

ARMY AVIATION

JULY, 1965

POWER TO LIFT ARCTIC TROOPS

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



Lycoming

Division—Avco Corporation
Stratford, Connecticut

Chipnook

PROGRESS



COLOGNE



FRANKFURT



PARIS



HEIDELBERG

CHINOOK COMPLETES EUROPEAN TOUR . . .

During late May and June the U.S. Army's CH-47A CHINOOK participated in the German Army's Helicopter Forum in Buckeburg, Germany and the Paris Air Show. Prior to and after these events the CHINOOK demonstrated its flight characteristics and payload capabilities to high ranking military officers at U.S. Army and German Army installations throughout Germany.

SUMMARY

July, 1965



BOEING VERTOL DIVISION

ARMY AVIATION

VOL. 14-NUMBER 7
JULY, 1965



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CAE



CONTINENTAL POWER

world's first twin turboshaft power package

The Continental Model 217A-2 (Military designation XT67-T-1) twinned powerplant is being flight-tested in a modified Bell Iroquois helicopter. This powerplant consists of two 770 horsepower free turbine engines joined to a common output shaft through an integral power sharing controlled combining gearbox.

The powerplant is designed to deliver any combination of engine output from either or both engines without impairing the system transient performance. Thus, an individual engine shutdown or start can be accomplished automatically, and with no compromise of the delivered horsepower or speed up to the maximum capability of the other engine. Unlike conventional twin engine installations, the Model 217A incorporates an automatic power sharing system that permits the pilot to operate his helicopter just as though it were a single engine vehicle.

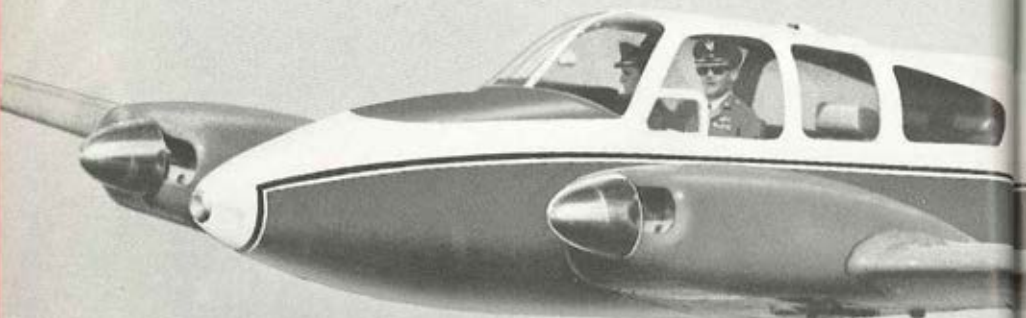
This twinned powerplant is another aviation first for Continental, where research and development is focused on one objective . . . to produce the ultimate in dependable, high performance powerplants.



CONTINENTAL AVIATION AND ENGINEERING CORP.

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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.

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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.

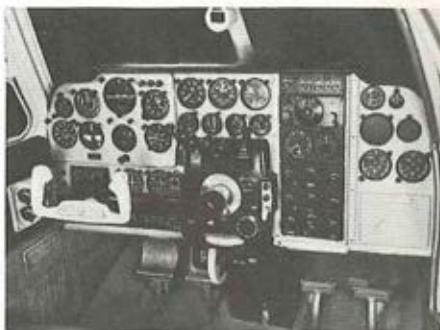
Long range of over 1,000 miles nonstop with full load—even under instrument conditions—makes possible longer, more productive training missions.

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.

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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:

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Beech Aerospace Division

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**IT'S TIME
TO POLL
ON AAAA
AWARDS**

**SUSPENSE DATE:
AUG. 15, 1965**

Nominations are solicited for the four National Awards of the Army Aviation Association to cover the April 1, 1964-March 31, 1965 period.

The four awards include the awards for "Army Aviator of the Year" - the "Outstanding Aviation Unit Award" - the "Aviation Soldier of the Year Award" - and the "James H. McClellan Aviation Safety Award."

Nominations are welcomed from all sources - to include individual members, Chapter activities, industry, military units, etc. Members desiring to submit a nomination are requested to write to the National Office (AAAA, 1 Crestwood Road, Westport, Connecticut) for an Association application form, which spells out eligibility criteria and detailed information on the documentation required. The suspense date for the receipt of nominations for the 1964-1965 National Awards is August 15, 1965.



BRIEFS

JULY, 1965

GEN. ODEN CITES VIETNAM AVAILABILITY AND LOSSES

The helicopter is "the greatest contribution which modern technology has given us for counter-insurgency operations." Maj. Gen. Delk M. Oden, who returned in April from duty in Vietnam, has told the Aviation/Space Writers Association conference.

Oden, a former Director of Army Aviation, said that about 500 Army aircraft are currently deployed in Vietnam, of which 300 are helicopters. The helicopters are flying an average of 80 hours a month in all types of weather and terrain, and are establishing a record of 82 to 93 per cent availability, Oden said.

From Dec. 1, 1963 to March 31, 1965, the Army lost a total of 50 aircraft to enemy ground fire, Oden said. This figure represented a total of 29,510 sorties for each fixed-wing aircraft destroyed and 14,814 sorties for each loss of a rotary-wing aircraft, or a total of 17,459 sorties per destroyed aircraft. Flying time averaged 10,556 hours per aircraft loss, and 6,767 hours per aviator death.

CH-47 PRODUCTION UPPED

Production of the U.S. Army CH-47A Chinook Medium Transport Helicopter at the Boeing Vertol Division plant at Morton, Pa., has been accelerated 100 percent, according to a July 14 announcement by Secretary of Defense Robert S. McNamara. Vertol has delivered well over 100 Army CH-47's since April, '63.

MOHAWKS TO BE MODIFIED

Grumman Aircraft Engineering Corp. has received a delivery order from the Army Aviation Materiel Command for the modification of 19 OV-1 Mohawks. Base value of the order is \$1,758,833, with a ceiling of \$2,022,658. Work is expected to be completed in August 1965.

General Hamilton H. Howze, U.S. Army-Ret., has joined the staff of the Bell Helicopter Company, Fort Worth, Texas, in the capacity of Vice President. Appointed as the first Director of Army Aviation in March of 1955, General Howze served as the Commanding General of the Eighth U.S. Army and the UN Command just prior to retiring from active service in June of this year.



Alexander J. Rankin, Colonel U.S. Army, Ret., has joined Sikorsky Aircraft as marketing representative, Europe. He is a graduate of the University of Maryland with a B.S. degree. A veteran of 25 years of Army service, he holds the Silver Star and the Bronze Star awarded during World War II. In his new Sikorsky post, he will make his headquarters at the UAI offices in Cologne, Germany.



Major Richard D. Smith, who recently graduated from the Army Command and General Staff College, has been appointed Secretary of the General Staff at the Aviation Center, Fort Rucker. Smith served in the Pacific during World War II. He completed flight training in 1951 and was assigned to the 3rd Infantry Division and X Corps as an aviator during the Korean War.



Val H. Schaeffer has been appointed Chief Engineering Test Pilot of Ryan Aeronautical Co. Schaeffer made the first full cycle transition flight by a lift-fan VSTOL aircraft last November in the XV-5A. A graduate of the U.S. Naval Academy, he has logged over 3,600 flight hours, 2,000 hours as a test pilot. During the Korean War, he completed three tours of duty as a fighter-bomber pilot.



Capt. William A. Gebhardt, Jr., has been appointed aide-de-camp to Maj. Gen. John J. Tolson, commanding general of Fort Rucker. Gebhardt, a Distinguished Military Graduate of the Texas College of Arts and Industries, recently completed the Fixed Wing Instrument Examiners Course at the Aviation School. The Signal Corps officer served with the 93rd Signal Bn in Germany prior to this tour.



The Army expects a higher target hit ratio with the . . .

XM-58 HELICOPTER MOUNTED SIGHTING DEVICE



THE Bell Aerosystems Company has delivered to the U.S. Army the first units of a helicopter-mounted sighting device for the SS-11 anti-tank missile. Bell is building the sights under a \$1.5 million production contract awarded by the Army's Frankford Arsenal, Philadelphia, Pennsylvania.

ACCEPTED by the Army earlier this year, the sight is designed for mounting in the UH-1B Iroquois helicopter, and shows no detectable blurring even during severe vibration.

"HEART of the sight is the stabilization system that involves gyros and torque motors," said Peter Fernandez, Bell's XM-58 sight technical director. He explained that precise rate gyros act as disturbance sensors and through high performance servos, inertially stabilize the sight.

THE SIGHT utilizes a 6 x 42 monocular with a 10 degree field of view. A unity power with a 60 degree field of view is provided so that once the missile is launched, the operator can quickly capture it. Once the missile is within the 10 degree field of view of the open sight he then transfers it to the monocular to view both the missile and the target simultaneously.

BEING inertially stabilized, the sight keeps the target within the field of view for the duration of the flight. Should the helicopter translate or the target move, a rate control is provided so the operator can move the sight to keep the target within the field of view.

WITH THE XM-58 sight, the gunner is able to achieve a higher target hit probability than has previously been possible. The SS-11 is a wire-guided, air-to-surface missile with a range of 3,800 yards. The 400 mph missile is manufactured by Nord Aviation, Paris, France, and is employed on the UH-1B with a six-missile launcher.

QUESTION:

what shaggy wild ox

carries 41 troops or 13,840 lbs. of vehicles and weapons □ self-deploys 3,500 nautical miles □ springs into action even in extremely cold weather □ takes off and lands in 1,000 ft. □ runs on twin GE T-64 turboprops □ operates on any surface a jeep can □ and comes in your favorite colors?



You're right: the Buffalo (CV-7A)

THE DE HAVILLAND  AIRCRAFT OF CANADA LIMITED
DOWNSVIEW ONTARIO

AA IN PHOTOS

RECOGNITION

COLONEL KIM, WON BAE, DIRECTOR OF ARMY AVIATION FOR THE REPUBLIC OF KOREA ARMY, IS SHOWN RECEIVING THE DISTINCTIVE CERTIFICATE AND MEMBERSHIP CARD DENOTING HIS HONORARY MEMBERSHIP IN THE AAAA. COLONEL PETER J. HARRIS (LEFT), AVIATION OFFICER, EIGHTH U.S. ARMY, MAKES THE PRESENTATION AT A RECENT MEETING OF THE KOREAN CHAPTER.



AHS AWARD

COLONEL GEORGE P. SENEFF, JR. (LEFT), DIRECTOR OF ARMY AVIATION, OACSPOR, IS SHOWN RECEIVING THE FREDERICK L. FEINBERG AWARD AT THE 21ST ANNUAL NATIONAL FORUM OF THE AMERICAN HELICOPTER SOCIETY IN WASHINGTON D.C. COLONEL SENEFF WAS CITED "FOR HIS PERSONAL EFFORTS IN DEVELOPING AND TESTING FLIGHT TECHNIQUES OF THE 11TH AVIATION GROUP... AND FOR ORGANIZING AND EQUIPPING A MOBILE STRIKE FORCE BUILT AROUND THE USE OF ROTARY-WING TYPE AIRCRAFT." MR. JOHN L. BUEHLER, THE 1964-1965 SOCIETY PRESIDENT, IS SHOWN MAKING THE MAY PRESENTATION.



WELCOME

COLONEL AND MRS. JOHN L. KLINGENHAGEN CHAT WITH BRIGADIER GENERAL HOWARD F. SCHILTZ (RIGHT), FOLLOWING THE COLONEL'S RETURN FROM THE REPUBLIC OF VIETNAM WHERE HE SERVED AS THE DEPUTY COMMANDER, U.S. ARMY SUPPORT COMMAND. COLONEL KLINGENHAGEN WAS WELCOMED TO THE ARMY AVIATION COMMAND BY GENERAL SCHILTZ AND BRIEFED ON HIS NEW COMMAND - THE ARMY AVIATION MATERIEL LABORATORIES, FORT EUSTIS, VIRGINIA.

