

# ARMY AVIATION

MARCH, 1965

## POWER TO LIFT ARCTIC TROOPS

The Vertol Chinook, powered by Lycoming T55 turbine engines, lifted troops on maneuvers in Alaskan weather  $-50^{\circ}\text{F}$ . Even in Arctic cold, Lycoming gas turbines go from start to full power in seconds. Lycoming's all-weather turbine engines have logged over 1,000,000 hours of flight time.



# Lycoming

Division—Avco Corporation  
Stratford, Connecticut

# Chipook

# PROGRESS



## ARMY AVIATION TEST BOARD CONDUCTS

An endurance record for one of the U.S. Army's standard medium assault transport helicopters, the CH-47A Chinook, was set 13 February by a five-man crew from the Army Aviation Test Board.

The Chinook flew 1,002 miles nonstop, from Fort Rucker, Alabama to Shreveport, Louisiana and return. The long-distance flight began at 7:30 a. m. Saturday, and ended at the helipad in front of Test Board headquarters at 4:29 p. m., eight hours and 59 minutes later.

Aircraft commander for the flight was 1st Lt. John Dixon. Frank Brand and Charles Arnold were pilot and co-pilot respectively. Crew chiefs on the aircraft were Sp6 C. M. Elliott and Sp5 Thomas Dembrowski.



## 1002-MILE CHINOOK ENDURANCE FLIGHT

Extra fuel tanks were placed in the cargo compartment of the aircraft. A U. S. Army spokesman said this test "provided the technical data that demonstrates the self-deployment capability of the largest troop carrying assault helicopter in the U. S. Army inventory, and improved the combat status of the U.S. Army."

The aviators were greeted at the end of their record flight by a group of Test Board officials headed by the Deputy President, Colonel Raymond E. Johnson.

**BOEING**

VERTOL DIVISION

# ARMY AVIATION

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- Associate Editor.....William E. McGee
- Editorial Assistant.....Jessie R. Borck
- Business Manager.....Dorothy Kesten
- Reader Service.....Mary Wallace
- Circulation Assistant..Dorothy DeVack
- Circulation Assistant..Phyllis Hanson
  
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Jet pump ejector



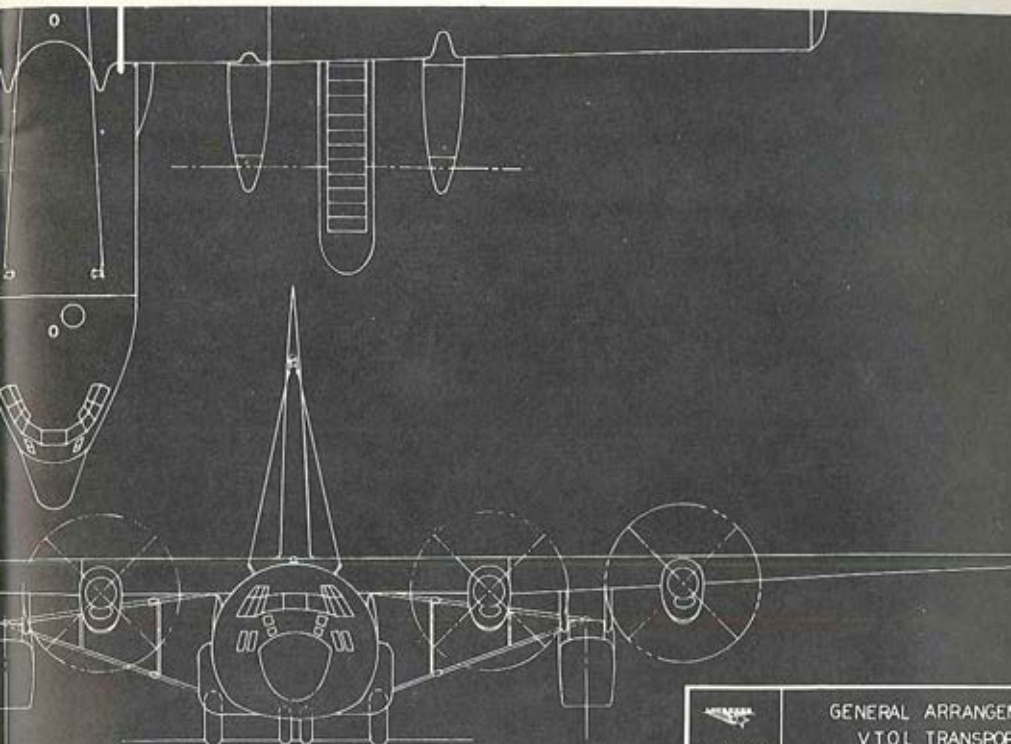
Separate lift and forward propulsion engine



Fan jet



Tilt-ducted propeller



301

<p><b>LOCKHEED-GEORGIA COMPANY</b> A DIVISION OF LOCKHEED AIRCRAFT CORPORATION WHEELING, W. VA. 26061</p>	GENERAL ARRANGEMENT VTOL TRANSPORT		
	<p>SCALE: <math>\sqrt{50}</math></p> <p>DATE: 9-8-64</p>	<p>PROJECT:</p> <p>BY:</p>	<p>APPROVED:</p> <p>APPROVED:</p>

## From reconnaissance to cargo — without runways

V/STOL aircraft, like footwear, come in a wide variety of sizes and shapes—depending on the mission. And at Lockheed-Georgia Company, a special task force of engineers are at work on broad studies of the entire spectrum of vertical-rising aircraft for missions ranging from transports to target acquisition aircraft.

Vectored thrust, jet augmentation, lift fans, separate lift and forward propulsion systems — all may have their application in tomorrow's planes, which will need little more than their own length for takeoff and landing. A few of the con-

**LOCKHEED**

cepts being studied by Lockheed are shown above; they represent but a small portion of our accelerated effort to meet the challenging need of the armed forces for practical V/STOL aircraft.

Lockheed-Georgia Company, Marietta, Georgia: A Division of Lockheed Aircraft Corporation.

# BRIEFS

MARCH, 1965

## '65 ANNUAL MEETING

The Army Aviation Association of America will conduct its Seventh Annual Meeting at the Shoreham Hotel, Washington, D.C., on October 27-29, 1965. A.D. "Dusty" Hight, (below), the Washington representative for Army Programs for the Lockheed Aircraft Corporation, has been named as Chairman of the 1965 AAAA Annual Meeting Committee by the National Executive Board of AAAA.

## TRAINING CONFERENCE

"Army Aviation Armament" will be the theme of the Fourth U.S. Army aviation conference at Fort Bliss, Tex., April 20-22. More than 250 attendees will observe helicopters in live-fire demonstrations and focus attention on authorized ground missile operations, according to Col. Henry H. McKee, Fourth Army aviation officer.



Hight



Kilmer

## AERIAL SEEDING

More than three million would-be pines fell from the skies recently over a 300-acre portion of Fort Gordon, Ga. The trees, in the form of long-leaf pine seeds, were air-dropped from an Army helicopter. Since pioneering Army seeding six years ago, Fort Gordon has seeded over 1,500 acres.

## STUDENT CITED

For the second year in a row, a student pilot at the Army Aviation School has been named Infantry OCS Honor Graduate of the Year. 2d Lt. Robert L. Brandkamp, Jr., who recently was awarded the 13th annual Robert P. Patterson award for the achievement, is a student in OFWAC 64-7 at Ft. Rucker, Ala.

## SELF-SEALING TANKS

A \$1,060,244 contract has been awarded to the U.S. Rubber Company for production of 3,305 flexible rubber fuel cells for use on UH-1 helicopters. Five different fuel cells would be produced for each UH-1 with two of the cells being self-sealing and located under the helicopter's floor.

The staff was saddened to learn of the death of Lt. Colonel William G. Kilmer, Ret., on March 5, just prior to publication of this issue. "Bill" died at Walter Reed General Hospital after a long illness. He is survived by his widow, Mrs. Velva Kilmer of 8908 Narem Place, Annandale, Va. In trying to get the word to all of his friends as quickly as possible, the notice has been placed here as a last-minute insertion, precluding any references to Bill's long career in Army aviation.

# How does our transceiver work without any moving parts?



## Better.

So much better, in fact, that reliability is at least 10 times greater than old-fashioned transceivers using rotating switch type tuning systems. And, just to provide that extra margin of confidence, it has a built-in monitor and a pilot operated self-test circuit.

It tunes itself instantaneously . . . no need to wait for the unit to change frequency. Weight is way down (17 pounds), power drain low, and the black box is only a short one-half ATR package. The RTA-41 has an output of 25 watts, minimum, and a receiver sensitivity of better than 2 microvolts for a signal-plus-noise ratio of 6 db.

And you get SuperSquelch, a Bendix exclusive that keeps the receiver quiet when there's no signal, even under electrically noisy conditions, but opens on signals as low as 10 db below noise level. The RTA-41 equals (or betters) all ARINC 546 requirements. Its 360 crystal controlled channels cover 118 to 136 mc. The RTA-41B has 680 channels for 116 to 150 mc operation. 50 kc separation is standard on both.

We'll be glad to answer questions. Write us at Bendix Radio Division, Avionics Products, Baltimore, Maryland 21204.

**Bendix Radio Division**



# FACES IN THE NEWS



Major General Delk M. Oden, a former Director of Army Aviation, OACSFOR, D/A, and the Commanding General, U.S. Army Support Command in Vietnam at present, will become the Director, Officer Personnel Directorate, Office of Personnel Operations, D/A, on or about 19 April. General Oden has served in Vietnam since early 1963, where he was known as the 'Flying General.'



In early February promotion ceremonies conducted at Fort Rucker, Alabama, Lt. Colonel Lyle H. Wright received the insignia of colonel, the shiny eagles being pinned on his uniform by his wife. Colonel Wright, who is deputy director of the U.S. Army Board for Aviation Accident Research, also has earned the wings of a Master Army Aviator. (For another USABAAR article, see page 33 of this issue.)



The Department of the Army has announced that Colonel Russell P. Bonasso, Chief of the Army Aviation Division of the Army Concept Team in the Republic of Vietnam, will attend the British Imperial Defense College, beginning in January, 1966. A graduate of the U.S. Military Academy (1942), Bonasso holds a Masters Degree in International Relations and has completed the C & GSC course as well.



Malcolm S. Harned, responsible for the development of the Hughes OH-6A turbine-powered light observation helicopter (LOH) for the Army, has been named to the newly-created post of vice president-operations, according to an early February announcement by Rea E. Hopper, vice president and general manager of the Hughes Tool Company Aircraft Division. He's been engineering director since 1959.



Major George J. Young, a highly decorated Army Aviator from Genesee, N.Y., has been assigned to Hqs, First U.S. Army, as Executive Officer to the Hqs Comdt, Special Troops. Major Young came to First Army from an assignment as CO of the 114th Aviation Company (AML) in Vietnam, where he earned the DFC, Vietnam's Cross of Gallantry with Gold Palm, and the Air Medal with 5 clusters.



Colonel Alexander J. Rankin, president of the U.S. Army Aviation Test Board, retired February 28 after twenty-five years' military service. Rated since 1947, he's a Master Army Aviator, and is qualified in both fixed and rotary wing aircraft, and jets as well. He entered military service in 1942 from the New Jersey ARNG, being commissioned as a second lieutenant of cavalry at Fort Riley, Kansas.



The Silver Oak Leaves of a Lieutenant Colonel now adorn the shoulders of former Major John M. Burhoe, pinned on at USAREUR ceremonies by his wife and his mother. A long-time veteran in Army aviation, Colonel Burhoe is the present S-3 Operations Officer with the 7th U.S. Army Transportation Avn Group at Ludwigsburg, Germany. The promotion ceremonies were conducted during February.



After having commanded two U.S. Army Aviation Battalions in Vietnam over the past year, Lieutenant Colonel John C. Hughes has returned to the U.S. March 5 for an assignment with the Army Materiel Command in Washington, D.C. Affectionately known by all as "Cornucob - Six," the Herrin, Illinois veteran completed a year in which he actively took part in leading hundreds of airlifts against the Viet Cong.



Jack G. Real has been named as vice president and general manager of Lockheed-California Company's new armed helicopter program sponsored by the U.S. Army. Real, who joined Lockheed 25 years ago and was the former chief research and development engineer, will direct the company's current development of an advanced aerial fire support system (AAFSS).



Chief Warrant Officer John A. Foley of Ft. Benning's 229th Assault Helicopter Battalion, recently saved his third aircraft from severe damage in effecting a successful emergency landing caused by a material failure. In all three of the airborne emergencies, CWO Foley expertly landed his UH-1D Iroquois aircraft with neither injuries to his passengers, or damage to the aircraft that he was piloting.





## Solar Titan gas turbine APU makes the CH-47A Chinook helicopter completely independent of ground support

Solar's potent, rugged *Titan*® T-62 gas turbine generates electric and hydraulic power aboard the Army's new Boeing-Vertol CH-47A Chinook helicopter. The lightweight, compact *Titan* turbine-powered unit makes it possible to start or service the Chinook anywhere in the world without ground support equipment.

Although it develops 80 hp, the Solar *Titan* gas turbine weighs just 61

lb and is only 25 inches long and 12½ inches in diameter. It has been qualified to military specifications. *Titan* gas turbine APU's may be equipped with alternators, generators, hydraulic pumps, pneumatic compressors or any combination of these units.

Solar *Titan* gas turbines are currently used to supply power aboard a number of advanced Army, Navy, Air Force and Marine Corps helicopters, including Boeing-Vertol's CH-46A, Sikorsky's CH-3C, CH-53A and Flying Crane. For more information, write Solar, a Division of International Harvester Co., Dept. N-142, San Diego, Calif. 92112.

