

ARMY AVIATION

SEPTEMBER, 1965

BEFORE THE FROST BITES

Rescue helicopters reach remote places made hard to get at by mud, snow, or ice. Powered by Lycoming, they recover downed and lost men from the dangers of exposure and frostbite. Lycoming gas turbines give the dependable, all-weather power needed for search patterns and rescue landings.

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Division—Avco Corporation
Stratford, Connecticut

chipook

PROGRESS



CH-47A CHINOOKS DEPLOYED TO VIETNAM

Following announcement of President Johnson that the First Cavalry Division (Air Mobile) was to be deployed to Vietnam, CH-47A Chinook helicopters, organic to that unit, were encased in protective tarpaulins and loaded aboard aircraft carriers. The loading took place in the Jacksonville, Florida area.



BOEING

VERTOL DIVISION

U.S. ARMY CHINOOK REACHES 1000 HOURS

Another first was chalked up by the Aviation Test Board on 9 August 1965 when the first Chinook in Army inventory terminated a three-hour flight and reached the 1000 hour mark. The crew was Col. C. A. Merritt, Deputy President; Lt. Col. J. H. Stebbins, Chief of Logistical Evaluation Division; and SP6 G. H. Tolbird, Crew Chief. The 1000 hours were accomplished on an accelerated flying hour program of twelve hours a day, seven days a week with a total of 31 aviators participating in order to accomplish mission objectives. Over 1000 hours have been accomplished during the past two months on the three Chinooks being tested by the Aviation Test Board.



ARMY AVIATION

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SEPTEMBER, 1965



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ARMY AVIATION is published monthly by Army Aviation Publications, Inc., Westport, Conn. Editorial and Business Office, 1 Crestwood Road, Westport, Conn. Phone: Capital 7-8266. The views and opinions expressed in the magazine are not necessarily those of the Department of the Army or the staff of the publication. Articles, news items, and photographs pertinent to Army aviation are solicited and should be mailed to the Editorial Office so as to arrive on or before the 10th of the month preceding the cover date month. Data submitted for publication should bear the name of the writer and should be accompanied by a return envelope bearing sufficient postage and the return address of the submitter. Accepted articles pertinent to any Army aviation subject except unit or AAAA activities are reimbursable at the rate of ten cents per published line. Subscription fees: Continental U.S., APD, and U.S. Possessions, \$3.50 per year; all other addressees add \$0.75 per year. Active Army personnel are requested to submit a residence or quarters address for magazine distribution purposes whenever possible. Back issues cannot be held unless an advance "Hold Notice" is furnished by the subscriber together with the date on which his "in transit" status will terminate. Advertising correspondence should be directed to the Business Office. Closing date for insertions is the first day of the month preceding the cover date month. Second Class Postage Paid at Westport, Connecticut.

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AA IN PHOTOS

PRESENTATION



BRIG. GEN. ABASS GHANDEHARI (CENTER), DIRECTOR OF AVIATION FOR THE IRANIAN ARMY, RECEIVES A U.S. ARMY AVIATOR'S BADGE FROM MAJ. GEN. JOHN J. TOLSON (LEFT), COMMANDING GENERAL, FORT RUCKER, ALA. LOOKING ON IS MAJ. GEN. DELK M. ODEN, GUEST SPEAKER AT THE GRADUATION OF GEN. GHANDEHARI FROM THE AVIATION STAFF OFFICERS' COURSE. (USA PHOTO)

AAFSS PROPOSAL



SHOWN LEFT IS THE FIRST COMPLETE VIEW OF THE LOCKHEED-CALIFORNIA COMPANY DESIGN FOR THE ARMY'S ADVANCED AERIAL FIRE SUPPORT SYSTEM (AAFSS). THE PROPOSED CONFIGURATION WAS SUBMITTED UNDER A CONTRACT FROM THE ARMY AVIATION MATERIEL LABORATORIES, FT. EUSTIS, VA. THE COMBINATION OF A THRUSTING PUSHER PROPELLER AND A TAIL ROTOR GIVES THE AIRCRAFT CONTINUOUS FORWARD PROPULSION AND COMPLETE DIRECTIONAL CONTROL THROUGHOUT ITS SPEED RANGE, FROM HOVER TO 200 MPH. (LOCKHEED PHOTO)

ROYAL FLIGHT

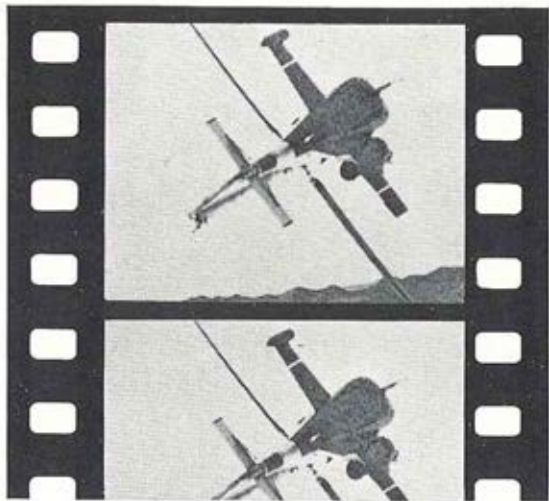


PRINCE PHILIP, DUKE OF EDINBURGH, WAS GIVEN AN AIRLIFT FROM KITZINGEN ARMY AIRFIELD TO LANGENBURG, GERMANY, BY TWO PILOTS FROM THE 3RD AVIATION BATTALION WHEN HIS HELICOPTER WAS UNABLE TO ARRIVE BECAUSE OF WEATHER. SHOWN IN THE PHOTO LEFT TO RIGHT ARE: COL. ROBERT E. LANIGAN, DIV. ARTY. CO, AN UNIDENTIFIED CIVILIAN, LT. COL. ROBERT L. MCDANIEL, 3RD AVIATION BATTALION COMMANDER, AND PRINCE PHILIP, FLYING THE ROYAL PASSENGER WERE CAPTAINS WILLIAM T. WADE, AND ROBERT F. O'KANE. (USA PHOTO)

NEW TRAINER



FIVE TWIN-ENGINE BEECHCRAFT T-42A INSTRUMENT TRAINERS WERE DELIVERED TO THE ARMY IN EARLY SEPTEMBER. THE AIRCRAFT WERE RECEIVED AT CEREMONIES IN WICHITA, KANSAS, BY MAJ. GEN. JOHN J. TOLSON, COMMANDANT OF THE ARMY AVIATION SCHOOL. THE T-42As. WILL BE ASSIGNED TO THE AVIATION SCHOOL PRIMARILY AS INSTRUMENT TRAINERS, BUT WILL ALSO BE USED IN TRANSITIONING SINGLE-ENGINE RATED AVIATORS TO MULTI-ENGINE AIRCRAFT. TOTAL ARMY PRODUCTION CALLS FOR 55 T-42As TO BE DELIVERED WITHIN THE NEXT TEN MONTHS.



HOW LOCKHEED PUT RIGID ROTOR AGILITY TO THE TEST

Lockheed's Rigid Rotor compound has proved what it can do in the speed department. After successively faster runs, it flew 272 mph on May 18—highest rotorcraft speed revealed as of this date. □ Now, the rigid rotor's agility is equally proven after an extended series of flight tests.

□ Banking at 120 degrees was only one of the tests that showed its inherent maneuverability. It also took a load factor of 2 "G's" at 230 mph without deterioration in stability or increase in vibration. Response? A roll time constant (time required to reach 70% of peak response rate) of .2 of a second; useable roll rates of 50 degrees per second; hovering turns of 360 degrees in just five seconds. Acceleration: from hovering to 230 mph in less than 45 seconds. □ Lockheed has put the rigid rotor to many other tests related to agility such as sideways flight at 50 mph by the XH-51A. □ In the compound, rotor lift decreases as speed increases and this continuously reduces the critical main rotor blade moment. Moreover, vibration in the compound remains essentially the same as speed increases—and is level with the minimum experienced in a comparable pure rotorcraft. □ In all of its flight tests, the Lockheed compound demonstrated overall agility unmatched by any fixed-wing aircraft while maintaining the basic rigid rotor stability. □ The rigid rotor is fast, agile, and remarkably easy to fly. It should be. It comes from the company with more than 30 years of aircraft and airborne weapons platform experience.



"PARAGLIDE" TESTS

THERE are many other objects other than weather balloons flying out of Camp Pickett these days. The Army is testing a revolutionary new device for dropping necessary supplies and equipment to troops bogged down in tightly concentrated areas.

The device, called a Precision Drop Glider, is based on the "Paraglide" concept, purchased and developed by the National Aeronautics and Space Administration some time ago for possible use in the re-entry of space vehicles.

