

ARMY AVIATION

DECEMBER, ★ 1965



**Our engine put the
hssssssss!
in this cobra's strike**

(See back cover)

Lycoming

DIVISION OF AVCO CORPORATION
STRATFORD, CONN.

chipook

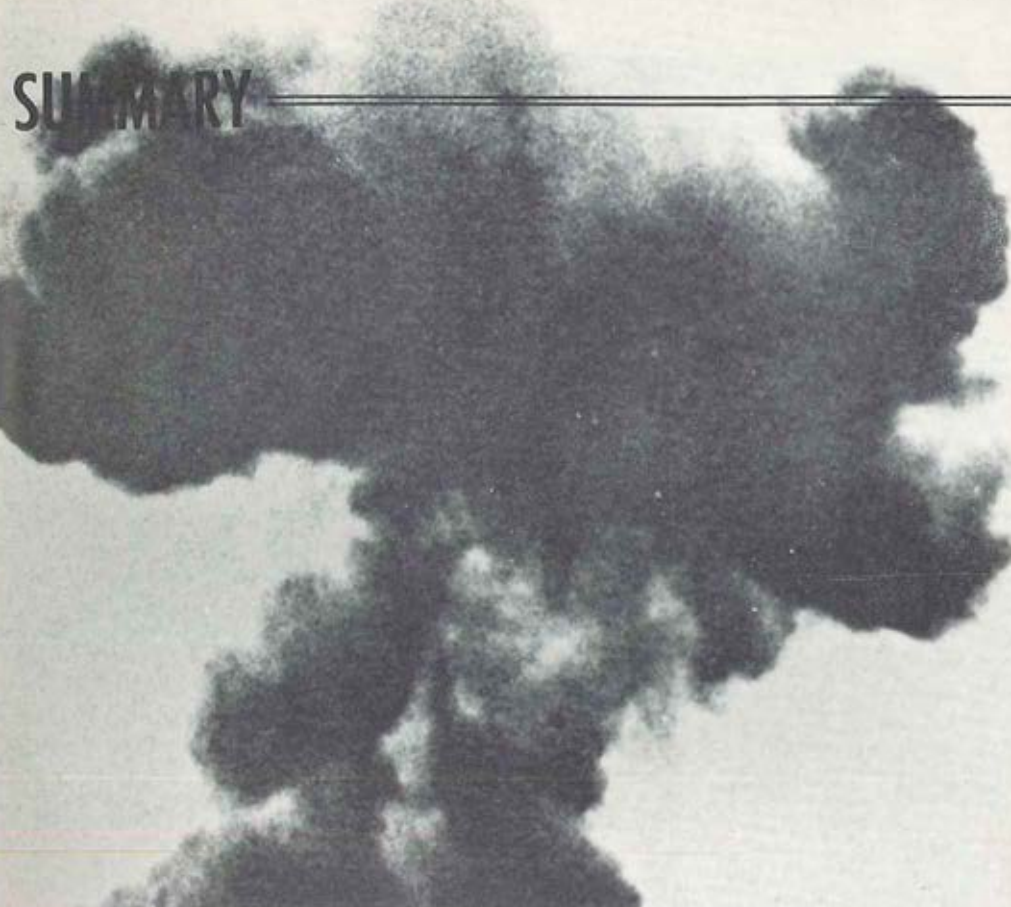
PROGRESS



ARMED AND ARMORED CHINOOK SUCCE



SUMMARY



SUCCESSFULLY COMPLETES CONTRACTOR TESTING

Following successful completion of contractor testing, the CH-47A armed and armored Chinook demonstrated its weapons capability before a large audience of high ranking military and civilian personnel at the Aberdeen Proving Grounds.

The demonstration took place on 2 December, three weeks after the official roll out and first flight of the aircraft at Boeing's Flight Center in Philadelphia.

BOEING Helicopters

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

ARMY AVIATION

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Copy should bear the name and address of the writer. The magazine cannot assume responsibility for the safe return of copy, photographs, etc., unless the submission is accompanied by an addressed envelope having sufficient return postage. Exclusive articles pertinent to any Army aviation subject except AAAA, industry, unit, or major command activities are reimbursable at the rate of ten cents per published line.

The editor reserves the right to quote all or part of any material that is submitted for publication, except those particular passages that the writer specifies are not for publication. Copy additions or deletions made necessary by space requirements may be made. The publisher assumes that the correspondent has not submitted any material that is classified, proprietary, or copyrighted. The use or reproduction of any of the by-lined contents of the publication, in whole or in part, without the expressed permission of the publisher is prohibited.

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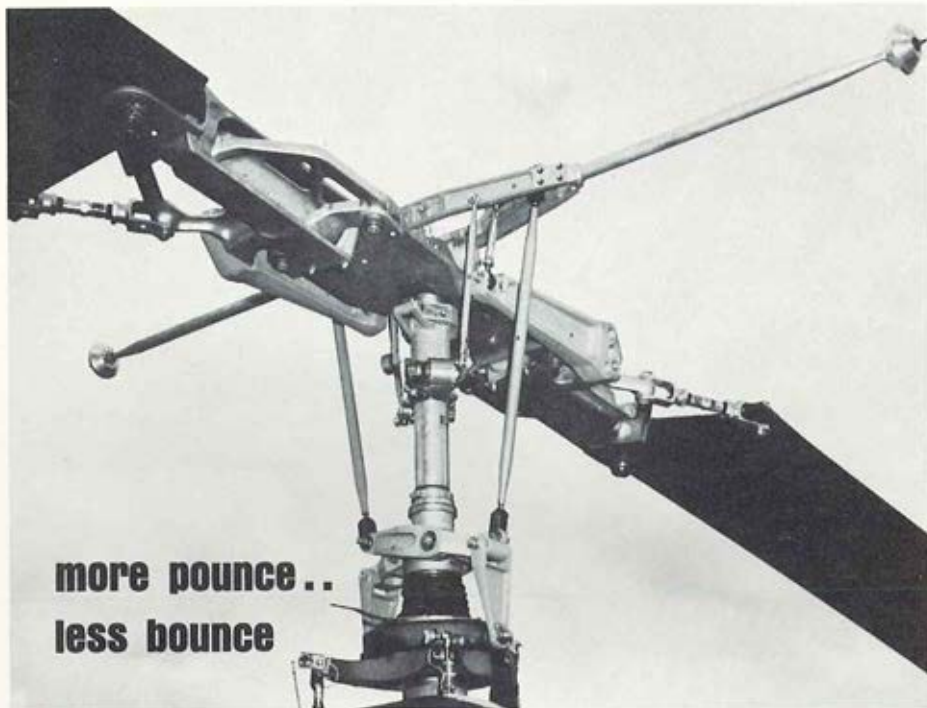
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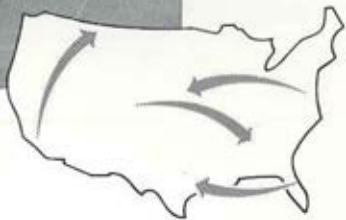
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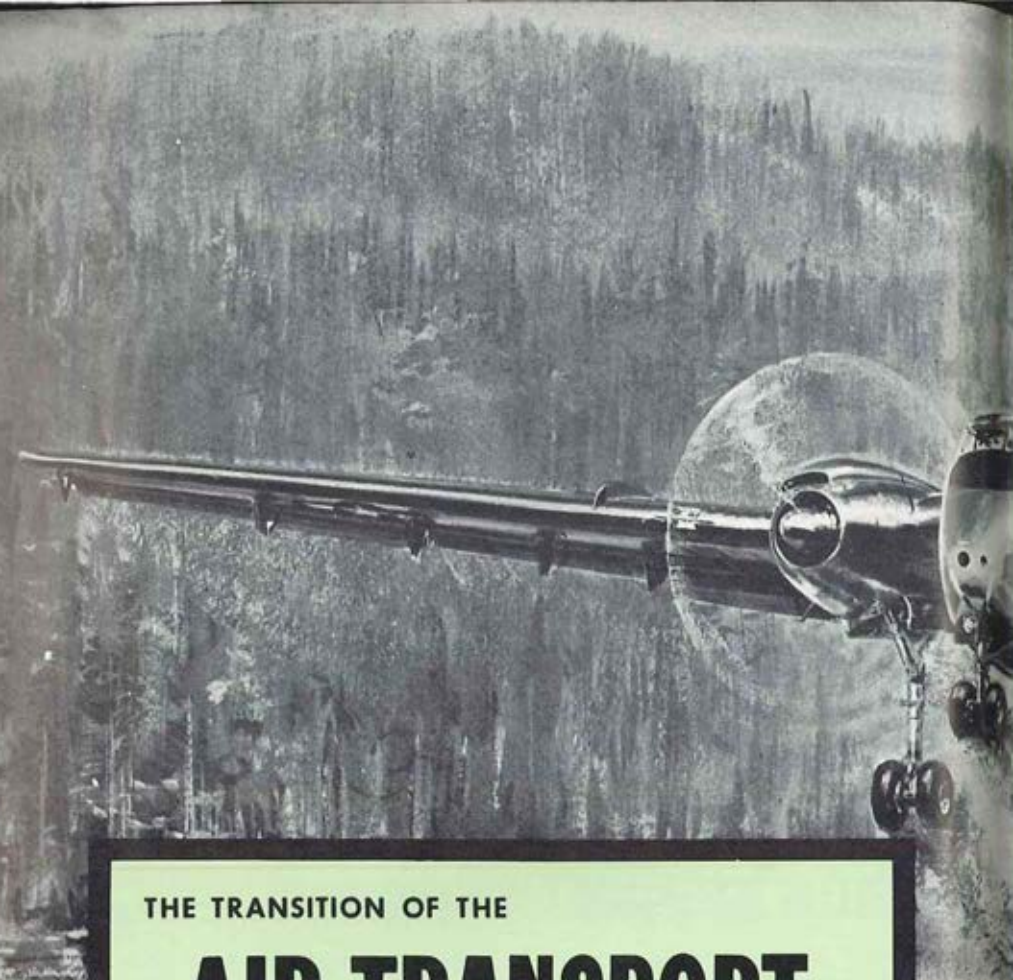
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THE TRANSITION OF THE

AIR TRANSPORT BRIGADE CONCEPT

BY

COLONEL DELBERT L. BRISTOL
DEPUTY DIRECTOR OF ARMY AVIATION,
OACSFOR, DEPARTMENT OF THE ARMY



I was delighted to assume my new duties as Deputy Director of Army Aviation on 1 August. I look forward to the opportunity to assist General Seneff in solving some of the problems confronting Army aviation. As a part of my duties, General Seneff has suggested that from time to time I prepare the Aviation Directorate contribution to the *Army Aviation Magazine*.

From April 1963 to February 1965, I had the privilege of commanding the 10th Air Transport Brigade, which was teamed together with the 11th Air Assault Division for the test of new mobility concepts. As a result of these tests the Army adopted

three new organizations and incorporated them into the active Army Force Structure on 1 July 1965. In addition to the 1st Cavalry Division (Airmobile), the Army organized the 10th Army Aviation Group and the 478th Army Aviation Company (Aerial Crane).

Conceptually, the Air Transport Brigade was to consist of *Caribou* (CV-2), *Chinook* (CH-47) and *Flying Crane* (CH-54) aircraft for the purpose of supporting logistics and troop movement requirements within a field army environment. In addition, the Air Transport Brigade was designed to sup-

ARMY AVIATION MAGAZINE

port the Air Assault Division when engaged in operations requiring extensive air line of communications (ALOC) support. The concept involves the support of an Air Assault Division by an Air Transport Brigade with the *Caribou's* operating from a Logistics Base in the rear area and the *Chinook's* and *Flying Crane's* supporting movement requirements within the division area.

Because of the shortage of *Chinook* helicopters, the bulk of the 10th Brigade medium transport helicopters were the *Mojaue's* (CH-37).

Unfortunately, a shortage of *Caribou* aircraft prevented the 50th Transport Aircraft Company from participating in the test. In addition to the 10th Air Transport Brigade and 11th Air Assault Division, the 72nd Air Traffic Control Company was tested during *Air Assault II*. The 72nd was trained with the 10th Air Transport Brigade in order to develop the high degree of teamwork and readiness needed to conduct actual IFR operations during *Air Assault II*.

From an organizational viewpoint, only the brigade headquarters and the *Flying Crane* company were new units. The most important features of the Air Transport Brigade were (1) its capability for sustained 24 hour-a-day operations, (2) a capability to employ each aviation company in a semi-independent role with integrated direct support maintenance and an all weather flight operations capability, and (3) an aircraft maintenance organization designed specifically to support maximum flight operations on a sustained basis.

To realize the full capabilities of an Air Assault Division while conducting deep penetrations beyond the Forward Edge of the Battle Area (FEBA), Class I, III and V supplies must be air delivered in such a fashion as to place only one or at most two days of supplies on the ground at any one point, thereby retaining the capability for quick displacement of the bases located in hostile territory. Similarly, the division base should have no more than 3 days of supplies in order to facilitate battlefield re-deployment.

Exercise Air Assault II confirmed the capabilities of the Air Transport Brigade to support the Air Assault Division with 100% resupply. On several occasions, particularly during the deployment of divisional forces into new base areas, the transports of the Air Transport Brigade augmented the division's aircraft in the movement of combat and combat support units.

Throughout *Air Assault II*, the 10th Air Transport Brigade supported the 11th Air Assault Division by employing the 44th Battalion forward with division support command elements in the division and brigade bases. This battalion had the mission of supporting the division support command and performed a major part of the distribution of supplies within the division area. The 37th Battalion (CV-2's) operated from the logistics base where it supported the 5th Logistical Command by moving supplies forward into the division and brigade bases.

The principal questions to be answered in determining the creditability of the ALOC concept centered on the relatively small stockage levels in the forward areas, the reliability of the system in meeting the needs of the customers and the ability to operate around the clock on a sustained basis.

While the validity of the concept was confirmed, certain lessons were learned that warrant emphasis. First, the speed of execution necessitates special emphasis on organization of movement control and communications. A system was established whereby all Class I and V supply requirements were coded in terms of the contents and packaged in 1000 lb. pallets; Class III requirements were packaged in 500 gallon rubber containers and were coded according to type of fuel.