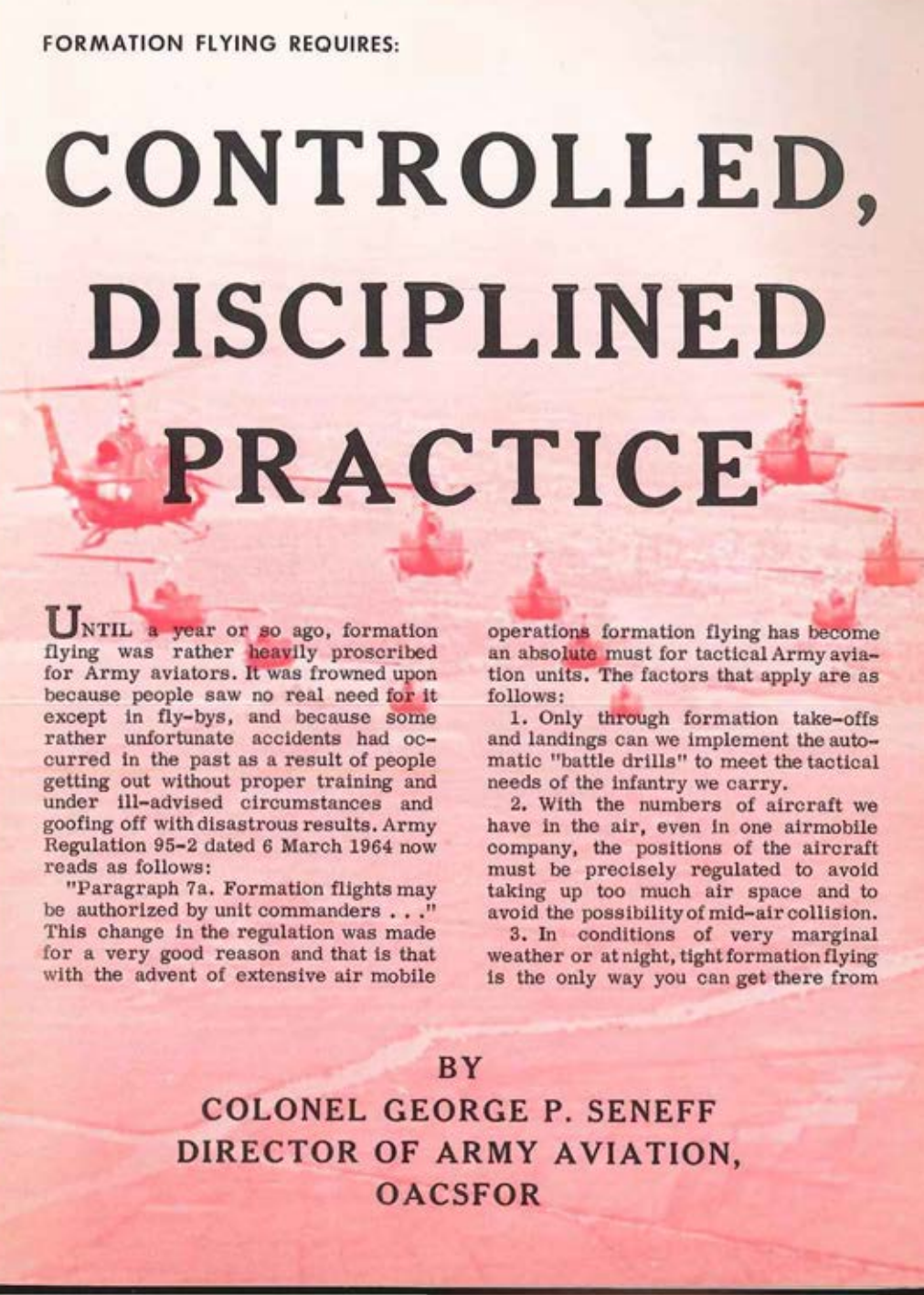


PROMOTION

BRIGADIER GENERAL JOHN NORTON (LEFT), THE COMMANDING GENERAL OF THE U.S. ARMY SUPPORT COMMAND, VIETNAM, IS SHOWN CONGRATULATING LIEUTENANT COLONEL JAMES F. HILL ON THE OCCASION OF COLONEL HILL'S PROMOTION. HILL, A SENIOR AVIATOR, IS CURRENTLY SERVING AS THE U.S. ARMY SUPPORT COMMAND AVIATION OFFICER. PROMOTION CEREMONIES WERE HELD AT SUPPORT COMMAND HEADQUARTERS, TANSON NHUT, REPUBLIC OF VIETNAM. (USA PHOTO)



CONTROLLED, DISCIPLINED PRACTICE



UNTIL a year or so ago, formation flying was rather heavily proscribed for Army aviators. It was frowned upon because people saw no real need for it except in fly-bys, and because some rather unfortunate accidents had occurred in the past as a result of people getting out without proper training and under ill-advised circumstances and goofing off with disastrous results. Army Regulation 95-2 dated 6 March 1964 now reads as follows:

"Paragraph 7a. Formation flights may be authorized by unit commanders . . ." This change in the regulation was made for a very good reason and that is that with the advent of extensive air mobile

operations formation flying has become an absolute must for tactical Army aviation units. The factors that apply are as follows:

1. Only through formation take-offs and landings can we implement the automatic "battle drills" to meet the tactical needs of the infantry we carry.
2. With the numbers of aircraft we have in the air, even in one airmobile company, the positions of the aircraft must be precisely regulated to avoid taking up too much air space and to avoid the possibility of mid-air collision.
3. In conditions of very marginal weather or at night, tight formation flying is the only way you can get there from

BY
COLONEL GEORGE P. SENEFF
DIRECTOR OF ARMY AVIATION,
OACSFOR

here without really running up chances of collision.

4. Finally, good "parade" formation flying has decided "esprit de corps" value. It is also good training.

PRACTICE IS THE KEYSTONE

There is nothing dangerous about formation flying provided it's done well. Doing it well takes a tremendous amount of controlled, disciplined practice. Not doing it well can spoil your whole day and a lot of other peoples' as well. This is the reason for the statement in the regulation that "Formation flights may be authorized by unit commanders". I'd like to emphasize that it is not to be engaged in loosely, without authority, for "lark" purposes. In addition, as with any other type of training it is highly desirable to learn how to walk before you start to gallop.

Formation flying should be executed in general as prescribed in Change 2 to TM 1-260 dated 12 September 1961. Certain amplifications to this training manual have proven desirable; some are covered briefly below.

The techniques of formation flying, as well as the formations themselves to a lesser degree, will vary with environmental conditions encountered. However, the basic fundamentals set forth in this article will have general application and will serve as a common point of departure.

TOE's and other documents will be changed in the future to attempt to standardize the terms applied to different

numbers of aircraft for purposes of uniformity in the Army. A flight of two aircraft will be called a team. A flight of four will be two teams or one section. Two sections comprise one platoon and two or more platoons a company in the case of TO&E units or a detachment in the case of TD/A units.

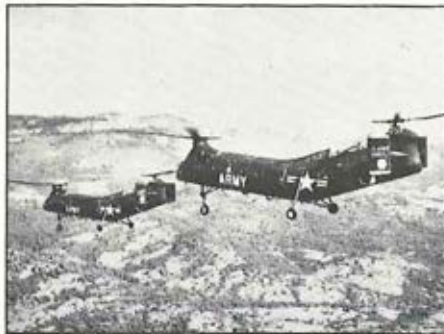
Formation flying should generally be executed in teams, sections, platoons, or companies. The section and division terminology outlined in TM 1-260 was borrowed from the Navy when the TM was written and is confusing when used in Army formations. The three and six plane formations outlined in the TM generally speaking should not be used as they take up more space in the air, are difficult in turns, and normally don't lend themselves well to a tactical marry-up with ground units. When it is desirable to fly three aircraft they should fly as one team and one team minus. When you fly five, six, or seven, fly one section and one section minus.

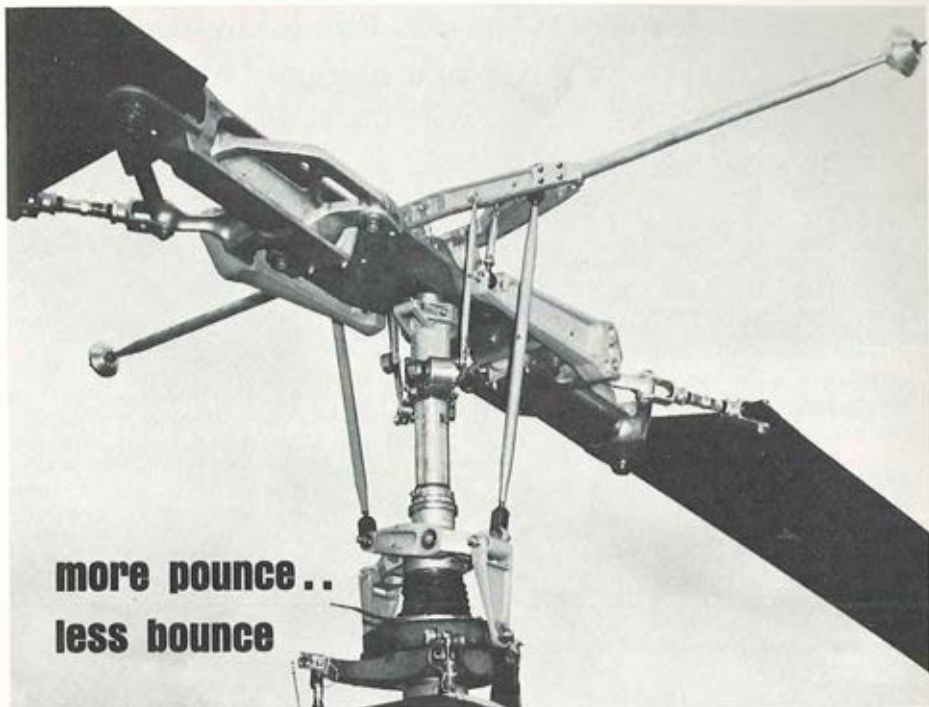
TYPES OF FORMATIONS

The two basic types of formations are "parade" and "tactical cruise." The latter, tactical cruise, should be used for all initial training and for almost all tactical flying. The parade formation should be used only for air shows, demonstrations, when in the vicinity of airfields, or when directed for practice by flight leaders (we'll say more about this later in night flying). Larger formations are made up on the basis of the section and are thus a column of sections, a V of sections, or a diamond of sections. (A diamond of sections in diamond, incidentally, is the best looking formation for fly-bys.)

As a practical matter in helicopters, you will probably find it easier to use a 35 degree angle, rather than the 45 degree angle spelled out in the TM. The 45 degree angle is better in fixed wing as they are less maneuverable and there is less chance of override of one aircraft by another.

Similarly, the cockpit configuration of the aircraft makes a stepped up formation safer to fly in helicopters, the O-1 and Beaver, and a stepped down forma-





**more pounce ..
less bounce**

ANOTHER USER PAYOFF FROM BELL R & D..THE "DOOR HINGE" ROTOR

A low-vibration, high speed, two-bladed rotor? Impossible? Not in Bell's book! A significant breakthrough in Bell's rotor development history . . . the production of the "door hinge" rotor for the Army UH-1B armed escort helicopter and the Marine UH-1E assault helicopter . . . makes the impossible a reality. ■ Since the early '40's, Bell has continually explored all types of rotor systems . . . single, tandem and coaxial; two, three and four blade; semi-rigid, rigid and articulated; foldable-stowable, trailing and tilting. The many advantages of the semi-rigid, two-bladed system inspired Bell engineers to develop such a system with low vibration capability up to all foreseeable helicopter speeds.

The result . . . the "door hinge" which provides 20 per cent faster cruise at gross weight, 30 per cent greater maneuverability, and a 1,000-pound gross weight increase to 9,500 pounds for current production helicopters. ■ Bell rotor systems have always led the industry in reliability, simplicity and performance along with low maintenance. And, as an extra bonus, the "door hinge" rotor is lubrication free . . . no oil or grease required . . . ever! Vibration levels at cruise speed are 55 per cent lower than with previous systems. Such see-ahead determination puts the punch in Bell's continuing effort to provide more helicopter per defense dollar.



BELL HELICOPTER COMPANY

Fort Worth, Texas • A Division of Bell Aerospace Corporation • A **Textron** Company

The OV-10A is the newest advance in the aviation state-of-the-art. It is a low-cost, lightweight airplane designed to:



Provide helicopter escort, close air-ground support, and fly reconnaissance missions in counter-insurgency operations.



