

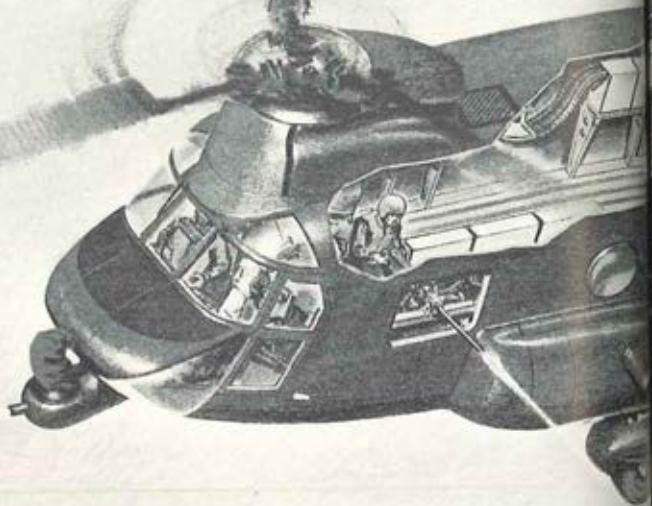
ARMY AVIATION

NOVEMBER ★ 1965



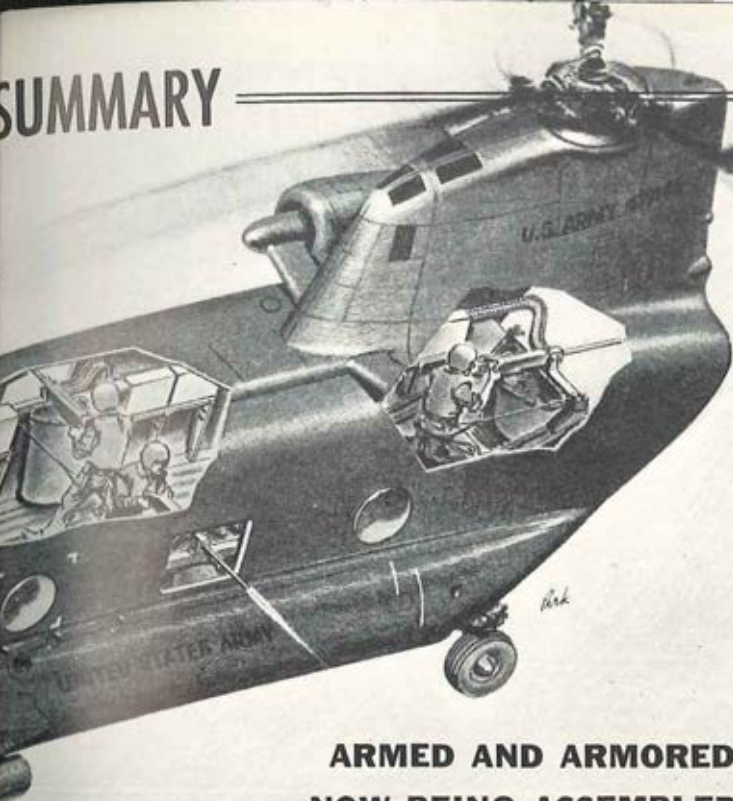
Chinook

PROGRESS



A quantity of armed and armored Chinooks are now being assembled at Boeing's Vertol Division, for Army evaluation. A test vehicle will soon be flown to the Army Materiel Command's Test and Evaluation Command at Aberdeen Proving Grounds.

The Chinook helicopter takes advantage of its payload capability by mounting an extensive array of armament, and protecting the crew and vital parts of the aircraft against heavy caliber ground fire. Mounted on the nose of the aircraft is an M-5 40mm automatic "Grenade Launcher." This turret mounted weapon is controlled by the co-pilot who is able to cover an extensive area on either side of the flight path of the aircraft. Complementing this nose turret, a pylon on either side of the aircraft carries fixed forward firing weapons including on each, a 20mm gun and either a 19 round 2.75" rocket pod, or a 7.62mm high rate-of-fire "Gatling" machine gun. Protecting flanks of the aircraft are five gunners stationed in the cabin who are provided with either a 7.62mm or 50 caliber machine gun on flexible mounts. One gun is mounted on the rear-loading ramp of the cargo compartment.



ARMED AND ARMORED CHINOOKS NOW BEING ASSEMBLED AT BOEING

The Chinook is provided with a new type of steel armor plate which is built into the crew seats and protects their torso and other steel plates that protect components of the aircraft. The rugged components of the Chinook and extensive dualization of systems, combined with over a ton of armor plate, will assure a high degree of survivability for the aircraft.

The armed and armored Chinook is proposed as a fast hard-hitting aircraft to reinforce air mobile operations.

Missions of the armed Chinook might include the protection of troop carrying helicopters in the landing zone and furnishing suppressive fire in the immediate area during the disembarkation of the operation.

Possible plans for utilization of this evaluation aircraft configuration have not yet been announced.

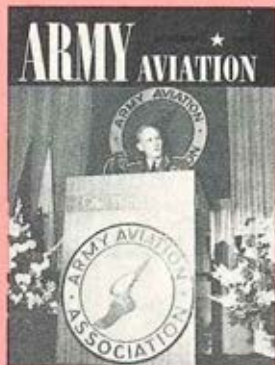
Chinook aircraft organic to the First Cavalry Division (Air Mobile), are presently in combat in transport configuration in South Vietnam.

BOEING Helicopters

VERTOL DIVISION / MORTON, PENNSYLVANIA, U.S.A.

ARMY AVIATION

VOLUME 14 - NUMBER 11
NOVEMBER, 1965



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■ FRONT COVER: General Harold K. Johnson, Chief of Staff, U.S. Army, addresses attendees at the 1965 AAAA Annual Honors Luncheon. Front cover space for this convention issue has been relinquished through the courtesy of the Avco Lycoming Division.

■ PHOTO CREDITS: P. 13; p. 19 (top right); p. 21 (bottom right); 26; 35 (#2); 37; 38; 39 (top right, bottom right); 45, Army Photographic Agency, Washington, D.C. All other convention photos by Rosemarie Vernell, Creative Services, Inc., 2812 Pennsylvania Ave., N.W., Georgetown, D.C.

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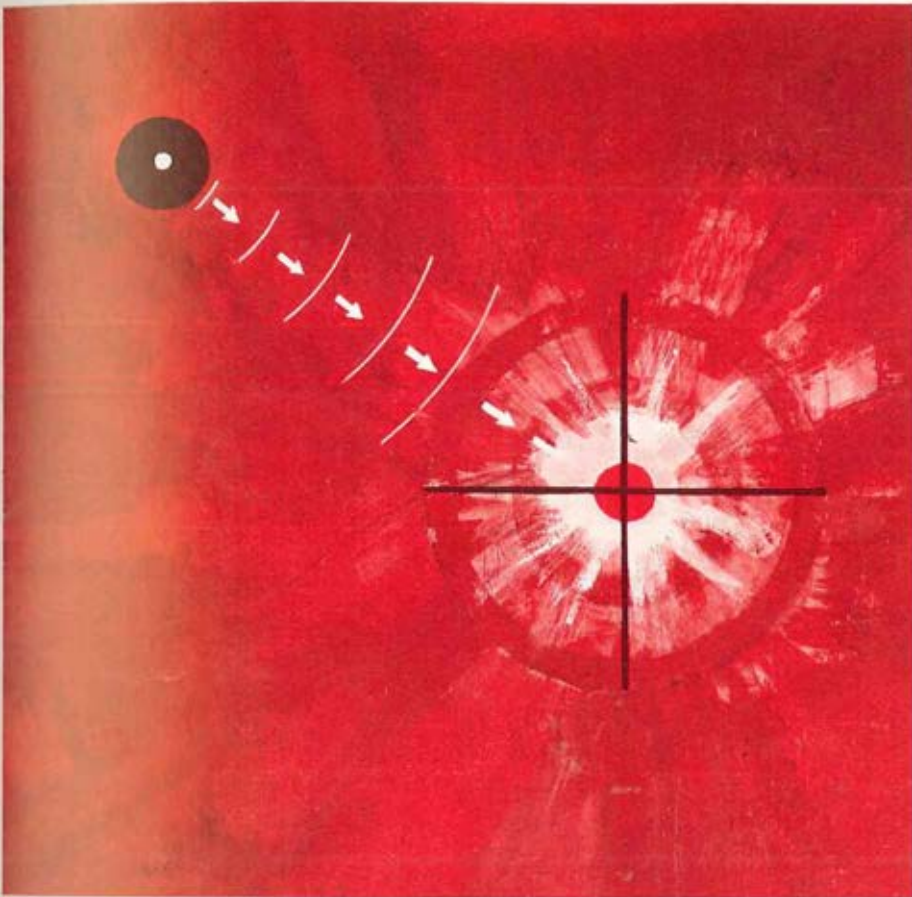
SOTD stands for Stabilized Optical Tracking Device

It also means that co-pilot gunners of high-speed, highly-maneuverable Army helicopters can locate, pinpoint and train their sights on enemy targets with speed and precision. SOTD is a *universal, multi-purpose sight* that functions as a gun, missile or observation sight that integrates with fire control systems for any weapon. This Bell design makes it possible to add an infra-red tracking or laser range finding system or both. Other features are a nighttime capability and assessment camera. Forward firing weapons or moving turrets mounted in front can be used and SOTD permits unrestricted co-pilot flying of the helicopter.

Now ready for production for the U. S. Army, this versatile tracking device is inertially stabilized and virtually isolated from vibration, permitting the use of high magnification optics to aid in the tracking of distant and moving targets. Narrow and wide fields of view are provided for enemy surveillance. Unit is roof-mounted on co-pilot side. Eyepiece is readily stowed when not in use.

SOTD is an outgrowth of Bell's extensive experience in the field of inertial guidance. Other stabilized sighting devices for command guidance of helicopter-launched missiles and a highly sophisticated system for a Visual Airborne Target Locating System (VATLS) still are other active programs representative of Bell's broad inertial guidance capability.

BELL AEROSYSTEMS-A **Textron** COMPANY Buffalo, New York



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)

THE DE HAVILLAND  AIRCRAFT OF CANADA LIMITED
DOWNSVIEW, ONTARIO

WHAT DOES THE FUTURE HOLD?

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



ALL of you are pretty good at basic mathematics and I know that most of you have already done up your sums during the past few months and come up with a conclusion that if you haven't been to Vietnam, you're going to go shortly; and that if you have been, by the basic mathematics of our current numbers, that you won't have too much time out of that country before you go back.

This, basically, is what has led to a recent series of actions which have been announced more or less piecemeal to try on the one hand to give all of you as good a break as possible and on the other hand to conserve what is beginning to be recognized as one of the Army's most valuable assets, qualified aviation personnel at the operating level. The actions that have been taken are summarized here.

With respect to our aviators, stabilized tours are being curtailed to free more aviators from non-aviation assignments. There is going to be considerable substitution of non-aviators for aviators in positions which do not really require flying skill in places like the training base, staff agencies, etc., particularly in the lower grades. Ground duty and ground command is going to be practically wiped out for majors and captains for awhile.

The qualification courses for transitioning fixed wing only personnel to rotary wing have been stepped up. Many officers are going to be put in cockpit positions that call for grades junior to those they hold.

One action that has not been taken is to eliminate aviators from consideration for or attendance at career development schools and it is not anticipated that this step will be taken. Despite all these actions it

may be necessary during the next few crucial months that some of you go back to Vietnam with less than two years out of the country.

Now what's being done about it?

First, from the career development point of view, the Office of Personnel Operations is making an extensive effort to flag the files of those who are done out of an attractive career developing tour to make sure that there is no reflection on the officer concerned in his removal.

Selection boards of various sorts are being instructed to take the exigencies of the service into account in their consideration on selections. The necessity for these steps has been well circulated to the senior side of the Army to insure that the problem is well understood.

In fact, the Chief of Staff, at the recent *AAAA Annual Meeting* stated in his address that aviators' professional specialties will not react to the detriment of their overall professional development and advancement in the Army. In short, every action possible is being taken to insure that your career is not being damaged by any one of these possibilities.

Now what's being done to alleviate the problem in the more distant future?

As many of you know, we have been well below our required strength in aviators for a long time. This has been largely because we have been unable to properly justify to the authorities who must pass on these things the size and scope of the aviation program. Extensive studies, that were started

before I got here, have done much to solidify our position and to furnish justification for the numbers of aircraft and pilots we need.