Loads from the Logistics Base were dispatched to the Division Base in conformance with a schedule as requested by the Division. On nearing the Division Base, the *Caribou* aircraft commander contacted the Logistics Operations Center identifying by prearranged code the nature of his load.

Based on this information and knowledge of the current division requirements, the

Logistics Operations Center gave the Aircraft Commander a new destination. This procedure known as "Sky Watch" was the key to success in meeting the rapidly changing needs of the division. Normally all Class II supply was delivered to the Division base airfield where the service units were located. In order to simplify procedures and capitalize upon experience, two *Caribou* companies, the 1st and 17th, routinely specialized in carrying Class III supply. In this way, a high order of safety and loading efficiency was attained. Routinely, around the clock, *Caribous* spent 20-30 minutes on the ground in the Log Base area being loaded and serviced and only about 10 minutes on the ground in the forward area discharging their load and picking up empties.

Similarly, one *Caribou* company, the 516th, specialized in moving Class V ammunition (boxed gravel, packaged on 1000 lb. pallets and coded to represent the real thing. Another company, the 187th handled rations, Class II supply, and medical evacuation. As necessary, the 37th Battalion diverted *Caribou* between companies to meet peak requirements.

Throughout the pre-exercise training and the *Air Assault II* test, the Class III requirements approximated normal combat requirements and the workload placed on the 1st and 17th Aviation Companies provided a valid basis for determining the reliability of sustained 24 hour operations. Each of these companies carried in excess of 200 tons per average day during much of this period, and flew at a monthly rate of approximately 200 hours per *Caribou*. The average *Caribou* load factor was in excess of 90%.

Whereas the Howze Board foresaw use of *Chinooks* at a rate of 180 hours per month, such usage did not materialize during *Air Assault II*. The *Chinooks*, *Mojaves*, and *Flying Cranes* averaged less than 60 hours per aircraft. This failure to achieve high flying hour rates is attributable to the peculiarities of the customer. Experience in *Air Assault II* follows a pattern established in earlier exercises which shows that the closer you come to the forward portion of the line of communications, the more irregular the demand and the more

one must accept fragmentation of demands and piece-mealing of loads. While the Howze Board foresaw 24 hour resupply by helicopter, *Air Assault II* experience shows that most of the work is generated and accomplished during daylight hours.

A highlight of the ALOC test was the capability of the *Caribou* to operate routinely under instrument and low visibility conditions, employing the Army's Air Traffic Control concept. Numerous beacon and GCA approaches were made both in the forward area and the Log Base area. The Air Traffic Controllers of the 72nd ATC Company and the approach controllers of the 10th ATB Aviation Companies achieved a high degree of proficiency, such that the aviators attained a high confidence factor in using the ATC system.

The excellent aircraft availability record of the 10th ATB is attributable to the realization of an optimum aircraft maintenance system. Direct support sections of the 170th Battalion, as well as the companies were assigned specific aviation companies to support over an extended period of time. In this way, a high degree of teamwork was achieved. The realignment of responsibilities between Organizational, Direct Support, and General Support maintenance echelons, coupled with streamlined inspection procedures which are the major features of the ABC concept, point the way to removing the "bottlenecks" of the past.

In summary, the best features of the Air Transport Brigade concept have been adopted. The change in name to "*Aviation Group*" is a proper one since it broadens the scope of mission to provide equal emphasis on tactical as well as logistical operations. The Army now has two Aviation Groups, the 10th at Fort Benning and the 12th in Vietnam. Both of these groups have important missions covering the entire spectrum of aviation support. I believe that as the current emphasis on Army air mobility progresses, the Army Aviation Group will become a vital tool of Corps and Army Commanders for the command and coordination of aviation operations.



AAAA ANNUAL MEETING



■ PRESIDENT O. GLENN GOODHAND:

This is my first report to you as President of the Association. I will cover the year following the 1964 Annual Meeting and will concentrate on highlights as seen from the viewpoint of the National Board. I will emphasize changes and innovations and not just the routine things.

I would like first to acknowledge the outstanding support I have received from the members of the National Board. They constitute an exceptionally dedicated group which has devoted itself enthusiastically to the overall improvement of the status of the Association. I am greatly indebted to them.

Membership

Our membership totals 8,918 as of 15 October, an increase of 859 from the total reported last year. This order of growth is consistent with past performance. Together with a renewal rate of approximately 85% it indicates that our members are generally satisfied, or at least are not dissatisfied with the operations of the Association.

It also indicates that our image is favorable in the view of people who have recently become associated with Army aviation.

Our organization includes both individual and corporate, or Industry Mem-



AAAA PRESIDENT'S ANNUAL REPORT

NOVEMBER, 1964-OCTOBER, 1965

berships. The latter category now totals 50, an increase of four from the previous year. Here, I would like to acknowledge the successful efforts of John Oswalt to increase our industry memberships.

In my view, our Industrial Members join AAAA because our magazine keeps them in touch with recent developments, our local and national meetings provide a forum for exchange of views, and our overall programs have contributed intangibly to the healthy growth of the Army aviation program.

Chapter Activities

The number of our active chapters has changed little from last year and now totals 39, of which 18 are in overseas areas. Some 5,804 of our members are recorded as having chapter affiliations.

Records of our National Office indicate that 167 functions were held by chapters during the year, an increase of 37 over the previous year. They also indicate that attendance at these functions is generally on the upgrade.

The National Board is fully conscious of the impact which the chapters exert on our national purpose of advancing the general professional status of our members and of fostering good fellowship among the membership. Accordingly, we assist as best we can, to include mailing notices of chapter meetings, offering films for local showings,

ARMY AVIATION MAGAZINE

and when requested, suggesting contacts for professional presentations.

We recognize that our assistance in this area is limited and we welcome suggestions from anyone as to how it can be increased. We believe, however, that the success of local programs will hinge primarily on the energy and ingenuity of the local officers.

Regional Activities

Since a large proportion of our membership is overseas, the overseas Regions weigh heavily in any evaluation of our status. In that regard, it is noteworthy that Regional activities overseas historically have been very successful, probably because of the practicability of holding large family functions at reasonable cost.

The USAREUR Region exemplifies this. Its Annual Meetings have grown more popular with each year. The Garmisch meeting of 1965, chaired by Colonel Bob Moore, drew an attendance of more than 1,100. Its program included outstanding professional sessions with concurrent social activities for families. It also provided athletic and social events outside of working hours which were attended by practically everyone there.

It was my pleasure to be one of the attendees, and I was assisted by Gerry Gerard and John Oswalt in representing the National Board. By our consensus, it was the outstanding Association event of the year. For those of you who may be in USAREUR next year, I suggest notation of Colonel Ed Wood's plans to hold the annual meeting again at Garmisch over the weekend of 9-12 March 1966. If you can get there you won't regret it.

Our Executive Vice President, Art Kesten, has advised me that the USAFFE Region has been active in Korea this year. Those having an interest in that area should contact Major Bob Cox, the Regional President, who is in attendance here as a delegate.

Colonel Robert Corey, Chief of the Aviation Division, Army Concept Team in Vietnam, has advised us that he has initiated paperwork to form an AAAA Region in South Vietnam. If all goes well, he should have this accomplished by February.

Fiscal

I am happy to report to you that although not wealthy, the Association is solvent with adequate reserves. You will recall that we had an active discussion at last year's Annual Meeting of the advisability of raising the dues by \$1.00.

In deference to the lack of solid support from the Delegates, we decided to continue at the \$6.00 rate. Although I favored the increase, I am happy to report that we operated essentially at a break-even level. Lew Casner, our Treasurer, will discuss this with you in detail later.

National Programs

The overall success of the Association must be judged to some degree by the success of its national programs. In this regard, we earnestly solicit any suggestions for change or improvement. I will now outline our status in this regard as I see it.

National Awards

Our National Awards are four in number: The *James H. McClellan Aviation Safety Award*, the *Outstanding Aviation Unit Award*, the *Aviation Soldier of the Year Award*, and the *Army Aviator of the Year Award*. These are presented each year at the Honors Luncheon before a distinguished audience of top officials of the Department of the Army.

The luncheon tomorrow, at which the presentations will be made by the Secretary of the Army, the Under Secretary of the Army, the Chief of Staff of the Army and the Honorable Howard E. Haugerud, acting for Senator John L. McClellan, will be a major step forward in bringing recognition to outstanding individuals, credit to the aviation industry, and prestige to the Army aviation program.

For the continued success of our National Awards Program, we solicit the help of all members, Chapters, and Regions, particularly in forwarding appropriate nomination proposals. In this regard, we are suggesting that Regions consider establishing programs for issuance of comparable awards on a local level. The USAREUR Region will begin this next year. In such local programs,

the National Office will gladly assist in providing suitable medallions.

Annual Meeting

The Annual Meeting is the culmination of major efforts by the National Executive Board. It provides a suitable setting for our Annual Awards, an opportunity for professional presentations of the highest order, a chance for aviation personnel of the Army and industry members to become better acquainted and a forum for discussion of national Association policy.

A major change this year is the staging of a technical session which will interest our industry members as well as our military. Also of significance is the change providing for attendance by more chapter delegates.

Placement Service

The increasing number of retirements from active duty and the concurrent large demand by industry for aviation personnel point to greater usefulness for our placement service, which we call *MAPS*, which stands for *Military Aviation Placement Service*.

This is a system under which advertisements are placed in the *Army Aviation Magazine* by job applicants and by companies seeking employees. Without revealing the identity of either, the National Office brings together those having a mutual interest.

Locator Service

The Association provides an effective means of locating friends whose addresses are unknown. This is accomplished through

ANNUAL REPORT



PHOTOS THIS PAGE

TOP: The Hon. Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department, an ARNG aviator, and a former AAAA National Board member during '57-'61, is shown receiving an Ass'n Service Medallion from President Goodhand. CENTER: Distinguished members of the Mobility Advisory Group of the Army Scientific Panel are shown at the dais prior to the Panel Session. In front, l-r, are Secretary Hawkins, Mr. Vidal, Gen. Lapsley, and Gen. Sverdrup. Rear: Dean Fadum, Mr. Wood, Mr. Van Every, and Mr. Wolcott. BOTTOM: The Ladies' Luncheon Committee - left to right - Mrs. O. Glenn Goodhand, Mrs. Delbert L. Bristol, Mrs. Hallett D. Edson, and Mrs. John T. Pierce, III.



publication of "The Month's Takeoffs" in each issue of the magazine and by direct mail response to inquiries. It is an invaluable service when needed.

Film Library

For several years, the National Office has maintained an inventory of aviation films for loan to Chapters on request. This has been helpful but, in my view, has not been utilized to its full potential.

During the past year, 16 Chapters showed the films from last year's Annual Meeting. Those from this year will be available on request and should provide valuable material for Chapter programs.

Scholarship Awards

In my view, our most appealing program is the one under which we give scholarship assistance to deserving boys and girls who are about to enter college. The program this year, under which we contributed \$500 to each of seven youngsters, employs an exceptionally discriminating and efficient method of selection. It is administered by Colonel Robert M. Leich, to whom we all owe a real debt of gratitude.

I think you will be interested in knowing that he was materially assisted by a large

number of our members who interviewed applicants all around the world. For the continued success of this program, we will continue to need your cooperation in conducting these interviews.

We made a significant change in our method of raising funds in 1965 under which we now solicit direct contributions at the time of membership renewal. This yielded \$2,500 during eight months of this year and has a much greater potential. I earnestly hope that you will encourage contributions to this worthwhile cause. In this regard, we are asking the Delegates today to consider the matter of fund raising and to give us their suggestions as to how it can best be done.

Insurance

The Association endorses flight pay and life insurance plans issued by a commercial insurance company through agencies operated by (Mrs.) Dorothy Kesten. Participation in these is purely voluntary, but has been rather substantial.

As of 1 June 1965, the number insured for flight pay was 4,257; the number of claims already paid was 308; claims paid totaled \$511,597.00. With reference to life insurance; 576 policies have been issued and ten claims totaling \$145,000.00 have been paid to date.



Science Awards

Another outstanding program of the Association dealing with young people is the one in which we offer Association awards to local and national winners of the Science Fairs. During the last year, we issued to local winners 180 certificates of the type which I am displaying.

In addition, we presented each of five national winners with an Association medalion and \$100 in cash. The national awards were presented in St. Louis by Major General Austin W. Betts, Deputy Chief of Research and Development, to the five winners selected by a committee appointed by the Commanding General of AVCOM, Brigadier General Howard F. Schiltz.

Legal and By-Laws Committee

The Legal and By-Laws Committee conducted a comprehensive study in 1964 of the relationships between the Association, Army Aviation Publications, Inc. Ladd Agency, Inc. and Life Insurance Plan, Inc. The latter three are private businesses which publish the *Army Aviation Magazine* and serve as agent for the Association-endorsed insurance policies, and are owned by Art and Dorothy Kesten.

The full report as read by President

Gerard at last year's Annual Membership Business Meeting is published in the November-December 1964 issue of *Army Aviation*.

In view of the presence of many delegates who were not here last year and the desirability of having a general understanding of these inter-relationships, we feel that it will be beneficial to again read extracts of the findings into the record.

- Now the relationship of these organizations is that of four corporate entities doing business with one another. The Kesten enterprises, primarily *Army Aviation Publications, Inc.*, furnishes complete administrative support to the Association without charge, with the exception of certain office equipment and supplies which are provided with Association funds. The official status of the owners of the corporate enterprises relative to the Association is that of contractors who voluntarily provide extensive administrative support beyond their contractual obligations.

- The Association has no proprietary interest in the corporate enterprises owned by the Kestens, but by reason of its affiliation with them and its endorsement of their policies, the Association has identified it-

self with them and has given its prestige and support to them. The Association and its members have no legal or fiscal liabilities generated by these (private) corporations, although the National Board has a moral obligation to ascertain that the interests of the membership are adequately safeguarded with respect to the services provided and that the costs thereof are competitive.

- There are no significant shortcomings or deficiencies in the administrative services rendered to the Association under the current arrangement with the Kestens. On the contrary, these services have been outstanding and have been a substantial factor in the growth of the Association and the accomplishment of its purposes.