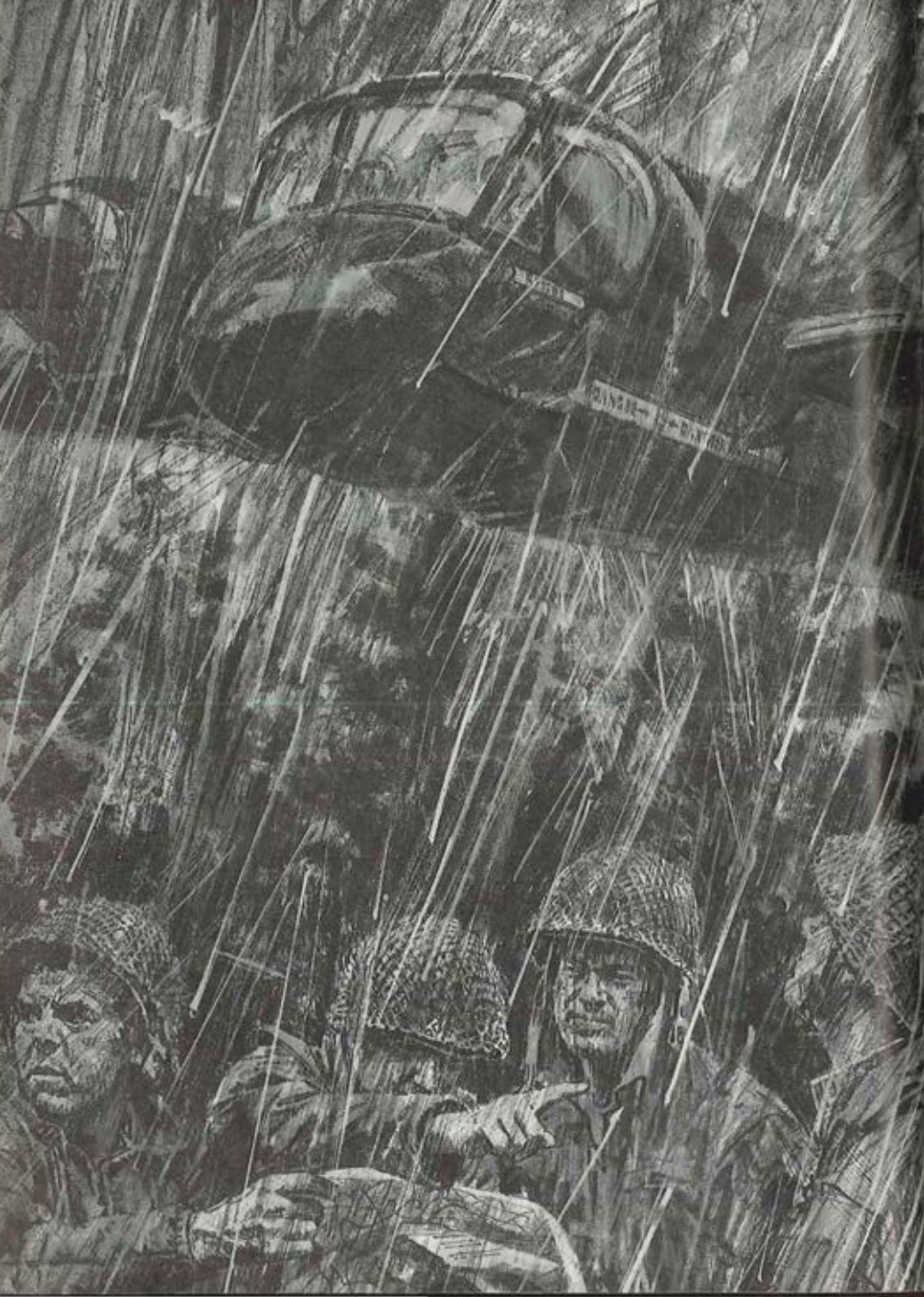


80 hp Solar *Titan* gas turbine



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## Tactical Teammates

Working as a team, two all-weather Army Mohawks comprise a surveillance system of great tactical use to the battlefield commander.

First, the OV-1B Mohawk observes enemy action from well behind battle lines, via long-range, side-looking radar. Once the OV-1B has indicated the need for more precise informa-

tion, the other half of the team—the OV-1C—takes over. It penetrates the forward edge of the battle area at treetop level, for closeup visual, photographic or infrared target identification.

Both aircraft provide a responsive airborne surveillance system, operative under day or night all-weather conditions.

**GRUMMAN** AIRCRAFT ENGINEERING CORPORATION • Bethpage, Long Island, N. Y.





**U. S. Army orders Hughes TH-55A two-place primary trainers—the less expensive, less complicated, more responsive, more practical helicopter.**

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



**"A  
CERTAIN  
FEELING  
OF  
REGRET"**

**B**Y the time you read this, I will have departed the Army Aviation Directorate for my new post at Fort Rucker. I want to take this opportunity to thank each of you for your wholehearted cooperation during the past two years. As you know, many important events in Army aviation have served to keep activities in our program at a high pitch since my arrival in the Pentagon in May, 1963. In spite of a certain feeling of regret at leaving with so many irons still in the fire, I know that Colonel (soon to be Brigadier General) Phil Seneff has things well in hand.

All of us in Army aviation were sorry to lose General von Kann from the "active" ranks upon his retirement last month. We can rest assured that his departure will not lessen his interest in the program and know that he will continue his valuable contributions to the future of Army aviation. We all wish you the best of everything, "Von"!

We also want to extend our congratulations and best wishes to Colonel "Alex" Rankin upon the occasion of his retirement. "Alex" has served the Army in aviation

positions for many years and the Army's aviation has benefited from his many contributions.

### **FOLLOW-UP ACTION**

Since returning from Exercise AIR ASSAULT II in November, the elements of Project TEAM have devoted their time to follow-up action from that field test exercise and preparation for what the future might bring.

The experimental 11th Air Assault Division, 10th Air Transport Brigade and 72d Air Traffic Company spent the remainder of 1964 on maintenance, cleaning of equipment and personnel training following the strenuous two-month field exercise program. Personnel have been given maximum leave opportunity, and lessons learned during the exercise were evaluated in preparation for future training. Shortly after the 1st of the year, the division embarked on an intensive training program, with special emphasis on flying operations in cold weather and mountainous regions.

For the Test, Evaluation and Control Group, the return from Exercise AIR ASSAULT II meant a shift from controlling the test exercise and collecting data to the evaluation of that data and the preparation of detailed and extensive test reports. An initial report, which did not have the benefit of thorough reduction of the collected test data, was submitted to Headquarters CDC on 1 December 1964. A far more extensive and detailed report was then prepared for submission. Concurrently, other elements of the Test, Evaluation and Control Group have been assisting the 11th Air As-

sault Division and its attached units in correcting any personnel or equipment shortages.

We are all proud of the job done by the airmobile test units and are looking forward to further incorporation of air mobility concepts into the Army.

### **NEW FLIGHT PLAN FORM**

The old order changeth, as the saying goes — at least the old form DD 175 dated October 1956 becomes obsolete upon issuance of a new DD Form 175. This new form should now be available through normal TAG distribution channels. Any requisitions for this new item should include the latest date of this form (1 November) to insure receipt of the current edition.

A special Army briefing bulletin has been prepared concerning the features of this new form, but I have few observations which I would like to pass on. A keynote of simplicity was used among the three services in this joint re-design effort. The new format is consistent with FAA and international standards for the (upper) flight plan section while the lower half represents a composite of military requirements. The reverse side of the form is purposely blank so that each service may exercise its option to provide any additional information it feels is necessary for its flight personnel.

The weather data portion of the old form has been deleted from the new DD 175. A separate form 175-1 now carries this weather data. The flight weather briefing authorities consider this more satisfactory, permitting them to provide data in an expeditious manner and more

responsive to our needs. For example, an aviator may call in advance giving the weather personnel his ETD and they can prepare the weather form for that time. When the pilot arrives at operations, he can be briefed and given the completed form with no additional delay.

The use of this new form does not eliminate current requirements for each aviator to obtain his weather data in compliance with existing regulations, AR 95-1 and 95-2.

As in the case of all such changes, we would appreciate receiving any comments you might have as a result of experience with the new DD 175.

### REVENUE TRAFFIC

Periodically, field commands receive requests to provide Army aircraft support to other government and non-government agencies. In certain instances, the personnel or cargo to be transported may qualify as revenue traffic as defined in AR 96-20.

AR 59-30 directs that charges will be assessed for the transportation of passengers and cargo qualifying as revenue traffic by using the flying hour rate as prescribed in AFR 76-28.

My office is currently working on a revision to AFR 76-28 to update the flying hour cost factors for the aircraft in the Army inventory. Pending the publication of this revision, DA will provide flying hour costs for revenue traffic on request of the major field commanders.

### IFF/SIF/SLS FOR ARMY GCA

Beginning with the first quarter of FY 66, the Army AN/FPN-40 GCA radar equipment will be modi-

## USO VISIT



Shown during the course of their X-Mas visit to the Republic of Vietnam are the veteran USO troupers, Jerry Colonna (left) and Bob Hope (right). The celebrated entertainers flank Lt. John C. Hughes, 52nd Aviation Battalion Commander, shortly after arriving at Pleiku.

fied to incorporate the IFF (Identification Friend or Foe), SIF (Selective Identification Feature) and SLS (Side Lobe Suppression) features. This MWO incorporates recent developments eliminating many of the undesirable beacon problems existing in the present systems. Accurate tracking close to the interrogating installation will become a reality with the SLS modified equipment used in conjunction with a new airborne transponder.

The updating and combined functions of two existing Army items (AN/FPN-40 GCA and AN/TPX-22 IFF Interrogator) ties in closely with the development of a new airborne transponder (AN/APX-68) which is being tested by the Electronics Proving Ground, Fort Huachuca, Arizona. An experimental Air Traffic Control Radar Beacon System (ATCRBS) for the AN/TPN-

8 tactical GCA system is utilized in support of the transponder test program. These combined efforts are providing Army aviation with a portion of the equipment necessary to implement the programmed Mark XII beacon system concept.

### **INDIVIDUAL RESPONSIBILITY**

A recent review of accident reports brought to light a case in which an OH-23G pilot flew more than nine hours in one day after a night of no sleep. During this day of flight, his diet consisted of a can of peaches, three cookies and a nickel cake. He wrapped up the chopper in an attempt to make a night approach to an unlighted sloping area with an inoperative landing light. For everyone's benefit, full details of this accident have been published in the Crash Sense Department of the March 1965 issue of the U.S. ARMY AVIATION DIGEST.

AR 95-17, which provides a guide for establishing maximum flight hours, was developed to prevent this type of accident. Included in flight hour considerations are diet and rest facilities available to crew members. It is a pilot's responsibility to monitor such things as fuel consumption in-flight. It is both the supervisor's and the individual's responsibility to provide adequate meals and rest and to monitor physical condition.

### **AAFSS PROJECT**

We are making excellent progress in improving the capability of our armed helicopters. Our goal is to have the follow-on to the armed UH-1B, the Advanced Aerial Fire Support System (commonly referred

to as the AAFSS) in combat units by 1970 or earlier, if possible. This will be the first Army aircraft system specifically designed as a weapons platform. The AAFSS will have speeds appreciably better than our current inventory of helicopters.

Twelve manufacturing firms submitted proposals and after an extensive evaluation, two companies, Lockheed and Sikorsky, were selected by the Army to perform funded, six-month studies to define the development program, known as the Project Definition Phase.

We recognize that we cannot stand still and wait until the AAFSS is developed and manufactured. Accordingly, we are proceeding with product improvement for the Army's interim weapons helicopter, the UH-1B. Currently under test for the UH-1B is the Model 540 "Door-Hinge" rotor system which appears capable of attaining increased performance in both lift capability and higher permissible airspeeds with a greatly reduced vibration level and improved safety characteristics. The "Door-Hinge" rotor system is a new concept primarily in hub design and has the same diameter and twist as the standard UH-1B rotor. The chord has been increased from 21 inches to 27 inches and the airfoil thickness has been decreased from 12 percent to 9-1/3 percent.

We anticipate that the new rotor system will be incorporated on production model UH-1Bs beginning this summer. We expect that increased speed and low vibration levels promised by the new system will substantially improve the UH-1B Iroquois' capability in the armed helicopter role.



**B**EECH Aircraft Corp., Wichita, Kan., was awarded a \$2,582,250 contract for the production of 55 instrument trainers by the Army Aviation Materiel Command, according to a mid-February announcement by Brigadier General Howard F. Schiltz, AVCOM commander.

THE CONTRACT contains an option for purchase of 10 more of the trainers in fiscal year 66. They will be used at the Army Aviation School, Fort Rucker, Ala., with deliveries starting in August 1965 and continuing through June 1966.

THE TWIN ENGINE trainers are essentially B55B Barons with the "goldplating" removed. The Army model will seat four, with narrow seats allowing pilots to change seats in flight. Vinyl replaces the carpeting used in the commercial version of the Baron.

THE BARON is FAA certificated in

the utility category and is a commercial off-the-shelf model. The fixed-price contract includes the aircraft, operator's manuals, handbooks and engineering data.

AWARD of the contract climaxed the two-step, formally advertised procurement. Last summer, 26 firms were solicited with four responding. In addition to Beech, Cessna, Aero Commander and Piper entered the competition with flight evaluations being made by the Army Aviation Board, Fort Rucker, during September-November, 1964. Aero Commander entered its 500B model, Cessna its 3101 and Piper entered two Aztecs, one of which had turbo-charged engines. Beech Aircraft was the low bidder.

THE NEW TRAINERS will be the Army's lightest twin engine fixed wing aircraft. Larger Beech twins, including the Twin Bonanza and the Queen Air 65, have been in Army use for some years.



