAIN RECEIVES MASTER WINGS

Lieutenant Colonel Donald E. Chamberlain, Commanding Officer of the U.S. Army Aviation Detachment at Camp Zama, Japan, has been awarded the wings of a Master Army Aviator. First rated as a Liaison Pilot in 1944, Chamberlain served with the Third U.S. Army in Europe during WW II. He is dual rated and has logged 4,800 flying hours.



**T**HE 18th Aviation Operating Detachment (AOD) of the U.S. Army Support Command is performing a little known task that affects nearly every pilot and crewman who flies in Vietnam. The Army Flight Operations System operated by the 18th AOD is a flight-following radio monitor system used throughout the Republic of Vietnam. This insures accurate knowledge of the location of all Army aircraft in flight. The unit is commanded by Major William D. Phillips.

The need for immediate rescue of downed crews is obvious in a hostile environment and in a country lacking effective road and communications networks. Knowledge of the troubled aircraft's location is of prime importance in making the search and rescue attempt.

#### **24-HOUR COMMUNICATIONS**

The Army Flight Operations System (AFOS) provides continuous air-to-ground and ground-to-ground communications capable of 24-hour command control of all Army aircraft operating tactically in Vietnam. The system also has the capacity for assisting USAF, VNAF and civil aviation in flight-following.

There are thirteen radio relay stations scattered from locations near the 17th parallel in the North, to the outposts in the Delta to the South. Three Flight Operations Centers (FOC) working adjacent to Air Force Tactical Operations Centers (TOC) are strategically positioned at Saigon, Pleiku and Can Tho.

Operated by members of the 18th AOD and augmented by air traffic control personnel from all aviation units in the Support Command, these radio relay stations maintain con-

## **FLIGHT-FOLLOWING**



## **IN VIETNAM**

tinuous air-to-ground radio contact with all Army aircraft in their sector. Once a plane reports trouble or fails to report as scheduled, the FOC alerts the nearest unit as to the aircraft's last known location and destination. Should there be no aircraft in the vicinity of the downed aircraft, the FOC notifies USAF Search and Rescue Operations and scrambles standby aircraft.

#### **PROVEN EFFECTIVENESS**

The effectiveness of the Army Flight Operations System can be shown by a recent incident in which a U.S. Air Force Skyraider was downed by Viet Cong fire deep in the communist-infested Vinh Binh Province, southwest of Saigon. The pilot broadcasted a radio distress signal giving his approximate location. The Delta FOC at Can Tho monitored the call and scrambled Army helicopters near the crash scene. Twelve minutes after the pilot made his call, helicopters had picked him up. Seventeen minutes after the call, the pilot was safe at a nearby airfield.

This incident is a welcome change from a previous situation in which an aircraft was missing for several

hours before its position was known and search and rescue could be initiated.

Primary coordination for the command control system is accomplished by the Saigon Headquarters of the 18th AOD, which works with the Air Force Air Operations Center (AOC) and the Vietnamese Director of Civil Aviation air flight-following services. Primary users are U.S. Army and Air Force support aircraft and Vietnamese civil and military flights.

Hostile though Vietnam may be, the Army and Air Force pilots who daily fly the support missions may

rest assured that an Army Air Operations Detachment monitoring station is standing by should they ever need help.

One of the thirteen radio relay stations operating in Vietnam is located on top of Nui Ba Den (Black Lady Mountain). Deep in the heart of communist infested area, Black Lady Mountain reaches 3,232 feet above sea level. It is located 45 miles northwest of Saigon near Tay Ninh. Two radio operators from the 18th Air Operations Detachment are on duty atop the cloud engulfed peak 24 hours a day.

## VIETNAM'S 114TH AVIATION COMPANY ESTABLISHES NEW FLIGHT RECORD

**T**HE month of October proved to be a record breaking one for the men of the 114th Aviation Company. The unit, located in the heart of the Mekong River Delta, set a precedent of 2,127 rotary wing hours and 463 fixed wing hours, an accomplishment in total flying time that no other aviation unit can claim.

The mission of the 114th is to support the counter-insurgency efforts of the Vietnamese Army forces located in their area. Day and night operations included troops being transported into hostile areas, resupply and evacuation and rescue missions. Most dangerous of the missions conducted were the "Eagle Flights", which are small airmobile forces used to seek out and destroy the Viet Cong insurgents who infiltrate into surrounding areas.

Regardless of Viet Cong ground fire which on numerous occasions

caused damage to the aircraft, a total of 6,600 passengers were flown 302,366 miles. In flying some 3,678 sorties during the month, the 114th managed to airlift 126 tons of cargo.

Of the 25 helicopters assigned, a minimum of 23 were flyable at all times thanks to the 544th Direct Support Maintenance Detachment and the 96th Signal Detachment (Avionics). The 114th Aviation Company is presently under the command of Major George J. Young.

