

ARMY AVIATION



MAY, 1965

OVER- THE-SHOULDER FIRE SUPPORT

Pin the enemy to the ground.

Give troops cover to move in.

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Iroquois, powered by the veteran Lycoming T53, sparks today's counter-insurgency missions... puts battle power where the trouble is.

Lycoming

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Chipook

PROGRESS

CHINOOK COMPLETES PERSHING MISSILE TESTS



Battlefield mobility of the Army's Pershing Weapon System was demonstrated recently through tests of the ability of the U.S. Army's standard CH-47A Chinook helicopter to transport the "shoot and scoot" missile.

Three weeks of trials with the Army's longest-range tactical missile and the latest model of the largest helicopter in Army inventory ended March 19 at McCoy Air Base near Orlando, Florida.

Army officials said the mobility tests confirm that the Chinook can transport all Pershing system components, and that the Pershing can stand up under environmental conditions it would meet while being transported by helicopter.

BOEING

VERTOL DIVISION



ARMY AVIATION

VOL. 14-NUMBER 5
MAY, 1965



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ANY AIRSTRIP WILL DO

It costs almost nothing to make an airstrip for a Buffalo (CV-7A). With a 5½-ton load or 41 troops it can be airborne in 600 feet from a forest clearing or a farm field.

The Buffalo (CV-7A) is an excellent 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 of supporting forces in the combat zone.

The Buffalo (CV-7A) is the best investment in tactical mobility.

THE DE HAVILLAND  AIRCRAFT OF CANADA LIMITED
DOWNSVIEW ONTARIO



Maj. Gen. Clifton F. von Kann (U.S. Army, Ret.) has been named Vice President-Operations and Engineering of the Air Transport Association of America. In addition to assisting ATA member airlines in these areas, General von Kann will work with government agencies and other aviation groups to help improve procedures and systems capable of handling present and future airline requirements.



Presently the Assistant Division Commander of the 2nd Infantry Division at Ft. Benning, Ga., Brig. Gen. Robert R. Williams will depart for Korea on or about June 5 for duty as the Assistant Division Commander of the 1st Cavalry Division. Prior to joining the 2nd Infantry Division, General Williams served as commanding general of the U.S. Army Test & Evaluation Group involved in testing the 11th AAD.



Colonel Warren R. Williams, now on duty at U.S. Strike Command, MacDill AFB, Fla., is expected to assume the duties of Director of the U.S. Army Board for Aviation Accident Research at Ft. Rucker, Ala., upon the departure of Colonel Robert M. "Red Dog" Hamilton, the present Director, for a new assignment at Ft. Monroe, Va. The date of the change of assignments is not known at the present time.



Colonel Jesse G. Ugalde, commander of the Combat Developments Command Aviation Agency at Fort Rucker, Ala., was expected to leave that post on May 1 for an assignment in the Republic of Vietnam. An expert in Special Warfare as well as an Army Aviator, he arrived at Fort Rucker in December, 1961, to head the then Combat Developments Office at USAAVNS, becoming commander in 1962.



Colonel Claude L. Shepard, Jr., now on assignment with U.S. Strike Command, MacDill AFB, Fla., will become commander of the Combat Developments Command Aviation Agency at Fort Rucker, Ala., succeeding Col. Jesse G. Ugalde (above). One of Army aviation's pioneers, Colonel Shepard has held a variety of staff and command assignments both in the continental United States and overseas.



XV-5A propulsion is the General Electric Lift Fan System which multiplies twin GE J85 turbojet thrust three times for vertical flight. Two XV-5A airplanes built by Ryan Aeronautical Company have successfully completed the contractor flight test program for the U.S. Army Transportation Research Command.

American V/STOL Development Now Proved In Flight

"Easier to fly than a helicopter."

"Control harmony is great in both conventional and hovering flight."

"Directional control? Precise, can be hovered hands off. The little bird stays right in place."

"Fan downwash hits the ground and goes straight out. We've had no foreign object ingestion."

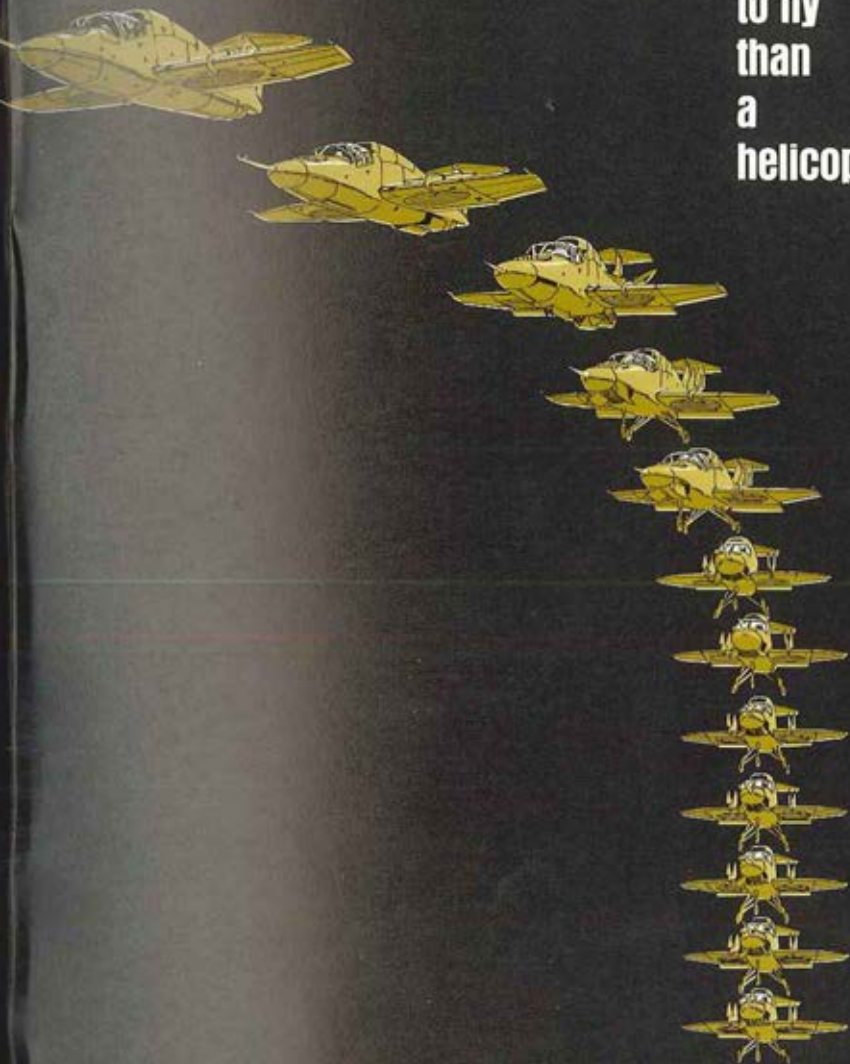
"When converting from fan to jet, no flight control inputs are required—the doors simply close, the jet exhaust diverts to the nozzles and we accelerate out."

Who's talking?
Pilots who've flown the Lift-fan Powered XV-5A.

205-11A

GENERAL  ELECTRIC

**XV-5A:
"easier
to fly
than
a
helicopter"**



FLIGHT PROPULSION DIVISION

GENERAL  ELECTRIC



BUFFALO ACCEPTED

Mr. Hunter, Air Commodore Ruttan and all of you friends and supporters of a fine airplane. I am privileged to be here, I believe on account of rank. The Army is full of enthusiastic aviators; they know what they want and they know what they can do with an airplane and I think that there are a great number of them who would love to have had the privilege of coming and taking delivery of this aircraft.

I'm the only amateur in the crowd but I don't lack the same enthusiasm and dedication and it's only because of my rank that I get to take delivery. I'm very pleased that I had, temporarily anyway, the rank to do this.

I'd like to talk just a little bit about the product that we're taking today. This is

Address by the Honorable William M. Hawkins, Assistant Secretary of the Army (R & D) on the occasion of the hand-over of the first CV-7A Buffalo to the U.S. Army, at Downsview, Ontario on April 22, 1965.

sort of a heart-rending time I think for those of you who created this airplane and those of you who designed and put it together. It's the time when the designer has to finally let go of it and the user goes to work.

The Army intends to put this airplane under the not-too-tender care of its test boards and we propose to try it out to see that it will do what it's supposed to do in the terrain and temperature and altitude regimes that we hope we will call for it to do or to operate in when it gets to be an operational aircraft.

As you know we have very many members of the De Havilland family with us today, there are *Beavers*, *Otters* and the *Caribou* all over the world, in Korea, Vietnam, South America and Europe. Any time that the Army is called upon to help anyone it likes to take organic aircraft that are used to working with it. We hope that the CV-7 can join that long list of De Havilland and Canadian products.

I'd like to talk to you just a little bit

about what I feel about the program itself. The Army appreciates the fact that they were permitted to join a three-way cost-sharing arrangement which minimized the cost to the Army for the development, and the Army was also permitted at the same time to ask for what it wanted and it got it.

Ahead of Schedule

The program itself, as you heard, was ahead of schedule; I think it would have been ahead even more if it had been possible for me to get here in time on a previous day. The airplane is in fine shape and ready to go and well ahead of the original schedule that we talked about many years ago.

I would like to commend not only the Canadian Government but also the De Havilland organization, the General Electric organization who made the engine and Hamilton Standard who made the propeller; all of you folks have gotten together very well and produced quite a product.

Outstanding Cooperation

I think the most that I could say for the program, however, is the fact that it's a practically perfect example of how neighbors can work together to do a complicated, creative program and still maintain their own identity, and if the rest of the world can take an example from this kind of a program I think that we can have many more of these throughout the world. So we do have an outstanding product, we have an exemplary example of how to develop something and (we have) an exemplary example of co-operation.

It's been a satisfying personal experience for me because I met many warm and very capable people in this process and so it's a great pleasure that I take in accepting this product for the United States and I assure you that the Army is dedicated and enthusiastic and will do all in its power to show this product at its very shining best.

The Commanding General of the 82nd Airborne Division, Maj. General Holbert H. York, has been awarded the silver wings of Master Parachutist at a recent Ft. Bragg ceremony. General York, who is also a rated Army Aviator, made his 65th qualifying jump from a UH-1B helicopter. He is the former commander of the Army Concept Team in Vietnam and now heads the Army forces in the Dominican Republic.



One of Army aviation's career aviators, Colonel J. Elmore Swenson will become the Commanding Officer of the 10th Air Transport Brigade at Ft. Benning, Ga., replacing Colonel Delbert L. Bristol who will assume the duties of Deputy Director of Army Aviation, OACSFOR, D/A, later in May or early June. He serves as the Chief of the Aviation Division, DCSUTR, at Hqs, USCONARC, at the moment.



Colonel Eugene B. Conrad has been assigned as Aviation Officer at Headquarters, Third U.S. Army, Fort McPherson, Georgia. Formerly the Director of the Department of Tactics, Colonel Conrad was responsible for starting Survival Classes and the Gunnery Program at the U.S. Army Aviation School. He is replacing Col. David G. Cogswell, who has been reassigned to the Pacific Command in Hawaii.



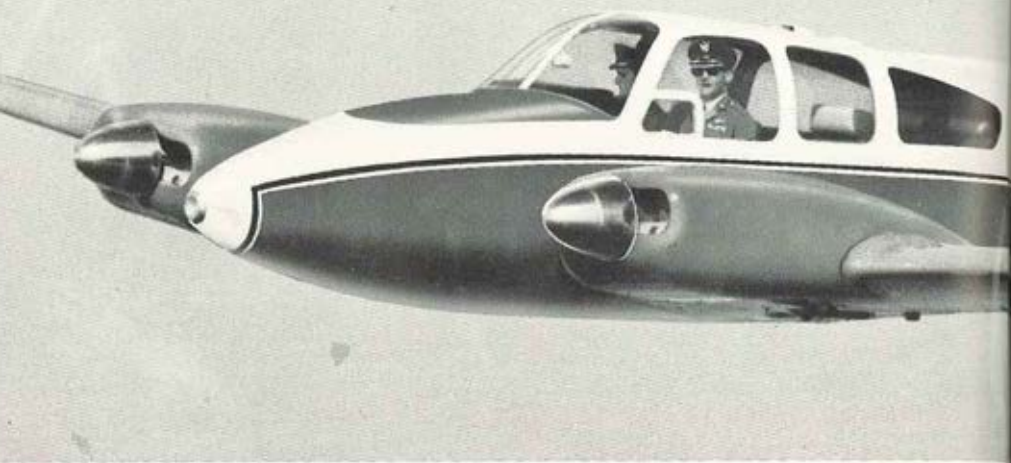
Colonel Dan A. McCartney, a Senior Army Aviator who serves as Director of Plans Programs & Review, Office, Assistant Chief of Staff for Force Development, D/A, was promoted to colonel in a recent Pentagon ceremony. His "eagles" were pinned on by Col. George P. Seneff, Jr., Director of Army Aviation, OACSFOR, D/A, and his wife, Trudy. He was formerly stationed in Munich, Germany.



Colonel Robert M. Hamilton, Director of the United States Army Board for Aviation Accident Research at Ft. Rucker, Ala., is expected to assume the duties of Chief of the Aviation Division, Deputy Chief of Staff for Unit Training, at Hqs, U.S. Continental Army Command, Ft. Monroe, Va., replacing Colonel J. Elmore Swenson (above). (USA photos)



BEECH "IMAGINUIITY" IN MANNED AIRCRAFT



Winner of 2-year Army evaluation test

Now under contract for "off-the-shelf" delivery, the Beechcraft T-42A has been accepted and approved by the U. S. Army as its new twin-engine instrument and transition trainer.

When pilots train and maintain proficiency in instrument flying in the Beechcraft T-42A instead of larger aircraft, savings in operating and maintenance costs can add up to hundreds of thousands of dollars.

Check these advantages the Beechcraft T-42A offers to training and proficiency programs:

High speed. Gets students to training areas faster. Powered by two 260 hp Continental fuel injection engines, the Beechcraft T-42A has top speed of 236 mph.

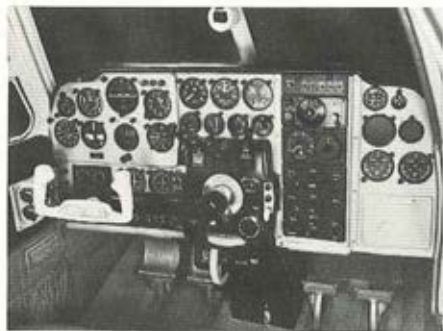
Long range of over 1,000 miles nonstop with full load—even under instrument conditions—makes possible longer, more productive training missions.

Large cabin permits multiple student sessions. Seats up to 6 in ideal comfort and roominess. Exceptional visibility.

Extremely stable at all speeds. Exceptional single-engine performance.

The Beechcraft T-42A has the best combination of speed, range, comfort, carrying capacity and structural strength.

Beech is proud that the famous Baron has joined the many other Beechcrafts serving the country. For more facts, write, wire or phone: Beech Aerospace Division, Beech Aircraft Corp., Wichita, Kansas 67201, U. S. A.



There's plenty of room for equipment in the T-42A, including full 2½ VHF system; dual omni; dual ILS; ADF; DME; markers; even radar and transponders. A quick-install dual control yoke also is available.

...the Beechcraft T-42A:

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.

Beech Aerospace Division

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BRIEFS

MAY, 1965

197TH RECEIVES CITATION

The Army's 197th Aviation Company and the Air Force's 1st Air Commando Squadron received the first Presidential Unit Citations for operations in Vietnam. The 197th earned its award for combat actions against the Vietcong in early April.

