

# ARMY AVIATION

MARCH 31 ★ 1966



**This  
Grumman Mohawk  
observation plane  
all but carries  
its own runway  
with it.**

(See back cover)



**LYCOMING DIVISION**  
STRATFORD, CONN.

# Chipook

# PROGRESS

## CHINOOK FLEET PASSES 50,000-HOUR SERVICE MARK

The 50,000th hour flown by the U. S. Army CH-47A Chinook transport helicopter was chalked up somewhere in the world this month. Chances are, it was in Vietnam where the 1st Cavalry Division (Air Mobile), has logged over 10,000 hours of combat flying time.

The 50,000th hour was reached by the Chinook less than five years after its first flight in 1961. Dramatic evidence of the accelerated use of the Chinook is that the next 50,000 hours are expected to be flown by December of this year . . . in just 9 months!

## ***BOEING Helicopters***

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



# SUMMARY

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MARCH, 1966





EXCERPTS FROM . . .

## The Statement of Secretary of Defense Robert S. McNamara on the FY 1967-1971 Defense Program and 1967 Defense Budget

"During the past year, we have made a number of decisions which affect the size and composition of the Army General Purpose Forces proposed for the FY 1967-71 period.

"As you will remember, we conducted a series of field tests during FY 1963 and FY 1964 of new air mobility concepts. Last March, the JCS completed their analysis of these test results, and, in June, on the basis of the JCS recommendations, I authorized the Army to proceed with the organization of a new airmobile division, using the resources of the 2nd Infantry Division and the provisional 11th Air Assault Division which had been temporarily established for the tests. Shortly after forming up last summer, this division was deployed to Vietnam. Completely air-transportable, it has 434 organic aircraft, more than four times the number authorized in a regular infantry division. These aircraft,

almost all of which are helicopters, provide such an improvement in mobility and reaction time that entirely new tactics have become possible. On the basis of this division's performance in South Vietnam, we are planning on the conversion of one additional division to the airmobile configuration. Funds have been included in the FY 1966-67 Budget to initiate the procurement of long lead time equipment required for this purpose. A date for the conversion has yet to be determined . . .

### Army Procurement

"During the past year the Army completed a comprehensive analysis of its future aircraft needs. The results of this analysis, together with the experience gained in Southeast Asia and the projected combat attrition through June 1967, explain the very large increases in the FY 1966-67 Army aircraft procurement program. The FY 1966 program now totals \$1,333 million for 3,044 aircraft, of which \$826 mil-

lion is included in the Supplemental request. The FY 1967 request includes \$593 million for 1,532 aircraft.

"The largest single aircraft item is the UH-1B/D (*Iroquois*) helicopter, of which we propose to procure very large numbers in both FY 1966 and FY 1967. This general utility helicopter is in wide use in Vietnam as an aerial weapons platform as well as a transport.

"We also propose to raise the production rate of CH-47As in order to speed up the achievement of the inventory objective and provide for projected attrition. The quantities of these transport helicopters proposed in the FY 1966 and FY 1967 requests will satisfy almost all of the Army's total procurement requirement.

"The proposed purchases of LOH-6As in FY 1966 and FY 1967 will permit a stepped up modernization of the observation aircraft inventory.

"The FY 1966 Supplemental request includes funds for the first operational quantity of CH-54A heavy lift helicopters and more are included in the FY 1967 budget request. This unique aircraft can haul oversized loads such as the 155 mm howitzer or rescue smaller downed aircraft under combat conditions. It has already proven its merit in South Vietnam.

"We also propose to procure some fixed-wing utility aircraft in FY 1966, as well as a substantial number of trainer aircraft to meet the expanded pilot training requirements of the Army. At this time, no further trainer aircraft procurement is contemplated for FY 1967 . . ."

"The Army's Exploratory Development effort is directed to devising new means to provide the front line soldier with effective close support and to protect him against all possible forms of enemy attack. A large part of the \$232 million requested for FY 1967 will be devoted to techniques or equipment directly applicable to front line combat with emphasis on communications, electronics, ordnance, and medicine.

"More specifically, this work includes: electronic counter-countermeasures; radios, antennas and survival kits specially adapted



to operations in tropical jungles; light intensifiers for night vision devices; experimental radars; technology to increase the capability of combat surveillance; investigations of new concepts of boats for assault operations and for the emplacement of bridges; new vaccines, techniques to treat burns and prosthetic devices.

"Somewhat less than one fifth of the Army's Exploratory Development effort is divided between aeronautics and materials. Past work in these areas has resulted in a more than twenty percent improvement in helicopter stability, a new helicopter air delivery method, an improved light titanium alloy for aircraft, and expendable paper clothing and linen for use in field hospitals and by rocket fuel handlers . . ."

### Advanced Development

"The first two items on the Army's list of advanced developments — "*Operational Evaluation V/STOL*" and "*New Surveillance Aircraft*" — are both part of a broader Defense Department program for the development of experimental prototype vertical, or short, take-off and landing aircraft suitable for operational testing by the three Services.

"A combined total of about \$380 million has been programmed by the three military departments for this effort, from its inception through FY 1966, including:

a. \$128 million for five XC-142As, a tilt-wing turboprop transport with a gross weight of about 37,000 lbs., a 4-ton payload, a cruise speed of more than 250 knots, and a combat radius of 200 n.mi. The first prototype flew as a conventional-type aircraft in September 1964 and successfully transitioned from

(Continued on page 36)



## AA IN PHOTOS

### CITATION

LT. COL. JOHN R. AHERN, LEFT, RECEIVES HIS SPECIAL CITATION FROM COL. WILLIAM B. DYER AFTER RECENT RETIREMENT CEREMONIES AT THEIR WASHINGTON AMC OFFICE. AT THE END OF HIS SERVICE CAREER, COL. AHERN WAS ALSO AWARDED THE ARMY COMMENDATION MEDAL. HE HAS SINCE JOINED THE STAFF OF THE LOCKHEED-CALIFORNIA COMPANY. (AMC PHOTO)



### NEW GROUP

COL. JERRY SHEA, LEFT, COMMANDER OF THE NEW 17TH AVIATION GROUP, IS SHOWN RECEIVING A SWAGGER STICK FROM COL. R. GUY JONES, CO OF THE 12TH AVIATION GROUP. THE PRESENTATION SYMBOLIZES THE PASSING OF THREE AVIATION BATTALIONS, PREVIOUSLY UNDER THE 12TH GROUP, TO THE 17TH. BOTH GROUPS NOW COME UNDER THE COMMAND OF THE ARMY'S FIRST AVIATION BRIGADE, WHICH IS COMMANDED BY BRIG. GEN. GEORGE P. SENEFF, JR. ALL NON-DIVISIONAL AVN UNITS IN I AND II CORPS WILL BE CONTROLLED BY THE 17TH. AVN UNITS IN III AND IV CORPS WILL BE CONTROLLED BY THE 12TH.



### VISITORS

THE CURRENT CLASS ATTENDING THE FLIGHT SAFETY COURSE AT THE UNIVERSITY OF SOUTHERN CALIFORNIA VISITED FT. WOLTERS IN EARLY MARCH. VIEWING THE POST FROM THE PRIMARY HELICOPTER CENTER MAIN HELIPORT CONTROL TOWER ARE, FROM LEFT: F. ROBERT MORRISON OF THE USC STAFF AND STUDENTS, LCDR. ROGER V. MILLET, USCGAS, CORPUS CHRISTI; LT. COL. LONDON J. REID, HQS, SIXTH USA; AND CAPTAIN LARRY M. NELSON, 8TH SPECIAL FORCES GROUP. MAKING THE FIELD TRIP TO FT. WOLTERS WERE USC FACULTY MEMBERS MORRISON AND NORMAN L. HORTON AND 26 STUDENTS. (ARMY PHOTO)



### NEW POSTS

LEFT: MAJOR GENERAL DAVID B. PARKER, CG OF THE SEVENTH U.S. ARMY SUPPORT COMMAND, WAS ELECTED PRESIDENT OF THE USAREUR REGION OF THE AAAA AT THE MARCH 9-12 MEETING OF THE REGIONAL MEMBERSHIP AT GARMISCH. GENERAL PARKER SUCCEEDS COL. EDGAR C. WOOD, OUTGOING 1965-1966 PRESIDENT. RIGHT: COLONEL LYLE H. WRIGHT HAS BEEN NAMED THE COMMANDING OFFICER OF THE NEWLY FORMED ARMY AVIATION SCHOOL ELEMENT WHICH WILL BEGIN OPERATIONS AT FORT STEWART, GEORGIA. TWENTY WEEKS OF THE 35-WEEK FIXED WING PROGRAM WILL BE MOVED FROM FORT RUCKER TO FORT STEWART THIS SUMMER. (USA PHOTOS)

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Lieutenant Colonel William J. Maddox, Jr., is shown receiving the Vietnamese Cross of Gallantry with Palm on behalf of his unit, the 13th Aviation Battalion.

The U.S. Army aviation unit, which was selected as the "Outstanding Aviation Unit" for 1964-1965 at the 1965 AAAA Annual Meeting, was awarded the RVN decoration for gallantry in combat actions.

Presenting the medal is Lt. Gen. Nguyen Van Thieu, Chief of State. Also present was Premier Nguyen Cao Ky.

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Avco Lycoming Division ..... Front Cover

## QUESTION:

what Canadian shaggy wild ox carries 41 fully-equipped troops or 13,840 lb. of combat vehicles □ operates out of a 1000 ft. airstrip □ runs on twin GE T-64 turboprops □ has outstanding airborne delivery capabilities □ operates on any surface a jeep can □ enjoys world-wide technical support and field service □ comes from a company with 19 years experience building rugged STOL aircraft □

and comes in your favorite camouflage?



Affirmative:

the Buffalo (CV-7A) by de Havilland Canada, world leaders in STOL.



THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED  
DOWNSVIEW ONTARIO





# REPEAT TOURS IN VIETNAM CERTAIN!

By COLONEL  
DELBERT L. BRISTOL  
Director of Army Aviation,  
OACSFOR

**A**s you all know, *General "Phip" Seneff* has departed the "five-sided" factory for a most challenging assignment as Aviation Officer of the U.S. Army in Vietnam. We all wish him well in this difficult and most important aviation assignment.

Early in April *General "Bob" Williams* will return from Korea to take up the reins as Director of Army Aviation. Enroute home, *General Williams* will visit Vietnam to obtain a first hand appreciation of the accomplishments and current problems associated with the employment of Army aviation in the support of counter-insurgency operations.

The role of Army aviation in the support of operations in Vietnam has become so important that many of our Aviation personnel, particularly Army Aviators, will of necessity have to repeat tours in that area in order to insure that our U.S. combat operations are properly supported. Unfortunately, the lead time associated with training an aviator is such that the current rapid expansion in our requirements cannot be quickly matched.

In January, the training input was increased at Fort Wolters so that in September 315 aviators will graduate from Fort Rucker. Recently, CONARC was instructed by the Department of the Army to further increase the aviator output to 425 per month.

Nevertheless, hardships are ahead for many of our aviation families. I know from personal experience how trying long separation from your loved ones can be. I assure

you that we are and will continue to take all measures possible to minimize the hardships involved.

The following paragraphs present highlights of current or recent actions of interest:

### School Selection

We are always concerned that our aviators may not be getting a fair shake in the areas of selection for schools and promotions. You will recall that the Chief of Staff at the 1965 AAAA Annual Honors Luncheon assured Army Aviators of an equitable career opportunity. The recent selections to the C&GSC verify this policy. It is encouraging and not surprising to note how well Army Aviators fared in this selection. (Refer to table below.)

### Importance of Helicopter Instrument Qualification

A recent letter from *General Kimnard*, Commanding General of the 1st Cavalry Division (Airmobile), cites the importance of current helicopter instrument qualification to the successful conduct of operations during the rainy season in Vietnam. By virtue of our present training program all new Army helicopter pilots are specifically trained and qualified to operate helicopters tactically under instrument conditions.

A new AR 95-63 regulation combining the old 95-63 and 95-67 is scheduled for printing this month. It will authorize hold-

ers of the *Rotary Wing Tactical Instrument Certificate*, current qualification upon graduation for initial entry rotary wing training, to make instrument flights under tactical and simulated tactical conditions.