Many points have been established and approved which will be to your benefit in the long-range future:

a. Officers and warrant officers will be balanced in the cockpit seat area on a ratio of one officer to three warrant officers. This means commissioned officers will be assured an adequate career progression in command, staff, and ground positions to insure that all commissioned officers have the opportunity to progress as officers of the Army in addition to being aviators. It will enable the warrant officer to devote his full time and attention to becoming a truly professional aviator—I will have more to say of this in a moment.

b. Command and other ground duty for aviators is now firmly approved and will be reinstituted as soon as possible. Service

schooling will continue to be provided for aviators on the same basis as other officers.

c. Finally, the output of new aviators is being tremendously increased for the next few years. This is necessary not only to meet the Vietnam requirements but also simply to get us up to our now authorized strength. Almost all of the input will still be made in the grades of lieutenant and warrant officer.

Now let's take a look at what all of this means to us.

The commissioned officer, by and large, will be used in command and staff positions only. By holding down the comparative number of officers those that we do have will have a better chance of a well-developed career pattern from the overall Army point of view to include appropriate period spent in aviation command duty, ground command, other assignments, and service schooling.

The rather senior aviator who has never done anything but fly, and has been penalized for it accordingly, will begin to disappear from the scene in a few years.

To the warrant officer it will offer a clear pattern of development as the professional aviator of the Army—he will start hopefully with service in a tactical organization initially as a co-pilot, developing to senior pilot or aircraft commander, going through the series of specialist training schools in aviation skills and allied maintenance and avionics schools and culminating as a master aviator in duties such as senior standardization pilots, VIP pilots, instrument examiners, and a number of other similar flying jobs requiring the highest of flying skills.

He will, in effect, as he already has in many respects, become the backbone of flying skill and qualifications in the Army. He will probably be a better pilot than the commissioned officer who is commanding him or flying next to him and *both will know it*. The fact that this can be done has been well proven by the howling success of our warrant officer training program and the "professor emeritus of flying skill" status that many of the more senior warrant officers have already obtained.

We are further seriously considering establishing a mid-career school for warrant officers.

7-TON LIFT



A U.S. Army CH-54A Flying Crane (Sikorsky S-64) retrieves a damaged CH-47 helicopter weighing 14,000 pounds and carries it to 1st Cavalry Division (Airmobile) headquarters at An Khe in Viet Nam. The CH-47 was crippled in a hard landing. CH-54As with the 478th Aviation Company were credited with retrieving more than two dozen aircraft of various types during their first weeks in Viet Nam.

officers in matters other than aviation to give the warrant officer a better all-around education in tactical and general Army subjects.

All of this should improve the prospects of our aviators across the board considerably as time goes on, but it all obviously is going to take some time to put into effect in the face of the current crisis so you've simply got to bear with it until we can get these things off the ground. Some, such as the three to one warrant officer-commissioned officer rate of input, are in effect at the present time; others are going to have to wait awhile.

In the meanwhile, how have aviators fared in the past?

I know there is considerable feeling that they have not been given the breaks that other officers have in schooling, promotion, etc. This is definitely not true.

Every time a promotion list or a school selection list comes out, we have a very thorough analysis made to see how aviators stack up with non-aviators from a percentage point of view.

Although there are minor variations from time to time, in the past three years percentages of aviators selected for promotion and schooling have either very closely paralleled or slightly exceeded the rates among non-aviators, so by and large you are doing as well as the rest of the officers in the Army at the present time.

I know that the whole outlook of turbulence in your personal lives for the next couple of years cannot be too well received.

I have talked to a lot of young aviators who are getting out of the service, and turbulence and unsettled life during the past few years is the prime reason given. People simply get fed up with the TDY, the tours in undesirable areas, and the hours put in proving new concepts in airmobile units. You don't see enough of your families and it begins to bore in a bit.

The question arises, *What am I getting out of it?* Well, I think most of you know what you are getting out of it—but it doesn't hurt to review it from time to time. In the first place you are making a name for the

RECORD SETTERS



Test pilots of the U. S. Army Aviation Test Activity who established new helicopter speed and altitude world records last year pause for a group picture at Edwards Air Force Base, Calif. In the foreground are (left to right): Maj. Billy L. Odneal, Lt. Col. Leonard R. Dennis, and Maj. John K. Foster. Standing are (left to right): Maj. Eldon F. Sampson, Maj. Robert A. Chubbay and Capt. Donald P. Wray.

activity you signed up for. You are making the name *Army Aviator* a respected term both in and out of the service.

You are helping to set a pattern for the future that could considerably change the organization of the United States Army and the nature of ground combat. You are helping your country to get through an hour of need. And finally, you are getting a degree of professional qualification, both individually and collectively, that few other groups in the Army are getting. You are having the chance to prove yourself in a combat situation that is not so difficult that it drives you into the ground.

It's making professional soldiers and professional aviators out of you, and it's all going into your records to help you in your personal future. A tour in Vietnam coupled with several air medals and possibly a DFC or two certainly will never hurt your chances with any selection board.

If we don't get anything else out of our efforts in Vietnam (Forgive me if I sound



A part of the Head Table at the 1965 AAAA Annual Honors Luncheon is shown above. Brigadier General Seneff can be seen at the far left; Secretary Resor and Secretary McGiffert flank Master Sergeant Manning at the far right; and Secretary Hawkins and General Abrams flank former Secretary of the Army Stephen Ailes in the center. A complete list of the Distinguished Guests appears on p. 12.

ivory-towerish), it will give us a body of tried, trained professionals that a lot of others are going to envy. It has always been my observation in the Army that the group that works the hardest is the most professionally qualified, and takes more than its share of the dirty work—is the proudest, the happiest, the most professional, and in short the best.

I don't expect to see anything different here. I don't expect you to quit grouching, but I do expect to see you continue to do more than your share with bounce and a grin.

So far in this letter I've talked mostly of the aviators. I most certainly don't want to neglect our splendid and dedicated enlisted men—the platoon sergeants, line chiefs, maintenance supervisors, crew chiefs, and the rest. We all know you are pulling more than your load within the aviation family and life isn't going to be too different for you from that enumerated above.

As a group, your problem is somewhat different because the turnover in total numbers of enlisted skills is much larger than in the flying end. So a large part of the RVN requirement has been, and will continue to be, made up by increased output of the training base and in the introduction of

new people in the lower grades into the aviation program.

In the higher grades the problem is obviously much the same as it is with the officers, and every word I've said above applies equally to you. You are the people who have set, for example, an availability rate in helicopters that has shattered the records of other services and surpassed what anyone has heretofore believed possible.

Yours is the comparatively unsung end of the racket and in many ways the most onerous. This may not seem much recompense for what you have to put up with but it's a lot better than many other paths you could follow in terms of personal contribution.

There it is in a nutshell. The immediate future is sort of grim from a personal standpoint. We're doing everything we can to provide better conditions for your future. So tighten your belts, apologize to your wives, and go on out and make a little history.

More sting for the 'B'



From Bell's in-depth R & D comes the HueyCobra

A UH-1B slimmed down to fighting trim . . . that's the dramatic new HueyCobra. Bell's knowledge of the possible, based on extensive R & D, has transformed existing UH-1B components into a true high-speed weapons helicopter.

Never has there been a more exciting helicopter development. Its streamlined shape, plus a flexible variety of deadly ordnance, give this new Iroquois the striking speed and the lethal sting of its namesake, the Cobra.

Sleek, clean . . . the HueyCobra capitalizes on experience gained by the weapon-carrying UH-1B — "Hero of Vietnam" — and with substantial increase in speed and weapon payload capacity. The tandem two-place HueyCobra retains the frontline maintainability of the Huey "B". Designed for virtually complete spares interchangeability with current production "B's", the Huey-

Cobra will easily assume its combat roles in current Army units.

Only 36 inches in width with a single two-bladed door-hinge rotor, low silhouette and slim lines, the HueyCobra is easy to conceal in forward areas where its high availability will enhance company-level action.

Now in flight test, the HueyCobra has shown excellent stability and control characteristics and has met or exceeded performance expectations.

Ready for early production deliveries, the HueyCobra offers substantial margins of improvement in combat effectiveness without the technical risks normally associated with such an advancement.

HueyCobra . . . another example of Bell's continuing effort to provide more helicopter per defense dollar.



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DISTINGUISHED GUESTS IN ATTENDANCE

General Creighton W. Abrams, Jr.

The Vice Chief of Staff, U.S. Army

Mr. Stephen Ailes

Former Secretary of the Army

General Frank S. Besson, Jr.

CG, U.S. Army Materiel Command

Major General Austin W. Betts, Jr.

Deputy Chief of Research and Development

Lieutenant General Charles H. Bonesteel

The Director of Special Studies

Major General Frederic W. Boye, Jr.

The Chief of Legislative Liaison

Major General Charles E. Brown, Jr.

The Chief of Chaplains

Lieutenant General Theodore J. Conway

Assistant Chief of Staff

for Force Development

Brigadier General Charles A. Corcoran

The Secretary of the General Staff

Brigadier General Alvin E. Cowan

Office, Chief of Research and Development

Lieutenant General William W. Dick, Jr.

The Chief of Research and Development

The Honorable William P. Durkee

The Director of Civil Defense

Mr. John H. Fitch

Deputy Assistant Secretary of the Army

(Financial Management)

Colonel M. E. Giblo, USAF (Ret.)

Executive Director.

National Aeronautic Association

The Honorable Howard E. Haugerud

Deputy Inspector General,

Foreign Assistance, State Department

The Honorable Willis M. Hawkins

Assistant Secretary of the Army

(Research and Development)

Brigadier General Thomas J. Hayes

Office, Chief of Engineers

Major General Curtis J. Herrick

CG, Military District of Washington

General Hamilton H. Howze, USA (Ret.)

Vice President, Product Planning

Bell Helicopter Company

The Honorable Paul R. Ignatius

Assistant Secretary of Defense

(Installations and Logistics)

Major General H. Dudley Ives

The Inspector General

General Harold K. Johnson

The Chief of Staff, U.S. Army

Major General William W. Lapsley

CG, U.S. Army Mobility Command

Major General Robert H. McCaw

The Judge Advocate General

Major General James T. McGuiony

The Deputy Surgeon General

The Honorable David E. McGiffert

Under Secretary of the Army

Lieutenant General Richard D. Meyer

The Director for Logistics,

Joint Chiefs of Staff

Major General Delk M. Oden

Director, Office Personnel Directorate

Office of Personnel Operations

Mr. Charles L. Poor

Deputy Assistant Secretary of the Army

(Research and Development)

Mr. A. Tyler Port

Deputy Assistant Secretary of the Army

(Installations and Logistics)

The Honorable Stanley R. Resor

Secretary of the Army

Brigadier General George P. Seneff, Jr.

The Director of Army Aviation

Major General William J. Sutton

The Chief, Army Reserve

Major General John J. Tolson, III

CG, U.S. Army Aviation Center

Major General Carl C. Turner

The Provost Marshal

Major General George V. Underwood, Jr.

The Chief of Information

Major General Louis A. Walsh, Jr.

U.S. Army Element,

Central Intelligence Agency

Brigadier General Keith L. Ware

The Deputy Chief of Information

Lt. General Walter L. Weible, USA (Ret.)

Executive Vice President,

Association of the U.S. Army

Major General Julian A. Wilson

The Chief of Personnel Operations

Lieutenant General William H.S. Wright

The Chief, Office of Reserve Components

Major General Robert H. York

CG, U.S. Army Infantry Center

■ **PRESIDENT GOODHAND:** Secretary Resor, General Johnson, ladies and gentlemen. It's a rare privilege for me to welcome you to this Honors Luncheon of the Seventh Annual Meeting of the Army Aviation Association of America.

I say it's a privilege because of the satisfaction that I feel personally in bringing recognition to these outstanding individuals and units whom we will honor today. I feel this way particularly since they are part of an Army which is proving under fire in Vietnam to be among the finest which this country has ever fielded.

A word is in order about the method of selecting them. It employs an exceptionally flexible system for obtaining nominations, unencumbered by red tape and tailored to assure consideration of all activities directly concerned with Army aviation operations in the field. It specifies a minimum of criteria for nomination, no required channel for submission, and few restrictions on format. Anyone aware of an exceptional performance—be he soldier or civilian, officer or enlisted man—is encouraged to submit a nomination, and so many do that the (National) Awards Committee is confronted with an array that makes final decision exceedingly difficult.