AF CADET PROGRAM ENDS

Steven V. Harper, a 20-year-old aviation cadet, was commissioned a second lieutenant at James Connally AFB, Tex., March 3, to become the last aviation cadet to be graduated in the 48-year-old program. Only commissioned officers will be accepted for USAF flight training in the future. The cadet program began in 1917 on U.S. entry to World War I.

BUFFALO UNDER TEST

The first CV-7A twin engine aircraft - accepted in ceremonies held at the De Havilland Aircraft of Canada plant at Downsview, Ontario, on April 22 (see page 8) - is already under test at the U.S. Army Aviation Test Board at Fort Rucker, Ala. Four CV-7A twin engine craft are delivered to the U.S. Army for test purposes by June 1. Col. Chas. A. Merritt, Deputy President of the Test Board; and the project crew, Lt. Col. Robert A.J. Dyer, Maj. John J. Collins, and Sp/5 Will T. Dillon ferried the aircraft from Toronto to Fort Rucker.

RYAN XV-5A TO CONTINUE

The Ryan Aeronautical Company will vigorously push the advancement of the Vertifan V/STOL concept, despite the tragic accident of the XV-5A which claimed the life of Chief Engineering Test Pilot W.L. Everett during a flight demonstration at Edwards AFB, April 27. Frank W. Fink, Vice President, Research, declared, "We are convinced that whatever caused the crash of the XV-5A aircraft was not associated with the basic lift-fan concept."

S-61 FLYING ATLANTIC

A twin-engine, amphibious S-61N took off from the Sikorsky Aircraft Division plant at Stratford, Conn., on May 8 for London, England, on the first commercial trans-Atlantic helicopter flight. Flown by an all-Canadian ferry crew and purchased by Okanagan Helicopters, Ltd., of Vancouver, British Columbia, the S-61N will fly approximately 4,500 miles between Connecticut and Gatwick Airport, its final destination.

AHS ELECTS LICHTEN

Robert L. Lichten, Director of Advanced Engineering at the Bell Helicopter Company, Fort Worth, Texas, was elected President of the American Helicopter Society at the organization's 21st Annual National Forum held May 12-14 in Washington, D.C.

AAAA SEEKS NOMINATIONS

Nominations for AAAA National Awards for April, 1964-March, 1965 are now being solicited. "Nomination Forms" may be obtained by writing to the AAAA National Office.

The newest advance in the
aviation state-of-the-art is a low-cost
lightweight airplane that can:



Provide close combat air support.



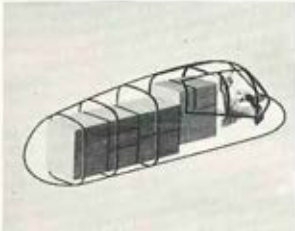
Be easily maintained in primitive locations.



Evacuate wounded.



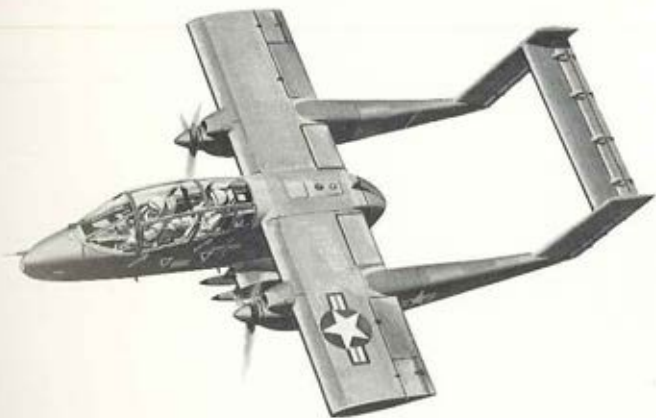
Take-off and land on short,
unimproved fields.




Ferry 3,200 pounds of cargo.



And perform photo, radar and
electronic reconnaissance.



It is the OV-10A being built for the U.S. Department of Defense by
North American Aviation  Columbus Division



ABOVE: Canadair's "Dynavert", first tilt-wing vertical and short takeoff and landing aircraft built in Canada, completed its initial vertical takeoff and hovering flight recently at the Montreal plant. Chief test pilot Bill Longhurst reported after the first flight that there were "no problems during vertical takeoffs and landings." BELOW: Brig. Gen. O. Glenn Goodhand, Ret., President, AAAA, and Col. George P. Seneff, Jr., Director of Army Aviation, OACSFOR, register at the inauguration of the Zero Defects program held at the Boeing Company's Vertol Division. Zero Defects is a program designed to prevent errors before they happen. Highlight of the ceremonies was a speech by Pennsylvania Governor William W. Scranton.

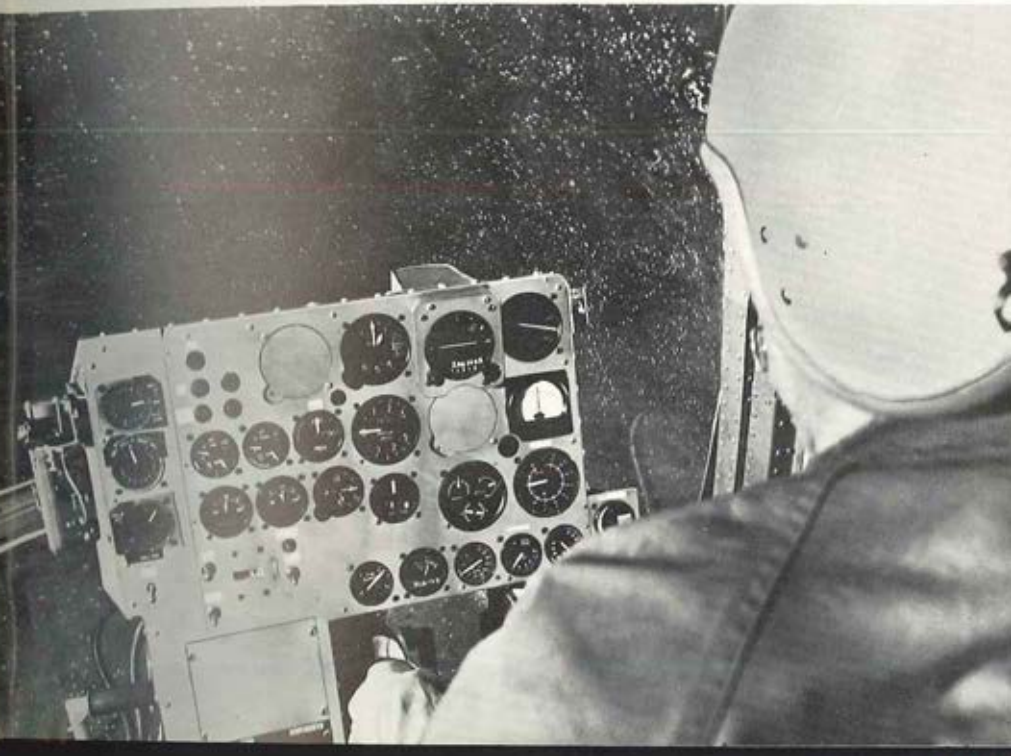


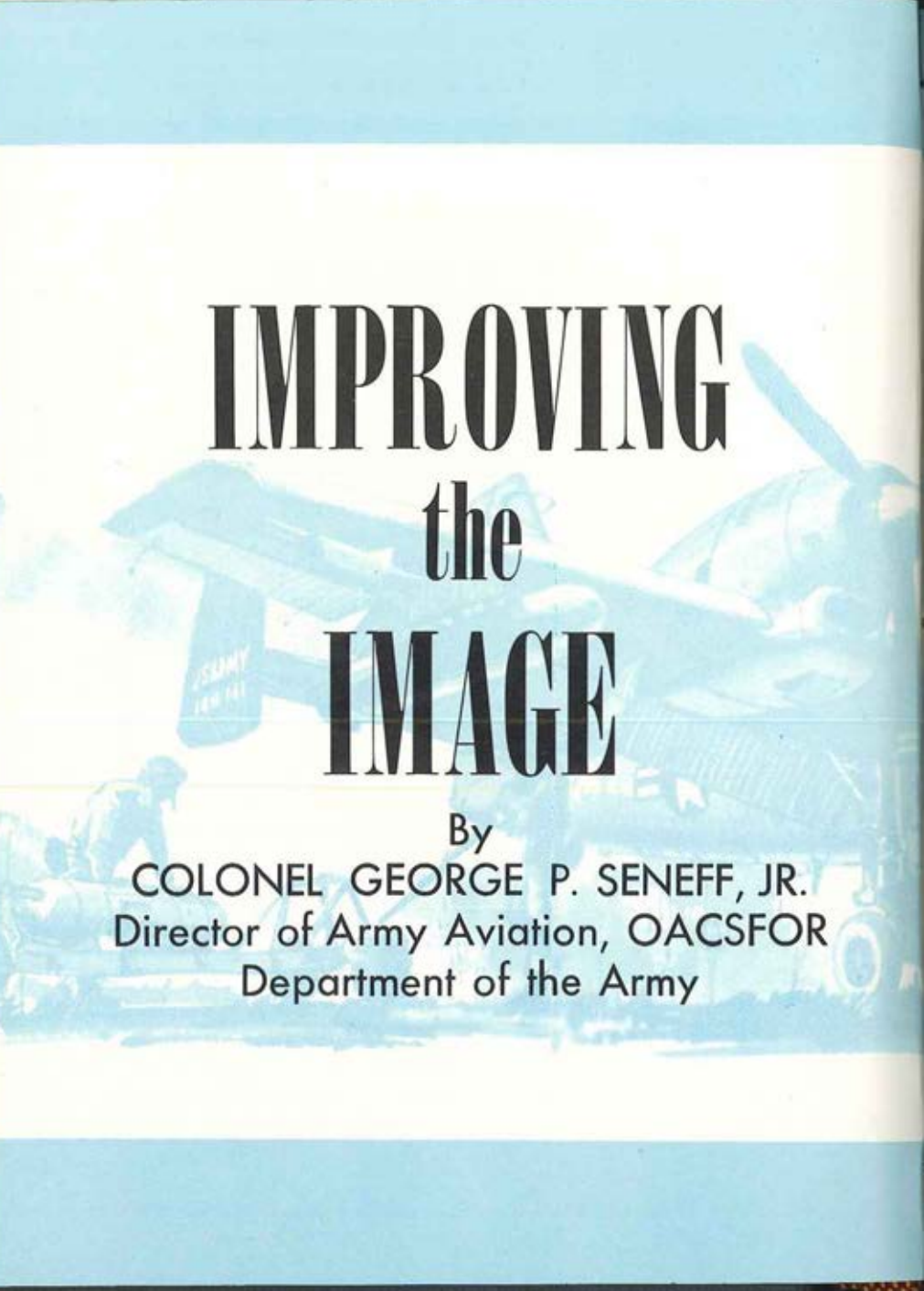
The inherent stability of Lockheed's Rigid Rotor helicopter makes it an ideal instrument flight platform. This was demonstrated recently in IFR tests near Point Mugu, California. Blue goggles and amber windshields blacked out pilot visibility. But, using standard flight instruments, the pilot flew typical IFR patterns—without a single hitch, and without any auxiliary stabilization systems. The natural gyroscopic effect of the Rigid Rotor makes "black boxes" unnecessary. Thick soup? That's when the Rigid Rotor really shows its stuff. Rigid Rotor helicopters—made by the company with over 30 years of airborne weapons platform experience.

*Lockheed-California Company, Burbank, California
A Division of Lockheed Aircraft Corporation*

LOCKHEED

**Rigid Rotor:
a natural for
IFR weather**





IMPROVING the IMAGE

By

COLONEL GEORGE P. SENEFF, JR.
Director of Army Aviation, OACSFOR
Department of the Army

In the earliest days of Army aviation as we know it, it had one role — adjusting fire for the artillery. During the course of World War II, this was expanded a bit to include liaison activities, and occasionally a commander found it more convenient to do his job from the air than from the mud. Early in the Korean War, another major role was added which resulted in the saving of many lives — that of medical evacuation. The end of that war saw the air mobility mission born with the activation of helicopter companies capable of airlifting troops and supplies.

At the time I came into aviation a little over nine years ago, the briefing charts listed five fashions in which aviation supported the Army. These were: *observation, movement of supplies, airlift of troops, aero-medical evacuation, and command, liaison and communication.*

Within recent years, two specific new ones have been added: *air cavalry operations* and *aerial delivery of suppressive fires.*

Over the same span of time, our aircraft inventory has expanded from a handful at the beginning to just over 1,000 in 1950; approximately 3,500 in 1955; and has redoubled in the past ten years to nearly 7,000 today. Numbers of personnel involved have paralleled the growth in aircraft inventory.

This has not been a helter-skelter growth; rather, the record reflects a very orderly increase as aerial vehicles have been progressively integrated into the Army. The growth of Army aviation has re-

sulted from selective application of combat experience, study and war game results, and military judgment.

This is a truly remarkable growth — there must be some reason for it. As Army Aviators, I think it helps us once in awhile to sort out our thoughts and mull over what they are. There is a natural tendency on the part of all of us to slap ourselves on the back a bit in congratulating us on how far we've come — to tell ourselves that we have achieved a very respectable place in the Army. It's very natural to get a bang out of being a part of something that is growing and on the move, and I am as happy and proud to be a part of it and to count up our progress as any of you.

A Lack of Understanding

In light of this natural feeling, it comes as a bit of a shock from time to time to come face to face with the fact that a lot of the Army doesn't think we're quite as hot as we do. But, shock or not, it's a fact. There are a lot of reasons for it, but I think that basically they stem from a lack of understanding and from an uneasy feeling on the part of many that a lot of our expensive resources would better serve the Army if invested in ground systems.

What these add up to is that you and I haven't done our job quite well enough in demonstrating our usefulness or, to put it even more bluntly, justifying our existence. We haven't convinced enough people that we pull our full weight, in terms of expense, in contributing greatly to the land combat power of the United States Army.

The real reason we've grown to our present stature is that the people who have run the United States Army over the past few years have had the foresight to see that Army aviation offered a tremendous potential or, reverting to Pentagonese for a moment, can tremendously increase the capabilities of the Army from the cost

effectiveness viewpoint. The foresight of our leaders is now paying off in our having been given, during the past two or three years, the resources required to realize the goals they had in mind.

We are now fulfilling our seven roles on a daily basis and doing it most successfully. The trouble is, we're not executing the most important of them in many places. Liaison, command and control and the handling of VIPs are no longer the largest-scale users of Army aviation; but they are, unfortunately, the ones that most of the people in the Army still see us performing.

General Unawareness

The most important functions of aviation these days, such as air mobility for ground combat forces, delivery of suppressive fires, medical evacuation, and the supply of Army forces, are being seen on a large scale only in Vietnam and in Project TEAM at Fort Benning. Although these two activities have been rather widely publicized, they have not been seen and appreciated first-hand by a majority of our Army contemporaries.

The future that we have been building for is not with us yet. Very few of our ROAD divisions have ever had their air-mobile companies, and even the more fortunate ones have had them on only a fleeting basis. Simply stated, it is a fact that a large part of the Army is neither aware of the extent to which we have assumed the seven roles nor how good at them we are. It's up to us to tell them.

Now when I say this, I am not suggesting that every Army Aviator drop this newsletter and go dashing out to collar someone to give him the hard sell. There has been too much of this, and it hasn't done much good. It has to be done in more subtle ways and, most of all, by *doing* rather than *talking* — by *performing* rather than *selling*.

As our aircraft inventory situation improves and we are able to give more elements of the Army their fair share of resources, particularly the airmobile companies of divisions; and as the rather large numbers of people, both ground and air, who are serving in Vietnam or in the 11th Air Assault Division fan out across the Army, I think much of this will take care of itself. In the meanwhile, we can do a little expediting. Here are a few pointers.