- The Association's status as a non-profit organization must not be jeopardized. Consequently, the Association must continue to refrain from engaging in profit-making enterprises. This precludes it providing directly to its membership insurance services, or from receiving rebates in return for its endorsements.

On the other hand, the Association can and should serve its membership by screening and where appropriate by endorsing products and/or services by profit-making organizations, including those insurance services under consideration. With respect to the latter—and their endorsements by

the Association—the recent reviews and analyses by the National Executive Board remain valid and warrant continuation of endorsement. There remains, however, the obligation of the Board to review these endorsements from time to time.

- Finally, since the membership has to be kept fully aware of the non-profit status of the Association and of the relationships of the Association and the profit-making enterprises of the Kestens, the National Executive Board is obliged to inform the membership in this regard. This was done at last year's General Membership Meeting and has been repeated by me in the foregoing.

Summary

This has been a year of worthwhile progress for the Association. Among the most significant steps forward were:

1. The outstanding annual meeting of the USAREUR Region.
2. Issuance of seven scholarship awards of \$500.00 each.
3. Presentation of five cash and medallion awards to National Science Fair winners.
4. The introduction of improved technical sessions at the 1965 Annual Meeting.
5. The increased number of Chapter Delegates to the Annual Meeting.
6. The 10% increase in membership.



THINK RATS

No ordinary "rats," these.

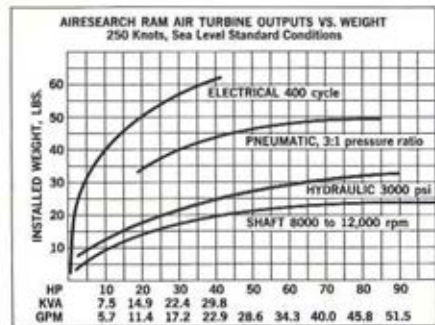
These are airborne RATS—**Ram Air Turbine Systems**—built by Garrett-AiResearch for emergency or auxiliary electrical, mechanical and hydraulic power.

Maybe you've never considered using Ram Air Turbines as independent power sources. For example, did you know that Garrett-AiResearch RATS can supply electrical, mechanical, pneumatic, or hydraulic power for any externally-stored airborne system such as countermeasure pods, photo or sensor reconnaissance systems, chemical warfare equipment, special armaments such as Gatling-type guns, tow targets, refueling pods, and many others?

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AAAA ELECTIONS

■ **PRESIDENT GOODHAND:** It is customary at this particular membership meeting to conduct the election of the National Executive Board members for the coming year, and you may or may not recall that we have a staggered system of Board service under which three or four elected members end their terms each year. We, therefore, have three, and occasionally four offices open for election. In this particular year, we have three.

I would like to ask Joe McDonald, who is Chairman of the National Nominations Committee, to take over from here.

■ **JOSEPH E. McDONALD, Jr.:** Mr. President, the National Nominations Committee met here in Washington on the 22nd of August, and considered all of the potential candidates whose names had been proposed by other members of the Board, and any candidates whose names had been submitted by Regional and Chapter officers or by general members.

The names of the three nominees selected by the Committee to fill the Board vacancies occurring this year and a brief profile sketch of each appeared in the September, 1965 issue of *ARMY AVIATION MAGAZINE*, a copy of which each of you received about two months ago, and they have been included in the October issue which was given as a handout in your Registration Kits today.

I'd like to turn to that same issue, and give you a brief rundown on each of the candidates, and I would like each one to stand for just a moment as I call his name, and he can be seated while I read his qualification to you.

First, Colonel John Dibble, Jr. He is Chief of the Air Mobility Division of the Office, Chief of Research and Development, Department of the Army. (Ed. Note: Col. Dibble has since been assigned to the Office, Director of Defense Research and Engineering). He served as Escort & Protocol Chairman of the 1964 AAAA Annual Meeting, and is the Presentations Chairman of this year's Annual Meeting Committee. He is not here, being involved in the final coordination on this afternoon's Panel Presentation which we hope many of you will attend.

The next nominee is Colonel Joseph L. Gude. As many of you know, Colonel Gude is Light Observation Helicopter Project Manager at the U.S. Army Materiel Command with Head-

quarters here in Washington, D.C. and he has served AAAA ably in the past as a member of its National Awards Committee.

The third nominee is Colonel John L. Klingenhagen. Jack is the former Deputy Commanding Officer of the U.S. Army Support Command in Vietnam and is presently the Commanding Officer of the U.S. Army Aviation Materiel Laboratories at Fort Eustis, Virginia. He served the Association as Administration and Registration Chairman of the 1959 AAAA Annual Meeting, and is a former Executive Vice President of the Lindbergh (St. Louis) Chapter.

A great deal of time and thought has gone into the selection of this slate of three officers. Each of the nominees has been approached and has indicated his willingness to serve for the full 1965-1968 term of office to the best of his ability.

Mr. President, members of AAAA, I place in nomination the names of Colonels John Dibble, Joe Gude, and Jack Klingenhagen.

■ **PRESIDENT GOODHAND:** Is there a second for these nominations? (Seconded from the floor). It's been moved and seconded that the names of these three candidates be placed in nomination for a three-year term of office on the National Executive Board. All in favor, please indicate by saying, "Aye." Opposed? . . . It's carried . . . Now, I'd like to open the meeting for floor nomination . . . Yes?

■ **MAJOR DAVID H. WEDDINGTON:** Thank you very much, Mr. President. I have no quarrel with the three candidates that we've just nominated. However, I believe that another individual has equal qualifications and deserves consideration at this time.

Now the person whom I am talking about is probably well known to everyone here. He's not an Army Aviator. However, he does have a commercial pilot's license, and he's probably flown as many aircraft as a majority of the people sitting here this morning. Those of you who were in Vietnam in its early phases probably saw this individual hooking up your sling loads and, of course, riding from time to time in your aircraft, and when he departed there, he had the rather dubious reputation of being the highest paid door gunner that was ever sent over to Vietnam.

Now I knew of this individual for a long time before I ever met him, and during the past year that I have served with him I know that he has gone throughout the U.S. giving talks on his experiences in Vietnam, and I am sure that there are a few of you sitting here this morning who have heard him talk and know that over 50 per cent of his lecture is devoted

to Army aviation and the wonderful job it is doing in Vietnam.

Now the Saturday before last, he took off at 10:30 in the morning and flew a DC-3 with a civilian co-pilot to San Francisco and was back at work Monday morning. In the last few months he has flown more time and logged more instrument hours than any pilot at Fort Bragg. I am telling you these things to show you the determination and drive of an individual who just a few short months ago had 16 bones broken in his body. I'm sure that you all know whom I am talking about . . . the Commanding General of the U.S. Army John F. Kennedy Center for Special Warfare, Brigadier General Joseph Stilwell.

■ **PRESIDENT GOODHAND:** Thank you, Major . . . I have one technical point that I must raise. We are required by the Association By-Laws to have an indication of acceptance to serve in writing from the nominee. Now it would be my suggestion . . .

■ **MAJOR WEDDINGTON:** I have not got it in writing, sir. I have a verbal consent from the General. He said he would like to and be privileged to be a member of this organization.

■ **PRESIDENT GOODHAND:** Do you mean as a member of the National Executive Board?

■ **MAJOR WEDDINGTON:** Yes, sir.

■ **PRESIDENT GOODHAND:** Again, I'm going to offer a suggestion here. Since we technically don't have it (the written acceptance), I would like to say this to you. Rather than vote here on that name which for many reasons I would prefer not to do, I will tell you that if Gen. Stilwell is administratively eligible for the Board, I will appoint him as a National Member-at-Large after calling him and determining that he would care to do this. Rather than vote on his name now, I would prefer to do it that way, if that would be satisfactory to you.

■ **MAJOR WEDDINGTON:** Thank you, Mr. President.

■ **PRESIDENT GOODHAND:** So, then, I will assume that you'll withdraw his name. I think that you'll understand why I prefer not to have us vote on someone of his stature, but I will follow through and will contact General Stilwell and offer him an appointment if he is eligible.*

Are there any other nominations from the floor? . . . If not, I would then like to have a

show of hands . . . All those in favor of the three members we've nominated indicate by raising their right hand . . . The record should show that the three nominees have been elected unanimously, and personally I am delighted to have each with us, and I appreciate very much your suggestion of General Stilwell . . . (Applause for newly-elected officers).

I'd like to have you take time, if you would, to fill out the questionnaire which we gave you earlier. After completing the questionnaire, you may place it in one of the boxes at the rear of the room and take a brief break.

FLOOR PROPOSALS

■ **PRESIDENT GOODHAND:** Right now, I'd like to continue with our general membership meeting. Although we have several scheduled items that I have to take up, we also are accepting any items from the floor, and I would like to deviate from the program. . . General Jack Tolson asked me if I would give him an opportunity to make a suggestion or presentation.

AAAA-AUSA Merger

■ **MAJ. GEN. JOHN J. TOLSON:** This won't take but a second, Glenn, and what I have to propose to the group is strictly personal. I'm not representing the Chapter at Fort Rucker, or anybody officially. It's just something that I feel very strongly about and I don't know whether I should propose a resolution or what it should be, but I think it is high time for the Army Aviation Association of America to make plans, at least, or to initiate action for complete merger with the Association of the United States Army (AUSA).

I think our Association has done a lot. It's played a very big part, and I don't want to belittle it one iota as a group, but for the good of everyone, I think now is the time for it to become completely part of and integrated with the AUSA. Now I realize there are a lot of things that will have to be done and that's why I propose that we, at least, should start making initial steps and so forth to find out what we have to do in order to become in toto a part of the AUSA.

After all, Army aviation today, per se, is something that should be forgotten about. We are a part of the Army. We are integrated throughout the Army. We have soldiers today—thousands of soldiers—who are flying daily. It's part and parcel of the modern U.S. Army, and

* **NOTE:** It was later learned with regret that Gen. Stilwell was not eligible inasmuch as he was not a member of AAAA at the time of the Annual Meeting.

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I think that we will benefit considerably by taking this under consideration and doing it. That's all I have, Glenn.

■ **PRESIDENT GOODHAND:** Thank you, Jack . . . That, as far as I am concerned, is a bit of a blockbuster, particularly since I have had no opportunity to prepare a considered response.

You are on the record with the proposal. It's a thing that obviously would require careful consideration of many, many things. It's hard to make an off-the-cuff observation on that kind of a proposal.

■ **GENERAL TOLSON:** I know it ought to have a resolution to start . . . It might take two years, three years. It's not something that we can do overnight, but I think that we should start the machinery working on this thing so that it is accomplished. If you want me to propose a resolution, I'll propose a resolution that we start planning. I don't know what the parliamentary procedure is, but I feel very strongly on this. I think we've got a lot to gain for Army aviation by doing this.

■ **PRESIDENT GOODHAND:** While your proposal is new to me, it is not something that we on the Board over the years haven't given a good deal of thought to and study [In fact, the Board just recently discussed the possibility of assisting the AUSA in its membership drive.] It seems coincidental, but in the questionnaire just handed out we want to sample the feeling as to whether and how we can assist in directly encouraging membership in the AUSA.

As the president of this organization and in response to your proposal, I feel, perhaps, like Winston Churchill when confronted with proposals to dismember the British Empire in that I don't think that I was elected to effect the dissolution of the Association. That would be my immediate reply . . .

■ **GENERAL TOLSON:** I don't propose that the Association be dissolved . . .

■ **PRESIDENT GOODHAND:** I realize that, Jack. What I am really saying to you is that as far as I am concerned, I'm open to any kind of proposals representing the majority view of the membership. What I believe that we should do on this in view of its momentous nature is to give full opportunity for an expression of views, particularly in view of the fact that you are talking about 9,000 people who have joined this organization because they have chosen to

do so, and the fact that a great many of them are already members of the AUSA.

In other words, it would be pertinent to determine what percentage of our members do belong to AUSA. We made a recent check on our National Board members and we found that all 20 of the members present were already members of the AUSA. I'm just citing some of the background. I believe that the way we should proceed with this as a start is to ask the Chapter Delegates to discuss this issue openly at their Business Luncheon and to find out the consensus of the Delegates.

On a question like this, neither my personal views nor those of the Board should be determining. We act for what we believe to be the desires of the membership, so I feel that we should get a "sense" of the membership. Accordingly, I'll ask now that the people here indicate on the questionnaire how they would feel about this matter; just briefly note it somewhere on the page to give us a "feel" for this group. Then we will also have it discussed at the Delegates' Business Luncheon.

■ **FLOOR MEMBER:** On this point, couldn't you, as president, appoint a fact-finding committee if it can't be resolved today, or within the next two months, with the pros and cons to be presented at the next Annual Meeting on this?

■ **PRESIDENT GOODHAND:** Well, yes, I can, but I would prefer not to. As I say this is not a thing that anyone can take an action on without a good deal of prior thought and consideration. What I would propose to do with this is to have it discussed thoroughly by the Board who are the elected representatives of the Association's membership.

We will discuss this, barring some other move, at the next Board meeting, and thoroughly hash it over. As Gen. Tolson has said, in any consideration of this if you were to go to this sort of an issue, you are talking about the possibility of a long range move. It is nothing that could be done tomorrow, so the action that I will take, barring some better suggestion from the floor, is to have the Delegates discuss this so that we get a "feel" from them; I am asking you—as individual members—to indicate your feelings on the questionnaire now.

Now, I recognize that no one here is an instructed Delegate, so these are just personal samplings that we will be getting. I, then, would ask that you indicate your feelings about this proposal on your questionnaire. We'll also discuss this at our future Board meetings.

I might say, Jack, what I believe to be the position of the people who have discussed this

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subject before—and it has been discussed many times, I have personally been in discussions on it ever since I have been a member of the Association, and that's from the very beginning.

I'd say, first of all, that every responsible member of the National Board of this Association has always taken the position that we wanted to do nothing that in any way would detract from the AUSA—either its membership, or its policies, or any other thing. [On the contrary, we have always sought means of supporting the AUSA.]

