

CONVENTION ISSUE

OCTOBER 10 ★ 1966

ARMY AVIATION



**It takes off like a big-winged bird —
with a T53 on each wing.**

(See back cover)



LYCOMING DIVISION
STRATFORD, CONN.



Chinook

PROGRESS

CHINOOK HELICOPTERS CONTINUE TO BE ANGELS OF MERCY IN VIETNAM

The U. S. Army CH-47A Chinook helicopters operating in Vietnam are called upon daily to perform a variety of missions. They transport artillery, lift downed aircraft and move supplies and troops.

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The photograph on the right is typical of a refugee evacuation. The Chinook helicopter has lifted the refugees to safety and the American soldier adds his personal touch of "tender loving care" that is so necessary in winning the hearts of the Vietnamese people.



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SUMMARY

October, 1966



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SPEAKING OUT

WHY NOT ARMY AVIATION "ACES"?

SAYS CAPTAIN CARROL J. TETSCHNER

AN unbroken thread of courage connects the *Air Aces* of World War I and Army Aviators flying missions over Vietnam today. Just as those dauntless warriors coursed slowly over the battlefield then, the pilots of Army aircraft similarly seem to be caught in the slow motion of yesteryear.

The record of aircraft development seen during World War I had no parallel in the intervening years — until now. Today, a full measure of effort is once again being given to the development of flying machines of the type which have proven their worthiness — rotary-wing aircraft. We are once again moving out of the slow-motion interlude. Current developments, as well as advanced concepts, promise an exciting and rewarding role for the Army Aviator.

Today terms such as AH-1G, AAFSS, M-5 and M-16 systems, the rigid-rotor, and the stowed-rotor concept, unknown a very few years ago, are familiar to all those in Army aviation.

A soldier's eyes (and, indeed, all men's) inevitably turn toward the sky. For it has always been those things not held by Earth's surly bonds which capture Man's imagination.

Utility unforeseen

The first powered free flight by an airplane came only 11 years before the onset of World War I. No one could envision the utility of aircraft at that war's beginning. At first, the airplane was used almost exclusively for observation and reconnaissance following the lead of manned balloons and dirigibles.

It was, however, found worthwhile for the airplanes to carry a few small bombs along for general harassment of the enemy. It has never been accurately recorded who fired the first shot, changing all air tactics in doing so.

The popular concept of the air war, up to that time, had the pilot returning from missions and waving to his adversary in

(*SPEAKING/Continued on Page 48*)



From an original painting for Chandler Evans by Keith Ferris

**MAIN
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by CECO

Sikorsky's CH-54A, with a lifting capacity of more than ten tons, is illustrated here on a typical retrieval mission. The Skycrane (known commercially as the S-64) is powered by two Pratt & Whitney Aircraft turbine engines equipped with main fuel pumps engineered and precision-produced by Chandler Evans.

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WELCOME TO AAAA!



During the latter part of this week, Army Aviation Association members, Chapter Officers and Delegates, and Regional and National Officers will gather on the occasion of the Eighth Annual Meeting of the AAAA.

To those who attend this meeting at the Shoreham Hotel in Washington, D.C., I again extend my warmest greetings and the fervent wish that the several professional activities comprising the best part of the 1966 Program will prove both informative and productive for each attendee.

This year's AAAA Meeting is attuned to the times . . . The Panel Presentation to be held Thursday, October 13, is concerned with today's Army aviation participation in Vietnam, and the support of that effort. The Panel is one of the finest ever assembled, each of the members being a recognized authority with exceptional experience in his particular field. Tied directly to this Panel Presentation are the several showings of the latest Army aviation combat films - footage of equipment and personnel in action that was compiled and edited less than ten days ago.

Affording national recognition to those individuals and units having made outstanding Army aviation contributions in the past year, the 1966 AAAA Honors Luncheon will be attended by an exceptionally distinguished group of senior military, government, and industry leaders. By itself, their presence at this function pays high honor to our national awardees, and indirectly honors the many thousands who serve in and for Army aviation around the world.

A handwritten signature in dark ink that reads "Glenn Goodhand". The signature is written in a cursive, flowing style.