Accordingly, I would like to express our

NATIONAL AWARDEES CITED AT HONORS LUNCHEON

RECIPIENTS ACCORDED NATIONAL RECOGNITION FOR ACCOMPLISHMENTS

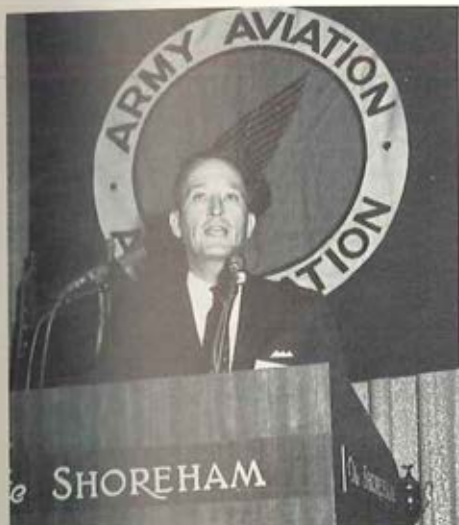
thanks and heartfelt appreciation to our Awards Committee and our perennial but ever-willing Chairman, an old aviator dating back to the first test group in 1942 and a constant supporter of the Army, Colonel Robert M. Leich... Bob, would you stand up, please? . . . (Applause).

I also would like to acknowledge the skilled contribution which the Awards Committee makes annually in selecting boys and girls who receive scholarships from the Association. With some pride in this "donation-supported" activity and in keeping with the purpose of this luncheon, I consider it appropriate here to pay honor to the seven youngsters who won this year.

Their parents—both active and retired—range from sergeant to colonel with duty stations blanketing the world. These outstanding youngsters are Harmon C. Dow, Joseph W. Hely, Jr., Michael E. McMaken, Penney L. Francis, Jessica Ann Fried, Leslie T. Schockner, and Katherine M. Eggers...

After that rather thinly-veiled plug for scholarship funds, I would be less than forthright if I failed to say that an efficient and discriminating machinery for awarding scholarship assistance to deserving boys and girls places us in an excellent position to welcome contributions and to encourage sales of the records and sheet music of the "Army Aviation Song," which you heard on the way in and which contributes to this (scholarship) fund.

Now I would like to return to the program of the day . . .





New "off-the-shelf" flying classroom pilots—the speedy, roomy Beechcraft

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

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

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

High speed. Gets students to training areas faster. Powered by two 260 hp Continental fuel injection engines, the Beechcraft T-42A has top speed of 205 knots and cruising speed of 195 knots.


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

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

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

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

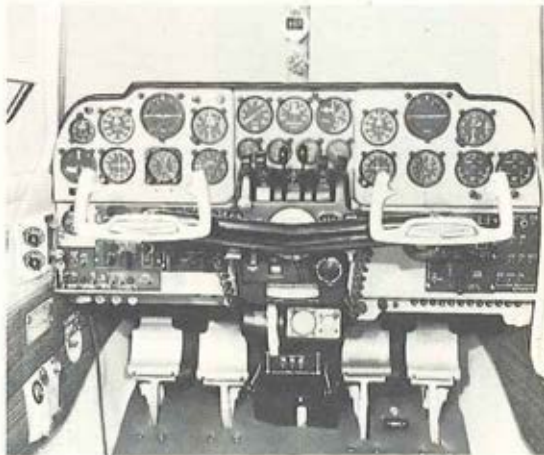
Beech is proud that the famous Baron has joined the many other Beechcrafts serving the country. For more facts, write, wire or phone: Beech Aerospace Division, Beech Aircraft Corp., Wichita, Kansas 67201, U. S. A.



U.S. ARMY
12683

for U. S. Army **T-42A:**

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



There's plenty of room for equipment in the T-42A, including dual omni; UHF; ADF; dual RMI; glideslope and marker beacon; transponder and standby VHF transmitter. Complete dual controls, including yoke, brakes and nose steering are standard equipment. Other standard items include all-weather equipment—including de-icing and anti-icing—plus oxygen and unfeathering systems.

Beech Aerospace Division

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(1)



(3)



(2)



(4)



(5)



(6)



(7)

PHOTOS ABOVE

(1) The James H. McClellan Aviation Safety Award, established in 1959 by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958. (2) Ralph B. Greenway is shown being introduced to National Executive Board members at their Thursday business luncheon. (3) The Awardee poses proudly with his trophy. (4) At the head table, the Awardee sits between the Honorable Howard E. Hangerud (L) and General Frank S. Besson, Jr., and Assistant Secretary of Defense Paul R. Ignatius (r.) during the Honors Luncheon. (5) He receives the trophy from the Honorable Howard E. Hangerud as Col. Leich, Awards Committee Chairman, reads the official citation. (6) The 1965 Award Winner is introduced to the members of the Association attending the Seventh Annual Honors Luncheon. (7) Following the presentation at the Awards Luncheon, Mr. Greenway and Brigadier General George P. Seneff, Jr., Director of Army Aviation, OACSFOR, Department of the Army admire the trophy.

(Photos: R. Vernell)

PENTAGON SPECIALIST RECEIVES SAFETY AWARD

**JAMES H. McCLELLAN
SAFETY AWARD FOR
1964-1965 WON BY
RALPH B. GREENWAY**

■ **PRESIDENT GOODHAND:** The James H. McClellan Aviation Safety Award was established in 1959, and is sponsored by a foundation created by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958. Before I proceed, I would like to read a



telegram which I have just received from Senator McClellan, and he says, "My thanks again for your most cordial invitation to be a head table guest at the Seventh Annual Honors Luncheon of the Army Aviation Association. I am leaving for Arkansas this evening to fill an engagement made quite some time ago, and, therefore, I regret exceedingly that I will not be able to join you, the other members of your Association, your guests, and the recipient of the award this year."

As you know this award has great significance for me and I shall appreciate your extending to the awardee—who, incidentally, is from Hot Springs, Arkansas,—my warmest congratulations on his superior proficiency and outstanding contributions to the Army Aviation Safety Program, which resulted in his being selected to receive this year's award."

Now I am delighted that this year's presentation will be made by an Army Aviator who is one of the founders of this Association and a longtime personal friend of mine, the Deputy Inspector General for Foreign Assistance of the State Department, and I think the only Army Aviator—although being honorable is entitled to the title—the Honorable Howard E. Haugerud . . .

■ **HONORABLE HOWARD E. HAUGERUD:** Mr. President, distinguished guests, fellow Army Aviators, I see on this little schedule that Glenn gave me, that it says that I have five minutes to speak and to make this award . . . Now, Glenn, you should know that for a man who has trained for five years under Hubert Humphrey, this is a ridiculous requirement . . .

Today, I am privileged to present an award on behalf of your Association. Yesterday, I was honored to receive one. Now I have found in my years in Washington that there are generally three occasions upon which you receive an award . . . One is in the case today when you've really done something outstanding and deserve it . . . The second case, if you are being promoted for one reason or another, and the third case, if you are being fired . . .

Now my award was vague. It really didn't say why I was getting it . . . It just said, "In Appreciation, 1957-1961" . . . and I have been assured on the second point that the president does not plan to promote me, so consequently I look forward with some degree of anxiety until tomorrow. . .

It's good to be back with my old friends again, and it is not often that I can say that. As you can well imagine, an Inspector General doesn't make many new friends. In fact, he has a heck of a time keeping his old ones . . . and speaking of old ones, I see my ex Boss, Steve Ailes, down here. Steve is dying to be up here (at the podium) so he can talk, but he's learning like

every high executive in civilian life that you can go out and make a lot of money but that nobody wants to listen to you . . . (Applause).

But I predict that the government has not seen the last of Steve Ailes. I think that once he decides that he can't really go straight, he'll be back with us and I hope it's soon. . .

I was interested in General Johnson's remarks about the advancement of Army aviation. I agree with him. I've flown with you, visited with you over the past year in many, many countries from Vietnam to the Dominican Republic, and I know the increased proficiency, the professionalism that Army aviation is gaining.

I can relate this in a little bit more concrete fashion than the General, because I did something down in the Dominican Republic last week which I would never have dreamed of doing while I was a first lieutenant: I flew with only a minimum amount of nervousness with a full colonel. (Applause).



Now in Senator McClellan's wire that Glenn was reading, I note he said that he was leaving tonight. That's not the case. The wire was sent yesterday and he left last night, so he is down in Arkansas. He is up for election next year and he is campaigning . . . At least, that's his story to me. He is very worried about his election. The only trouble that he is having, is finding out if he's going to have an opponent... (Laughter). . . So he has real problems down there . . . But I've discovered that

what he is really doing is that he is writing. He's an author and he's writing a new series of the thin books that are so popular now.

He has one in the works and one that he is planning on writing. The first one—the first thin book that he is writing—is "Why I Think the TFX Will Be the Greatest Combat Aircraft in the Twentieth Century" . . . The second one is "Areas in which Secretary McNamara and I are in Substantial Agreement." . . . (Applause).

This is a serious occasion for me and I do take a great deal of pride in the role I had in starting this Association. I hope that it will continue to be a strong Association . . . Once you are successful, of course, you run into dangers. When you become important, people begin to pick at you occasionally. I hope that you will ward off any efforts that are made in this direction.

I am pleased today to present the James H. McClellan Award to Mr. Ralph B. Greenway, who is a Department of the Army Civilian. I think this is extremely significant. I am pleased that a civilian has been honored in this way, and I congratulate the Awards Committee on its first-rate selection . . . Bob, Mr. Greenway? Would you come forward, please? (Applause).

■ COLONEL LEICH: For his outstanding contributions to the Army Aviation Safety Program, Mr. Ralph B. Greenway, Air Safety Specialist, Department of the Army, has been selected to receive the James H. McClellan Aviation Safety Award for 1964-1965.

Mr. Greenway was the first aviation technical specialist to work full-time on aviation safety matters at the Department of the Army level. As such, he has been singularly responsible for the Army's worldwide aviation accident prevention program.

As the Department of the Army's official representative in aviation safety matters to other military departments, U.S. government agencies, as well as to industry, he brought great credit and respect not only to himself but to the Army for his knowledge, devotion to cause, and his under-

standing of the problems related to aviation safety.

He worked diligently and by his perseverance he was able to establish a full-time Aviation Safety Officer position in aviation-related TO&E's, a step which has proven to be a major factor in improving the Army's aviation accident prevention program. His continuing personal interest and dedicated enthusiasm, and his high degree of technical proficiency, have been a major factor in the Army developing a realistic, viable aviation safety program which has contributed materially to a continued decrease in the Army's aviation accident rate.

His untiring efforts have not been limited to a theoretical approach alone. To keep close to the everyday problems of training, operations and safety, Mr. Greenway has continued to provide rotary-wing instruction in Army aviation, and is recognized as one of the outstanding rotary-wing instructor pilots in the United States. (Applause).



■ **MR. RALPH B. GREENWAY:** Mr. President, distinguished guests, ladies and gentlemen. I accept the James H. McClellan Aviation Safety Award with mingled feelings. I am keenly aware of the great honor that the Army Aviation Association has accorded me, and I am humbled by it. Yet this honor makes me extremely proud of this most prestigious recognition of our Army Aviation Safety Program.

This honor is one I shall cherish always, but it is not mine to cherish alone. It is one I want to share with all members of the U.S. Army Board for Aviation Accident



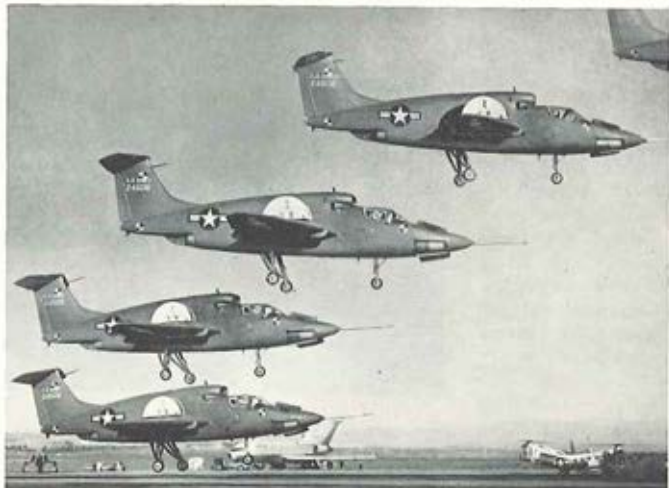
Research and the Army Aviation Directorate. Any successes in our safety program could not have been possible without their efforts.

This occasion is an inspiration to all of us. It also charges us to redouble our efforts to serve Army aviation to the very best of our abilities.