We have in the past, however, felt that our objectives and purposes were entirely free of conflict with those of the AUSA. If you've read the two, and we've done this intensively, our objectives and purposes deal solely with personal things. You might say that we deal with individuals. We don't engage and will not engage in any way with the operation of the U.S. Army, or the political or legislative areas. We do not get involved in these areas.

We have felt in the past that the things which we have tried to do for our members, and which apparently are well received or otherwise we wouldn't have an 85 per cent annual renewal ratio, could not be done by the AUSA without fragmenting their effort on their major purposes which are concerned with the overall good of the Army. I'm not arguing the point; I'm just stating that this has been the feeling expressed in the past. [On the question of whether the Association should be dissolved because it brings prestige and recognition to "Army aviation per se," the previous view of the National Board is that any organized effort to stimulate the morale and esprit of any significant segment of the Army should be regarded as a valuable asset which contributes to rather than detracts from the whole.]

■ GENERAL TOLSON: I've got to leave and run. I think this is something that you've got to talk about. I think it is for the good. Don't just live in a dream world on this big membership. After all, your new membership is the students that I am grinding out at Fort Rucker every month and they are joining in order to get the flight insurance. They aren't joining on any great hullabaloo about AAAA. That's why they are joining, and, of course, they are finding out now that it is no good in Vietnam . . .

■ MULTIPLE VOICES: . . . It is good in Vietnam! That's not so.

■ GENERAL TOLSON: Well, that's not the story I get.

■ PRESIDENT GOODHAND: Just to clear up that point, Jack, since this is going in the pub-

lished record: This point about Vietnam has been discussed by me with a representative of the insurance company and the story on the insurance is first, the life insurance protects against all claims anywhere . . .

■ GENERAL TOLSON: I'm not talking about life insurance. I am talking about the flight pay insurance . . .

■ PRESIDENT GOODHAND: The flight pay insurance is good in Vietnam.

■ GENERAL TOLSON: If they are wounded in Vietnam in combat, they can get it (the indemnities)?

■ PRESIDENT GOODHAND: The FPPP is like any other accident and health insurance available today. There are none that I know of and none that the insurance company knows of that cover combat injuries. The policies (of all companies) cover accident and sickness anywhere, just as our policy says.

■ GENERAL TOLSON: I'll be back. I'm sorry but I've got to go.

■ PRESIDENT GOODHAND: OK, Jack . . . One other thing and just as a matter of information on the questionnaire that you have—since the question has come up—it would be interesting if you would note whether or not you are a current AUSA member. We've taken readings on this before and we've found there's quite a parallel between the two, and while I don't think it's necessary to say this, if for any reason you do not prefer to sign your name on the questionnaire, you needn't do so, although I see no reason why you wouldn't because this is just a statistical survey and no one's name will be used. So when you are finished with those, drop them in the boxes in the rear.

■ COLONEL ROBERT M. HAMILTON: Did General Tolson present a resolution and if he did, I'll second it, because I'm a bit confused . . .

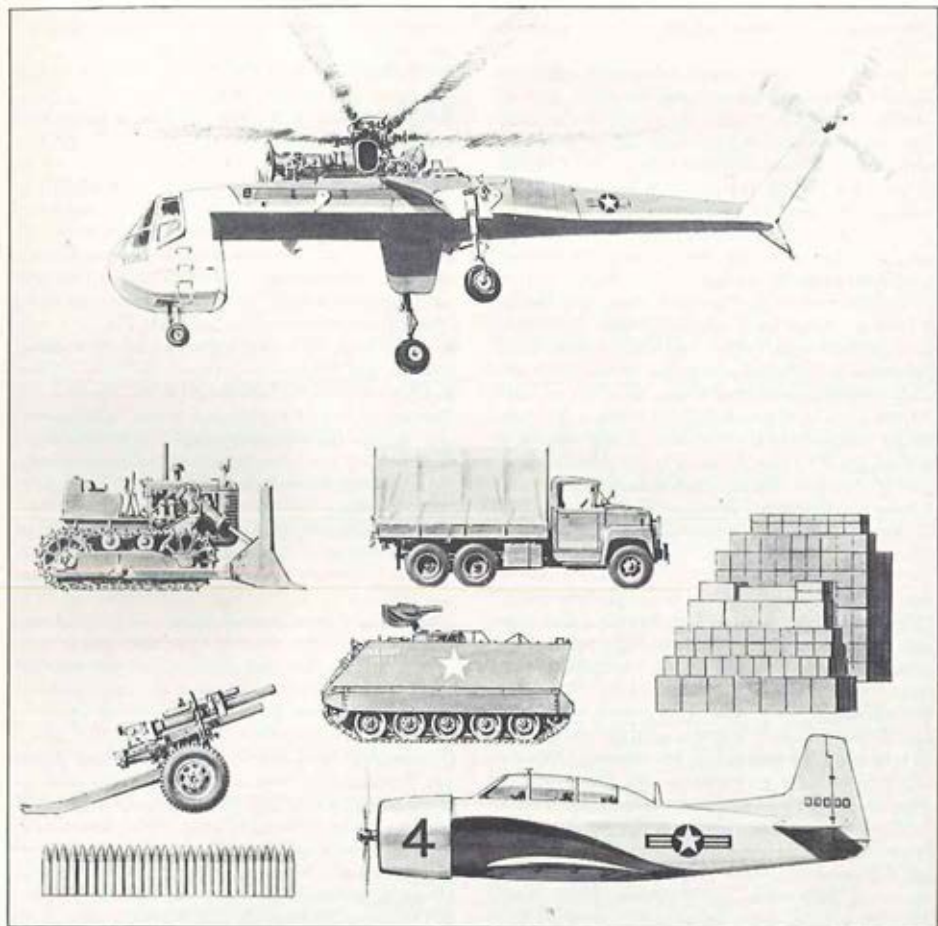
■ PRESIDENT GOODHAND: No. I suggested to him and he apparently accepted it, that rather than have a resolution we would deal with it first in ways other than a resolution, Red, and he apparently agreed.

■ COLONEL WARREN R. WILLIAMS: Did Bob Hamilton give any reason for that action?

■ PRESIDENT GOODHAND: What did you say?

■ COLONEL J. ELMORE SWENSON: What's your justification for the merger? The rationale?

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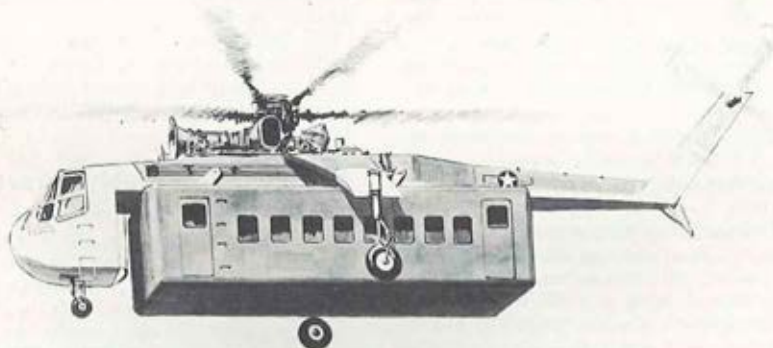
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■ **COLONEL WILLIAMS:** What would such a merger accomplish? What good would it do?

■ **COLONEL HAMILTON:** One of the reasons I feel the way that I do about it—and I certainly subscribe to what General Tolson said—is that first of all, I am a member of the Army, and I think one Association is enough! Even though the Armor people have theirs, and the Paratroopers have theirs, it still doesn't change my mind any, and I frankly would like to see us go this way.

■ **FLOOR MEMBER:** I get the impression that this is a different proposal. General Tolson did not say that this Association should be done away with.

■ **PRESIDENT GOODHAND:** First of all, let me say this. From previous discussion, I believe that merging two associations—and I'm just stating what I think is a fact—would be an extremely difficult, if not impossible thing to do. In other words, I could personally say that I'll join or merge, but there is no way that you could take an individual member and join him to any other Association. He alone has that opinion. The whole thing cannot be resolved here and I was hoping that the Delegates would discuss it at their luncheon for it's a good (discussion) point for them.

■ **COLONEL FRANK MESZAR:** I'd like to clarify one thing. I don't think that General Tolson was talking about the "doing away with Army aviation per se." Really, the point in question is "Where is our growth potential? Where do we go from here?"

To say that we got 800 more members, this is fine and I am all for it, but we have the capacity for a good influence in the United States Army, and we need an area in which to grow. Now to discuss the possibilities and in what format we could amalgamate with AUSA, of course, this is a long term program in discussion.

Just because it hasn't been done before obviously doesn't mean that it can't be done where you could have a double identity within the AUSA, but I agree with Jack that we should at least explore this, if for no other reason than for the benefit of Army aviation—to give us an area in which to expand. We're talking to ourselves. We don't have a forum really to talk in a wider area for the influence of Army aviation and it's about time that we did this.

■ **PRESIDENT GOODHAND:** I think that we might, as I've said, leave this for the Delegates. This would give them a good topic of discussion at their luncheon and unless someone has something urgent that he wants to put in right now, I think that we might leave it to them. We'll also get a cross-section here of views, and again, I say that as far as my position is concerned I would always take the position I felt that represented the majority view of our members. That's what my job is.

I've heard these two or three expressions but as far as any consensus of people for this, I have not had an indication that there is one, so I think that I would like to move on in the interest of time.

Maintenance-Supply Award

■ **MR. HOWARD A. ZIEMER:** Sir, I would like to make two suggestions if I can. I'm Howard Ziemer. I'm one of the industry representatives of the Pall Corporation and we've been very happy to be with you for the last few years. I made an offer two years ago and I would like to make another offer to the Association and I will read it to you for your Committee consideration:

The Pall Corporation would like to initiate and sponsor an award for maintenance, logistic and supply excellence, this award to be engraved on a silver cup, or plaque, or suitable gift which you may suggest each year. It's to be presented annually to the civilian, officer, or soldier who is most deserving of the award for outstanding ability and diligence to his duty in performing a valuable service to Army aviation in the field of maintenance or supply. The recipient of the award would be designated by the president of the AAAA, based on the selection by a committee which he would appoint each year. I would like to offer this as a resolution for your consideration and we would be delighted to go on record on this.

Northeast Chapter

The other thing, gentlemen, is as you know July of this coming year Fort Jay (Governors Island) phases out of the Army picture and it becomes the Coast Guard Training Center, which is moving down from Groton, Conn. It will be the only officers' club in the metropolitan N.Y. area once the Brooklyn Navy Yard closes in about two years.

I feel as I did last year and the year before that in the metropolitan area, Connecticut, and northern Jersey we do not have a good strong AAAA Chapter there, and if I can help

in any way, I would like to do so. I am a member of the Wings Club, and I offer the Wings Club as a meeting place, and I would be delighted to bring the members together, and have you and Mr. Kesten attend to get a strong Chapter going in that area.

With Sikorsky, Fairchild-Hiller, and others, we certainly have a nucleus for a very strong Chapter, both of industry and retired members. I thank you, sir.

■ **PRESIDENT GOODHAND:** Thank you very much, Mr. Ziemer. I mentioned to you that I can't give you an immediate answer on the thing. The Board will respond, and I appreciate your offer. I'd like to have Lew Casner, our National Treasurer, give us a resume of the financial status of the Association.

Annual Fiscal Report

■ **MR. LEWIS E. CASNER:** Mr. President, this will be rather quick for time is running out. Gentlemen, and ladies, I am reading from the balance sheet for AAAA as at 30 June 1965. This is the latest report that we have. Our accounting firm of Patterson and Ridgway, Certified Public Accountants, as you know, prepare and audit our books on a quarterly basis, and the report is not in yet for any period later than 30 June.

At the present time, our assets are \$54,568.38. Our outstanding liabilities are \$13,688.55, leaving us with a difference of assets over liabilities of \$40,879.83. Generally, the trend has been one of growth through the past several years with our members, and with our different activities our accounting system has been enlarged—the funds handled by the organization are growing each year.

This year represents a significant increase over prior years. One year ago at this Annual Meeting, we discussed the problem of raising the dues by \$1.00. We didn't do that, and I don't think that necessarily had anything to do with the plight that we were in a year ago, but I would like to bring it to your attention.

Within the recent time frame, the only time that we have run into the red was an item for the year ending last March. We had a deficiency of \$710.11 (the excess of annual disbursements over annual receipts). This was brought about by our 1964 Annual Meeting. As you know, there were some unexpected developments, i.e., the handling of such things as the meetings that were attended by both military and industry members, and by virtue of this fact and predicated on our prior year's activity, we had anticipated spending or the Association underwriting

the (1964) Annual Meeting by a certain number of dollars.

The result was it took \$710.11 more than what we had planned to spend to support the Annual Meeting last year. This is the reason for that discrepancy. However, it doesn't mean, of course, that we are or were in any kind of financial trouble for we are certainly solvent. With our assets, the money in the bank, and what have you, there was no problem in underwriting this small deficiency. However, this is the first time in recent years that we have had anything that could be considered in any way to be a loss.

I would also like to mention that by the end of the next quarter (on June 30) this money deficit had been made up by virtue of additional membership funds coming in, so this is the only time that we've ever run into this problem, but it does show on the balance sheet.

I would like to mention that if anyone would like a copy of this financial report that there are some 30 of them here. If anyone would like to go over the statement in detail, you are certainly welcome to do so. It belongs to the membership of the Association. As you can see from the one I am holding up, it is rather a sizable report so I won't bother you with any more details. Are there any questions that anyone has on our general financial situation? . . . If not, Mr. President, that will conclude my report.

■ **PRESIDENT GOODHAND:** Thank you, Lew.

ROTC Student Award

■ **ROTC STUDENT MEMBER:** At the last Annual Meeting, the Rutgers University Chapter brought up the idea of a "Student Aviator Award" and we were told that it would be discussed at the next National Board meeting. We would like to know if anything happened to that idea.

■ **PRESIDENT GOODHAND:** I, personally, don't know what the outcome was, but I will endeavor to find out and advise you. I can't answer that offhand. Bob?

■ **COLONEL ROBERT M. LEICH** (Chairman, AAAA National Awards Committee): That was discussed at great length in the Awards Committee and our feeling was and our recommendation to the Board at the time was that until we had more ROTC Chapter organizations—we only have one—interested in Quad-A we weren't ready to establish the award for just one unit in one school. Our funds have not permitted any widespread operation to establish

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other units, such as the splendid one that they have at Rutgers. This was not kicked out. It was tabled until such time as we could determine that it would not be an exclusive award to one university.