Sufficient rotary wing instrument instruction is provided to enable rotary wing aviators to plan and conduct actual instrument flights under tactical conditions. Although the scope of instrument instruction is less than the standard instrument certificate, aviators receive considerable instruction and are qualified fully in ADF and GCA.

The *Rotary Wing Tactical Instrument Certificate* is primarily designed to assist operations under combat conditions and holders of this new instrument certificate are not authorized to make actual instrument flights on U.S. Federal Airways or areas under FAA jurisdiction.

As soon as possible we will implement a special program to qualify all other helicopter pilots to fly under instrument conditions. In the meantime, I urge unit commanders to undertake local helicopter instrument training whenever facilities, equipment, and time permits.

By virtue of such a program and having already qualified as a fixed wing instrument pilot, I was able to get my helicopter instrument ticket in a little over 10 hours of instruction. When you qualify, please be sure your personnel officer records this in-

School Selection

BRANCH	Total Selected	Aviators Selected	% Aviators Selected	% Aviators Asgn to Branch
ARMOR	73	5	8.5	11.0
ARTILLERY	183	21	11.5	9.3
INFANTRY	203	33	16.2	10.0
CORPS OF ENGINEERS	39	3	7.7	5.6
SIGNAL CORPS	41	5	12.2	7.3
TRANSPORTATION CORPS	32	13	40.6	28.9
MEDICAL SERVICE CORPS	20	1	5.0	4.5
TOTAL	591	81	13.7	10.17



formation in your *Form 66* and reports it to the Department of the Army.

### Physical Standards of Flying Duty

Periodically, I receive letters from Army Aviators and potential Army Aviators containing queries as to why certain physical standards for flight duty are required. Frankly, some of these questions are quite thought-provoking and have no clear-cut answers.

For example, one such letter raised the question as to why the Army still has a maximum height limitation of 76" as this appears to be unsupportable when viewed in the light of the dimensions of current aircraft cockpit areas.

Along this same vein, but not submitted (at least as of now) by anyone in the field, is why we still require the same color blindness standards. Since aircraft control is now conducted by radio rather than light signals, should color blindness still be a bar to flight training? These are only two of many examples I could cite.

To obtain the answers to these, as well as

**NEW TRAINING SITE** — Student's eye-view of recently completed tactical stage field Da Nang. Town of Perrin, Texas, visible at top right, is located about four miles north of the new Fort Wolters training site. (U.S. Army Photo)

other questions pertaining to physical standards for flight duty, the Department of the Army staff is reviewing our current regulations to revise the standards where appropriate without sacrifice of safety.

### DoD FLIP

If you are a CONUS aviator or Operations Sergeant and don't know what *DoD FLIP* means, you may be in trouble and could feel foolish on 1 April 1966.

Here is the reason: the Army, in conjunction with the Air Force and the Navy, have developed a *DoD Flight Information Publication (FLIP)* which replaces the CONUS TM 11-2557 (Jeppesen Airway Manuals) on 31 March 1966. This change is necessary to reduce over-all military expenditures and eliminate duplicate production and supply of aeronautical charts and flight

publications within the Department of Defense.

*FLIP* is now being distributed to CONUS aviation units, airfields, heliports, and schools using a formula based on the number of authorized aircraft. These publications are not authorized for distribution to individual aviators.

The *DoD FLIP* is divided into three parts, *FLIP Planning*, *FLIP Enroute*, and *FLIP Terminal*. In addition, there is a further breakdown of *Enroute* and *Terminal* charts into High and Low Altitude. Only aviators who fly the *Mobawk* will have a need for the High Altitude version of *FLIP* so this simplifies the job for most of you.

The *FLIP* is a series of charts and manuals with a slightly different format and physical make-up from Jeppesen. However, the Federal Airway System hasn't changed. It will just take study on your part to know where to look for the same information you have obtained previously from the Jeppesen kit. I suggest you read, if you have not done so, the *FLIP* briefing brochure (Highlights of the *DoD Flight Information Publication*) which was mailed to each Army Aviator in December, 1965.

### **Status of Upgrading Crew Chief Jobs**

The Department of the Army is at present considering a plan for a revised aviation career program for enlisted personnel. This plan would permit entry into the career aviation field in the grade of E2 with an opportunity to progress through Grade E9.

The plan could reduce initial training requirements, reduce the number of MOS's within the career program, and permit improved progression through the enlisted grades. Implementation of this plan would eliminate some of the present bottlenecks which have denied enlisted personnel the opportunity to progress to the higher NCO grades. This is accomplished by reduction of aircraft systems included in each MOS. Like aircraft systems are grouped in such a manner as to reduce the initial training

time required to qualify and thereby provide more opportunities to advance within the career field.

There will be some upgrading of crew chief positions and merging of organizational and supporting maintenance functions which will facilitate assignment to various maintenance tasks and provide further advancement. This new aviation career program is expected to become effective by September, 1966.

### **More on ARCSA**

Recently approved increases in the Army aviation force structure and aircraft inventory objectives reflect very favorable Office, Secretary of Defense action on virtually all of the recommendations of the ARCSA study. Based on these approvals, much planning is being accomplished.

Combat Developments Command is "crashing" to match organizational structure, personnel, and maintenance tools and equipment to the type aircraft and numbers of aircraft being authorized.

It is expected that the first TOE's reflecting ARCSA will be published shortly. These will be the Armored and Mechanized Infantry Divisions Tables. All tables should be published by 1 October 1967. Some units, particularly those to which new production aircraft are being issued, have already been told that their aircraft authorizations are those reflected in ARCSA.

### **Meritorious Unit Commendation**

I know I join all aviation personnel in offering our heartiest congratulations to the present and past members of the *56th Transportation Company (Direct Support)* on being awarded the Meritorious Unit Commendation for "exceptionally meritorious conduct in the performance of outstanding services in support of military operations in the Republic of Vietnam."

It is this type of performance that makes life easier for the aviation unit commanders. There will never be a substitute for good maintenance and it is gratifying to know we have the world's best in units like the *56th*.

# WORLD'S BUSIEST FLIGHT FOLLOWING FACILITY...AFOF



One of the most unique support organizations in Army aviation today is the *Army Flight Operations Facility (AFOF)* located in Heidelberg, Germany, which provides flight clearance and following for the thousands of daily Army flights in USAREUR.

This organization, commanded by Lt. Colonel George W. Roberts, operates on a 24-hour day and is probably the busiest flight-following organization in the world. During FY 1964, AFOF handled over 1,000,000 aviation messages. While totals in this area for FY 1965 have not been fully tabulated, it is expected total messages handled will exceed the FY 1964 level.

## Dedicated Professionals

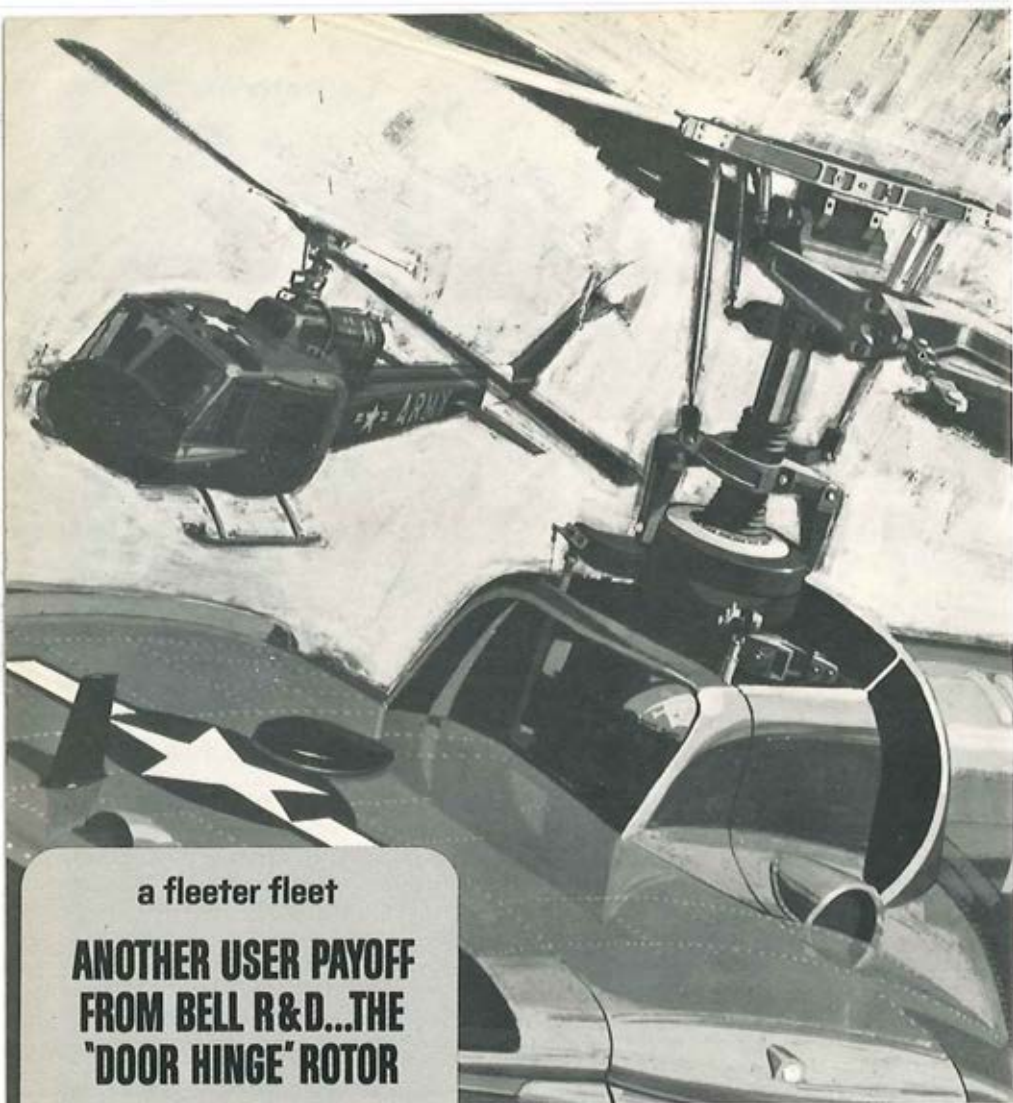
AFOF consists of a small number of professionals dedicated to policing the Army European airline system, keeping track of the many Army flights and assisting in the improvement of the Army aviation image in respect to the other military and civilian agencies in Europe.

While they must file a flight violation whenever one occurs, this dedicated section works long hours to find downed aircraft or to locate a suitable landing field for an aircraft in trouble. The following incident that occurred recently fully illustrates their value and the responsiveness of the organization:

*"AFOF Clearance Officer. This is the Frankfurt Senior Air Traffic Controller. I have a German civil Queen Air enroute from Munich to Cologne-Bonn Airport with one engine inoperative. The aircraft was over Dinkelsbuehl at 2132 Zulu, and the pilot is requesting an emergency landing. Do you have an Army airfield where he might be able to land?"*

*"This is the Clearance Officer. I would recommend having him land at Kitzingen Army Airfield, with 7000 feet of hard surface runway. His position should be about 25 miles from Kitzingen."*

Frankfurt Control: *"The pilot says his*



a fletcher fleet

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



Bell's "door hinge" rotor is the ultimate in today's rotor design. It's faster, smoother and mechanically simpler, yet it retains these desirable two-bladed rotor advantages: easy field maintenance, easy field concealment, easy air and sea transportability. Backing this design is Bell's know-how on all kinds of rotor systems: single, tandem, coaxial; two, three or four blades; rigid, semi-rigid and articulated; foldable-stowable, trailing and tilting. For today's air mobility mission, the many advantages of the semi-rigid two-bladed system have been advanced by the "door hinge"... a system with low vibration capability to 200 knots.



Installed on the UH-1B or UH-1E, this new rotor offers these advantages over earlier Huey models:

- 20% faster cruise at gross weight.
- 30% greater maneuverability.
- 55% lower vibration levels at cruise speeds.
- 1,000 pound gross weight increase to 9,500 pounds.
- plus less maintenance... the "door hinge" rotor is lubrication free... no oil or grease ever required.

Look for Bell to continue to provide more helicopter per defense dollar.