Be A Soldier!

As a starter, we have to demonstrate in our daily actions that we are real soldiers and good ones — not “fly boys.” There is a certain amount of basic distrust of air soldiers by the ground soldier. This distrust stems from many things buried in the past but largely, at the present time, from a vague feeling that the aviator has a good thing going for him and that he is not really interested in being a soldier.

It might also stem a bit from the fact that many aviators in the past have sought too much special treatment. The fact that you have to maintain a high degree of proficiency in flying (which we know in itself gets close to a full-time occupation), in addition to being a well qualified ground soldier, doesn't mean a thing to our contemporary. His outlook is that you are getting paid for it. Without going into monetary aspects and the purpose of incentive pay, *be's right!* We have the opportunity to enjoy, and excel in, a field that he hasn't, and we should be extremely glad for it.

The fact still remains that he expects you to be as good a ground soldier as he is, and, if you want his respect, *you have to be one.* In point of fact, you have to put more effort into this than he does, and there is no reason why you shouldn't. You were carefully selected in the first place, and you have a certain inner urge to excel or



you wouldn't be here. It may be difficult to work with your nose to the grindstone, your shoulder to the wheel, an ear to the ground, etc., but you have the capability, so get out and get with it.

Next, while I have played down the importance of some of our roles with respect to others, specifically those of liaison and carrying passengers as compared with the larger roles of air mobility, air cavalry operations, et al, we can't play them down from the point of view of the impression they make on people.

A lot has been written about the appearance of our airfields during the past few years, and everyone knows what a good, sharp outfit ought to look like. From the point of view of initial impressions, there has been a tremendous improvement; but there are still a few places that could be bucked up a bit from the point of view of tidiness, good layout and, most of all, efficient, courteous and expeditious handling of visitors.

As a senior aviator, I have wandered into a couple of places in the past few years where the treatment has been off-hand and slipshod. The question I always ask myself is, *“If this happens to me, what happens to the transient Sergeant or non-rated Captain who comes here?”*

An airfield operation can never get so good that it can't be improved. Take a strong look at yours and see if you can't make it better. Check it at odd hours. Make sure your alert crews are sharp, that they know what they are doing and that they look and act like soldiers. Do what you can to improve your facilities, not only for the air crews, but for everyone. Make sure that the visitor, aviator or not, leaves with good comments and not some that I have heard. If conditions are such that you can't man your facility properly around the clock or throughout the week, then close the thing down during periods when you *can't* do the job properly. If you can't run it well—close it!

With specific respect to transport, whether it be a VIP flight for a General officer or a helicopter unit picking up an infantry company for an airmobile operation, make sure you observe the amenities of performance that make the difference between a good flight and a bad one. We all know what these amenities are, but it's worth dusting them off and reviewing them from time to time just to make sure that we haven't forgotten something.

Be Punctual!

First, be ahead of, or very precisely on, time. Nothing infuriates anyone from a Private to a higher ranking VIP more than arriving at the designated place at the designated time and then waiting, while the pilot files a flight plan, checks the weather, and has a last cup of coffee before departure. Don't laugh — it still happens! The same thing goes for an airmobile company picking up a rifle company — be there at the appointed hour, *no excuses*.

Beyond this, in the case of either, treat your passengers as if they were little old ladies making their first flight and are petrified at the whole idea—even if it's the same gen you've flown day in and day out for

the past year. Give them a weather briefing, fit their parachutes, strap them in, and brief them on the flight route (a marked map is a fine gesture for VIP flights).

After you've gotten them aboard and are en route, teach them something. Explain the gauges, the radios; point out things of interest along the route; let them listen to a GCA if you can; *do something to improve their understanding of the business*; double in brass as a stewardess.

Build Mutual Confidence!

On large-scale lift operations or any tactical operations, make sure you're ahead of the game. Attend the ground commander's briefings; help him with his plans; make sure you know the winds; and advise him on directions of landing and take-off — do your best to build mutual confidence. When pick-up time comes, be sure that crew chiefs, co-pilots or you insure that they're strapped in with potential missiles secured; that they're as comfy as is possible.

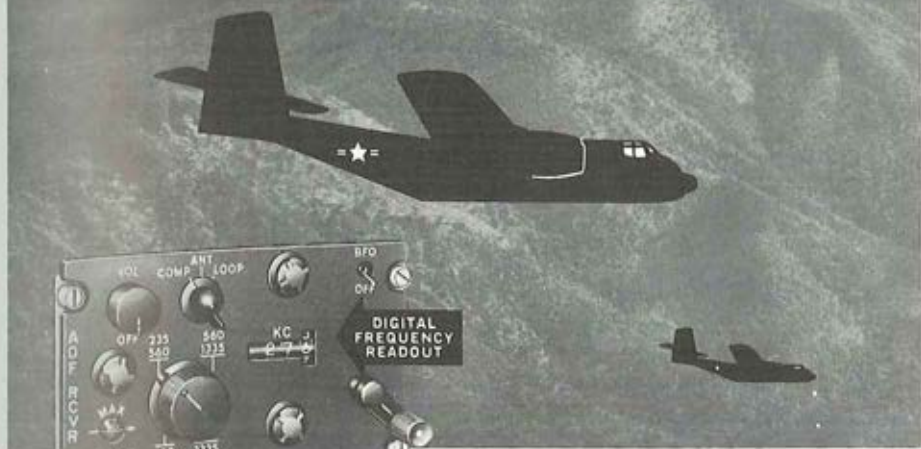
Have someone keep them posted on what's going on. They're all your clients — *treat them as such!*

In air cavalry operations, attend the ground briefings; help people understand your capabilities and what you can add to the game; know the situation and press your part of it vigorously; and above all, be there on the radio and on the job. As an old reconnoiterer, I can attest that cavalry is frequently fighting a private war when it's most needed by those supported.

In supply operations, be at the right place at the right time — and with the stuff that's needed. In this connection, make sure that the system is set up to enable you to do this work. If the system under which you are operating goes awry, you'll get the blame whether it's your responsibility or not. A lot of us in *Air Assault II* took a ribbing for several days when a *Caribou* appeared at a forward strip with 2 tons of

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AIR-to-GROUND... AIR-to-AIR... AIR-to-SEA



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40A ADF

Equivalent of Military AN/ARN-73 Automatic Direction Finder

In Use by the U.S. Coast Guard and U.S. Army

- 4 bands (100 to 3000 kc) permits homing on HF (2-3 mc) airborne or ground transmitters, plus standard ADF capability.
- Continuous compensation means accurate bearings.
- Integral receiver and control unit. Fits standard military console (5 $\frac{3}{4}$ " wide), only 3 $\frac{3}{4}$ " high.
- Completely transistorized. Weighs only 17.55 pounds.
- Modular design for easy servicing.
- Operates as ADF or low-frequency receiver.
- Environmental-tested to severe conditions (MIL-E-5400 Class 1).
- Usable with all ARINC and MIL standard ADF and RMI indicators.
- BFO operation for CW signal identification.

Contact ARC for Details



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DEPENDABLE AIRBORNE ELECTRONIC EQUIPMENT SINCE 1928

grapes instead of badly needed JP-4, and words that the control system had broken down seemed to have little effect.

Our aviation commanders in the field are the people who must see to it that all of this happens. I know that all of this has been said many times before, but it can never be said often enough. It is up to you to see to it that all of these things are done in the daily lives of our people all up and down the line.

Show Our Potential!

In addition to making sure that your performance is good, it falls on your shoulders to make sure that your contemporaries and ground commanders are made aware of the possibilities of what you *could* do if you had more. If you do not yet have an air-mobile company in your division, in the course of maneuvers and exercises, point what you could do with one.

The difference between sitting held up on the bank of a ten-foot ditch in a carrier or slogging through a swamp at two and one-half miles an hour, and getting there at ninety knots should be obvious — but it's not so obvious to a lot of people. Don't fail to let them see it. It's your job to help educate them. In so doing, we should not play up our aerial vehicles as being flashy, expensive toys which are much, much better than the old ones. Sell them as reliable military workhorses which can tremendously enhance the commander's capability by putting him or his people at the right place at the right time to do a military job, and putting them there faster, fresher, and more

ready to fight.

Finally, I would like to note that it is just as important for us to pull as a team *within* aviation as it is for aviation to pull as a team with the rest of the Army. I have seen a lot of backbiting in the family in the past.

I am talking about such things as squabbles among branches, remarks by the flyer of one type of aircraft about the flyer of another type of aircraft and, in some cases, the lack of a helping hand on the part of older aviators with respect to younger ones, even to the extent of tending to hold younger ones back and deny them the benefit of experience and training that they need to progress. This is for the birds — *predatory ones!* I hardly expect a sparrow hawk to assist a sparrow, but I do expect aviators to help each other and keep the family together. It is very difficult to pull evenly as part of the Army team if we can't pull evenly among ourselves.

Brighten Our Image!

As I said at the beginning, we and the people from whom we inherited this program, have, with the Army's blessing, made tremendous progress. We still have a lot to make. Whether or not we are allowed to do it depends on the image we present to the rest of the Army. In many areas, it is good; in some areas, it isn't. We must do everything we can to improve it and preserve it.

I know from firsthand experience that you are superb people, some of the best that the Army has, and that you have the capability of making our Army a better one, thus adding greatly to the defense capabilities of our country. A key part in doing this is keeping our image sufficiently bright to be afforded the opportunity. Your past efforts in this direction have been great, but it's going to take a little bit more — I know you've got it.

Soldiers First — Flyers Second.



I KNOW this conference is essentially oriented to armament systems. But I was given carte blanche, so I chose to talk about the most important part of any system in the Army — one that has a lead time of twenty-one years — the human part of the system.

In Army aviation, he is particularly critical to the system. He must be highly skilled, well coordinated, have a broad military education, and be dedicated to the Army. This is asking a lot. Where do they come from? What is their background? How are they trained? What is the end product?

Warrant Officer Program

As a prime example, let's look at the *Warrant Officer Program*. This approach to an Army aviator began in 1956 as a means to provide continuity to the transport helicopter program and to ease the long range grade structure problem of the Army.

The warrant officer aviator was envisioned at that time as a highly skilled "truck driver" with a twenty year potential in the same job. He would be part of our logistic system and not be a decision maker. He would generally come from the senior NCO ranks, disciplined and phlegmatic. For the first couple of years this was true; then the program was temporarily halted. When the

Army re-opened and expanded this program, it was faced with a new and entirely different source of warrant officer candidate.

For the most part, he is *not* a veteran soldier. He is going to have to make an abrupt transition from one way of life to another and at the same time, learn to fly several complex helicopters.

Entry into the Army presents a change in a man's environment. How drastic a change it represents depends on how greatly it differs from the conditions in his past. His past experience, his learned adaptive patterns of behavior, his inherent capacity, his interaction with his new associates, and the leadership of his officers will all influence how easily he will be able to make the adjustment.

All Factors Considered

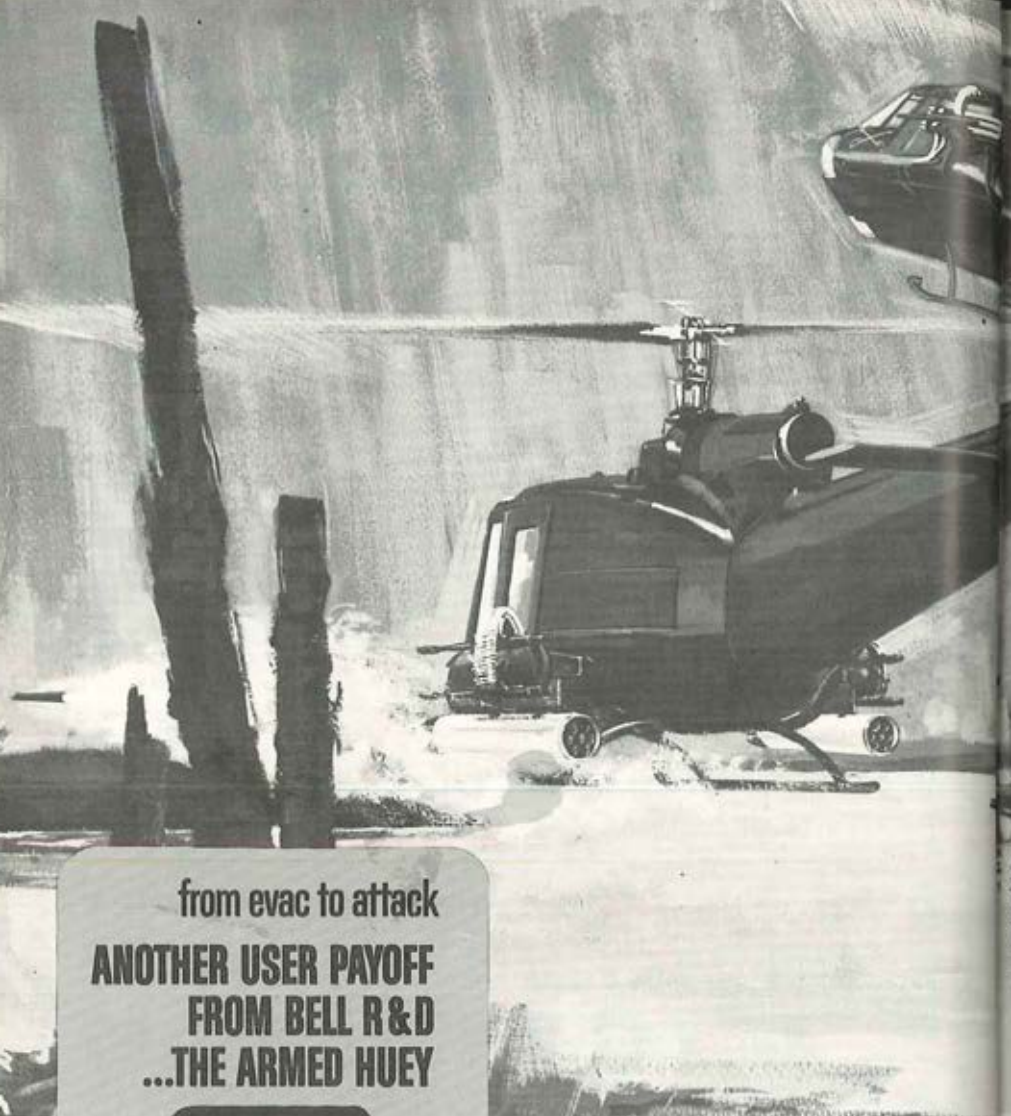
Individual records will reveal some facts which may be predictive of difficulties in adjustment. One can consider a man's age, marital status, economic class, education, previous employment, and geographical area, and to some degree estimate the change which the Army will represent to him. These facts will not predict how successfully he will adjust but may indicate the degree of adjustment he'll have to make.



A NEW LOOK AT THE STUDENT AVIATOR

by

MAJOR GENERAL JOHN J. TOLSON
Commandant, U.S. Army Aviation School



from evac to attack
**ANOTHER USER PAYOFF
FROM BELL R&D
...THE ARMED HUEY**



In its original tactical/utility role, the Army UH-1 was designed as an angel of mercy, rescuing battlefield casualties and as a carrier, airlifting troops and material. But Bell's restless Research and Development teams took another look . . . added more muscle. From the basic UH-1 came the Vietnam-proven UH-1B Army helicopter which established standards for speed, survivability, firepower, versatility and mission capability. These are accepted standards which provide



fundamental criteria for designing helicopters for the military mission. The UH-1D, alone, holds 21 world flight records . . . more than any other military combat aircraft in the world. Bell's highly-creative R&D team which conceived the Huey, is today anticipating tomorrow's needs with new concepts and new designs with the inherent integrity of the Huey . . . all part of Bell's continuing effort to provide more helicopter per defense dollar.