### EXPECT TO MOVE?

A Change of Address notification sent to "Army Aviation Magazine" will serve to change the address records maintained at the Army Aviation Association (AAAA), Ladd Agency, Inc., Flight Pay Protection Plan, and Life Insurance Plan, Inc. ■

# months takeoffs

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Above, three of the U. S. Army's four Sikorsky helicopters hover over an airfield.

## The U. S. Army now has its first truly heavy-lift helicopters

Four Sikorsky YCH-54As, recently delivered into U. S. Army inventory, bring new strength to the Army's vertical lift capacity.

This military version of the Sikorsky S-64 "Skycrane" carries over 10 tons today. It has an excellent growth potential that can be realized in a short time, at minimum cost.

The Army has long looked to the heavy lift concept in VTOL aircraft. Now, it has the hardware to make that concept a practical reality.

The YCH-54A is another example of how Sikorsky's continuing research and development programs meet the military services' VTOL needs with the right aircraft at the right time.



The Army's 11th Air Assault Division is using YCH-54As to develop a concept of heavy lift. Above, the 11th Air Assault tests lifting a class 60 pontoon bridge.



Sikorsky-built U. S. Army YCH-54As can lift large detachable troop vans. Other vans can serve as repair shops, command posts, hospital units.

**Sikorsky Aircraft** DIVISION OF UNITED AIRCRAFT CORP.  
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2-Lt. Col. William J. Welsh  
CO, 7th USA Trans. Avn. Gp.



3-Major Nick J. Basio  
Adjutant S1



4-Capt. John E. Armstrong  
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5-Major John M. Burhoe  
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8-1st/Lt. Richard H. Whitley  
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9-Capt. George W. Kieffer  
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10-Capt. Robert B. Treat  
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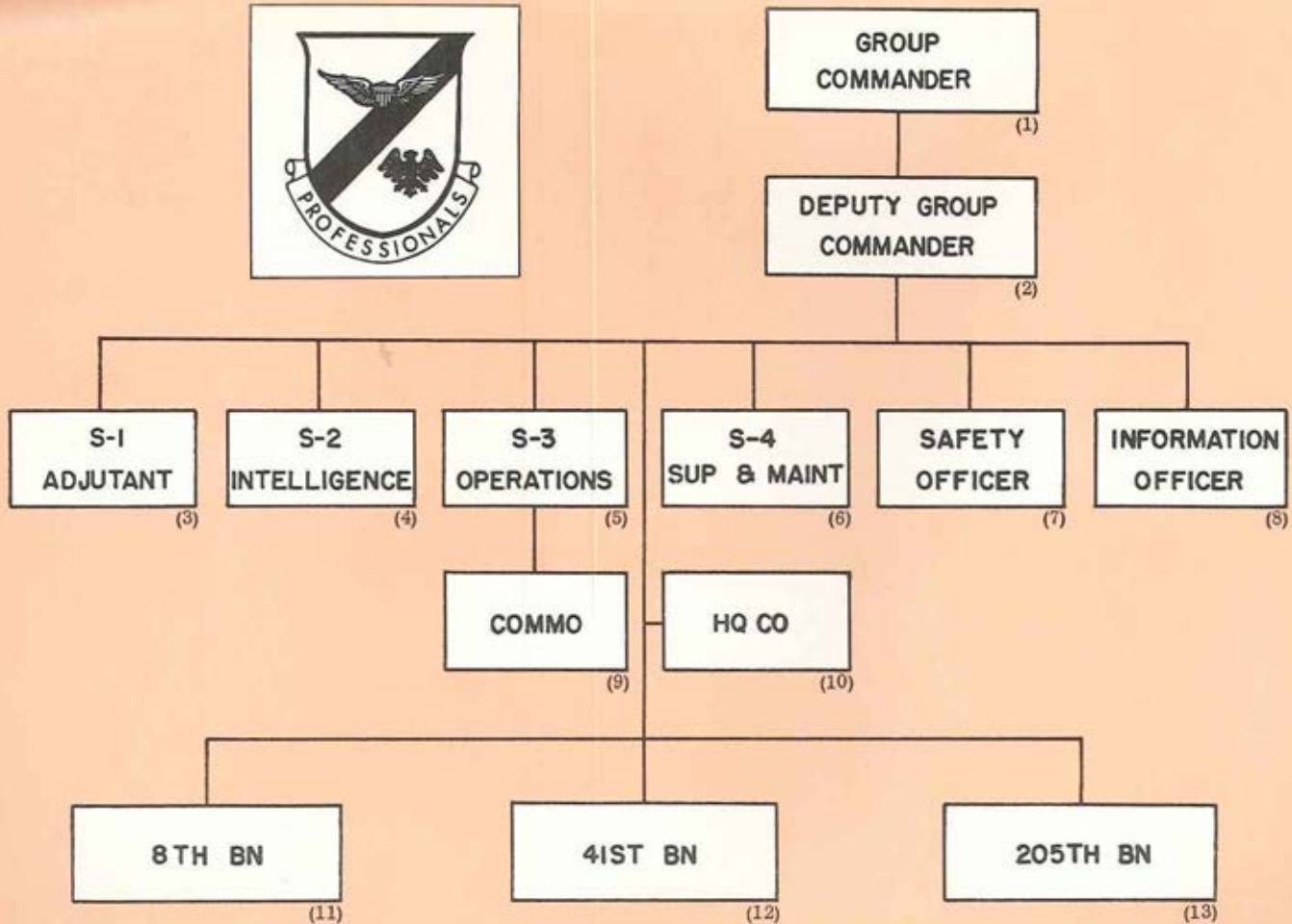
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**OBITUARIES**