**NEW USAAVNS TRAINER**



## 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.



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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

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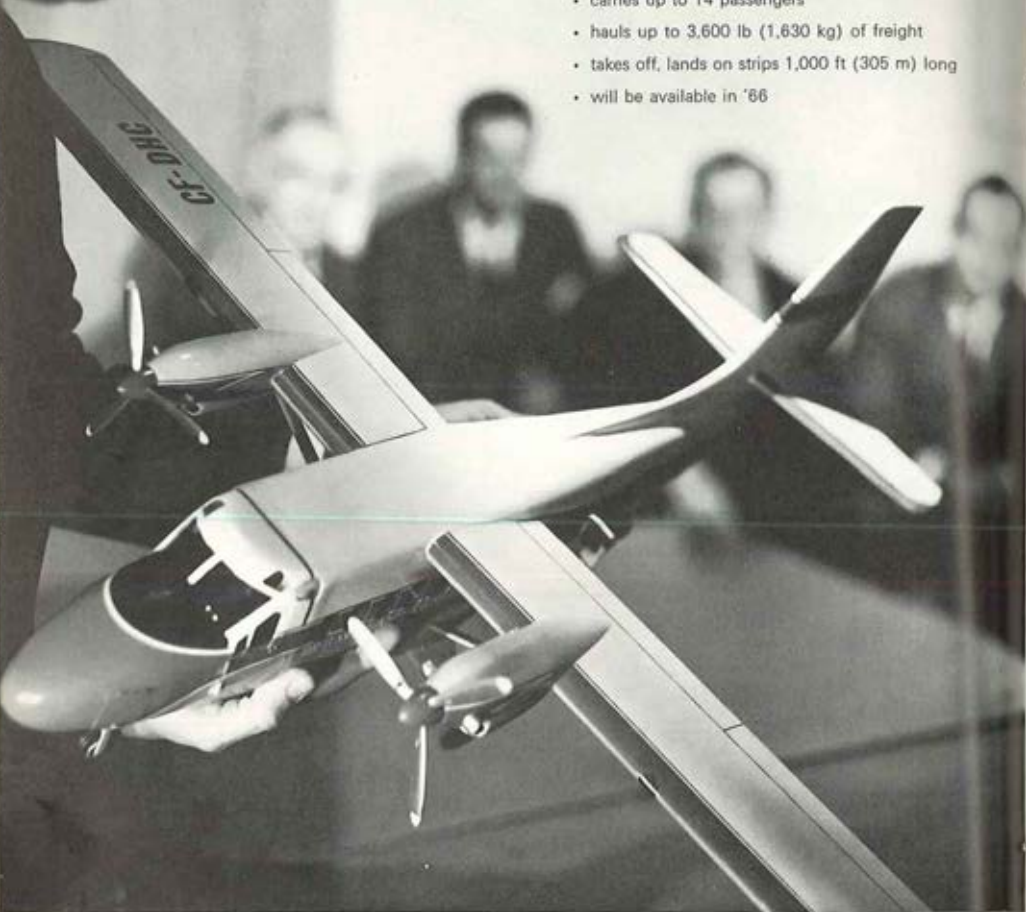
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... as are aircraft operators worldwide, because the Twin Otter will economically serve local air routes of low traffic density whether prepared airfields exist or not. Combining multi-engine security with turbine power, the Twin Otter ...

- carries up to 14 passengers
- hauls up to 3,600 lb (1,630 kg) of freight
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601-C

THE DE HAVILLAND  AIRCRAFT OF CANADA LIMITED  
DOWNSVIEW ONTARIO

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



## USAAVNS AVIATOR INPUT REDUCED IN FY 66

**A**S a result of a comprehensive review of the Army's requirement for aviators, the output of new aviators at Fort Rucker will be reduced by approximately 350 in FY 1966 from the total in FY 1965.

This reduction is based upon two factors: limiting the number to be trained for the active Army to those required solely for flying duty, and a continuing reduction in the ratio of fixed wing to rotary wing aircraft in the Army inventory. The bulk of the reduction will be made in the fixed wing pilot training.

The reduction involves only the training of new aviators and does not affect other courses being conducted at Fort Rucker. No aviation training activities will be moved from Fort Rucker.

Approximately 1,900 new pilots of all categories will be graduated from Fort Rucker during FY 1965. The estimated figure for FY 1966 is 1,550, which exceeds by 150 the FY 1964 output of 1,400.

Plans to accomplish this reduction in a gradual orderly manner are now being prepared. Detailed information as to the reduction will be made available when these plans are completed and approved.

### **CV-2 CLASSES ENLARGED**

Word was received from Headquarters, USCONARC, last week to increase the input of CV-2 Class 65-4 from 28 to 34 students. The

increased input to 65-4 is necessary to meet immediate requirements of the 11th Air Assault Division for additional CV-2 qualified aviators.

The USAAVNS will also conduct special CV-2 ground school training for 80 aviators from the 11th Air Assault and 10th Air Transport Brigade. These men will then receive CV-2 transition training from the 50th Transportation Airplane Company at Fort Benning. The instructor pilots who will conduct the transition training have been previously "MOI" qualified at the USAAVNS. The special ground school training will be conducted at USAAVNS during January and February 1965.

Course 1-B-061C, CV-2 (Caribou) Pilot Transition is being increased from the present 6 weeks to 6 weeks and 2-1/2 days commencing with Class 65-4 which reported to USAAVNS on 6 December 1964. The additional 2-1/2 days will afford the inclusion of an additional 8 flight hours to the course.

During the transition flight phase increased flight training in normal take-offs and landings, night opera-

tions, STOL characteristics, single engine operations, and instrument familiarization and cruise performance will be implemented. The tactics phase will see increased training in the low level extraction (LO-LEX), compact loads, A-22 containers, and heavy drop periods of instruction.

### COLONEL HARRIS DEPARTS

Colonel Peter J. Harris has recently departed the USAAVNS, Fort Rucker, for a new assignment in the Far East. During his 30 months tenure as Director, Department of Rotary Wing Training, a tremendous expansion of the training program has been realized. Colonel Harris will long be remembered as a very colorful commander, with an aggressively efficient approach which always seemed to render these insurmountable problems easier to solve. Our best wishes, Colonel Harris, for an even more illustrious future.

### COURTESY BRIEFING

Recently, the Department of Maintenance, USAAVNS, conducted a courtesy briefing and tour for local mayors, school principals, technical representatives, and others covering the operation and mission of the department.

Colonel F.M. McCullar, Department Director briefed guests from the Ft. Rucker area on the Department of Maintenance. Mr. Dan Spano (in the photo left), President of the Ozark Chamber of Commerce, is shown receiving instruction on the operation of the controls of a CH-47A Chinook helicopter from SFC Robert G. Lee, an instructor at the Department of Maintenance.



**F**LYING combat support missions for the Army of the Republic of Vietnam has developed a new breed of U.S. soldiers in aviation. The new generation in the American Army is epitomized by the gunners who "ride shotgun" aboard the UH-1B helicopters armed with the M-60 machine gun.

At the 118th Aviation Company stationed at Bien Hoa about 25 kilometers from downtown Saigon, the gunners are a well-respected group. Averaging only 20 years of age these PFC's and Specialists are invaluable in protecting American lives and property.

To increase their effectiveness, Captain Pearce A. Lane, the 118th's Operations Officer, has innovated a training aid which makes use of the beneficial output derived from simulated gatherings of "Monday morning quarterbacks."

His system involves the use of a tape recorder carried aboard the "Huey" control and command ship during operations. At the outset of a mission he plugs the recorder directly into his headset - and then

sets the recorder to tape all conversation.

The result is a tape recording of all communications coming from the ground advisor, the other helicopters involved in the mission, and from transmissions emanating from the control ship itself.

Back on the ground after the mission, the tapes are played back and each gunner as well as all other crew members have an opportunity to review the operation, and develop actions that will serve to improve the unit's effectiveness for subsequent missions.

The use of a play-back in mission critique is one of the many typical actions at the 118th Aviation Company, and Major Harvey E. Stewart, unit commander, points with pride to the 118th's record number of 2,605 hours logged in flying support missions during the month of December.

The type of constructive criticism derived from play-back recordings is another factor in assuring that the Army's "new breed" of soldier performs with the highest degree of proficiency.



# PLAYBACK!



**MAJOR GENERAL DELK M. ODEN**  
Commanding General, USASCV



**COLONEL JACK D. SMITH**  
Chief of Staff, USASCV



**COL. JOHN L. KLINGENHAGEN**  
Deputy Commander, USASCV



**LT. COL. JOHN R. GOODRICH**  
CO, 14th Aviation Battalion



**LT. COL. ROBT K. CUNNINGHAM**  
CO, 14th Aviation Battalion



**LT. COL. DELBERT L. TOWNSEND**  
CO, 52d Aviation Battalion



**LT. COL. JACK V. MACKMULL**  
CO, 13th Aviation Battalion



**LT. COL. ROBERT J. DILLARD**  
CO, 765th Trans Bn (AM & S)

**AVIATION ELEMENTS  
U.S. ARMY  
SUPPORT COMMAND, VIETNAM**

**I CORPS  
AVN CO (PROV)**

Commanded by  
Major Wallace I. Baker

**145 AVN  
BN**

Commanded by

**52 AVN  
BN**

Commanded by

**13 AVN  
BN**

Commanded by

**765 TRANS  
BN**

Commanded by

**18 AOD**

Commanded by  
Captain Gerald C. Guetler



Commanded by  
Lt. Col. Robert K. Cunningham

**68 AVN CO**

Commanded by  
Major Joseph N. Jagers, Jr.  
UH-1B

**118 AVN CO**

Commanded by  
Major Harvey E. Stewart  
UH-1B

**120 AVN CO**

Commanded by  
Major Earl O. McCosha  
UH-1B

**A CO  
501 AVN BN**

Commanded by  
Major Lewis J. Henderson

**145 AVN PLT  
(FW) (PROV)**

**57 MED DET**

Commanded by  
Major Howard A. Huntman  
UH-1B

Commanded by  
Lt. Col. Delbert L. Townsend

**117 AVN CO**

Commanded by  
Major James E. Rogers  
UH-1B

**119 AVN CO**

Commanded by  
Major Sayward A. Hall, Jr.  
UH-1B

**52 ALFT PLT**

**145 ALFT PLT**

**52 AVN PLT  
(FW) (PROV)**

Commanded by  
Lt. Col. Jack V. Mackenzell

**114 AVN CO**

Commanded by  
Major George E. Derrick  
UH-1B

**121 AVN CO**

Commanded by  
Major Millard Whitten  
UH-1B

**82 MED DET**

**A CO  
502 AVN BN**

Commanded by  
Major Thomas E. Anderson  
UH-1B

**13 AVN PLT  
(FW) (PROV)**

Commanded by  
Lt. Col. Robert J. Dillard

**56 TRANS CO**

Commanded by  
Major Paul E. Needles  
CH-37 & UH-1B

**330 TRANS CO**

Commanded by  
Major Swayne B. Franklin

**611 TRANS CO**

Commanded by  
Major Sigurd A. Lund, Jr.  
CH-37 & UH-1B

**61 AVN CO**

Commanded by  
Major William F. Leach  
CV-2B

**73 AVN CO**

Commanded by  
Major Davis B. King III  
OV-1

**14 AVN  
BN**

Commanded by  
Lt. Col. John R. Goodrich

**18 AVN CO**

Commanded by  
Major Raymond E. Dickens  
U1-A

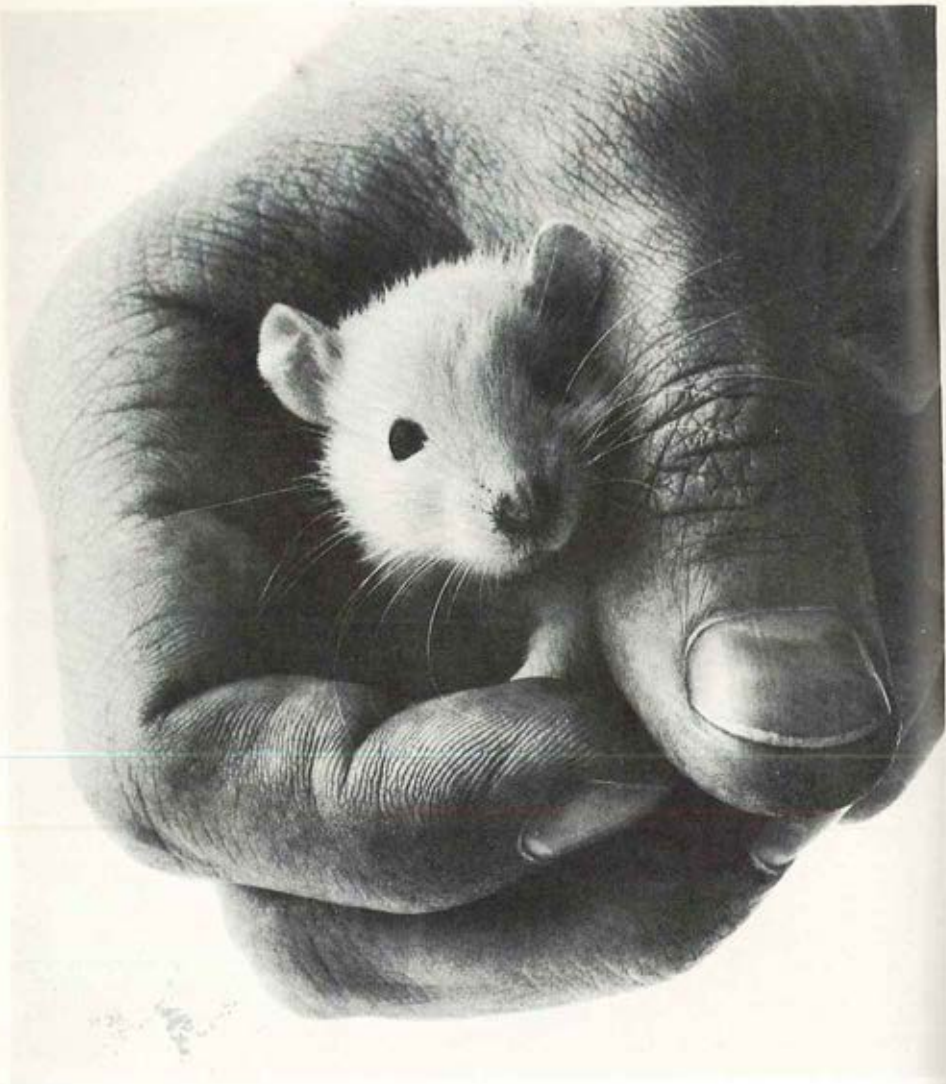
**92 AVN CO**

Commanded by  
Major Lowell L. Ballard, Jr.  
CV-2B

**339 TRANS CO**

Commanded by  
Major Murry D. Smith  
CH-37

**14 AVN PLT  
(FW) (PROV)**



**SOME OF YOUR BEST FRIENDS ARE RATS:** They could help save your life. They are used in research in the unceasing war against cancer. Like all wars, it is expensive to wage. For instance, 1,000 rats cost \$2,500 — one electron microscope, \$35,000. Last year, the American Cancer Society spent \$12,000,000 on research to help fight this war. Every dollar helps save lives. To help cure more, give more.