"Live" with the troops in the field, operate from rough clearings, primitive roads and waterways—has STOL capabilities.



Carry 2,400 pounds of external stores—bombs, napalm, and four 7.62 mm machine guns with a total of 2,000 rounds.



Hold two litter cases with medical attendant—or carry five combat-equipped paratroopers, or six airborne infantrymen.



Perform advanced multisensor surveillance; also photographic, radar, or electronic reconnaissance.



Act as a civil action aircraft, performing such peacetime emergency functions as national disaster relief and medical missions.

The North American OV-10A is being built for the U.S. Department of Defense by NAA/Columbus Division for these and countless other applications. The OV-10A offers (1) unique mission flexibility; (2) low cost; (3) a simple, rugged airframe; (4) reliability based on systems simplicity and proven components; (5) extreme accessibility for maintenance; (6) minimum need for support equipment.

North American Aviation  Columbus Division

tion better in the Mohawk and Caribou. An alternate to "sliding" in turns on the part of the second team of a section, particularly in helicopters, is for the fourth member of the section to slide into a loose diamond. One or the other is absolutely essential to avoid forcing hovering flight on the part of the inside man in a turn into a "heavy" side. Flight leaders can help on this by considering their flight routes and changing sections to heavy right or left enroute to put the heavy side on the outside of turns.

Pilots should not be permitted to fly or practice parade formations until individually cleared by company commanders. Division parade echelon should never be entered from another division parade formation. Echelon should be entered from tactical formation and then parade distances assumed.

All flight leaders should endeavor to fly as smoothly and steadily as possible—maintaining constant altitudes, headings, and power settings. Radical throttle changes, turns, climbs, etc. can lead only to disaster. Flight leaders on a given route should fly a straight course for as long as possible, making corrections every mile or so as necessary. No deviations of positions such as change of lead should be made until the appropriate signal is given and acknowledged.

VISUAL SIGNALS CONFUSING

Pilots of wing aircraft cannot see lead pilots well enough. Maneuvers such as rocking rotors or swishing tails of helicopters are too easily confused with normal reactions to turbulence. Visual signals can lead only to trouble. Reliance should be on radio or if necessary pre-set agreement over given points on the terrain.

The duties of the crew should be carefully split and thoroughly understood. The pilot is responsible for his position in the command and for keeping his eyes glued on the ship he is following. The co-pilot should keep his head out of the cockpit to look for obstructions on the flight route, other aircraft, navigate, and be prepared to assume the duties of the pilot at any time. The crew chief should keep a constant watch of all air-



craft instruments to be able to advise the pilot of the first sign of any irregularity, and should be prepared to man guns if required.

Formation take-offs and landings should be practiced and executed when possible. It's important to note that in a heavily loaded condition, ships taking off or landing in formation will lose lift from the turbulence of other aircraft in the formation, and tightness of formations and their ultimate desirability during the landing and take-off phase have to be weighed against the circumstances of the day.

Before departing on a flight in which formation flying is to be practiced, the flight leader should make up a definite sequence of formations to be practiced and brief all members of the flight before departure. A sample sequence follows:

Take-off at ten second intervals, 180 degree rendezvous section heavy right.

Cruise turns (2)

Echelon right

Section heavy right

Echelon left

Parade echelon left

Airfield break—180 degree rendezvous

180 degree rendezvous

Lead change

New leader start new sequence

BREAKS AND JOIN UPS

The formation break outlined in the TM as an emergency procedure in the event of running into bad weather can also be used to break formation in case dispersal is desirable to avoid heavy

enemy ground or air-to-air fire. This can be executed in formations up to company or battalion size provided the sections fan out appropriately before individual section breaks are made (sections as elements break left or right initially depending on position and then break individually after 30 seconds time lapse, turning back to original heading). Breaks of this type and the subsequent necessary join up should also be practiced.

Night formation flying should not be undertaken until units are thoroughly trained in day formation flying and then should only be undertaken with appropriate pathfinder equipment and aircraft lighting. More will be said of this in a subsequent note after the new pathfinder operations manual is published.

END-OF-DAY PRACTICE

A practice that I would like to see grow in Army aviation tactical organizations is one which has long been observed by the other services - this is that of returning to the base field at the end of any given days work (or going into any airfield for that matter) in right parade purely for discipline and show purposes.

When this is done the flight should enter initial over the field in the direction of landing in column of section parade, right or left depending on the direction of break, at 1,000 feet absolute altitude and break over the field to enter a circular pattern for landing. For left hand traffic break from echelon right and vice versa. This practice has the advantage, particularly in congested areas, of bringing the aircraft down in a circular descending path, as opposed to a straight uncleared let down, and helps avoid the possibility of collision with another aircraft taking

NOTE: The above letter was written before the occurrence of the recent tragic mid-air collision at Fort Benning. Its occurrence should emphasize to all of us the need for eternal vigilance on the part of all concerned.

GPS

off. It also keeps aircraft within forced landing range of the field. You should encourage your people to become sufficiently precise at this maneuver so that you can tell at a glance when your own people are coming home as opposed to the sloppy flyers in those outfits next door.

Formation flying takes three things: good pilots, practice, and confidence in the other guy. The last comes only as a result of the first two. The same pilots should habitually be kept in the same sections and they should practice together until they all know each other's capability and foibles and know that they can rely on each other. Formation flying can become as natural as walking down the street together, but don't forget how long it takes a child to learn to walk.

OIL ANALYSIS PAYS OFF

I thought you'd be interested in an excellent recent example of the value of the Oil Analysis Program. Well over a year ago, an OH-13 from the 11th Air Assault was selected to participate in the program. Some six months later, an analysis of the oil indicated an unusual amount of wear metal and the aircraft records were tagged with a caution notice.

A couple of months later the crew chief detected several metal particles in the oil filter screen. Another positive analysis by the laboratory at Fort Rucker resulted in a recommendation that this chopper be grounded until the source of metal particles could be determined. After an hour of ground operations, a quarter-inch piece of metal was found in the oil screen along with several smaller bits.

Without further ado, the aircraft was evacuated to a supporting maintenance unit where a tear-down of the transmission revealed the trouble - gears which were chewing themselves to bits and which likely would have caused some aviator to demonstrate his autorotation proficiency.

It is easy to see that the Oil Analysis Program offers real promise in the accident prevention business. As things stand now, our capability is somewhat



**HOW FAST
CAN A
HELICOPTER FLY**



WITH ONLY 5% ROTOR LIFT



WITHOUT A MODIFIED ROTOR SYSTEM



WITHOUT AIRPLANE CONTROLS?



On May 18, 1965, Lockheed's XH-51A compound rigid rotor helicopter flew 272 mph—the fastest rotorcraft speed revealed as of that date. In establishing this mark, a single J-60 auxiliary turbojet provided forward thrust, the wings carried 95% of the load, and the rigid rotor stabilized and controlled the vehicle. □ Even more remarkable, this new compound helicopter speed was attained with-

**272
MPH**

out airplane controls—rudder, ailerons or elevators. And it was made without modification of the four-blade rigid rotor system used on Lockheed's pure XH-51A helicopter. □ Lockheed's rigid rotor helicopter, with handling characteristics comparable to fixed-wing aircraft. The newest high speed platform from the company with more than three decades of airborne weapons systems experience.

LOCKHEED-CALIFORNIA COMPANY, BURBANK, CALIFORNIA: A DIVISION OF THE LOCKHEED AIRCRAFT CORPORATION

LOCKHEED

limited, but we should be able to count on increased benefits from this program in the future as additional laboratories are established.

CONUS ROTATIONAL BASE

As the Army aviation effort in Vietnam continues to increase, some old personnel problems increase while new ones emerge. One which has appeared on the horizon and which concerns us all is the growing imbalance in the CONUS rotational base.

Ideally, we should have enough aviator spaces in CONUS not only to furnish a replacement for each overseas returnee, but also to provide the right CONUS job for the proper utilization of each returnee. Increased overseas commitment of aviation assets has placed increasing

stresses and strains on the CONUS rotational base, making it more difficult to meet requirements for aviators.

A continued imbalance in our rotational system could lead to malassignment of highly skilled aviator personnel, increased training requirements, disruption of career patterns and inequitable rotation particularly to short tour overseas areas.

I know that all of you are well occupied with the jobs at hand and don't have too much time to be concerned with the effect of today's activities on the somewhat "distant" future. However, I did want you to know that we are trying to get on top of this. My shop and the rest of the Army staff are giving it a high priority and working hard to come up with an early solution.

HILLER CREWS DECORATED

■ Outstanding Civilian Service Medals awarded by the Department of the Army were presented to five helicopter pilots and three mechanics of Hiller Aircraft Company in late June in recognition of "courageous and humanitarian action" and "outstanding performance of duty" during the disastrous Northern California floods last December.

The presentations were made at ceremonies in the office of the President of Hiller Aircraft in Palo Alto by Lt. Gen. Frederic J. Brown, Sixth U.S. Army commander.

The award cites the pilots for "courageous and humanitarian action in flying vital relief missions into flood-stricken areas of California." They flew repeated emergency missions to isolated flood victims despite extremely hazardous conditions and near zero visibility which grounded other aircraft.

The three mechanics were commended for outstanding performance as mechanics for helicopters flying vital relief missions into flood-stricken areas of California. They voluntarily shared the hardships caused by the severe weather conditions and limited personnel, and it



Recipients of the Army's Outstanding Civilian Service Medal, shown left to right: pilots Robert Boughton, Charles Hench, Philip Johnston, Bruce Jones, Laurel Lape (not present), and mechanics Everett Barrick, Robert Fortain, and Willard Petzoldt. Lt. Gen. Frederic J. Brown is shown right.

was through their skill and determination that the aircraft were kept in a safe operational condition.

The Distinguished Civilian Service Medal awarded by the Department of the Army to Richard L. Peck, Chief Test Pilot, Hiller Aircraft Company, in recognition of his outstanding action during the floods will be presented to him in Washington, D.C., at a later date by the Secretary of the Army.

NEW DEVICES ARE UNDER
CONSTANT REVIEW IN THAT . . .

USAPHS ELIMINATES

ONE OF EVERY THREE

WO CANDIDATES

THE requirement in Army aviation for a continuing supply of qualified helicopter pilots merits a critical self-examination of existing training methods with a view toward reducing training costs and decreasing the attrition rate of the Fort Wolters Trainees. This is necessary if the most efficient utilization of training manpower is to be accomplished.

Present statistics show that one out of five officer students and one out of three warrant officer candidates are now eliminated. The major cause for this attrition appears to be excess learning pressure exerted simultaneously on the students from too many directions.

A major improvement in one area of flight training has been made through the installation of the "Model 358 engine throttle governor" (in layman's language, an RPM control device) in the TH-55A off-the-shelf primary training helicopter in use at Fort Wolters. Developed by the Hughes Tool Company, this system was recently certified by the FAA.

The device provided complete RPM control through all flight conditions, offers a choice of RPM settings and can also be switched off whenever the pilot

desires to fly with manual control. The pilot has override provisions with the device "on." All necessary safety precautions have been provided in order to eliminate any possibility of a malfunction affecting the safety of flight of the helicopter.

This system can be utilized to optimum advantage during the initial steps of helicopter training by providing automatic throttle control. This will provide the student with an earlier feeling of confidence, and will provide more time for him to develop coordination of collective and cyclic pitch controls and yaw control. After this confidence has been developed, the RPM control would be switched off and throttle control would be mastered by the student during the rest of the training.

In addition to the initial confidence

BY
MAJOR
MELVIN K.
GOULDING



building feature there are other advantages offered by this system. It is a desirable safety device with beginning students in eliminating low RPM operation and possible loss of directional control. Also, the device will eliminate actual engine overspeeds, which somehow are never written up in the form 2408. Engines should last longer. Lastly, pilots who may fly turbine powered helicopters later will gain early experience in the simulation of the flight controls.

Another piece of equipment which shows promise in solving the high attrition problem is the "yaw stabilization system." In contrast to the RPM control system, which must be installed at time of aircraft assembly, the "yaw stabilization system" has been developed as a kit for the TH-55A and can be added to the trainer at any time.

Though not as important as the RPM control device, a modest number of the yaw stabilization installations are ex-

pected to be utilized in connection with the training of those students who display a serious confidence problem at the very beginning of the training course.