**BELL  
HELICOPTER**

Fort Worth, Texas • A **Textron** Company

*engine is overbeating and he doesn't want to go that far. How about Wertheim?"*

*AFOF: "His closest airfield should be Wertheim about 8 miles away. It's only 1,900 feet, but has runway lights and a rotating beacon. I'll have the lights turned on and emergency personnel alerted."*

While the Clearance Officer was calling the Charge of Quarters in Wertheim operations on the AFOF direct line, his military team chief was calling the Army dispensary in Wertheim via the military telephone line. The airfield crash and rescue vehicle was in the field on maneuvers; but when the aircraft landed safely six minutes later, the Wertheim civil fire truck, as well as an ambulance with a doctor from the dispensary, was on hand.

The quick action by the Clearance Officer and the team on duty, using the AFOF communication facilities, averted a possible tragedy. Here is the story of this unique organization and of the men and women who make it what it is.

### **Largest Airspace User**

With over 1,100 aircraft, U.S. Army, Europe is the largest single user of airspace in Europe today operating 125 airfields, heliports, and landing strips. The airspace belongs to the several sovereign states and is controlled through the national civil agencies of the respective countries. CINC-USAREUR has also established certain policies for use of this airspace and has issued regulations and directives governing the flight of Army aircraft in Europe.

AFOF coordinates Army air traffic with the USAF, NATO military, and the civil aeronautical authorities of the national states of Western Europe. To accomplish this mission AFOF processes flight plans and provides complete flight-following service for all cross country flights by U.S. Army aircraft in Germany, Denmark, and the Benelux countries.

This service is also provided to other U.S. military, NATO military, and civil aircraft that arrive or depart a U.S. Army airfield

in Germany. In doing this, AFOF exchanges flight plans and flight following responsibilities with the USAF and the national states.

To make it possible for the aviators to comply with the different rules and regulations, AFOF must additionally provide weather forecaster service, clearance authority, NOTAM information, and briefings for flights crossing political borders. AFOF continually monitors all flights in progress for possible infractions of rules, violations of regulations, or hazards to the safe completion of the flight. Aviation operations and policy matters are coordinated by AFOF with Aviation Branch, DCSOPS, Headquarters, USAREUR.

### **Personnel Structure**

AFOF, Europe, consists of 7 officers, 14 enlisted flight operations specialists, and 42 local national civilians. The local nationals are all bi-lingual; the majority speak three languages, and some four or five. Many of them were formerly trained and employed by the German State Air Agency and are specialists in both military and civilian air traffic in Europe. The NCO's are all trained and experienced flight operations specialists and the officers all experienced Army Aviators.

By regulation, all clearance officers are required to have completed one year of instrument flying in Germany at the time of assignment. Most flight clearance officers in AFOF are dual rated, multi-engine qualified, and carry a green special instrument card. Two of the clearance officers are Master Army Aviators, and two are Instrument Examiners. In addition to his tour of duty in AFOF, each flight clearance officer performs flight missions throughout Europe on a scheduled basis to maintain current familiarity with aviation USAREUR-wide.

The communications network that helps AFOF to be so effective starts with 20 direct lines between AFOF and the Heidelberg switchboard. These lines are available at any of the 19 switchboard positions encompassing all sections in the facility. This facilitates processing of flight plans and



other requirements from one position or section to another.

A conveyor belt transfers the flight plans and messages between sections. From the Heidelberg switchboard direct lines go to all major Army airfields, Army ADIZ Flight Control Centers, Frankfurt and Munich Air Traffic Control Centers, Ramstein Atlantic Air Rescue Center, and USAF Frankfurt and Chateauroux Flight Service Centers.

Through these lines, and additional telephone circuits, rapid voice communication can be established with almost any military or civil airfield or aeronautical activity. AFOF has teletype stations in both German military and German civil networks, linking it with International Civil Aeronautical Organization countries, world-wide. There are also direct dial telephones in the facility for clearance, weather, teletype-NOTAMS, and administration.

All traffic over the operational direct lines and telephone lines into AFOF is recorded automatically on tape. These tapes may be played back at any time to verify information concerning urgent situations or to locate and correct routine errors and improper procedures. All messages handled in the facility are noted in writing, listing time, position number, and the initials of the persons involved to facilitate identification.

The majority of the flight plans and messages are called into traffic first. Here, flight plans not requiring clearance are copied and are called out to intermediate stations and to final destination along with those from the clearance section. When civil airfields or German military fields are involved they are routed to teletype for transmission over the appropriate circuit. Off and down times, position reports, and remain-over-night messages may also be copied or relayed by traffic handlers.

### Flight Following Procedures

All flight plans ultimately arrive in the flight following section. Here, very experienced personnel again check the flight plan closely for any discrepancies or possible difficulties, and place it on the active flight-



### CLEARANCE AND WEATHER



### CLEARANCE SECTION



### FLIGHT FOLLOWING SECTION



New Beechcraft

## BEECH "IMAGINUIITY" IN MANNED AIRCRAFT . . .

This practical size pressurized TURBOPROP is the newest member of the Beechcraft U-8 family of mission support aircraft. It flies "on time" missions over the weather—at speeds to 280 mph.

# "Just right" for 80% of today's

How many of your command's trips are 1,000 miles—or less—with only 5 or 6 passengers?

If these are your requirements for a mission support aircraft, compare them against these high-performance capabilities and features of the Beechcraft TURBOPROP U-8:

- Conference-room seating for 5 or 6, plus private pilot compartment, or high-density capabilities for up to 9.
- Can operate from shortest, roughest fields.
- Nonstop ranges to 1,565 miles.
- Pressurized for "over-the-weather" comfort.
- Easily operated by one pilot—even under the most difficult trip conditions. Big plane "positive feel."
- Built for rugged duty and tested far in

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

- Saves its cost over and over again when used instead of larger aircraft. And because this Beechcraft U-8 has the same type instrumentation and power controls as a pure jet, it can be used to help jet-rated pilots maintain jet proficiency—at low cost.

Worldwide Beechcraft service organization assures you of parts and expert service—eliminates need for huge and expensive logistic support program.

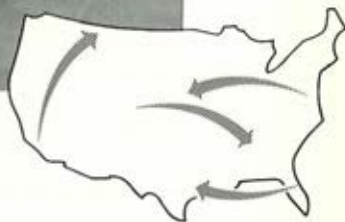
Write now for complete facts on the Beechcraft TURBOPROP U-8, or the other two "off-the-shelf" Beechcraft U-8s. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

# TURBOPROP U-8 offers high performance at low cost

(... and it's available  
"off the shelf")



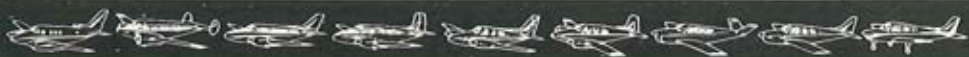
## mission support trips:



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

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following board. This includes posting position reports, filing down and off times, revising ETA's and fuel exhaustion times after each stop; and advising the clearance officer of any irregularities, possible hazards to safe completion of flights, or overdue aircraft.

Of particular concern are ADIZ flights which are flight-followed on a 15 minute basis. This means that if any aircraft on a DVFR flight is overdue at a reporting point or point of intended landing by 15 minutes, search procedures are started. Flight-following personnel conduct communication searches and assist the clearance officer in coordination of actual search and rescue operations.

### Rescue Operations

A classic example in air search and rescue operations took place in 1961. Atlantic Air Rescue Center called *AFOF* for assistance for a Norwegian pilot who ejected from a jet at high altitude in the vicinity of Darmstadt, Germany. A quick check by the clearance officer determined that a medical evacuation helicopter was on a cross-country flight through that area.

The flight-follower estimated his approximate location and called the nearest Army airfield tower who established communication. The aircraft was directed to the bailout location by radar information, and the

### TRAFFIC SECTION

helicopter with the doctor on board was waiting on the spot when the pilot landed.

On February 18, 1965, Atlantic Air Rescue Center called for a helicopter for possible medical rescue for an Air Force transport attempting to reach Frankfurt Rhine-Main Airport with an engine inoperative and having declared an emergency. An immediate call to Hanau Army Airfield located a helicopter airborne and within 5 miles of the aircraft in distress. The helicopter stood by until the transport reached Rhine-Main Airport safely.

On March 11, 1965, Atlantic Air Rescue Center requested assistance for a German Air Force jet that had crashed near Ulm, Germany. A helicopter was dispatched from Ulm Army Airfield and within 15 minutes had picked up the pilot who had ejected and landed without serious injury.

As Lt. Colonel George W. Roberts says, "These few examples illustrate the coordination capability and responsiveness of this operational level communication facility. *AFOF* has proven itself invaluable in coordinating USAREUR aviation activities and rendering assistance to military and civil aviation throughout Europe. *AFOF* is continuing to provide a vital service by facilitating the safe and expeditious accomplishment of the U.S. Army aviation mission."

# IN THE FIELD...

## *Brief reports on late developments within Army aviation*



Troops of the 9th Vietnamese Regiment prepare to load on UH-1 helicopters for a mountain operation near Chi Lang, Vietnam. Helicopters and crews from the 13th "Delta" Aviation Battalion made the assault following a B-52 airstrike on the mountain range shown in the background of the photo above.

**A**rmay helicopters in the Republic of Vietnam has flown more than 1,100,000 sorties since January 1, 1962. During the same period Army helicopters transported over 1,600,000 troops and 84 million pounds of cargo. A sortie is a flight which consists of a takeoff, the flight and the landing, the same definition used by all of the services.

While meeting the heavy demands in Vietnam, Army helicopters have maintained an extremely high availability rate (average number of aircraft available for use). In the Republic of Vietnam the UH-1 availability rate exceeds 80 per cent while flying an average of over 50 hours per month for each helicopter.

Experience in Vietnam also indicates that the helicopter is hard to knock out of action and recovers quickly from hit damage. Based upon over a million sorties in the last four years, the loss rate due to ground fire is one helicopter in every 18,000 sorties. The hit ratio is 1 in every 450 sorties while the down ratio is 1 in every 8000 sorties. Because of the helicopter's ability to land almost anywhere when disabled, more than half of those which are downed are recovered, repaired, and returned to service. In more than 48 months of operation, approximately 62 Army helicopters have been lost due to ground fire.

The helicopter has proven to be an extremely versatile vehicle capable of a wide range of missions with survivability well above earlier expectations.



Units of the modified electronic flash system tested by the Army Electronic Command, Ft. Monmouth, N.J., to obtain night-time aerial color photos are examined by Francis Frame, left, assistant to electronic engineer, and Alvin F. Applegate. Tests proved the flash system to be effective up to 1,000 feet.

## New Brigade

**T**HE largest aviation unit presently serving the U.S. Army, a newly-formed U.S. Army Aviation Brigade, Vietnam, consists of all non-divisional aviation units in the Republic of Vietnam.

Commanded by *Brigadier General George P. Seneff, Jr.*, the brigade came into being following the rapid expansion in the numbers of non-divisional aviation personnel and aircraft in the combat zone.

From one company in December 1962, the number of aviation companies operating in Vietnam increased to 13 companies in April 1965. In the eight months from April to December 1965, the number of aviation units further increased to 48 companies. During that same period the number of aircraft jumped from 430 to more than 1600.

Due to this 400 percent increase in aircraft and Aviation personnel, the formation of the new aviation brigade, for command and control purposes, was necessary.

The mission of the newly formed brigade is to provide aviation support to Free World Forces in the areas of combat, logistical support, and other counter insurgency operations in the Republic of Vietnam.

The *Army Aviation Brigade, Vietnam*, will have control over the 12th and 17th Aviation Groups and is expected to include the 34th Aviation Group (Aircraft Maintenance and Supply) in the near future.

The importance and growth of Army aviation in Vietnam is shown by the number of sorties flown. During the period of July to September, 165,000 sorties were completed, compared to 430,000 during October to December. The total number of sorties flown last year almost reaches the 900,000 mark.

Army aviation here is credited with inflicting more than 14,000 enemy losses while holding aircraft losses to one downed aircraft for every 16,000 sorties.

According to *General Seneff*, the activation of the brigade headquarters to su-

pervise the employment of Army aviation here is a significant milestone in the recent growth of Army aviation. *General Seneff*, a 1941 graduate of West Point, was promoted to Brigadier General in August while he served as the Director of Army Aviation in the Pentagon.

## Wolters' Growth

**A** 30 percent increase in the number of helicopter pilots being trained at the U. S. Army Primary Helicopter School at Fort Wolters was announced by *Col. E. P. Fleming Jr.*, school commandant and Wolters commander.