COLONEL  
J. ELMORE SWENSON  
CHIEF-AVIATION DIVISION  
UTR, USCONARC  
FORT MONROE, VA.

# CONARC REPORT

**T**HE Fifth Annual USCONARC Aviation Conference was held at Fort Monroe, Virginia, on 3 and 4 February. Key Aviation Officers representing the ZI Armies, MDW, and the USCONARC schools were joined by representatives from Department of the Army, U.S. Army Combat Developments Command, U.S. Army Materiel Command, and U.S. Army Air Defense Command for a full schedule of briefings and discussions during the two days.

## OPENING REMARKS

Major General David W. Gray, Deputy Chief of Staff for Unit Training and Readiness, USCONARC, opened the conference on 3 February. Acknowledging the busy slate of the past year under the impact of Project TEAM and the Goldfire exercises, General Gray anticipated another eventful year ahead.

He likened our current situation to a Grand Prix pit stop, a momentary pause for refueling and preparation for the next lap. He was assured by the agenda that the conference would be a "working" one in nature and was gratified so many key senior officers had taken valuable time for the conference.

## R & D PROGRAMS

Colonel John Dibble, Jr., Office Chief of Research and Development,

led off with a discussion of aviation research and development programs. He pointed out that although a major portion of R&D funds are committed to specific aircraft development projects, a considerable part of the effort is involved in projects which are not directed to a specific aircraft, but cut across the board, affecting all aircraft development projects.

Evaluation of the LOH test models has been completed with Hiller and Hughes Companies bidding on a fixed price procurement contract. The outstanding characteristics of the LOH are its agility and its favorable maintenance-to-flying hour ratio, which may prove to be less than one. Ease of maintenance in the forward area with simple hand tools is also of significance.

Colonel Dibble indicated that although the OV-1 has proved a reliable, survivable and responsive surveillance and target acquisition means, improvements are being sought. We're also examining these capabilities in the COIN aircraft projects. The requirement, essentially, is for a continuous "painting" of the enemy situation with easily detected indications of change in the enemy's activities.

Interest continues in other developmental programs, notably VTOL/

VSTOL, heavy lift helicopter, and a light tactical transport follow-on for the Caribou and Chinook.

Brigadier General George B. Pickett, Jr., C/S, USACDC, discussed combat developments and Army aviation. Brigadier General Howard F. Schiltz, the Commanding General, Army Aviation Materiel Command, addressed the aviation materiel support program for USCONARC. A Transportation Research Command report on the status of aeronautical research was presented by Colonel Michael J. Strok.

### **AVIATION PROGRAMS**

Army aviation programs and future considerations were discussed by Brigadier General John J. Tolson, III, Director of Army Aviation, OACSFOR. Col. Howard I. Lukens, OACSOPO, examined aviation personnel status and plans. Coming changes in flight information publications were reviewed by Lt. Col. George R. Swilley, Chief of USAFINO.

### **AVIATOR TRAINING**

Aviator training, a key element in any aviation program, was the subject of a discussion by Major General Clifton F. von Kann, Commandant U.S. Army Aviation School. He pointed out that a major problem is determining what quality the Army needs as a school product. We need to pin down the operational requirements.

Current fixed wing graduates receive 205 hours in 34 weeks and are instrument qualified. Rotary wing graduates receive 15 hours instrument familiarization. Many, though

not all, of the graduates of the 60-hour rotary wing instrument course which started 1 February 1965 will be instrument qualified.

The school product is a basic aviator, highly motivated and well qualified. Some refinement in the unit is required. Divisions and major commands have the capability for this refinement and for standardization and transition training. Smaller units do not have the same capability.

Rotary wing instrument qualification appears to be a valid requirement. Experience indicates we can operate most effectively under bad weather when the individual pilots are instrument qualified and confident of being able to extricate themselves from a tight spot by going into weather. A one-eighty turn in bad weather at twenty feet has limited appeal.

### **HIGH COST OF TRAINING**

A major factor in training is the high cost. We're attacking this problem from several directions. Equipment is expensive. Savings can be realized by standardizing the fleet, thus reducing the total qualifying hours; and by careful scheduling, it's possible to reduce the training fleet. Instructor pilots contribute to the cost. With a three-year instructor tour, MOI requirements leave only about 60 per cent of the time available for instruction. At the same time, IP experience is an important factor in accident prevention.

General von Kann also indicated that advances in technology present a wide range of means to reduce costs. Simulators, even including visual presentations, programmed

## CONFERENCE IN SESSION



Attendees listen to an address by Brig. Gen. John J. Tolson, Director of Army Aviation, during the course of the Fifth Annual USCONARC Aviation Conference.

learning, closed circuit TV, and automation all are fertile areas for development. Finally, sound management in day-to-day operations is a potent tool in reducing costs and producing the best possible product.

Colonel Robert H. "Red Dog" Hamilton, Director, U.S. Army Board for Aviation Accident Research, discussed the USABAAR safety programs.

### AIR MOBILE TECHNIQUES

Brigadier General Robert R. Williams, Commanding General of the Test, Evaluation and Control Group at Fort Benning, opened the air mobility discussions with a report on the methods of control and evaluation used in the tests.

One of the highlights of the conference was a discussion by Major General Harry W.O. Kinnard, Commanding General, 11th Air Assault

Division. He indicated that everyone in the 11th AAD and the 10th Air Transport Brigade was conscious of the assets sacrificed by other CONUS units and was grateful for the sacrifices and the support given the project.

The mission was not for the 11th AAD and 10th ATB to prove anything perfect, but was to give the Army a sound basis for deciding how far and how fast it should go in substituting aircraft for vehicles.

The developments in air mobility, as viewed by General Kinnard, have been a collective contribution from many in the 11th AAD. The effort was to convert theory to reality with available, not theoretical, equipment and to determine, if not a solution,

at least a direction for further efforts.

General Kinnard stressed that from inception an integrated combined arms approach had been an overriding consideration and this theme had been successfully carried through the entire effort. He expressed his own view of the capabilities of this type organization: a capability of performing a wide range of missions over a wide range of terrain; screening, reserve for a large force, operations in enemy rear; in particular, an ability to strike, disperse and reconcentrate at the point of decision in spite of terrain, tree blow-down or radiation. You cannot fight ground troops from aircraft; ground combat requires the man on the ground to find, fix and finish the enemy. Air mobility is a means of getting him there. Holding a piece of ground by sitting on it is not an inherent capability. An air assault unit can do it, as can an airborne unit, if you give it the proper support.

### RESULTS WORTH EFFORTS

A large force, a division size force, according to General Kinnard, is an excellent test vehicle in this type development. Support for a test organization of this size requires whole Army effort, but it is

worth it. Such an effort pays off handsomely by permitting rapid development on a broad front. Doctrine, techniques, equipment, training and organization can all be developed simultaneously, repaying the sacrifices made to support the efforts. Results of these efforts are useful to all Army aviation and the Army will be better as a result.

### USCONARC

Major W.H. Harr opened USCONARC discussions with a run-down on assignment and utilization of USCONARC aviation personnel. Flight safety was treated by Mr. D.S. Buck. Lt. Colonel H.P. Weber discussed aerial surveillance and target acquisition.

Aviator transition training was discussed by Lt. Col. H.W. Ogilvy and Lt. Col. G.E. Oldefendt treated maintenance training. Aerial medical evacuation and aviation medicine were discussed by Lt. Col. J.D. Davenport and Lt. Col. W.E. Mayer respectively. USCONARC presentations wound up with a discussion of aviation plans by Major I.L. Slavich.

Brigadier General Patrick H. Devine, ADCS Unit Training and Readiness, closed the conference, expressing thanks, particularly to DA, CDC and AMC speakers, for their contributions to the conference.



### MEDIC AA FLIES 1,000 HOURS

First Lieutenant Ernest J. Sylvester, 23, became the first medical aviator to fly more than 1,000 evacuation hours in Vietnam. Awarded the DFC, Purple Heart, Air Medal with 19 Oak Leaf Clusters, and the Vietnamese Cross of Gallantry with Silver Star, the Gulfport, Miss. officer often disregarded his own personal safety to continue to aid the wounded. A former 57th and 82d Medical Detachment pilot, he's since rotated to Fort Sam Houston, Tex.

# months takeoffs

## COLONELS

CREEK, ROY E.  
8819 Hospital Drive  
Fort Rucker, Alabama 36362

FLEMING, E. PIERCE  
Quarters 17, Ft. Kamehameha  
APO San Francisco 96553

KLINGENHAGEN, J.L.  
U.S.A. Support Command  
APO San Francisco 96307

NEWTON, ALBERT  
Headquarters USAAMAC  
APO New York 09025

## LT. COLONELS

BAILEY, PAUL O.  
315 Outer Drive (HCTP)  
Fort Benning, Georgia 31905

BRASSFIELD, JOSEPH D.  
13 Donovan Street  
Fort Rucker, Alabama 36362

COBB, JOSEPH F.  
Quarters 405-B  
Fort Belvoir, Virginia

HAMMARSTROM, ARTHUR F.  
HHD USASC  
APO San Francisco 96307

HARPER, WILLIAM H.  
Hq. 6th Bn, 2nd Tng Regt, USATC  
Fort Gordon, Georgia 30905

JONES, LUTHER G., JR.  
850 Bobbins Lane  
Florissant, Missouri

SUNDBY, SELMER A.  
119 Linda Drive  
Newport News, Virginia

## MAJORS

AIKMAN, JIM B.  
U.S. Army C&GSC Class 65-2  
Fort Leavenworth, Kansas

ANKNEY, PAUL  
MAAG-Japan  
APO San Francisco 96390

BAILEY, HAROLD M.  
3738 Herschel Road  
College Park, Georgia

BAUGH, RUSSELL E.  
1905 Cherokee Street  
Leavenworth, Kansas

BAUMAN, WILLIAM F.  
307-3 Third Street  
Fort Leavenworth, Kansas

BENJAMIN, WILLIAM J.  
Hq. V Corps, Aviation Section  
APO New York 09079

BERRY, JOHN T.  
127 Mizner Street  
Fort Huachuca, Arizona

## MAJORS (CONT.)

BONIFACIO, ROBERT A.  
5611-1 Lockridge  
Fort Hood, Texas 76540

BUCKNER, BOYCE B.  
2006 Dakota Street  
Leavenworth, Kansas 66048

BUSH, DONALD C.  
498th Medical Company-AA  
Fort Sam Houston, Texas

CARR, EDWIN O.  
3001 Baker Street- Apt. 6  
San Francisco, California 94123

CARROLL, ANTHONY  
815 Osage Street  
Leavenworth, Kansas 66048

CHIN, BAK Y.  
97th Signal Battalion  
APO New York 09046

CHRISTIANSEN, ARTHUR A.  
5405 Duke Street  
Alexandria, Virginia 22304

CHRISTY, DERYCK G.  
200 River Towers Drive, 508  
Alexandria, Virginia 22307

CLEMENTS, JOHN K.  
USAAMAC  
APO New York 09028

COVINGTON, GUY M.  
110-B Arrowhead Road  
Fort Benning, Georgia 31905

CRAIN, CLEATIS M.  
503rd Aviation Battalion  
APO New York 09165

CROWN, ELWARD E.  
2 Bullard  
Fort Leavenworth, Kansas

DAVIDSON, BILLIE A.  
923 Lincoln Boulevard  
Omaha, Nebraska

DAWDY, CHARLES A., JR.  
1404 East Lyndale Avenue  
Helena, Montana 59601

DEWERSE, THOMAS P.  
23 Avellino Drive  
Fort Bragg, North Carolina

DILLINGER, DAVID R.  
485 Craig Drive  
Fort Benning, Georgia 31905

DIXON, WILLIE F.  
Aviation Unit G-3 Elm JUSMMAT  
APO New York 09254

DUCKWORTH, RICHARD H.  
1437 Pollard Drive, S.W.  
Atlanta, Georgia

EARL, GEORGE L.  
Hq., 504th Aviation Bn., 4th AD  
APO New York 09696

FRENCH, WILLIAM C.  
12 Volturno Street  
Fort Bragg, No. Carolina 28307

## MAJORS (CONT.)

GANEVSKY, WALTER J.  
108 West Glendora Avenue  
Stockton, California

GRIFFIN, PAUL E.  
Hq., 32nd AD Brigade  
APO New York 09409

GROW, ROBERT M.  
Hq., 82nd Aviation Battalion  
Fort Bragg, North Carolina

GWINNER, MAURICE D.  
Hq., 1st Regiment ARADCOM  
Fort Totten, L.L., New York 11359