■ **ROTC STUDENT:** There seems to be some misunderstanding here. The idea for the award was that Quad-A would give a Certificate or something similar to the outstanding flight cadet of each university that had the Army flight program, the award to be made on the basis of general proficiency. It would be something like that certificate you showed just awhile back for Science Awards. The Professor of Military Science at each institution could award it, and I would think it would be a good idea for the future members of this Association will come from the present flight cadets who are entering the program, and who will eventually become Army Aviators.

Flight Pay Insurance

■ **PRESIDENT GOODHAND:** Thank you very much. We'll review the proposal in case there was some misunderstanding, and we'll certainly give it consideration at our next quarterly meeting. I appreciate your bringing it up. Colonel Swenson, would you comment on the insurance? Since the question of the insurance was raised, I will ask Colonel Swenson, the Chairman of the National Insurance Committee, if he will just briefly cover the status of it since the Committee did meet with a vice president of the insurance company here yesterday.

■ **COLONEL SWENSON:** First, on the Flight Pay Protection Plan. It covers everyone worldwide, including Vietnam, as it is now constituted, except for the combat injury clause. Now, we talked with the company representative and they will undertake an immediate study to determine the feasibility of putting a rider on the present policy which would also cover anyone for combat-incurred injuries.

Of course, this coverage would run at an additional premium, and just how much they would charge additionally, the company couldn't tell because they don't have a feel for the number of casualties in Vietnam. So this will be undertaken as a project, but the flight insurance plan, as now written, covers anyone in Vietnam if he crashes due to non-combat causes or if he

becomes ill, or is involved in a non-combat accidental injury, which is the same as in CONUS or in Europe, and I think that that is where a misconception has arisen.

I'm going to write Colonel Bob Corey in Vietnam a letter explaining this situation so that there won't be any further rumors that this coverage isn't effective in Vietnam. I think, as I told the insurance company representative yesterday, that this should be a rider, not only to cover the Vietnam situation, but we may have other similar situations later on for the next 10, 15 or 20 years. It should be just an additional part of the insurance policy (a rider) that is optional to the individual if he wants to take it out.

■ **COLONEL WAYNE N. PHILLIPS:** I'd like to clear up this insurance question, particularly with Vietnam. It is a hostile area and I thought that the policy does not cover the individuals over there who are flying. The word we got was that the insurance did not cover you in this area.

■ **COLONEL SWENSON:** If you are wounded, it does not cover that, but it covers the same thing if you have crashed and are injured or if you get a set of ulcers in Vietnam, you are just as covered as if you got a set of ulcers in the United States.

■ **COLONEL PHILLIPS:** Well, Swens, I highly recommend that you get this on paper and shot out to the field quickly so that everyone understands this because it is a thorn in our side, and just like General Tolson and the rest of us when we heard this, we said, "No more of it." I'm sure that it is a very big shot in the arm to find that the policy now covers you.

■ **PRESIDENT GOODHAND:** There's no doubt that the coverage holds in Vietnam as written. We talked to a company vice president yesterday and it is a misconception to believe that it doesn't protect Vietnam policyholders.

■ **MAJOR CHARLES C. PURSLEY:** May I read this particular clause? I brought my own policy . . . (Assent from Chair) . . . It's Paragraph II, Section 6 . . . "The Insurance under this Policy shall not cover loss to any Insured resulting in whole or in part from or due to any of the following: 6. Directly or indirectly caused by war, whether declared or not, if act of an enemy in such war is the direct cause of loss insured hereunder, or by hostile action, police action, civil war, invasion, or the resulting civil commotions or riots."

■ **PRESIDENT GOODHAND:** I understand what you are saying. We've just discussed this in detail with a vice president of the company. As far as the company is concerned, if I might

NATIONAL EXECUTIVE BOARD, 1965-1966



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Colonel Robert H. Schulz



VP, ARMY AFFAIRS
Colonel John L. Klingenhagen



VP, NAT'L GUARD AFFAIRS
Lt. Col. William A. Richards



VP, RESERVE AFFAIRS
Colonel Joseph L. Gude



VP, INDUSTRIAL AFFAIRS
Col. John W. Oswald, Ret.



VP, PUBLIC AFFAIRS
Carl D. Stephenson



VP, NATIONAL FUNCTIONS
Colonel John Dibble, Jr.



PAST PRESIDENT, '57-'59
Col. Robert M. Leitch, Ret.



PAST PRESIDENT, '59-'61
Bryce Wilson



PAST PRESIDENT, '61-'62
Lt. Col. Joe. E. McDonald, Jr.
Ret.



PAST PRESIDENT, '62-'63
James N. Davis



PAST PRESIDENT, '63-'64
Darwin P. Gerard

cite an example, if you are flying a helicopter in Vietnam or anyplace else, and you crash and you are injured, you are covered, regardless of whether or not you are in Vietnam or are returning from a combat mission or are going out to one.

On the other hand, this exclusion which is present in all accident and health policies issued in this country, because all policies have to be based on actuarial information, if you are shot, or are hit by a bullet, you are not covered, as the policy is now written. The company is willing to provide a rider for that, but since nobody knows what the actuarial background is, it's a little difficult to do this blindly, but the accidental injury, the sickness, and the normal aviation accident that would occur are covered anywhere in the world.

■ **FLOOR MEMBER:** What Bob (Corey) wants you to clarify is this: If I get my tail rotor shot off, and I am not hit physically, and I crash and am injured in the crash itself, am I or am I not covered?

■ **PRESIDENT GOODHAND:** I can't answer that one myself, but I think Art Kesten can.

■ **ARTHUR H. KESTEN:** Yes, that situation is clear cut. You don't have to be hit by an enemy bullet directly; the crash was caused solely by enemy action. Let's be realistic about this coverage. It is accident and health insurance coverage.

In 1957, when this program was first offered, it patterned itself after the Air Force program which began in 1956. The Army Aviation Association has verbatim coverage. The policies are identical.

This exclusion has been in the coverage since 1957. It is only the new members who are not familiar with the coverage and the fact that this clause appears in every accident and health policy that is issued in America.

However, they are covered for everything, except combat-incurred injuries. Let's be honest about this. If someone shoots off your tail and you crash and are injured in the crash, you would not have crashed and received crash injuries if your tail had not been shot off in the first place.

One of today's seven Vietnam claims could be cited: a Captain is presently receiving monthly flight pay indemnities due to the injuries he received in an aviation accident that was caused by the premature detonation of a pyrotechnic device while the Captain was attempting to mark a landing zone.

There will be many other "hypothetical" situations brought to light. Just look at it from the standpoint of the insurance company and the policy. This is a good company. They have paid every legitimate claim presented. We've only had one contested claim in the eight years. Here, the entire National Board, each member of which had received a personal letter from the claimant outlining his claim, had reviewed the claim and sided with the underwriters.

It is possible to obtain a rider, but the situation now revolves around whether or not the government can and will provide statistics on how many Army Aviators are and have been in Vietnam, their degree of aerial participation, the number grounded during specified periods, and the number grounded specifically for combat-incurred injuries.

We wish to point out, and I wish that General Tolson were in the room at this time, that seven people in Vietnam are now receiving monthly indemnities for reasons other than combat-incurred injuries. One other terminated claim should be cited:

The pilot was shot in the foot, and the claim he submitted from Vietnam was refused by the company on the basis of Section 6. During the medical workup, and he can thank God there was a thorough medical workup, cancer was discovered and he submitted a new claim on the basis of the cancer and then received a full year's indemnities on that basis.

All-risk coverage is possible. What the premium for the rider would be or whether or not the company could provide a rider, I can't say. The government must first provide actuarial statistics for, as we've said, the company can't go into this blindly.

■ **PRESIDENT GOODHAND:** I think in a nutshell that this matter requires clarification, and it does appear that as far as the company is concerned they are willing to look into the provision of a rider for those people who want one. The number statistically has been very small. I might say that when we (the Association) went into this insurance, we thought that the claims we'd have in terms of numbers would be mostly from crashes and so forth. The facts are just the opposite.

Percentagewise, the claims come mostly from illness [83%], but the thing to keep in mind now is that there is no restriction on the policy as to where you are, and the same claim that will be paid here will be honored if you are in Vietnam or anywhere.

■ **LT. COLONEL THOMAS J. SABISTON (RET.):** Just to carry Colonel Swenson's sug-

gestion a little further; he had mentioned that he'll write to Colonel Corey in Vietnam. I'd like to also suggest that the magazine carry a detailed article on this subject for it gets much wider distribution than just to Bob (Corey), and the people who read it here will be going over there.

■ **PRESIDENT GOODHAND:** Will do! . . .

Quarterly Meeting Site

■ **LT. COLONEL DONALD F. LUCE:** Mr. President. This is old business—the first item that I have. Last year, I invited on behalf of the Richard H. Bitter Chapter at Corpus Christi the Executive Board to meet at Corpus Christi. This invitation was accepted. Obviously, only to pacify me because you never did show up! . . . (Laughter).

I'd like to extend that invitation again to meet in Corpus Christi, Texas, the sparkling city by the sea where the wind blows, the cotton grows, and it never snows—all those good things—and also the home of ARADMAC, the Army's only fifth echelon or depot maintenance facility (in-house capability.) I'd like to extend the invitation again for consideration of the Board.

DA Civilian Objectives

I have another complaint . . . (Laughter) . . . With regard to the stated "Objectives & Purposes" of the Ass'n, frankly I have asked Art at the National Office not to print them on the back of our Chapter meeting notices because these objectives don't do anything for us (at Corpus Christi). They are for the young aviator or pilot.

This is NOT strictly a pilots' organization, however. Ninety-nine per cent of our Bitter Chapter membership is civilian. We need to do something or have a committee look into the possibility of changing our purposes and objectives to include the civilian employees, the career Army aviation civilian employees of the Department of Defense as well as the contractors. Thank you, sir.

■ **PRESIDENT GOODHAND:** That is a good point and we'll take that under consideration, Don . . . I'd like to point out that the Chapter Alternates may also attend the Chapter Delegates meeting today. They are welcome to do so, but at their expense . . . (Laughter).

The next general membership meeting is at 9:30 tomorrow morning. As you go out, please put your questionnaires in the appropriate box at the rear of the room. I'll entertain a motion for adjournment . . . (Motion made and seconded, and meeting adjourned).

FLOOR PROPOSALS

October 29 Session

■ **COLONEL ROBERT H. SCHULZ:** Good morning, gentlemen. President Goodhand is participating in a press briefing at this moment and he asked that I preside at this second general business meeting of the 1965 Annual Meeting.

I understand that some people were confused at the President's Reception last night for one reason or another over the fact that they had expected to meet the new President for the new year. If any of you present were confused, you found only one president standing in the line and the reason you did this is because he is both, and this fact will be developed later on in the day. However, I didn't want individuals being confused all day long.

Advertising Support

■ **MAJOR ALBERT JOHNSON, JR.** (Ft. Rucker): I've got one item—a very short one—for discussion here possibly and it concerns the magazine. While the magazine does contain articles which periodically make interesting reading and so forth, to me it tends and to members of the Chapter it tends to be over-oriented towards becoming more of a vehicle for advertising. Now, I know that the magazine is pretty well based on support, commercial-wise, but I feel that possibly we can do something towards improving the quality of our magazine, i.e., more interesting articles, and as we discussed yesterday, a good summary on the (flight pay) insurance.

I think that we can probably reduce some of the commercial coverage in there. For example, I picked up several copies of the magazine and counted the pages—they generally averaged about 48 of which 26 were devoted completely towards commercial advertisements.

There is some discussion, also, as to using it as a vehicle as an aviator's directory. Personally, I am for it for that is one of the first things that I read, but I think that we could possibly insert in the magazine, a tear-off sheet or something where we could get a poll of how can we improve the magazine. I'd like to throw this out on the floor for discussion, sir.

■ **BRYCE WILSON:** I would just like to point out with regard to the commercial aspect of the magazine, i.e., the number of pages of advertising.

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FLOOR PROPOSALS

ing, that the Association obtains revenue from this. So from our point of view, on a financial basis the more advertising there is in the magazine, the more revenue is available to meet Association financial operations. We're not a very big organization, and every little bit counts.

■ **COLONEL SCHULZ:** My only observation is that à la Curtis Publishing Company, *LOOK*, *LIFE*, and a few others all have the same problem. You have to thumb through many pages in those magazines before you get to anything to read unless you want to read the advertisements, so I would suspect that this is a universal problem in the publishing industry. Art, this is pretty much in your area. Do you have anything to say?

■ **ARTHUR H. KESTEN:** Al, I don't know which issue you used in counting 26 pages of commercial advertising out of the 48, for we've never had 26 pages of ads in one issue. We've been averaging 14 pages of advertisements per issue, to include the life and flight pay insurance ads. It is a postal requirement that we turn in a marked issue monthly indicating each commercial ad for our monthly postage costs are in direct proportion to this ad percentage per issue, and we know we've only exceeded 35% once, to our knowledge, since January, 1964.

Our contract with the Association requires that we do not exceed 44% of any one issue in advertising, or 4 pages of ads in 9, and with a 48 page issue this leaves us with a maximum of 18 pages of ads. As I said, we have never run 26 pages of ads in any one issue. This would be wonderful. We're trying to get 26 pages of ads, and if we do have that many in an issue, the members will receive an 80-page magazine.

Our staff knows that we've been running only 12 pages per issue recently. Moreover, the December issue in which a report of this very meeting will appear only has six pages of ads booked at this moment and we need 13 as a minimum to break even on our overall operations.

Editorial Contributions

■ **COLONEL WARREN R. WILLIAMS, JR.:** I'd like to ask a question. What is the status of your source of articles? I think one of the objections he raised was that sometimes you'll get an issue now and then that only has about one article other than the Pentagon summary.