Under the newly announced program, the USAPHS will graduate approximately 375 helicopter-trained aviators each month. The school presently graduates 290 students monthly. After completing a 16-week intensive program at Fort Wolters, where they learn to fly and then master fundamental flight procedures, such as weather, navigation and maintenance, they are transferred to Fort Rucker, Ala. At Rucker, they spend an additional 16 weeks studying instrument flying and transitioning into larger rotary wing aircraft.

The increase will take place gradually during the next few months and will involve some expansion of the post and school facilities. Areas to be affected include hiring more personnel, additional classroom space, opening and renovating new barracks, additional stagefields and expansion of the helicopter fleet which is already the largest such fleet in the world.

It is anticipated that the present helicopter fleet will be increased to exceed 700 aircraft. The post's permanent party personnel will be increased by more than 200 including officers, warrant officers, enlisted men and civilians. Southern Airways, civilian flight contractor, anticipates a sizeable increase in their employees in both administrative and maintenance areas.

In announcing the newly expanded program, *Colonel Fleming* stated that he foresees no problem inasmuch as it will be gradually implemented over a period of several months.

# LETTERS

BRIEF LETTERS ON ANY PERTINENT SUBJECT ARE WELCOMED. THE LETTER MUST BEAR THE NAME OF THE WRITER, ALTHOUGH THE WRITER MAY REQUEST THAT HIS NAME BE WITHHELD FROM PUBLICATION.

## BOOSTER

Dear Editor:

I just thought that you'd like to know that *Lt. Gen. Dan Van Quang*, the ARVN IV Corps Commander here in the Delta, reads everything on the U.S. military that he can get his hands on, and that includes *Army Aviation Magazine*. In fact, he was very interested in the 13th Aviation (Delta) Battalion selection by AAAA as the "Outstanding Aviation Unit" of 1964-1965, and took the awards' issue of the magazine to show to *Prime Minister Ky*.

We have an excellent relationship with *General Quang* and his entire three-division



Yes, you're seeing double! The two Warrant Officer Candidates examining a flight helmet are the Lape twins — David, left, and Douglas. The 21-year old future Army Aviators are the first identical twins to take rotary wing training at USAPHS. Douglas is a member of the Fourth WOC Company while brother David is a member of the Fifth WOC Company.

corps. As you know, Delta Battalion is the only U.S. combat unit in the delta area and it is the only aviation battalion that supports Vietnamese forces in the sector.

The battalion, incidentally, was awarded its second *Cross of Gallantry with Palm*, the highest unit award in Vietnam being equivalent to the U.S. *Presidential Unit Citation*. The presentation was made here on 23 February at Can Tho in the presence of *Prime Minister Ky*, *Lt. Gen. Cao*, Chairman of the Joint General Staff, and *Gen. Quang* (See page 7).

Because of *General Quang's* intense interest in the U.S. Army and in the Delta Battalion in particular, I'd like to propose making him an Honorary Member of AAAA and getting a personal copy of the magazine to him through this unit's mailing address. Can do?

*Lt. Col. William J. Maddox, Jr.*  
CO, 13th Aviation Battalion  
APO San Francisco 96215

## AERIAL REFUELING

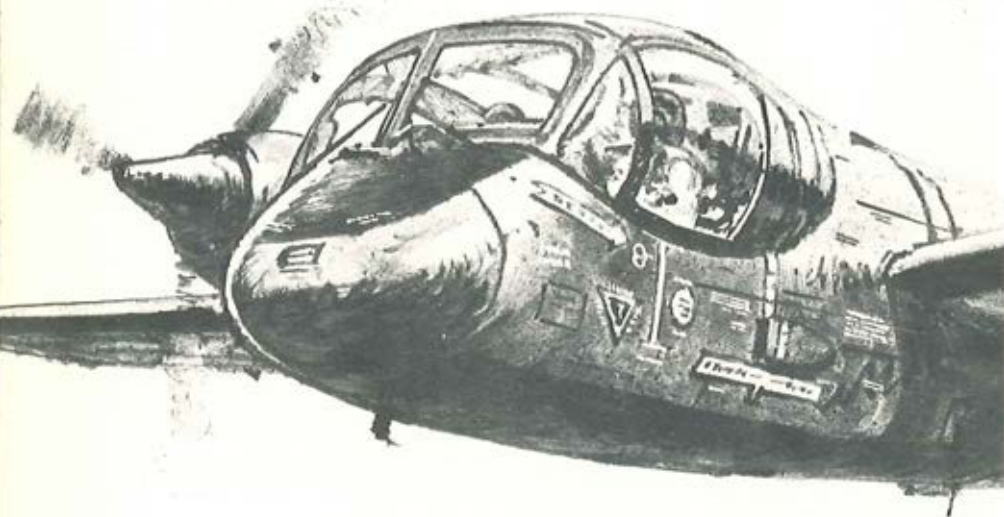
Dear Editor:

I read with interest the article in the January, 1966 issue of *Army Aviation* about the recent successful air-to-air refueling tests at Cherry Point, N.C. to determine the feasibility of extending the range of the helicopter by fuel transfer from a fixed-wing aircraft.

In August, 1956, the CONARC Board #6 (Aviation Test Board) at Fort Rucker, under the command of *Col. Robert R. Williams*, President, successfully completed a non-stop coast-to-coast flight in an H-21 helicopter. In-flight refueling was accom-



# Two eyes are better than one.



Especially when they're airborne eyes. That's the simplest — and, at the same time, a pretty accurate — description of the Grumman OV-1 Mohawk team.

Together, the OV-1B Mohawk and the OV-1C Mohawk see what's ahead for assault groups, such as units now fighting in Vietnam. The function of the Mohawk team is to find out where these groups can go in to do the most good.

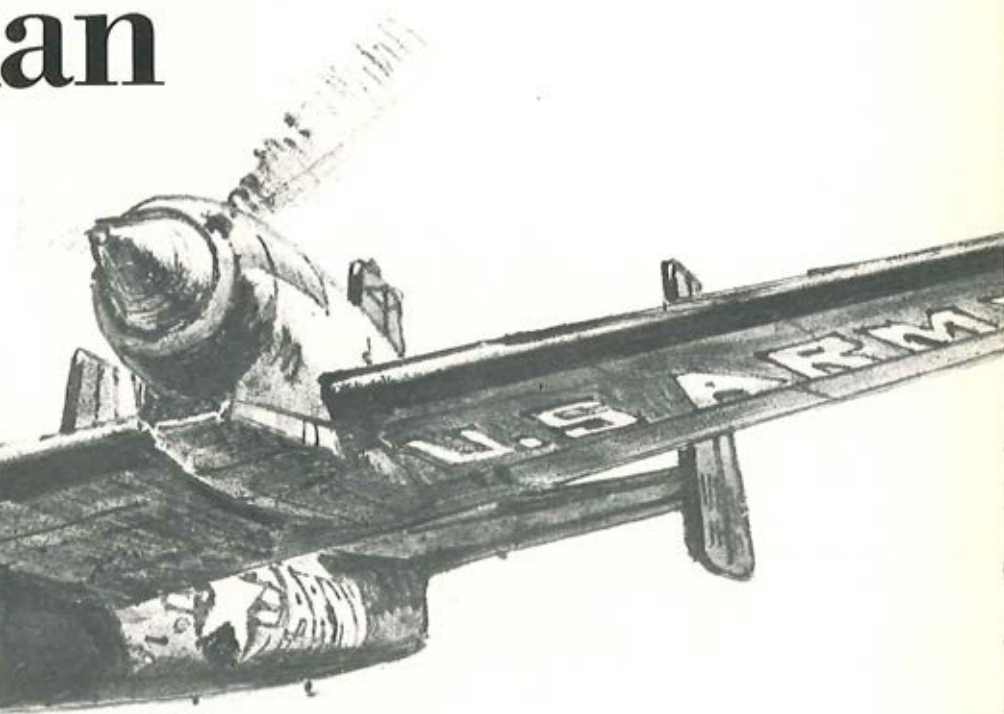
Call it seeing or call it surveillance, it's a vital

part of today's combat. The OV-1B Mohawk observes from a standoff position, using its sensors to operate day or night in all conditions.

Once it's clear that more information is needed, the OV-1C takes to the air. It penetrates the forward edge of the enemy's defense level, to pinpoint and identify targets. Usually, photographically,



# an



strategy. Initially the enemy action from a R equipment, which regardless of weather

detailed information over. The OV-1C penetrates the battle area at low altitude to identify targets visually with infrared.

Linked not only with each other, but with responsive ground elements, the OV-1B and OV-1C play a vital part in establishing the tactical superiority crucial to battlefield commanders. And to this country.

At Grumman, we call that teamwork.

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*Above: A "first" in progress. An Army Otter refuels an H-21 on its 1956 flight.*

plished with a U-1A utilizing a 227 foot-hose (see photo above).

The record flight began at San Diego, Calif. and was scheduled to terminate at Savannah, Ga. The flight was so successful that permission was granted to continue non-stop to Washington, D.C., where the H-21 landed at the Pentagon Heliport with ceremony.

The H-21 flight duration was 31.7 hours over a 2,349 nautical mile course. Major Hugh Gaddis, Lt. Jim Bowman and Mr. Joe Givens piloted the H-21; Captains June Stebbins and Len Seitz flew the U-1A; and Lt. Col. Harry Bush, Project Officer, and Capt. Jim Lefler piloted the L-23 chase plane.

Even today, 10 years later, this flight is considered to be quite a feat, considering the engineering, logistical, navigational and meteorological problems encountered, not to mention the stamina and determination of the crews.

*Major Fred F. Fulton  
Hqs, AMC  
Washington, D.C.*

Dear Editor:

I noted the write-up reference refueling of a helicopter in flight. "Sorry 'bout that," but if this is to be noted as a first, even

though it is not implied, this is *not* a first. The Army Aviation Test Board did this almost ten (10) years ago.

On 23 and 24 August 1956, a CH-21 helicopter was flown from the west coast to the east coast non-stop by refueling in the air. The tanker used was the Army's old reliable U-1A Otter. The system and the equipment were far less sophisticated but nevertheless, proved very successful.

I am not belittling the present effort by any means and am well aware of its use and potential, but thought you would like to know that it is not a first.

*CWO Foy R. Ketchersid  
USAPHS  
Fort Wolters, Texas*

Dear Editor:

I can understand the Marines and Sikorsky publicizing this in their media, but not you! You should know better!

*Col. Raymond E. Johnson  
USA Aviation Test Board  
Fort Rucker, Ala.*

*(Ed. While the news brief did not specify that the in-flight refueling of the Marine HH-3Es was the first such effort, the article apparently implied as such and raised dander from Alabama to An Khe.)*



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# AWARDS AND

# Decorations



## SILVER STAR

Stobbe, Roman J., Maj

## LEGION OF MERIT

Knowles, Richard T., BGen  
Nielsen, Edward, Col

## DISTINGUISHED FLYING CROSS

Alley, Patrick R., Sp5  
Appling, John H., PFC  
Bladel, John F., CWO  
Bliven, David M., Capt  
Bruzda, Kenneth L., Sp5  
Campbell, Allie H., CWO  
Christensen, Harold M., WO  
Davidson, Norris L., CWO  
Davis, Michael J., WO  
Fitch, Kenneth L., Capt  
Frazelle, Jack H., Capt  
Gilmer, Charles T., Capt, 1  
Ginter, Duane L., Capt  
Hogan, Richard M., Capt  
Holmes, Ernest V., Jr, CWO  
Horne, Phillip W., Sp5  
Howiecki, Thomas, WO  
Kamenar, John M., Lt  
Keene, Thomas, CWO  
Krofchek, James M., Capt  
Ludwig, George R., Lt  
Lunn, Ray E., PFC  
Lynn, Robert P., CWO  
McGowan, John J., Lt  
Meyers, James C., CWO  
Morgan, Robert J., WO  
Patton, Robert C., WO  
Purdum, Leslie C., CWO  
Robinson, Barry W., WO  
Scott, David I., Capt  
Swift, William D., Lt  
Teague, Charles A., Capt  
Tiltman, William L., WO  
Truscott, James J., Lt, 1  
Webber, Claude A., CWO  
Wilkinson, Ronald U., WO  
Woodbine, Gerald V., Capt, 1