The principle of flight familiarization through the use of the "tethered" helicopter is another training device that shows promise. HumRRO trained two pre-flight classes experimentally in the "Whirly-Mite" prior to actual flight training in the OH-23D. The results of this experiment are still being evaluated, and we'll report on them in the future.

We hope that these are the forerunners of many other devices whose ultimate aim is to ease the ground-to-air transition of primary R/W students without an accompanying degradation in flight standards. These devices are certain to reduce flight training attrition with the end result that the morale of the average young man undergoing helicopter flight training at Fort Wolters should be raised substantially.

"PROGRAMMED LEARNING"

The first effort by the U.S. Army to develop a programmed learning sequence for an entire course of instruction is to be made at the Army Aviation School.

A student who studies under programmed learning advances as quickly as he can meet standards of proficiency rather than having to adhere to the rigid hour schedules of a regular training program.

The course selected for possible adoption to programmed learning is the Helicopter Instrument Flight Course in which already rated aviators can achieve instrument qualification.

A programmed learning sequence will be developed for the Army by the American Institute of Research, Pittsburgh, Pa., under a \$131,606 contract awarded June 25 by the Purchasing and Contracting Officer of the Army Aviation Center.

Under the contract, the Institute will develop self-instructional programs for all ground school instruction and instructional materials for flight and synthetic flight training. The firm will also work



■ Harris H. Shettel (left), of the American Institute of Research, and Col. Robert E. McGraw, DOI, Army Aviation School, look over the contract under which the Pittsburgh, Pa. firm will develop a programmed learning sequence for the Helicopter Instrument Course.

out a training plan and sequence which will provide for the best integration of academic and synthetic flight training.

The Institute's plan, which is to be submitted in about one year, will be evaluated by the Aviation School and higher headquarters before a decision is made on implementation.

ARMY NATIONAL GUARD FOR FY 1964



For FY 1964, ARNG aircraft flying hours totaled 203,413 which was an increase of 26,348 hours over FY 1963.

MAINTENANCE SHOPS

The Army National Guard operation of three 4th Echelon Aircraft Maintenance Shops continued during the past year. Aircraft maintenance by these shops as part of the "One Army" team was further expanded and the shop of the 217th Transportation Battalion, Fresno, California, supported approximately 450 Army aircraft participating in exercise DESERT STRIKE. This unit was the primary 4th Echelon Maintenance Point in the exercise area. As a result of the record made by the battalion during DESERT STRIKE, additional exercise missions can be expected for the 142nd Transportation Battalion, Missouri, and the 162nd Transportation Battalion, Connecticut. The mobilization readiness of these units was constantly increased through exercise participation and day-to-day operation of each shop by its 50-man ARNG technician crew.

TRAINING COURSES

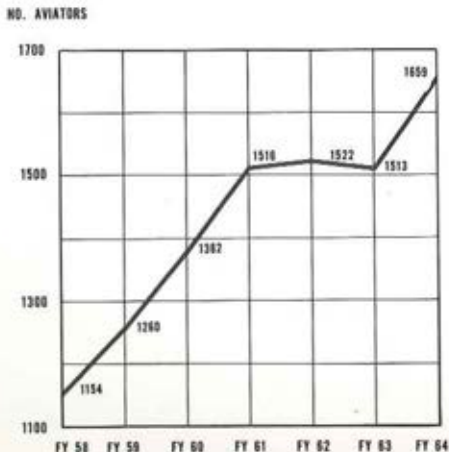
ARNG aviation personnel took full advantage of all the aviation courses offered by the active Army. Approximately 549 officers and enlisted men with an aviation MOS attended the courses

ARMY AVIATION 23

THE number of ARNG aviators on flying status increased during FY 64 from 1,513 to 1,659 showing a gain of 146 aviators. The average gain per year since FY 58 has been 125 aviators except for the Berlin crisis period when there was a decrease in aviators. Current authorized ARNG aviator strength is 3,651.

The chart immediately following on this page shows the growth in Army Aviator strength in the Army National Guard for the past six years.

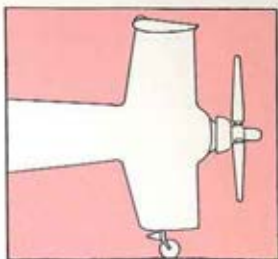
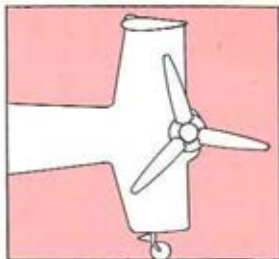
**ARNG AVIATOR STRENGTH
FY 58 - FY 64**



Why is the Sikorsky ROTOPROP™ best for AAFSS?



AAFSS (Advanced Aerial Fire Support System) as visualized by Sikorsky Aircraft in its S-66. Top: in high-speed flight. Bottom: in hover.



Two positions of the ROTOPROP (from the left). For hovering and low speeds it serves as a tail rotor. For high speed flight, it swivels 90° aft to provide forward thrust.

It does two jobs with simplicity.

1. The ROTOPROP's simplicity stems from the use of a single tail rotor for two purposes: side thrust at low speeds (as in a conventional helicopter) and forward thrust at high speeds. This is achieved by swiveling it 90°.
2. The ROTOPROP does double-duty, working full time. It is less expensive and lighter than two single-purpose tail rotors or any other method. There is no declutching or power loss from an idling propeller, and the loadings associated with a tail rotor operating at high speeds are eliminated.
3. The ROTOPROP greatly extends AAFSS effectiveness and versatility without increasing demands on the pilot. He can fly from hover to maximum speed without any attention to the ROTOPROP, as its swivel action and control phasing are handled automatically. However, the transition can be accomplished manually whenever desired.
4. The ROTOPROP controls are simple. Any helicopter pilot can fly the Sikorsky AAFSS.
5. The engineering aspects of the ROTOPROP have been proved in both hover and forward flight. The tail rotors of every Sikorsky helicopter have been subject to the same dynamic and aerodynamic loadings as in the ROTOPROP. The design has undergone extensive wind tunnel tests, and a ROTOPROP is presently flying on a Sikorsky S-61.
6. The ROTOPROP's gyroscopic loadings have been tested on Sikorsky tail rotors on swiveling test stands for over ten years. Successful operation of tilt-prop aircraft demonstrates the workability of the ROTOPROP principle.
7. The ROTOPROP conserves power at both high and low speeds to provide an extra measure of agility, acceleration capability and performance.

Sikorsky Aircraft has long followed a policy of "homework before hardware." Sikorsky has done its homework on AAFSS. It is prepared to build the hardware.



Sikorsky Aircraft

STRATFORD, CONNECTICUT

**U
A**
DIVISION OF UNITED AIRCRAFT CORPORATION

offered. A partial breakdown of these courses and the number of Guardsmen attending is as follows:

Fixed Wing Aviator-Primary	113
Fixed Wing Qualification	5
Fixed Wing Instrument Course - Fourth U.S. Army	20
Fixed Wing Instrument Flight Examiner	3
Rotary Wing Aviator-Primary	77
Rotary Wing Qualification	63
WO Indoctrination Training (Preflight) EM	80
Army Aviation Safety Course - University Southern Calif.	2
Aviation Maintenance Course	28
Aviation Maintenance Crs. EM	158

In summary, 311 Officers and 238 Enlisted Men attended aviation courses offered by the active Army during FY 1964.

WORLDWIDE TECHNICAL ASSISTANCE

THREE months of intensive, highly specialized training and orientation as Army aircraft maintenance specialists ended recently with the departure of five civilian personnel from Headquarters, U.S. Army Aviation Materiel Command for field duty stations in widely separated parts of the world.

THE EVENT, marking the observance by AVCOM of a DOD-wide program to develop in-house capability to assist Army elements in the on-site resolution of aviation maintenance problems, was the second phase of a schedule under which a total of 41 men will be given similar training and assignments.

THE FIVE recently assigned to such posts, with a combined total of 106 years of aviation maintenance experience, exemplify the emphasis on technical ability and background of the men selected.

THEY INCLUDE F.F. Melton, specialist in T-53 turbine engines, whose new duty station will be Headquarters U.S. Eighth Army in Korea; A.C. Carrell, specialist on OH-23 (Raven) helicopters, assigned
26 ARMY AVIATION

During FY 64, ARNG aircraft flew 203,413 hours. This was accomplished using an inventory of aircraft that sustained a reduction as shown below:

As of 30 June 1963, the ARNG had 582 fixed wing aircraft and 303 rotary wing aircraft. On 30 June 1964, the ARNG had 579 fixed wing aircraft and 300 rotary wing aircraft, or a reduction of 3 aircraft in each category. Also included in the 1964 inventory were 70 flight simulators.

The support of ARNG aircraft with 1st through 3rd Echelon maintenance was done primarily by the ARNG technicians manning Army Aviation Maintenance Shops in the several States. Knowledge of equipment and maintenance by these technicians was instrumental in the high aircraft availability that permitted the attainment of more than 200,000 hours of flying time.



Left to right (seated): Finis F. Melton, John T. Russell, James E. Cross, Foster E. Johnson, and Alfred C. Carroll. USA Photo

to Army Map Service with headquarters at Tehran, Iran; and F.E. Johnson, assigned to USAREUR, who will be located at Munich, Germany, in support of the CH-34 and CH-37 helicopters.

TWO OTHERS, both of whom are specialists on UH-1 (Iroquois) helicopters, have been assigned to Army installations in this country. They are J.E. Cross, whose new duty station is Fort Benning, Georgia, and J.T. Russell, who has been detailed to the Army Aviation Test Board.



Adverse shore conditions likely to hinder normal ship-to-shore cargo operations may be a thing of the past if Army tests of an experimental cargo transfer platform prove successful.

The Mark IV Ship's Wing, a portable shipmounted item of materials handling equipment, is expected to turn the trick.

Developed by the U.S. Army Aviation Material Laboratories at Fort Eustis, Virginia, and currently under study by the U.S. Army General Equipment Test Activity (GETA), Fort Lee, Virginia, the device is designed to facilitate delivery of cargoes to the beach from vessels at anchor or under way offshore. It can also be used to land troops, transfer casualties and litter cases to hospital ships, for helicopter-messenger service and for other loading and evacuation activities.

PORT NOT REQUIRED

By taking to the air, the Army's need for port or beach facilities in landing operations can be reduced. Operations can be continued despite unfavorable tide conditions, rough surf, fouled beaches, mined landing areas and other natural

artificial obstacles. Use of the platform opens wide possibilities for a two-way route to the landing beach and to more distant inland points.

In operation, an 8' x 14' winch-operated cargo dolly is positioned on a cantilever girder or wing projecting sufficiently outboard of the ship's rigging and superstructure to permit helicopters to approach the pickup point. The aircraft pluck their individual lifts from the dolly using external sling loading techniques.

FAST INSTALLATION

The platform can be installed aboard most cargo vessels in less than an hour's time using regular stevedore labor and the ship's boom. It is 65' long and consists, essentially, of a 40' metal girder with a telescoping 25' extension. Maximum capacity is 14,000 pounds.

Following completion of engineering tests by GETA off Fort Story, Virginia, the test item was installed aboard a Korea-bound cargo vessels for further evaluation. Service tests will be conducted in the Far East by a three-man GETA test team to determine its utility and limitations in field use.

Allison Model 250 turbine and Hughes "500" get together.

Result: a hot new helicopter



FAA
APPROVAL



Put the Allison 250-C18 turboshaft in the Hughes "500" and you've got a hot new performer in the light aircraft field. One that flies up to 170 mph in level flight, responds beautifully, and operates with far less noise than piston engine helicopters.

The 250-C18 power plant is a product of the most exhaustive helicopter test program in history. It is a commercial version of the T63 engine in the Army's OH-6A — the first turboshaft to get both FAA certification and complete military approval.

To date, this engine has accumulated over 20,000 bench and flight test evaluation hours. More than five years of joint effort between Allison

and the U. S. Army have gone into its development.

The 250-C18 features a high power/weight ratio. Takeoff power is rated at 317 hp. Yet the engine weighs only 138 pounds and measures just over a yard long. Maintenance and accessibility are excellent. Sectionalized design enables one man to replace components without complete engine disassembly.

Hughes will make the "500" in two versions. One, a five-seat executive aircraft, the other a seven-passenger

utility model. Both will have four-blade rotors with only 26½-foot circumferences for easy access to tight areas.