■ **MR. KESTEN:** Our sources of articles, as you know, and it's the same thing with the *AVIATION DIGEST*, are individuals who submit voluntary writings. We've written letters to people and invite them to contribute, and this is as far as we can go. The criticism here with regard to the publication of a more interesting magazine—and let's look at this realistically now—falls back on the people in Army aviation who have the story to tell.

I am an administrator for this organization; I try to put out a decent magazine; I try to contact the proper people for material, and issue an invitation to all others. If you look to me now and say, "Put out something that is going to interest me every month," I come back to you and say, "Write it! We'll publish it."

Please understand that as an unofficial publication we cannot get or expect command support, but the two magazines, the *DIGEST* and *ARMY AVIATION MAGAZINE* would both like to get as many interesting articles as possible.

■ **COLONEL SCHULTZ:** Tom, you've got a lot of experience in this area.

■ **LT. COLONEL THOMAS J. SABISTON (RET.):** Art inferred that the *DIGEST* is strictly "voluntary" with regard to the submission of its material. It's not, or at least, it's not at Fort Rucker anyway. Everybody assigned to the staff and faculty there is required to submit one article during his tour at Rucker.

I would like to suggest that if we're having trouble getting material for the *ARMY AVIATION MAGAZINE* that there is information on the National Executive Board that people in the field would like to have. I'll cite as one example the work that Carl Stephenson has been doing on trying to raise the stature or the position and prestige of the aircraft mechanic. We've got a few enlisted members who have said, "What is AAAA doing for me?" Well, this is one thing that is being done (to help them).

The Board knows about this, but the troops don't know about it. So, if each member of the Board would write an article like Colonel Swenson is going to do on the flight pay insurance, and if Carl could do it on the enlisted mechanic issue, this is a source for Art and it will also give the information to the field that is desired by them.

■ **MR. KESTEN:** Tom, if you'll just look around this room and also look at this head table, and just think of the people here and the material that they could generate, or let's say that they could have staff-prepared under their direction and submitted, we would have

NATIONAL EXECUTIVE BOARD, 1965-1966



NAT'L MEMBER-AT-LARGE
Brig. Gen. Alvin E. Cowan



NAT'L MEMBER-AT-LARGE
Colonel Jack K. Norris



NAT'L MEMBER-AT-LARGE
Colonel Michael J. Strook



NAT'L MEMBER-AT-LARGE
Colonel Warren R. Williams



NAT'L MEMBER-AT-LARGE
Colonel Robert F. Cassidy



NAT'L MEMBER-AT-LARGE
Colonel Richard L. Long, Ret.



NAT'L MEMBER-AT-LARGE
Colonel Jack L. Marinelli, Ret.



NAT'L MEMBER-AT-LARGE
Anthony L. Rodes



REG'L MEMBER-AT-LARGE
(USAREUR Region)
Colonel Edgar C. Wood



REG'L MEMBER-AT-LARGE
(USAFCE Region)
Major Robert C. Cox



REG'L MEMBER-AT-LARGE
(USARV Region)
Colonel Robert C. Correy



CHAP. MEMBER-AT-LARGE
Fort Wolters Chapter
Lt. Col. Daniel C. Prescott

NATIONAL EXECUTIVE BOARD: CONSTITUENCY, ELECTION-APPOINTMENT TO OFFICE, TERMS OF OFFICE

The National Executive Board of the Army Aviation Association consists of the following:

1) The President, 2) The Executive Vice President, who is appointed by the President with the concurrence of the National Executive Board to serve without vote, 3) The Secretary, 4) The Treasurer, 5) The Senior Vice President, 6) The Vice President for Army Affairs, 7) The Vice President for National Guard Affairs, 8) The Vice President for Reserve Affairs, 9) The Vice President for Industrial Affairs, 10) The Vice President for Public Affairs, 11) The Vice President for National Functions, 12) The National Past Presidents of the Association, 13) An unspecified number of members appointed by the President of the Association, and to be known as "National Members-at-Large." 14) The Presidents of the overseas Regional activities then constituted, to be known as "Regional Members-at-Large." 15) The Presidents of those Chapters or Chapter groupings in the U.S. representative of 150 or more members, to be known as "Chapter Members-at-Large."

Elections to National Executive Board office are so conducted as to provide for the annual election of three to four officers under a three-year staggered election system. Such elections are conducted at a General Membership Business Meeting held during the national Annual Meeting of the Association, and are open to all members in attendance at the Business Meeting. Following this election by the general membership, the ten elected members of the National Executive Board, together with such Past Presidents and Regional and Chapter Members-at-Large then in office and present, elect persons from among their own number to serve in the ten specific elective offices of the National Executive Board.

Members holding national elective office serve for three years; national Past Presidents, as Honorary Members of the National Executive Board, serve in perpetuity; the Executive Vice President holds appointive office for a term of five years; National Members-at-Large hold appointive office for a term of one year; the Regional and Chapter Members-at-Large serve on the National Executive Board concurrent with their two-year elective term of office at the Regional or Chapter level.

no problem. We have not directly asked anyone for help here; we hope to receive the articles. Many are here within this room, but we both know that everyone has his own problems and pressing schedule.

■ COLONEL SABISTON: I realize that, Art; I'm only pointing out that you've got (in the National Board) a part of a captured group. Like at Rucker, we can get articles from the people there because we've got a regulation that requires this. I know that you can't have a regulation for the Executive Board, but at least this is the part that is running the AAAA programs and has the information the people in the field desire, and it is good material.

■ COLONEL SCHULZ: Do we have any other comments, observations or suggestions from the floor?

■ DARWIN P. GERARD: A question, Tom. You say that you get all of these staff papers filtered into you down there for the *DIGEST*. Are all of them published?

■ COLONEL SABISTON: No.

■ DARWIN P. GERARD: What would be the possibility of those that would be worthwhile and not used being turned over to Art and being published in *ARMY AVIATION*?

■ COLONEL SABISTON: Well, Art and I have talked about this yesterday and I'm going to look into it and see if there isn't a certain amount of material that we don't use, particularly that which would be timely, that we could pass on to Art. However, if we don't use them, they might really not be worth printing. We print almost everything we get.

■ MR. GERARD: No, I thought with limited space and getting more material than you could handle, maybe this would be a means . . .

■ COLONEL SABISTON: No, there is some and I told Art that I would see what we could do in this area.

■ COLONEL SCHULZ: Major Johnson, I think your suggestion, resolution, discussion item is very well taken. Certainly any proposal to improve our magazine we've got to accept. I think the National Board would be the first to recognize that there is room for improvement. Art himself recognized this at the last National Board meeting in August because his agenda proposal was to have Board members prepare articles (in their area of responsibility) . . . and the Board for some reason or other did not address itself to this agenda item. So, I would suggest that we again put this on the Board's next business agenda. Next item?

Reenlistment Aid

■ LT. COLONEL JOSEPH STEPP: I'm from the Fort Rucker Chapter; more specifically I am from the Maintenance Department at Fort Rucker in the School and I would like to present a plea in the form of a question: What happens to our aviation maintenance personnel, more specifically I am speaking about the aircraft mechanic—the two-year man?

The majority of our people we are getting into the program are in for two years. We spend a considerable amount of money, time, and effort to train these people, i.e., the organizational aircraft mechanic. The enlistment rate on these people is deplorable.

The plea is this: How can we in the Army Aviation Ass'n assist in improving the reenlistment rate of these people?

■ COLONEL SCHULZ: Carl, this is an area that you have been working in.

■ CARL D. STEPHENSON (National Vice President, Public Affairs): So far the AAAA Board has approached the mechanic problem not so much from what we can do for the Army mechanic, but how can it assist in getting a trained mechanic into the Army system before he enlists in the Army service.

We've had several contacts with the FAA and we've contacted the 43 members of the Aviation Technical Educational Council (ATEC), and the FAA registrants for an A & P License for the last several years have fallen off, apparently due to the fact that they still call a skilled aircraft technician a mechanic and parents are reluctant to spend from \$1,200 to \$2,000 in tuition to send their sons to a specialized school, and then after two and a half years have their sons receive a little piece of paper that says, "You are now an authorized airplane mechanic."

There are a lot of implications involved here. One—and the biggest problem—is (recording garbled) . . . think that perhaps FAA will face the fact that they are going to have to glamourize the name of "mechanic." We feel that this will help the situation considerably regarding the young kid coming out of high school. I would think that there is something this Board can do along that line, and I have given it a little thought, but nowhere near as much as it deserves, I'll admit.

After a draftee is sent to an Army school, he probably becomes the finest aircraft mechanic in the business, although industry doesn't recognize this. Industry only recognizes the authorized FAA A&P Certificate. As I said, there ought to be some way or tie-in between the

Army and the FAA to obtain some kind of recognition for the boy.

Whether this will increase the reenlistment rate, I don't know, but it would certainly give the young man who had Army aircraft mechanic training a little bit more initiative if he felt that by reenlisting he would get a Certificate that would give him a better chance of obtaining a better-paying job. If he did reenlist then, that's a point we could look into and will.

■ CAPTAIN JOHN A. G. KLOSE: Sir, I'm from the Rhine Valley Chapter. In answer to the question, the aircraft crew chief or organizational mechanic in the field, in addition to being responsible for organizational maintenance on an aircraft, is generally a radio operator, vehicle driver, guard and a KP, and most of these skilled personnel are responsible for the maintenance of three and half major items of equipment, i.e., generators and all of the other things that go along with an Army aviation outfit.

In answer to the question, all that I can offer is this: to increase the reenlistment rate we're going to have to restore some prestige to being an aircraft crew chief in Army aviation.

■ LT. COLONEL FORREST W. JOHNSON: (Alamo Chapter): I think that we're pretty remiss regarding this crew chief's flight pay and I would like to cite an example: if an individual crew chief receives a set of orders from the States to Germany, and he happens to be a crew chief on flight pay here in the States, on the day that he departs from our organization his flight pay is cancelled by the government.

He gets 30 days leave in the States. He hits Germany and is assigned to a unit. He may walk into a crew chief's slot—by his MOS, he should, but he may not. This may continue for two to three months and then he is assigned to a crew chief's slot and his unit commander has to request flight pay orders from the Army Headquarters. The Headquarters sits on it for two weeks and they finally get it out. By this time, this individual crew chief has lost some \$300 to \$400.

I think that someone should propose to the Department of the Army that these crew chiefs be handled just like pilots or flight surgeons. In other words, if this individual is a crew chief, he should be assigned to a crew chief's slot before he goes and his flight pay would continue while he is en route. I think this—among other things—would assist in keeping this man in the career pattern that he is in. Otherwise, he's going to look for greener fields, and I can't blame him.

FLOOR PROPOSALS

■ COLONEL SCHULZ: This, of course, is being considered, Col. Johnson. I would like to point out, Col. Stepp, that the problem that you are wrestling with is one that the Army has been concerned with for a number of years and that if you, or this Association, could solve it, I'm sure that the Chief of Staff would elevate us to the position of the AUSA and the question of "merger" would cease to exist.

Being in the personnel business (in Washington but) only from the officers' standpoint, I can assure you that with the Chief and Staff this matter of retention is a real, real problem, not only of your enlisted men, but you can say the same thing for your two-year officers. We're short 15,000 in the Army and here they go out by droves.

I would like to point out that the Association—and I think rightly so—has been careful not to meddle in Army business. In other words, we don't draw up a resolution and hand it to the Chief of Staff and say, "Here's how we think you can improve the Army." If this were to happen, I'm afraid that this would be the day I would have to get out of the AAAA because this is not covered in our purposes and objectives.*

This doesn't mean that those individuals of us who are in responsible spots cannot take action on it. I do know that on flight pay for the crew chiefs that this is under consideration.

■ COLONEL JOHN L. KLINGENHAGEN: I was just going to suggest that at the local level, of course, everyone has an opportunity to improve the prestige of the crew chief. For example, in Vietnam, the mechanics didn't pull KP, but fortunately, no Americans had to pull KP. We created funds that took care of the native help that did that work.

We did in Vietnam propose the Combat Crew-

* *Ed. Note: It is entirely permissible for an individual affiliated with Army aviation to prepare and submit an article for publication in the ARMY AVIATION MAGAZINE that would outline or detail any specific problem area, and, if possible, to propose one or more possible solutions to that problem area in the same article. The magazine is and always will be a medium for self-expression.*

man's Badge which is a set of wings, as an example. This was submitted officially from Vietnam and I understand some type of badge has now been adopted. I don't know if it's wings or not.

We tried to get something similar to what the Marines and Air Force have; the Marines have a Combat Crewman's Badge. General Stilwell went and stuck his neck out. He awarded these (badges) locally to the crew chiefs and the gunners. Of course, when they got back to the States they didn't wear them.

But there are a lot of things that can be done locally. The Association, as the Chairman indicated, really can't take an official action but we, as members, interested in Army aviation can take a lot of actions locally on our own to promote these people and to improve their prestige.

Flight Pay Insurance

■ MAJOR ROBERT B. DAVIS (Lech River Chapter): Initially, one of the big selling point for getting members into the Ass'n was the flight pay insurance. My experience in the last two years is that this is no longer a strong point and to see if our present company could not revise it or upgrade or improve it or have Art go out and find us a new company.

One step that would initially assist us would be if the company that we now have, instead of demanding a one-time (annual) payment, would pro-rate this coverage on an allotment basis. Many of my younger officers can't afford \$25 to \$35 on one check to pay for their insurance, where they could get it for about \$2 a month on an allotment basis.

■ ARTHUR H. KESTEN: The Allotment Division only permits life insurance premiums to be paid by monthly allotment. Flight pay insurance is accident and health insurance, and they will not permit it to be placed on allotment. Bob, I'd like to point out that the company has a semi-annual and a quarterly premium payment for this program which serve to approximately half or quarter the annual cost.

■ MAJOR DAVIS: Well, have we ever had contact from other companies interested in this program? Bidding on a contract basis? You know, competition.

■ MR. KESTEN: No, not since the first underwriter lost over \$220,000.00 on the 1957-1961 program. We were quite fortunate to secure another underwriting company following this experience factor. The Air Force program, I know, lost more than that and also had to

switch underwriters within two years after they started.

This is specialized insurance and very few companies want to underwrite it. We are fortunate to have a company to underwrite the plan.

■ MAJOR DAVIS: Well, how is this company making out now? Are they making money on it or are they losing, too?