## SOLDIER'S MEDAL

Abella, Dennis, PFC  
Amason, David, PFC  
Campbell, Malcolm I., WO  
Clark, David, Capt  
Marvicoin, Dennis J., WO  
Moist, Alvin R., Sp5  
Trammell, Landrum, CWO

## BRONZE STAR FOR VALOR

Abendscheln, Author, Sp5

\* Posthumous Awards

## BRONZE STAR FOR VALOR

Knowles, Richard T., BGen  
Norris, James O., Sp5  
Priebe, Howard E., Sp5

## BRONZE STAR

Cary, Kenneth R., Capt  
Clark, David, Capt  
Dunegan, Walter L., Capt  
Drake, Leslie A., Capt  
Epperson, Billy J., SSgt  
Fotte, William F., CWO  
Ginter, Duane L., Capt  
Hall, Raymond E., 1st/Sgt  
Hegdahl, James O., Maj  
Kelly, John J., SSgt  
Lee, Kenneth W., Lt  
Meissner, Roger F., Maj  
Spier, Jearl, Capt  
Taylor, Edward J., Capt  
Toifa, Edward, Jr., Maj  
Van Dyken, Harold, LCol  
Varvell, David L., CWO\*  
Wetherbie, Robert F., Capt  
Wildman, John T., CWO  
Wood, Earl D., 1st/Sgt

## AIR MEDAL FOR VALOR

Berner, Ronald E., Lt  
Burnett, Lynn G., Sp5  
Davidson, Norris L., CWO  
Davis, Conrad, CWO  
Davis, James A., PFC  
Dutton, Wayne E., Maj  
Glenn, John F., Capt  
Griffin, Edward R., PFC  
Irvine, Ian C., CWO  
Kendrick, Floyd R., Capt  
Locke, Bennett J., CWO  
McGee, James G., Sgt  
Mitchell, Theodore L., Capt  
Moscrip, John, Lt  
Murphy, Louis F., WO  
Paxton, Kent F., WO  
Pfund, Gary W., Sp4  
Randolph, Darryl, Capt  
Semon, Barry H., WO  
Sorenson, Stanley L., Capt  
Shrine, Kenneth C., WO  
Truman, Duane E., Sp5  
Whitworth, William E., Capt  
Young, Edwin G., Lt



## MASTER AVIATOR

Jones, Harry L., LCol

## AIR MEDAL

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

Ault, Thomas E., WO, 14  
Brew, Robert J., Sp5, 5  
Bright, Jimmy D., CWO, 21  
Browning, Wm E., WO, 6  
Campbell, Allie H., CWO, 23  
Daly, Jerome R., CWO, 39  
Dillard, William H., Maj, 8  
Dorsey, James T., Lt, 34  
Dugger, Jay L., CWO, 5  
Ellis, Barry L., WO, 20  
Eiwood, Eugene J., Sp4, 6  
Fox, John R., CWO, 10  
Freeberg, Geo. H., CWO, 10  
Gault, William J., WO, 8  
Ginter, Duane L., Capt, 20  
Gnecco, Robert J., WO, 16  
Halsey, Frank D., WO, 15  
Hampton, Billy J., CWO, 18  
Hasart, Rex M., WO, 10  
Hensinger, Wm., WO, 12  
Hodges, James W., WOC, 6  
Jarrard, Richard D., WO, 22  
Johns, Floyd C., Sp5, 16  
Lee, James M., WO, 25  
Lynch, John R., WO, 19  
Lynn, Robert P., CWO, 11  
McAndrew, James M., Lt, 2  
McChesney, F.L., Maj, 2  
McCoole, Delos A., Maj, 2  
McCoy, Merwin G., WO, 2  
McGee, James G., Sgt, 7  
McGee, Milton J., Capt, 1  
McKenzie, Rob't C., Capt, 2  
McLarney, Pat E., CWO, 18  
Manning, David F., WO, 10  
Meissner, Roger F., Maj, 1  
Mosser, Kent A., CWO, 5  
Newsome, J.D., Capt, 21  
Northridge, Henry, Capt, 1  
Northridge, John O., Capt, 5  
O'Brien, Wm G., CWO, 6  
O'Grady, George L., Capt, 1  
O'Hara, William D., Capt, 1  
Pierce, Harry O., CWO, 7  
Purdum, Leslie G., CWO, 12  
Quigley, Richard W., Capt, 8  
Rhine, Jerry W., WO, 15  
Rhoads, Pat H., CWO, 5  
Richards, Robert E., Capt, 1  
Schwem, Marvin, Capt, 37  
Stephens, Peter J., WO, 15  
Sticher, John T., WO, 13\*  
Stout, Tony J., WO, 7  
Sweat, Geo. W., CWO, 1  
Thiels, Jerry M., Lt, 28  
Toifa, Edward, Jr., Maj, 15  
Towler, Johnny H., Capt, 5  
Vaughters, Ken R., Capt, 7

## COMMENDATION MEDAL FOR VALOR

Cote, David R., Sp4  
Gore, Alex R., Sp4  
Hathaway, Jack L., SFC  
Holcombe, Jerry V., Capt  
Ignatz, William G., M/Sgt  
Riley, Heyward W., Capt  
Spruill, J.T., Sp5  
Stoddard, Timothy D., Capt  
Taylor, Milam C., SSgt  
White, Robert A., Sp4  
Winters, Elmer J., 1st/Sgt

## COMMENDATION MEDAL

Ault, Thomas E., CWO  
Babin, Donald L., Capt  
Banaszak, Richard Z., WO  
Brew, Robert J., Sp5  
Cannon, Frank R., WOC  
Carlson, Earl C., Maj, 1  
Carpenter, Henry E., SSgt  
Childs, Michael L., WO  
Dilday, Colbert L., Capt  
Elliott, James R., Capt  
Faur, Norman R., CWO  
Fox, John R., CWO  
Gardner, William S., Maj  
Gressett, Johnnie W., WO  
Hammett, James T., SSgt  
Hensinger, William, WO  
Hutto, Curtis W., CWO  
Jenks, Charles N., SSgt  
Johnston, David J., Capt, 1  
Junko, Allen L., Maj  
Keys, Meckie I., CWO  
Knox, Robert C., Sp5, 1  
Leming, Joe A., CWO  
MacNamara, G.M., Capt  
Pierce, Henry O., CWO  
Pratt, Joseph W., Capt  
Rae, Hugh, 1st/Sgt  
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Rhine, Jerry W., WO  
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Schmid, Thomas W., Capt  
Spearman, Shepard, PFC  
Spangler, Ronald J., Capt  
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## H. BEECHER DIERDORFF, JR.

Major H. Beecher Dierdorff, Jr., an Army Aviator assigned to the U.S. Army Edgewood Arsenal, Md., sustained fatal injuries in the crash of his UH-19 helicopter while flying to the aid of a woman in labor in snow-stricken Hartford County, Md., on February 2, 1966. He is survived by his widow, Mrs. Jane R. Dierdorff, 1342A Grant Court, Edgewood Arsenal, Maryland.

## MARSHALL R. FRIZZELL

Captain Marshall R. Frizzell, an Army Aviator on assignment to the 501st Aviation Battalion, Vietnam, died as a result of injuries received in the crash of his UH-1D helicopter on February 20, 1966. He is survived by his widow, Mrs. Carlisle A. Frizzell, Derby Street, Island Pond, Vt.

## WILLIAM R. HARDIN

Captain William R. Hardin, assigned to the 1st Cavalry Division (Air Mobile), Vietnam, sustained fatal injuries when his CH-47 helicopter crashed due to hostile action during the conduct of a combat mission on January 29, 1966. He is survived by his widow, Mrs. Joan S. Hardin of 2714 Fernwood Avenue, Columbus, Georgia.

## CHARLES M. HONOUR, JR.

Lieutenant Colonel Charles M. Honour, Jr., on assignment with the 145th Aviation Battalion, Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter. The accident occurred on February 18, 1966. He is survived by his parents, Mr. & Mrs. Charles M. Honour, Sr., Route 1, Norcross, Georgia.

## CLIFFORD C. JOHNSON

CWO Clifford C. Johnson, an Army Aviator assigned to the 1st Cavalry Division (Air Mobile), Vietnam, sustained fatal injuries in the crash of his UH-1B helicopter. The fatal accident occurred January 29, 1966, during the conduct of a combat mission. He is survived by his widow, Mrs. Yong Joo L. Johnson, 3838 Calhoun Drive, Columbus, Georgia.

## TAYLOR D. JOHNSON

Major Taylor D. Johnson, an Army Aviator on assignment to the 1st Cavalry Division (Air Mobile), Vietnam, died as a result of injuries received in the crash of his CH-47 helicopter during the conduct of a combat mission on January 28, 1966. He is survived by his widow, Mrs. Mary E. Johnson, Box 246, Joaquin, Texas.

## CARL S. MILLER, JR.

Major Carl S. Miller, Jr., assigned to the 114th Aviation Company, Vietnam, sustained fatal injuries when his UH-1B helicopter crashed during the conduct of a combat mission on January 29, 1966. He is survived by his widow, Mrs. Mary A. Miller, Route 6, Springfield, Tennessee.

# OBITUARIES

## HOWARD E. PHILLIPS

Captain Howard E. Phillips, on assignment with the 1st Cavalry Division (Air Mobile), 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 January 31, 1966. He is survived by his widow, Mrs. Barbara J. Phillips, 2934 Avondale Road, Columbus, Georgia.

## FRANK ROOP

CWO Frank Roop, an Army Aviator assigned to the 1st Cavalry Division (Air Mobile), Vietnam, sustained fatal injuries in the crash of his CH-47 helicopter. The fatal accident took place during the conduct of a combat mission on Jan. 29, 1966. He is survived by his widow, Mrs. Mary E. Roop of 1030 Quincy Drive, Columbus, Ga.

## ROBERT E. ST. PETER

Major Robert E. St. Peter, an Army Aviator on assignment to the 1st Cavalry Division (Air Mobile), Vietnam, died as a result of injuries received in the crash of his UH-1B helicopter during the conduct of a combat mission on January 29, 1966. He is survived by his parents, Mr. & Mrs. Nelson J. St. Peter, 529 North Douglas, Gilman, Illinois.

## ALBERT M. SMITH, JR.

Captain Albert M. Smith, Jr., 27, assigned to the 145th Aviation Battalion, Vietnam, sustained fatal injuries when his UH-1B helicopter crashed ten miles northeast of Saigon during the conduct of a mission on February 18, 1966. He is survived by his widow, Mrs. Dorothy J. Smith, 915 West Main Street, Elizabeth City, New Jersey.

## JOE T. WELBORN

CWO Joe T. Welborn, on assignment with the 1st Cavalry Division (Air Mobile), Vietnam, died as a result of injuries received in the crash of his UH-1D helicopter. The accident occurred on November 4, 1965. He is survived by his widow, Mrs. Anne M. Welborn, 3446 Alameda Street, Corpus Christi, Texas.

*ARMY AVIATION MAGAZINE* publishes each notice that it receives from the Army Aviation Directorate, OACSFOR, Department of the Army, concerning a fatality suffered in an official aviation accident. The magazine also publishes all notices of non-accidental deaths that are submitted directly for publication by individuals.

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# CONTRACTS

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■ Lycoming Division, Avco Corp., Stratford, Connecticut, for production of a variety of aircraft engine components and major items. \$886,924 on Feb. 3 by AVCOM.

■ Curtiss Wright Corp., Aeronautical Division, Wood Ridge, N. J., for production and delivery of aircraft engine modification kits. \$322,927 on Feb. 3 by AVCOM.

■ M. Steinthal & Company Inc., New York City, for production and delivery of cargo slings for aircraft. \$57,879 on Feb. 7 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Connecticut, twelve contracts for aircraft engine components, totaling \$711,269 on Feb. 8 by AVCOM.

■ Canadian Commercial Corp., Ottawa, Ontario, for replenishment repair parts for the CV-2 Caribou aircraft. A series of four contracts totaling \$351,342 on Feb. 15 by AVCOM.

■ Grumman Aircraft Engineering Corp., Bethpage, L.I., N.Y., for modifications improving the performance capability of the OV-1 Mohawk. \$3,975,415 on Feb. 17 by AVCOM.

■ Marvel Manufacturing Company, Washington, D.C., for propeller and rotor blade balancing kits. \$1,069,532 on Feb. 21 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Conn., for procurement of aircraft engine components and support equipment. \$3,612,762 on Feb. 23 by AVCOM.