IMPRESSIVE RESULTS

A team of researchers from the U.S. Army Aviation Materiel Laboratories at Fort Eustis, Virginia, has been conducting experiments with the glider at Pickett, and the results have been most impressive.

In the air, the glider resembles a paper airplane, the construction of which is familiar to school children everywhere. On the ground, this precision piece of equipment takes on some of the aspects of a disoriented bat.

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One of the researchers at Camp Pickett explained that the texture of the wing material, a dacron fabric coated with polyester resin, resembles that of an inner tube. The lightweight, sturdy fabric must be able to withstand the worst weather conditions.

The paper airplane concept has been carried several steps further though, with the addition of an electronic homing device which permits the glider to land within 100 yards of the desired spot when launched from altitudes of from 500 to 30,000 feet.

ACCURATE DELIVERY ASSURED

A steel box attached to cables at the base of the glider's wing spread picks up an electronic order from the desired point of impact and guides the payload home. Accurate air delivery of high priority cargo at night, or through a cloud cover, can thus be assured.

Tests conducted earlier this year at the Yuma, (Arizona) Proving Grounds offered clear evidence of the glider's value. From a helicopter flying at 4,500 feet, the glider delivered a 400 pound

payload to within 30 feet of the intended target.

Any pilot, or parachutist for that matter, who's ever attempted a feat of that nature will tell you that is nothing short of amazing.

3-1 DESCENT RATIO

Another important feature of the Army's Precision Drop Glider is its three to one ratio of descent. In other words, cargo can be dropped from 10,000 feet but be 30,000 feet away from the target and still score a bullseye.

At this writing more than 200 tests with a 300 pound payload have been conducted at Camp Pickett, Fort Eustis and Yuma. So successful have these tests been that a joint Army-Air Force program has been initiated which is expected to lead to the development of 500 and 2,000 pound payload systems.

Indications are that Infantry commanders will be able to obtain another valuable assist in difficult field situations; vital equipment and supplies dropped where they want them, by a device that for all the world looks like a bat and seems to be made of an old inner tube. Enter the Precision Drop Glider!



Maj. Gen. Ernest F. Easterbrook has been assigned as Deputy Commanding General Sixth U.S. Army. He and his family have returned from Bangkok, Thailand, where he served as Commander of the Joint U.S. Military Advisory Group. Past assignments of this veteran Army Aviator include Director of Army Aviation, Commandant of the Aviation School, and CG of the 25th Infantry Division.



Colonel Robert R. Corey is the new Chief, Army Aviation Division of the Army Concept Team in Vietnam (ACTIV). Corey graduated earlier this year from the Army War College at Carlisle Barracks, Pennsylvania. Prior to that, he served as the Chief of the Aviation Division in the Office of the Deputy Chief of Staff for Unit Training, Hqs, USCONARC, Fort Monroe, Virginia.



Colonel Michael J. Strok has been named Executive and Assistant for Air Mobility in the Office of the Assistant Secretary of the Army (Research and Development). He replaces Colonel Allen M. Burdett, Jr. in this position. Strok, a member of the AAAA National Executive Board, was formerly the Commanding Officer of the U.S. Army Aviation Materiel Laboratories at Fort Eustis, Virginia.



Colonel E.P. Fleming, Jr. has been named "commander designee" to succeed Colonel Kemsel K. Blacker, former Commanding Officer of Fort Wolters and Commandant of the Army Primary Helicopter School. Fleming, a Senior Aviator, is a survivor of the Bataan Death March and is the holder of two Bronze Star Medals for valor. He is dual rated and has logged over 4,000 hours of flying time.



Colonel Wayne N. Phillips, Assistant Commandant at the U.S. Army Primary Helicopter School at Ft. Wolters, Texas, has departed that station for a new assignment at Headquarters, U.S. Continental Army Command, Ft. Monroe, Va. The Master AA and member of Quad-A's '57-'58 National Executive Board had served in Vietnam prior to his tour at Wolters.



AA IN PHOTOS

ACCELERATED PACE



FLIGHT TESTING OF THE U.S. ARMY XV-5A RESEARCH AIRCRAFT IS PROCEEDING AT AN ACCELERATED PACE AT EDWARDS AFB IN THE ARMY'S PHASE II EVALUATION PROGRAM OF THE LIFT-FAN VTOL CONCEPT. AS MANY AS THREE FLIGHTS A DAY ARE BEING PERFORMED BY VAL SCHAEFFER, JR., RYAN CHIEF ENGINEERING TEST PILOT, AND CAPT. WILLIAM WELTER, ARMY TEST PILOT.



HONORED

EIGHT VIETNAMESE AIR CADETS, ALL STUDENTS AT THE ARMY'S PRIMARY HELICOPTER SCHOOL, WERE HONORED BY THE MINERAL WELLS CHAMBER OF COMMERCE IN AUGUST. EACH RECEIVED AN HONORARY MEMBERSHIP CERTIFICATE FROM MARSHALL HAMILTON. SHOWN, LEFT TO RIGHT, 1ST ROW: HAMILTON, CADETS DUONG TAN QUOC, TRUONG VAN HOAN, NGUYEN THANH GIANG, DANG DINH DAT, AND NGUYEN VAN TIEM. 2ND ROW: CAPT EDWARD PORTERFIELD, CADETS NGUYEN MINH LUONG, HUYNH XUAN THU, AND TRAN THE VY. 3RD ROW: PERRY HORTON, CHAMBER PRESIDENT, CAPT. JAMES A. QUINLAN, AND MAJ. R.P. SALIGA.



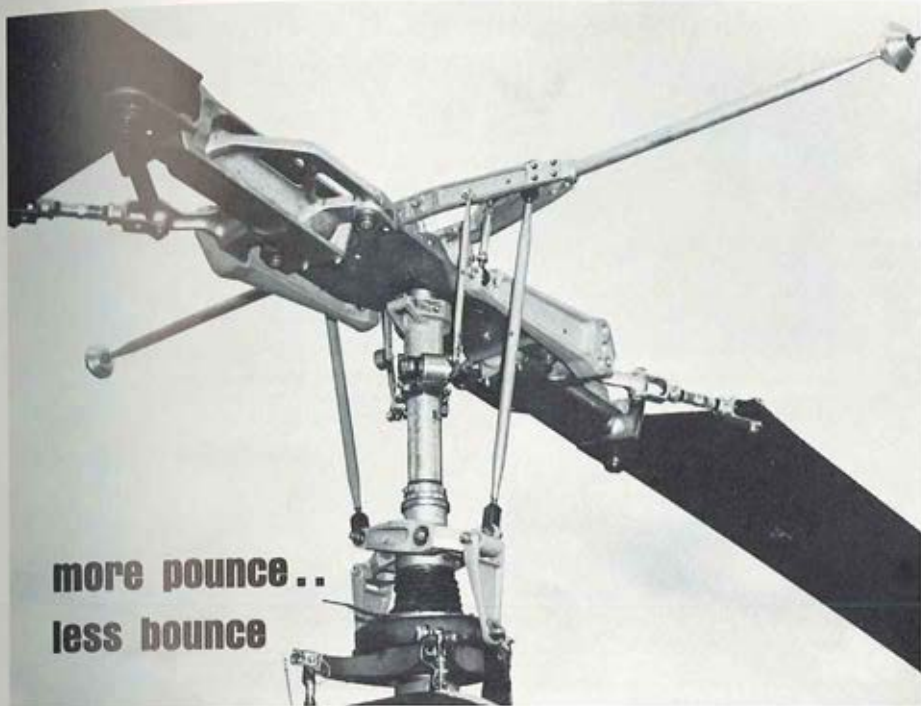
PATHFINDER

BRIG. GEN. GEORGE P. SENEFF, JR., DIRECTOR OF ARMY AVIATION, WAS PRESENT AT THE ROLL-OUT CEREMONIES FOR PIASECKI AIRCRAFT CORPORATION'S NEW 16H-1A COMPOUND HELICOPTER, THE "PATHFINDER." THE 16H-1A IS THE FIRST COMPLETELY SHAFT-DRIVEN COMPOUND HELICOPTER TO BE FLOWN IN THE FREE WORLD. THE "PATHFINDER" IS CURRENTLY UNDER A JOINT ARMY-NAVY CONTRACT FROM THE ARMY AVIATION MATERIEL LABORATORIES TO PROVIDE INFORMATION AND DATA ON THE CHARACTERISTICS OF COMPOUND HELICOPTERS AT FLIGHT SPEEDS ABOVE 225 MPH. (PIASECKI PHOTO)



RECORD MAKERS

RECEIVING FEDERATION AERONAUTIQUE INTERNATIONALE (F.A.I.) CERTIFICATES FOR SETTING NEW HELICOPTER ALTITUDE RECORDS IN ARMY CH-54A SKYCRANE AIRCRAFT, THREE U.S. ARMY AVIATORS ARE SHOWN AT A RECENT CEREMONY HELD IN STRATFORD, CONN. FROM THE LEFT, PAUL W. HOLT, SIKORSKY VICE PRESIDENT - PROGRAMS, WITNESSES THE AWARDS BY RALPH P. ALEX, FAI U.S. REPRESENTATIVE, TO COL. J. ELMORE SWENSON, CO OF THE 10TH AVIATION GP; MAJOR T.J. CLARK, CO OF THE 478TH AIR TRANSPORTATION CO (HEAVY LIFT); AND CWO ULYSSES V. BROWN, OF THE 478TH OF FT. BENNING, GA.