■ MR. KESTEN: We process all claims and hence, we have the statistics on premiums and surplus. They are not losing money and they are not making a fortune. The one and one-half per cent annual premium rate seems to have stabilized the program, at present.

■ COLONEL SCHULZ: Major Davis, I hope that your questions will all be answered in Colonel Swenson's article. I hope that he makes it broad and inclusive and covers all of the problems related to the flight pay insurance plan, so that all of our (insured) members, wherever they might be, when they get the magazine will really understand some of the problems. It's obvious that some of them don't read their contract or policy and really don't understand their policy, which is understandable, I guess.

■ MAJOR DAVIS: Well, with regard to the Vietnamese misunderstanding, I don't know now how that came up, because Art sent me a letter way back in 1961 when I was back at Rucker giving briefings to helicopter students on Quad-A on the insurance and he cleared it up for me, then. They still have a copy of that down there. Whoever is briefing the students now has the folder that we passed on to them and they should explain this (Vietnam) thing thoroughly (so the man knows he is protected).

■ MR. KESTEN: We still send this same documentation out, but somehow the word doesn't get to the new or potential members there.

■ COLONEL SCHULZ: No, Art. I think that you have to recognize the facts of life. When you have one man who thinks he is entitled to indemnification and he doesn't get it, this word gets out quickly. Nobody will sit down and listen to an analysis of a policy. That's the problem.

Going back a moment, I would say on improving the enlistment of the enlisted mechanics that possibly, Carl, this would be the basis for an article in the magazine from one of the members of the National Executive Board—at least, to demonstrate to Col. Stepp that we are concerned with it and working on it. Unfortunately, I don't think that we have anybody

N.E.B., 1965-1966

'66 SCHOLARSHIP



CHAP. MEMBER-AT-LARGE
(Army Avn Center Chapter)
Colonel Edward McMaken, Ret.



CHAP. MEMBER-AT-LARGE
Fort Sill Chapter
Colonel Frederick C. Goodwin



CHAP. MEMBER-AT-LARGE
Fort Benning Chapter
Colonel J. Elmore Swenson



CHAP. MEMBER-AT-LARGE
Washington, D.C. Chapter
Colonel Robert J. Low, Ret.



CHAP. MEMBER-AT-LARGE
Richard H. Bitter Chapter
Lt. Col. Donald F. Luce



CHAP. MEMBER-AT-LARGE
David E. Condon Chapter
Lt. Col. Joseph N. Henderson



CHAP. MEMBER-AT-LARGE
Lindbergh Chapter (St. Louis)
Eric H. Petersen



CHAP. MEMBER-AT-LARGE
Fort Bragg Chapter
Lt. Col. Nicholas G. Peak

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 27 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 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.

here today from the enlisted part of OPO. I have my problems with officers and try not to concern myself with the enlisted area on a day-to-day basis. Any other business?

National Board Representation

■ COLONEL SABISTON: At Rucker, we are turning out warrant officer students at a far higher percentage than we are turning out officers in the Aviation Program. This next year, and in the years to come, the flight personnel, i.e., the aviators, will be largely warrant officers.

At the present time, our Chapter is approximately 85% warrant officer candidates. We would like to suggest to the Executive Board that they study the possibility of having warrant officer representation on the National Executive Board. We understand the problem of mobility, but just the other day I heard one officer say that he could make his people available for Executive Board meetings, and I know that this is one of the prime concerns of the Board, i.e., that the warrant officers can't get up and travel to D.C. as readily as some of you gentlemen.

We would, in view of the large representation that we have in our Chapter and their feelings, like some consideration given to possibly placing warrant officers on the National Executive Board.

■ COLONEL SCHULZ: Thank you, Tom. This has come up before at the Board. Colonel Swenson, would you comment?

■ COLONEL J. ELMORE SWENSON: Yes. (Colonel) Corey and I, when we at Fort Monroe over two years ago, made this proposal (in person) to the National Board. At those times that we have tried to put someone like that on the Board, we haven't been successful in getting any active participation from them, but I do think that this is something the Board should take under study again, particularly now that we have such a large number of warrant officers.

I might add that in my organization (10th Aviation Group), I've been observing the quality of these people and there has been a remarkable improvement in their quality. We'll take under study, or perhaps aid in the selections of one of these members. They could have freedom of action, depending upon the organization to which they are assigned. You have an excellent point, Tom.

■ COLONEL SCHULZ: We'll put this on the agenda for the next quarterly Board meeting

and, course, there is a quick solution to this: the National president under his By-Law authority, can always appoint a warrant officer to the Board, and I'm sure with the large number that we have in the Washington Area now, we should be able to find at least one of them who'd be willing to serve. Art?

■ ARTHUR H. KESTEN: There is a preliminary step which should be implemented here. It would seem to me that at the same time each Chapter should review its own membership rolls and the make-up of its own Executive Board representing this Chapter membership. Before we ask the Board to provide for warrant officer or enlisted representation, I would ask that the Chapter first recognize warrant officers on their own Boards and provide an opportunity for these members to serve and work for the AAAAA at the local level.

In other words, does Fort Rucker recognize its warrant officer membership on its Board?

Does the Fort Sill Chapter have a CWO on its Executive Board? Does . . .

■ COLONEL FREDERICK C. GOODWIN: The Fort Sill Chapter has!

■ MR. KESTEN: I understand, Fred, but I'm only using . . .

■ COLONEL GOODWIN: Well, you asked! (Laughter!)

■ MR. KESTEN: The point I'm trying to make is simply this: Give the junior officer and warrant officer members Board representation at the local level. But before you propose that this be done on a National Board basis, let them apprentice in office on the Chapter Boards so that if we are to select a certain number later for National Board service, we at least will know which ones of them are really interested in the AAAAA and have worked for it. This would seem to me to be a preliminary and basic step.

I might add here that the National Office, in keeping the day-to-day and year-to-year records of all Chapter and national activities, is aware of the names of those officers and warrant officers who are enthusiastic about AAAAA and who have worked towards the advancement of the organization and its programs. We can quite easily, on request by the Board or the National president, provide the names of many qualified people for national appointment in these categories.

■ FLOOR MEMBER: I address my question to Mr. Kesten. Yesterday, you said you'd meet with the Rutgers University students after the Dele-

gates' Luncheon. Can you tell us what the outcome of that meeting was?

■ **MR. KESTEN:** I'm sorry, but I did not get the opportunity to meet with these students. I've been involved with the Annual Meeting here, coordinating with the hotel on receptions and attending meetings such as these, and I haven't had a schedule break, other than the President's Reception last night, at which I had hoped that I could chat with these students. I looked for them at the Reception and I did not see them, but that was the first break I had all day long to chat. I'll literally be running all day today but, again, if these students are here tonight we can go off in a corner at the Diehards' Reception.

■ **COLONEL SWENSON:** Well, you were at the Chapter Delegates' Luncheon and are cognizant of the proposal that Art made to provide a certificate on a national basis to the outstanding aviation ROTC student at each university.

■ **COLONEL GOODWIN:** I think that we've solved this (ROTC problem). We discussed this at the Delegates' Luncheon. The Board indicates that it will look into this from an individual (Certificate) standpoint and I think that if we look at individuals (to cite) we have to go to the PMS&T's. Once we do this, if this thing is going to go, then that is the lead-in to Chapters and recruiting.

If we carry out what we voted for at the Luncheon yesterday, and the Board approves it, and we send a letter-type outline to the PMS&T's saying the rules of the game and that we are going to give a Certificate of Achievement and ask him to pick his man, this will get the ball rolling and we'll find out where we stand. I agree with Bob (Schulz); I did PMS&T duty and they gave me some other things to do, and it will depend upon whether or not the PMS&T on the university staff grabs it and runs with it.

You may find in many places that you won't even get answers. However, if at the time you do this, you let the Chapter in the area know about it, as for example, in my Chapter area, I can certainly contact the PMS&T's personally in my area and say, "Push this," and so forth.

■ **COLONEL SCHULZ:** Our time is running out, and I'd like to call on Colonel Swenson to present the suggestions that were made yesterday at the Delegates' Luncheon relative to the suggestion that General Tolson brought up yesterday.

■ **COLONEL SWENSON:** At the Chapter Delegates' Business Luncheon yesterday, we discussed

FLOOR PROPOSALS

the Flight Pay Protection Plan and what we are going to do to clarify the Vietnam misunderstanding, and there will be further study by the company in the area of providing a rider to the policy at an additional premium to cover the wounded and the combat situation.

We then had a proposal that promotional material be placed in the ARMY AVIATION MAGAZINE to encourage membership in the AUSA, which was passed on by the Chapter Delegates. We then passed another proposal that the National Executive Board study additional means for encouraging additional membership in the AUSA.

Our final proposal was to provide a Certificate annually to the "Outstanding ROTC Aviation Student" (at each university), and then, in addition to that, to have the Board prepare a letter to go out to the Chapter Presidents and have them undertake a survey to determine the exact number of their members who belong to the AUSA. Our suspense date, as agreed upon, was 1 December. That was the gist of our Delegates' meeting yesterday.

■ **COLONEL GOODWIN:** That 1 December date, Swens. That was for the "Report of AUSA Membership." It wasn't for the conclusion of the Board study, I presume?

■ **COLONEL SWENSON:** Yes, that's the date for the return of the survey on the number of AAAA members belonging to the AUSA to be back for statistical purposes.

(Ed. Note: On advice of the Executive Vice President who did not believe that it was possible for all 43 Chapters to convene their members on short notice between 30 Oct.-30 Nov., the President directed that the National Office provide a questionnaire and a postpaid return envelope to each CONUS Chapter member with the questionnaire to include a question on current AUSA membership, the questionnaire distribution to be made at the time the National Office reproduces and distributes the CONUS Chapter's next general membership meeting notice.)

(The President further felt that a limited survey of the CONUS Chapters would suffice in sampling AAAA-AUSA dual membership statistics, and that a polling of the APO Chapters was unnecessary.)

■ **COLONEL SCHULZ:** I'm sure that the Presi-



DISTINGUISHED GUEST RECEPTION



The members and distinguished
guests meet before luncheon . .



General Seneff, the Hon. Paul R.
Ignatius, and General Besson . .



General Abrams and Secretary
Hawkins cover some ground . .



Table hosts, Col. and Mrs. Del-
bert L. Bristol, await guests . .



Past President Bryce Wilson
and Gen. and Mrs. R.D. Meyer . .



General Howze, Jack Marinelli,
and Jack Leonard swap notes . .



Col. J. Elmore Swenson (r.)
greet Gen. W.W. Dick, Jr. . .



A part of the AMC Display set
up by Lt. Col. Wm. Tedesco (r.)



"AA of Year" Maj. Bloomquist
(r.) and Gen. McGibony, OSG . .



Chairman Rodes and Cols. Dan
McCartney and Jack Norris . .



Table host Col. Bob Schulz (r.)
with Gen. and Mrs. Underwood



De Havilland Director Russ Bannock, Mrs. Bannock, Maj. Gen. John J. Tolson, and Past Presidents Bryce Wilson and Bob Leich



AAAA PRESIDENT'S RECEPTION



President and Mrs. Goodhand (r.) shown greeting arrivals . .



General and Mrs. Howze join President and Mrs. Goodhand . .



Greeting Cards for Vietnam and Korea are signed by Col. Bosan



Lockheed's Jack Real (center) with General and Mrs. Seneff . .



AAAA Panelist Eugene L. Vidal and Mrs. Vidal during Reception



Pres. Goodhand, Wm. McGee, Maj. Alton, and Capt. Steinbach



Col. Zimmerman, Gen. York, Cols. Swenson and Eliasson . .



Lt Col A.C. Thomson, Sp/5 Felipe Lariosa, Capt Ralph J. Ritchie, Capt (USN) H.L. Gaver, Sp/5 John H. McDonald, Capt Joe Estores

dent will appoint a committee to make the study. I think we all recognize that we have a complete range of possibilities here, and that a lot of us have really done a lot of talking without considering all of the problems of a merger, and what is the best for the membership. We presume that the study will come up with some of the answers and perhaps, temporarily, may lead to a solution of the question.

I would like to take a minute to announce my position on a merger which again is a personal one. I would simply ask those individuals who have something against the Army Aviation Association to step forward and cite one incident, one fact, or one publication where the AAAA has hurt the Army or Army aviation, or has harmed the AUSA. Because I know personally that if this were established as a fact, that I would have little choice but to resign from AAAA and drop my membership in the AAAA since I, like most of us, feel that as long as we are wearing the uniform our first loyalty is to the Army. So far, I have heard no one come forth with a fact or any evidence of this.

■ COLONEL EDWARD McMAKEN, RET. (AA Center Chapter): While not a Delegate I would like to say something about this last item. Of course, we are reminded here that we are Army officers first before we are Army Aviators. We are also citizens of the United States first before we are Army officers, which guarantees us free assemblage and free speech.

We also have a free choice as to what we want to do. I suggest that we might poll the membership with a tear-out (coupon) in the magazine as to what their desires are. I am certain that you'll find that a lot of people join AAAA to associate with their fellow aviators.

I heard some people speak out yesterday. I'm sorry that some of them aren't here (today) for they would have said something, but I think that we should give everyone a choice to voice their opinion or choice, and if it is overwhelming proved that they want to have AAAA and stay in AAAA, I don't see that anything should be done about it. After all, they did sign up and join on their own (and renewal is optional).

■ COLONEL SCHULZ: You are absolutely right, Col. McMaken, which brings me to this point: If you haven't done it, I think everyone here should read the yellow fact sheet which you received in your handout folder, "Objectives and Purposes." They're all set forth there quite clearly and they are something that any

member can hold up and be proud of, and fortunately, they have been published before for everybody to read.

I would suggest, Ed. that the polling that you propose would come after the study. The study will lead to some recommendations, whatever they might be, and certainly you can't dissolve an organization without the members agreeing to do it, so that this question would have to go back to the general membership before any action could be taken.

I think the study should be made to see what the problems involved are and to be sure that everyone understands the objectives and purposes of AAAA, and then poll the membership and go on from there. The National Board will work this out. Any other business?