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The new candidate is the product of his heredity and environment. The press, the radio, the movies, TV, and the combined activities of his home and community life have played their parts in shaping his personality. With each new exposure and with each added interest, he modifies his behavior in some respect. Much of his behavior will have been well established as a part of his personality and will be difficult to alter. He will react to many situations in the Army as he responds to similar situations in civil life. He will acquire additional responses to the new situations the Army presents.

He falls into no definite pattern; there is no rule of thumb of leadership or personnel management which can be applied indiscriminately. For as many men as are in an organization, there will be just as many problems in leadership and in management.

The human individual does not possess all his traits to a similar degree. His scores on tests designed to measure various traits tend to cluster around an average score with some deviating considerably from the average. The man who is considered mediocre may have variations in his makeup that place him above the average of the group in some particular trait; it may be a trait or aptitude which has never been brought to the surface.

Former Program Rigid

In looking at our original warrant officer program, we found that on the very first day of their arrival, the candidates were clamped into a rigid role of formation, double-timing, bracing to the extent that their main concern became one of displaying an attitude and appearance of a martinet. This took precedence over their educational process. The program provided little opportunity for development of initiative or independent action.

Now a new program for the warrant

officer candidate has already been initiated at Fort Wolters that trains the individual student to accept *individual responsibility* from the very first day. The principle is to stress the need to acquire self-discipline. The candidate will continue this same program when he arrives at Fort Rucker. We believe this is a dynamic response to the changes that we face.

From the psychiatric point of view, the whole subject of discipline is a complicated one and there are many, many, examples of the disastrous effect of the hardboiled attitude and also of weak indecisive softness. Discipline amounts to far more than to the neatness or snappiness of the unit or uniform. In this program, the basic philosophy is firmness with understanding and to give all the support possible to the individual who is on the borderline of his ability to adjust to the stress of the moment.

"Aerocation" Defined

In this regard, Fort Wolters has introduced a new word which they call "*aerocation*." It is a combination of "*aeronautical*" and "*education*." Under this title, they grouped subjects designed specifically to aid the aviator candidate in his transition from ground to air. These subjects are interspersed through the first 4 weeks of training and range from an orientation at the flight line to an analysis of aviation as a career, to a discussion with the Flight Surgeon on fear and apprehension, to demonstrations of the maneuvers they will be required to learn.

It is still too early to judge what actual changes in attrition in the flight training program may result. One thing appears to be certain, that the number of resignations will be fewer. This means simply that eliminations will be those who are unable to measure to our standards. Here the challenge lies. We have conclusively proven that the transition from ground to air can

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- Electronic switching?**
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mine, on the ground or in flight, if the system is operating properly. A real pilot confidence builder. Its electronic switching does away with troublesome rotary switches, too. And its overall solid-state construction means less downtime, more profitable operation.

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Bendix Radio Division



be an easy one, or far easier than it has been in the past. The challenge is to find ways of making it even simpler, to break it into more definitive steps leading to the goal of Army aviator wings. We feel that this is a challenge to all charged with responsibility of training an educated primary student, and that many of the things which we have learned in our study of the candidate program will be equally applicable to the officer initial entry program, and that they will be applicable to all primary flight training.

Turning to all student aviation training, I believe there are certain fundamentals we must keep in mind.

It might be said that the basic unique characteristic of the military service is that it is designed from top to bottom to produce an individual who will function as necessary under stress, in a manner directly contrary to that which his basic nature dictates or once dictated. This process really is a function of leadership. It starts with the induction of the soldier into the Army. The goal is to make him ultimately take actions which he ordinarily would not take. This job is made much easier if the individual has been trained to consider himself no longer as an individual but as an integral part of a strong military organization.

The "Why" of It

Early in his career he must understand, and believe, that Army aviation makes no sense and has no reason for existence unless it is thoroughly identified with the Infantry company, the Artillery battery, the Cavalry troop, and the Army mission.

Part of the problem lies in the growth and complexity of Army aviation itself. It has been a long struggle and it is very easy to lose sight of *how* Army aviation started and *why* it started. It is also very natural for a new aviator to be fascinated by the new sophisticated aircraft for its own sake; and as he becomes more technically pro-


ficient, pure aeronautics takes more and more of his time.

But the Army Aviator has always been and must continue to be more than a technician — more than a pilot — more than a competent airplane driver. He must be a professional soldier completely dedicated to everything a soldier lives for. He must orient his interest in flying to that which supports the Army's mission — and his mission is always focused and integrated into a combined arms team effort.

Bettering the Standards

So far our young aviators have responded to the challenge and are meeting, or bettering, the standards which have been established over the years. There has been *no* reduction in quality, in military appearance or bearing. We are *not* lowering our standards — we dare *not* lower our standards one iota, for the aviator in combat is very much alone. He must have self-discipline; he must be able to make decisions by himself; he must be able to act prudently under stress. He will always hold many lives in his hand.


General Johnson summed up our goals when he spoke here at Bliss last March: "*It is the fundamental purpose of the United States Army to fight the nation's battles on land wherever the need may arise. This the Army does by closing with the enemy and defeating him wherever he may appear, in whatever guise and configuration. To accomplish this within the scope and sweep of Missions Unlimited demands new reaches of combat effectiveness and combat readiness for the Army. We approach the many opportunities thus offered to us with a high confidence based on our present posture as the finest peacetime fighting force the Army has ever had. We seek to improve this rating to provide a new level of professional performance in the service of the United States.*"



THE warrant officer aviator, by law, operates in the capacity of a specialist and *not* a leader. As such, he must be capable of taking responsibility for the safe operation of his aircraft and for the safety of his crew and passengers, yet be capable of assuming certain administrative and managerial duties when not actually flying.

These duties become complex due to the rapid changes in organization of Army aviation units and their application in modern

BETTER TRAINING FOR WO AVIATORS




warfare, whereby the warrant officer aviators must function under general guidance and without the direct supervision of supervisors.

Recognizing this problem area, we here at the United States Army Primary Helicopter School have recently calibrated our instruments of learning toward new methods of instruction and have *revamped* the curriculum of instruction with a view toward imparting an air of responsibility to the warrant officer candidate from his first classroom period.

'56-'65 Training Concept

Since the inception of the USAPHS in 1956, the school has graduated over 1,800 warrant officer candidates from primary rotary wing flight training. These candidates well remember the four-week preflight phase of this training with its rigid OCS-type program, strict regimentation, mandatory study periods, inflexible inspection

by
COLONEL KEMUEL K. BLACKER
Commandant, USAPHS



standards, and the ever present demerit system.

During this phase, much of the candidate's time was devoted to the preparation of classes in drill and physical training, and were considered necessary in order to reflect a candidate's demonstrated leadership potential. Many candidates were eliminated for a lack of demonstrated leadership.

In reviewing certain of these eliminations and after making a detailed evaluation of the warrant officer preflight program in October, 1964, it was concluded that the training results achieved were *not* consistent with the stated objectives of the training program.

Reasons for Change

The reasons for this were twofold: First, the type of candidate has changed over the past several years, but the training program had remained static. The former candidate had been an NCO or specialist in the Army with approximately four years' service, averaged 23 years of age, and was familiar with Army procedures and regimentation.

The majority of the new group are individuals who enlist for the *specific* purpose of becoming an aviator. As such, they attend eight weeks of basic training, receive two weeks of home leave and report to Fort Wolters for training.

Secondly, it was determined that the Department of Army authorizations for warrant officer aviators are made on the basis of a specialist, not a leader. The training requirement and stress on demonstrated leadership immediately became targets of suspect in favor of new concepts with emphasis shifting to the type of training which would impart self-discipline, self-reliance, and a sense of individual responsibility.

As a possible step toward improving the quality of output from the warrant officer preflight instruction, an *experiment*

was authorized by CG, CONARC, beginning with Class 65-7W which reported on 11 January 1965. First, the environment of the plebe-type disciplinary system with the ever present tactical officer was replaced by an advisor system. The demerit system was eliminated.

Curriculum Redesigned

Enforced study periods were changed to quiet periods for study with individuals working on weaknesses rather than on a directed subject. The atmosphere for permitting individual selectivity was oriented to enable the candidate to achieve the proper emotional and mental attitudes necessary for learning and to develop self-discipline and self-responsibility.

Secondly, the academic curriculum was redesigned to more closely meet the needs of today's candidate. Instruction by the candidates in drill and physical training was eliminated, thereby freeing the student from the time-consuming preparation necessary for these activities. This change in itself has shown a significantly improved performance on all phases of instruction by decreasing the study load.

Motivation Increased

Additional training in basic military subjects, to include additional subjects on leadership, was incorporated to compensate for the relative lack of military experience. Preparatory flight subjects were also added to the curriculum. In this 36 hour block of instruction the candidate receives training in basic aerodynamics, aircraft preflight inspection, starting and shutdown procedures, and orientation flights.

These subjects create more student interest, increase motivation and better prepare the candidate to begin flying. A special series of classes, termed acrocatation subjects and highly motivational in nature, have been added to the program. These subjects

are designed to reduce stress and anxiety in the candidate, thus aiding the transition from the student's natural environment of the ground to that of the Army aviator.

The Candidate's Role

These changes have in themselves brought about the final, and probably the most important, change in the experimental program. They have enabled the candidate to develop an *early sense of responsibility*. In place of regimentation there is *self-discipline*, and in place of explicit instructions from tactical officers and upper classmen there is *initiative*.

It's a very old, but very wise saying, "You can lead a horse to water, but . . ." Here at the USAPHS every effort is made to provide the warrant officer candidate with environment and knowledge necessary to take the first steps toward becoming an Army Aviator.



Colonel Raymond E. Johnson (second from the left), president of the U.S. Army Aviation Test Board, Ft. Rucker, Ala., discusses external stores pods with, left to right, Major D. K. Tooker and SFC B. J. Strickley, both from Quantico Marine Base, and Lt. Col. W. F. Harrell, USMC Liaison Officer on duty at the Aviation Center. Maj. Tooker and SFC Strickley had met with several members of the Test Board during their two-day visit to Fort Rucker, and co-ordinated aspects of the Small Arms Weapons System (SAWS). (U.S. Army photo)

NAME CHANGE

The U.S. Army Aviation Material Laboratories is the official designation for the former U.S. Army Transportation Research Command, Fort Eustis, Va., as of 1 March 1965. Colonel Michael J. Strok commands USAAML, the Army's only basic and applied aeronautical research center.

Something, however, must come from within, and that something is the keen sense of responsibility which is so important in a man who, as an aviator and commander of an Army aircraft, will soon control the fate of ten or more of his fellow men.

Initiative, self-discipline, and acceptance of responsibility—these are the traits his advisors and instructors will be observing and counseling him on at Fort Wolters, as will his commanders in the field tomorrow.

An artist's conception shows the S-66 compound helicopter, Sikorsky Aircraft's proposal for the U.S. Army's advanced aerial fire support system (AAFSS) in high speed flight with the new ROTOPROP serving as a pusher propeller to provide auxiliary forward thrust. In hover and low speed flight to ROTOPROP serves as a conventional helicopter tail rotor. The S-66 is designed to give the Army added armed escort for troop-carrying helicopters and to provide discreet supporting fire associated with such operations.

(Sikorsky photo)



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Support Branch



Lt Col Robert B. McGhee
Chief, Plans, Training,
and Operations Branch



Major Forrest W. Johnson
Action Officer—Aviation Training
Plans, Training, & Operations Br



Major Ray L. Ingham
Action Officer—Aviation Plans,
Plans, Training, & Operations Br

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Chief, Aircraft
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Major Myron D. Billy
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Aircraft Maintenance Branch





Colonel Henry H. McKee
Chief, Aviation
Division, DCSOBT

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Aviation Support Branch



Major Melvin D. Tate
Action Off - Aviation Res Affairs
Aviation Support Branch



Major Richard E. LaFroze
Action Off - Safety and Standard-
ization, Aviation Support Branch



Captain Jerry R. Karriker
Action Officer - Admin and Pers
Aviation Support Branch

FOURTH US ARMY



FLISM

FLIGHT DETACHMENT



Major Frederick B. Waller
C. O., Fourth US Army
Flight Detachment

FLIGHT SURGEON



Captain D. K. Bohman
Flight Surgeon

THE theme, "Army Aviation Armament," marked the Fourth U.S. Army Annual Aviation Conference conducted at Fort Bliss, Texas on April 20-22.

Conference attendees included representatives from the Department of the Army, Headquarters USCONARC, Headquarters Army Materiel Command, Fourth U.S. Army and other CONUS armies as well as Reserve and National Guard elements within Fourth U.S. Army.

Tolson Delivers Keynote

Brigadier General John J. Tolson, Commanding General of the U.S. Army Aviation Center, Fort Rucker, Ala., delivered the conference keynote speech, entitled "A New Look at the Student Pilot." (This speech appears on pages 23-28).

Opening day programs consisted of presentations by *Col. H. I. Lukens*, Executive for Army Aviation, OPO, D/A, who pointed out personnel policies as dictated, due to assets available and requirements; *Col. W. C. Edler*, Hqs, USCONARC, told of aviation assets available in CONUS; and *Col. R. M. Hamilton*, Director of USA-

BAAR, who provided pertinent aircraft accident statistics, and an insight into USA-BAAR programs now underway.

A personal outlook on the recent Aviation Mobility Test and Evaluation was provided by *Lt. Col. K. D. Mertel*, 11th AAD; *Maj. W. F. Gurley*, Hqs, AMC, brought conferees up to date on Army Aviation Armament; *Capt. G. D. Dorsey, Jr.*, 3d Special Forces Group, Ft. Bragg, N.C., on Army aviation combat operations in Vietnam; *Capt. C. Ege*, Hqs, AMC, updated the LOH Program; and *Mr. E. P. McCourt*, Hqs, USAAML, discussed Armor Systems for Army aviation aircraft.

Full Armament Shown

During the conference, attendees witnessed an aerial demonstration depicting the present Army Aviation Armament picture. The following aircraft were used in the roles indicated: a SLAR Mounted OV-1 for target acquisition; 4.5 inch rocket-mounted CH-34's for direct and indirect fire capability for artillery support; M-2, Cal. 7.62 machine gun mounted OH-13 for recon by fire; M-22 anti-tank guided missile mounted

4TH U.S. ARMY ANNUAL



AVIATION CONFERENCE

on the UH-1 for the destruction of hard targets; an XM-3 2.75 inch folding fin rocket mounted on the UH-1 for personnel and soft targets; weapon combinations for direct fire support; CH-37's as the assault elements for troop carrying and heavy lift capability; and a CV-2 for resupply by low level extraction (LOLEX).

Fired from a static position at a fixed ground target, the GE Minigun — a modern day Gatling — was fired at 1,000 to 6,000 rounds per minute.

Working Committees

Aviation Working Committees were convened on Program & Budget (Chairman, Mr. J. P. Cuellar); Flight Safety & Standardization (Maj. R. E. LaBrode); Operations & Training (Maj. F. W. Johnson); Supply & Maintenance (Lt. Col. C. L. Clance); Reserve & National Guard Affairs (Maj. M. D. Tate); and Airspace Activities (Lt. Col. H. C. Lamar). In addition, all conferees — in conjunction with an "Operation Understanding" group — witnessed the firing of the Nike Ajax, Nike Hercules, and Hawk

air defense missiles by U.S. and foreign units during their annual service practice at Ft. Bliss.

Industry Exhibitors

Exhibits were assembled from the major industrial firms through the courtesy of the Commanding General, Aviation Materiel Command, St. Louis, Mo. These exhibits were viewed by the conferees, and all personnel assigned and in a student status at Ft. Bliss.