**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:



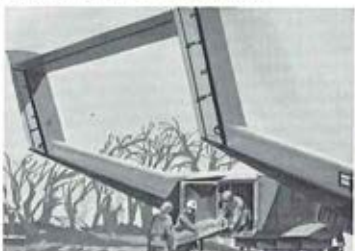
Provide helicopter escort, close air-ground support, and fly reconnaissance missions in counter-insurgency operations.



"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.

EMERGENCY PROCEDURES



BY
**BRIGADIER GENERAL
GEORGE P. SENEFF, JR.**
DIRECTOR OF ARMY AVIATION, OACSFOR

FOR many years the best emergency procedure for Army aircraft was to stay at a reasonably high altitude and within reach of a field where you could set the bird down without wrapping it up. This plus minor drills, depending on the type aircraft, such as remembering to cut off the switches on the way down or go into autorotation, and that was about it - by and large not tremendously demanding.

The situation has changed with a large preponderance of the flying in Army aviation today being done under combat or simulated combat conditions, lots of low altitude work, lots of having to take tactical routes of approach over difficult terrain, and with the vastly increased complexity of some of our aircraft - even the ubiquitous Huey.

It has now become absolutely essential that aviators know and practice their emergency procedures, so that when an emergency confronts them they automatically respond with the proper reaction that will keep them and their passengers alive.

EXAMPLES CITED

I'll toss out a few examples on the Huey because this is the bird I know best, but it applies to an even greater extent to the rest of our new family of aircraft.

■ Do you know what to do if you suffer fuel control failure in a Huey - on the high side - on the low side - do you know how to tell which kind of failure you have?

■ Do you know what to do in the event of anti-torque failure - have you practiced the procedure spelled out in Jim

Wall's article in the May '65 issue of the "Aviation Digest"?

■ Do you know what to do in the event you try to land on a higher degree slope than you can cope with and begin to get into trouble?

When you are about to make a maximum performance take-off over trees with a full load - have you thought out in advance what you are going to do if you begin to lose rotor RPM or have an engine failure?

If you are a Huey pilot and the answer to any of the above is "NO" you are not doing your job properly.

PROCEDURES VARY

In talking about what sort of emergency procedure to use under what circumstances, one must be led by the conditions of the moment. You don't do the same thing when you are flying at 1500 feet with a field within reach that you do when you are clipping the treetops in a tactical formation.

For example, after losing a bird a couple of years ago because of a perfectly executed autorotation from 1500 feet into scrub trees as a result of an engine tachometer failure (and consequent initiation of the rotor RPM warning siren) we changed our emergency procedure under conditions of autorotation from altitude to include momentarily pulling a little pitch on the way down

before shutting everything off - this to be sure that one did in fact have an engine out. To do the same thing in the event of sounding of the RPM warning indicator when flying on the treetops is sheer folly.

In fact, under low altitude conditions, exercising any of the complicated emergency procedures is probably sheer folly, unless you as an individual are exceptionally capable of exercising the procedures. You simply don't have time to mess around.

The soundest helicopter emergency procedure under these conditions is to go down on pitch, enter a full flair to zero-out air speed, and have your mind made up you are going in, regardless of what the circumstances are. If you happen to make a power recovery - you are lucky. We've had quite a number of people killed trying to stretch glides or to fiddle around with emergency fuel control procedures or in other ways avoid the inevitable, when if they'd made up their mind they were going in and executed a good low level autorotation - even into trees - they would probably have walked away from it.

THINK AHEAD

The important thing in all of this is that you have to think in advance of what you would do if you lost an engine under a variety of possible circumstances. I don't mean this to the point that it becomes an obsession, but you do have to have engraved in your mind the procedures that you are going to use under varying circumstances, so that when the time comes, you do it automatically and you don't have to think about it.

In addition to thinking about these things you have to practice them incessantly to make sure that your proficiency lives up to your thoughts. Obviously you practice them in safe places and not, for example, over trees or difficult terrain and you practice them under supervised controlled conditions so that if something goes wrong in your practice you don't wreck equipment or damage yourself.

This leads me to the subject of practice autorotations. Some years ago, when

there were no restrictions on practice touchdown autorotations, some rather unwise selections of areas in which to practice coupled with some lack of supervision led to a disproportionate number of aircraft being wrapped up in practice, and it was not long before the statisticians proved that we were bending more birds practicing than we did in actual emergencies. The result was a prohibition against practice touchdown autorotations except during initial schooling and during transition training into new aircraft. It was felt that aviators could maintain their proficiency for the rest of their flying careers in a particular bird by making power recoveries.

TOUCHDOWNS ESSENTIAL

Now this might have been true in smaller reciprocating engine aircraft. It is very definitely not true in turbine powered aircraft, because as we all know the lag in response of the turbine engine necessitates returning full engine RPM well above the ground, and this completely destroys the autorotational pattern that one will get in an actual emergency.

It, therefore, is absolutely essential to follow the procedure to touchdown in order to practice the maneuver effectively. And it is very necessary to require our gents to practice the maneuver effectively in order to emplace in the backs of their skulls the confident knowledge that they can cope with the situation in the event they suddenly find themselves flying very low performance gliders.

TRAINING STATISTICS

I'd like to quote a few statistics from my past, but still favorite, organization:

During the two years I was in the 11th Air Assault Division we had 51 actual emergency autorotations; 32 of these resulted in no appreciable damage to aircraft.

Out of the 51, 15 occurred at very low altitude over trees or other extremely unfavorable terrain.

In 12 out of the 15 everyone walked away from the bird.

Of the three in which people were

killed or seriously injured, one was in a situation that was too much for anyone to cope with.

In the case of the other two - improper low level autorotational procedures were used.

This set of facts has led me to the very definite conclusion that in an overwhelming number of cases power failure at low altitude need not result in serious injury provided people are properly trained, and practice extensively the autorotational procedures they will have to use in emergency.

As a result of the preceding statistical record, the division was permitted to conduct a six month test program to determine, under controlled conditions and under sane safety regulations, whether a training program could not in fact be conducted without undue expense to the government in terms of damaged equipment.

In the course of this six-month exercise aviators of the division in a standardized training program of being rechecked on autorotational procedures at least once every 90 days established the following record: over ten thousand practice autorotations were shot. Of these, over two thousand were low level practice autorotations. The aircraft involved suffered one incident and three accidents. Two of these accidents actually occurred during transition training and were not directly attributable to the test program.

CONDITIONS FOR PRACTICE

In return for this, the pilots of the division, and their commanders, were assured that they knew what they were doing and were given the confidence that it takes to cope with an emergency when it bursts in your face.

As a result of this program and the statistics that have been quoted, the Army policy concerning practice touchdown autorotations has been changed. By message DA 724409 dated 20 July 1965 training programs in practice touchdown autorotations are permitted and encouraged.

"Proficiency touchdown autorotation training is authorized under the following conditions:



a. In all aviation units containing helicopters.

b. Authorized on a minimum proficiency basis; conducted every 90-180 days depending on the mission of the unit.

c. Conducted only in dual controlled helicopters with a qualified instructor pilot at one set of controls.

d. Controlled at a battalion or higher level as an organized and supervised program. However, posts, camps or stations having units of less than battalion size, the control will be exercised at that level providing there is no higher aviation headquarters.

e. Conducted only in designated training locations free from obstructions with crash fire rescue facilities available.

f. Instructor pilots be trained and proficient prior to being assigned to this training program."

COMMAND GUIDANCE

This is not a license to go back to old practices! It is not a license for proficiency pilots who don't have the same requirement to be proficient in this sort of thing to spend all afternoon trying to bend up a bird. It IS a license to practice an emergency procedure under the control of sensible commanders that will enable our guys and the people they are carrying to stay alive. The change in the regulation should be regarded as such.

It is my earnest hope that intermediate commanders and staff officers between

this building and the guy who has his neck on the block will not water this authority down, but will encourage the establishment of sensible supervised training programs where they are required. On the other hand, all concerned should make very sure that this change is not abused. If it is - the pendulum will inexorably swing in the other direction.