■ COLONEL GOODWIN: I'd just like to finish this on the opposite fence. I don't think that anybody wants to do away with the AAAA, if they really think about it. I'm a member of the AUSA and we need help, and I think that this is the way the Quad-A has got to look at this, "How can we help you, AUSA?"

I've been a member of AUSA since it was invented, and AAAA, too, and the problem is I could never get a voice in the AUSA, and I think Quad-A can get a voice in the AUSA. If we approach it from the standpoint of helping the AUSA—they are the ones who are in trouble—I think, then, that we are approaching it properly.

■ COLONEL SCHULZ: But unfortunately, Fred, other people don't share the same view that you do, and this is where the conflict comes. Regrettably, General Tolson is not here today, and while I am not putting words in his mouth, I know that he doesn't feel the way that you do. His proposal and his thought is that AAAA has served its purpose and should pass out of existence so don't . . .

■ COLONEL GOODWIN: No, he objected to that when Red Dog said it . . .

■ COLONEL SCHULZ: No, I'm sorry. General Tolson talked to me personally before he offered his proposal . . .

■ COLONEL GOODWIN: I only know what he said in open forum.

■ COLONEL SCHULZ: Well . . . I know a lot of people can propose right away, "Oh sure, we can merge," but this is why the matter has to be studied: to make certain that we set forth the full spectrum of capabilities and what the problems are in each one . . . Are there any other comments from the floor? There being none this meeting stands adjourned. Thank you.

ROBERT L. ANDERSON

Major Robert L. Anderson, an Army aviator assigned to the U.S. Army Air Defense Center, Fort Bliss, Texas, sustained fatal injuries in the crash of his UH-1D helicopter. The fatal accident took place on November 9, 1965. He is survived by his widow, Mrs. Agene L. Anderson, 5141 Juliandra Avenue, El Paso, Texas.

DONALD R. CLARK

Captain Donald R. Clark, an Army aviator on assignment to the 197th Aviation Company, Republic of Vietnam, died as a result of injuries received when his UH-1B crashed after being shot down by ground fire on November 9, 1965. He is survived by his widow, Mrs. Mary A. Clark of 2761 Euclid Heights Blvd., Cleveland, Ohio.

ROYAL C. FISHER, JR.

Captain Royal C. Fisher, Jr., assigned to the 1st Cavalry Division, Airmobile, sustained fatal injuries when his UH-1B helicopter crashed after a mid-air collision near An Khe, Vietnam during the conduct of a combat mission on November 4, 1965. He is survived by his widow, Mrs. Betty S. Fisher, c/o Pinkerton, 707 Hillsboro Road, Franklin, Tennessee.

GEORGE GUTIERREZ, JR.

Second Lieutenant George Gutierrez, Jr., on assignment with the 197th Aviation Company, Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter during the conduct of a combat mission. The accident occurred on September 1, 1965, in the Republic of Vietnam. He is survived by his father, Mr. George Gutierrez, Sr., 517 West Filmore, Harlingen, Texas.

JOSEF S. HUWYLER

Warrant Officer Josef S. Huwyler, an Army aviator assigned to the 52nd Aviation Battalion, Vietnam, sustained fatal injuries in the crash of his UH-1B helicopter. The fatal accident took place in the Republic of Vietnam on October 21, 1965. He is survived by his widow, Mrs. Teresa Y. Huwyler, Rundells Trailer Park, Black River, New York.

RICHARD K. JORDAN

Captain Richard K. Jordan, an Army aviator on assignment to the U.S. Army, Vietnam, died on October 22, 1965, as a result of wounds received on October 20, 1965. He is survived by his widow, Mrs. Jane T. Jordan of 3210 Guymer Road, Montgomery, Alabama.

DON G. KNOWLTON

Warrant Officer Don G. Knowlton, an Army aviator on assignment to the 119th Aviation Company, Vietnam, died as a result of injuries received when his UH-1B crashed after being shot down

OBITUARIES

by hostile ground fire on October 20, 1965. He is survived by his widow, Mrs. Mary M. Knowlton, Route 2, Lead Street, Savage, Minnesota.

RONALD W. MACKLIN

Warrant Officer Ronald W. Macklin, assigned to the 119th Aviation Company, Vietnam, sustained fatal injuries when his UH-1B Iroquois helicopter crashed after being shot down by ground fire during the conduct of a combat mission on October 20, 1965. He is survived by his widow, Mrs. Margaret F. Macklin of 806B East Harvard, Glendale, California.

ELMER L. RHOADS

Chief Warrant Officer Elmer L. Rhoads, assigned to White Sands Missile Range, New Mexico, died as a result of injuries received in the crash of his O-1A Bird dog aircraft. The accident occurred on October 24, 1965. He is survived by his mother, Mrs. Mary E. Boyle, Box 18, Yorktown, Indiana.

JAMES W. SIZEMORE

Warrant Officer James W. Sizemore, an Army aviator assigned to the 1st Cavalry Division, Airmobile, sustained fatal injuries in the crash of his UH-1B following a mid-air collision. The fatal accident took place in the Republic of Vietnam on November 4, 1965. He is survived by his widow, Mrs. Jean W. Sizemore of 407 12th Avenue, Hattiesburg, Mississippi.

CLIFFORD E. SPIVA

Warrant Officer Clifford E. Spiva, an Army aviator on assignment to the 2nd Armored Division, Fort Hood, Texas, died as a result of injuries received in the crash of his OH-23 helicopter on August 7, 1965. He is survived by his widow, Mrs. Helen C. Spiva, Box 262, Sutter Creek, California.

RICHARD E. STEEL

Major Richard E. Steel, assigned to the 1st Cavalry Division, Airmobile, sustained fatal injuries when his UH-1B helicopter crashed after a mid-air collision near An Khe, Vietnam, during the conduct of a mission on November 4, 1965. He is survived by his widow, Mrs. Mary B. Steel of 1907 Cambridge Street, Bossier City, Louisiana.

"Army Aviation" publishes all of the obituary notices it receives from OACSFOR, D/A concerning official aviation fatalities, and such notices as are submitted directly for publication by individuals. 43

AWARDS AND

Decorations

SILVER STAR

Dadante, Leonard J., Lt *
Daly, Jerome R., CWO

LEGION OF MERIT

Carlisle, James B., Capt
Cook, Carroll M., LCol
Lund, Sigurd A., Maj
Mackmull, Jack V., LCol
Porter, Edward J., Maj
Russell, Walter B., LCol

DISTINGUISHED FLYING CROSS

Bennett, Harold E., WO
Brofer, Duane R., Capt
Brown, John L., Capt
Byrd, James S., Lt
Campbell, Allie H., CWO
Campbell, Paul M., Capt
Dixon, Lawrence E., Sp4
Elmore, Leroy E., Jr., WO
Fiely, Linus H., Capt
Gordon, Charles D., Capt
Jersey, Donald H., LCol
Kramer, Bryce R., Capt
Kuykendall, Wm K., Capt
Kyle, George W., Capt
Messa, Paul L., CWO
Moulton, Douglas K., Sp4
Purser, James L., CWO *
Queen, Paul H., WO
Ramage, Gary F., Lt
Stevens, James H., CWO
Stofer, Gerald B., Capt
Stone, Gordon L., Capt
Truesdale, Larry L., Sp5*
Woodbine, Gerald V., Capt
Wright, Lewis W., Capt

SOLDIERS MEDAL

Gambill, Ernest T., Sp5
Miller, James E., Sp4
Ponticelli, Louis J., SFC
Slezak, Carl E., Sp4

BRONZE STAR FOR VALOR

Gaffney, Ronald S., Sp5 *
Hughes, William J., Sp4
Lewis, Lawrence, Sp5
Ramsdale, Lane R., PFC
Rausch, James E., WO

BRONZE STAR

Barber, John M., WO
Bauer, Leo A., Capt, *
Campbell, Paul M., Capt
* Posthumous Award

BRONZE STAR

Copeland, Francis A., Maj
Curbow, Elmer E., Capt
Dickens, Raymond E., Maj
Fiely, Linus H., Capt
Hite, Ollie R., Capt
Hume, David R., Capt
Irwin, James L., WO
Kendrick, Floyd R., Maj
Kozora, Thomas D., MSgt
Kramer, Bryce R., Capt
Kruger, Raymond C., Capt
Kuykendall, Wm K., Capt
Leister, Glenn A., Capt
Lightfoot, John R., WO
McDonald, Frank A., Capt
Moreau, James G., Lt
Moses, George W., Capt
O'Hara, William D., Capt
Oliver, Robert T., Capt
Osborne, Clinton O., Capt
Peiffer, Donald R., CWO
Rivera, Felix, Jr., CWO
Roberts, Shelby C., CWO
Salmon, Ray W., Jr., Capt
Scott, James T., Lt
Sebeny, George J., CWO
Sims, Billy G., Capt
Smith, Fred, Capt
Stone, Gordon L., Capt
Thompson, James E., Capt
Tyler, Thomas H., Capt
Wright, Lewis W., Capt
Wyllie, Clement A., Maj

AIR MEDAL FOR VALOR

Bands, Ned V.C., Jr., Capt
Bliss, Donald E., Capt
Cobb, Martin J., WO
Cole, Charles H., CWO
Copeland, William L., WO
Dadante, Leonard J., Lt *
Davidson, Norris L., CWO
Deason, William T., CWO
Dodd, Calvin G., Capt
Fiely, Linus H., Capt
Freeman, Ronald R., CWO
Harris, John M., III, Capt
Howard, Freeman I., Capt
Howard, James R., CWO
King, Mark A., WO
McGowan, John J., Lt
Messa, Paul L., CWO
Missidine, Chas. E., Capt
Nippert, Wayne N., WO
O'Bray, Preston E., CWO
O'Quinn, Edward B., WO
Powell, Clarence, WO
Regan, Daniel, CWO
Short, Ronnie D., Capt
Taylor, Richard F., Capt
Truscott, James J., Lt

AIR MEDAL FOR VALOR

Vaughn, Charles U., Capt
Webber, Claude A., CWO
Weifare, Bradley L., WO
Young, Robert S., Lt
Ziebarth, Leon, SSgt

AIR MEDAL

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

Aguilar, Ricardo D., WO, 19
Alverson, Frank L., Lt, 10
Antemann, F.A., WO, 19
Barber, John M., WO, 29
Beaston, George F., CWO
Bloomquist, Paul, Maj, 27
Byrd, James S., Lt, 12
Carlisle, James B., Capt, 3
Christensen, H.M., WO, 16
Coffman, Larry S., Sp5, 27
Daly, Jerome R., CWO, 31
Donnelly, Steven W., WO, 14
Dorsey, James J., Lt, 28
Elmore, Leroy E., WO, 9
Freeberg, Geo. H., CWO, 28
Fuller, John R., CWO, 31
Hessemer, Ken R., WO, 25
Hunt, Christopher G., WO, 29
Hunt, Robert J., WO, 14
Jarrett, Richard S., Capt, 23
Jefferies, Larry D., Lt, 29
Jones, Raymond L., Sp5, 15
King, Mark A., WO, 16
Kramer, Bryce R., Capt, 12
Lejeune, Richard D., WO, 28
Licha, Charles A., Maj, 16
Mackmull, Jack V., LCol, 7
Maddox, Wm J., LCol, 19
Messa, Paul L., WO, 19
Millard, Charles W., CWO
Moss, James W., Maj
Ohlenburger, C.C., Capt, 25
Paxton, Kent F., WO, 29
Pettibone, Larry E., WO, 28
Pettit, Phillip D., CWO, 14
Powell, Clarence, CWO, 18
Prendeville, J.L., WO, 25
Prye, James E., WO
Ramage, Gary F., Lt, 23
Rausch, James E., WO, 22
Rhoads, Elmer L., CWO, 14*
Robertson, O., CWO, 34
Rodriguez, Hector, CWO, 14
Samuels, T.A., WO, 29
Schamel, Walter S., Sp4, 14
Schrum, Steven W., WO, 4
Schwem, Marvin, Capt, 34
Semon, Barry M., WO, 17
Sigmon, Powell F., WO, 29



AIR MEDAL

Slaughter, Jesse H., Lt, 12
Smith, Bobby D., WO, 13
Stevens, James H., CWO, 18
Stone, Gordon L., Capt, 32
Stringfellow, Crist J., Lt
Sylvester, Ernest J., Lt, 32
Thiels, Jerry M., Lt, 27
Thomas, Wm E., WO, 27
Thompson, J.E., Capt, 33
Tyler, David O., Sp4, 29
Walker, James L., Lt
Webber, Claude A., CWO, 24
Wells, Charles B., WO, 4
West, Gerald L., Capt, 12*
Wright, Lewis W., Capt, 9
Yanamura, Ken K., Capt, 9
Young, David S., WO, 9
Zehr, Roger D., WO, 9

COMMENDATION MEDAL - VALOR

Bonillas, Ralph R., PFC
Dadante, Leonard J., Lt *
Marshall, Raymond E., Capt
Parsons, Richard, Sgt
Sigmon, Powell F., WO

COMMENDATION MEDAL

Baldwin, Ronald F., SSgt
Bloomquist, Paul A., Maj, 1
Bourland, James M., Capt
Davis, Conrad, CWO
Earwood, Harold J., Capt
Eversfield, Stanley, CWO, 4
Hall, William P., Capt
Hamilton, Jessie, CWO
Hesse, Walter L., MSgt
Hill, James R., Capt
Hollowell, Emmett P., Capt
Johnston, David J., Capt
Kimble, Billie J., PFC
Menlove, Merrill R., Capt
Parks, James T., Lt
Poe, Thurel J., Capt
Pybus, Wimpy D., WOC
Ritterspach, Frederick, Lt
Spivey, Leroy B., WO
Stuessi, Dennis A., Capt
Watson, Dwane C., Capt
Whitaker, Robert A., Lt
Whitehouse, Barry, CWO
Woolley, Alan N., Capt

months takeoffs

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HEUER, Martin
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HOBBS, Harry V.
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HOGAN, Wayne C.
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Detroit 24, Michigan
HOLDER, John B.
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Pine Bluff, Arkansas
HOPPE, Bruce J.
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Grand Rapids, Michigan
HURLEY, Sydney J., III
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