The conference was officially concluded at ceremonies whereby Col. Henry H. McKee, Aviation Officer, Fourth U.S. Army, presented a "Professionalism" plaque to Maj. Gen. Tom V. Stayton, CG of the U.S. Army Air Defense Center, Ft. Bliss.

The three-day conference was judged as very successful by Col. McKee and plans are presently being drafted to conduct the 1966 conference. The tentative site has been selected as Ft. Wolters, Texas, with the proposed theme being "Army Aviation Training." The date and time will be announced in the near future.



LEFT: Three platoons of combat-equipped troops form at a staging area at Ft. Bragg, N.C., prior to boarding an Army CH-54A Skycrane for a record airlift on April 29. The 90-man lift (87 troops and a flight crew of three) was the largest number of persons ever transported at one time by a helicopter. The largest previously known lift was 70 paratroopers reported to have been flown in a Russian Mi-6 craft. (Sikorsky photo)

RIGHT: The U.S. Army Aviation Material Laboratories (USAAML), Fort Eustis, Va., has awarded the Hughes Tool Company's Aircraft Division an \$886,000 research contract to conduct a preliminary design study of a 12- to 20-ton payload hot cycle rotor system and to conduct a 20-hour flight test program using the XV-9A hot cycle research aircraft at Edwards AFB, Calif.

(U.S. Army photo)





LEFT: Shown on the occasion of the CV-7A Buffalo hand-over to the U.S. Army in late April, left to right are, Mr. Russell Bannock, Vice President Sales; Mr. Gordon Hunter, Deputy Minister of Defense Production (Canada); Mr. Phillip C. Garratt, Managing Director, De Havilland Aircraft; the Honorable Willis M. Hawkins, Assistant Secretary of the Army, (R & D); and Air Commodore Charles Ruttan, Director General of the Air Force. BELOW: A heavy-lift rotor system that could enable an Army helicopter to fly troops and military vehicle-weapons weighing up to 20 tons into forward combat zones is under study at the Lockheed-California Company. On a ferry mission this helicopter, minus cargo, could travel across the United States nonstop without refueling. Lockheed engineers are analyzing the shaft-driven rotor system for the USAAML, Fort Eustis, Va.



ABOVE: Lt. Gen. Charles W.G. Rich (left), Commanding General, Third U.S. Army, accepts the plaque which designates him an honorary Army Aviator. The presentation was made by Brig. Gen. John J. Tolson, Commanding General of the Army Aviation Center, following recent honor guard ceremonies held at Fort Rucker. RIGHT: Poised on a moving platform that simulates the rolling deck of a destroyer at sea, the XH-51A rigid-rotor helicopter passed its "tilt tests". The aircraft had no difficulty during the rotor's stop and start phases, which are usually the critical periods for helicopters operating from ships. These tests were conducted in preparation for actual landings and takeoffs by the XH-51A on a U.S. destroyer at sea. The XH-51A rigid-rotor craft was built by the Lockheed-California Company under a joint Army-Navy contract. ■



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

CONARC REPORT

The CH-54 Flying Crane and CH-47 Chinook helicopters were employed in testing and demonstrating the air transportability of outsize equipment. At Brooke Army Medical Center on 24 February, a CH-54 and CH-47 from Fort Benning and a crash rescue CH-34 (Flat Iron) from Fort Rucker participated in highly successful demonstrations for a Department of Defense, multi-service, and industrial representative audience of the air transportability of the *MUST* (*Medical Unit Self-contained Transportable*). The *MUST*, packaged in transportable modules, expands into a complete 400 bed evacuation hospital.

Following this demonstration, the Flying Crane, crewed by Captain James R. Goodloe, CWO Chester L. Cook, CWO James R. Oden, Sp6 Horace S. Morris, and Sp6 William J. Taylor proceeded to Fort Sill, Oklahoma. There the transportability of the 155mm howitzer and other heavy items was demonstrated. Tests were made of the compatibility of suspension points for the Flying Crane and the Pershing missile and accessories.

Field Training Exercises

Oneida Bear II, a two-sided semi-controlled exercise, is scheduled for the period 24 April-8 May at Camp Drum, New York. The 2d Brigade, 5th Infantry Division (Mechanized), supported by an Airmobile Company from the 11th Air Assault Division, will be opposed by elements of the 102d Armored Cavalry Regiment.

Joint Exercise Silver Hand, scheduled 1-15 May at Fort Hood, will employ III Corps, 1st and 2nd Armored Divisions, and elements of 12th Air Force. It is currently planned that an Airmobile Company from the 11th Air Assault Division will also participate in this exercise. With the divisions alternating in CPX and FTX play, the aviation elements should keep busy during the exercise.

Joint Demonstrations

The semi-annual series of USSTRICOM sponsored *Blue Chip* joint demonstrations will be held 26-27 and 28-29 April at Fort Bragg. The *Blue Chip 5* demonstration, which will be attended by students from several senior service colleges and by a group of newly elected members of Congress, will include the latest Army aircraft. The LQH and XV-5A, as well as ALL operational Army aircraft, are currently programmed for the demonstration.

Red Chip 6 demonstrations to be put on for the DOD sponsored Joint Civilian Orientation Course is set for 24-26 May at Fort Campbell.

Live Fire Demonstrations

In addition to the CH-47's and 54's, CV-2's, and UH-1D's, both LOH models and the VX-5A are currently programmed for participation. Also UH-1B's with the M-5, M-22, M-6, and M-3 armament systems will be engaged in the live fire demonstrations.

Army-Sikorsky teamwork
produced these helicopters...
nine steps to selection
of Sikorsky as a
finalist for AAFSS.



R-4 joined the Army in 1942.



R-6 joined the Army in 1944.



YH-18 joined the Army in 1951.



H-19 joined the Army in 1952, is in Army inventory today.



H-37 joined the Army in 1956, is in Army inventory today.



VH-3A joined the Army in 1962, is in Army inventory today.



AAFSS (Advanced Aerial Fire Support System) as visualized by Sikorsky Aircraft.



H-5 joined the Army in 1947.



H-34 joined the Army in 1954, is in Army inventory today.



CH-54A joined the Army in 1964, is in Army inventory today.

Here are nine other steps:

1. Stability, agility and other important aspects of the proposed Sikorsky design—such as rotor geometry, target acquisition and sighting systems—have been verified by tests and/or flights of other VTOL aircraft.

2. Sikorsky has built more military rotary-wing aircraft than any other manufacturer. Total to date: over 4,000.

3. Sikorsky has produced the largest number of different rotary-wing models for the Army. Five models are in the inventory today, some of them in service since 1952.

4. From Sikorsky have come the only production VTOLs in the 35,000-40,000-pound gross weight class.

5. Over the years, Sikorsky has spent more than \$15 million of its own funds on advanced VTOL research. For example, ten years ago Sikorsky pioneered the unloaded rotor concept.

6. Sikorsky alone has proven ability to combine heavy lift with speed. The CH-53A, the Free World's largest transport helicopter, has a cruising speed of 150 knots, a top speed of 170 knots.

7. With its FLEX-ROTOR™, Sikorsky has a proven rotor system for an aircraft with the AAFSS weight/speed requirements. At the Ames wind tunnel, a full-scale rotor system with 12,000-14,000-pound lift capacity has been successfully tested at speeds up to 194 knots. A nine-foot model has been successfully tested to 340 knots. These tests are part of the most extensive rotor research program in the industry.

8. Sikorsky's more than 20 years of work in helicopter armament systems have produced many firsts: In 1943, the first helicopter armament system was experimentally set up on an R-4. In 1945, a 20mm cannon was experimentally fired from an R-6. In 1958, an H-34 was armed with 11 machine guns, two 20mm cannon, 42 rockets; the first VTOL under the D.O.D. Weapon System Concept was built. In 1959, the first radio-controlled missile ever fired from a helicopter was fired from an S-58. In 1964, seventy 4.5" rockets were fired from one S-61; a helmet sight for target acquisition was demonstrated.

9. Armor protection systems designed, developed and produced by Sikorsky for the H-34 are now being used in Vietnam. Continuing work on S-61 armor has produced a design that includes plating for pilots, shielding for vital components, and self-sealing fuel tanks.

All this rotary wing experience gives Sikorsky a technological ability unmatched in the VTOL industry. This background assures the building of a stable, agile, high-speed weapons platform that will fully meet the AAFSS requirements.

Sikorsky Aircraft

U
A
DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONNECTICUT

TAKE A QUICK QUIZ!

MAY, 1965



- 1) An Army aircraft known as the:
- a) HOV-15 Mohawk
 - b) HU-8B Aero Commander
 - c) HU-8J Semihole
 - d) HU-1 Z7



- 2) This pioneer of aviation is:
- a) Thaddeus S.C. Lowe
 - b) Otto Lilienthal
 - c) Octave Chanute
 - d) Louis Blériot



- 3) M72 HEAT rocket system fires:
- a) 20 pound fragmentation bomb
 - b) M72 HEAT rocket (60mm)
 - c) SS-11 wire-guided missile
 - d) SS-10 anti-tank missile



- 4) This insignia worn by men of:
- a) 117th Aviation Company
 - b) 73rd Aviation Company
 - c) 34th Transportation Co.
 - d) 8th Transportation Co.



- 5) Ground-to-air distress signal:
- a) "Unable to proceed"
 - b) "Don't land here"
 - c) "X marks the spot"
 - d) "Need firearms"



- 6) Crew chief's signal indicates:
- a) "Move left"
 - b) "Move right"
 - c) "Hoist"
 - d) "Twist"



- 7) The meteorological symbol for:
- a) Sandstorm/hot storm
 - b) Blowing smoke
 - c) Snow
 - d) Snow



- 8) New V/STOL in Army inventory:
- a) XV-4A Hummingbird
 - b) XV-8A
 - c) XV-6A F-1137
 - d) XV-9A Hot cycle



- 9) '64 McClellan Award Winner:
- a) Col. John L. Instep
 - b) Col. Spurgeon H. Neal
 - c) Col. James F. Wells
 - d) Col. Conrad L. Stansberry



- 10) The rotor-head and mast of:
- a) an OH-13 Sioux
 - b) an XH-51A Lockheed
 - c) an OH-23 Raven
 - d) an XV-1 McDonnell



- 11) New AAAA Natl Board Member:
- a) Carl Stephenson, VP, Pub Aff
 - b) John W. Orwell, VP, Insee Aff
 - c) A.J. High, VP, Natl Functions
 - d) Col R.F. Cassidy, VP, Res Aff



- 12) How's your Morse? Shows in:
- a) Code for letter "K"
 - b) Code for letter "U"
 - c) Code for letter "M"
 - d) Code for letter "R"



- 13) The designation of this LOH is:
- a) OH-3 Brantley
 - b) OH-4 Bell
 - c) OH-5 Miller
 - d) OH-6 Hughes



- 14) The well known trademark of:
- a) American Radar Components
 - b) Aero Research Company
 - c) Aircraft Radio Corporation
 - d) Aro Avionics, Inc.



- 15) This instrument is known as:
- a) Radio compass
 - b) Automatic Direction Finder
 - c) Azimuth Indicator
 - d) VHF Omni Directional Range

QUICK QUIZ ANSWERS: THIS MONTH'S QUIZ IS DESIGNED TO BE TOUGHER THAN LAST MONTH'S AS A CHALLENGE TO THE BRAIN. PLEASE REMEMBER THE ANSWERS - LET'S SEE HOW YOU DO IN THE LITTLE REMOTE LETTER & SYMBOL PORTALS. THE OH-4 BELL HELICOPTER IS A "C" TYPE BROTHER OF THE OH-13. YOUR SO-CALLED "CHOPPER" IS THE "OH-4A" NOT THE CREW CHIEF'S SIGNAL IS A SIX IN A ROW TO YOUR RIGHT. ALL MEMBERS OF THE SE-11. PLEASE BE A SIX IN A ROW TO YOUR RIGHT. NOT THE CREW CHIEF'S SIGNAL IS A SIX IN A ROW TO YOUR RIGHT.

months takeoffs

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LEFT: The new five-place "500" executive helicopter, to be produced by the Hughes Tool Company, combines the performance of the company's OH-6A light observation helicopter (airborne in background) with a sleek "new look" in commercial helicopters. Designed to cruise at 150 mph up to ranges of 450 miles, the "500" can carry a total useful load of 1,375 pounds, including full fuel. The turbine-powered 'copter has been priced at \$69,500 while a utility model, the "500U" will seat seven, including the pilot, and will sell for \$65,000. BELOW: Maj. Gen. John J. Tolson, commanding general at Ft. Rucker, received his second star in surprise ceremonies at his office on May 1. Pinning on his new insignia were Lt. Gen. Charles W.G. Rich, CG of the Third U.S. Army, who flew in specially for the pinning, and Mrs. Tolson. Daughter Harriet looks on with pride.



ABOVE: A Turbo-Beaver of the Ontario Department of Lands and Forests is shown loading up recently on one of the last wheel-ski operations before the ice went out of the southern waters of the Ontario in early May. Two of the Turbo-Bearers were engaged throughout the winter in the annual census taken of Ontario wild life. RIGHT: A bevy of 21 Whirly-Girls is shown on the steps of the Capitol Building following a luncheon with their Senators on their 10th Anniversary on May 13. Shown clockwise from the top are Nancy Graham, Edna Gardner Whyte, Pat Arnold, Dora Dougherty, Judy Short, Faith Richards, Jean Ross Howard, Charlotte Kelley, Jacqueline Sachse, Nancy Smyth, Betty Pfister, Jean Wilson, Mary Ann Noah, Clare Reedy, Dorothy Young, Doris Henniger, Nancy Fitzroy, Helen James, Hazel McKendrick, Danna Henderson, and Doris Mullen. 21!



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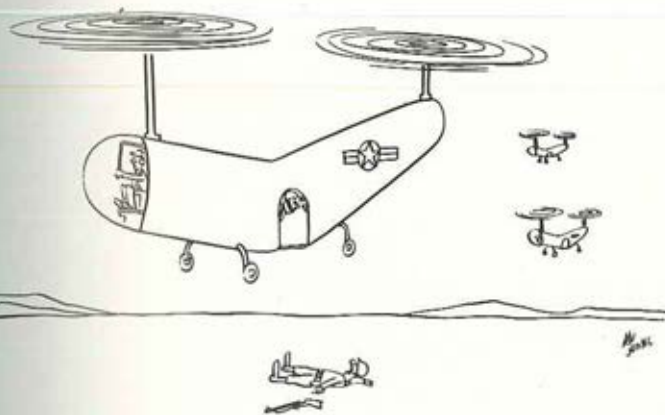
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THE LIGHT SIDE



"About your request for transfer to Hawaii..."



"Watch that first step, men. . . it's a doozy!"

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MAY, 1965

AWARDS AND DECORATIONS

LEGION OF MERIT

Byrd, William H., Colonel
Hughes, John C., Lt. Col.

DISTINGUISHED FLYING CROSS

Barnhiser, Jack R., Captain
Dorr, Marvin H., Captain
Fishburn, Ronald M., Capt.
McConaha, Earl O., Major
Morgan, Stephen, WO
Palmer, Earl, WO
Price, David H., Lt
Riley, Edwin C., Major
Ross, Bobby G., CWO
Sanders, Thomas L., Lt
Straub, Delbert M., Lt
Sylvester, Ernest J., Lt
Wagh, Lionel C., Captain
Whitehouse, Barry W., WO

BRONZE STAR

Dial, Joe L., CWO
Dorr, Marvin H., Captain
Hayes, David B., Major
Helms, Bobby T., Captain
Lee, Charles B., Major
Missildine, Wm. E., Capt.
Phillips, Wayne N., Colonel

FOREIGN DECORATIONS

Cross of Gallantry, VN
Oden, Delk M., Maj. Gen.