There is a tremendous task ahead. We are aware of our past failures as well as our past achievements. We cannot rest on the latter to prevent recurrence of the former. This is our challenge and I entertain no doubt that it shall be met.

I wish to thank the Army Aviation Association for the many courtesies extended to Mrs. Greenway and myself. Thank you. (Applause).





XV-5A By diverting jet engine exhaust from the normal tailpipe to spin propeller-like fans in wings and nose, useful thrust is multiplied three-fold to give vertical takeoff capability. Power and fuel required are the same for vertical flight and hover as for conventional high speed cruise. No other direct support type V/STOL is as efficient. The XV-5A provides 30 minutes or more of hover time. First full-cycle VTOL transition: November 5, 1964.

XC-142 This V/STOL workhorse — world's largest — uses the tilt-wing, deflected slipstream principle. The wing, with four GE turboshaft engines driving huge four-bladed interconnected propellers, can be rotated through an angle of 100 degrees. After VTOL or STOL takeoff, the wing and engines of the troop-cargo transport are tilted forward for conventional flight. With auxiliary tanks, the XC-142A has trans-ocean ferry range. First full-cycle VTOL transition: January 11, 1965.



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- Extended hover time
- Minimum ground temperatures
- Low downwash without ground effect in hover
- Operation from minimum prepared sites
- Maneuvering control even under partial power
- Broad selection of transition profiles
- STOL mission flexibility

Both concepts . . . lift-fan and tilt-wing . . . are technically proven and available for operational evaluation.

Ryan designed and built the U.S. Army XV-5A under contract to General Electric. Ryan and Hiller are partners in the tri-service XC-142A program under the team leadership of Ling-Temco-Vought, prime contractor.

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PRODUCTION
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■ **PRESIDENT GOODHAND:** The "Army Aviator of the Year Award" is sponsored by this Association to recognize outstanding individual achievement as a rated Army Aviator. The recipient may be a member of the active Army or one of its Reserve Components.



I'm privileged to introduce to you for presentation of the "Army Aviator of the Year Award" a former Navy man who is now the Under Secretary of the Army, the Honorable David E. McGiffert . . . (Applause).

■ **SECRETARY MCGIFFERT:** Mr. President, ladies and gentlemen. I gather that it is clear to you from your President's introduction that this is my first exposure to the Quadruple-A. I'm very grateful to you for having me here, and I look forward to a long and pleasant association with you.



57TH MED. DET. COMMANDER "ARMY AVIATOR OF THE YEAR"

**MAJOR PAUL A. BLOOMQUIST
RECEIVES AAAA HONOR
FOR HIS ACHIEVEMENTS
IN THE REP. OF VIETNAM**

The recipient of the "Army Aviator of the Year Award" is a helicopter pilot who one week ago was in South Vietnam. After he volunteered for duty in South Vietnam, he spent most of his time with the 57th Medical Detachment (Helicopter Ambulance).

He flew over 700 combat support sorties. He was wounded three times. He rescued over 700 men from the battlefield, and I am told that even before his tour of duty had ended, he had become a legend.

It would become hard, I think, to find an Army Aviator in South Vietnam who has been more continuously exposed to danger, or who has done more for his comrades than has this officer. He has done his duty and he has done it superbly in the best traditions of the United States Army.

It is my privilege to present to you the "Army Aviator of the Year," Major Paul A. Bloomquist . . . (Applause).

■ **COLONEL LEICH (Citation):** During the period 1 April 1964 through 31 March 1965, Major Bloomquist served as Operations Officer and as Commanding Officer of the 57th Medical Detachment (Helicopter Ambulance) in the Republic of Vietnam.

In these capacities his wealth of experience in Army aviation, his attention to detail in everyday operations, his intimate knowledge of and contributions to helicopter ambulance operations, and his

profound desire to serve his fellow soldiers, contributed immeasurably to his unit's mission.

His leadership resulted in providing the finest possible medical support to the combat troops in Vietnam, both Americans and



Vietnamese, Army and Air Force, in the evacuation of hundreds of casualties, and the saving of many lives.

Through a dynamic display of courage, intense devotion to duty, complete disregard for his personal safety, and the highest technical proficiency, Major Bloomquist has brought great credit upon himself, his unit, the Medical Service Corps, Army aviation, and the United States Army. (Applause).

■ MAJOR PAUL A. BLOOMQUIST: Mr.

President, distinguished guests, members of the Association, ladies and gentlemen. Today I am honored here as an individual and those of us in aviation, particularly those from Vietnam, know that it is not an individual effort.

No achievement of this stature is accomplished alone. It takes many countless people to give us the support—the Aviation Medical Officers, the crew members, the maintenance personnel, the enumerable



people, officers and men—both living and dead—to whom we all owe so much.

Many of my friends, and many of yours are in Vietnam. Some of them will not return; some of them have not returned. For them and to them, I accept this award most humbly. Thank you . . . (Applause).

AAAA CITES OUTSTANDING HIGH LEVEL INTEREST

Since 1962, the Army Aviation Association has acknowledged the outstanding efforts of selected officials of the Department of the Army and other areas who have shown an exceptional interest in the potential of organic Army aviation.

In 1962, Secretary of the Army Elvis J. Stahr (now President of the Association of the United States Army) received the first AAAA Silver Medallion to be struck. In a later ceremony, General George H. Decker,

then Chief of Staff, United States Army, was awarded the Association's Silver Medallion in appreciation of his many efforts in support of Army aviation.

At the 1964 AAAA Annual Meeting, the Association awarded its third Silver Medallion to General Earle G. Wheeler, the former Chief of Staff, United States Army.

The presentation of the fourth Silver Medallion to be awarded was made to former Secretary of the Army Stephen Ailes and is reported upon on p. 45-46.



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VIETNAM'S 13TH AVIATION BATTALION "OUTSTANDING AVIATION UNIT"

VIETNAM-BASED UNIT
RECEIVES HUGHES
TROPHY FOR SUPPORT
OF ARMY MISSION



General Johnson
Colonel Mackmull
Colonel Hammack



■ **PRESIDENT GOODHAND:** The "*Outstanding Aviation Unit Award*" is sponsored by the Hughes Tool Company—Aircraft Division, and is given each year to the aviation unit or units which best exemplify unit contributions to the Army mission. The award includes possession of the trophy for one year.

Once again, we are proud to have comments and the issuance of the award by the Chief of Staff of the United States Army, General Harold K. Johnson... (Applause).

■ **GENERAL JOHNSON:** General Goodhand, Mr. Resor, distinguished guests, mem-

bers of the Association. I am delighted to have this opportunity to participate in the Awards Ceremony today and I would like to take advantage of it for a moment to review some of the things that have developed this last year in the Army aviation field.

I think that everyone here recognizes that it has been a year of enormous progress. I don't believe that any other year in the history of Army aviation has seen quite so much progress. In the first place we have deployed a large number of aviation units to Vietnam, and they are demonstrating every day just how effectively aviation can contribute to the mission of the Army.

ARMY AVIATION MAGAZINE

Second, the first airmobile division came into being this year, and has been deployed to Vietnam. The division has not been there very long and it will require a period of shakedown. I would anticipate that during this shakedown period some changes will be required because there always is some difference between the theory and the practice.

However, in Vietnam we have the environment in which that division was designed to operate. There is an enemy there that needs coping with, and we have every expectation that the First Cavalry Division (Airmobile) will meet, and hopefully will exceed, the confidence that we have in that organization. Then, in the course of the last few months we have seen a further expansion of our Army aviation requirements, which has caused a real acceleration in the production rate of helicopters particularly. We will see the formation of yet additional units.

I have talked basically of hardware, and of course our hardware is no better than the people who man it. We have always believed in the Army that the key to our success is the man.

I think that aviators can take a great deal of satisfaction in their performance record during this past year. Certainly there is a far different atmosphere present than there was at this meeting that I was privileged to address briefly just a year ago. At the same time, we have no room for complacency.

For example, as I walked into the reception room today I thought, *"Well, here is one problem I thought I had that I don't have any more, because obviously we have about enough people here to replace all of the aviators that we are going to have to replace next year in Vietnam."*

My hopes, however, were very quickly dispelled by General Goodhand who told me that six out of each ten representatives at most of the tables are from industry. I am afraid we can't count on them to fly our choppers. But we do have this problem coming up next year, and I know that in the hearts of many of our people, and within their family circles, there is some concern.

In the first place, we have had to discontinue most of our ground tour for aviators simply because the rate of expansion, up to this point, has been all that we can manage,



with the people we have available to fill the cockpit seats of our aircraft. As a consequence, there are going to be people going back to Vietnam next year ahead of the time that their counterparts in other branches might be expected to go back. There is one good side to this picture—that it is relatively quickly self-correcting. With the acceleration of our pilot production program which started in September, we will be able to catch up with pilot requirements beginning possibly about late 1967. I hope we can go back at that time, or a little bit later, to a relatively normal tour—with one assumption that I would caution you about—that the level of effort doesn't increase beyond that which is now planned.

At the same time, deferring people from ground assignment has meant in some cases deferment from school. I want to assure you that General Woolnough, our Deputy Chief of Staff for Personnel, and General Oden, who heads up our Officers' section in the Office of Personnel Operations, are keeping track of you so that there will be no harm to your careers—we dignify it with the term, *"equitable career opportunity."* But you will have your chance once you have met the immediate demands.

I talked at the recent Annual Meeting of AUSA about the proposition of challenge and opportunity, and here is one case where we must look to performance before we look to some opportunity that will take place in a later time frame.

Now during the past year we have done a lot of studying and analyzing as to what

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more detailed information, the OV-1C Mohawk penetrates the forward edge of the battle area at low level to pinpoint and/or identify targets by visual, photographic or infrared surveillance.

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our longer term requirements will be. We have completed studies that to some extent have been overtaken by events, but at the same time they have given us a very solid base for the development of our longer range Army aviation program.

For example, eventually we will have about a 3-1 balance between warrant officers and officers in the pilot's seat. But we are trying to put officers into the program to meet foreseeable requirements for the command and staff assignments. This will do two things.

First, it will assure that individuals in the program have an opportunity to advance progressively through the grade structure of the Army. They will progressively assume positions of higher responsibility, rather than looking to some plateau at a future date, perhaps in 16 to 18 years, when there seems to be no further opening.

Secondly, it will provide a group of warrant officers with a full-time career in this particular area, and who can focus their full attention on keeping our helicopters in the air. They won't be going back and forth between ground assignments and staff assignments, beyond the necessity for maintenance and supply experience.

Finally, I would just like to make this observation. We have had a lot of our differences—if you will, differing viewpoints—exposed on the front pages of the paper in times past. There have been controversies generated where the extent of controversy was not very deep or very wide, and I would like to congratulate the Association and its members for the responsibility they have demonstrated this last year.

My door is open. I try to see as many people in the Army staff as want to see me, and to listen to their viewpoints. I do not have a closed mind on any subject except one, and that subject is that the security of our country is inviolable—that's the only yardstick—beyond that I am willing to listen. Therefore, I would ask that you continue the responsibility that you have shown this last year. Let's iron out our problems within the family because problems don't get solved on the front pages of the paper.

Finally, we have a year of opportunity ahead of us. We have a year in which we

have a great many challenges to meet. I have no doubt in my mind that we will meet them together, but it is going to take a united effort on the part of all of us.

At this stage I would like to ask Colonel Leich to come forward to read the citation in which the 13th Aviation Battalion will receive the "Outstanding Aviation Unit of the Year Award," and two commanders of the unit, Lieutenant Colonel Mackmull and Lieutenant Colonel Hammack, to come forward.

I have had the good fortune of visiting this unit in Vietnam twice. The first time that I visited them was on a rainy Saturday morning last December. I think they regretted that they were pulled off the flight line, and the maintenance work that they were doing, to listen to me for about five minutes.

I am happy that these two commanders can be with us today and I must say that it is, I suppose, unfair in some respects that one unit out of the many that are in Vietnam necessarily must be singled out because we have only one trophy. But I am sure that both Colonel Mackmull and Colonel Hammack would agree that all of our units out there are deserving of a great recognition, and so in presenting the trophy today, my hat is off to some really fine folks in that 13th Aviation Battalion.

■ COLONEL LEICH (Citation): "During the period 1 April 1964 through 31 March, 1965, the 13th Aviation Battalion and its attached units, serving in the Republic of Vietnam, brought great distinction to themselves and honor to Army aviation while making important contributions to the Army's counter-insurgency techniques.