AIRCRAFT QUALIFICATION

This leads me to another practice amongst some of our better aviators that I would like to see discouraged. I call it check-outitis. For some reason a lot of otherwise sensible people seem to have the feeling that the greater number of types of aircraft they can get entered under the qualification column on the back of their 759's, the better they are in the flying game. This has led to many people trying to get check-outs in aircraft they will never fly again.

While this might lead to some increased capability in terms of overall experience, it also leads to people stepping into an aircraft they haven't been in for a long time and charging off as though they knew what they were doing. You cannot learn how to exercise the kinds of procedures we have been talking about in this letter in a dozen different aircraft at one time. In fact, if you can do it in more than one, you are a very exceptional aviator.

DA SUSPENDS GROUND TOURS

The Department of the Army has announced the suspension of branch assignments for Army Aviators in the grades lieutenant through major. This suspension was brought about by the heavy aviation requirement in Vietnam and the desire to postpone as long as possible the involuntary return of aviators to the Republic of Vietnam for second tours.

The suspension applies to all non-aviation assignments with the exception of civilian and military schooling.

Major overseas commanders have received orders to shuffle aviators below
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So my advice to all my chums up and down the line is to fly one aircraft at a time and fly it well. Don't try to get checked out in a bunch of birds that you have no use for. If you are in a staff operation where you fly the U-8 primarily, then learn the U-8 inside and out - if you're in a tactical Chinook organization, the same goes there, but during the time that you are in a particular operation don't waste time with other beasts.

WAIVERS TO PHYSICALS

An unallied note on waivers to physical standards. A lot of our people - crew chiefs in particular - on a world-wide basis, are being held up in getting on flight status because of the amount of time it sometimes takes to get waivers to physical standards.

The Surgeon General's Office tells me that many applications for waivers are being sent in to Department of Army for decision when it is not necessary. Because of the workload involved and the time it takes to transmit these things, this can hold up your crew chief for two or three months and cost him money while it is happening. Paragraph 11 of AR 40-500 gives authority to major commanders to grant many minor waivers locally. It behooves us to become familiar with these provisions in order to see that our people will not suffer.

the rank of lieutenant colonel from non-aviation positions to flying jobs in order to meet the new requirements.

Some 6,800 commissioned aviators may be affected by the new assignment orders.

While the aviation manpower shortage continues, it will be necessary for some officers to hold positions which are lower than are ordinarily prescribed for their rank. However, commanders have been advised that this type of situation is not supposed to be held against the officer-aviator when he is rated on his efficiency reports.

Ultimate objective of the U.S. Army Test and Evaluation Command is to insure that the American soldier has the finest amassment of modern weapons and equipment that technology can produce, and that he has them when he needs them.

Materiel Testing By The Army

by MAJ. GEN. J. W. SUTHERLAND, JR., USA, *Commanding General,*
U. S. ARMY TEST AND EVALUATION COMMAND



THE U.S. Army conducts one of the largest and most comprehensive testing operations in the world today. In view of the fact that the largest portion of all materiel used by the Army is developed and produced by civilian contractors, the question is often asked, "Why does the Army test and evaluate all weapons and other items of equipment?" Perhaps the reason for this query is the assumption that, since civilian contractors do much of the development and production, they should also be responsible for the testing.

Removing the responsibility for the testing from the company that does the designing and developing of equipment is fundamental to unbiased evaluation. Army reorganizers recognized this fact when the U.S. Army Test and Evaluation Command (USATECOM) was established in 1962. Many other advantages also have been gained as a result of putting this entire mission under the one command. Among these are the elimination of duplicate facilities; the reduction of administrative staffing; and the capacity to afford large, complex facilities that

could not be supported by small, separate test organizations. It should be pointed out, however, that independent, unbiased testing still remains at the core of USATECOM's mission.

TESTING BY TWO GROUPS

Military testing is accomplished by two groups. Each has different objectives. The first group, composed of military and civilian scientists, engineers, and technicians, determines if the item meets all of the requirements and specifications from a design, construction, and engineering standpoint. The second group of testers is made up of military men. Its members are representative of the men who will use the equipment in training and in combat. Their purpose is to determine if it and the soldier go together under all possible conditions of use.

Once both testing groups have arrived at an evaluation, the Army has sufficient basis for deciding whether an item is ready for inclusion in the inventory.

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ARMY AVIATION 17



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excess of required load factors. Converts quickly to carry high-priority cargo... or for use as aerial ambulance.

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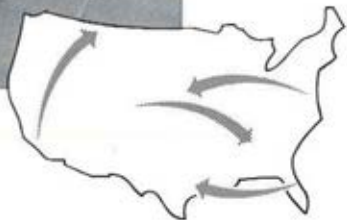
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the question as to why the Army conducts such extensive testing, we must look at the entire research and development cycle. Testing must be considered as an integral part of the process of research, development, and production. In itself, it is not an end product, but rather, it is a measure by which to confirm the correctness, suitability, and quality of a product.

It must be, insofar as possible, an objective process; nevertheless, the experience and judgment of qualified persons also are necessary in planning and evaluating.

OBJECTIVE

It is essential that there be a known confidence in the results determined by a test. Test planning, design, and execution must all consider this factor. There is no room for personal bias. Statistical methodology, augmented by qualified experience, is the means used.

In the development of a product for industrial use, a protracted testing cycle means, for the most part, that any improvement in that product will show up a year later. In the military services, the penalty for delay is much greater. An increase in lead time could mean the difference between victory and defeat. This same urgency applies to the re-

search, development, testing, and evaluation operation. Time must be reduced to the minimum consistent with the objectives. Some of the means used by the Army to reduce test time are:

- ◆ Early planning to provide sufficient prototypes.
- ◆ Participation of test personnel in the early development cycle.
- ◆ Full utilization of relevant engineering design test data.
- ◆ Adherence to joint engineering-service tests whenever practicable, or co-ordinated, concurrent testing when sufficient prototypes exist.
- ◆ Free exchange of test data.

Most important is the elimination of unnecessary duplication. Close cooperation between contractors and the Army during the planning and design stages can be most profitable.

In the USATECOM, the Army has an organization the basic mission of which is to provide an independent evaluation of materiel through engineering and actual service tests. A concurrent mission is to provide a test service to developers and producers of Army equipment. Customers of this service are provided prompt, responsive action in the form of test data and reports.

TOO MUCH TESTING?

Does the Army do too much testing? To determine the answer requires a continuous examination of data requirements and test procedures. It is not possible to state unequivocally how much testing is enough, for it must be sufficient to provide a high degree of confidence in the results, and yet not be carried beyond the point of limited return.

Test planning must be accomplished early in the research and development cycle. It must extend into the production phase so that duplication of facilities can be minimized. It is important that test planning be kept flexible. It is well to use established patterns for guidance, but decisions such as whether to conduct joint, or concurrent, tests with the contractor, the location of tests, the number of prototypes needed, the logistical support required, and the extent of field

ABOUT THE AUTHOR

Maj. Gen. James W. Sutherland, Jr. began his military career after attending the University of Arkansas. During World War II he saw combat duty in Algeria, Tunisia, and Italy. His post-war assignments include duty in Europe and in the Pentagon in the office of the Army Chief of Research and Development.

Following service as Commander, U.S. Army Combat Development Command Experimentation Center, Fort Ord, Cal., he was promoted to his present rank. On the same day he was made CG of the Test and Evaluation Command, Aberdeen Proving Ground.

environmental testing needed must be decided on an individual item or system basis.

Environmental testing is important in both the technical and user evaluation of materiel. The use of controlled conditions available through environmental chambers is essential to engineering design and tests. Technical tests also make maximum use of these facilities. Field facilities are used only when they are essential, and then they usually are employed only when joint engineering-service tests are conducted. Technical environmental testing serves no purpose if the results are not promptly applied to the materiel being tested and, equally important, recorded for use when the design of future materiel is under consideration. Field environmental testing, of course, establishes the compatibility of the man and the materiel under greatly varied and extreme conditions.

The rate of growth of technological, of materiel, and of tactical developments imposes a requirement on the testing function itself. USATECOM has a vigorous program to serve the planning and creation of facilities, instrumentation, and personnel. The development of resources in advance of test requirements is essential to the reduction of lead time and the production of quality results.

The resources of the Command are available to all of its agencies. Maximum use is made of facilities, and the construction of new facilities, when others are available, must be justified on an economic basis.

The product of all testing is factual data. The prompt dissemination of results is part of the service that developers, producers, and those responsible for final evaluation and decision expect from a test agency.