Nat'l Order, 4th Class, VN
Oden, Delk M., Maj. Gen.

AIR MEDAL FOR VALOR

Chaves, Robert E., Major
Kenyon, Robert D., Capt.
Lollinelli, Robert F., Capt.
Minor, Robert V., SP/4
Noyes, Donald R., SP/4
Patterson, Melvin L., Lt
Hector, Melvin L., SP/5
Slape, William L., SMaj
Taunton, Barney L., SSgt
Walker, Jack A., Captain
Yantz, George E., SP/4

AIR MEDAL

(The number after the recipient's name indicates the number of Oak Leaf Cluster awards received.)

Aguanno, E.M., Capt, 10, 11
Aguilar, George, Jr., SSgt
Aguilar, Richard D, WO, 10
Akkola, Dennis N, WO, 10
Allen, Chas. K., SSgt, 10
Assenberg, H.J., Lt., 10
Atkinson, John F, CWO, 12
Aultman, Jos. W., WO, 10
Austin, Dennis J, Sp/4, 5
Ayera, Robert C., Maj, 7
Bailey, Donald R., SFC
Baumelster, B.J., Sp/5
Bein, Arthur, Jr., Lt, 6
Bennett, Craig D., Sp/4
Boian, Harold L., Maj.
Brewer, Wilbur L., SFC
Brown, Rickey J., Sp/4, 5
Burnside, John F, Capt, 20
Butcher, Robert L., Sp/5
Butler, James M., WO, 10
Byrd, Charles R., Capt, 10
Campolo, Thomas H., PFC
Capps, Eugene S., Capt, 5
Carlson, Billy H., Capt., 10
Carlson, Richard O., Lt
Carver, Dudley J., Capt, 12
Castro, Tomas, Lt., 10
Cecil, Farrel V., Sp/4, 11
Chambers, Robt M., WO, 10
Chaves, Robt E., Maj, 7
Choat, Baddy J, Capt, 16
Clark, Charles F, Capt
Clark, John P., Lt
Clark, Robert W., Capt, 10
Clemente, Anthony, Lt., 10
Cole, Felix J., CWO
Coleman, James P., Lt, 10
Collins, George C., Lt, 10
Colquitt, James B., Lt, 12
Comito, Salvatore Jm Lt, 5
Compton, Dennison E, Capt
Corbet, Robert P., SFC
Cullip, Harold A., PFC
Cuppelger, Tony H., Sp/4
Cuzumman, D.W., WO, 10
Darfus, Gerald G, WO, 5
Davidson, Norris L, WO, 10
Davis, Charles B, Capt, 7
Derrick, George E, Maj, 5
Donley, Edward L., Lt., 2
Dorsey, Thomas J., Sp/4

AIR MEDAL

Drake, Leslie A., Capt
Dryem James A., MSgt, 5
Dunn, Wesley, Sp/4, 10
Dykstra, Raym. J, Maj, 10
Eagle, Walter L., Sp/5
Elam, Richard S., SSgt
Emerson, Gerald D, Sp/4
Enright, Joseph, Capt
Findley, Jerry W., PFC
Flaugh, James J.W., Lt, 3
Ford, Bryan M., PFC
Frank, Robert G., CWO, 5
Gainor, Wm. W., Sp/4, 10
Gordon, Guy E., Sp/4, 5
Gotchy, Michael D., PFC
Gray, Bobby J., WO, 9
Grigg, Arlie M., Capt
Griggs, Leslie D., Lt
Haas, Glen M., Sp/4, 2
Hackett, Rm. T.G., Capt, 10
Hall, Sayward N., Jr., Maj
Halvorsen, D. R., Sp/4, 10
Hammack, J.Y., LCol, 10
Hansen, Magnus H., WO, 10
Harrelson, James C, Sgt, 6
Herlik, Querin E., Capt, 10
Herrick, Leroy C., Capt, 10
Hill, Norman A., SSgt, 5
Hinojosa, R., Sp/4, 2
Holder, Freddy L., Sp/4, 5
Holmes, Lawrence R., Sp/4
Howard, J. R., Jr., CWO, 16
Hughes, Wm. J., PFC, 10
Ingham, Donald F., Capt, 13
Jackson, Ray D., Capt, 4
Johnson, Ester L., Sp/4, 4
Johnson, Ford, Jr., SSgt
Jones, Clarence L., Sp/4
Karriker, J.R., Capt, 10
Keltner, Charles D, Sp/4, 4
Kennedy, Kenneth W., Sp/4
Kerns, Loyd A., PFC, 4
Kimbrough, Wm. B, CWO, 5
King, Scottie R., Sgt, 4
Klinetob, Lewis J., SSgt
Krause, Robert G., Lt, 4
Kuehne, Charles A., P8gt
Labonte, Joseph R., Sp/4, 4
Laumeyer, N.G., Capt, 11
Lesch, Sumner D., PFC, 4
Lee Kenneth W., Lt
Lee, Morris M., Sp/5
Lestyan, Miklos, PFC, 4
Levinson, Joseph, Maj, 10
Lewis, Jack S., Sp/4, 4
Loar, David J., Sp/4, 4



AIR MEDAL

Long, Kenneth L., Sgt
Long, Lonnie M., Jr., Sp/4
Loughofer, J. E., Capt
Lovell, Billy J., Sgt, 4
Lovro, Eugene H., Sp/5
Luther, T. W., WO, 5
Mack, Douglass D., WO, 4
MacVaugh, K.B., Sp/5, 5
Madore, William E., PFC
Martin, Grant G., SFC
Martin, N. M., CWO, 15
Maus, Frank C., Lt, 16
Miksch, B. J., Jr., Sp/5, 5
Mierau, Michael D., Capt
Moore, Thomas Jr, Capt, 4
Mora, David, Pvt, 4
Morgan, Glenn E., Capt, 4
Morris, Ray C., Sp/5
Morrison, Kermit G., Sp/4
Moyer, Jerry M., Lt, 3
Murphy, Edward L., Maj.
Myrick, Roger D., PFC, 4
McCann, Eugene C., Sp/4
McDonald, Mebel A, Capt, 4
McGowan, John J., Lt, 4
McKesser, Robert D., Sp/5
Mckeown, James, PFC, 4
Nasche, John A., Lt, 10
Newsome, Jos. D., Capt, 4
Nukala, Carl B., Sgt, 4
O'Connor, James J, Capt, 4
Orlando, Ralph A., WO, 4
Page, Robert J., Sp/5
Pawlik, E.A., Sr., Capt, 4
Penewald, C.M., Jr., SFC
Perez, Rudolph, Lt, 15
PHELPS, Leonard V., PFC
Pinner, John E., SSgt, 4
Piper, Edward R., WO, 4
Pires, Raul E., PFC, 5
Pittman, Thurman M., Capt
Porter, Edward J., Maj
Pravden, Gary A., WO, 5
Quate, William G., Sp/4
Quejada, William B., SFC
Rende, Salvatore A., SFC
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Rockhat, Eugene, SFC

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 Ruffin, David G., Sp/4, 5
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 Ryan, William C., WO, 4
 Saffie, Edgar J., Lt, 18
 Sansone, Dominick, SFC
 Scott, Harry T., SSgt, 10
 Secarce, Charlie C., SSgt
 Shimerda, John H., Capt, 9
 Sloan, Walter K., SSgt
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 Stearman, Marion, Sp/5
 Stegner, Roland B., PFC

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Stewart, Henry, Sgt
 Stilwell, J.W., Jr, BGen, 25
 Stolze, William J., Sp/4
 Szczepanski, R.D., WO, 5
 Taggart, Homer G., Capt, 5
 Taunton, Barney L., SSgt
 Thorne, Josef L., Lt
 Trantham, L.W., Sgt, 3
 Treece, Thomas D., Sp/5
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AIR MEDAL

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 Hawkins, Coke G., SMaj
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 Myers, James R., Captain
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SPEAKING OUT



ALL-WEATHER! FACT OR FICTION?

BY MAJOR RICHARD A. RUSK

MY executive officer is a bright guy; I'm sure that yours is, too! But unless he's schooled in aviation and its limitations, he doesn't, I am certain, fully understand your capability with regard to all-weather flight. YOU must tell him!

Take my own case as a good example. We have one U-8D at our disposal here at headquarters, and as any red-blooded Army Aviator can tell you, the "D" has a good instrument capability.

Most have dual VOR or ADF — some have both — all have either UHF or VHF in a great range of frequencies, and usually a standby capability to transmit to boot. All generally have a full ILS capability, plus other accessories which better its instrument capabilities — such things as prop alcohol, de-icer boots, carburetor alternate air (or heat). All in all, it's a well-equipped little ship.

So, if you are like most of us in this business — new or old — you recognize the necessity of selling the values of your craft to increase its utilization. If you find yourself in a German winter scene, pretty as it is in the travel posters of the Bavarian Alps, this pitch takes on an even more important (nearly desperate) role, for if you haven't an instrumented machine in Deutschland its expected use declines considerably and its actual use is often impossible. And unless you have at least one instrument approach at your destination as a minimum, you can forget the whole thing.

There I sat, then, at the weekly staff conference, blabbing of the aircraft's worth, extolling how we could answer some "rush" transportation needs, and do it even under "weather conditions."

Of course, "weather conditions" mean many things to many people . . . The guy

standing on a golf tee on a very hot, dry day who has just been doused by a small, but highly cooling summer cloudburst will be of a different frame of mind regarding "weather conditions" than the clipper aircraft commander who sees the anvil top of this same cloud from a hundred miles away.

Perhaps you've been guilty, too, or just too zealous about what you can provide in airlift support.

A Typical Occurrence

Here's what happens, right? The one winter day in a hundred dawns—the sky is blue—the birds catch the spirit—the runway ice melts (even in the cracks of the runway)—the air warms—and though the unit In Boxes are still full, several staff officers decide that today is the day that they should get out of the office and implement the unit SOP (which is really the Army SOP): "Get out and visit the troops!"

Yes, everything is suddenly brighter, although deep down perhaps you feel one little twinge. You call and get the answer: "Yes, sir. A good day . . . Clear, but not

ABOUT THE AUTHOR

Major Richard A. Rusk is a Senior Army Aviator on present assignment with Headquarters, USASA, APO New York 09757.

much visibility yet . . . How much? . . . Oh, quarter mile."

A quarter mile! And now the phone begins to ring with requests and as you can guess, the visibility *never* got to one mile *all that day!* So we flew no missions at all!

It was something more than a twinge that I felt later in the day when with all of my staff work up to date or carried cleanly as far as it could be carried for that day, the Executive Officer stuck his head in the door and grunted with an undertone of disgust, "All-weather? . . . Hmmmph!"

I know that for those of you who have a green card, even that isn't Utopian! For on the "visible" days it just so happens that the "ice forecast" is too much of a hazard for *any* Army aircraft, or if you could depart, even with less than 300 and one, the nearest alternate is beyond fuel range!

One Solution

The only answer is in education, and this must be continuous education for unit personnel move, change jobs and locations, or just forget since aviation isn't their day-to-day business.

I've decided to use an energetic and positive approach, one in which I'll use models, posters, briefings, graphic slides or anything else that will help me to get my message across. Your approach may be different, but only your imagination limits you.

No, I don't believe that the term, "All-weather," is fiction, but it certainly isn't entirely correct, either. What are your ideas? Perhaps, we can begin an Army-wide campaign in this respect. In the final analysis, commanders and their staff executives need Army aviation, but they also need to know what it and you can legally do.

OFF-THE-SHELF

The Aircraft Division of the Hughes Tool Co., Culver City, Calif. has received a \$5,560,046 contract for the production of 215 TH-55A primary helicopter trainers for use at Fort Wolters, Tex.

Deliveries will start in August, 1965 and will continue into June, 1966. The TH-55A is an off-the-shelf model of Hughes' 269A, which has been sold commercially since 1961. It is powered with a four-cylinder 160 hp Lycoming engine and cruises at 65 knots. Range is 130 nautical miles with a service ceiling of 11,000 feet. Each of the aircraft costs approximately \$26,000.

The award was an option to a contract awarded Hughes in 1964 by the Army Aviation Materiel Command, St. Louis, Mo., for 20 of the aircraft trainers at \$517,000, with the option for the present quantity.

OBITUARIES

ROBERT E. BEEBE

Chief Warrant Officer Robert E. Beebe, an Army Aviator assigned to CDEEC's Troop G, 17th Air Cavalry, sustained fatal injuries in the crash of his helicopter at Hunter Liggett Military Reservation, California, on March 4, 1965. He is survived by his widow, Mrs. Doris J.L. Beebe, of 316 Arloncourt Road, Fort Ord, California.

DANIEL E. BISHOP

Warrant Officer Daniel E. Bishop, an Army Aviator, assigned to the 52nd Aviation Battalion, Republic of Viet Nam, was killed during the conduct of combat airlift support operations on 19 April 1965. He is survived by his parents, Mr. and Mrs. James H. Bishop, of 5945 Grant Avenue, Carmichael, California.

PATRICK P. CALHOUN

Second Lieutenant Patrick P. Calhoun, on duty assignment with the 119th Aviation Company, Republic of Viet Nam, was killed during the conduct of combat airlift support operations on 19 April 1965. He is survived by his widow, Mrs. Jane D. Calhoun, of 712 Hickman, Augusta, Georgia.

SAYWOOD N. HALL

Major Sayward N. Hall, Jr., an Army Aviator and Commanding Officer of the 119th Aviation Company, Republic of Viet Nam, died on 21 April 1965 in the Philippines, as the result of a cardiac arrest. He is survived by his widow, Mrs. Mary C. Hall, of 78 Beechwood Street, Thomaston, Maine.

MARCELLUS H. JAGOE

Captain Marcellus H. Jagoe, an Army Aviator assigned to the 2d Student Battalion, Student Brigade, Fort Benning, Georgia, sustained fatal injuries when his OH-13 helicopter crashed during the conduct of a training mission on 18 April 1965. He is survived by his widow,

Mrs. Frances B. Jagoe, of 3034 Emory Street, Columbus, Georgia.

DOUGLAS D. MACK

Warrant Officer Douglas D. Mack, an Army Aviator assigned to the 119th Aviation Company, Republic of Viet Nam, was killed during the conduct of combat airlift support operations on 19 April 1965. He is survived by his widow, Mrs. Kathryn L. Mack, of 2209 Sound Grand, Amarillo, Texas.

ALLEN S. MOU

Lieutenant Colonel Allen S. Mou, an Army Aviator assigned to the Aviation Detachment, Headquarters, USAREUR, sustained fatal injuries when his UH-1B helicopter crashed during the conduct of a service mission near Goeppingen, Germany, on 9 April 1965. He is survived by his widow, Mrs. Betty Jean Mou, of Landsdale, Pennsylvania.

RAYMOND E. RUPCIC

First Lieutenant Raymond E. Rupcic, an Army Aviator assigned to the 114th Aviation Company, Republic of Viet Nam, sustained fatal injuries when his UH-1B helicopter crashed during the conduct of a combat airlift support mission on 6 April 1965. He is survived by his widow, Mrs. Patricia S. Rupcic, of 3886 Gary Avenue, Lorain, Ohio.

GARY L. STEELE

First Lieutenant Gary L. Steele, an Army Aviator assigned to I Corps Aviation Battalion, Republic of Viet Nam, was killed during the conduct of combat airlift support operations on 19 April 1965. He is survived by his parents, Mr. and Mrs. Blaine Steele, of Bliss, Idaho.