Flying some 75,000 hours and transporting over a quarter of a million passengers and 6,000 tons of cargo, aircraft of the "Delta" Battalion made over 140,000 sorties. The unit conducted 166 major combat airmobile operations under extreme conditions of weather and terrain and punishing guerilla attacks.

With this record and a thoroughgoing spirit of alertness, flexibility, and courage and through the development of intelligent and imaginative innovations, the personnel of the 13th Aviation Battalion, including the 114th and the 121st Aviation



13TH AVIATION BATTALION

'65 OUTSTANDING AVIATION UNIT



COLONEL
WAYNE N. PHILLIPS
Former Commander



LIEUTENANT COLONEL
JOHN F. ROBERTS
Former Commander



LIEUTENANT COLONEL
J.Y. HAMMACK
Former Commander



LIEUTENANT COLONEL
JACK V. MACKMULL
Former Commander

1964-1965 OUTSTANDING AVIATION UNIT



Lieutenant Colonel
William J. Maddox, Jr.
Commanding Officer



Major
Howard R. Johnson
Executive Officer



Captain
Richard W. Boelter
Adjutant



Lieutenant
Karl L. Beach
Intelligence Officer



Major
Wayne E. Dutton
Operations Officer



Major Frank L. McChesney
Commanding Officer
114th Aviation Company



Major Colin W. McKenzie
Commanding Officer
121st Aviation Company



Major Donald Modica
Commanding Officer
221st Aviation Company



Major Donald J. Elmore
Commanding Officer
"A" Co, 101st Avn Bn



1st/Sgt Hubert Tompkins
First Sergeant
114th Aviation Company



1st/Sgt Frank M. Fellman
First Sergeant
121st Aviation Company



1st/Sgt William L. Boetem
First Sergeant
221st Aviation Company



1st/Sgt Donald E. Robison
First Sergeant
"A" Co, 101st Avn Bn





13TH AVIATION BATTALION REPUBLIC OF VIETNAM



Major
George E. Patterson
Logistics Officer



Major
Joseph H. Fox
Safety Officer



Captain
Frederick T. Miller
Communications Officer



Captain
Rasoul J. LeBlanc, Jr.
Maintenance Officer



Major Samuel Vincent
Commanding Officer
"A" Co, 502nd Avn Bn



Major Francis A. Copeland
Commanding Officer
82nd Med Det (Hcptr Amb)



Captain William Lozano
Commanding Officer
HHD, 13th Avn Bn



Sergeant Major
John G. Stepanek
13th Aviation Battalion



1st/Sgt Jimmy L. Reed
First Sergeant
"A" Co, 502nd Avn Bn



1st/Sgt Chester G. Salmon
First Sergeant
82nd Med Det. (Hcptr Amb)



1st/Sgt James L. Collins
First Sergeant
HHD, 13th Avn Bn



Companies, the 6th Aviation Platoon, and "A" Company of the 502nd Aviation Battalion, have demonstrated impressively that they have earned, without a question of doubt, the "Outstanding Aviation Unit Award" for 1964-1965.



■ **LIEUTENANT COLONEL J. Y. HAM-MACK:** Secretary Resor, General Johnson, honored guests, ladies and gentlemen. If I may at this time I would like to digress from my long speech and have all former members and present members who are here today of those units mentioned—the 13th Delta Aviation Battalion and attached units—to stand along with our greatest supporter and the best commander, General Oden. Would you stand with our people, please, sir? (Applause).



Previous Recipients

McCLELLAN SAFETY AWARD

1959

Major Arne H. Eliasson

1960

Colonel John L. Inskeep and
Mr. Raymond G. Thomas

1961

Colonel Spurgeon H. Neel, Jr.

1963

Colonel James F. Wells, Jr.

1964

Colonel Conrad L. Stansberry

ARMY AVIATOR OF THE YEAR

1959

Captain James T. Kerr

1960

CWO Clifford V. Turvey

1961

CWO Michael J. Madden

1962

Captain Leyburn W. Brockwell

1963

Captain Emmett F. Knight

1964

Major Marquis D. Hilbert

AVIATION SOLDIER OF THE YEAR

1961

Master Sergeant Robert R. Young

1962

Sergeant First Class James C. Dykes

1963

Sergeant First Class James K. Brock

1964

Sergeant First Class Robert M. George

OUTSTANDING AVIATION UNIT

1960

1st Reconnaissance Squadron
(Sky Cav), Fort Carson, Colorado

1961

937th Engineer Company (Aviation)
(IAGS), USARCARIB

1962

45th Transportation Bn. (Helicopter)
United States Army (Vietnam)

1963

United States Army Utility Tactical
Transport Helicopter Co. (Vietnam)

1964

11th Air Assault Division and
attached 10th Air Transport Brigade



AAAA ANNUAL MEETING



1



2



3



4



5

NEXT MONTH

◆
President's Annual Report

◆
List Of Attendees,
1965 Annual Meeting

◆
Photos of:
Business and Social
Functions;
1965-1966
National Executive Board;
General Business Meeting



6

PHOTOS ABOVE: (1) THE HONORS LUNCHEON ATTENDEES LISTEN ATTENTIVELY TO THE U.S. ARMY CHORUS, ALSO SHOWN IN PHOTO 3. (2) SECRETARY OF THE ARMY STANLEY R. RESOR CITES THE "AVIATION SOLDIER OF THE YEAR." (4) GENERAL HAROLD K. JOHNSON, ARMY CHIEF OF STAFF, AT THE LECTERN. (5) THE HONORABLE HOWARD E. HAUGERUD (LEFT) WITH 1964-1965 JAMES H. McCLELLAN AWARD WINNER, RALPH B. GREENWAY. (6) FORMER SECRETARY OF THE ARMY STEPHEN AILES; MAJ. GENERAL GEORGE V. UNDERWOOD, JR., CHIEF OF INFORMATION; AND MAJOR PAUL A. BLOOMQUIST, '64-'65 "ARMY AVIATOR OF THE YEAR," CHAT BEFORE LUNCHEON.

I'm really sorry that Lt. Colonel (John F.) Roberts, the commander that I followed, could not be heard today, but I believe that there is illness in his family.

This is one of the happiest moments of my life. I'm sure that Colonels Roberts and Mackmull join me in this. This event serves to remind me that while I was in Vietnam I was assigned to the 13th Delta Aviation Battalion and that I was associated with the finest group of officers, warrant officers, and enlisted men in the Army. They are the ones who won this award, and they are truly deserving of the recognition.

On their behalf I accept the "Outstanding Aviation Unit Award" for the year 1964-1965 and ask that it be retained at the U.S. Army Aviation Center for the next year.

I send sincere thanks to the Hughes Tool Company for making this trophy available, and to the Army Aviation Association of America for selecting our unit.

God willing, I wish that all of those in Vietnam a speedy and safe return. Thank you very much. (Applause).

■ **PRESIDENT GOODHAND:** There's another individual in the audience that I would like to acknowledge in connection with the 13th Aviation Battalion, and while I think that he stood in the other group a moment ago, I would like to draw special attention to him. He is the officer who activated the unit and who commanded it up until almost the day the consideration for this award began, Colonel Wayne N. Phillips . . . (Applause).

I also—in line with what General Johnson said about the other units in South Vietnam—would like to read an extract from a letter which I think is pertinent and which came from the husband of a lady who is also in the audience and before I read it, I'll ask her to stand. It is Mrs. William J. Maddox, Jr., the wife of the present commanding officer of the unit . . . Mrs. Maddox, would you please stand . . . (Applause).

This is the message that we have from Colonel Maddox and he says: "Army aviation has carried a major share of the combat task in Vietnam. When you look at

Army aviation units here, you see not a separate corps unique from others in the service. Instead, you see well turned-out highly qualified soldiers—line soldiers of the Army.

Where Army aviation units are providing intimate and discriminating fires over the heads of friendly troops or are delivering troops into fire-swept landing zones, they are part of the land battle. This they take pride in, and this pride in the Army is the deeper meaning of professionalism here. You can feel this professionalism in every Army aviation unit in Vietnam.

Therefore, the tribute which you pay to the Delta Battalion today in Washington justifiably can be shared by the entire aviation effort in Vietnam. On behalf of all of us here, I say, "Thank you for this high honor you pay us today." . . . (Applause).



■ **PRESIDENT GOODHAND:** I have one telegram of the several that I have received that I think would be of interest to the people here. It's a message from the senior Army Aviator in South Vietnam, Brigadier General Jack Norton, to Brigadier General Phil Seneff, and it reads:

"I would appreciate when you have the opportunity your passing on to the assembled aviators and their guests our best regards from their comrades in the Republic of Vietnam. All our efforts are concentrated on doing the best possible job for the United States Army to win in Vietnam. I hope that the 1965 Army Aviation Association Honors Luncheon is a tremendous success" . . . (Applause).



'AVIATION SOLDIER OF THE YEAR'

MASTER SERGEANT CYRIL G. MANNING

■ **PRESIDENT GOODHAND:** We come now to the point of paying tribute to one who represents a very basic ingredient of the Army, an ingredient of which we are all justly proud: the non-commissioned officer.

The "*Aviation Soldier of the Year Award*" was established in 1961 by the Hiller Aircraft Corporation. It is awarded each year for outstanding individual contribution to Army aviation by an Army enlisted man serving in an aviation assignment.

We are very fortunate today in having for the presentation of this award a man who himself has received many Army awards for valor in combat in World War II, the Secretary of the United States Army, the Honorable Stanley R. Resor . . . (Applause).

■ **THE HONORABLE STANLEY R. RESOR:** Thank you, General Goodhand. Honored guests, ladies and gentlemen.

I'm delighted to be here today. As General Goodhand has pointed out, the "*Aviation Soldier of the Year Award*" recognizes an outstanding, sustained individual contribution to Army aviation by an enlisted man. Those who are considered are the soldiers who in large measure, manage, and execute tasks which collectively insure the



success of Army aviation. They are the operations sergeants, the crew chiefs, the aircraft line mechanics, the supply specialists, and the air traffic controllers. With-

VIETNAM NCO NAMED "AA SOLDIER OF THE YEAR"

**M/SGT CYRIL G. MANNING,
13TH AVIATION BATTALION,
RECEIVES ANNUAL
ASSOCIATION AWARD**

out them Army aviation would have a poor future.

The "*Aviation Soldier of the Year*" for 1964-1965 is Master Sergeant Cyril G. Manning. Sergeant Manning has twenty-one years of continuous active service with the United States Army. He is a combat veteran of World War II having served with the 77th Infantry Division at Okinawa and Leyte.

In 1962, he volunteered for Vietnam. He has served there first with the MAAG. Since 1963 he has served as Battalion Operations Sergeant of the 13th Aviation Battalion.

During World War II I spent a good part of my service overseas serving with a battalion operations sergeant of a field artillery battalion, so I know something of the importance of this particular post. He is the man who in spite of all the interruptions and harassments of combat has to keep the command post operating smoothly. This was somewhat difficult on the ground in World War II. I understand from talking with Sergeant Manning at lunch that he does it part of the time in a heliborne command post and I imagine it's that much more difficult there.

Sergeant Manning already has eight awards, which include the Army Commendation Medal, the Air Medal with four Oak Leaf Clusters, the Bronze Star Medal for Merit, and two Cross of Gallantry Medals from the Vietnamese Government. Sergeant Manning may well be proud of his fine record of service.

All members of the Army join me in congratulating him on receiving this award



Sergeant Manning rises and is introduced at the National Board Business Luncheon . .



. . chats with Secretary of the Army Resor at the '65 Honors Luncheon head table . .



. . rises to receive a warm welcome on being introduced as a head table guest . .



. . receives the congratulations of Major General William Brown on his award . .



. . receives an approving comment from Brig. General George P. Seneff, Jr. . .



. . and later, presents Secretary Resor with a trophy from the 13th Aviation Bn.

and extending him best wishes for the future, which I should add, includes returning to Vietnam at his own request at the end of a two weeks' leave in the United States. Sergeant Manning will you step forward? . . . (Applause).



■ **COLONEL LEICH** (Citation): During the period 1 April 1964 to 31 March 1965, while serving as Operations Sergeant of the 13th—known as the "Delta" Aviation Battalion—in the Mekong Delta in Vietnam, Master Sergeant Cyril G. Manning distinguished himself by his outstanding leadership, courage, selfless devotion to duty, thorough knowledge of all procedures pertaining to aviation operations, and his personal discipline and courtesy.