■ Chandler Evans Inc., West Hartford, Conn., a series of contracts for aircraft components. \$626,387 on Feb. 23 by AVCOM.

■ Pratt & Whitney Aircraft Division, United Aircraft Corp., East Hartford, Conn., for aircraft engine components. \$164,126 on Feb. 24 by AVCOM.

■ Pioneer Aerodynamics Systems, Inc., Manchester, Conn., for production and delivery of troop parachute accessory equipment. \$102,268 on Feb. 24 by AVCOM.

■ Engelhard Industries, Inc., Platinum Division, Newark, N.J., for delivery of platinum sponge material required in the manufacture of aircraft spark plugs. \$550,000 on Feb. 24 by AVCOM.

■ Ellinor Corp., Dallas, Texas, for production and delivery of energy dissipating pads. \$184,903 on Feb. 28 by AVCOM.

■ Lycoming Division, Avco Corp., Stratford, Conn., for special tooling applicable to the T-55 engine and CH-47 helicopter. \$400,000 on Mar. 4.

■ Mills Manufacturing Corp., Asheville, N. C., for production of multi-purpose troop personnel reserve parachutes. \$130,500 on Mar. 4 by AVCOM.

■ American Brake Shoe Company Aerospace Division, Oxnard, Cal., for production of hydraulic pumps required to support OV-1 aircraft. \$89,182 on Mar. 4 by AVCOM.

■ Sikorsky Division, United Aircraft, Stratford, Conn., for expedited production and delivery of components and support items for the CH-54A helicopter. \$1,200,000 on Mar. 7 by AVCOM.

■ United States Rubber Co., Engineered Systems Dept., Mishawaka, Ind., for production of fuel cells for the UH-1 series helicopter. \$152,871 on Mar. 8 by AVCOM.

■ Canadian Commercial Corp., Ottawa, Ont., Canada, for production of components for the CV-2 aircraft. \$62,048 on Mar. 8 by AVCOM.

■ Ellinor Corp., Dallas, Texas, for production and delivery of energy dissipating pads. \$79,259 on Mar. 8 by AVCOM.

■ Chandler Evans, Inc., West Hartford, Conn., a series of four contracts for production and delivery of a variety of aircraft support equipment, aggregating \$153,605 on Mar. 8 by AVCOM.

■ Lear Siegler, Inc., Instrument Div., Grand Rapids, Michigan, for attitude indicators for UH-1 helicopters. \$39,950 on Mar. 9 by AVCOM.

■ Marvel Manufacturing Company, Washington, D.C., for production and delivery of a variety of aircraft maintenance and support equipment. \$1,069,532 on March 10 by AVCOM.

■ Lord Manufacturing Company, Erie, Pennsylvania, for production and delivery of suspension sub-assemblies applicable to the CV-2 Caribou. \$75,536 on March 11 by AVCOM.

■ Lycoming Division, Avco Corporation, Stratford, Connecticut, a series of ten contracts all of which are for aircraft engine components and support equipment. \$1,299,303 during the period February 21-25 by AVCOM.

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**WOLTERS NOW CALLED HELICOPTER CENTER**

Fort Wolters is now officially designated the United States Army Primary Helicopter Center. The reorganization became effective March 15 upon publication of General Order Number 28, Headquarters, United States Army Primary Helicopter Center.

Authority for the publication of this order was issued by the U.S. Continental Army Command and Headquarters, Fourth United States Army in late Feb.

For the past few months Fort Wolters has been operating under the now official organizational structure. In early November, post commander and school commandant, Colonel E.F. Fleming, Jr., directed that the proposed change be put into operational effect.

The alterations in post organization were prescribed by regulation No. 10-1. Fundamentally the change involves new organizational names, the functions assigned to certain organizational elements, and under whose authority these elements would be responsible.

Major Walter J. White, assistant S-2/3 officer, said that the new organization structure simplifies the command structure and provides a more functional command and staff operation to meet the needs of Fort Wolters' expansion program.

Troop Command, now formally assigned to USAPHC will maintain its mission of supporting the newly organized helicopter center. A Headquarters and Headquarters Company, one Student Officers Company, and five Warrant Officer Candidate Companies compose Troop Command.

**23 SELECTED ON AUS COLONEL LIST**

A new circular, DA Circular 624-6, dated 1 March 1966, lists the names of 773 officers recommended for temporary promotion to colonel. Included in the selections were the names of twenty-three veteran Army aviation personnel. The list included 513 officers who were considered for the first time out of a list of 1,349 names. The names of those selected appear below with a sequence number indicating the priority order in which selectees will be promoted:

Anders, Charles T. (716)	Joost, Horst K. (97)
Barfoot, Van T. (168)	Lynch, Eugene M. (579)
Buchan, Earl T. (227)	Mahone, Nelson A. (748)
Cabell, Derosey C. (166)	Mathews, Wm. R. (390)
Cody, Robert L. (385)	Psaki, Nicholas G. (477)
Cunningham, Robert (709)	Sheppard, Orval H. (567)
Dempsey, Jack T. (257)	Sibert, William C. (607)
Dysinger, William C. (727)	Thomson, A.C. (711)
Eliasson, Arne H. (149)	Townsend, Delbert (721)
Gaddis, Hubert D. (485)	Townsend, Jas.O. (740)
Hammack, J.Y. (736)	Wagner, Paul R. (55)
Hughes, John C. (580)	

**RETIRING? LEAVING THE SERVICE?**

If you are leaving Army aviation and wish to keep in touch with many of the friends you've made during your service career, subscribe to ARMY AVIATION at \$3.50 for 1-year, or \$6 for 2-years, and keep in touch with them . . . If you don't see their names in the PCS column, provide us with their names and a stamped envelope bearing your address, and we'll take it from there . . . Is it worth \$3 a year to you to keep in touch with your friends? ■

# 1967 DEFENSE BUDGET

*(Continued from page 5)*

hovering to conventional flight in January 1965. Technical and operational evaluation is still being conducted on all five aircraft by the Tri-Service Test Group, with participation by NASA and FAA to ensure maximum use of the knowledge obtained from this program.

b. \$31.5 million for two X-22s, a twin tandem, tilting duct, fan-powered flight research vehicle. This aircraft incorporates a variable stability and control system which enables it to simulate the characteristics of other aircraft designs, thus providing valuable technical data on stability and control criteria for V/STOL aircraft generally. First flight is now scheduled for early 1966.

c. \$14 million for two X-19As, another research aircraft with twin turbines and four tandem tilted propellers. Two prototype aircraft were built. First flight was made in November 1963. One of the two aircraft was completely destroyed in a crash last August and the program has now been terminated.

d. \$38 million for the XV-6A (P-1127), a British designed, lightweight V/STOL strike-reconnaissance aircraft which was first flown in October 1960. Although the operational capabilities of this aircraft were marginal, it nevertheless promised to provide an early source of technical and operational experience with a V/STOL aircraft in a fighter configuration. Accordingly, in 1962 the United States joined with Germany and the United Kingdom in the further development of this aircraft. A total of nine aircraft have now been constructed under the joint program. The Tripartite evaluation of this aircraft was completed last year. U.S. tests and evaluations will be continued. In addition to the P-1127 program, the U.S. is participating in several cooperative R&D programs with

Germany and France which provide for an exchange of technical data on V/STOL technology. The German and French V/STOL projects incorporate variations in airframe and propulsion design which have not been duplicated in the U.S.

e. \$4.2 million for two XV-4As, an experimental, augmented jet lift aircraft. The first conventional flight was made in July 1962. The aircraft hovered in June 1963 and transitioned from hovering to conventional flight in November 1963. One aircraft was lost in the spring of 1964. This Army project was completed in May 1965; and the remaining aircraft has now been turned over to the Air Force for further test and evaluation.

f. \$16 million for two XV-5As, an experimental, fan-in-wing aircraft. The first conventional flight was made in May 1964 and a full V/STOL transition was demonstrated in November 1964. One aircraft crashed in April 1965 but testing is continuing with the second aircraft.

g. About \$120 million for propulsion, including a variety of test engines.

h. About \$30 million for other experimental work, studies and analyses.

## V/STOL Technology

"Although this extensive effort has greatly increased our fund of V/STOL technology, it is clear that the development of a practical V/STOL aircraft will be costly and time consuming. All of the V/STOL aircraft flown so far have experienced stability and control problems. Propeller-driven V/STOL aircraft have also experienced static thrust deficiencies in addition to problems of vibration, noise and reliability of components, particularly in the power transmission systems. We have recognized the need for more effective power plants with considerably higher thrust-to-weight ratios, and last year we initiated two new engineering development projects which I will discuss in connection with the Air Force's Advanced Development program.



The U.S. Army announced on March 11 that it would order the high-speed Bell UH-1H HueyCobra, the world's first helicopter developed as an aerial weapons platform. The HueyCobra is scheduled for Vietnam duty and armed missions now being performed by the UH-1B.

"Clearly, a great deal of work still remains to be done before we can undertake the full-scale development of an operational V/STOL aircraft. Although we believe that the technical problems can be solved eventually, the military worth of V/STOL aircraft in relation to their high cost has yet to be fully demonstrated. We have included a total of about \$72 million in FY 1967 for V/STOL developments compared with \$69.5 million in FY 1966.

"The \$1 million included under Advanced Development, Army for "Operation Evaluation V/STOL" in FY 1967 is to cover the Army's cost of testing the XC-142A. The \$3 million for "New Surveillance Aircraft" is for test and evaluation of the P-1127, XV-5A and OV-10A.

"The Army "Heavy Lift Helicopter" advanced development project was started in FY 1963 with the purchase of six off-the-shelf CH-54 "flying crane type" helicopters. These machines, including four in Vietnam (one of which has been lost), are being used to test the feasibility of moving heavy Army equipment over otherwise impassable terrain in support of combat operations. Their performance has been highly satisfactory, and we are initiating production for operational use.

"Because there is a practical limit to how fast conventional helicopters can fly, we are also investigating compound helicopters which would permit higher speeds. Work currently underway includes preliminary study and evaluation of helicopters with small stub wings and auxiliary propulsion systems.

"For "Aircraft Suppressive Fire Systems," \$4 million is included in the FY 1967 Budget. This program provides for the translation of exploratory research in airborne weapons into prototype hardware. During 1965 a stabilized sight line system was successfully tested for the TOW wire-guided, anti-tank missile in the helicopter role. In addition, work continued on a stabilized optical tracking device and the evaluation of various range finder techniques for helicopter use . . ."

### Engineering Development

"The next two items, "Aircraft Suppressive Fire System" and "Advanced Aerial

Fire Support System", are closely related. The former, for which \$16 million is requested, is concerned with the development and adaptation of weapon sub-systems for Army aircraft; and it was under this program that the presently operational helicopter armament systems were developed. During FY 1966 we initiated development of a second generation hard point target weapon system, TOW, to replace the French developed and produced SS-11 anti-tank missile, which had been adapted to helicopter use. Preliminary design release and the delivery of two TOW systems, adapted to a helicopter, are expected during the latter part of FY 1967 and will undergo development tests. The Advanced Aerial Fire Support System project involves engineering development of a completely integrated armed "helicopter-like" system as a replacement for the present improvised armed UH-1B system. The new vehicle would have a speed in excess of 200 knots, (more than 50 percent faster than any other operational helicopter), an advanced fire control system and an *avionics system based upon the Navy's Integrated Helicopter Avionics System (IHAS) program*. In battle, the AAFSS with its two-man crew will employ a variety of weapons including a new "high rate of fire" machine gun.

### Aerial Surveillance

"The \$14 million requested for Combat Surveillance and Target Acquisition includes a number of different projects. Development is proceeding with a hand-held radar for the detection of moving vehicles and personnel in forward combat areas, and a standardized tactical image processing and interpretation system. A contract for test models of a new type of sound ranging equipment to help locate hostile weapons will be awarded in FY 1967. Tests of a new unmanned aerial surveillance system, designed to provide target coverage when the weather or enemy action restricts manned aircraft flights, were conducted last year and we will now begin studies

of more advanced concepts in this area . . ."

### Flight Training

"Because pilots are the most expensive military specialists, we have continued to review closely the requirements for flight training and to seek out every opportunity to conduct this activity more efficiently.