JOSEF L. THORNE

First Lieutenant Josef L. Thorne, an Army Aviator assigned to the 52d Aviation Battalion, Republic of Viet Nam, was killed during the conduct of combat airlift support operations



Allen S. Mou

on 19 April 1965. He is survived by his widow, Mrs. Diane L. Thorne, of 2028 Elmwood Drive, Brookings, South Dakota.

CHARLES G. TUCKER

First Lieutenant Charles G. Tucker, assigned to the 114th Aviation Company, APO San Francisco 96357, sustained fatal injuries when the UH-1B Iroquois helicopter in which he was flying crashed and burned during a combat airlift support mission. The accident took place on 6 April 1965. He is survived by his widow, Mrs. Pamela H. Tucker of 303 Oak Street, Shelbyville, Tenn.

ROBERT D. WALKER

Captain Robert D. Walker, a native of Forth Worth, Tex. and an Army Aviator assigned to the 119th Aviation Company in South Vietnam, was killed on 19 April 1965 during the conduct of combat airlift support operations in South Vietnam. He is survived by his widow, Mrs. Peggy J. Walker, of 2520 Terra Alta Terrace, Dallas, Texas; and his six children, triplets Michael, Eddie and Gregory Walker, 3 years old; Karen, 11, Rhonda, 9, and Marion, 7; his parents, Mr. and Mrs. M.L. Walker of Dallas; two brothers, Billy Walker of Dallas and the Rev. Murphy Walker, Jr., of Lufkin, Tex., and a grandmother, Mrs. Ernest Gayle.

A BILL BUT NO MAGAZINES?

Why do some subscribers receive their renewal bills, but not their magazines? . . . Chances are the Publisher does NOT have their current address and has sent the bills by first class mail to their former address, knowing that first class mail MUST be re-forwarded . . . Magazines for CONUS military readers should be re-forwarded (see Postmaster note on each back cover), but may not be. They CANNOT be re-forwarded from the ZI to an APO location! . . . Best way to guarantee magazine deliveries: notify us of your change of address! ■

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AAAA NEWS

1964-1965 AWARDS

Nominations for 1964-1965 AAAA National Awards are now being solicited by the National Awards Committee of the Army Aviation Association.

Members are encouraged to write to the AAAA National Office for "Nomination Forms" for the "Army Aviator of the Year," the "Aviation Soldier of the Year," the nominee for the "James H. McClellan Aviation Safety Award," and the "Outstanding Aviation Unit Award."

The '64-'65 awards are given for accomplishment during the period April 1, 1964-March 31, 1965.

The award winners will be honored at the 1965 AAAA Annual Meeting to be held in the Shoreham Hotel, Washington, D.C. during October 27-29.

JOINT GATHERING

Members of the Alamo, Fort Wolters, Fort Hood, Fort Sill, and Richard H. Bitter Chapter (Corpus Christi, Tex.) were joint hosts at a membership cocktail party sponsored by the national organization and held during the course of the recent Fourth U.S. Army Annual Aviation Conference at Fort Bliss.

FIVE WIN AAAA AWARDS AT NAT'L SCIENCE FAIR

Aided by a five-member panel of judges from the Lindbergh Chapter, the AAAA participated in the 16th National Science Fair - International held at Kiel Auditorium in St. Louis, Mo., on May 5-8.

Major General Austin W. Betts, Deputy Chief of Research & Development, D/A, in presenting the national awards to the winning youngsters said:

"The Army Aviation Association of America, in an effort to foster the interest of young people in the aviation sciences, annually presents five awards for outstanding projects exhibited at the NSF-I which pertain to those fundamental scientific principles prevalent in relatively low cruising, highly maneuverable helicopter and fixed-wing aircraft used by Army aviation. The Aviation Association's bronze medallion of achievement and a \$100 cash award are presented to the following five winners . . .

"James H. Oberlin, a 17 year-old senior at New Haven H.S., New Haven, Conn., for his 'Design for a Man-powered Flying Machine.'

"Joel H. Breger, a 17 year-old senior from Northwood H.S., Silver Spring, Md., for his 'Design and the Characteristics of a Miniature Supersonic Wind Tunnel.'

"Miss Ann M. Bigelow, a 17 year-old
(Continued on Page 61)

ALAMO CHAPTER

Pres.....Lt Col Charles L. Clance
Sec.....Major Lloyd E. Spencer

The Chapter conducted a combined business-social dinner-dance meeting on 27 February, electing the following as '65-'67 Chapter officers: Lt Col Clance (Pres), SMaj Maurice B. McBride (VP, Army Aff), Doyle E. Grissom (VP, Indus Aff), and Capt Thomas R Howell (VP, Pub Aff). Outgoing President Lt Col Bob McGhee hopes "to help the new President get a vigorous recruiting and social activity campaign underway." 27 February membership total: 85.

ALASKA CHAPTER

Pres.....Major Charles E Conaway
Sec.....Captain John H Lane

The Chapter held a general membership meeting on 24 April that was followed by a buffet dinner and dance. Up for election as '65-'67 Chapter officers were Major John P Stapleton (Exec VP), Capt Norman C Toso (Sec), Major Russell L Meek (VP, Army Aff), and Major Stuart F Wilder (VP, Pub Aff) with the election results to appear in the next issue. 24 April membership: 114.

AA CENTER CHAPTER

Pres.....Col Edward McMaken, Ret.
Sec.....Lt Col Thomas J Sabiston, Ret.

The Aviation Center Chapter held a professional dinner meeting on 23 March at which Representative William Bray, a member of the House Armed Services Committee, was guest speaker. Brigadier W.F. K. Thompson, British Army, Ret.; Maj Gen Charles Billingsley, CDC; and Col George P Seneff, Jr., Director of Army Aviation, OACSFOR, were also introduced.

At the business meeting which preceded the cocktail hour and dinner, the newly-elected Chapter officers were installed for '65-'67. They were: Capt Edward K Johnson (Trea), Lt Col Laurence L Dantzer (VP, Army Aff), Lt Col David H Money (VP, Pub Aff), and Col Edward McMaken (re-elected as Pres). Membership as at 23 March: 1,014.

ATLANTA CHAPTER

Pres.....Col David G Cosgwell
Sec.....Capt John G Matthews

The Chapter scheduled a professional dinner meeting on 28 April at which Brig. Gen. Joseph W. Stilwell, CG of the U.S. Army John F. Kennedy Center for Special Warfare, was to have spoken as the guest speaker. A report of the meeting, and the business meeting that preceded it, will appear in a later issue. Membership as at 31 March: 81.

BERLIN CHAPTER

A probationary Chapter activated in 1964 that did not attain the minimum

CHAPTER



CALENDAR

membership requirement on or before 31 March 1965. Deactivated.

BLUEGRASS CHAPTER

(Fort Knox, Kentucky)

Pres.....Lt Col John Bergner
Sec.....Major James M Peterson

The Chapter Executive Board met on 15 February to discuss the '65 Chapter meeting plans, and tentatively set up a short film program in late April, contingent upon the availability of AAAA films. Membership as of 9 Oct '64 meeting: 41.

CAP ST. JACQUES CHAPTER

(Republic of Vietnam)

Pres.....Major Marcus W. Coyle
Sec.....To Be Elected

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide Chapter minutes indicating membership activity during this same period.

DAVID E. CONDON CHAPTER

(Fort Eustis, Virginia)

Actg Pres.....Lt Col John R Adie
Sec.....Major Densmore F Henschel

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide Chapter minutes indicating a general membership meeting activity held during this period.

DAVISON AAF CHAPTER

(Fort Belvoir, Virginia)

Pres.....Col Hugh W Webb
Sec.....Capt Rodney C Lindsay

The Chapter conducted a general membership meeting off post at the Lazy Susan Restaurant, with an open house refreshment period held prior to the dinner. At the meeting, the newly-elected treasurer, Maj. Charles L. Calvert, and VP, Public Affairs, WO Richard D. Clark, were installed in office for the 1965-

1967 term of office. The Chapter meeting - the first in '65 for Davison - was held on 24 March.

FORT BENNING CHAPTER

Pres.....Col William R Tuck
Sec.....Major William L Denend

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide Chapter minutes indicating a general membership meeting activity held during this period.

FORT BRAGG CHAPTER

Pres.....Major Roger H Coye
Sec.....Captain Robert M Furney

Conducting a professional dinner meeting on 3 March, members of the Fort Bragg Chapter heard Brig. Gen. Joseph W. Stilwell, Jr., CG of the U.S. Army John F. Kennedy Center for Special Warfare as guest speaker for the evening. Prior to the dinner, the members participated in a business meeting, electing new members to '65-'67 Chapter offices (Results not filed with AAAA National Office as yet). The Chapter membership as at 3 March: 147.

FORT CAMPBELL CHAPTER

The Chapter held its most recent membership meeting on 11 September 1964 and did not conduct any general membership meetings during the Oct-Dec, 1964 or Jan-Mar, 1965 membership quarters. All but one of the Chapter's nine '64-'66 officers have departed and were not replaced by membership election on their departure. In view of the absence of Chapter officers, the Chapter was deactivated 31 March.

FORT HOOD CHAPTER

Pres.....Lt Col Van T Barfoot
Sec.....Captain Isaac R Jones

The Chapter scheduled a 24 April professional dinner meeting at which it installed its new '65-'67 Chapter

PARTICIPATION

■ Within the framework of the Army Aviation Association, 39 Chapter activities represent the interests of more than 70 per cent of the total membership. These Chapters - which reflect all degrees of membership participation and activity - are governed by 7-9 member Chapter Executive Boards, patterned along the functional lines of the Association's National Executive Board. In the 1964-1965 membership year just ended, the Chapter activities engaged in well over 205 professional and social AAAA gatherings.

officers, and presented the Fort Hood Chapter's 1965 Science Fair Award Plaque to Leon Manning of Killeen (Tex.) High School. The results of the Chapter elections have not been received by the National Office, and it is expected that they will appear in a subsequent issue. The Chapter membership, based upon meeting notices disseminated by the Nat'l Office for the 24 April meeting, stood at 140.

FORT MONROE CHAPTER

Pres.....Colonel James T Burke
Sec.....Major Lee M Hand

After cocktails on the Chapter treasurer, the Chapter membership elected its '65-'67 officers at a brief business meeting that preceded the AAAA dinner-dance on 26 March. Elected to office were Col James T Burke (Pres), Maj Lee M Hand (Sec), Lt Col John F Roberts (Trea), Maj Raymond E Moore (VP, Army Aff), Lt Col James D Davenport, Jr. (VP, Res Aff), Mr Leslie C. Boyd (VP, ARNG Aff), and Maj Ivan L Slavich, Jr. (VP, Indus Aff). Chapter membership, as determined from the 26 March meeting notices disseminated by the Nat'l Office, totaled 61.

FORT RILEY CHAPTER

Pres.....Major Drexel E Sanders
Sec.....Captain Richard D Goff

The long-defunct Fort Riley Chapter is expected to come to life with the installation of a complete new '65 slate of Chapter officers. Elected earlier this year were Maj Sanders (Pres), Capt Leonard L Boswell (Exec VP), Capt Goff (Sec), CWO Ian Irvine (Trea), Capt Ronald D Olson (VP, Army Aff), Capt Charles T Gilmer (VP, Indus Aff), and Capt Conrad F Chesser (VP, Public Aff).

FORT SILL CHAPTER

Pres.....Col Frederick C Goodwin
Sec.....Captain Leigh M Ogden

The Chapter held a general membership business meeting on 3 Mar., electing its '65-'67 slate of Chapter officers, and announcing its plans to conduct the formal party of the Fort Sill Chapter on 4 June with the theme to revolve around the birthday of Army aviation.

Elected to office were Maj Paul E Kemp (Exec VP), since replaced in office on his departure by Maj Keith J Rymott; Capt Leigh M Ogden (Sec); Capt Browder A Willis, Jr. (Trea); Maj James G Gray (VP, Res Aff); Capt John J Ahern (VP, Indus Aff); and Capt Ronald A Jones (VP, Pub Aff). At its 31 March Executive Board meeting, the president reviewed the Chapter's participation in 1965 Statewide Science Fairs, and appointed Capt Ogden to arrange for members to serve as judges at the various fairs.

CHAPTER



CALENDAR

FORT WOLTERS CHAPTER

Pres.....Lt Col Daniel C Prescott
Sec.....Captain James A Quinlan

Meeting at the Fort Wolters Officers' Open Mess on 30 March, members of the Fort Wolters Chapter held their balloting for '65-'67 office, electing seven new members to Chapter office. Inducted at the late afternoon Ass'n business meeting were Col Prescott (Pres), Lt Col Thomas H Evans Jr. (Exec VP), Capt Ernest Sanders (Trea), Capt Bobby Sanders (VP, Army Aff), Mr William J Hix (VP, Res Aff), Mr Sam Knight (VP, Indus Aff), and Maj L.E. Mabrey (VP, Public Aff). During the meeting the members discussed plans for the Chapter's party in early May, and its participation in the Army Aviation Anniversary in early June. The Chapter members numbered 116 on 9 March.

FRANCE CHAPTER

Pres.....Captain Roy B Dickinson
Sec.....CWO Raymond C Bowers

A "France Chapter" representing the membership in all units and activities within France was activated at Verdun on 5 February. A large percentage of the membership are aviation personnel of the 2nd Aviation Company.

Elected to office as representatives of AAAA's initial activity in France were Capt Roy B Dickinson (Pres), CWO William J Stejba (Exec VP), CWO Raymond C Bowers (Sec), Lt Thomas E Higdon (Trea), Maj Donn E Taylor (VP, Army Aff), Capt William A. Bloemsma (VP, Indus Aff), and CWO William L Long (VP, Public Aff).

FULDA CHAPTER

Pres.....Maj Harold R Johnson, Jr.
Sec.....Capt Tommy R Palmertree

The Fulda Chapter plans to handle the food and drink concessions at

the 15 May Air Show to be held at Fulda Army Airfield in conjunction with German-American week. The Air Show provides the climax to Organizational Day for the 14th Armored Cavalry Aviation Company. At the Chapter's general membership meeting conducted on 5 Feb, the members elected the following to '65-'67 Chapter office: Maj Johnson (Pres), Capt Burnette R Sanders, III (Exec VP), Capt Palmertree (Sec), CWO Ralph Sullivan (Trea), Lt Robert C Knight (VP, Army Aff), Lt William L Robertson (VP, Indus Aff), and Capt William D Dantzier, Jr. (VP, Pub Aff).

GRAND CANYON CHAPTER

(Fort Huachuca, Arizona)

Pres.....Colonel Harold F Via
Sec.....Captain Karl A Brugger

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide a copy of a locally-produced notice indicating that a general membership meeting had been held during this period. The Chapter last met on 24 October at an AAAA Cocktail Hour at which time its membership stood at 91.

HANAU CHAPTER

Pres.....Major J.J. Morris
Sec.....Captain Lawrence N. Sutliff

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide a copy of a locally-produced notice indicating that a general membership meeting had been held during this period. The Chapter last met on 11 December at a professional dinner meeting.

HAWAII CHAPTER

Pres.....Major William F. Winters
Sec.....Captain James H. Janszen

Meeting at the Schofield Barracks Officers Club on 24 February, members of the Hawaii Chapter conducted a professional-business gathering, installed their 1965-1967 Chapter officers, planned all of the subsequent '65 meetings, and closed out with a meeting of "Wings at the Tree Tops." Elected to office were Maj Winters (Pres), Capt Janszen (Sec), Lt Walter B Moore (Trea), CWO George T McKenzie (VP, Army Aff), Lt Col Harry O Davis (VP, Indus Aff), and Edward L Storie (VP, Pub Aff). The Chapter also met on 2 April at a membership luncheon held at the Wheeler AFB Officers' Open Mess at which its new officers were installed. Membership now stands at 83 members.