The "500" will be offered to private operators and foreign governments; its military version, the OH-6A, has been selected by the U. S. Army for its LOH program.

For more information about this light helicopter and the 250-C18 turboshaft engine, write: Allison Division of General Motors, Box AA5, Indianapolis, Indiana 46206.

Allison

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



OVER ten thousand accident-free hours, spanning more than twenty years of Army flight instruction, have resulted in the presentation of the Meritorious Civilian Service Award to Malcolm F. Landrum of the U.S. Army Aviation School.

Mr. Landrum received the medal - the second-highest Department of the Army decoration for civilians - from Major General John J. Tolson, Fort Rucker's commanding general, in a recent ceremony.

The citation noted that Mr. Landrum's accident-free record has never been equaled in Army aviation history. It also commended him for meritorious service from March 3, 1943, to September 30, 1964, and lauded his skill, willingness to work, and forward outlook.

Mr. Landrum, who is the senior flight instructor - including civilian and military - assigned to the Army Aviation School, has trained students in both rotary-wing and fixed-wing aircraft. He joined the Department of Air Training, U.S. Army Artillery School, Fort Sill, Oklahoma, as an instructor in 1943.



Major General John J. Tolson is shown presenting the Army's Meritorious Civilian Service Award to Mr. Malcolm F. Landrum (right) at recent Fort Rucker ceremonies.

USAAVNS FLIGHT INSTRUCTOR RECEIVES DA AWARD

When given a monetary value, Mr. Landrum's record translates into a substantial benefit to the government - ten thousand accident-free hours means a saving of approximately \$97,000. This figure is computed from data provided by the U.S. Army Board for Aviation Accident Research.

The first civilian government employee to attain the rating of Master Aviator, the significance of Mr. Landrum's unique accomplishment is better understood when it is considered that he has been continually exposed to the type of flying during which most accidents happen. Over the years, approximately 800 students have been assigned to him for flight instruction.

NEW BELL CONTRACT

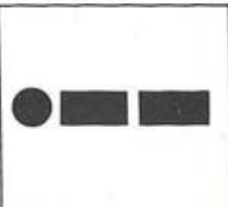
The Bell Helicopter Company, Fort Worth, Tex., has received a \$50 million letter contract for the production of 720 UH-1 Iroquois helicopters from the Army Aviation Materiel Command, St. Louis, Mo. The contract calls for the delivery of more than 250 "B" models, starting in June, 1966, and more than 460 "D" models, starting in October, 1966. The contract is for airframes only, with the engines and avionics to be provided by the government through separate contracts with the manufacturers. A definitive, fixed-price contract is to follow.

TAKE A QUICK QUIZ!

JULY, 1965



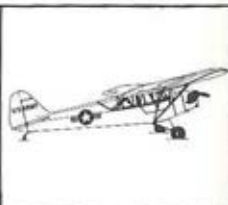
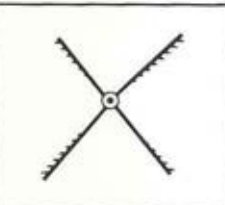
- 1) An Army aircraft known as the:
 a) U-6 Beaver
 b) U-8 Semsole
 c) U-9 Aero Commander
 d) U-10 Helio Courier
- 2) CO of '64s Outstanding AA Unit:
 a) Maj Gen Harry W.C. Kinnard
 b) Maj Gen Ernest F. Kasterbrook
 c) Maj Gen John J. Tolson
 d) Maj Gen Clifford F. von Kann
- 3) The former "workhorse" of RVN:
 a) CH-27 Mojave
 b) CH-34 Chociva
 c) CH-23 Army Male
 d) CH-21 Shawnee



- 4) Unit insignia worn by men of:
 a) 197th Aviation Company
 b) 811th Transportation Co
 c) 21st Aviation Company
 d) 4th Aviation Company
- 5) Ground-to-air distress signal:
 a) "Need map and compass"
 b) "Need firearms"
 c) "Need medical supplies"
 d) "Unable to proceed"
- 6) Crew chief's signal indicates:
 a) "Hold position"
 b) "Stop engine"
 c) "Release sling load"
 d) "Fasten chin strap"
- 7) Now's your Morse? Shown is:
 a) Code letter for "N"
 b) Code letter for "B"
 c) Code letter for "W"
 d) Code letter for "S"



- 8) The distinctive tail of the new:
 a) CV-7A Buffalo
 b) XV-4A Hummingbird
 c) XC-142 Tri-service
 d) B55B Baron
- 9) First AA to serve in the Pentagon:
 a) Brig Gen Carl I. Bolton, Ret
 b) Col L.B. Washburn, Ret
 c) Col Robert M. Letch, Ret
 d) Col Gordon J. Wolf, Ret
- 10) Who's that with the big smile?:
 a) Bozo the Clown
 b) Speedy Rodrigues
 c) Happy Gooding
 d) Charley Chocks
- 11) The AAAA National Treasurer:
 a) Carl Stephenson
 b) Lewis E. Casner
 c) John W. Oswald
 d) James N. Davis



- 12) The meteorological symbol for:
 a) Hain
 b) Haze
 c) Snow
 d) Hail
- 13) The Jeppesen chart symbol for:
 a) Low frequency range
 b) Bone Marker
 c) Fan Marker
 d) Non directional beacon
- 14) The well known trademark of:
 a) Helitok Div., Textron
 b) Hughes Tool Company
 c) Hayes Corporation
 d) Hiller Aircraft Company
- 15) Early Army aircraft known as:
 a) L-3 Grasshopper
 b) L-4 Cub
 c) L-5 Sentinel
 d) L-6 Cadet

QUICK QUIZ ANSWERS: IS YOUR GUESS MATTER AT ALL? CORRECTED UP? WELL, THEN LET'S CHECK THE ANSWERS AND SEE HOW YOU DID. THE ONE IS A BIRD-ARAVAY, TWO IS A, THREE IS D, THE END OF THE LINE. ALTHOUGH THERE ARE ONLY A FEW MORE TO BE IN THE SHAPENESS MAY HAVE FINISHED THEIR TOUR IN VIETNAM, BUT THEY ARE STILL SERVING WELL IN THE STATES. FOUR IS D, THE PATRON WAS DESIGNED FOR THE FIGHTER BY WALT DISNEY. FIVE IS B, SIX IS YOU GOT THERE? OR MORE NIGHT? THEN YOU ARE IN THE PRO HANNS!

months takeoffs

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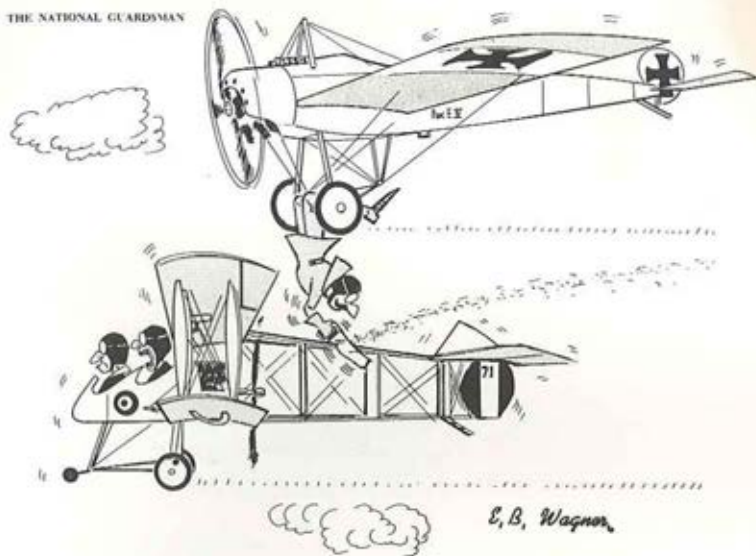
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LEFT: Lt Gen William W. Quinn, Seventh Army Commander (left) and Col Joseph P. Gude, LOH Project Officer, Army Materiel Command, inspect the interior of an OH-6A helicopter. Three new helicopters were displayed recently at Seventh Army Headquarters as part of a demonstration tour. The aircraft are the OH-6A, the UH-1D, and the CH-47A. BELOW: Looking for a lift? A Lockheed XH-51A rigid-rotor helicopter shows off its ultra-steadiness and wide center of gravity range by suspending a 200-pound man at the end of its 12-foot nose boom. This would be enough to upset most conventional rotor system helicopters of the same size. Test pilot Don Segner demonstrated the aircraft's stability by taking his hands off the controls. The XH-51A performed as well in earlier tests in which a man was carried from a 16-foot side-mounted boom. The XH-51A was built by the Lockheed-California Company under a joint Army-Navy contract.



ABOVE: Brigadier General Abass Ghandehari of Iran (center), the first general officer to undergo helicopter training at the U.S. Army Primary Helicopter School, Fort Wolters, began the eight week qualification course in late June. Shown with General Ghandehari are Lieutenant Colonel Daniel C. Prescott (left), USAPHS Assistant Commandant, and Colonel Wayne N. Phillips (right), Assistant Post Commander. An Air Force officer, General Ghandehari is director of all aviation in his country. Upon completion of the qualification course, he is scheduled to undergo transition training in the H-43 helicopter at Reno, Nevada, and then attend the Aviation Staff Officer's Course at Fort Rucker, Alabama.

RIGHT: Lieutenant Colonel W.W.J. Barrios of the U.S. Army Board for Aviation Accident Research, presents a commission in the U.S. Marine Corps to his son, Lieutenant James V. Barrios also received a B.B.A. degree from Tulane Univ.



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 Ebert, William R., Lt
 Elliott, Tommie E., Lt, 5
 Evers, Raymond R., Col, 5
 Forces, Ronald W., Lt, 5
 Frantz, William C., SSGT
 Frietag, Merle, Lt, 11
 Gahn William D., Capt, 5
 Garcia, Robert A., MSgt
 Gehler, Ken A., Capt, 18
 Gorman, Charles, Sp4, 5
 Hall, James A., Lt
 Hall, Raymond E., 1st Sgt
 Hand, Rodger P., Capt
 Ikerd, James M., WO
 Jachens, Bruce W., WO
 Jackson, Ray D., Capt, 5
 Kauza, John J., Lt
 Kennedy, James M., Capt
 Kinzer, John M., Colonel
 Licha, Charles A., Maj, 12
 Lightfoot, John R., WO
 McClendon, Jack W., Sgt, 2
 McGivern, Michael J., WO
 McGuire, Virgil P., Major
 McNulty, Edward S., Maj, 1
 Madigan, John E., Captain
 Masters, Robert D., Capt, 1
 Matlick, Robert R., Lt, 21
 Miller, Raymond H., Capt
 Neal, Robert L., Capt
 Oliver, Robert T., Capt, 8
 O'Neal, Edward C., CWO
 Packard, Linwood, CWO
 Parker, Charles L., Capt
 Parmeter, Glenn L., Maj, 5
 Patton, James F., Jr., WO
 Patton, Rex B., SSGT, 1
 Raley, Thomas S., Lt
 Rovetto, John L., CWO, 13
 Runk, Adam E., Lt
 Salyers, Billy D., Sp5, 5
 Sellers, Wm C., CWO, 11*
 Simmons, Wayne C., Sp5, 6*
 Taft, John M., Lt
 Walker, Laurence H., Lt, 14
 Young, George J., Maj, 15

FOREIGN DECORATIONS

Cross of Gallantry, RVN
 Bowen, Thomas E., WO
 Forres, Rapael, Sgt*
 Jones, Clarence, Sp5*
 Rupolo, Raymond, Lt*
 Tucker, Charles, Lt*

Nat'l Order-8th Class, RVN
 Forres, Rapael, Sgt*
 Jones, Clarence, Sp5*
 Rupolo, Raymond, Lt*
 Tucker, Charles, Lt*

COMMENDATION MEDAL FOR VALOR

Azbill, Roy G., CWO*
 Coyne, Edward J., CWO
 Hamlett, Larry D., Sp4
 Patton, Rex B., SSGT



AIR MEDAL FOR VALOR

Averett, Kent G., Lt
 Azbill, Roy G., CWO*
 Bright, Jimmy D., WO
 Delozier, Kenneth F., WO
 Doyle, John, Sp5
 Isbell, Ernest, Capt
 Kahklen, Llewlyn A., Sp4
 Kramer, Bryce R., Capt
 List, Jack H., Sp4
 Matlick, Robert R., Lt
 Rausch, James E., Jr., WO
 Sedam, John W., Lt
 Sweers, Peter C., III, WO
 Thomas, Erle W., Jr., Lt
 Wren, Charles, Lt
 Young, George J., Major