While design, engineering, service, and production tests must be treated somewhat differently in terms of organizational responsibility and have slightly different objectives, they are all focused on the common objective of assuring that materiel produced is suitable for Army use. Therefore, all testing must be made a part of a coherent program that is based

MINIGUN ORDERED

The General Electric Company has received a \$4,603,323 contract from the Army for 100-shot-per-second Minigun pods.

The SUU-11/A Minigun pod and the 7.62mm automatic gun are designed to provide light aircraft—both helicopters and fixed wing—with an effective air-to-ground gunnery capability.

The contract was issued by the Army Weapons Command, Rock Island, Illinois, to General Electric's Missile and Armament Department located in Burlington, Vermont. Mr. A.E. Schwerin, manager of marketing, explained that the definitive contract included funds authorized in a letter contract issued by the Army Weapons Command early this year.

The Minigun pod is a gun system which is similar to the 20mm Vulcan gun pod. Both systems, utilizing six barrels that revolve on the Gatling principle, can fire as high as 6,000 shots per minute.

upon the requirement that decision makers must have confidence in the results of the tests and results must be made available in time to influence decisions related to the particular materiel under consideration.

THE PROGRAM

Since USATECOM is oriented toward hardware, the aspect of research can be omitted, except to state that the entire development program is based on a number of documented actions. These actions, which are primarily studies, predict on a long-range basis the Army's capabilities and requirements. They culminate in a guide of objectives that provides the basis for materiel requirements.

The actual development of hardware eventually is assigned to one of the five commodity commands of Army Materiel Command or to one of the special

project managers. These commands are so aligned as to group similar items of materiel to make the most of specialized technical capability. The five commands have responsibility for missiles, electronics, munitions, weapons, and mobility. When necessary, project managers are assigned to operate within the basic AMC framework in order to add the emphasis of vertical management to very important projects. Once a military development has produced a prototype item, it is forwarded to USATECOM for independent evaluation. The prototype is subjected to engineering tests to establish quantitative values for its performance and physical characteristics, and a service test is performed to give a thorough user-type evaluation.

Upon completion of the engineering and service tests, the major developing agency, based on the results of tests and in co-ordination with the Combat Developments Command, prepares and forwards recommendations for type classification (approval of the item for service use) to the Chief, Research and Development, Department of the Army. Here, the recommendations are reviewed, action is co-ordinated, and submission for approval is made to the Army staff. Upon staff approval, the recommendations are returned to the major developing agency for action on type classification.

Studies prior to the 1962 reorganization of the Army reported a duplication of testing, inadequate testing in some instances and too much in others. A lack of co-ordination among tests also was found. The consolidation of all major test facilities and programs into one command was aimed at eliminating these deficiencies and at providing a sound materiel test program that would result in dependable evaluations in a minimum of time.

USATECOM has complete responsibility for the preparation of the plan of test, the conduct of the test, and the preparation and distribution of the report on tests. Procedures pertaining to tests conducted as a service for other agencies differ somewhat.

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This article is reprinted from the Second Quarter '65 issue of SPERRY-SCOPE, which is published quarterly by the Sperry Rand Corporation, 1290 Ave of the Americas, New York City.

Test procedure is based on the type of materiel and its characteristics. Emphasis is placed on statistical methods in order to increase the validity of results, or at least to know the confidence level, and to eliminate unremunerative procedures as well as generally to reduce the testing to essentials. Of course, the statistical approach must be used judiciously. It should also be emphasized that, although AMC publishes test pamphlets or manuals, these are used primarily as procedural guides. The test design must be based on the individual characteristics of each item or system.

One of the 17 USATECOM test agencies prepares the test plan and co-ordinates it with interested and responsible Combat Developments Command agencies, the developer, and other USATECOM agencies.

The test plan is submitted to Headquarters, USATECOM, for approval and further co-ordination with other test plans, unless one of the test agencies has been given the latter responsibility. Test plans are furnished the Combat Developments Command through their liaison officer to USATECOM and to the Project Manager of the item or system. Comments or concurrence are requested and furnished within a specified time.

TEST REPORTS EVALUATED

Once the tests have been completed, reports are submitted to USATECOM by the testing agencies. These are reviewed and action copies are forwarded to the Project Manager together with information copies to the Combat Developments Command and the Commodity Command concerned. The Project Manager, as a representative of the Commanding General, AMC, receives comments from the Commodity Command and forwards to the Combat Developments Command

QUESTION:

what web-footed mammal

carries 15 passengers or 4,000 lbs. of cargo □ flies 500 nautical miles (basic range) □ runs on two dependable Pratt & Whitney PT6A turboprops □ takes off and lands over a 50 ft. obstacle in 1,000 ft. □ operates on wheels, floats, amphibious floats, skis or wheel/skis □ has world-wide service facilities available □ costs between 55 and 85 cents a mile to operate □ suits short-haul operators to a T □

and comes in your favorite colors?



Of course: the Twin Otter (DHC-6)

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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	\$10,000.00	+	\$1,674.00	\$1,116.00	\$558.00	\$ 9.30
24	\$10,000.00	+	\$1,782.00	\$1,188.00	\$594.00	\$ 9.90
26	\$10,000.00	+	\$1,926.00	\$1,284.00	\$642.00	\$10.70
28	\$10,000.00	+	\$2,070.00	\$1,380.00	\$690.00	\$11.50

USING TABLE ABOVE:

1. To determine the premium benefit return for a \$10,000 policy, divide by 2.
2. To determine the premium benefit return for a \$5,000 policy, divide by 4.
3. Double indemnity and waiver of premium benefits available on basic policy.
4. Coverage limits (military): Min. Policy, \$5,000.00. Max. Policy, \$10,000.00
5. 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.
6. 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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 I am a student pilot undergoing Army flight training.

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ADDRESS _____

CITY _____

STATE _____

ZIP _____

MY DATE OF BIRTH IS _____

FAA CERTIFICATION



A Federal Aviation Agency Type Certificate has been awarded the Sikorsky S-64A Skycrane helicopter. The certificate was granted upon the successful completion of testing that proves the aircraft has met airworthiness standards.

Oscar Bakke (left), director, Eastern Region, FAA, presents the certificate to Leete P. Doty, (right), Sikorsky vice president-operations. J.D. Watson (center), Army representative, looks on.

a draft of these comments. Combat Developments Command returns its comments to the Project Manager, who then prepares the final AMC position comments for submission to higher headquarters, along with the comments from the Combat Developments Command. Information to civilian contractors is furnished through the responsible Commodity Command.

SUMMARY

In summary, the testing function of USATECOM provides support to the Project Managers and the Commodity Commands and their contractors as required to perfect a design and insure quality of production. It provides data and comments from the test and evaluation of the end item or system for use by the Project Manager in preparing his
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recommendations to higher echelons concerning action to be taken regarding the materiel under test.

Thus in the research and development process, the Army provides for its own determination of suitability of any and all materiel, based not only upon sound engineering and technical examination, but also upon actual user tests. As a result, the natural paternal attitude of the developer of equipment toward his product is replaced by the cold, hard look of the independent USATECOM tester who has no responsibility beyond thorough, unbiased evaluation to insure that the best possible materiel is provided the U.S. Army soldier.



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ARMY AVIATION PARTICIPATION
AT THE

PARIS AIR SHOW

BY

COLONEL EDGAR C. WOOD

HEADQUARTERS, USAREUR



ONE of the biggest events on our calendar during the past month was the Paris International Air Show and Space Salon (PIASS) held 10-21 June 1965, in Paris, France.

THE U.S. military theme was to stress quality in aviation instead of quantity which did much to improve the image of the United States in the eyes of the world spectator. Insofar as the Army was concerned, the presence of the light observation helicopter (LOH), UH-1D Iroquois, and CH-47 Chinook gave us, in my opinion, the nod over the other U.S. services. Major Stuart G. McLennan, Jr., of this office was the USAREUR Project Officer for the PIASS and was responsible for coordinating and controlling the Army activities during this period. His planning

was so thorough and complete that the Army portion went through without any problems whatsoever. I have asked him to write a short summary on the services provided and performance of our aviation personnel at the show, but before we hear from Stu, let me tell you of a tragedy that occurred near his command post.

DURING the latter part of one day's program, an Italian Fiat airplane was doing some spectacular aerobatics at a low altitude. For some reason the pilot lost control and the aircraft plowed through a parking lot and catapulted into the American control compound. The fuselage came to rest less than 15 feet from the van in which Major McLennan was working. It was such a close call that only a miracle kept him from being

injured. I am sure that someone had His hand on Mac's shoulder. Now for his summary.

"FIRST, let me say that the interest, enthusiasm, appearance and performance of the Army personnel supporting the PIASS was the highest and best that I have seen anywhere. They are all to be congratulated.