Obituary notices of military personnel killed in military aviation accidents are provided to the publication by official sources. Readers desiring "Army Aviation" to publish other notices are requested to write to the publication at 1 Crestwood Road, Westport, Connecticut 06882.

HOGAN, Captain Charles E., killed in the crash of an OH-23D helicopter in South Korea on November 23, 1964. He was assigned to the 55th Aviation Company, APO 301, San Francisco, Calif., at the time of the fatal accident. He is survived by his widow, Mrs. Jane W. Hogan, of Rural Route #2, Lexington, Ga.

SPENCE, Captain Jere C., killed in the crash of a UH-1B helicopter near Cheraw, South Carolina, on November 5, 1964. Captain Spence was assigned to the 3d Battalion, 377th Artillery, 11th Air Assault Division, Fort Benning, Ga., at the time of the fatal accident. He is survived by his father, Collie M. Spence, Sr., of Route 4, Dyersburg, Tennessee.

WELLS, Mrs. Inez S. Wells, died on November 10, 1964, at the Brooke General Hospital, Fort Sam Houston, Texas. Wife of Colonel James F. Wells, USA, 409 Dickman Road Fort Sam Houston, Texas. She is also survived by a daughter, Mrs. Lesley Brooks of Cleveland, Ohio, and a son, David Wells. Funeral services were conducted at the National Cemetery, Fort Sam Houston, Texas.

# AAAA FOUNDATION SOLICITS SCHOLARSHIP APPLICATIONS

The AAAA Scholarship Foundation announces the availability of \$1,500 in 1965 scholarship assistance funds for the sons and daughters of members of AAAA.

Application forms for the 1965 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06882. The applications, together with a supporting financial statement, must be returned to the Foundation on or before 1 February 1965 to receive Awards Committee consideration.

## ELIGIBILITY

Eligibility requirements for the awards have been minimized. The applicant must be:

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

A high school graduate or senior who has made application to an accredited college or university for Fall, 1965 entrance as a Freshman, or who has been accepted for freshman enrollment in the Fall of 1965.

Unmarried and a citizen of the United States.

## AREA INTERVIEWS

Following the receipt of the completed application form, the financial statement, and the required academic transcripts, the Foundation will notify the applicant to report to a group of interviewing officers selected from among the AAAA membership residing in the applicant's area. The "Report of



Brigadier General John J. Tolson, Director of Army Aviation, OACSFOR, D/A (2d from right), is shown congratulating Robert Spears, son of Lt. Colonel Leroy C. Spears (left), Chief of the Maintenance Division, Atlanta Army Depot, on his being awarded a 1964 AAAA Scholarship of \$500.00. Colonel T.L. Lyons, President of the Atlanta Chapter of AAAA and Director of Maintenance, AAD, is shown at the right. Spears competed with 41 other applicants for one of the several scholarships offered by the AAAA Scholarship Foundation, Inc. (USA photo)

Interview" serves as an important part of the documentation required for awards consideration.

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated by the Foundation to serve as the Foundation's judging agency. The selection will be made during the 2-14 March 1965 period with the winners to be notified no later than 15 March 1965.

Incorporated in December, 1963, the AAAA Scholarship Foundation, Inc. is a separate, non-profit educational activity created to administer scholarship assistance to members.

# ARMY AVIATION MAGAZINE

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## GOODHAND ELECTED AAAA NATIONAL PRESIDENT

Brigadier General O. Glenn Goodhand, USA-Ret., of Alexandria, Va., was elected AAAA national president at the association's Sixth Annual Meeting held recently in Washington, D.C. One of the founders of AAAA, Goodhand is the Assistant Program Manager of the CH-47A Chinook helicopter program at Boeing's Vertol Division in Morton, Pa.

Well known throughout Army aviation, the M.I.T. graduate has served as the AAAA's national treasurer in two previous terms.

## McGEE APPOINTED EDITOR

William E. McGee, a graduate of the University of New Hampshire and a rated Army Aviator since 1960, has been appointed as Associate Editor



Goodhand



McGee

by Army Aviation Publications, Inc. Westport, Conn. A former Protocol Officer at Ft. Rucker, McGee received the Air Medal with 9 Oak Leaf Clusters for Vietnam combat missions prior to his separation as a USAR Captain in May, 1964. He'll reside in Norwalk, Conn.