ILLESHEIM CHAPTER

Pres.....Captain Walter N. Wharton
Sec.....CWO Allen B. Causseux

The members of the Chapter par-



NEWLY ELECTED

■ COLONEL JAMES T. BURKE (LEFT), NEWLY-ELECTED PRESIDENT OF THE FORT MONROE CHAPTER, IS CONGRATULATED BY COLONEL J. ELMORE SWENSON, OUTGOING CHAPTER PRESIDENT AND CURRENT MEMBER OF THE AAAA NATIONAL EXECUTIVE BOARD, FOLLOWING THE CHAPTER'S INSTALLATION OF '65-'67 OFFICERS AT THE RECENT BUSINESS-SOCIAL MEETING CONDUCTED AT THE FORT MONROE OFFICERS' CLUB.



AAAA PHOTOS



HONORARY MEMBERSHIP

■ AN HONORARY AAAA MEMBERSHIP WAS PRESENTED TO GENERAL PAUL L. FREEMAN, JR., USAREUR COMMANDER IN CHIEF, BY COLONEL ALBERT NEWTON, COMMANDING OFFICER, U.S. ARMY MAINTENANCE CENTER AND PRESIDENT OF THE RHINE VALLEY CHAPTER (RIGHT), ALSO PRESENT AT THE CEREMONY WERE COLONEL FRANK MESZAR (LEFT), AND COLONEL EDGAR C. WOOD, CHIEF, AVIATION BRANCH, USAREUR.



AAAA PARTICIPATION

■ BRIG. GEN. O. GLENN GOODHAND, RET. (RIGHT), AAAA NATIONAL PRESIDENT, AND DARWIN P. "GERRY" GERARD, '64-'65 NATIONAL PRESIDENT, FLANK COLONEL HENRY H. MCKEE, AVIATION OFFICER, 4TH U.S. ARMY, DURING A BREAK AT THE RECENT 4TH U.S. ARMY ANNUAL AVIATION CONFERENCE JUST HELD AT FORT BLISS, TEXAS.



FOUNDATION DONATION

■ COLONEL KEMUEL K. BLACKER (SECOND FROM RIGHT), FT. WOLTERS COMMANDER, AND MAJOR MELVIN K. GOULDING, THE OUTGOING CHAPTER PRESIDENT, HOLD A CHAPTER CHECK TO BE FORWARDED TO THE AAAA SCHOLARSHIP FOUNDATION. LOOKING ON ARE CAPTAINS JOHN CARON AND JAMES W. JOHNSTON. (U.S. ARMY PHOTO)

icipated in a 24 March business meeting at which they "re-activated" the Chapter and elected the following as '65-'67 officers: Capt Wharton (Pres), CWO Causseaux (Sec), CWO Albert F Badia (Treas), Capt Richard D Caldwell (VP, Army Aff), and Sp/5 Richard Ryan (VP, Public Aff). The Chapter membership looks forward to '65 with renewed interest and is expected to conduct quarterly meetings on a sustaining basis.

KOREAN CHAPTER

Actg Pres.....Maj Robert D Williams
Sec.....Captain Louis L Share

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide Chapter minutes indicating that a membership meeting was conducted during that period. The Chapter last met on 13 Nov 1964.

LATIN AMERICAN CHAPTER

(Port Amador, Canal Zone)

Pres.....Maj Merrill T Peterson
Sec.....CWO Bert D Rolston

At a most unique breakfast meeting held on the patio of the Albrook Officers' Mess on 27 March, the Chapter members conducted their '65-'67 elections, planned their subsequent social activity, and then moved indoors to view the industry-provided AAAA films #1-2. Elected to office were Maj Peterson (Pres), and Capt James E B Stuart, Jr. (VP, Indus Aff). Chapter membership on 9 March 1965 stood at 39, to include the entire South and Central American membership.

LECH RIVER CHAPTER

(Augsburg, Germany)

Pres..Lt Col George E Handley, Jr.
Sec.....Lt Jerry B Holliday

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide a locally-produced notice indicating that a general membership meeting was held during the same period. The last meeting of record was held 25 March 1964.

LINDBERGH CHAPTER

(St. Louis, Missouri)

Pres.....Eric H Petersen
Sec.....Lorraine M O'Brien

Without question the Association's most active Chapter as well as its third largest membership activity, the Lindbergh Chapter conducted a professional dinner meeting on 21 Jan (Col Floyd Buch, guest speaker), a professional dinner meeting on 18 Feb (Col Robert M Hamilton, guest speaker), a St. Patrick's Dinner-Dance on 18 March, and a professional dinner meeting on 20 April (John Van Bergen, guest speaker). Chapter membership on 9 April totaled 529.

CHAPTER



CALENDAR

MAIN RIVER VALLEY CHAPTER

Pres.....Captain Wilbur E Reid
Sec.....Lt Jerry C Carter

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide a copy of a locally-produced meeting notice indicating that the Chapter had met during this period. The last meeting of record was conducted 24 June 1964.

MAJNZ CHAPTER

Pres.....Major Gordon H House
Sec.....Major John G Young

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide a copy of a locally-produced meeting notice indicating that the membership had met during this period. The last meeting - a professional dinner meeting at which Lt. Col. Robert K Moore, CO, 7th USA Transportation Aviation Group, was guest speaker - was held on 5 December. The Chapter membership on that date totaled 52.

MONTEREY CHAPTER

(Fort Ord, California)

The Monterey Chapter was deactivated 15 February 1965 due to a "lack of members." The situation was brought about by "reassignment of all sub-units to either Vietnam or the 11th Air Assault Division," according to Capt. Robert D. Anderson, Administrative Officer at Ord's Army Aviation Section. The Chapter may be reactivated in the fall of 1965 with the reassignment of aviation units to the post.

MUNICH CHAPTER

Pres.....Captain Vincent J Metallo
Sec.....Captain Edward J Horton

Publicizing "free beer and pretzels," the Munich Chapter held its

2nd Quarter membership meeting at the Warner Club Keller on the 14th of May. The meeting marked the first at the helm for Capt Metallo and for newly-elected VP, Indus Aff Capt Robert S Messer and VP, Public Aff Capt Earl H Malchow. The officers were elected at a 19 March 1965 late-afternoon meeting marked by - you guessed it - "free beer and pretzels."

NORTHERN ITALY CHAPTER

Pres.....CWO Charles H Steffani
Sec.....Captain Ellis D Parker

The Chapter reports that well over fifty of its members attended the 12 March business meeting and subsequent cocktail hour. At the meeting Capt John F Zugschwert, Chapter VP, Army Aff, was elected as the Chapter representative on the USAREUR Region's Executive Council, and plans were made to conduct a Chapter Beach Party at Lake Garda during April.

NURNBERG CHAPTER

Pres.....Lt Col Stephen G Martin
Sec.....Captain Richard E Rice

The Chapter did not disseminate a Jan.-Mar., 1965 meeting notice through the AAAA National Office, or provide a copy of a locally-produced meeting notice indicating that the membership had met during this period. The last meeting - a business meeting conducted at Montlieth Barracks in Furth on 7 August 1964 - was attended by 25 members.

PIKES PEAK CHAPTER

Actg Pres.....Maj Leo E Gomolchak
Sec.....Major Robert E Lemon

The Chapter conducted a business meeting on 5 February at which a nominating committee was selected to recommend candidates for the various unfilled Chapter offices. Recommendations were to be returned to the Acting President by 15 February.

RHINE VALLEY CHAPTER

Pres.....Colonel Albert Newton
Sec.....Major Lavon Bagwell

The Chapter held a combined business-social meeting on 17 April at the Benjamin Franklin Officers' Open Mess in Mannheim. Following the brief business portion of the get-together, the members enjoyed a floor show held during the dinner-dance. Some 81 members received the 17 April meeting notice from the AAAA National Office.

RICHARD H. BITTER CHAPTER

Pres.....Lt Col Donald F Luce
Sec.....Major Dennis M Boyle

The Corpus Christi AAAA activity held its first general membership meeting in '65 - a professional dinner meeting on 19 February at



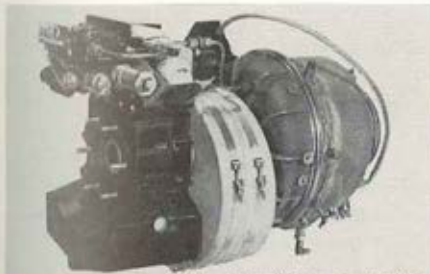
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which Henry Naulton, Boeing Vertol Service Manager, gave a presentation on the CH-47A Chinook. The Chapter completed its annual election of officers at a later date at which the following were elected to '65-'67 office: Lt Col Luce (Pres), Charles R Rapp (Exec VP), Maj Boyle (Sec), Garth B Slater (Trea), Maj Billy R Nunnelee (VP, Army Aff), Ralph A Urbanus (VP, Res Aff), and Jimmie L Rhodes (VP, Indus Aff). A VP, Public Affairs is to be appointed.

RUTGENS UNIVERSITY CHAPTER
 Pres.....William E Johnson
 During late April members of the Rutgers University ROTC Chapter viewed the films provided to the AAAA Film Library by Bell, de Havilland, Lockheed, LTV, and Sikorsky (AAAA Reels #1 & 2).

SOC TRANG TIGER CHAPTER
 (Republic of Vietnam)
 Pres.....Major Millard Whitten
 Sec.....Lt. Paul M. Campbell
 Vietnam's most active Chapter, the Soc Trang Tiger Chapter held its 2nd Quarter membership meeting at the Tigers' Den Officers' Club in Soc Trang, starting out with coffee and a business meeting in the morning, and ending with a Monte Carlo night, a buffet dinner, and more gaming after dinner on 8 May. The chapter had conducted a professional meeting on 15 March at which Capt Robert Fitzgerald was guest speaker. The National Office records Chapter membership at 51, a partial total in that many Vietnam members do not carry Vietnam addresses but have their AAAA communications directed to a CONUS address during their overseas tour.

STUTTGART CHAPTER
 Pres.....Major Jesse F Van Sant
 Sec.....Major William L Bradner
 The Chapter conducted an "All Points" gen'l membership meeting on 6 May that embraced social, business and professional activities. Following dinner and Chapter elections, the members heard a presentation on D/A OPO activities and concluded their gathering as a dance. Official ballots were distributed at the door - the voting percentage being enhanced by the free cocktail bar publicized in the general meeting notice airmailed from the AAAA Nat'l Office. Moving farther ahead of the Hanau Chapter, the Stuttgart Chapter rolls now include 192 members, USAREUR's largest membership activity.

VINH LONG CHAPTER
 (Republic of Vietnam)
 Actg Pres...Captain Howard Haney
 Actg Sec...Capt Chas T Brown, Jr.

CHAPTER



CALENDAR

possibility of having the Chapter provide playground equipment to the nearby Vinh Long schools. The Chapter scheduled its next meeting for 15 February 1965, and designated the meeting as its "elections" meeting."

WASHINGTON, D.C. CHAPTER
 Pres.....Lewis E Casner
 Sec.....Major Jesse M Burch, Jr.
 At press time, the National Office received a "draft" meeting notice indicating that the Chapter membership would participate in a business meeting at Patton Hall, Fort Myer, Va. on 20 May. At the Luncheon Meeting, the Chapter was expected to install Col. Robert J. Low, Ret. (Pres), Anthony Rodes (Exec VP), Major Landon J Reid (VP, Res Aff), and Lt Col Foy Rice (VP, Pub Aff) for the '65-'67 term of office and Lt Col John R Ahern (VP, Army Aff) and John D Mirmnaugh (VP, Indus Aff) for the '65-'66 term of office. Incumbents Maj Jesse Burch (Sec) and Lt Col Tommy Thompson (Trea) would continue in office for their second year.

The Chapter conducted a general membership meeting on 13 January at which the attending members discussed a "guest speaker program" for future meetings, and the



ABOVE: Lt. Col. Daniel Prescott (left), AAAA Fort Wolters Chapter President, presents a certificate to Harry Frank for his achievement in the North Texas Regional Science Fair. Major Francis J. Stevens (r), was his escort.
 BELOW: Members of the Rutgers University AAAA Sky Cav Chapter conduct a briefing in conjunction with their ROTC Flight Training Program. Shown left to right are: Carl R. Luthman, William E. Johnston, and Gene B. Frey.



old senior from Galion Senior H.S. in Galion, Ohio, for her 'Development of an Experimental Vibrating Reed Anemometer.'

"John F. Rollins, a 17 year-old senior from Eisenhower H.S. in Lawton, Okla., for his 'Design and Use of a Wind Tunnel in Applied Aeronautics.'

"Jerry W. Childers, an 18 year-old senior from North Augusta Sr H.S., North Augusta, Ga., for his Channel Wing Aircraft."

The participation of the AAAA in the 1965 NSF-I was made possible through Brig. General Howard F. Schlitz, Commanding General of the U.S. Army Aviation Materiel Command, who provided five top-level personnel to serve as judges for the many outstanding student ex-

hibits at the national science fair.

Serving as judges were Lt. Col. Carl A. Pieper (Chairman), Chief, Technical Assistance Division of Directorate of Maintenance; Walter Lorenz, Deputy Director of Maintenance; Vernon A. Sturm, General Engineering Branch, Dir of RD&E; Ned L. Kragness, Aeronautics, Dir of RD&E; and Tom Hall, St. Louis representative of the De Havilland Aircraft Company of Canada, Ltd.

AAAA Program Continuity was coordinated through Lewis E. Casner, National Treasurer and Chairmen of the Science Fair Awards Subcommittee of the AAAA National Executive Board, and through the office of Eric H. Petersen, president of the Lindbergh Chapter of the AAAA.

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■ **RETIRED** rated Army officer with an extensive background in aviation maintenance and flight operations

desires a responsible position in the aviation industry. Holds current FAA ratings as commercial pilot, aircraft and powerplant mechanic, and maintenance instructor. Fully capable of planning, training or directing shop, school, or flight line maintenance operations. For personal resume, write AAAA; Attn: Box 800, Westport, Conn. 06882.

■ **WELL QUALIFIED** senior officer desires a challenging position in industrial management; specifically, as assistant and "troubleshooter" for top management officials to resolve daily problems and to develop programs for the improvement of policies affecting management operations. Write to AAAA; Attn: Box 562, Westport, Conn. 06882

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ARMY CREW FLIES CH-54A TO ALTITUDE RECORDS

Major T. J. Clark (right), adjusts the parachute harness for Chief Warrant Officer Ulysses V. Brown before the two Army Aviators took part in setting three altitude records with the U. S. Army CH-54A Flying Crane at the Stratford, Conn. plant of the Sikorsky Aircraft Division on April 24.

The Army fliers took the big helicopter to heights of 21,500 feet, 27,550 feet, and 29,300 feet with loads of 5,000, 2,000 and 1,000 kilograms respectively to easily top the existing altitude/weight records, two of which were held by the Soviet Union.

The loads for the 5,000 and 2,000 kilogram flights were carried on a flat pallet attached to the under-fuselage of the Flying Crane. The 1,000 kilogram load was a light passenger van.

Winds aloft were a problem in each of



the record tries, the air speed indicator reading 80 mph, although the craft was stationary at altitude. Clark and Brown used oxygen masks in the thin air four and five miles up. Clark is the C.O. of the 478th Flying Crane Co., a part of the 10th Air Transport Brigade supporting the 11th Air Assault Division. CW Brown also flies with the Crane-equipped 478th.