AIR MEDAL

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

Ames, Faber A., WO, 5
 Bailey, Gary G., Lt
 Bedell, Clifton R., Sp5, 5
 Benton, Hubert F., Captain
 Bishop, Daniel E., WO, 5
 Black, Larry D., Sp4, 5
 Boelter, Richard H., Capt, 5
 Bounds, Marcellus, Maj, 1
 Caspelle, Gerald C., Capt*
 Chambers, Robt M., CWO, 5
 Christie, Thomas C., Maj, 5
 Clark, David, Captain, 5
 Dassonville, Curtis, Capt, 9
 Davis, Johan B., Jr., Capt, 7



SILVER STAR

Azbill, Roy G., CWO*
 Caspelle, Gerald C., Capt*
 Simmons, Wayne C., Sp5*

DISTINGUISHED FLYING CROSS

Azbill, Roy G., CWO*
 Castle, Edward R., Capt
 Hall, Gary C., Captain
 McDonald, Marvin L., Capt
 Prescott, Daniel C., Lt Col

SOLDIER'S MEDAL

Roop, Frank, CWO

BRONZE STAR FOR VALOR

Averett, Kent G., Lt
 Patton, Rex B., SSGT
 Prescott, Daniel C., Lt Col
 Simmons, Wayne C., Sp5*

BRONZE STAR

Adler, John S., Lt
 Agunno, Edwin M., Capt
 Caspelle, Gerald C., Capt*
 Johnson, Flavil L., Major
 Phillips, William D., Major
 Prescott, Daniel C., Lt Col
 Quinlan, James A., Capt
 Selseth, Harold L., Capt

JOINT SERVICE COMMENDATION MEDAL

Kinley, Gordon L., Lt Col

* Posthumous Awards



COMMENDATION MEDAL

Ahrens, Jack C., Major
 Braun, Darryl W., Sp5
 Chambers, Robert M., CWO
 Grimsley, Turner E., Lt
 McDonald, Marvin L., Capt
 Mitchell, Billy D., SSGT
 Ruffin, William H., CWO
 Sheffler, Robert J., CWO
 Simmons, Wayne C., Sp5*
 Summers, Clyde H., Sp6
 Ulbinsky, John R., Lt
 Whitmer, Dennis K., Lt
 Wingate, Charles S., Capt
 Winskey, Donald N., WO

WARRANT OFFICERS WARRANT OFFICERS WARRANT OFFICERS WOC'S

BURKET, Carson L.
USA Support Command
APO San Fran 96307

BURKETT, Clarence P.
117 47th Street
Columbus, Georgia

CALLEN, James R.
Route One
Fort Deposit, Alabama

CAMPBELL, William J.
USA Support Command
APO San Fran 96307

CARPENTER, Billy R.
1201 Burton Hill Rd., 118
Fort Worth, Texas

CARTER, Lounoble
157 Varnedoe, Gdn City
Savannah, Georgia

CARTER, Willard T.
USA Support Command
APO San Fran 96307

CASE, Conrad F., Jr.
2nd Infantry Division
Fort Benning, Ga. 31905

CATES, Jerry L.
135 Johnson Street
Red Springs, N.C.

CETRANO, Angelo S.
11 North 9th Street
Paterson, New Jersey

CLAYSON, Harold E.
197th Aviation Company
APO San Fran 96307

CLIFTON, Floyd M.
Co A, 504th Aviation Bn
APO New York 09177

CRIPPEN, James I., Sr.
4043 South Court Street
Montgomery, Alabama

CROWLEY, Horace M.
101st Airborne Division
Fl. Campbell, Ky. 42223

DAVIS, Joseph M.
1259 Anchor Terrace SW
Atlanta, Georgia

DILL, John R.
109 Cheyenne Boulevard
Colorado Springs, Colo.

EDSON, Charles F.
808 Park Avenue
Copperas Cove, Texas

EGGLESTON, Robert A.
USA Support Command
APO San Fran 96307

ERAMO, Rocco A.
1238 Millersdale Road
Columbus, Ohio

ETHERIDGE, Parry W.
2nd Infantry Division
Fort Benning, Ga. 31905

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APO San Fran 96307

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610 North Sprinkler Blvd.
St. Louis, Missouri

GARNER, Roland E.
5840 N.W. Dearborn
Lawton, Oklahoma

GEORGE, Warren D.
USA Support Command
APO San Fran 96307

GILL, Cecil O.
121st Aviation Company
APO San Fran 96296

GILLMAN, Jay E.
117th Aviation Company
APO San Fran 96238

GOFF, Barron L.
101st Airborne Division
Fl. Campbell, Ky. 42223

GREAVES, Walter L., Jr.
746 Valley Village Drive
El Cajon, California

GRIFFITH, David G.
883 James Place
Pomona, California

HANSON, Bobby G.
119th Avn Co-AM Bx 42
APO San Fran 96318

HANSON, William H.
USA Support Command
APO San Fran 96307

HART, John W.
1844 Oak Creek Road
Corvallis, Oregon

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Route 3, Box 645
Savannah, Georgia

HEAD, Jimmie M.
1st Armored Division
Fort Hood, Texas 76540

HENRY, Michael D.
USA Support Command
APO San Fran 96307

HISEY, Tyrone W.
1st Armored Division
Fort Hood, Texas 76540

HITT, Billy G.
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APO San Fran 96220

HUNTER, James L., Jr.
110 West Norris Street
El Campo, Texas

HUWYLER, Josef S.
223 Flower Avenue, East
Watertown, New York

INMAN, David J.
R.R. #1
La Grange, Indiana

JONES, Joe W.
HHC 2nd Bde 1st Inf Div
Fort Riley, Kansas

KATZ, Michel G.
3rd Radar Research Unit
APO San Fran 96307

KOLVIG, Robert W.
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APO San Fran 96307

KRUEGER, Charles A.
1212 Ratone Street
Manhattan, Kansas

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2634 N. Maryland Avenue
Milwaukee, Wisconsin

MacNEIL, Lloyd A.
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APO San Fran 96358

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APO San Fran 96307

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2351 Ash Avenue
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McGRAW, Arnold J.
USATSCH AMOC 6-65
Fort Eustis, Virginia

McMULLAN, Robert W.
101st Airborne Division
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Salem, Oregon

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Fl. Richardson, Alaska

REICH, Daniel R.
USARAL Aviation Bn
Fl. Richardson, Alaska

ROBINSON, Larry M.
1st Armored Division
Fort Hood, Texas 76540

ROLLISON, David L.
1st Armored Division
Fort Hood, Texas 76540

SIZEMORE, James W.
1st Armored Division
Fort Hood, Texas 76540

SMAAGAARD, Arthur G.
B Co 15 Avn Bn 1 CD
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APO San Fran 96218

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USA Support Command
APO San Fran 96307

TAYLOR, Edward L.
USA Support Command
APO San Fran 96307

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Orlando, Florida

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New Castle, Pa.

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USAFHS CI 65-13, Box 5
Fort Wolters, Texas

SGT'S MAJOR

BOWLING, Buckner
Second US Army, Avn Sec
Fort Meade, Maryland

M/SGT'S

HESSE, Walter L.
Avn Br, G-3, USARPAC
APO San Fran 96558

SP/5'S

PALMA, Peter A.
478th Flying Crane Co
Fort Benning, Ga. 31905

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Washington, D.C. 20006

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Amarillo, Texas

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Hazelwood, Mo. 63042

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San Fernando, California

RETIRED

BAXTER, Levon G., Major
542 Vista Del Gaviota
Orange, California

CLAYMAN, Don C., BGen
805 Bay Colony Drive
Virginia Beach, Virginia

EDSON, Hallett D., BGen
3930 N. Upland Street
Arlington, Va. 22207

McFETERS, R.B., Major
12917 N.E. 10th Avenue
N. Miami, Florida 33161

PADDY W. GRIFFIN

Chief Warrant Officer Paddy W. Griffin, assigned to the 1st TC Bn (Aircraft Maint Depot)(Seaborne), Corpus Christi, Texas sustained fatal injuries when his CH-21C helicopter crashed during the conduct of a service mission on June 10, 1965. He is survived by his widow, Mrs. Nelda V. Griffin, 4001 Lincoln Circle, Corpus Christi, Texas.

BILLY G. HAMMER

Chief Warrant Officer Billy G. Hammer, on duty assignment with the 82d Aviation Company, Republic of Vietnam, sustained fatal injuries when his UH-1B helicopter crashed during the conduct of a service mission on June 12, 1965. He is survived by his widow, Mrs. Sara N. Hammer, 3743 Robin Road, Columbus, Georgia.

ROBERT J. JEFFREY

Lieutenant Colonel Robert J. Jeffrey, U.S. Army, Ret, died of a coronary occlusion June 3, 1965, in Phoenix, Ariz. Colonel Jeffrey, a Senior Aviator, was a veteran of World War II and Korea. He received his original rating as an Army Liaison Pilot in 1950 at Fort Sill. Since his retirement in 1961, he served as the Assistant Manager of the Aviation Safety and Engineering Research Div., Flight Safety Foundation, Phoenix, Arizona. He is survived by his widow, Mrs. Dorothy A. Jeffrey, 4518 North 86th Place, Scottsdale, Ariz., a daughter Sue; and a daughter, Mrs. Sharon Ellis of Dallas, Texas.

DEWEY C. LITTLE

Chief Warrant Officer Dewey C. Little, assigned to the 227th Assault Helicopter Battalion, Fort Benning, Georgia, was killed in a mid-air collision of two UH-1B helicopters during the conduct of a training mission at Fort Benning on June 15, 1965. He is survived by his widow, Mrs. Patsy M. Little, 3214 Glen Street, Columbus, Georgia.

RONALD E. MEDLIN

Warrant Officer Ronald E. Medlin, on duty assignment with the 227th Assault Helicopter Battalion, Fort Benning, Ga., was killed in a mid-air collision between two UH-1B helicopters during the conduct

OBITUARIES

of a training mission at Fort Benning on June 15, 1965. He is survived by his widow, Mrs. Patricia C. Medlin, Shady Trailer Park, Fort Mitchell, Alabama.

JAMES L. MERSMAN

Warrant Officer James L. Mersman, assigned to the 227th Assault Helicopter Battalion, Fort Benning, Georgia, died from injuries received as a result of a mid-air collision between two UH-1B helicopters at Fort Benning on June 15, 1965. He is survived by his widow, Mrs. Vida L. Mersman, Shady Trailer Park, Fort Mitchell, Alabama.

DONALD E. SPENCER

First Lieutenant Donald E. Spencer, on duty assignment with the 227th Assault Helicopter Battalion, Fort Benning, Ga., was killed in a mid-air collision between two UH-1B helicopters during the conduct of a service mission at Fort Benning on June 15, 1965. He is survived by his widow, Mrs. Josette C. Spencer, 453 Florida Drive, Columbus, Georgia.

GEORGE W. STOCKS

Chief Warrant Officer George W. Stocks assigned to the 112th Aviation Company, Fort Wainwright, Alaska, sustained fatal injuries when his O-1E Birdog crashed during the conduct of a service mission on June 4, 1965. He is survived by his widow, Mrs. Dorothy P. Stocks, 2411 Hamilton Avenue, Columbus, Georgia.

MICHAEL L. WILDS

Warrant Officer Michael L. Wilds, on duty assignment with the 82d Aviation Company, Republic of Vietnam, died as a result of injuries received when the UH-1B Iroquois helicopter he was piloting, crashed during the conduct of a service mission on June 12, 1965. He is survived by his widow, Mrs. June Wilds, Box 612, Callahan, Florida.