As Operations Sergeant he worked night after night without apparent rest to accomplish all of his duties in an outstanding manner. Working from the barest outlines and with little supervision, he has produced training schedules, records, and reports of superior quality. He coordinated the functions of his office with all other operations centers concerned of both higher and subordinate units, as well as the Air Force air support operations centers, and the overall joint operations center.

He has been the authority to whom the operations sergeants of all the subordinate units looked for assistance, advice, and counsel. In training replacement personnel, he gave constant advice, guidance, and as-

sistance which, coupled with his outstanding personal example, consistently produced high caliber operations personnel.

Although primarily concerned with planning and scheduling aircraft and the operation of the staging area command and operations center, he regularly participated in combat operations, frequently as a craft gunner. He participated in some manner in over 330 airmobile combat operations since July, 1963.

The personal discipline and courtesy invariably displayed by this outstanding soldier brings credit to all Army aviation personnel as well as to the Army as a whole. His relationships with American advisors, both officer and enlisted, as well as his relationships with his Vietnamese counterparts, have fostered a high degree of rapport, respect for the American soldier, and confidence in Army aviation.

The personal qualities displayed by Master Sergeant Manning, as well as his high professional skill and outstanding performance of duty, set him above his contemporaries and have earned for him the designation of "Army Aviation Soldier of the Year." . . . (Applause).



■ **MASTER SERGEANT CYRIL G. MANNING:** Mr. Secretary, distinguished guests, ladies and gentlemen, as I stand here before this distinguished group I want to say that I feel doubly proud and honored here today; first, for having been named "Army Aviation Soldier of the Year" and secondly, because my unit the 13th

Aviation Battalion was chosen as the "Outstanding Aviation Unit of The Year."

I never thought a month and a half ago back in Can Tho, Vietnam, in the Mekong Delta that I would be standing here in Washington today having such an honor as this bestowed upon me. I accept this award not only for myself but for all the fine soldiers in, and associated with Army aviation, and I assure you there are a lot of them.

I have been in Vietnam since February of 1962 and this is my first trip back to the States. I have seen Army aviation in Vietnam grow from an aviation battalion to its present strength which approaches two groups and an airmobile division. I can certainly say that I have heard nothing but appreciation and praise for Army aviation and what it is doing from both Vietnamese and Americans alike.

Upon the completion of this Army Aviation Association meeting, I will be leaving Washington and visiting my parents for a few days in Texas before returning to Vietnam.

The courtesy and hospitality that has been extended to me here in Washington deeply appreciate. I want to thank the Army Aviation Association and its members, the Hiller Aircraft Corporation, the distinguished guests gathered here, and everyone responsible for my being here today to receive this great honor.

I say again that this is a day that I shall never forget. I sincerely thank you.

■ **PRESIDENT GOODHAND:** The honors bestowed today are testimony to the vital part played by outstanding Army personnel in developing new capabilities through integration of Army vehicles into Army organization and tactics.

Before closing, I think it is appropriate to add that credit for this progress is equally attributable to the foresight, ingenuity, and persistence of many, many dedicated and visionary people in the aircraft industry.

All arrangements for this Annual Meeting were made without benefit of a permanent Association staff. Those who did the work are known to most of you, and they include: Mr. Dusty Hight, the National Vice President for National Func-

USAREUR GATHERING

Some 1,000 Army aviation personnel, distinguished guests, industry representatives, and the wives and children of many attendees will gather at the Seventh Annual Meeting of the USAREUR Region of the AAAA at Garmisch, Germany, during March 9-12, 1966. An interesting professional program - and appropriate evening and weekend social and recreational activities - have been planned by the Regional Executive Board, led by Col. Edgar C. Wood, Regional president. Host unit for the 1966 Annual Meeting is the Aviation Company of the 2d Armored Cavalry Regiment, designated by the Region as 1964's "Outstanding Aviation Unit" in USAREUR. Details on the gathering may be obtained by contacting: 2d Armored Cavalry Regiment, Attn: Capt. Coulter, Project Officer, APO New York 09696.

AAAA QUESTIONNAIRE

Prior to February 1, approximately half of the Association's 9,000+ members will receive a 10-question survey form soliciting their viewpoints on current AAAA objectives and purposes, its strong and weak points, and general representation. Survey results - which will be tabulated for publication in March, '66 - will guide later activities and programs.

tions; Mr. Tony Rodes, the Annual Meeting Chairman; Colonel Jack Dibble; Colonel Michael Strok; Colonel Jack Norris; Lieutenant Colonel Sam Cockerham; Lieutenant Colonel Thomas E. Thompson; Mr. Eric Falk; Mr. Howard Larew. To them, and especially to Mr. and Mrs. Art Kesten and their staff, go my most sincere thanks.

Benediction by Major General Charles E. Brown, Jr., Chief of Chaplains).

■ **PRESIDENT GOODHAND:** We thank each of you for your personal support of AAAA and attendance. I close this Annual Honors Luncheon with best wishes for a happy and prosperous year until we see you again next year.

■ Aerojet-General Corp., Azusa, Calif. for 1,462 integral armored seats for the UH-1 aircraft. \$937,624 on Nov. 5 by AVCOM.

■ Lycoming Division, Stratford, Conn. for aircraft engine components and support equipment for UH-1 and OV-1 aircraft. \$200,205 on Nov. 8 by AVCOM.

■ Chandler Evans, Inc., West Hartford, Conn. for 57 aircraft fuel modification kits. \$77,292 on Nov. 8 by AVCOM.

■ American Brake Shoe Co., Oxnard, Calif. for 320 pumps parts kits for CH-47 aircraft. \$62,764 on Nov. 9 by AVCOM.

■ Lycoming Division, Stratford, Conn. for aircraft engine components and maintenance equipment. \$864,864 on Nov. 9 by AVCOM.

■ Aerial Machine & Tool Corp., Long Island City, N.Y. for 662 aircraft engine exhaust pipe assemblies. \$77,123 on Nov. 9 by AVCOM.

■ Lawrence Aviation Industries, Inc., of Port Jefferson Station, N.Y. for 662 aircraft engine exhaust pipe assemblies. \$77,123 on Nov. 9 by AVCOM.

■ Boeing Vertol Division, Morton, Pa. for 261 aircraft shaft assemblies. \$231,768 on Nov. 9 by AVCOM.

■ Canadian Commercial Corp., Ottawa, Ontario, for 4,907 aircraft tachometer generators. \$112,370 contract on Nov. 9 by AVCOM.

■ Sierracin Corp., Sylmar, Calif. for 92 aircraft windshield assemblies for CH-47 aircraft. \$125,443 on Nov. 10 by AVCOM.

■ Collins Radio Corp., Dallas, Tex. for 52 aircraft radio modification kits for CH-47's. \$89,013 on Nov. 10 by AVCOM.

■ Lycoming Division, Stratford, Conn. for aircraft engine components and support equipment. \$1,103,140 on Nov. 10 by AVCOM.

CONTRACTS

■ Ryan Aeronautical Co., San Diego, Calif. for extension of flight testing of the XV-5A research aircraft. \$1,326,000 on Nov. 11 by AVLABS.

■ General Electric Company, Cincinnati, Ohio for propulsion system services and technical personnel involved in extension of flight testing of XV-5A aircraft. Contract of \$530,900 on Nov. 16 by AVLABS.

■ Piasecki Aircraft Corp. Philadelphia, Pa. for 16 H-1A flight test research exploration development. \$1,010,260 contract on Nov. 16 by AVLABS.

■ Mississippi State University, State College, Miss. for research on viscous flow. \$127,000 on Nov. 16 by AVLABS.

■ Lockheed Electronics Co., Edison, N.J. for magnetic tape airborne oscillograph. \$412,250 on Nov. 16 by AVLABS.

■ Sikorsky Aircraft Division, Stratford, Conn. for prediction of rotor instability at high forward speeds. \$78,000 contract on Nov. 16 by AVLABS.

■ Ryan Aeronautical Co., San Diego, Calif. for teardown, inspection and preparation of modification outline for XV-8A Fleep. \$12,750 on Nov. 16 by AVLABS.

■ Technology, Inc., Dayton, Ohio for collection of flight loads data in South Vietnam on CH-47s with supporting services in Dayton. \$94,472 on Nov. 16 by AVLABS.

■ Contracts for a preliminary design study of a composite research aircraft, and a detailed work statement defining the research follow-on phase. \$297,000 contracts each to Hughes Tool Co.-Aircraft Division, Culver City, Calif.; Lockheed-California Co., Burbank, Calif.; and Bell Helicopter Co., Ft. Worth, Tex. Nov. 17 contracts issued by AVLABS.

LEO A. BAUER

Captain Leo A. Bauer, an Army Aviator assigned to the 219th Aviation Company, sustained fatal injuries in the crash of his O-1E Bird Dog. The fatal accident took place in the Republic of Vietnam on Sept. 10, 1965. He is survived by his widow, Mrs. Patricia J. Bauer of 722 Bel Air Drive, Rapid City, South Dakota.

LEONARD J. DADANTE

First Lieutenant Leonard J. Dadante, assigned to the 101st Aviation Battalion, sustained fatal injuries when his UB-1B helicopter crashed in the Republic of Vietnam during the conduct of a combat mission on September 9, 1965. He is survived by his widow, Mrs. Nadia K. Dadante, 8555 West Pleasant Valley Road, Parma, Ohio.

CHARLES F. DeAMARAL

Major Charles F. DeAmaral, an Army Aviator on assignment to the 1st Cavalry Division (Airmobile), died as a result of injuries received in the crash of his OH-13 Helicopter near An Khe, Republic of Vietnam, on October 4, 1965. He is survived by his widow, Mrs. Patricia A. DeAmaral of 89 Ford Road, Carmel, California.

GEORGE L. EARL

Major George L. Earl, on assignment with Hqs., 4th Armored Division Artillery, died as a result of injuries received in the crash of his OH-13H helicopter. The accident occurred near Zirndorf, Germany, on October 7, 1965. He is survived by his widow, Mrs. Shirley G. Earl of 2165 Disch Street, Flushing, Michigan.

MICHAEL A. GALAIDA

Second Lieutenant Michael A. Galaida, a student pilot at the U.S. Army Primary Helicopter School, Ft. Wolters, Texas, sustained fatal injuries in the crash of his OH-23D helicopter. The fatal accident took place at Fort Wolters on November 10, 1965. He is survived by his father, Mr. Michael A. Galaida of Raritan, New Jersey, and his mother, Mrs. Rose S. Galaida of Manville, New Jersey.

OBITUARIES

STANLEY F. HAND

Captain Stanley Frederic Hand, Royal, Canadian Army Service Corps, died in Winnipeg, Manitoba, on October 6, 1965, as a result of injuries received in a helicopter accident the previous week in Rivers, Manitoba. Captain Hand was formerly with the 4th Aviation Company, Fort Lewis, Wash., in 1961-1962 and had served with the 65th Trans. Company at Fort Wainwright, Alaska, during the winter of 1964.

JULIUS J. JAHNS

Captain Julius J. Hans died on August 8, 1965, at Brooke General Hospital, Fort Sam Houston, Texas, after an extended illness. He had been an Army Aviator since 1957 and had served with the 1st Aviation Company (FWTT) in Vietnam. He is survived by his widow, Mrs. Julius J. Jahns, Route 2, Rosebud, Texas.

CHARLES F. KANE

Captain Charles F. Kane, on assignment with the 1st Cavalry Division (Airmobile), died as a result of wounds received from ground fire while piloting a UH-1D helicopter. The accident occurred in the Republic of Vietnam on October 12, 1965. He is survived by his widow, Mrs. Joan E. Kane of 1025 Shadeland Avenue, Drexel Hill, Pa.

FRANK L. MILLER, III

Captain Frank L. Miller, III, an Army Aviator assigned to the 229th Assault Helicopter Bn, 1st Cavalry Div. (Airmobile), sustained fatal injuries in the crash of his UH-1B Iroquois helicopter. The fatal accident took place near An Khe, Republic of Vietnam on September 30, 1965. He is survived by his mother, Mrs. Helen W. Stewart of 1085 Roslyn Drive, Montgomery, Alabama.

OBITUARIES

CLARENCE E. MOORE

Warrant Officer Clarence E. Moore, an Army Aviator on assignment to the 229th Assault Helicopter Battalion, 1st Cav. Div. (Airmobile), died as a result of injuries received in the crash of a UH-1B helicopter near An Khe, Vietnam on September 30, 1965. He is survived by his widow, Mrs. Billie F. Moore, Rural Route #2, Cordell, Oklahoma.