"THE U.S. Army contribution to the task force consisted of 110 personnel, seven command post vans, two mobile switchboards, a photo van, EES snack bar service, eight demonstration aircraft; plus numerous busses, sedans, generators, radios and similar type support equipment.

HUEY AIR SHUTTLE

"PERHAPS one of the most unique services provided was that of an air taxi shuttle of VIPs between Camp des Loges, Le Bourget Airport and Issy Le Molliniaux Heliport in downtown Paris. Ten UH-1B helicopters from Seventh Army, under the command of Major John Ogburn (3rd Armored Division), kept the U.S. VIP visitors above the traffic snarl of metropolitan Paris and sped them quickly from downtown to the air show and back again.

"THERE were countless compliments and words of praise for Major Ogburn and his assistants, who did a remarkable job in keeping the air around Paris filled with Army UH-1's.

"HIDDEN AWAY in the operations van at Le Bourget Airport was the officer who masterminded the whole air taxi service schedule, Major Lavere Bindrup (4th Armored Division). He responded to all requests for helicopter support with the same 'can do' attitude which pervaded the entire Army contingent with the Task Force. Those of you who had an opportunity to visit the air show probably detected this spirit.

"FOR the rest who were unable to be there, you would have been extremely
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proud of your Army green to see the professional manner in which the Army troops did their jobs. Everyone from the sedan drivers - whose average working day ran from five in the morning to midnight - to the aviators standing on that blistering ramp - trying to answer questions in French, German and English - did an outstanding job.

"IT WAS INDEED a pleasure to serve with such a group of men, even for a short time. It proves once again that the U.S. Army, when given a job, can plan and execute an operation in a thoroughly professional manner!

NEW HELICOPTERS PERFORM

"SOME of the exciting highlights of this year's show were the performance of the OH-6A, UH-1D and CH-47A which, by now, most of you have also seen. Making its first appearance in Europe was the Lockheed XH-51A 'Rigid Rotor' helicopter which recently set an unofficial world speed record of 272 miles per hour.

"PILOTED by Don Segner, an ex-Marine aviator, the XH-51A reaches these fantastic speeds with the assistance of an auxiliary jet engine mounted on the left side.

"THE RUSSIANS brought their largest helicopter, the V-10, which has the 26-ton lift capability. This is truly a sight to behold as it lifts off, the rotor turning so slowly you can count each blade. There were countless other aviation hardware items which would take too much space to describe. If you have an opportunity to participate in or visit the 1967 Paris Air Show, do so, for it is a once-in-a-lifetime experience."

HAIL AND FAREWELL

IN AUGUST, we'll say "Good-bye" to Colonel Walton L. Hogan, Sr., who has been Commander of the 7th USAF Weather Squadron and Staff Weather Officer, Headquarters, USAREUR, for four years. His replacement is Colonel Lewis A. Pitt, who was the Staff Weather Officer to the First Army.

ALL OF US know the fine support our forecasters, observers and weather operations personnel are providing U.S. Army, Europe. I have been in close contact with the USAF weather people for a great number of years and have nothing but the highest respect for them. From my observations in Europe, they are more enthusiastic and interested in their jobs, anxious to assist, and professional than any group with whom I have had an opportunity to be associated heretofore.

I'D LIKE to say, "Thanks, Walt!" to you and your assistants in the 37 weather detachments throughout USAREUR for your outstanding support. Their performance of duty reflects your fine guidance and leadership. All the Army avia-

AND NOW . . . THE "SUPER GUPPY"

The first flight of the "Super Guppy," the world's largest airplane, took place on August 31, 1965, from Van Nuys Airport to Mojave, California.

Developed by Aero Spacelines, Inc., the "Super Guppy" has a greater cubic capacity than that of the Soviet transport, the Antonov, recently unveiled at the Paris International Air Show.

The "Super Guppy," one quarter larger than its predecessor, the "Pregnant Guppy," has been manufactured primarily to carry the Douglas S-IVB third stage of the Saturn V launch vehicle and the Lunar Excursion Module Adapter, both too large to be transported by any existing aircraft.

The entire forward part of the aircraft, including the cockpit, swings open 120 degrees for loading. Two massive hinges,



tors in USAREUR wish you continued success.

IN CLOSING, I'd like to say that I attended a very impressive change of command ceremony on 13 July at Coleman Army Airfield. Colonel Albert Newton turned over command of the United States Army Aircraft Maintenance Center (USAAMAC) to Colonel James W. Sandridge, Jr.

EVERYONE recognizes the fine job Colonel Newton has done during the past two years as USAAMAC's Commander and we all wish him continued success. Colonel Sandridge joins us from the Industrial College of the Armed Forces at Fort McNair, Washington, D.C.



each weighing 600 lbs., are hydraulically actuated for opening and closing. Control cables are locked fore and aft of the separation point and disconnected when the nose is swung open.

A new center wing section installed increases the span by 15 feet giving the aircraft a total wing span of 156.25 feet. The tail section towers almost five stories above the ground. The "Super Guppy" is powered by four Pratt & Whitney T-34 turbo-prop engines, each capable of producing 7,000 total equivalent horsepower.

According to John M. Conroy, president of Aero Spacelines, "the 'Super Guppy' represents a 'first' in the annals of aviation - from idea to first flight, the elapsed time covered ... only ten months!"

TAKE A QUICK QUIZ!

SEPTEMBER, 1965



1) Ready for snow operation is the:

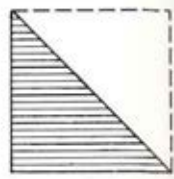
- a) OV-1 Mohawk
- b) CH-47 Chinook
- c) UH-1H Iroquois
- d) CH-21 Shawnee

2) 1962 McClellan Award Winner:

- a) Col. John L. Inskip
- b) Col. Spurgeon H. Neel
- c) Col. James F. Wells
- d) Col. Conrad L. Stansberry

3) New aircraft in Army inventory:

- a) OH-4A Bell
- b) OH-6A Hiller
- c) OH-6A Hughes
- d) XH-51A Lockheed



4) Unit insignia worn by men of:

- a) 394th Aviation Company
- b) 118th Aviation Company
- c) 32nd Aviation Battalion
- d) 3rd Aviation Battalion

5) An Army aircraft known as the:

- a) L-15 Scout
- b) L-17 Navion
- c) L-21 Super Cub
- d) L-23 Seminole

6) The Joppeven chart symbol for:

- a) Low frequency range
- b) Non directional beacon
- c) Locator outer marker
- d) Omni-directional range

7) Ground-to-air distress signal:

- a) "Need food and water"
- b) "Need map and compass"
- c) "Land in this direction"
- d) "All is well"



8) Distinctive rotor-head of the:

- a) UH-1H Chickasaw
- b) CH-21 Shawnee
- c) CH-34 Choctaw
- d) CH-37 Mojave

9) The AAAA National Secretary:

- a) Jack L. Marinelli
- b) Lewis E. Conner
- c) Robert M. Leich
- d) John W. Oswald

10) Test aircraft is designated the:

- a) H-20 "Little Honey"
- b) Princeton GEM
- c) XV-8A Flex Wing
- d) VZ-1E Flying Platform

11) Past President of the AAAA:

- a) Robert M. Leich
- b) Joseph E. McDonald
- c) Bryce Wilson
- d) James N. Davis



12) The meteorological symbol for:

- a) Haze
- b) Showers
- c) Snow
- d) Hail

13) The well known trademark of:

- a) Dornier Helicopters, Inc.
- b) de Havilland Aircraft of Canada
- c) Douglas Aircraft Co., Inc.
- d) Driever-Harris Co.