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Age of Applicant at Policy Issue	Policy Face Amount Paid on Death	+	100% Premium Return on Death at End of 15th Year	100% Premium Return on Death at End of 10th Year	100% Premium Return on Death at End of 5th Year	100% Premium Return on Death at End of 1st Month
22	\$20,000.00	+	\$3,348.00	\$2,232.00	\$1,116.00	\$18.60
24	\$20,000.00	+	\$3,564.00	\$2,376.00	\$1,188.00	\$19.80
26	\$20,000.00	+	\$3,852.00	\$2,568.00	\$1,284.00	\$21.40
28	\$20,000.00	+	\$4,140.00	\$2,760.00	\$1,380.00	\$23.00

USING TABLE ABOVE:

- To determine the premium benefit return for a \$10,000 policy, divide by 2.
- To determine the premium benefit return for a \$5,000 policy, divide by 4.
- Double indemnity and waiver of premium benefits available on basic policy.
- Coverage limits: Minimum Policy, \$5,000.00. Maximum Policy, \$25,000.00.
- Premium rates for ages 0 through 45, double indemnity rates, and waiver of premium rates will be provided on request. Please furnish your date of birth.
- The coverage is based upon AAAA-endorsed "Life Paid Up at Age 85" straight life insurance with its guaranteed cash values, no-cost paid-up insurance option, and no-cost extended term insurance conversion option.

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MY DATE OF BIRTH IS _____

AAAA IN PHOTOS



TOP LEFT: Colonel Harold F. Via, Grand Canyon Chapter President, is shown presenting an AAAA Science Fair Award Certificate to Charles Trafford, IV, for his outstanding "aviation" exhibit at the Southern Arizona Regional Science Fair. **TOP RIGHT:** Lt. Col. John R. Adie (left) receives the AAAA Bronze Medallion for his outstanding service as President of the David E. Condon (Ft. Eustis, Va.) Chapter. Lt. Col. Joseph Henderson, the newly-elected President, makes the presentation at recent Chapter ceremonies. **BOTTOM LEFT:** New officers of the David E. Condon Chapter for '65-'67 are, left to right, Maj. Alfred Jarden (Trea), Capt. William W. Redman, Jr. (Sec), Lt. Col. Joseph Henderson (Pres); Lt. Col. Selmer Sundby (ExVP), Lt. Col. Adie (Past Pres), and Col. Michael J. Strok, National Executive Board, AAAA. **BOTTOM RIGHT:** New Atlanta Chapter officers for '65-'67 include, left to right, Capt John C. Carlisle (Sec), Maj. Gary R. Heffner (VPA), Col Austin J. McDermott, Jr. (Pres), and Capt. Robt. L White (ExVP).



AAAA IN PHOTOS



LINDBERGH CHAPTER ACTIVITIES

TOP LEFT: Brig. Gen. Howard F. Schiltz, serving as AAAA representative, is shown presenting a \$500 AAAA Scholarship Foundation check to Joseph Hely, Jr., the son of Lt. Colonel Joseph Hely (Ret.), one of seven national scholarship winners in 1965. Others in the picture are, left to right, Lt. Col. Hely, Gen. Schiltz, Joe, Jr., Mrs. Hely, and daughter Marylyn. **TOP RIGHT:** Shown addressing the April Chapter meeting in St. Louis is John Vanbergen, the Canadian Defense Administrator. **BOTTOM LEFT:** The Honorable A.J. Cervantes, Mayor of St. Louis, guest speaker at the Lindbergh Chapter's May meeting, is shown receiving a plaque and AAAA pin from General Schiltz as an Honorary Member of AAAA. **BOTTOM RIGHT:** Judges Walter Lorenz, Lt. Col. Carl A. Pieper, and Vernon A. Sturm are shown examining the display of James Oberlin, one of five AAAA Award winners at the 16th National Science Fair International held in St. Louis.



ARMY AVIATION ASSOCIATION 1965 ANNUAL MEETING

The Seventh Annual Meeting of the Army Aviation Association will be held on October 27-29, 1965 at the Shoreham Hotel, Washington, D.C., the site of the Association's first professional gathering in 1959.

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

All members who attend the 1965 AAAA Annual Meeting shall be expected to register. Members may register in advance during the period July 20-October 20 by completing the clip-out coupon that appears on the inside back cover and submitting it with their remittance to the AAAA National Office in Westport, Conn.

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

HONORS LUNCHEON

Tickets for the Seventh AAAA Annual Honors Luncheon to be held at noon, October 29, 1965, in the Shoreham Hotel Regency Ballroom, are \$4.00 for all military, retired, and DAC personnel, and \$8.00 for all others. Chapter groups may reserve ten-seat tables prior to the convention by forwarding a check in

the amount of \$40 for each ten-seat table purchased.

Single Honors Luncheon tickets may also be purchased at the AAAA Registration Desks in the Shoreham Hotel, starting at noon on Wednesday, October 27. Cancellation requests should be postmarked no later than October 20.

PRESIDENT'S RECEPTION

The President's Reception, a second highlight of each AAAA Annual Meeting, will be held on Thursday evening, October 28, in the Regency Room of the Shoreham. National President O. Glenn Goodhand and Mrs. Goodhand, and the President-Elect and his wife, will be hosts at this reception at which all registrants and their wives are welcome.

Each registrant is also invited to attend the Membership Reception preceding the Honors Luncheon on Friday, October 29, and the Annual Diehards' Reception to be held the same evening.

HOTEL RESERVATIONS

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

Shoreham Hotel reservations cannot be assured after October 17, nor can the hotel hold reservations after 8 p.m. without a letter of guarantee or deposit.

A		J	
Ahsted, Herbert A., CWO	\$324	Jarvis, James W., Capt.	\$444
Allen, Dwight O., CWO	\$1,296	Jarvis, Ronald J., Capt.	\$1,776
Armstrong, John E., Capt.	\$1,968	Jayne, David G., Lt.	\$3,600
B		K	
Baker, Wallace I., Capt.	\$760	Jeffrey, Robert J., LCol.	\$565
Ballantine, Laurence F., Maj.	\$5,160	Jellison, Edward C., Maj.	\$2,304
+Barringer, Henry J., Maj.	\$1,536	Jenkins, William H., Capt.	\$492
Barrett, Ernest F., Maj.	\$2,870	Jenks, Allen R., Capt.	\$1,476
Beale, Todd M., Capt.	\$1,968	*Jones, Bradley C., CWO	\$480
Beath, Rudolph W., Capt.	\$1,968	Jones, James D., Capt.	\$640
+Beaton, George F., CWO.	\$336	Jones, Joseph A., Capt.	\$1,968
Beau, Henry R., CWO	\$1,296	Jones, Junius L., Capt.	\$1,776
Beaulieu, Gary P., Lt.	\$1,440	*Jones, Philip D., Maj.	\$1,476
Beaumont, Harry C., Col.	\$2,352	Juhl, Milford L., LCol.	\$960
Bender, Richard C., Lt.	\$600	L	

SEMI-ANNUAL REPORT TO AAAA MEMBERS ON FLIGHT PAY PROTECTION PLAN CLAIMS

Bend, Robert E., Capt.	\$1,968	Finin, Richard H., Capt.	\$3,456	Keen, Donald E., Capt.	\$1,968
Benson, Albert G., Capt.	\$1,760	*Fitts, William T., Maj.	\$1,376	Kelley, Edgar N., Capt.	\$1,920
+Bergman, Ronald A., Capt.	\$1,184	*Fitzgerald, Albert E., Maj.	\$2,304	Keitz, Richard E., Capt.	\$1,968
+Bergner, John, LCol.	\$576	Fowser, Mark F., Maj.	\$2,208	Kemp, Marvin E., Capt.	\$1,968
Berry, Henry J., Capt.	\$1,824	Frandsen, Donald P., Capt.	\$994	Kenney, Michael A., CWO	\$2,530
Berry, Thomas P., Capt.	\$1,522	Frentz, Austin D., Capt.	\$1,732	Killo, William S., Capt.	\$1,728
Bieber, Harold J., CWO	\$108	Freysag, Robert J., Capt.	\$1,968	*Kilmer, William G., LCol.	\$2,208
Birkmeyer, Louis R., Capt.	\$1,824	G		Kimak, Philip B., CWO	\$110
Bivens, Robert D., CWO	\$1,296	Gabardy, Robert L., LCol.	\$1,536	Knight, Daniel B., Capt.	\$3,342
Bobo, Carl E., Jr., LCol.	\$2,352	Gaffey, James J., Capt.	\$396	Koepf, Robert W., Capt.	\$4,560
Bonafacio, Robert A., Capt.	\$1,585	+Gafner, Richard L., Capt.	\$296	Kramer, Joseph A., Capt. (1) ..	\$1,968
Bower, Duane M., Lt.	\$1,200	Ganey, Jerome, CWO	\$1,296	+Kramer, Joseph E., Maj. (2) ..	\$2,112
Bowman, James, Maj.	\$3,840	Gardner, William H., LCol.	\$1,398	Krause, William A., CWO	\$108
Bradley, Glenn W., Capt.	\$1,968	George, David M., Capt.	\$1,824	Kuchers, Earl A., Maj.	\$1,968
Bransford, Thomas, Capt.	\$1,728	Gibson, Jack S., CWO	\$1,125	Kuntz, Joseph T., CWO	\$1,344
Brinkley, Edwin T., Capt.	\$1,184	Gibson, Melville D., Capt.	\$1,723	Kunz, Joseph F., Capt.	\$1,974
Brooks, Frank B., Maj.	\$2,304	Gile, Richard E., Maj.	\$950	Kyle, David M., Col.	\$1,835
Brophy, Edward R., Jr., Capt.	\$794	Gilroy, John E., Maj. (1)	\$1,644	L	
+Brown, Charles E., Jr., CWO ...	\$1,237	Gilroy, John E., Maj. (2)	\$2,304	Lamb, William T., CWO	\$832
Browne, Edward M., Maj.	\$1,824	Givens, John W., LCol.	\$1,960	Lapsnikes, George S., Lt.	\$1,536
Burton, James, Capt.	\$432	*Golembiaski, Frank E., Capt.	\$634	LaRosa, Peter A., CWO	\$520
Bush, Harry L., Col.	\$2,352	+Graham, Jack C., Capt.	\$1,968	Larson, William B., LCol.	\$2,304
C		Gulledge, Kenton, Capt.	\$360	Lefebvre, Joseph P., Lt.	\$1,012
Cantwell, Franklin D., Capt.	\$1,776	H		Licha, Charles A., Capt.	\$1,920
Carney, Charles V., Maj.	\$2,303	Hagler, Jon L., Lt.	\$960	Lightfoot, Robert H., Capt.	\$3,456
+Cave, William R., Maj.	\$960	Hamlet, James P., LCol.	\$1,963	Logan, John R., CWO	\$786
Champagne, Edward, Capt.	\$1,920	Hammack, Earl J., Maj.	\$2,304	Louis, John J., Capt.	\$1,539
Clark, John J., LCol.	\$1,081	+Hammond, John A., Capt.	\$760	Lucas, Harlan S., Capt.	\$1,968
Clark, Robert H., Lt.	\$1,196	Hammer, Louis, Maj.	\$4,920	Lynch, John A., Capt.	\$788
Coleman, Charles W., Capt.	\$3,075	Hanburger, Christian, Col.	\$2,352	M	
Coleman, Henry, CWO	\$1,508	*Harloff, Edwin L., LCol.	\$516	*Magney, Evan F., Maj.	\$1,777
Colvin, Gordon W., SP/6	\$2,400	Harr, Robert B., CWO	\$1,200	Markes, Harold E., CWO	\$1,248
Comer, Joe P., Capt.	\$4,560	Harrington, Thomas Y., Capt.	\$4,920	Marshall, Thomas J., Lt.	\$1,440
Contole, William S., LCol.	\$2,352	Harris, Robert E., Lt.	\$1,200	Martellini, Charles R., Capt.	\$1,728
Cooke, Horace G., Maj.	\$2,208	Harris, Truitt W., Capt.	\$1,968	Maschmann, J.W., Capt. (1) ..	\$615
Cooper, Thomas E., CWO (1) ..	\$1,000	Havens, Orin D., CWO (1)	\$972	Maschmann, J.W., Maj. (2) ..	\$2,220
Cooper, Thomas E., CWO (2) ..	\$1,296	Havens, Orin D., CWO (2)	\$1,080	Mason, Elijah F., Lt.	\$1,536
Costino, Michel, Capt.	\$1,924	Hawkins, Edward S., Capt.	\$1,558	Mathews, William R., LCol.	\$2,352
Cox, James A., Capt.	\$1,824	Hawthorne, James D., Capt.	\$492	Matos, Joseph A., Capt.	\$660
Cranford, Jack, LCol.	\$2,304	Heape, Artie A., CWO	\$1,296	Maxey, James H., CWO	\$1,152
Crawford, George W., CWO	\$1,296	Henthcoth, Caryle J., Maj.	\$1,968	Mays, Luana W., Lt.	\$1,536
Crumli, Ellis G., Capt.	\$1,920	Hendershot, Donald L., Capt.	\$4,920	McClure, Joseph W., Maj.	\$2,304
+Cunningham, Donald E., Capt.	\$432	*Hendrix, John L., CWO	\$1,169	McConnell, Delmer M., Capt.	\$301
+Curd, Vernon, Maj.	\$576	+Henderson, Robert P., CWO ..	\$448	McCune, James P., CWO	\$1,067
D		Henley, Raymond D., Capt.	\$4,800	McDermott, Francis P., Maj.	\$693
Dale, John R., Col.	\$2,352	Henington, Harold M., Maj.	\$1,968	McWilliam, George W., Maj.	\$1,872
Dalasky, George A., Maj.	\$2,208	Holt, Robert H., CWO	\$450	+McVay, Clarence H., CWO	\$864
Dameron, Fred, Capt.	\$1,920	+Hook, Bruce, Capt.	\$480	Meehan, William J., Capt.	\$1,776
Danzter, Lawrence L., Maj.	\$2,314	Hovland, Dennis A., LCol.	\$2,304	Melton, William D., Capt.	\$1,600
Davis, Edward J., Capt.	\$1,776	Hoyt, William C., Jr., Capt.	\$1,232	Metsker, Jeff J., Maj.	\$2,112
Deegan, Michael, CWO	\$1,152	+Hughes, Joseph M., S/Sgt.	\$400	Meylums, Vincent J., Capt.	\$794
Degneseff, Delano E., Lt.	\$384	I		Meyer, Raleigh R., Capt.	\$1,728
+Denning, Stanley P., CWO	\$448	Irby, Chester R., Maj.	\$2,304	+Middett, Carl G., Capt.	\$1,152
45		Isbell, Richard A., Capt.	\$1,080	Miller, Lyle, CWO	\$324