HAROLD A. PREISENDEFER

First Lieutenant Harold A. Preisenderfer, assigned to the 52nd Aviation Battalion, Vietnam, sustained fatal injuries in the crash of his UH-1B helicopter during the conduct of a mission on October 21, 1965. He is survived by his widow, Mrs. Nancy B. Preisenderfer, RFD 2 Anderson Place, Apollo, Pa.

ROBERT W. REAGAN

Chief Warrant Officer Robert W. Reagan, on assignment with the 101st Aviation Battalion, Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter. The accident occurred during the conduct of a combat mission on September 9, 1965. He is survived by his widow, Mrs. Noreen H. Reagan of 109 Little John Place, Route 4, Clarksville, Tenn.

VANN D. SHERRILL

Chief Warrant Officer Vann D. Sherrill, an Army Aviator assigned to the 118th Aviation Company, died of wounds received from ground fire while piloting a UH-1D helicopter. The fatal accident took place near Bien Hoa, Vietnam on October 23, 1965. He is survived by his widow, Mrs. Yvonne G. Sherrill of 2601 Upchurch Drive, Fayetteville, North Carolina.

ARMY AVIATION publishes all obituary notices it receives from OACSFOR, D/A concerning official aviation fatalities, and such individual notices as are submitted directly for publication.

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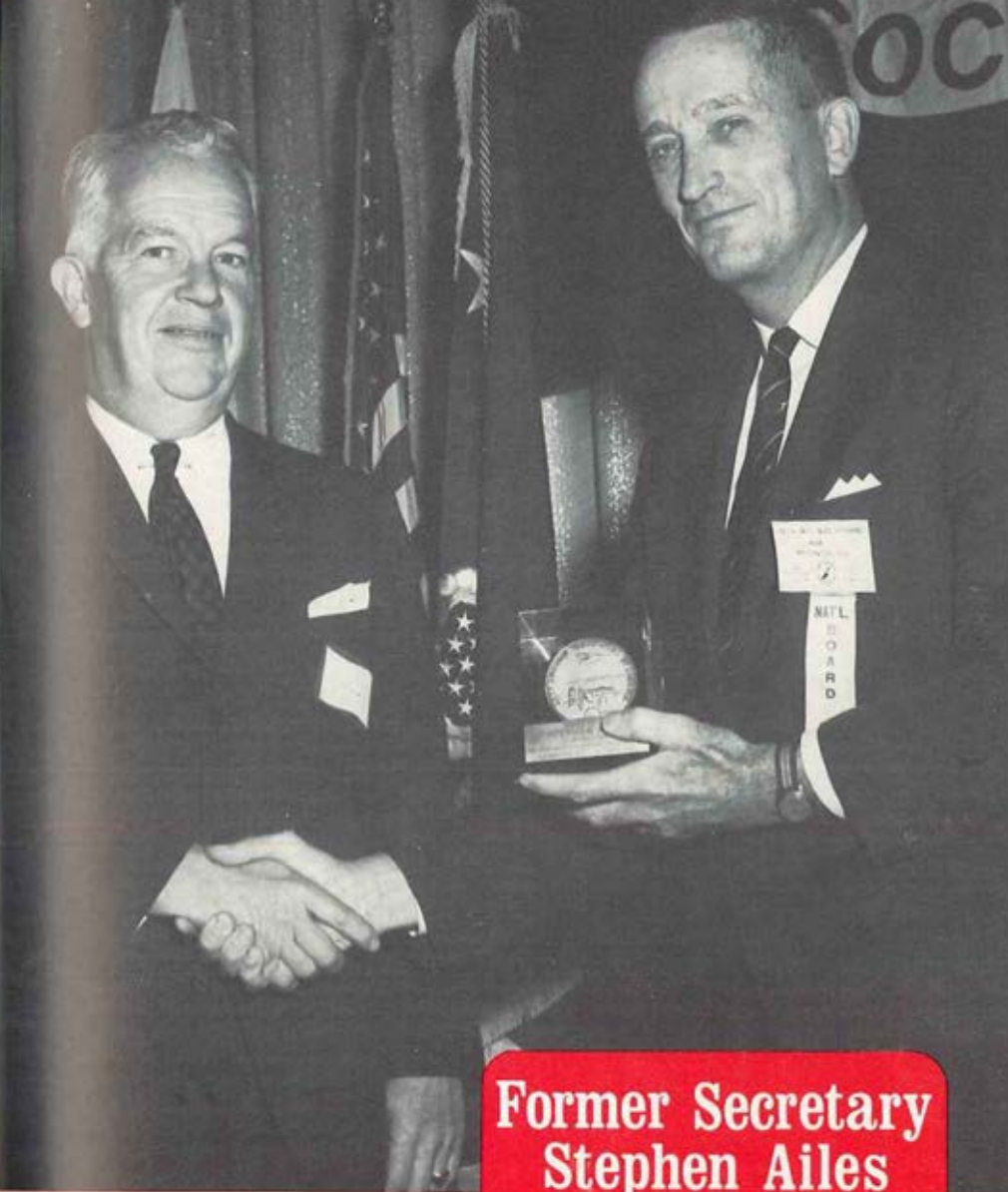
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**Former Secretary
Stephen Ailes
Receives AAAA
Silver Medallion**

Former Secretary Stephen Ailes Receives AAAA Silver Medallion

■ **PRESIDENT GOODHAND:** Now and then the Association wishes to acknowledge a former Department of the Army official who has shown an exceptional interest in and an understanding of the potential of organic aviation in the Army.

In this case we wish to present the Army Aviation Association Medallion to a very popular gentleman who gave more than his share of encouragement to the advancement of air mobility, the former Secretary of the Army, the Honorable Stephen Ailes . . . (Applause).

■ **THE HONORABLE STEPHEN AILES:** I must look around to see if Howard Haugerud has fainted . . . (Laughter).

When Glenn Goodhand invited me several months ago to this function, I willingly accepted even though I knew then that I would come in the capacity of a private citizen.

I did that because like every other civilian in a senior spot in the Army in recent years I have had a good deal of interest in Army

aviation, and also I did it because the five previous times I've been to this occasion convinced me that this is one of the nicest affairs of its kind which is held here in Washington.

I really didn't expect to be decorated or to receive an award and certainly not in company with all these fine soldiers who are being honored for valor in action. A Secretary of the Army is not normally decorated for valor.

QUALIFICATIONS

I would like to say, however, that there was one occasion when I came very close to qualifying. Gene Zuckert invited me up to lunch with the Senior Air Staff. He told me he did this regularly.

I thought it would be a nice, pleasant, sociable affair. It began as such; we had a martini; we had lunch. The Chief of the Air Staff, the Vice Chief, and all of those lieutenant generals pushed back from the table as if in anticipation, and I looked around to see who the speaker was going to be. Gene Zuckert then said to me, "*Steve, what is your concept of the future of Army aviation?*" . . . (Laughter).

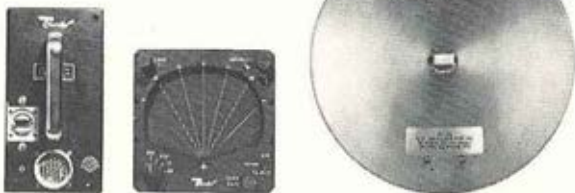
Thereupon a one hour debate ensued between me and a gentleman named General LeMay—it was spirited, to say the least—and to tell you the truth, although this is hardly an unbiased opinion, I thought that I did fairly well.

ANOTHER OCCASION

I didn't realize what an impact this discussion made on Gene Zuckert though, until about two or three months later. Paul Nitze invited Gene and myself as guests on the initial voyage of a nuclear submarine, a Polaris submarine called the *Henry Clay*. We had a fine time. We were out on the submarine while it fired its first missile. We had a fine lunch, and the three of us went up to a cabin upstairs to relax thereafter. It was then that I distinctly heard Gene Zuckert say to Paul Nitze, "*Keep an eye on Ailes, particularly if he starts measuring this thing.*" (Laughter).

Well, I would just like to say as a private citizen, I share with all of you a great deal of satisfaction in the accomplishments of Army aviation, and a great deal of hope for the future of it. Thank you very much . . . (Applause).





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NOVEMBER, 1965

AWARDS AND DECORATIONS

DISTINGUISHED SERVICE MEDAL

Easterbrook, Ernest, MGen

SILVER STAR

Adsit, William M., WO
Baker, Edward W., CWO
Grasmeyer, John M., Capt
Hill, James R., Capt
McGlone, Samuel D., WO
Simpson, Harold, WO

LEGION OF MERIT

Bonasso, Russell P., Col
Burdett, Allen M., Jr., Col
Hardesty, George D., LCol
Hupalo, William, Col
Kalagian, Samuel P., LCol
Mou, Allen S., LCol *
Needles, Paul E., Maj
Townsend, Delbert L., LCol



DISTINGUISHED FLYING CROSS

Calhoun, Patrick T., Lt *
Chamberlain, Wm. C., Maj
Chunn, Don C., Capt, 1
Densley, Reuben L., CWO
Derrick, George E., Maj, 1
Eberhardt, Wm. H., SP5, *
Fudge, Eugene E., Capt
Gutierrez, George, Lt, *
Hipke, Harry A., PFC, *
Holt, Allen L., CWO, *
Humphries, Charles J., WO
Jagers, Joseph N., Maj, 1
Mangold, Carl J., Lt, *

* Posthumous Awards

DISTINGUISHED FLYING CROSS

Palmer, Norman G., SSgt
Radcliff, Donald G., Maj, *
Rengan, Robert W., CWO, 1 *
Rehn, Richard I., WO
Slavich, Ivan L., Maj
Thompson, Howard E., WO

BRONZE STAR FOR VALOR

Deal, Ronald L., Capt
Whiteside, Richie D., SP4

BRONZE STAR

Eliasson, Arne H., LCol, 1
Gutierrez, George, Lt *
Hacking, David, Capt, 1
Hardesty, George D., LCol
Jarrett, Richard S., Capt
Johnson, James R., Capt
Kippel, Kenneth L., Maj
Levine, Edwin R., Maj
Mangold, Carl, Lt *
Moss, James W., Maj
Thielen, Edward J., Capt
Vaughan, Charles U., Capt

AIR MEDAL

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

Allison, Michael G., SP5
Buckley, Blair, Jr., Maj
Budney, Billy C., WO, 15
Coggins, Peter R., Capt, 15
Crowell, Mark H., Capt, 6
Crowe, James L., Capt
DaDante, Leonard J., Lt, 7 *
Duncan, Wendell J., Lt



MASTER AVIATOR

Boyle, G.J., III, LCol

SENIOR AVIATOR

Finch, Charles H., Capt.



AIR MEDAL

Eager, Benjamin F., Lt
Estes, James O., Capt, 6
Frick, Stanley J., Maj, 3
Fust, John W., Maj, 3
Gehler, Kenneth A., Capt, 19
Gibson, Lewis H., CWO
Griffin, Gerald L., CWO
Gwaltney, Patrick A., WO
Hackney, Arlen E., SSgt, 13
Hall, George, SSgt
Handley, Merlin J., CWO
Handly, Richard J., Lt, 9
Hardesty, George D., LCol, 2
Hargrove, William T., CWO
Haynes, William E., WO
Howard, James R., CWO, 16
Howardell, Allen A., SP4
Huckabee, Donald R., SP5
Hurley, Paul L., Maj, 2
Iwamura, Harvey K., SP4
Jagers, Joseph N., Maj, 5
Jarrett, Richard S., Capt, 17
Kalepa, Dallas K., SSgt, 5
Karriker, Jerry R., Capt, 5
Keene, Thomas L., CWO
Kendrick, Floyd R., Capt, 14
Kerr, James D., SP4
Koford, Joel L., Capt
Kuch, Peter J., Lt
Landstrom, Jon M., WO, 7
Lane, Ralph B., Capt
Long, Ronald M., SSgt
Long, William N., WO
McGee, William E., Capt, 14
McGuire, Virgil P., Maj, 7
McKenzie, George R., Capt
MacDonald, Joseph, Capt, 1
Mangold, Carl J., Lt, 26 *
Meador, Gerald R., CWO, 3



AIR MEDAL

Palmer, Earl S., WO, 17
Pawlik, Eugene A., Capt, 6
Pederson, Leonard M., Capt
Peterson, Carl J., WO, 16
Poulin, Robert H., Capt, 11
Pratt, Thomas A., SP4
Raley, Royce D., CWO, 9
Reagan, Robert W., CWO, 3 *
Reynolds, Robert S., Capt, 10
Rhodes, John A., SP4
Rieser, John D., Maj
Sanders, Milton D., Capt
Shipman, Chas. S., Capt, 23
Steelman, Jimmie, CWO, 6
Sweet, William E., SP5
Synol, Larry E., Capt
Thielen, Edward J., Capt
Thiels, Jerry M., Lt
Thompson, Robert G., Capt
Thompson, Robert W., Capt
Townsend, Delbert, LCol, 3
Vaughan, Charles U., Capt, 8
Williamson, E.W., BGen, 4
Wimbrow, Alva J., Sgt

JOINT SERVICE COMMENDATION MEDAL

Shepard, Claude L., Jr., Col

COMMENDATION MEDAL FOR VALOR

Campbell, Paul M., Lt
Eberhardt, Wm H., SP5 *
Keville, Clarence H., Capt
Lozano, William, Capt

COMMENDATION MEDAL

Blacker, Kemuel K., Col, 1
Boelter, Richard W., Capt
Brown, George A., Capt, 1
Schrum, James R., Capt
Shively, Jowarren B., Maj
Ward, William E., Maj, 1

CHANGES OF

ADDRESSES - PCS

GENERALS

FYFFE, R.A., MGen
British Army Staff
Washington, D.C.
YORK, Robert H., MGen
CG, USAIC
Ft. Benning, Ga. 31905

COLONELS

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USA Transportation Sch.
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CHAPTER ACTIVITIES

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General membership professional meeting. Guest Speaker. Wheeler AFB Officers' Club. 10 November.