14) The military chart symbol for:

- a) Inf Div Aviation Company
- b) Air Cav Troop
- c) Trans Maint Company (28)
- d) Aerial Artillery Battery

15) How's your Morse? Shown to:

- a) Code letter for "O"
- b) Code letter for "R"
- c) Code letter for "A"
- d) Code letter for "B"

QUICK QUIZ ANSWERS! QUESTIONS, QUIZ ANSWERS-
 DOWN THE MIDDLE. LET'S HAVE A LAST WORD ON
 CHECKING TIME. LET'S HAVE A LAST WORD ON
 THE THING YOU'VE BEEN DOING IN THE ARMY, FOUR IS
 THE BEST NUMBER. SIX IS A GOOD NUMBER. SEVEN IS
 A GOOD NUMBER. EIGHT IS A GOOD NUMBER. NINE IS
 A GOOD NUMBER. TEN IS A GOOD NUMBER. ELEVEN IS
 A GOOD NUMBER. TWELVE IS A GOOD NUMBER. THIRTEEN
 IS A GOOD NUMBER. FOURTEEN IS A GOOD NUMBER.
 FIFTEEN IS A GOOD NUMBER. SIXTEEN IS A GOOD
 NUMBER. SEVENTEEN IS A GOOD NUMBER. EIGHTEEN
 IS A GOOD NUMBER. NINETEEN IS A GOOD NUMBER.
 TWENTY IS A GOOD NUMBER. TWENTY-ONE IS A
 GOOD NUMBER. TWENTY-TWO IS A GOOD NUMBER.
 TWENTY-THREE IS A GOOD NUMBER. TWENTY-FOUR
 IS A GOOD NUMBER. TWENTY-FIVE IS A GOOD
 NUMBER. TWENTY-SIX IS A GOOD NUMBER. TWENTY-
 SEVEN IS A GOOD NUMBER. TWENTY-EIGHT IS A
 GOOD NUMBER. TWENTY-NINE IS A GOOD NUMBER.
 THIRTY IS A GOOD NUMBER. THIRTY-ONE IS A
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 FORTY IS A GOOD NUMBER. FORTY-ONE IS A
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 FIFTY IS A GOOD NUMBER. FIFTY-ONE IS A
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 SEVEN IS A GOOD NUMBER. FIFTY-EIGHT IS A
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 SIXTY IS A GOOD NUMBER. SIXTY-ONE IS A
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 SEVEN IS A GOOD NUMBER. EIGHTY-EIGHT IS A
 GOOD NUMBER. EIGHTY-NINE IS A GOOD NUMBER.
 NINETY IS A GOOD NUMBER. NINETY-ONE IS A
 GOOD NUMBER. NINETY-TWO IS A GOOD NUMBER.
 NINETY-THREE IS A GOOD NUMBER. NINETY-FOUR
 IS A GOOD NUMBER. NINETY-FIVE IS A GOOD
 NUMBER. NINETY-SIX IS A GOOD NUMBER. NINETY-
 SEVEN IS A GOOD NUMBER. NINETY-EIGHT IS A
 GOOD NUMBER. NINETY-NINE IS A GOOD NUMBER.
 HUNDRED IS A GOOD NUMBER.

months takeoffs

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SEPTEMBER, 1965

AWARDS AND DECORATIONS



SILVER STAR

Campbell, Samuel, Sgt.

LEGION OF MERIT

Bussey, Charles M., LCol
Lee, James H., Col
McDaniel, Robert L., LCol
Neel, Spurgeon H., Col
Putnam, George W., Col



DISTINGUISHED FLYING CROSS

Bailey, Peter J., Lt
Clark, Charles F., Capt
Cunningham, Robt. K., LCol
Goodall, Billy R., Capt
Kuypers, Thomas O., Capt
Zamora, Emilio B., Capt

AIR FORCE COMMENDATION MEDAL

Coniole, William S., Col

AIR MEDAL FOR VALOR

Ayers, Robert C., Maj
Bright, Danny P., SP/4
Campbell, Paul M., Lt
Clark, Charles F., Capt, 2
Messa, Paul L., WO
Norden, Robert, SP/4
Palk, Robert K., SP/4
Turner, Rodney P., Capt

AIR MEDAL

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

Adams, Ewell, Capt
Aguanno, Edwin M., Capt, 9
Ames, Faber A., WO, 9
Armistead, Jack D., CWO
Baker, Donald L., SP/5, 12*
Banks, Larry O., SP/4, 9
Bavaro, Edward J., Capt
Beech, Michael L., WO
Bernes, Ronald E., Lt
Berry, John T., LCol
Bigbie, Walter E., Lt
Blascak, Don W., Capt
Boyd, Barclay A., Capt
Bue, Paul A.J., Capt
Bush, Denver A., SP/4
Cabell, Derosce C., LCol
Davies, Richard W., Lt, 8
Davis, Marion L., Capt
Dempey, Neil C., Capt, 9
Deppy, Robert G., Lt, 8
Dornbergh, Wm L., SP/5, 8
Dorsey, James J., Lt, 8
Elliot, Tommie E., Lt, 8
Ellison, Allan T., WO, 8
Elmore, Leroy E., WO, 8
Eversman, James F., WO, 8
Farnham, Robert E., CWO
Fitch, Kenneth L., Capt, 8
Frank, Robert G., CWO
Frederick, Gilbert H., Lt
Freitas, Frank K., WO
Galbraith, Ray C., CWO
Gass, Henry B., Lt
Gault, William J., WO, 8
Gooch, Patrick J., CWO
Greenquist, James C., Maj
Hall, James A., PFC, 7*
Hally, John E., Jr., Capt
Hammer, Billy G., CWO, 17*



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Holt, Allen L., CWO, *
Hopkins, Richard K., Capt
Jackson, Raymond A., Capt
Johnson, Darrell R., Capt
Kennedy, Irvin D., Capt
King, Mark A., WO, 15
Lindsey, Billy W., CWO
Liddy, Carl, Capt
Miller, Raymond H., Capt, 1
Pawlik, Eugene A., Capt
Pomeroy, Deane A., WO, *
Reed, Kenneth L., SSgt, 2*
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Schultz, Joseph F., SP/4
Shelley, Morris L., SP/4, 3
Shipman, C.S., Capt, 18
Shirk, John W., MSgt
Smith, Graham A., Lt



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Spier, Jearl M., Capt
Stanford, Harold D., Capt
Strain, Kenneth C., WO
Strickland, Morris G., Capt
Strudeman, Rich. C., Capt
Swank, Jerry L., SP/4, 6
Symkowski, Leon, SP/4, 14
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Trent, Lester G., Sgt, 18
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Winborn, Lewis G., PFC
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Zanchi, James C., Capt

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Gregory, Stanley A., Maj
Handly, Richard J., Lt
Jersey, Donald H., LCol
Newman, James T., Lt



RHODES RECEIVES MASTER WINGS

Major Carl E. Rhodes (right), Commanding Officer of the 119th Avn Co, Pleiku, Vietnam, is shown receiving his Master Army Aviator Wings. Making the presentation is Lt. Col. Cody, CO, 52d Avn Bn.

* Posthumous Awards

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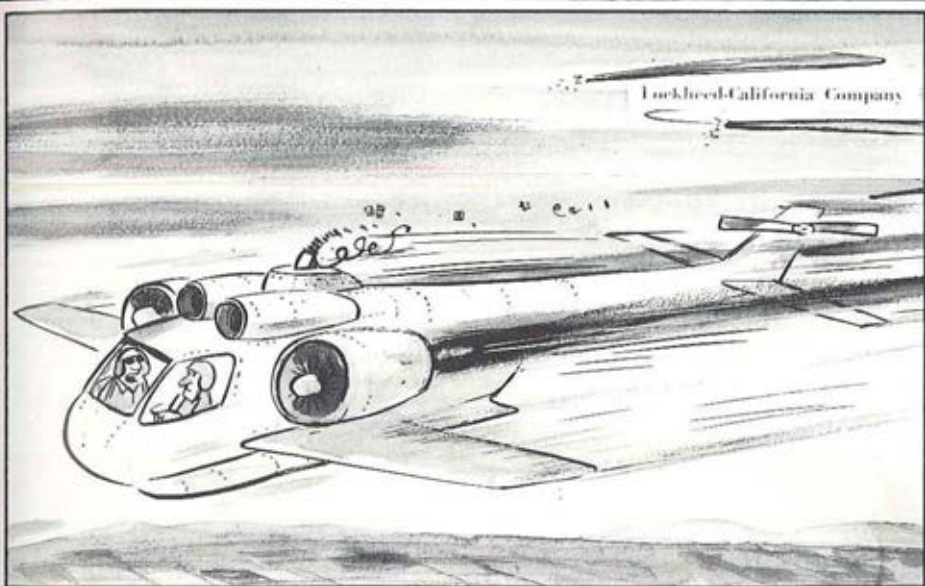
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"The colonel is trying to encourage short takeoffs!"



"I hope you know more than the manual . . . you forgot to fold back the blades . . ."

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OBITUARIES

RICHARD D. JOHNSON

Captain Richard D. Johnson, assigned to the Army Aviation Test Activity, Edwards Air Force Base, California, was killed in the crash of his U-8D aircraft during the conduct of a service mission on August 11, 1965. He was posthumously promoted to the rank of major. He is survived by his widow, Mrs. Carol Ann Johnson, and two sons, Richard 7, and Mark 1, of 9 Forbes Avenue, Edwards Air Force Base, California.

DONALD G. RADCLIFF

Major Donald G. Radcliff, an Army Aviator serving in the 1st Cavalry Division (Airmobile), died of wounds received from hostile ground fire while on an orientation flight in the Republic

of Vietnam. Radcliff was apparently part of the 1st Cavalry Division's advance party and was that unit's first combat loss. He is survived by his widow, Mrs. Nina R. Radcliff, of 210A Arrowhead Road, Ft. Benning, Georgia.