HAND, LEE M.  
312-D Fenwick Road  
Fort Monroe, Virginia 23351

HARRISON, BEN L.  
Armed Forces Staff College  
Norfolk, Virginia

HATFIELD, JIMMY L.  
905 Alder Drive  
Nashville, Tennessee 37220

HAUCK, DONALD R.  
20 Howard Street  
Fort Rucker, Alabama 36362

HAWS, ELBERT D.  
54th Transportation Company  
Fort Sill, Oklahoma

HEISS, CLARENCE L.  
423-F Beluga Avenue  
APO Seattle 98749

HENDERSON, JAMES A.  
117-B Arrowhead Road  
Fort Benning, Georgia 31905

HENRY, WILLIAM H., JR.  
AFSC Class 37  
Norfolk, Virginia

HILBERT, MARQUIS D.  
407 Vine Street  
Leavenworth, Kansas

HOBBS, DONALD I.  
Headquarters  
Fort Irwin, California

HOLZER, KENNETH W.  
2627 Black Forest Trail, S.W.  
Atlanta, Georgia

HUNTER, ROBERT L.  
Quarters 3-B, Governors Island  
New York, New York 10004

JACOBS, NORMAN P.  
2955 Avondale Road  
Columbus, Georgia 31903

JAGGERS, JOSEPH N., JR.  
364 Holmes Avenue  
Fort Walton Beach, Florida

JOHNS, WILTON O.  
Hq., MACV Flight Detachment  
APO San Francisco 96243

**MAJORS (CONT.)**

JOHNSON, BENJAMIN C.  
25 Whipple Drive  
Hampton, Virginia

JONES, LINCOLN G.  
318 Cody Lane, 4B Building 67  
Fort Leavenworth, Kansas

LAWRENCE, ROY H.  
504 Monterey Avenue  
Odenton, Maryland

LEHNER, CHARLES R., JR.  
G-3 Hq., Seventh U.S. Army  
APO New York 09046

LUST, ROBERT A.  
HHD, 501st Avn Bn, 1st Armd Div  
Fort Hood, Texas

McGOWAN, EUGENE  
SFO USASCC Box 924  
Fort Clayton, Canal Zone

McRAE, DONALD  
Prom Townhouse, 7000 Dodge  
Omaha, Nebraska

MUTER, JOSEPH J.  
6414 Floridon Court  
Springfield, Virginia 22150

OGLE, CHARLES R.  
202 Fair Lane, Apartment 2  
Lansing, Kansas

O'GRADY, PATRICK J.  
Hq., Seventh Army, Aviation Sec.  
APO New York 09046

PRIMIS, NICK J.  
320-5 Doniphan  
Fort Leavenworth, Kansas 66027

RAMPTON, WALTER E.  
38620 North 2nd Street, East  
Palmdale, California 93550

ROBERTSON, V.M., JR.  
AFSC Class 37  
Norfolk, Virginia 23511

ROBSON, PAUL B.  
354 Weld Street  
West Roxbury, Mass. 02132

SIEGERT, ROBERT W., JR.  
521-C Beluga  
APO Seattle 98749

SMITH, COURTNEY E., JR.  
XII Corps, Avn. Div., Box 833  
Atlanta, Georgia 30306

SMITH, RAYMOND L.  
Hq., V Corps, Signal Section  
APO New York 09079

SNYDER, PAUL B.  
306-A Lumpkin Road  
Fort Benning, Georgia 31905

SPALDING, WILLIAM W.  
42 Sweetbriar Drive  
Newport News, Virginia

SPURLOCK, WILLIAM W.  
3308 Meadowbrook Drive  
Columbus, Georgia 31900

STANFIELD, JOHN T.  
COMZEUR  
APO New York 09058

STEARNS, ROBERT D.  
Avn. Sec., Hq., 3rd Armd. Div.  
APO New York 09039

STOBBE, ROMAN J.  
506 North Institute  
Colorado Springs, Colorado

**MAJORS (CONT.)**

STOESSNER, RICHARD L.  
12 Saldow Boulevard  
Newport News, Virginia 23602

TEAGUE, JERRY L.  
501-B Perkins Street  
Fort Benning, Georgia 31905

THERIAULT, BERNARD R.  
Geo. Washington Univ.-Mail Rm.  
Washington, D.C. 20006

WHITE, WILLIAM G.  
DMR Mob. Div., AMC Rm. 2835  
Washington, D.C. 20315

WILKINS, HENRY J.  
405 Woodley Road  
Savannah, Georgia 31406

WILKINS, THOMAS C., JR.  
1st Bn., 73rd Artillery, 1st AD  
Fort Hood, Texas 76540

WOOD, ROBERT W.  
414 Linwood Avenue  
Bel Air, Maryland 21014

WOODARD, HARRY L.  
JUSMAG-Thaiand  
APO San Francisco 96346

YAMAGATA, FRED T.  
USA Support Command-P4-2500  
APO San Francisco 96243

ZIRKLE, JOHN J., JR.  
105 Madison Avenue  
Walsenburg, Colorado 81089

**CAPTAINS**

BACON, WILLIAM G.  
AFAOCC 6-A-C23  
Fort Sill, Oklahoma

BALBERDE, ALEXANDER, JR.  
2401 North 35th  
Lawton, Oklahoma

BALLARD, WILLIAM G.  
38-1/2 Franklin Terrace  
Long Branch, New Jersey 07740

BELCHER, FRED  
119-B Kessler Drive  
Fort Benning, Georgia 31905

BENNETT, WILLARD M., JR.  
Company C, 229th AHB, 11th AAD  
Fort Benning, Georgia 31905

BERRY, BOBBIE G.  
121st Aviation Company  
APO San Francisco 96296

BLAIR, PAUL J.  
2463 Blan Street  
Columbus, Georgia 31903

BOWDOIN, ARTHUR C.  
508 Beaumont Street  
Jacksonville, Texas

BRADDOCK, ROBERT L., JR.  
Hq., 8th Infantry Division, Arty.  
APO New York 09034

BRESETTE, ALLEN A.  
4301-3 O'Donnell Heights  
Fort Riley, Kansas 66442

BRINGNEL, ANDREW J.  
4406 Kenesaw Drive  
Columbus, Georgia 31907

BUCHANAN, PAUL J.  
257th Signal Detachment  
APO San Francisco 96296

CARMICHAEL, REX  
2216 West Minster Way  
Columbus, Georgia 31904

**CAPTAINS (CONT.)**

CAVANAUGH, MICHAEL D.  
2506 Oliver Drive  
N. Kansas City, Missouri 64116

CHAPIN, GORDON R.  
187th Trans. Airplane Company  
Fort Benning, Georgia 31905

CHITREN, VINCENT R.  
Aviation Company, 7th SFG  
Fort Bragg, No. Carolina 28307

CLARKE, RONALD G.  
U.S.A. Elm USASCV  
APO San Francisco 96307

CORLEY, WILLIAM L.  
USAF-RAF Exch. Prog., Box 301  
FPO New York 09510

COURTS, PHILIP E.  
177-B Kessler Drive  
Fort Benning, Georgia 31905

CRAMER, CARL L.  
Quarters 1953-B  
Fort Eustis, Virginia

CUNHA, FREDRICK R.  
Lima IAGS, Department of State  
Washington, D.C. 20301

DAUM, RICHARD S.  
7th Airlift Platoon  
APO San Francisco 96337

DENSPORD, CHARLES F., JR.  
Aviation Sec., Hq. Co., III Corps  
Fort Hood, Texas 76542

DEWEY, ARTHUR E.  
318 1st St., Bldg. 675, Rm. 1-C  
Fort Leavenworth, Kansas

DOUBRAVA, ROY G.  
Box 55, Officers Mail Room OSD  
Fort Monmouth, New Jersey 07703

DRAKE, LESLIE A.  
52nd Aviation Battalion  
APO San Francisco 96295

DREW, JOSEPH A.  
4431 Celia Drive  
Columbus, Georgia

DUPREE, BURTON L.  
Box 719  
Denver City, Texas

DYER, GERALD D.  
102-B Galt Court  
Fort Benning, Georgia 31905

EGE, CONRAD C.  
4922 Celtic Drive, Apt. 101  
Alexandria, Virginia 22310

ERLICH, HARVEY S.  
516th Trans. Apln. Co., 11th AAD  
Fort Benning, Georgia 31905

FOURNIER, CHARLES A.  
HHC, 10th ATB, 11th AAD  
Fort Benning, Georgia 31905

FREEMAN, CHARLES G.  
2nd Aviation Company  
APO New York 09122

FRIZZELL, MARSHALL R.  
Aviation Company, 11th AC  
Fort Meade, Maryland 20758

FUNDERBURK, RONALD N.  
2nd Aviation Company  
APO New York 09122

FYFFE, CARROLL M.  
Quarters 2564-A  
Fort Eustis, Virginia

GINTER, DUANE L.  
2006 Anderson Avenue  
Manhattan, Kansas



# MASTERS ALL!



**I**T is almost trite to say that considerable flying experience is required to develop a sound aviation safety program. The fact that the Army follows this creed is shown by the Army Board for Aviation Accident Research (USABAAR), with more than half of the agency's 17 officers wearing the prized wings of Master Army Aviators.

Nine officers have earned the silver wings which are topped by a wreath-girded star, signifying that the wearer has at least 15 years' of military flying, including 12 in Army aviation, and 3,000 hours of flight time.

Heading the group is, appropriately, the USABAAR commander, Colonel Robert M. Hamilton. This concentration of flight experience and qualification is probably unequalled, and it gives the Army a

unique reservoir of talent to develop the best possible aviation safety program.

Shown in the unit photograph above are eight of the nine Master Army Aviators assigned to the Army Board for Aviation Accident Research. Seated are Colonel Robert M. Hamilton, director, and Colonel Lyle H. Wright, deputy director. Standing are, left to right, Lt. Colonels William D.C. Jones, Henry N. Wegge-land, Jr., and Willie W.J. Barrios; and Majors Everett A. Koons, Jack O. Ray, and Russell W. Johnson, Jr. The ninth Master Aviator, Lt. Colonel Leo E. Bergeron (inset) was on TDY when the photo was taken.



## SILVER STARS

■ COLONEL ROBERT F. CASSIDY, (LEFT) THE ASSISTANT COMMANDANT OF THE U.S. ARMY AVIATION SCHOOL, IS SHOWN CONGRATULATING CAPTAIN WILLIAM B. SCANLAN, (CENTER) AFTER HIS RECEIPT OF THE SILVER STAR, THE NATION'S THIRD HIGHEST AWARD FOR BRAVERY. SERGEANT PETER W. MILBAUER (RIGHT), ANOTHER RECIPIENT, IS SHOWN AWAITING HIS SILVER STAR. SCANLAN WAS CITED FOR FLYING A COMBAT COMMANDER AND AN ARTILLERY OBSERVER TO AN ENCIrcLED VIETNAMESE COMPANY, WHILE UNDER HEAVY VIET CONG FIRE. SERGEANT MILBAUER PARTICIPATED IN THE RESCUE OF A CREW OF A B-26, WHILE ALL WERE UNDER HEAVY ENEMY FIRE.

### CAPTAINS (CONT.)

GLENN, JOHN F.  
Taylor,  
Nebraska

GRAHAM, ROBERT L.  
19th Aviation Battalion  
APO Seattle 98749

GRAY, ROBERT R.  
119th Aviation Company  
APO San Francisco 96295

GREENE, JOHN H.  
206-D Delaura Drive  
Newport News, Virginia

HAALAND, CARL J.  
7th Infantry Division  
APO San Francisco 96297

HAGEE, ROBERT D.  
P.O. Box 64  
Fairfax, South Carolina

HALL, GARY C.  
P.O. Box 492  
Daleville, Alabama 36322

HALL, GEORGE R.  
531 6th Place  
Phenix City, Alabama

HAYNE, PAUL, III  
430-B Craig Drive  
Fort Benning, Georgia 31905

HEGDahl, JAMES O.  
117th Aviation Company (AML)  
APO San Francisco 96238

HERBOLD, ROBERT A.  
Quarters 8691  
Fort Lewis, Washington

HESTER, THOMAS L.  
121st Aviation Company  
APO San Francisco 96296

HOLASEK, RONALD S.  
513-B Fairfax Village  
Fort Belvoir, Virginia 22060

HOLLOWELL, EMMETT P.  
701 Holly Street  
Ellisville, Mississippi

HOWTON, HAROLD G.  
Box 535  
Lithia Springs, Georgia

HUME, DAVID R.  
400 East California Boulevard  
Pasadena, California

### CAPTAINS (CONT.)

HUTCHENS, DOUGLAS L.  
5302 Blacksburg Road  
Springfield, Virginia

ISELL, RICHARD A.  
U.S. Mapping Mission, Ethiopia  
APO New York 09319

IVEY, CLAUDE T.  
440-A Craig Drive  
Fort Benning, Georgia 31905

JACOBSON, CHARLES H.  
502nd Aviation Bn., 2nd AD  
Fort Hood, Texas 76540

JENKINS, ROBERT L.  
Company B, 1/81st Armor, 1st AD  
Fort Hood, Texas 76545

JENNINGS, ROBERT H., JR.  
Box 285  
Center Point, Texas

JOHNSON, RALPH W., JR.  
A Company, 24th Aviation Bn.  
APO New York 09029

JOHNSON, RICHARD D.  
U.S.A. Aviation Test Activity  
Edwards AFB, California

JONES, JAMES M.  
73rd Aviation Company  
APO San Francisco 96291

JONES, ROBERT J.  
916 Walnut  
Leavenworth, Kansas

JUDY, JERRY E.  
5727 Friedman Street, Apt. 1  
Fort Hood, Texas

KALLESTAD, RICHARD D.  
1310 Pine Street  
Fremont, Ohio 43420

KAMMER, KARL P., JR.  
3201 Richland Avenue, Apt. 24  
Metairie, Louisiana

KELLY, JAMES B.  
2nd MI Battalion, ARS  
APO New York 09130

KONRAD, ELMER W.  
721 Squires Lane  
Fort Benning, Georgia 31905

LAIDLAW, WILLIAM F.  
4503 Scott Street  
Columbus, Georgia 31903

LAUMEYER, NORMAN J.  
121 Red Cloud Road  
Fort Rucker, Alabama 36362

### CAPTAINS (CONT.)

LAWSON, EDWARD K., III  
189 Harris Drive, North  
Fort Rucker, Alabama 36362

LEINS, DAVID V.  
121st Aviation Company  
APO San Francisco 96296

LEY, DONALD R.  
USAAMS  
Fort Sill, Oklahoma

LORD, LEROY L., JR.  
5236-B Montague Loop  
Fort Bliss, Texas

LUSIGNAN, ROBERT G.  
875-B Hospital Road  
Fort Devens, Massachusetts

MALLARDI, ROBERT N.  
JUSMAG, Box 331  
APO San Francisco 96346

MAY, JOSEPH M.F.  
1st Trans. Bn., Depot, Seaboard  
Corpus Christi, Texas 78419

McCLUSKEY, WILLIAM J.  
4524 Cheyenne  
Lawton, Oklahoma

McCONNELL, JOHN R.  
1408-A Werner Park  
Fort Campbell, Kentucky 42222

McGRAW, JIMMY J.  
Special Warfare Center  
Fort Bragg, North Carolina

McGREGOR, THOMAS  
2946 Avondale Road  
Columbus, Georgia

McINERNEY, BERNARD M.  
1621-B River Village  
Fort Belvoir, Virginia 22060

MILLER, CHRISTIAN J.  
3520 Matilda Lane, Apartment 23  
Columbus, Georgia 31903

MILLER, SIMON L., JR.  
14 Johnson Street  
Fort Rucker, Alabama 36362

MILLIRONS, JAMES H.  
Hq. ARADMAC, Naval Air Station  
Corpus Christi, Texas

MITCHELL, PETER H.  
39 Logan Drive  
Fort Rucker, Alabama 36362

MOLINELLI, ROBERT F.  
Box 413  
DuPont, Washington 98427

## HILLER FH-1100

■ HILLER AIRCRAFT COMPANY, ONE OF TWO FINALISTS IN THE ARMY'S LIGHT OBSERVATION HELICOPTER COMPETITION, HAS ANNOUNCED IT HAS BEGUN PRODUCTION OF ITS ENTRY, THE OH-5A, FOR WORLD-WIDE COMMERCIAL SALE. TO BE KNOWN AS THE FH-1100, THE FOUR-PLACE COMMERCIAL VERSION OF THE OH-5A WILL SELL AT AN APPROXIMATE DOMESTIC PRICE OF \$85,000. THE FIRST MODELS OF THE FH-1100 ARE DUE TO COME OFF THE PRODUCTION LINE IN DECEMBER, 1965, WITH DELIVERIES TO CUSTOMERS SCHEDULED FOR JANUARY, 1966. THE FH-1100 WILL BE POWERED BY THE ALLISON 250-C10B GAS TURBINE ENGINE. (HILLER PHOTO)