FLIGHT PAY PROTECTION PLAN SUMMARY AS AT 30 JUNE 1965

NUMBER OF INSUREDS HOLDING INDIVIDUAL POLICIES	4,257
AMOUNT OF ANNUAL FLIGHT PAY COVERED	\$9,505,695.50
INDIVIDUAL CLAIM "ALERT" CORRESPONDENCE RECEIVED	447
INDIVIDUAL CLAIMS FOR WHICH INDEMNITIES HAVE BEEN PAID ...	308
INDIVIDUAL CLAIMS DISAPPROVED	13
INSUREDS RETURNED TO FLIGHT STATUS PRIOR TO LOSS	96
TOTAL INDEMNITIES PAID THROUGH 30 JUNE 1965	\$511,597.00

Mitchell, Erwin M., LCol.	\$2,304
Mitchell, Malcolm L., Maj.	\$2,304
Mitchell, Theodore L., Capt.	\$633
Miyamoto, A.A., Lt.	\$960
Molden, Daniel E., Capt.	\$1,968
Moyer, Kenneth G., Capt.	\$4,715
+Mruckowski, Leon, SP/6	\$228
Murdoch, W.L., Jr., Capt.	\$1,139
Murphy, Raymond H., LCol.	\$2,352
Murphy, Richard R., Capt.	\$803
N	
Nadeau, Clement P., Capt.	\$1,728
Nash, Verna M. Capt.	\$4,920
Noland, Clifford M., LCol.	\$2,304
Nuttall, Richard W., Capt.	\$1,824
O	
Oberg, Robert, Capt.	\$1,554
O'Caïn, Raymond F., CWO	\$1,100
Ogden, Robert J., Maj.	\$2,304
O'Grady, Patrick J., Maj.	\$1,128
P	
*Padgett, Bogus, SP/5	\$701
Pappas, Ted R., Capt.	\$658
Parker, David B., BGen.	\$2,352
Parkinson, Ralph W., Maj.	\$1,968
Parsons, Richard, CWO	\$1,296
Passano, John D., Capt.	\$1,738
Peck, Michael, Capt.	\$1,920
Perez, Roberto D., Lt.	\$960
Pergerson, Bernard S., Capt.	\$1,440
Peterson, Robert A., Lt.	\$1,700
Peyer, Gustave A., LCol.	\$2,085
Pfeiffer, Francis, Maj.	\$2,205
Phillips, Jack R., Capt.	\$888
Pierce, Wilbur R., Jr., Capt.	\$1,776
Pittinger, Ronald R., Maj.	\$2,208
Premo, Oliver P., Maj.	\$1,968
Price, Eugene, CWO	\$1,248
Pronovage, William F., Maj.	\$1,152
Prouty, Richard W., CWO	\$676
Pugh, Gary V., Maj.	\$1,920
R	
+Raak, Richard H., Capt.	\$1,342
Ratayczak, Robert P., Maj.	\$3,960
Reese, Edgar J., CWO	\$1,104
Richards, Leroy E., CWO	\$1,200
Richardson, Rodney K., CWO	\$1,296
Riviere, George, Capt.	\$656
+Roberts, Carl P., CWO	\$936
Roberts, William B., CWO	\$1,296
Roller, Robert W., SP/6	\$960

Rondepierre, Jean R., Maj.	\$1,476
S	
Sanders, Brian C., Lt.	\$762
Scharite, Frank W., Capt.	\$1,920
+Squider, James, Capt.	\$1,984
+Sevigne, Edward J., CWO	\$500
Shaffer, Lewis N., LCol.	\$1,960
Shaw, Ambrose C., Maj.	\$2,304
Sims, Claude E., Capt.	\$4,920
Sisbarro, John R., Jr., Capt.	\$1,920
Smith, Alfred K., Capt.	\$1,920
Smith, Clair B., Maj.	\$1,152
Smith, Everett A., Capt.	\$978
Smith, Louis B., SFC	\$960
Smith, Louis G., CWO	\$1,296
Smithley, Paul C., Maj.	\$1,056
+Stafford, Robert C., Capt.	\$1,584
Stansberry, Conrad L., Col.	\$2,352
Staples, James T., LCol.	\$1,920
Stein, Albert E., Lt.	\$3,840
Stevens, Merwin A., Lt.	\$2,400
*Stevenson, Joseph, Maj.	\$492
Stewart, Clifford R., Capt.	\$3,936
Stover, Jacob R., LCol.	\$2,304
Stump, Charles, Lt.	\$288
+Stuart, Clark D., Capt.	\$603
Sullenberger, Louis, Lt.	\$406
Sumrall, Hendri A., Maj.	\$650
Sweeney, Alan P., Capt.	\$3,960
Swilley, George R., Maj.	\$2,304
T	
Tal, William K., Lt.	\$3,840
Taylor, Billy H., Capt.	\$1,728
Theriault, Bernard R., Capt. (1) ..	\$990
Theriault, Bernard R., Capt. (2) ..	\$1,920

Thomas, Michael R., Capt.	\$1,968
Thrall, Dewell O., Maj.	\$1,824
Tharmond, Wymond N., CWO	\$1,296
Tidmore, Carl C., Capt.	\$1,776
Townsend, James R., CWO	\$3,240
Traver, Wallace H., Capt.	\$4,920
Tryjanowski, Florian E., Capt. ...	\$1,480
Tucker, Jackie L., Capt.	\$510
+Tugman, Robert F., LCol.	\$588
Tussey, William J., Capt.	\$792
V	
Valdes, Isidro, Jr., CWO	\$1,296
Valentine, George, CWO	\$1,200
+Vandiver, Gilmer L., Maj.	\$920
+Vaughn, John P., Capt.	\$1,377
Vermaace, Charles, Psgt.	\$120
W	
+Walczak, Sylvester, Capt.	\$1,320
*Walker, Robert L., Capt.	\$2,760
Ward, Charles E., Capt.	\$571
+Warzacha, Edward, LCol.	\$960
Wells, James F., Col.	\$3,352
Wheeler, Harold L., Maj.	\$768
Whidden, Raleigh J., CWO	\$3,240
Whitney, Edwin F., LCol.	\$5,880
Wilkinson, Jesse L., Maj.	\$1,968
+Williams, Robert H., LCol.	\$2,156
Williams, William, Jr., CWO	\$1,248
Wilson, Robert E., Capt.	\$1,229
Woodbeck, Carol E., CWO	\$1,248
Woodward, Herbert E., CWO	\$3,240
Y	
Yenne, Walter D., Capt.	\$1,968
Z	
Ziegler, William E., Lt.	\$288

MILITARY AVIATION PLACEMENT SERVICE

■ FIELD REPRESENTATIVE

Aircraft component manufacturer desires to have a U.S. citizen as field technical representative in the Republic of Vietnam to provide liaison with military technical offices. The company would prefer to utilize a portion of the time of an individual who is performing the same duties for other related but non-competitive companies. Furnish resume and references to AAAA, Attn: Box 6580, 1 Crestwood Road, Westport, Connecticut.

■ ROTARY WING FLIGHT

Seeking employment with commercial or military connected firm as a helicopter pilot. Presently a holder of an FAA Commercial License for rotorcraft with helicopter instrument rating. Over 1,200 hours in helicopters with 850 hours first pilot time in the CH-34 or S-58. Able to obtain FAA Medical Certificate without waivers. Previous experience as a radar repairman for surveillance systems. Age 25 and married. Will accept any location

for a desirable position. Available after November 1. For resume and photo, write AAAA, Box 7198.

■ GEN'L. INDUSTRY/CONTRACTOR

Senior AA, age 47, seeks challenging position in aviation industry or with contractor utilizing fleet of aircraft. Twenty years experience in command and staff positions calling for initiative, enthusiasm, and long hours of hard work to meet stringent deadlines. Twelve years as AA. Commanded company size units. Held responsible staff positions in two major Army headquarters during the past five years. Commercial SMEL, instrument, rotorcraft, and S-58 ratings. Army special instrument rating, fixed wing. Over 2,500 hours. Available after Oct. 1. For resume, write AAAA, Box 726.

■ MILITARY SALES

Major southwestern electrosystems contractor desires a reserve aviator with an avionics background (preferably in the Signal Corps). Starting salary would be

about \$15,000 a year depending upon qualifications. If interested, write AAAA, Box 4360, Crestwood Rd, Westport, Conn.

■ INDUSTRIAL MANAGEMENT

Well qualified senior officer desires a challenging position in industrial management; specifically as assistant and "trouble-shooter" for top management officials to resolve daily problems and to develop programs for the improvement of policies which affect management operations. Write AAAA, Box 562.

■ MAINTENANCE DIRECTOR

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, airframe and powerplant mechanic, and instructor of maintenance course. Fully capable of planning, training, or directing shop, school, or flight line maintenance operations. For resume, write AAAA, Box 800.



AAAA ANNUAL MEETING ADVANCE REGISTRATION COUPON

Enclosed please find \$ _____ in payment for my registration for the 27-29 October 1965 Annual Meeting of the AAAA and for the tickets that I have indicated below:

FUNCTION	QUANTITY	PRICE	AMOUNT
Registration Fee*	_____	\$3.00	_____
Ladies Luncheon, October 28	_____	\$4.50	_____
AAAA Honors Luncheon, October 29			
Military, DAC Personnel	_____	\$4.00	_____
All others	_____	\$8.00	_____

NAME _____

ADDRESS _____

CITY _____

UNIT OR FIRM _____

*Includes registration of wife and attendance at the President's Reception on Thursday evening, 28 October, and attendance at the Honors Luncheon Reception held on Friday, 29 October.

Payment in full must accompany this registration request. Make your check payable to AAAA and mail with this Advance Registration Coupon to AAAA, 1 Crestwood Road, Westport, Conn. 06882. Cancellations cannot be accepted after 20 October 1965. Registration Badges and Honors Luncheon Tickets may be picked up at the AAAA Registration Desks in the Shoreham Hotel starting at noon, 27 October.



IT'S TIME
TO POLL
ON AAAA
AWARDS

SUSPENSE DATE:
AUG. 15, 1965



ARMY AVIATION MAGAZINE

1 CRESTWOOD ROAD

WESTPORT, CONN. 06882

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