AUSTIN J. VEATCH

Major Austin R. Veatch, on duty with the Army Aviation Test Activity, Edwards Air Force Base, California, sustained fatal injuries when his U-8D aircraft crashed during the conduct of a service mission on August 11, 1965, in the northeast section of Edwards Air Force Base. Weather may have been a contributing factor since severe thunderstorms were in the area. The aircraft was on a return flight from Yuma, Arizona, when the accident occurred.

Major Veatch was posthumously promoted to the rank of lieutenant colonel. He is survived by his widow, Mrs. Helen J. Veatch, and two daughters, Susan 8, and Melissa Anne 3, of 6787 Seversky, Edwards Air Force Base, California.

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AAAA NATIONAL NOMINEES FOR 1965-1968 OFFICE

AAAA'S NATIONAL Nominating Committee met in Washington, D.C. on August 22 to select a slate of three nominees to fill those National Executive Board elective offices to be vacated at the time of the AAAA Annual Meeting by Colonels Jack L. Marinelli, Alexander J. Rankin and Robert F. Cassidy.

Under the staggered election system pursued by the AAAA at the National level, three to four new officers are elected to the National Executive Board for 3-year terms each year, the overlapping terms of office providing a year to year continuity to the affairs of the Board in governing the Association.

The terms of Jack L. Marinelli of the Beech Aircraft Corporation, Alexander J. Rankin of the Sikorsky Aircraft Division, and Robert F. Cassidy of the Lockheed Aircraft Corporation, end during the '65 Annual Meeting, each of the three having served on the National Board with distinction during the past few years.

Proposed by the National Nominating Committee consisting of the Association's past presidents, the incumbent president, and the executive vice president who serves without vote are the following nominees:

Colonel John Dibble, Jr., formerly Chief of the Air Mobility Division, OCRD, D/A; Escort & Protocol Chairman of the '64 Annual Meeting and Presentations Chairman of the '65 Annual Meeting.

Colonel Joseph L. Gude, Light Observation Helicopter (LOH) Project Manager at U.S. Army Materiel Command Headquarters in Washington, D.C.; and a past member of the AAAA National Awards Committee.

Colonel Jack L. Klingenhagen, the former Deputy Commanding Officer for U.S. Army Support Command, Vietnam, and present C.O. of the U.S. Army Aviation Materiel Laboratories at Ft. Eustis, Va.; Administration/Registration Chairman of the '59 Annual Meeting and a former executive vice president of the Lindbergh (St. Louis) Chapter. 43

PROGRAM

SEVENTH ANNUAL MEETING

SHOREHAM HOTEL, WASHINGTON, D.C.

WEDNESDAY, OCTOBER 27

1200 - 1800
Registration Desk Open, West Lobby
Delegates Registration, Directors Room
1400 - 1600
Film Presentations, Ambassador Room
1500 - 1730
National Executive Board Meeting
Tudor Room
1900 - 2100
Early Birds Gathering - Tudor Room

THURSDAY, OCTOBER 28

0900 - 2000
Registration Desk Open, West Lobby
Delegates Registration, Directors Room
0930 - 1200
General Membership Business Meeting
The President's Annual Report;
The Election of National Officers
for the 1965-1968 Term of Office;
Presentation of Agenda Items by
Delegates and Members, Diplomat Room
1100 - 1400
Ladies Luncheon. The Forum.
1200 - 1400
Open Luncheon for General Membership.
Garden Restaurant
1200 - 1400
Chapter Delegates' Business Luncheon
Tudor Room
National Executive Board
Business Luncheon. Executive Room.
1415 - 1615
Panel Session, Army Scientific Advisory
Panel Members. Introduction by the

Honorable Willis S. Hawkins, Assistant
Secretary of the Army (R&D)
Diplomat Room - Registrants Only
1630 - 1800
Film Presentations/Happy Hour
Empire Room - Registrants Only
1700 - 1800
Cub Club 1965 Reunion - Heritage Room
1900 - 2100
President's Reception
Regency Ballroom. Admission by Ticket.

FRIDAY, OCTOBER 29

0900 - 1200
Registration Desk Open, West Lobby
0930 - 1045
General Membership Business Meeting
Diplomat Room
0930 - 1030
Press Briefing - Tudor Room
1100 - 1200
Honors Luncheon Reception
Ambassador Room - Admission by Ticket
1200 - 1415
Seventh Annual AAAA Honors Luncheon
Presentation of AAAA National Awards
Regency Ballroom
1445 - 1600
Film Presentations - Diplomat Room
1430 - 1530
National Executive Board Meeting
Installations of New Officers for '65-'68
Appointment of National
Members-at-Large. Executive Room
1800 - 2000
Diehards' Reception - The Forum

PLAN TO ATTEND

MORE than 500 members of the Army Aviation Association are expected to gather on October 27-29, 1965, at the Seventh Annual Meeting of the AAAA. The 1965 convention will be held at the Shoreham Hotel in Washington, D.C., the site of the AAAA's first professional gathering in 1959, and the locale of the 1964 Annual Meeting.

The three-day program will be highlighted by a panel presentation by members of the Army Mobility Command Advisory Group, by film presentations featuring the latest releases of aviation industry, and 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 Aviation Safety Award."

REGISTRATION

All members who attend the 1965 Annual Meeting will be expected to register. The Registration Fee for members of the Association is \$3.00, and includes the member's wife if she accompanies him to the Annual Meeting. The Registration Fee for non-members of AAAA is \$10.00.

Members are encouraged to register in advance by completing the clip-out coupon on the reverse side and forwarding it with their remittance to the AAAA National Office in Westport, Conn.

The single registration fee covers the member's attendance at all professional and business sessions at the Annual Meeting and the registrant's attendance at the October 27 and 28 Open House Receptions.

HONORS LUNCHEON

Tickets for the Seventh Annual AAAA Honors Luncheon to be held at noon, October 29, in the Shoreham Hotel Regency Ballroom, are \$4.00 for all military, retired, reserve, and DAC persons and their wives, and \$8.00 each for all other persons. Luncheon attendees will be guests of the Association at the Honors Luncheon Reception held just prior to the Luncheon. Persons desiring to attend the Reception and Honors Luncheon alone need not register.

General Earle G. Wheeler, Chairman of the Joint Chiefs of Staff; the Honorable Stanley R. Resor, Secretary of the Army; the Honorable David E. McGiffert, Under Secretary of the Army; General Harold K. Johnson, Army Chief of Staff; General Creighton W. Abrams, Jr., Army Vice Chief of Staff; as well as many other military and civilian dignitaries have indicated that they will tentatively attend the '65 AAAA Honors Luncheon.

Seating at the Honors Luncheon will be conducted on a random assignment basis with military, industry, and civilian members of AAAA being mixed at all 10-seat tables. While the random assignment procedure will apply generally, an attempt will be made to handle such isolated requests for table placement as may be received from ticket purchasers.

Honors Luncheon tickets may be purchased in advance (see coupon on reverse side) or may be purchased at the AAAA Registration Desk in the Shoreham Hotel, starting at noon, Wednesday, Oct. 27. Verbal cancellations cannot be accepted. Cancellations must be postmarked no later than Oct. 20 or made verbally at the Registration Desk by noon, Oct. 28.

PRESIDENT'S RECEPTION

A traditional gathering at each year's convention, the President's Reception will be held Thursday evening, Oct. 28, in the Shoreham's Regency Ballroom. National President O. Glenn Goodhand and Mrs. Goodhand, the President-Elect and his wife, and National Executive Vice President Arthur H. Kesten and Mrs. Kesten will be hosts in the receiving line at the two-hour reception. Your registration badge is your ticket of admittance. Dress will be informal and ladies are invited.

The Reception is an excellent place to renew old acquaintances and at a cost of \$3 per couple is an unbeatable bargain.

In addition to the President's Reception and the Membership Reception preceding

the Honors Luncheon, attending members will have an opportunity to mingle socially at the Early Birds' Gathering (7-9 p.m., Wednesday), at a "Happy Hour" that has been scheduled to run for an hour and a half for some odd reason (4:30-6 p.m., Thursday), and at a Diehards' Reception (6-8 p.m., Friday).

HOTEL ACCOMMODATIONS

The AAAA cannot handle hotel reservations at the Shoreham Hotel. Requests for accommodations should be mailed directly to the Reservations Manager, The Shoreham Hotel, 2500 Calvert Street, N.W., Washington, D.C. 20008. Attendees are guaranteed a \$12 single room rate, and a \$16 twin rate during the October 27-29 period at the Shoreham.



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	_____

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*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.



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OCTOBER 27-29, 1965



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