"The output of pilots from the Air Force's program in FY 1967 will be about 3,000, up from 2,300 in FY 1966. This increase is needed both to meet the higher requirements caused by the conflict in Vietnam and to replace the large number of pilots who entered service during World War II and who will be leaving flying status over the next four years.

"The Army will train 3,550 pilots in FY 1967, almost double the 1,800 being trained this year, particularly to meet Southeast Asia needs and for the new aviation units described earlier. Reflecting the increasing predominance of rotary wing in the Army's aircraft inventory, the proportion of helicopter pilots trained will rise from 50 percent this year to over 90 percent in FY 1967. The additional training burden will be accommodated by rearranging training schedules, and no new bases will be required. As a result of a review of its career program, the Army has identified about 2,500 pilot positions which do not have command responsibility; and these are now being filled by warrant officers instead of commissioned officers.

"The Navy's production of pilots (including those for the Marine Corps) will increase to 2,200 in FY 1967, compared with about 1,900 in FY 1966, again to provide for Vietnam requirements and to replace the rising number of older pilots who will be leaving flying status.

"To carry out these larger pilot training programs, the FY 1966 Supplemental and FY 1967 Budget requests provide for over 340 trainer aircraft for the Army and the Navy. No new trainer aircraft are requested at this time for the Air Force which is presently procuring its final increment of T-38 advanced supersonic trainers to replace the ageing T-33s . . ."



# AAAA NEWS



HAWKINS



BESSON

## ADVANCE PLANNING SEMINAR TO BE HELD MAY 4-5

An attendance of approximately 400 industry, military, and government representatives is expected at a two-day Advance Planning Seminar on U.S. Army aviation requirements, to be held at the Sheraton-Jefferson Hotel, St. Louis, Mo., May 4-5, 1966.

The conference, covering a broad range of topics associated with current defense planning, will be conducted under the joint sponsorship of the AVCOM and the Lindbergh Chapter, AAAA. Sessions of the seminar will be led by high ranking military and civilian personnel of the Department of the Army, the Army Materiel Command, the Mobility Command, and the Aviation Materiel Command.

"Joint Planning between Army and Industry for Future Requirements" will be the subject of the keynote address to be given by the Hon. Willis M. Hawkins, Ass't. Secretary of the Army for Research and Development. The address will be one of many presented during the sessions which have been arranged to reflect the Army's planning for the next five years, with reference to end item aircraft now in use and to research and development.

## 14 YOUNGSTERS EARN SCHOLARSHIP CITATIONS

For the second consecutive year, the sons and daughters of fourteen AAAA members were singled out for scholarship merit by the National Awards Committee of the AAAA, judging agency for the AAAA Scholarship Foundation, Inc.

As in 1965, Bryce Wilson, president of the Foundation, announced that seven youngsters were awarded \$500.00 awards to defray tuition expenses at a college or university of their choice.

Citing the exemplary efforts of the many AAAA members who have assisted in the program, Wilson pointed to the steady growth in the number of applications with more than six times as many applications being received in 1966 as in 1964.

Association members select the annual recipients, voluntarily perform the important function of interviewing, make the actual award presentations at the local level and sustain the entire program through their individual contributions to the Scholarship Foundation.

## SCHOLARSHIP WINNERS

Recipients of 1966 AAAA Scholarship Awards of \$500.00 are:

Miss Laurie Jo Davis, daughter of Lt. Col. and Mrs. Harry O. Davis, 1702 Kewalo St., Honolulu, Hawaii.

Eugene Francis Geppert, son of Mr. and Mrs. Larence J. Geppert, Army Aviation Magazine

6109 Larkspur Dr., Alexandria, Va.

Joseph S. Lahnstein, son of Major and Mrs. Joseph J. Lahnstein. 2459 Mesa Street, Columbus, Ga. (Serving in Vietnam with 1st Cav Div.)

Miss Roxanne Roehl, daughter of Major and Mrs. William A. Roehl, Quarters 221-H at Fort Hamilton, Brooklyn, New York.

Robert P. Thomson, son of Lt. Col. and Mrs. Arington C. Thomson, of Quarters 118-B Charlton Street, Schofield Barracks, Hawaii.

Chauncey L. Veatch, Jr., son of Major and Mrs. Chauncey L. Veatch, Jr., Aviation Section, Headquarters, V Corps, APO New York 09079.

Miss Betty R. Williams, daughter

of Major and Mrs. William H. Williams, 20 Dixie Drive, Ozark, Ala.

## MERIT WINNERS

Finalists in the 1966 Scholarship Competition and recipients of the Association's Merit Award Plaque are:

Miss Elizabeth A. Beatty, daughter of Col. and Mrs. George A. Beatty, Jr., 2230 Cherokee Avenue, Columbus, Ga. (Serving with 1st Cavalry Division in Vietnam.)

Miss Cheryl R. Carder, daughter of Mrs. Donald A. Carder, 4205 S. Spring, Independence, Missouri. (Father a deceased member killed in an aircraft accident in Iran.)

Miss Kathleen Mary Hunter, the daughter of Chief Warrant Officer and Mrs. Warren L. Clark, 2012 Jerome Lane, East St. Louis, Ill.

Miss Patricia E. Johnson, daughter of Lt. Col. and Mrs. Woodbury Johnson, 519 College Place, Kingsville, Texas.

Miss Susan J. Shortridge, daughter of Chief Warrant Officer and Mrs. Richard B. Shortridge, 2329-D 13th Street, Fort Eustis, Virginia.

John T. Stanfield, Jr., son of Lt. Col. and Mrs. John T. Stanfield of 3326 Oak Ridge Drive, Augusta, Ga.

Miss Linda D. Tieman, daughter of Major and Mrs. Leon O. Tieman, Headquarters, 6th Region, ARADCOM, Fort Baker, California.

## DIRECT AID

With the issuance of the 1966 scholarship awards, the Scholarship Foundation has provided \$9,700.00 in direct aid since its inception in 1963. Some seventeen youngsters with exceptional promise have been assisted through this effort underwritten by individual donations.

## CHAPTER AWARD



Maj. Gen. William B. Bunker, left, is shown receiving a plaque from Lt. Col. Donald F. Luce, center, President of the Richard H. Bitter Chapter, and Col. Floyd H. Buch, CO of ARADMAC, after addressing the Feb. 18 meeting.

The award was presented to Gen. Bunker in tribute to "his outstanding foresight and significant contribution to the advancement of Army aviation." Gen. Bunker had been the commander of TMC in 1961 when he established ARADMAC as a fifth echelon aircraft maintenance center at Corpus Christi.





**Eugene Geppert**

•  
1966  
AAAA  
SCHOLARSHIP  
AWARD  
WINNERS  
•



**Joseph S. Lahnstein**



**Laurie Jo Davis**



**Roxanne Roehl**



**Betty R. Williams**



**Robert Thomson**



**Chauncey Veatch, Jr.**



MARCH-APRIL, 1966

# CHAPTER ACTIVITIES

**GARMISCH** - The 1966 Convention of the USAREUR Region of the AAAA was conducted at the U.S. Army Recreation Center at Garmisch-Partenkirchen in Germany during the period March 9-12. The Aviation Company of the 2nd Armored Cavalry Regiment, USAREUR's "Outstanding Company Size Unit in 1964-1965," served as the Host Organization for the 1966 gathering. Details of the 3-day professional meeting will appear in the April issue.

**FORT LEWIS** - Members of the MOUNT RAINIER Chapter held a professional after-dinner meeting at the Fort Lewis Officers' Club on March 15 with a presentation by Robert L. Gruber of the Lockheed Aircraft Corporation's Marketing Research Staff being the program's highlight. Mr. Gruber's address was entitled "An Overview of AAFSS."

**ST. LOUIS** - Colonel Karl H. Zornig, Commanding Officer of the U.S. Army Test Activity at Edwards Air Force Base, Calif., was the guest speaker at a March 17 professional dinner meeting of the LINDBERGH CHAPTER. Those in attendance did not forget the significance of their chosen meeting date and provided ample time for St. Patrick's Day jiggling shortly after the presentation.

**FORT KNOX** - The Commanding General of the U.S. Army Armor Center, Major General Alexander D. Surles, was the guest of honor and principal speaker at a March 18 professional dinner meeting of the BLUEGRASS CHAPTER. Members and their ladies hosted the distinguished guest at a gathering held in Fort Knox's Brick Mess.

**STUTTGART** - A cocktail party and dinner followed by the election and installation of new Chapter Executive Board officers for 1966-1968 highlighted a March 26 get-together of the STUTTGART CHAPTER general membership and their wives. The combined business and social AAAA meeting was held at the Patch Officers' Club in Patch Barracks.

**FORT MONROE** - Jack Real, Vice President, and Herman Salmon, Chief Engineering Test Pilot, Lockheed California Company, were expected to address the members of the FORT MONROE CHAPTER at their Saturday, March 26 professional dinner meeting. The members and their ladies planned to have cocktails and dinner in the Chesapeake Room of the Fort Monroe Officers' Open Mess (limited capacity and attendance.)

**HEIDELBERG** - A late afternoon "stag" combining business and social activities was held by the members of the RHINE VALLEY CHAPTER on March 28 at the Campbell Barracks in USAREUR Headquarters. Following refreshments "on the house," the members who attended the Garmisch Convention reported upon the various military and industry presentations made during the 3-day gathering.

**FORT BENNING** - Brigadier General Alvin E. Cowan, Director of Developments of the Office, Chief of Re-

search and Development, Department of the Army was expected to address the members of the FORT BENNING CHAPTER at their March 28 professional dinner meeting. General Cowan's subject was to be "Research and Development and Army Aviation." In a brief business meeting held prior to the evening's presentation, the Fort Benning members elected their 1966-1967 slate of Chapter officers.

**FORT SAM HOUSTON** - The ALAMO CHAPTER held a combined business and social meeting at the Randolph Air Force Base Officers' Club on March 28. A brief discussion was held regarding the development of a program of quarterly Chapter meetings for the remainder of the year.

**ALBROOK AFB, CANAL ZONE** - A surprise guest speaker billed as "Orville Wright's protege" was slated to address the members of the LATIN AMERICAN CHAPTER at the morning meeting held at the VFW Lodge at Albrook AFB. Following the address by the guest speaker, the members planned to elect a new Chapter Executive Vice President prior to participating in their March 29 luncheon.

**FORT RUCKER** - "The Green Beret" was the subject of a presentation by the Special Forces "A" Team from Fort Bragg, N.C., to be made to members of the ARMY AVIATION CENTER CHAPTER and their wives. A cocktail party and dinner at Ft. Rucker's NCO Club were to precede the presentation.

**ATLANTA** - Elections for five of the nine Chapter Executive Board offices for the 1966-1968 term were the main subject at the March 30 business meeting of ATLANTA CHAPTER members. The "No Guests - No Ladies!" policy marked the business "stag" held at the Atlanta Army Depot Officers' Open Mess.

**FORT EUSTIS** - After an afternoon business meeting, members of the DAVID E. CONDON CHAPTER held a Happy Hour on March 9 at the Officers' Open Mess.

**CORPUS CHRISTI** - An afternoon meeting and Happy Hour will be held by members of the RICHARD H. BITTER Chapter on April 8, 1966, in the Sunroom of the Officers' Club, Naval Air Station, Corpus Christi. The membership will be welcoming back Bill Nunnelee and Denny Boyle.

**FORT EUSTIS** - Members of the DAVID E. CONDON Chapter and their ladies are invited to attend the Chapter's April 16 Dinner Dance to be held at the Fort Eustis Officers' Open Mess. A two-hour cocktail party will precede the buffet dinner at 2000 hours. Reservations must be made prior to April 11 through Maj. Alfred B. Jarden at Ext. 5309 or 4483.

## HELICOPTER PILOTS WANTED

**IMMEDIATE OPPORTUNITY.** Major U.S. defense contractor needs twelve R/W qualified pilots for employment at large southwestern facility. Stepping stone to career corporate positions. Send full qualifications to AIRCREW, Box 28, Westport, Conn.

# Sixteen times as many flight pay insurance claims run for six months or longer...

Does this prove anything to you? . . . It should indicate to you that the great majority of aviators who are grounded for physical reasons remain grounded for extended periods.

Flight pay insurance was never intended to cover short-term illnesses or injuries of less than 90 days, a period during which the Insured could always make up his flight time prior to the loss of flight pay.