### CAPTAINS (CONT.)

MORGAN, GLENN E.  
119th Aviation Company (AML)  
APO San Francisco 96295

MORRIS, MARVIN E.  
117 Dial Street  
Fort Benning, Georgia 31905

NIELSEN, KENNETH G.  
Hq., 47th Ordnance Group  
APO New York 09154

OAKES, JAMES R.  
HHD, 503rd Aviation Battalion  
APO New York 09165

O'HARA, WILLIAM D., JR.  
13th Aviation Bn., Otter Platoon  
APO San Francisco 96215

OSTICK, CHARLES T.  
2618 Blan Street  
Columbus, Georgia 31903

PACELLI, VINCENT A.  
449-B Craig Drive  
Fort Benning, Georgia 31905

PARKER, CHARLES E., JR.  
122-B Kessler Drive  
Fort Benning, Georgia 31905

PARKER, JIMMIE C.  
5554-1 Lockridge Loop  
Fort Hood, Texas

PARKER, WILLIAM R.  
13305 Claiborne Avenue, East  
Cleveland 12, Ohio

PATE, ROBERT L.  
152-C Kessler Drive  
Fort Benning, Georgia 31905

PERRY, JAMES P.  
68th Signal Company  
Fort Huachuca, Arizona

PETERS, JOHN W.  
317 Hatten Road  
Fort Ord, California

PHILLABAUM, JACK O.  
2918 Ramsay Road  
Columbus, Georgia 31903

PHILLIPS, ROBERT A.  
239 Tunisia Road  
Fort Ord, California

RAMEY, HAROLD M.  
176-B Kessler Drive  
Fort Benning, Georgia 31905

ROBERTS, FORREST E.  
C Btry, 5th Msl Bn-NH, 55th Arty  
Gardner, Kansas

### CAPTAINS (CONT.)

ROUSEVILLE, RICHARD G.  
525 Dale Drive  
Fayetteville, No. Carolina 28303

RYMUS, JAMES O.  
B Company, 503rd Aviation Bn.  
APO New York 09165

SAMANIEGO, ROBERTO  
Hq. Trp, 1st Sqdn, 1st Cav, 1st AD  
Fort Hood, Texas

SANDERS, ERNEST W.  
329 Magruder, Wolters Village  
Mineral Wells, Texas 76067

SCANLAN, WILLIAM H.  
30 Boyce Lane  
Fort Rucker, Alabama 36362

SCOTT, HARRY A., JR.  
P.O. Box 807  
Grand Isle, Louisiana

SHACKELFORD, WILLIAM L.  
532 N. Valdez Drive  
Fort Benning, Georgia 31905

SHORE, EDWARD R.  
Box 467  
Daleville, Alabama

SMITH, BILLY V.  
1st Officer Student Btry, Box 302  
Fort Sill, Oklahoma

SMITH, BLAIR E.  
905 Bradshaw Drive  
Corpus Christi, Texas

SMITH, PETER T.  
Hq., 10th Transportation Group  
APO New York 09164

SMITH, RICHARD A.  
ALPSEE-Turkey  
APO New York 09224

STANFORD, HAROLD D.  
P.O. Box 14  
Lineville, Alabama

STEPHAN, ROBERT S.  
105 Burns Street  
Fort Huachuca, Arizona 85613

STEVENS, RONALD J.  
140-B Arrowhead Road  
Fort Benning, Georgia 31905

STEVENSON, CARL B.  
5612-A Gilkey Loop  
Fort Knox, Kentucky

STONE, GORDON L.  
2123 Silver Avenue, S.E.  
Albuquerque, New Mexico 87106

### CAPTAINS (CONT.)

SUTTON, HAROLD F.  
Headquarters USAACOM  
APO New York 09757

SWINNEY, ROBERT S.  
54th Transportation Company  
Fort Sill, Oklahoma

TALBOT, THERON A.  
1507 Baker Street  
Columbus, Georgia

TAMER, ROBERT S.  
25th Infantry Division  
APO San Francisco 96225

THEAMAN, FRANK J., JR.  
HHD, 10th AT Brigade  
Fort Benning, Georgia 31905

THOMPSON, WILLIAM A.  
145-43rd Avenue  
St. Petersburg Beach, Florida

TILMON, JAMES A., SR.  
21 Highway 64  
Sand Springs, Oklahoma 74063

TREACY, JOHN T.  
22nd Signal Group-Air Section  
APO New York 09164

VALLEY, DONALD M.  
HHC, 2nd Brigade, 4th Inf. Div.  
Fort Lewis, Washington

VASSAR, ROBERT B.  
28 Melville Avenue  
Greenville, South Carolina 29605

WALKER, ALVIN E.  
2408 Farnam-Hamilton Hotel  
Omaha, Nebraska 68131

WALKER, CLIFFORD M., JR.  
Aviation Sect., USA Signal Bde.  
APO New York 09403

WARREN, JAMES A.  
5804 Brunswick Street  
Springfield, Virginia

WEAVER, CARL A., JR.  
Quarters 8680  
Fort Lewis, Washington 98433

WEINSTEIN, LESLIE H.  
140th Transportation Detachment  
APO San Francisco 96238

WHITE, JOHN W., JR.  
13th Aviation Battalion  
APO San Francisco 96215



## HONORED

GOVERNOR NELSON A. ROCKEFELLER (LEFT), IS SHOWN PRESENTING NEW YORK STATE'S HIGHEST MILITARY DECORATION - THE MEDAL OF HONOR - TO WARRANT OFFICER CHARLES HUMPHRIES (CENTER) FOR HIS DARING RESCUE BY HELICOPTER OF TWO MEN TRAPPED ON THE ROOF OF A BURNING BUILDING IN NEW YORK CITY. MAJ. GEN. A.C. O'HARA, CG OF N.Y. ARMY NATIONAL GUARD, LOOKS ON. IN BACKGROUND (LEFT) ARE MAJ. GEN. MARTIN H. FOERY, CG OF THE 42D INF DIV, NYARNG, AND MAJ. FRANCIS D. ROONEY, CO OF THE 42D AVN BN TO WHICH WO HUMPHRIES IS ASSIGNED. THE CEREMONY TOOK PLACE AT THE CAPITOL.

### CAPTAINS (CONT.)

WILHELM, ROBERT S.  
Company B, 101st Aviation Bn.  
Fort Campbell, Kentucky

WILKINSON, TARY G.  
USAADS, Box 9162  
Fort Bliss, Texas 79916

WILLIAMS, ROBERT M.  
522 Alhambra Circle  
Coral Gables, Florida

WINN, FRANK B.  
314-A Merrill Lane  
Fort Benning, Georgia 31905

WINTERS, DONALD L.  
Quarters 1019, Apartment 2  
APO Seattle 98731

WOFFORD, BOBBY E.  
Co. B, 8th Avn. Bn., 8th Inf. Div.  
APO New York 09111

YOUNG, RAY A.  
123 Taylor Street  
Twin Falls, Idaho

### LIEUTENANTS

ADAMS, BOBBY R.  
F Battery, 26th Artillery  
APO New York 09175

ADAMS, CLAYTON W., JR.  
11th Air Assault Division  
Fort Benning, Georgia 31905

AINSWORTH, WALTER J.  
3314 Boone Trail  
Fayetteville, North Carolina

ALLEN, THOMAS M.  
101st Airborne Division  
Fort Campbell, Kentucky

ARMSTRONG, RODNEY H.  
806 Kay Court  
Laurel, Maryland

BICKFORD, CHARLES S.  
Company A, 8th Aviation Bn.  
APO New York 09185

BORDEN, WILLIAM J.  
903 West College Avenue  
Enterprise, Alabama

CAMPBELL, WILLIAM P.  
Quarters 2446-A, Palmer Lane  
Fort Lewis, Washington

### LIEUTENANTS (CONT.)

CARLSON, RONALD O.J.  
1114 Avenue F  
Bismarck, North Dakota

CLARK, CLEVELAND A.  
52nd Aviation Battalion  
APO San Francisco 96295

COLEMAN, JAMES P.  
710 Erwin Drive  
Greensboro, Alabama

CORDELL, JERRY R.  
Route 2, Box 334  
Johnson City, Tennessee

CROSS, DAVID M.  
2201-2nd Avenue, S.W.  
Minot, North Dakota 58701

CUNDIFF, JAMES O.  
2nd Howitzer Bn., 31st Artillery  
Fort Sill, Oklahoma

CUTCHIN, ADOLPH A., III  
2nd USA Support Element, RFD 1  
Franklin, Virginia

DAVIDSON, THOMAS A.  
18th Aviation Company  
APO San Francisco 96240

DEAN, RALPH T.  
R.D. 2, Box 20  
Medina, Ohio 44256

DIACK, CROFTON H.  
49th Transportation Company  
APO San Francisco 96220

DICKEY, RONALD G.  
Care of Doyle Barnhart  
Corcoran, California

DORAN, WILLIAM Y.  
B Co., 1st Avn. Bn., 1st Inf. Div.  
Fort Riley, Kansas

FILLEPS, DONALD J.  
Box 487  
Daleville, Alabama

GELLENBECK, ROGER A.  
4230 Hamilton Avenue  
Cincinnati, Ohio

GOTO, ARTHUR K.  
69th Aviation Company  
Fort Bragg, North Carolina

GROTHER, FRANCIS W.  
Co. D, 5th-2nd Training Regiment  
Fort Gordon, Georgia

HAMILTON, VERLON D.  
335th Transportation Company  
Fort Bragg, North Carolina

### LIEUTENANTS (CONT.)

HARMON, KENNETH J.  
1610 West 17th Street  
Texarkana, Texas

HARPER, JAMES W.  
816 West Block  
El Dorado, Arkansas 71730

HASTINGS, JOHN H.  
947 Dogwood Drive, Apartment L  
Columbus, Georgia

HAYNES, FRANK  
11th Air Assault Division  
Fort Benning, Georgia 31905

HAYWARD, ROBERT M.  
53 Wiedemann Avenue  
Clifton, New Jersey

HELM, GEORGE A.  
Company B, 8th Aviation Battalion  
APO New York 09111

HOLZHEUSER, HENRY R.  
Box 205  
Cyril, Oklahoma

HOOKS, ROY P.  
FCC 3rd FRP 14th ATC  
APO New York 09305

HORN, WILLIAM J.  
7th Replacement Det, 7th Inf. Div.  
APO San Francisco 96207

HUDSON, JIM R.  
Daleville Inn, Apartment 500  
Daleville, Alabama

IDOL, TONY G.  
B Co., 15th Avn Bn, 1st Cav Div  
APO San Francisco 96224

JACKSON, CLAUDE K.  
1631 N. Jefferson, Apartment 2  
Junction City, Kansas 66441

JAMES, ROBERT B.  
13-E Sunchon Street  
Fort Bragg, North Carolina

JOHNSTON, HIRAM D.  
101st Airborne Division  
Fort Campbell, Kentucky

KNIGHT, GEORGE E.  
108 Matteson Road  
Columbus, Georgia

KROPFCHER, JAMES M.  
716 25th Street  
Sacramento, California

LEIGHTY, WILLIAM L.  
2933 Hawthorne Drive  
Columbus, Georgia 31903



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**LIEUTENANTS (CONT.)**

LOFTIS, VIRGIL D.  
210th Artillery Gp., Aviation Sect.  
APO New York 09177

LOWERY, CLIFFORD C.  
160 Pine Crest Drive  
Monroe, Georgia

MARSHALL, EVAN D.  
HHD USASCV  
APO San Francisco 96307

MATHERN, VERNON J.  
1629 North 1st Street  
Fargo, North Dakota 58102

MATHEWS, ROBERT E., JR.  
120th Aviation Company  
APO San Francisco 96307

MILLER, RICHARD L.  
U.S.A. Parachute Team  
Fort Bragg, North Carolina

MITTAG, CARL F.  
2nd Aviation Company  
APO New York 09056

MORRIS, CHARLES W.  
908 North Acacia  
Rialto, California

MORTIMORE, JOSEPH  
101 Anniston  
White Sands MR, New Mexico

MULLER, ANTHONY N., JR.  
80th Trans. Co., 19th Aviation Bn.  
APO Seattle 98749

NEIDLINGER, DARRYL M.  
11th Air Assault Division  
Fort Benning, Georgia 31905

NELSON, JOHN L.  
Hq., 1st Brigade, 4th Armd. Div.  
APO New York 09035

OCHSNER, HONOR M., JR.  
1235 Idylwild Drive  
Lincoln, Nebraska 68503

O'DONNELL, CRAIG W.  
223 Bullard Avenue  
Lake Wales, Florida

O'QUINN, BRYAN P.  
1st Logistics Command  
Fort Hood, Texas

OROS, MICHAEL D.  
917th Engineer Group, HHC  
Fort Campbell, Kentucky

OTERSEN, PETER H.  
502nd Avn. Bn., 2nd Armd. Div.  
Fort Hood, Texas

PARKIN, FREDERICK H., JR.  
11th Air Assault Division  
Fort Benning, Georgia 31905