FOOT HOOD CHAPTER:

Combined professional-social meeting. Colonel Raymond E. Johnson, President, U.S. Army Aviation Test Board, Guest Speaker. Dinner-Dance. Dutch Treat Bar. Fort Hood Officers' Open Mess. 13 November 1965.

LINDBERGH CHAPTER:

Combined professional-social meeting. Colonel Delbert B. Bristol, Deputy Director of Army Aviation, OACSFOR, Guest Speaker. Cocktails, 1730 hours with dinner at 1900 hours. Albert Pick Motel. 18 November.

FORT WOLTERS CHAPTER:

Combined business-social meeting. Delegates' Report to Chapter membership on 1965 AAAA Annual Meeting. Cocktails, 1800 with buffet at 1930 hours. Dancing at 2100 hours. Fort Wolters' Officers Open Mess. 19 November.

HANAU CHAPTER:

Combined business-social meeting. Conduct of 1965 Chapter elections, followed by free beer and pop corn. Fliegerhorst Annex, Hanau Officers' Club. 24 November.

FULDA CHAPTER:

Combined professional-social meeting. Dinner with free beer. General discussion of AAAA affairs and films. Rendezvous at 14th ACR Officers' Mess with bus transportation to Gasthaus Steinau. 26 November.

ARMY AVIATION CENTER CHAPTER:

General membership business meeting following a Dutch Treat Happy Hour with Hors D'Oeuvres provided by the Chapter. Main Officers' Club. 1830-2000 hours. 30 November 1965.

ATLANTA CHAPTER:

Chapter "social" at the Atlanta PLAYBOY CLUB, Plaza Hotel, Atlanta, Ga. Kickoff of Chapter Membership Drive. Party-loving AA's and wives invited. Cocktails at 1830 with dinner at 1930 hours. 3 December.

FORT MONROE CHAPTER:

General membership "social" - Cocktails at 1830 hours; dinner at 2000 hours. Casemate Room of the Ft. Monroe Officers' Open Mess. Saturday, 4 December.

RHINE VALLEY CHAPTER:

Combined professional-social dinner meeting. Major Paul R. Curry, U.S. Representative for P-1127 VTOL High Performance Jet Aircraft, Guest Speaker. Cocktails, 1900 hours. Dinner at 2030 followed by speaker and after-dinner dancing. Patrick Henry Village Officers' Club, Heidelberg. Saturday, 4 December.

LINDBERGH CHAPTER:

Annual Chapter "Christmas Formal." Cocktails, 6:30 p.m. with dinner at eight. Dancing at 9 p.m. Black tie. Colony Motor Hotel, 7730 BonHomme Avenue, Clayton, Missouri. Friday, 10 December.

RICHARD H. BITTER CHAPTER:

Annual Chapter "Christmas Dinner Dance." Cocktails, 7 p.m. with dinner at 8:30. Dancing, 9:30 on. Dress, formal or informal. Petroleum Club atop the Petroleum Tower. Saturday, 11 December.

Acting on behalf of the 4,400-odd members who hold AAAA-endorsed coverage under the Flight Pay Protection Plan (FPPP), Colonel J. Elmore Swenson, Chairman of the six-member AAAA Insurance Committee, has requested that the following be published for the general information of all current FPPP policyholders:

* * *

"The FPPP coverage, as written, provides insurance protection in ANY area of the world, to include Southeast Asia. The coverage does NOT contain any geographic restriction.

"Many Insureds, and potential Insureds, have been informed erroneously—and misinformation has spread—that the FPPP coverage does not apply in Vietnam, the Dominican Republic, or any combat area. **THIS IS NOT TRUE!**

* * *

"The fact that an Insured is assigned **WITHIN A COMBAT ZONE DOES NOT NULLIFY** his FPPP protection:

■ He is protected against **ALL ILLNESSES AND DISEASES** incurred anywhere in the world. **FOUR** of the first five claims received from AAAA members in Vietnam were for groundings caused by illness or disease. A Captain with diabetes; a Captain with paroxysmal atrial fibrillation (heart ailment); a CWO with ulcers; and a CWO with supraventricular tachycardia (heart ailment).

■ He is protected for loss of flight pay due to **ALL NON-AVIATION ACCIDENTAL BODILY INJURIES** anywhere in the world! The 1957-1965 claim files offer ample evidence that Army Aviators and Army crew members are not immune to accident. For example, AAAA Insureds have received flight pay indemnities for:

THE FACTS ABOUT:

Your FPPP Coverage in Vietnam

... a torn knee cartilage incurred while playing ping pong,

... an eye injury resulting from a fragment being thrown by a radial saw,

... a broken elbow incurred while playing in a volleyball game in Lebanon,

... a scratched cornea ("Just horsing around with one of my children.")

... a broken leg suffered in a Potato Sack Race (Ironically, the accident occurred at an AAAA Picnic held at Fort Belvoir),

... and many other unanticipated injuries, as well as the expected number of multiple injuries received in vehicular accidents.

■ He is protected from loss of flight pay due to **ACCIDENTAL BODILY INJURIES RECEIVED IN ALL ARMY AVIATION ACCIDENTS**, except those accidents precipitated directly by enemy action. Current Vietnam claim being paid: a Captain is receiving monthly flight pay indemnities due to the injuries he received in an aviation accident. The accident was caused by the premature detonation of a pyrotechnic device while the Captain was attempting to mark a landing zone. Another example: the Insured—returning home from a combat mission in Vietnam in sound health and flying a clean, unhit aircraft, either through pilot error, fatigue, or what have you, crashes and receives injuries to the extent that he is grounded and removed from flight status for physical reasons. Is he entitled to flight pay indemnities under the AAAA-endorsed plan? Of course he is!

"Please understand that the AAAA-endorsed



By Colonel
J. Elmore Swenson,
Chairman,
National Insurance
Committee, AAAA

flight pay insurance policy is one form of Accident and Health (A&H) Insurance, and:

... that like all other A&H insurance issued by American companies, the AAAA-endorsed policy contains a clause that precludes the payment of indemnities for enemy-incurred injuries.

... that this clause has been a part of the FPPP policy endorsed by the AAAA since the policy acceptance in April, 1957, and is a part of the coverage offered by the Associations representing other services.

* * *

"Acting on the request of a group of Vietnam-based members, as expressed through Colonel Robert R. Corey, USARV Regional President *pro tem*, the AAAA Insurance Committee met with an official of the insurance company on October 27 in Washington, and agreed upon the steps to be taken to offer amplified FPPP coverage. Within the next few months, an actuarial study will be made on the provision of "war injury" coverage that will provide an outline of the statistical data upon which a company could base a sound insurance plan to cover "war risks" in addition to the normal A&H risks now covered.

* * *

The AAAA Insurance Committee wishes to point out:

... that no precedent exists for such coverage, i.e., no insurance company is known to provide A&H coverage to protect against "war" injuries,

... that without detailed actuarial data on which to base its study, a company cannot provide additional coverage of any form,

... that if such coverage were to be provided, it would have to be in the form of an optional "rider" to the present FPPP policy, and at an additional premium payable only by those who desired the amplified coverage,

"The Committee also wishes to point out that the great majority of the AAAA members who

hold the FPPP coverage—roughly 3,800 of the present 4,400 policyholders—have:

... held the coverage between three to eight years, purchasing the protection BEFORE the Army aviation's combat commitments around the world,

... thought the coverage to be a worthwhile form of insurance at the time they purchased it, and still must think the coverage to be most worthwhile in the light of an annual insurance renewal ratio which has averaged 94.1 per cent during the period April, 1957 to March, 1965,

... and by pooling their insurance premiums in a specialized insurance program have returned some \$540,818.29 in flight pay indemnities to 337 of their less fortunate contemporaries through November 1, 1965."

(Current members of the National Insurance Committee of AAAA include Colonel J. Elmore Swenson (Chairman), Colonel Warren R. Williams, Jr., Colonel John Dibble, Jr., Colonel Robert F. Cassidy, USA (Ret.), Arthur H. Kesten and Bryce Wilson.)

Military Aviation Placement Service

EXPANDING military research organization offers rewarding career opportunities to retired officers with management experience in Aviation Maintenance, Supply, Logistics, Operations Research, EAM, Computer Systems Analysis, Programming. Openings in CONUS and Far East. Send resumes to AAAA, Box 1267.

HELICOPTER pilot to work into management. Experienced operator offering outstanding opportunity for right man. Write AAAA, Box 142.

HELICOPTER mechanic. Prefer Bell background with A & P rating. Start on ground floor. Experienced operator offers outstanding opportunity to right man. Write AAAA, Box 142.

SENIOR AA desires challenging position where he can utilize his administrative and materiel management knowledge in conjunction with his diversified flying experience. Age 38; retiring Dec. 31, 1965. Write AAAA, Box 3395.

AAAA FOUNDATION OFFERS \$3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$3,500 in 1966 scholarship assistance funds for the sons and daughters of members of AAAA.

Application forms for the 1966 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06882. The applications, together with other supporting application data, must be returned to the Foundation on or before 10 February 1966 to receive Awards Committee consideration.

ELIGIBILITY

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

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

A high school graduate or senior who has made application to an accredited college or university for Fall, 1966 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1966.

Unmarried and a citizen of the United States.

AREA INTERVIEWS

Following the receipt of the completed application form, the financial statement, and the required academic transcripts, the Foundation will notify the applicant to report to a group of interviewing officers selected from among the AAAA membership residing in the applicant's area. The "Report of Interview" serves as an important, but not mandatory part of the documentation required for awards consideration.

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been



MAJOR GENERAL (THEN BRIG. GEN.) JOHN J. TOLSON, CG OF THE U.S. ARMY AVIATION CENTER, FT. RUCKER, ALA., PRESENTS A 1965 AAAA SCHOLARSHIP FOUNDATION CHECK OF \$500 TO MICHAEL McMAKEN, ONE OF SEVEN AAAA SCHOLARSHIP WINNERS IN 1965. MICHAEL, WHOSE PARENTS, COL. (USA-RET.) AND MRS. EDWARD McMAKEN ARE SHOWN AT THE RIGHT, ENTERED PURDUE UNIVERSITY THIS PAST SEPTEMBER.

designated as the Foundation's judging agency. The selection will be made during the month of March, 1966 period with the winners to be notified no later than 31 March 1966.

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

The previous scholarship recipients have included Joel R. Graft (1963); Danny P. Barrett, Cheryl Ann Cretin, Roger A. Moseley, and Robert P. Spears (all in 1964); and Harmon B. Dow, Kathryn M. Eggers, Penny L. Francis, Jessica Ann Fried, Joseph W. Hely, Jr., Michael E. McMaken, and Leslie T. Schockner (all in 1965)

ARMY AVIATION MAGAZINE

Powered by a Lycoming engine, the fast, maneuverable Bell Sioux helicopter puts field hospitals only a short hop away from battle areas. Result? Risk of transporting casualties is greatly reduced. Whatever your power needs, you can depend on Lycoming engines.

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