Flight pay insurance is intended to reimburse the Insured whenever he loses government flight pay for illness or accidental bodily injury, and it does just this! . . . Your auto collision insurance isn't meant to cover the periodic body scratches made in your car, but to protect you in the event you have a major accident and your car suffers extensive body damage.

Flight pay insurance does the same thing for you! . . . Your take-home-pay is the "car." If you're grounded for physical reasons for a month or two, or even go to a third month before getting airborne and making up your back flight time, nothing's been lost! . . . If you slide into the fourth month of grounding and lose the first month's flight pay, you've only "dented" your wallet slightly, but the Flight Pay Insurance would repair this damage . . . and, of course, if you are grounded for an extended period, your wallet will need major repairs. Don't you regard your month-to-month take-home-pay as being as valuable as your car? Shouldn't you insure both, not just one?

The following analysis of Flight Pay Insurance claims reveals that SIXTEEN TIMES as many Insured members received FPPP insurance indemnities for lost flight pay for 6-month periods or longer, as compared to those who received flight pay insurance indemnities to cover a 3-month period of loss.

## INDEMNITIES PAID

- 29 Insureds rec'd payments for 24 mos.
- 2 Insureds rec'd payments for 23 mos.
- 1 Insured rec'd payment for 19 mos.
- 1 Insured rec'd payment for 15 mos.
- 2 Insureds rec'd payments for 14 mos.
- 2 Insureds rec'd payments for 13 mos.
- 149 Insureds rec'd payments for 12 mos.
- 12 Insureds rec'd payments for 11 mos.
- 13 Insureds rec'd payments for 10 mos.
- 9 Insureds rec'd payments for 9 mos.
- 11 Insureds rec'd payments for 8 mos.
- 10 Insureds rec'd payments for 7 mos.
- 17 Insureds rec'd payments for 6 mos.
- Tot: 258 rec'd payments for 6 to 24 mos.**

## 3-5 MONTHS' INDEMNIFICATION

- 18 Insureds rec'd payments for 5 mos.
- 19 Insureds rec'd payments for 4 mos.
- 16 Insureds rec'd payments for 3 mos.
- Total: 53 rec'd payments for 3 to 5 mos.**

Look at it this way — If you are grounded for physical reasons and lose just one month's government flight pay, you'll recover almost FIVE YEARS of premium payments in your first month's flight pay indemnity check. Looking at it another way, you'll receive an insurance indemnity check that is almost FIVE TIMES the amount of your annual premium for every month in which you suffer a loss.

Where do you personally draw the line, if you don't have the insurance? When would you first feel that perhaps you've made a mistake in not purchasing the coverage? . . . After you've lost one month's flight pay? Three months? . . . A full year of loss?

Why take the chance of losing anything? Over 4,200 Army flight personnel don't take the chance — they hold AAAA-endorsed Flight Pay Insurance.



**AAAA-endorsed**

#### TO OBTAIN COVERAGE

1. Complete the application form in its entirety.
2. Select your premium payment mode (Annual, Semi-Annual, or Quarterly) and consult the premium table appearing on the opposite side to determine your appropriate premium.
3. Make your check or money order payable to LADD AGENCY, INC. in the amount of the appropriate premium.
4. Mail your check and this application form to LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn. 06882.
5. Allow 2-3 weeks for the delivery of your individual policy of insurance.
6. Consider that you are covered under the Flight Pay Protection Plan on the first day of the month after the postmark month in which you make application for the coverage.

### APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE

.....  
(Please Print)                      Rank/Grade                      Name                      ASN                      Years Service for Pay Purposes

ADDRESS.....

[Post Box Number, Residence or Quarters Address is Desired]

CITY.....STATE.....

MONTHLY FLIGHT PAY?.....ANNUAL FLIGHT PAY?.....

I have enclosed a check or money order made payable to LADD AGENCY, INC. for the correct premium and I understand that coverage under the Flight Pay Protection Plan is to become effective upon the first day of the month after the month in which I make application for the coverage.

I certify that I am currently on flying status with an active U.S. Army or ARNG-USAR unit, am entitled to receive incentive pay, and that to the best of my knowledge I am in good health and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant.....Date.....

THE ANNUAL PREMIUM CHARGE IS 1½% OF ANNUAL FLIGHT PAY.  
THIS COVERAGE IS ONLY MADE AVAILABLE TO AAAA MEMBERS.

I am an AAAA Member;  I am not an AAAA Member. Please forward me an appropriate membership application form.

IT'S TIME  
TO POLL  
ON AAAA  
AWARDS

SUSPENSE DATE:  
AUGUST 1, 1966

Nominations are solicited for the four National Awards of the Army Aviation Association to cover the April 1, 1965-March 31, 1966 period.

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

Nominations are welcomed from all sources - to include individual members, Chapter Activities, industry, military units, etc. Members desiring to submit a nomination are requested to write to the National Office (AAAA, 1 Crestwood Road, Westport, Connecticut) for an Association application form, which spells out eligibility criteria and detailed information on the documentation required. The suspense date for the receipt of nominations for the 1965-1966 National Awards is August 1, 1966.



# LIST OF AAAA DONORS TO 1966 SCHOLARSHIP FUND

A PARTIAL LIST OF THOSE MEMBERS WHO MADE DIRECT DONATIONS WITH THEIR RENEWALS

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## MILITARY AVIATION PLACEMENT SERVICE

### ■ HELICOPTER MECHANIC

School trained mechanic desires employment with commercial or military connected firm as a mechanic or in any other type of aviation employment available. 1,200 hours flying time as CH-37 Crew Chief. 21 yrs. old, can pass physical without waiver. Willing to be trained in other aviation fields. Write AAAA, Box 8841, 1 Crestwood Road, Westport, Connecticut.

### ■ HELICOPTER PILOTS

Satisfying opportunity flying new Bell equipment. Permanent employment, all benefits. Retired military welcome. Send resume to AAAA, ATTN: Box 20164, 1 Crestwood Road, Westport Connecticut.

### ■ AVCOM PERSONNEL

Openings available now and in the

forseeable future for qualified personnel in the field of Aviation Logistics, Procurement, Maintenance Planning, Supply Requirements and Distribution, and Research Development and Engineering. Interested personnel should submit a completed Standard Form 57 to the Civilian Personnel Office, Headquarters, U.S. Army Aviation Materiel Command, P.O. Box 209, St. Louis, Missouri.

### ■ AVIATION RESEARCH

Rapidly expanding military research organization offers rewarding career opportunities to retired officers with management experience in aviation maintenance, supply, logistics, EAM, operations research, computer systems analysis, programming. Current openings in both CONUS and in the Far East. Send resume to AAAA, ATTN: Box 1267, 1 Crestwood Road, Westport, Connecticut.

### ■ EXECUTIVE PILOT

Master Army Aviator desires corporate flying position. ATR written exam successfully completed. FAA Commercial license; Single & Multi-Engine, land and sea, Helicopter, and Instrument. Flight Instructor; Helicopter and Instrument. 7,000 hours and 25 years experience in Army and Naval aviation. Past experience in sales. Available after May 1, 1966. Write AAAA, Box 521, 1 Crestwood Road, Westport, Connecticut.

### ■ SALES, TEST, EXECUTIVE PILOT

Looking for career opportunities in Sales, Operational and Test flying, or in Executive flying. 2,300 accident/incident free hours. FAA Instructor ASEL and Helicopters. Instrument rated. 29 yrs. old, willing to relocate. Available after August 12, 1966. Write AAAA, Box 7158, 1 Crestwood Road, Westport, Connecticut.

# The Army Aviation Association of America, Inc.

## GENERAL PURPOSES

To advance the status, overall esprit, and the general knowledge and proficiency of those persons who are engaged professionally in the field of U.S. Army aviation in the active U.S. Army forces and in the Reserve Forces of the U.S. Army.

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army aviation.

To advance those policies, programs, and concepts of the Association of the U.S. Army, the National Guard Association, and the Reserve Officers Association that are of benefit to the AAAA membership.

## SPECIFIC OBJECTIVES

Fostering a public understanding of Army aviation and arousing a public interest in this segment of the military forces.

Exchanging ideas and disseminating information pertinent to Army aviation through the media endorsed by the Association.

Stimulating good fellowship nationally, regionally, and locally.

Inspiring Army-wide and nationwide interest in Army aviation careers.

Cementing relationships between those interested in Army aviation in the active U.S. Army forces and the Reserve Forces of the U.S. Army.

Motivating Army aviation personnel to increase their knowledge, techniques, and skills.

Maintaining historical records of Army aviation.

Conducting meetings, seminars, symposiums, exhibitions, air meets, etc.

Recognizing outstanding contributions within Army aviation.

Providing special types of group plans of individual benefit to the membership.

## PARTIAL PROGRAM LIST

**AN AWARDS PROGRAM** in which outstanding individual and unit achievements receive National recognition.

**A CHAPTER ACTIVITIES PROGRAM** in which outstanding industry and military leaders address the widespread Chapter organizations on specific areas of Army aviation interest.

**A FILM EXCHANGE PROGRAM** in which the member is afforded the opportunity of viewing current developments in the state of the art as portrayed through the medium of industry films.

trayed through the medium of industry films.

**A JOB PLACEMENT PROGRAM** in which the AAAA assists the member committed to retirement, separation, or discharge in securing employment within the general aviation industry.

**A LOCATOR SERVICE PROGRAM** in which the member is assisted in his efforts to keep abreast of the location of his contemporaries.

**A SCHOLARSHIP AWARDS PROGRAM** in which the sons and daughters of members receive scholarship assistance annually is pursued in conjunction with the AAAA Scholarship Foundation, Inc., a separate, non-profit educational foundation that works closely with the Army Aviation Association.

**A SCIENCE AWARDS PROGRAM** conceived by the Washington, D.C. Chapter in which the Association endeavors to interest young people in the aviation sciences by sponsoring cash scholarship awards at the Annual Science Fair-International and numerous individual Certificates of Achievement at some 220 local and regional Science Fairs. AAAA individual members serve as judges at local, regional, and national fairs.



## ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP

I wish to become a member of the Army Aviation Association of America (AAAA). I have enclosed my Membership Dues and the first-year Initiation Fee. Please start my ARMY AVIATION MAGAZINE subscription and send my membership credentials.

- My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.
- My past and current duties have not affiliated me with the field of U.S. Army aviation but I wish to further the aims and purposes of the AAAA.

(Please Print) Rank/Grade

Name

ADDRESS

(Post Box Number, Residence or Quarters Address is Desired)

CITY

STATE

SIGNATURE

Failure to sign above invalidates this application.

**ANNUAL AAAA DUES . . . \$6.00**  
**INITIATION FEE . . . \$3.00**

The initiation fee applies to the applicant's first year membership only, and covers the one-time provision of a membership decal and a personal lapel insignia. The application form and a check for \$9.00 made payable to "AAAA" should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06882.

## CATEGORY OF MEMBERSHIP

- Active U.S. Army establishment
- U.S. Army National Guard
- U.S. Army Reserve component
- Other. Describe below.

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# ARMY AVIATION

EDITORIAL AND BUSINESS OFFICES: 1 CRESTWOOD ROAD, WESTPORT, CONN. 06880

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## This Grumman Mohawk observation plane all but carries its own runway with it.



Give the Mohawk 442 feet to roll on and—  
whoosh!—it's airborne. Give it another 420  
feet and it's topped a 50-foot barrier.

The OV-1, as the Mohawk is known, gets its  
astounding power response from two Avco  
Lycoming T53 gas turbines — the famous  
engines that are currently exceeding  
1,700,000 hours of operational flight, many  
in Vietnam, where Avco gas turbines power  
nine out of 10 helicopters.

At 1100 shaft horsepower per engine, the  
Mohawk's T53's have more than enough  
muscle to push the OV-1 along at better  
than 280 knots. Yet they function efficiently  
at low throttle, too, even at the Mohawk's  
stall speed of 59 knots.

A good thing, too, considering the Mohawk's  
primary mission: seek out and report  
intelligence to commanders in the field.

How does it gather this information?  
Efficiently. With infrared detection equipme  
And side-looking radar. And photography.  
And electronic sensory devices. Anytime.  
Day or night.

A plane this versatile just naturally needed  
a powerplant to match.

It got it.



**LYCOMING DIVISION**  
STRATFORD, CONN.