PARUTI, ALEXANDER, JR.  
68th Signal Company  
Fort Huachuca, Arizona

PATTERSON, MELVIN L.  
114th Aviation Company (AML)  
APO San Francisco 96357

PRIBNOW, RICHARD M.  
11th Air Assault Division  
Fort Benning, Georgia 31905

REGAN, ROBERT A.  
1901 Elm Street  
Lawton, Oklahoma

RICHTER, EDWIN L.  
1723 Dawnridge  
San Antonio, Texas

**LIEUTENANTS (CONT.)**

RUDD, JAMES O.  
1540 Stark Avenue, Apartment 4  
Columbus, Georgia

RUNNION, LAURENCE G.  
P.O. Box 1532  
Fort Benning, Georgia 31905

SANDERS, ERNEST W.  
USAPHS  
Fort Wolters, Texas

SCAVO, SAM A.  
Quarters 1907-A  
Fort Irwin, California 92310

SHOEMAKER, ROY F., JR.  
1414 Gardiner Drive  
Columbus, Georgia

SLETTE, ROBERT M.  
11th Air Assault Division  
Fort Benning, Georgia 31905

STANLEY, JIMMY W.  
11th Air Assault Division  
Fort Benning, Georgia 31905

STUMPPFF, STEVEN O.  
Div. Arty, 101st Airborne Div.  
Fort Campbell, Kentucky 42223

SUMMERS, EDMUND N.  
22 Simpson Drive  
Rome, Georgia

TAYLOR, REX A., JR.  
3033 Grenada Drive  
Columbus, Georgia

VAN LOON, WESTON O.  
C-3 Hilton Arms, Hilton Court  
Columbus, Georgia 31907

WECAS, RONALD N.  
7th Infantry Division  
APO San Francisco 96207

WERNER, CHARLES E.  
U.S. Army Aviation School  
Fort Rucker, Alabama 36362

YOUNG, BERNIE L.  
30 Crain Street  
Fort Rucker, Alabama 36362

YOUNG, ROBERT S.  
217 Brasselman Avenue  
Columbus, Georgia 31907

ZYNDA, GERALD I.  
Hq., 4th Armd. Div., Arty. Flight  
APO New York 09696

**CWO'S**

BAILLARGEON, RAYMOND E.  
Co. B, 501st Avn. Bn., 1st AD  
Fort Hood, Texas 76545

BECK, WILLIAM R., JR.  
Hq., 24th Artillery Group (AD)  
Coventry, Rhode Island

BORGSTEDTE, CHARLES A.  
38th Avn. Sec., 38th Arty. Brig.  
APO San Francisco 96271

CORNELL, MARK W.  
Co. A, 15th Avn. Bn., 1st Cav. Div.  
APO San Francisco 96220

COURTRIGHT, MARVIN D.  
12501 S.W. 81st Avenue  
Miami, Florida

DAVIS, MACK A.  
4th Transportation Company  
APO New York 09165

DEGEEST, GORDON E.  
705 Mosby Drive  
Williamsburg, Virginia

**CWO'S (CONT.)**

ELLIS, SAMUEL F.  
80th Aviation Company  
APO New York 09046

FULLER, JOHN, III  
4th Msl Bn., 59th Arty. (Avn.)  
Norfolk, Virginia

GIBBS, WILLIAM J.  
300 Clay Street  
Marion, North Carolina

GIDNEY, ROBERT N.  
D Btry., 25th Arty., VII Corps  
APO New York 09107

GOULD, ROGER K.  
19 Duke Street  
Fort Rucker, Alabama 36362

GOWAN, PAUL E.  
USATSCH  
Fort Eustis, Virginia

HAGEN, DUANE L.  
D Troop, 3rd Sqdn., 8th Cavalry  
APO New York 09028

HEATH, LEONARD P.  
4631 Santa Fe  
Lawton, Oklahoma

HENDERSON, ROBERT P.  
946 West Alisal, Apartment 7  
Salinas, California

HOLCOMBE, ALBERT M.  
5925 Michael Street  
San Diego, California 92105

JOHNSON, JIMMIE E.  
1st Avn. Co., 10th ATB, 11th AAD  
Fort Benning, Georgia 31905

JONES, CLARENCE T.  
176th Repl. Co., 38th Repl. Bn.  
APO San Francisco 96220

KEYS, MECKIE I.  
61st Aviation Company (FW)  
APO San Francisco 96291

MICHAL, LAVERN H.  
26 South Hayman  
Colorado Springs, Colorado

MOORE, ROBERT M.  
523-A South Valdez Court  
Fort Benning, Georgia 31905

MURRAY, GEORGE, JR.  
Co D, 170th Aircraft Maint Bn  
Fort Benning, Georgia 31905

NEAL, CHARLES M., JR.  
Det., 2nd Platoon, 2nd Aviation Co.  
APO New York 09044

OSGOOD, JON L.  
Company C, 228th ASHB  
Fort Benning, Georgia 31905

ROBERTS, CARL P.  
711 Farr Road  
Columbus, Georgia

RHODES, H.B.  
Building 2188-Apt 540  
Randolph Air Force Base, Texas

SOVIA, RAY E.  
12 Hughes Circle  
Ansonia, Connecticut

STEVENS, MERRILL E.  
4th Aviation Bn., 4th Infantry Div.  
Fort Lewis, Washington

STUBBS, THOMAS G.  
Company A, 8th Aviation Bn  
APO New York 09185

WILLIAMS, CHARLES J.  
Route 1, Box 109  
Prince George, Virginia 23875





## HONOR GRADUATE

MRS. LEE R. BUTCHER LOOKS ON AS COLONEL LYLE H. WRIGHT, DEPUTY DIRECTOR OF THE U.S. ARMY BOARD FOR AVIATION ACCIDENT RESEARCH, CONGRATULATES WARRANT OFFICER BUTCHER (RIGHT) FOR ACHIEVING THE HIGHEST ACADEMIC AND OVERALL AVERAGE IN THE CLASS 64-8W OF THE AVIATION SCHOOL'S WARRANT OFFICER ROTARY WING AVIATOR COURSE. COLONEL WRIGHT WAS THE GUEST SPEAKER AS 76 ROTARY WING AVIATORS OF WORWAC 64-8W, WERE GRADUATED FROM USAAVNS. FIVE VIETNAMESE AIR CADETS AND AN IRANIAN STUDENT WERE AMONG THE GRADUATING STUDENTS. (U.S. ARMY PHOTO)

### WARRANT OFFICERS

**BENNETT, HAROLD E.**  
1st Missile Bn., 62nd Artillery  
Scott AFB, Illinois 62225

**BIRNBACH, RICHARD A.**  
3114 North Hancock, Apartment 6  
Colorado Springs, Colorado

**BORCHIN, GEORGE G.**  
2029 California Avenue, Apt. B  
Fort Campbell, Kentucky

**BUCKMASTER, CARROLL L.**  
Holiday Estate, Clark Road-C12  
Jessup, Maryland

**BURTON, HAROLD M.**  
Box 296  
Stielacoom, Washington 98388

**CARLETON, WELBY A., JR.**  
608 Magnolia  
Ozark, Alabama

**CHRISTENSEN, JOHN S.**  
114th Aviation Company  
APO San Francisco 96357

**CONNAWAY, ROBERT**  
HHC, 4th USAMC-AT  
APO San Francisco 96208

**COSTELLO, ALLEN T.**  
52nd Aviation Battalion  
APO San Francisco 96295

**COYKENDALL, DOUGLAS W.**  
145th Aviation Company (Otter)  
APO San Francisco 96307

**DUTTON, THOMAS E.**  
1221 N.W. 27th  
Oklahoma City, Oklahoma

**GALLACHER, JAMES J.**  
P.O. Box 497  
Randolph AFB, Texas 78148

**GLASS, THOMAS R.**  
52nd Aviation Battalion  
APO San Francisco 96295

**GROOVER, JAMES R.**  
114th Aviation Company (AML)  
APO San Francisco 96357

**HAGENE, RICHARD S.**  
Route 1, Box 643  
French Camp, California

**HAMBY, TERRY R.**  
2606 3rd Avenue  
Phenix City, Alabama

### WO'S (CONT.)

**HICKS, DAVID C., JR.**  
A Company, 502nd Aviation Bn.  
APO San Francisco 96357

**HOLLAND, BOBBY J.**  
Route 1, Box 215  
Pinson, Alabama

**HUDSON, JOSEPH H., JR.**  
187th Trans. Co.-A, 10th ATB  
Fort Benning, Georgia 31905

**HUNT, RICHARD L.**  
3106 Crescent Avenue, Apt. 26  
Marina, California 93933

**HUSS, GEORGE M.**  
Box 835  
Jamestown, North Dakota

**IKERD, JAMES M.**  
114th Aviation Company  
APO San Francisco 96357

**JAMES, JOHN T.**  
52nd Aviation Battalion  
APO San Francisco 96295

**KAPLAN, SANDY N.**  
117th Aviation Company  
APO San Francisco 96238

**KIRBY, ARTHUR C.**  
119th Aviation Company  
APO San Francisco 96295

**KOLAR, JAMES J.**  
52nd Aviation Battalion  
APO San Francisco 96295

**LINZY, GERALD J.**  
B Company, 15th Aviation Bn.  
APO San Francisco 96224

**MACKLIN, RONALD W.**  
806-B East Harvard  
Glendale 8, California

**MEACHAM, HAROLD R., JR.**  
19th Transportation Company  
APO San Francisco 96271

**MILLER, DION H.**  
140th Transportation Det.  
APO San Francisco 96238

**MOORE, WINDSOR W.**  
806 East Montecito  
Phoenix, Arizona

**NILSSON, KJELL H.**  
2nd Armored Division  
Fort Hood, Texas

**OHLSSEN, DAVID L.**  
Aviation Det., Redstone AAF  
Redstone Arsenal, Alabama

### WO'S (CONT.)

**OLSEN, RICHARD H., JR.**  
176th Repl. Bn., F-8, Korea  
APO San Francisco 96220

**ORTON, ROBERT D.**  
118th Aviation Company  
APO San Francisco 96240

**PALMER, RONALD L.**  
7th Aviation Platoon  
APO San Francisco 96337

**PARSONS, JOHN E.**  
Box 660, Officer Student Company  
Fort Rucker, Alabama 36362

**POULTON, CHARLES R., II**  
121st Aviation Company (AML)  
APO San Francisco 96296

**REVERT, MELVIN D.**  
304 South Lumpkin Road, J5  
Columbus, Georgia

**RICE, CHARLES E.**  
150th Aviation Company (AML)  
APO San Francisco 96307

**RICHARDSON, HANCL C., JR.**  
2501 South Lumpkin Road  
Columbus, Georgia 31903

**RIECK, STANLEY E.**  
52nd Aviation Battalion  
APO San Francisco 96295

**RODRIGUEZ, HECTOR A.**  
1st Armored Division  
Fort Hood, Texas

**SAWYER, WARREN T.**  
52nd Aviation Battalion  
APO San Francisco 96295

**SCOTT, BOBBY E.**  
6232 Buena Vista Road  
Columbus, Georgia 31907

**SKEEN, EARL V.**  
66th Aviation Company  
APO New York 09079

**SMITH, OTIS L.**  
2nd Avn Pltn (FWLT) 56th Avn Det  
APO New York 09058

**SNYDER, ROBERT F.**  
2nd Aviation Company  
APO New York 09122

**SPELIOS, ANGELO**  
121st Aviation Company  
APO San Francisco 96296

**SPITZER, MARVIN H.**  
HHD, 9th Log. Comd-B, Avn. Sec.  
APO San Francisco 96233



## ALL FOR ONE!

WHEN COL. GERALD H. SHEA OF THE TEST, EVALUATION AND CONTROL GROUP (PROJECT AT FT. BENNING RECEIVED HIS MASTER ARMY AVIATOR WINGS IN MID-FEBRUARY, THE CEREMONY TOOK PLACE IN THE PRESENCE OF SIX OTHER MASTER AA'S ASSIGNED TO THE TEC GROUP. SHOWN ASSEMBLED WITH COL. SHEA ARE, LEFT TO RIGHT, LT. COL. LLOYD O. PRUETT, LT. COL. WILLIAM G. BLACK, BRIG. GEN. ROBERT R. WILLIAMS (TEC GROUP CG & THE FIRST MASTER AA TO BE SO DESIGNATED), COL. SHEA, LT. COL. HARRISON A. MORLEY, LT. COL. GEORGE E. THAYER, JR., AND MAJ. RAYMOND FOREHAND. (U.S. ARMY PHOTO)



### WO'S (CONT.)

- STAUBACH, WILLIAM S.  
1504 Pipper Lane  
Manhattan, Kansas
- STEELE, BOBBY D.  
1303-B Werner Park  
Fort Campbell, Kentucky 42222
- URBAN, JOHN R.  
68th Aviation Company  
APO San Francisco 96307
- VARON, AARON  
USA Artillery-Missile Center  
Fort Sill, Oklahoma
- VIGAR, WILLIAM A.  
RFD 4  
Harrisonburg, Virginia
- WALLER, GARY L.  
176th Repl. Co., 38th Repl. Bn.  
APO San Francisco 96220
- WARREN, GEORGE G., IV  
Box 147  
Chato, Alabama 36518
- WAY, ROBERT E.  
52nd Aviation Battalion  
APO San Francisco 96295
- WELLS, CHARLES B.  
1101 Lanier Boulevard  
Brunswick, Georgia
- WHITE, JERRY E.  
D Trp, 1st Squadron, 4th Cavalry  
Fort Riley, Kansas
- WRIGHT, RICHARD J.  
1211 West Hulesache  
San Antonio, Texas
- YOUNG, BILLY G., SR.  
52nd Aviation Battalion  
APO San Francisco 96295
- YOUNG, ROGER A., JR.  
114th Aviation Company  
APO San Francisco 96357

### WO CANDIDATES

- ARSENault, BRIAN R.  
USAPHS Class 65-6, P.O. Box 5  
Fort Wolters, Texas

### SERGEANTS

- COSTANZA, ANTHONY  
11th Transportation Company(LR)  
APO New York 09046

### ASSOCIATES

- ALLEN, MRS. BETTY  
825 Chestwood Avenue  
Tallahassee, Florida 32304
- BITCHENO, MR. W.R.  
4774 Meridan Avenue  
Montreal 29, Quebec
- CAMPOBASSO, MR. T.A.  
Collins-Heathrow House, Bath Rd.  
Cranford-Hounslow, England
- DAVIS, MR. ALBERT B.C., JR.  
11138 Glacier Drive  
Creve Coeur 41, Missouri
- HARTS, MR. WILLIAM G.  
3813 Tomahawk Trail, S.E.  
Cedar Rapids, Iowa 52403
- HAYWORTH, MR. WILLIAM S.  
Daleville Inn  
Daleville, Alabama
- HORAN, MR. GILBERT G.  
4 Darwin Court  
Florissant, Missouri 63033

### ASSOCIATES (CONT.)

- KIGGINS, MR. HAROLD Z.  
Western Air Services  
Mayaguez, Puerto Rico
- TUXILL, MR. F.W.  
Goodyear-520 E. William Street  
Wichita, Kansas 67202
- WILLIAMS, MR. JOHN S.  
5626 Fresno Drive  
Corpus Christi, Texas

### RETIRED

- EFSARO, AUSTIN F., LCol.  
229 East Braion Street  
East Stroudsburg, Pennsylvania
- FELDT, JEROME B., LCol.  
334 Drexel Avenue  
Decatur, Georgia
- HOWELL, WILLIAM A., LCol.  
Ross Aviation, Incorporated  
Fort Rucker, Alabama 36362

## OBITUARIES

### RUDOLPH F. L. GIGLIO

Lieutenant Colonel Rudolph F.L. Giglio, assigned to the 15th Aviation Battalion, South Korea, sustained fatal injuries on February 9, 1965, when his OH-23D helicopter crashed during the conduct of a service mission. He is survived by his widow, Mrs. Helen O. Giglio, who resides at 1888 Shore Drive South, St. Petersburg, Florida.

### JAMES TREADWAY

An Army Aviator assigned to the 1st Aviation Battalion, 1st Infantry Division, Fort Riley, Kansas, Chief Warrant Officer James Treadway sustained fatal injuries as a result of a mid-air collision between an Army H-21 and an Air Force F-105 jet aircraft. The accident took place near Wichita, Kan., on February 19. He is survived by his widow, Mrs. Monica N. Treadway who resides at Irely Trailer Court, Route 2, Junction City, Kansas.

### JOHN M. URBAN

Warrant Officer John M. Urban, an Army Aviator assigned to the 68th Aviation Company in the Republic of Vietnam, was killed in action during the conduct of a combat airlift support mission. The fatal accident took place on February 9, 1965. Urban was the pilot of a UH-1B helicopter. His widow, Mrs. Arna J. Urban, resides at 510 Denver Street, Rapid City, S. Dak.

### PHILIP G. WOLF

Captain Philip G. Wolf, an Army Aviator assigned to the 159th Medical Detachment of the 70th Medical Battalion at Fort Riley, Kansas, was killed in the mid-air collision of an Army H-21 helicopter and an Air Force F-105 jet aircraft near Wichita, Kansas, on February 19, 1965. He is survived by his widow, Mrs. Roberta C. Wolf of 108 Parsons Street, Elkins, West Virginia.

**I**T was spring in the Antarctic when the aviation support detachment from Fort Eustis arrived there last October. The temperature was 40 below. But October springs and January summers weren't the only changes for the 12 Army Aviators who went to the bottom of the world to help scientists in their explorations.

The Army had to adapt to a strange white world of lifelessness where its efficiency depended upon extreme cooperation and the personal will of the individual to ignore the elements and get on with the mission.

Specialist Fifth Grade Elbert E. Keel, described the life near the South Pole when the detachment returned here this week.

The men lived in Jamesways, cloth shelters resembling the familiar round-topped Army quonset huts.

One heater, burning helicopter fuel, heated an entire Jamesway sufficiently, Keel said. A personal emergency forced the detachment's cook to return home after a few weeks, so the men began cooking for themselves. Because it was a small detachment, the six officers pitched in and shared kitchen police (KP) details with the enlisted men.

"The ones who couldn't cook, pulled KP," said Keel, a helicopter crew chief. "The officers pitched right in. It consisted mostly of keeping snow melted so we could have water to cook with."

Most of the men grew short beards to help protect their faces from the cold. "If you shaved in the morning and then went outside, your face would chap. Growing the beards helped conserve water," Keel explained.



**BEARDS? YOU BET!**



"WELL . . . SO MUCH FOR YOUR JATO IDEA!"

The mission of the detachment was to support scientists from Ohio State University and Texas Technological College who were investigating the movement of glaciers and looking for life in Antarctica.

"The scientists set up camp, and we set up camp right beside them. When they had to go out we would take them. We'd usually come back with a helicopter full of rocks," Keel said.

When they weren't flying, the soldiers were kept busy maintaining the aircraft and attending to details in the camp area. Their assignment took the men to four areas of Antarctica, including the Horlick Mountains, about 285 miles from the South Pole.

#### LITTLE OFF-DUTY TIME

Keel said there was little off-duty time, but the men usually watched movies at night. "A supply plane would come in about every two weeks and, along with the other equipment, it would bring eight movies. We'd watch these movies for the next eight nights, and then watch

some of them twice until we got some new ones."

The delivery of mail was sporadic. "Sometimes it would come in every two or three days, and sometimes every two or three weeks," Keel commented. "At one place we were camped beneath an air supply route and they'd drop our mail by parachute," he added. "We never lost any that way. They even dropped some fresh eggs once in a while, and only a few of them would break."

#### SIGNS OF LIFE FOUND

The scientists found signs of a low form of insect life beneath the glaciers. But the nearest animal was several hundred miles away. Still, Keel said he hopes to return next year.

The other members of the detachment were Major William C. Hampton, detachment commander, and Major James B. Muck; CWOs David M. Shanklin, James S. Reid, and James J. Lockhart; WO William L. Dunbar; S/Sgt. Donald R. Bunner; SP/6 Clifford L. Crilly; and SP/5s Joseph V. Holt and Daniel T.L. Cheu.



# AAAA NEWS



■ Col. Edward McMaken, Ret. (left), president of the AA Center Chapter, and Col. Robert F. Cassidy (right), Assistant Commandant of the Aviation School, are shown presenting membership incentive refund checks to WOC Larry D. Livingston (WOFWAC 65-3W) and Capt. Delbert A. Hoffman as class leaders representing the classes attaining 100 percent Ass'n membership.



■ Col. Robert M. Hamilton (2d from right), USABAAR director, is shown at the Lindbergh (St. Louis) Chapter where he was guest speaker at that activity's Feb. 18 general meeting. Shown (left to right) are Lt. Col. John Elliott, VPA; Eric Petersen, Lindbergh Chapter president; Col. Hamilton; and Tom Hall, VP, Indus Affairs.

## 14 YOUNGSTERS RECEIVE SCHOLARSHIP CITATIONS

The sons and daughters of fourteen AAAA members were singled out for scholarship merit by the National Awards Committee of the AAAA, judging agency for the AAAA Scholarship Foundation, Inc.

Seven of the youngsters were awarded \$500.00 for tuition aid at the college or university of their choice.

Bryce Wilson, president of the AAAA Scholarship Foundation, cited the exemplary efforts of many AAAA members in bringing the '65 awards program to a successful conclusion.

"This program is one of broad participation, more than the average member would believe," he commented. "In addition to the Awards Committee that is charged with selecting the annual scholarship recipients, Association members voluntarily perform the important interview function, make the actual award presentations at the local level, and, of course, sustain the entire program through their individual donations to the Scholarship Foundation."

## SCHOLARSHIP WINNERS

Recipients of 1965 AAAA Scholarship Awards of \$500.00 are:

Harmon B. Dow, son of Sergeant Major and Mrs. Harmon Dow, of the Headquarters Detachment, 205th Transportation Battalion, APO New York 09154.



Jessica Ann Fried

1965  
AAAA  
SCHOLARSHIP  
AWARD  
WINNERS



Leslie T. Schockner



Harmon B. Dow



Michael E. McMaken



Joseph W. Hely, Jr.



Penney L. Francis



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Capt John E. Madigan  
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Maj John C. Neamtz  
LCol James H. Nix  
Capt Jacob D. Neubauer, III  
Mr Martin E. Neal  
Mr Paul Nadzak  
LCol Glendon E. Oldefendit  
Capt Ralph W. Ostheller  
CWO Raymond F. O'CaIn  
Capt Henry J. O'Connor  
Maj William R. Ponder  
Maj Jacob L. Packer, Ret.  
MGen David B. Parker  
Mr Wilmer Parker  
Capt Gerald L. Petersen  
LCol John T. Pierce, III  
Capt Bobby A. Pierceall  
Maj John J. Peppard, Jr.  
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Capt Donald R. Ruskauff  
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Maj Billie G. Williams  
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Lt Wayne O. Witter  
Capt Walter F. Wall  
LCol Francis J. Winslow  
Capt Donald C. Wilson  
LCol Marshall Waller  
Capt Donald L. Winters  
Capt Gary L. Wilson  
MGen Robert H. York

Miss Kathryn M. Eggers, daughter of Major and Mrs. John F. Eggers, 15 Lakeshore Drive, Newport News, Virginia.

Miss Penny L. Francis, daughter of Lt. Colonel and Mrs. Ernest H. Francis, of the Transportation Division, Hqs, U.S. Army, Europe, APO New York 09403.

Miss Jessica Ann Fried, daughter of Major and Mrs. George W. Fried, 5th Aviation Battalion, Fort Carson, Colorado.

Joseph W. Hely, Jr., son of Lt. Colonel and Mrs. Joseph W. Hely, Ret., of 6030 Kingsbury Avenue, St. Louis, Missouri.

Michael E. McMaken, son of Col. and Mrs. Edward McMaken (Ret.), 1115 Westview Drive, Ozark, Ala.

Miss Leslie T. Shockner, daughter of Colonel and Mrs. Lester F. Schockner, 25 Boyce Lane, Fort Rucker, Alabama.

## **MERIT WINNERS**

The 1965 AAAA Scholarship Merit Winners are:

Miss Patricia L. Duncan, daughter of Mr. and Mrs. Donald E. Duncan (Major, Ret.), 2117 Amelia Avenue, San Pedro, California.

Miss Patricia A. Kiehl, daughter of Mr. and Mrs. Benjamin W. Kiehl, 1627 North Church Street, Belleville, Illinois.

Gregory Litle, son of Lt. Colonel and Mrs. Robert F. Litle, 208 Dial Street, Fort Benning, Georgia.

D. Karl Paul, son of Chief Warrant Officer and Mrs. Delbert A. Paul, 345 Victoria Drive, Columbus, Georgia.

Miss Jill K. Powell, daughter of Colonel and Mrs. Edwin L. Powell, Jr., 408 Wickersham Road, Fort Benning, Georgia.

Miss Katherine Marie Russell, daughter of Colonel and Mrs. George H. Russell, of 1808 Stirrup Lane, Alexandria, Virginia.

Miss Frances V. Zirkle, daughter of Major and Mrs. John J. Zirkle, Jr., of 134 Louisiana Drive, Jacksonville, Arkansas.

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## **CHAPTER MEMBERSHIP ACTIVITIES**

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■ **LINDBERGH** Chapter. St. Patrick's Dinner-Dance. Armed Forces Officers' Club, Lambert Field. Refreshments, 6:30 p.m.; dinner at 7:30 p.m. March 18.

■ **MUNICH** Chapter. General membership business & social meeting. Election of '65-'67 Chapter officers. Warner Officers' Open Mess. 1700 hours. March 19.

■ **ARMY AVIATION CENTER** Chapter. Professional dinner meeting. The Honorable William Bray, Member, House Armed Services Committee, Guest Speaker. Officers' Lake Lake. Refreshments, 1830 hrs; Buffet, 1930 hours. Reservations necessary. March 23.

■ **FORT MONROE** Chapter. Dinner meeting for general members and ladies. Installation of '65-'67 Chapter officers. Fort Monroe Officers' Open Mess. Refreshments, 1830 hrs; dinner, 2000 hours. March 26.

■ **FORT WOLTERS** Chapter. General membership business-social meeting. Election & installation of '65-'67 Chapter officers. Fort Wolters Officers' Open Mess. 1630 hours. March 30.

# ARMY AVIATION MAGAZINE

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## COL. D.L. BRISTOL NAMED DEPUTY DIRECTOR OF AA

Colonel Delbert L. Bristol has assumed the duties of Deputy Director of Army Aviation, OACSFOR, Department of the Army. A pioneer Army Aviator, he received his Army Liaison Pilot wings on graduating with Class 1 at the Department of Air Training at Ft. Sill, Okla., in early 1942. Prior to his Pentagon assignment, he commanded the 10th Air Transport Brigade attached to the 11th Air Assault Division at Ft. Benning, Ga.

## McKENNA HEADS SIKORSKY AAFSS PROGRAM TEAM

John A. McKenna has been named AAFSS program manager by the Sikorsky Aircraft Division, Stratford, Conn., and will be responsible



Bristol



McKenna

for planning, controlling and directing the total weapon system program. He'll head a full-time program management team whose five section managers average over 20 years' experience in aviation. He's played a major part in the manufacture of the Army's CH-54A.