O. GLENN GOODHAND
Brigadier General, USA (Ret.)
President
Army Aviation Association
of America

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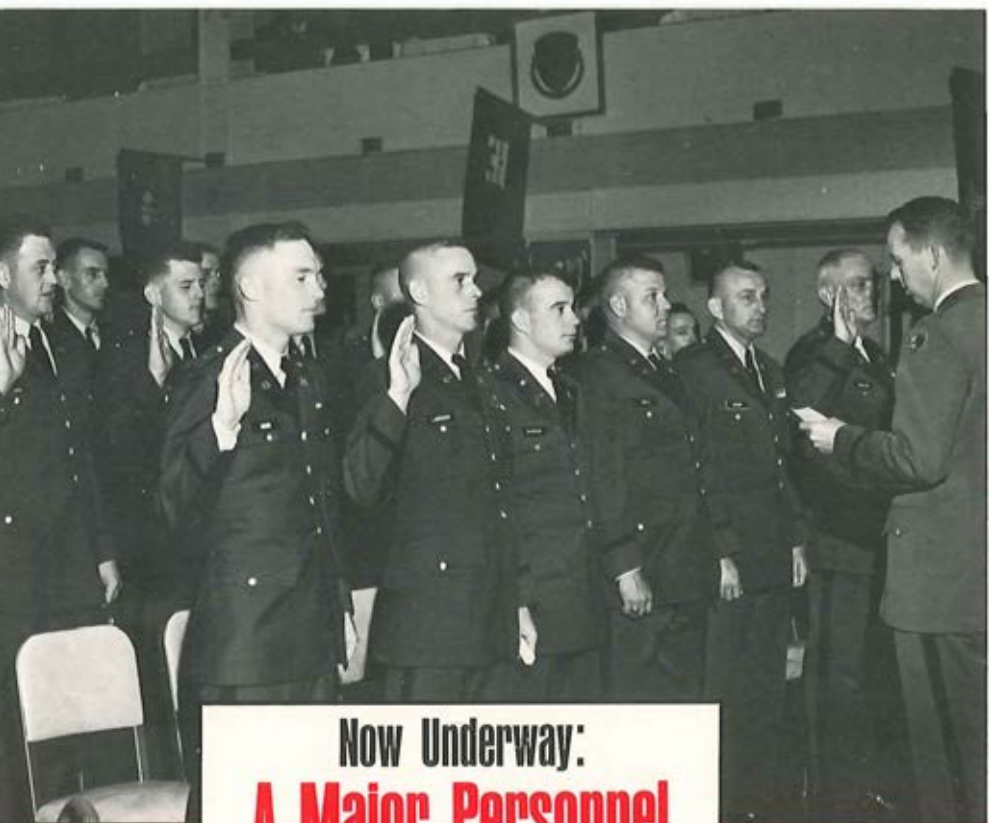
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Now Underway:
**A Major Personnel
Management Program**

A major personnel study to develop a more effective personnel management program for Army aviation is underway. The study group under *Major General Delk Oden's* supervision is headed by *Colonel George Beatty*, former CofS of the 1st Cavalry Division. The objective of the study is to develop a personnel management program which will:

- Provide aviators in adequate numbers and proper grades to meet Army requirements.
- Provide qualified officers to fill Army aviation command and supervisory positions and in addition, qualified

commanders and staff officers with aviation skills for other higher level staffs.

- Maintain aviator assets in balance with requirements.
- Provide for career development and adequate career opportunity for all aviators.

The study group is taking a long look at the aviation program to develop a means to preclude the generation of aviators in excess of requirements by grade. It is too early in the study now to determine the most equitable system for accomplishing this important task.

Colonel Beatty and his group have a challenging task before them, but I am confident that their findings will be realistic and in the best interest of the ever growing aviation program.

Warrant Officer Career Program

Warrant officer aviators can look forward to the publication in the next few months of a formal *Warrant Officer Career Program*. A study being conducted by the Officer Personnel Directorate, Office of Personnel Operations (OPO), is almost completed and will be submitted to DCSPER for staffing in early September. The study group which includes representatives from all branches containing warrant officers was given the following tasks:

- Define the duties a warrant officer is expected to perform.
- Publish a career program for each MOS.
- Evaluate the desirability of centralizing the personnel management of all warrant officers (both aviators and non-aviators) in a separate branch.
- Evaluate the need for greater educational opportunity for all warrant officers.
- Recommend any necessary improvements in the *Warrant Officer Career Program* deemed necessary.

The results of this study are not final. When the study is completed a warrant officer career program pamphlet will be published so that each warrant officer or pro-

spective warrant officer can see for himself what is expected of him and how he is logically to progress through his MOS career pattern.

The USABAAR Effort

Most aviators are aware of the fine job USABAAR is performing, but I'm not so sure that senior commanders and staff officers are aware of the extensive effort that is being made by Army aviation in general and USABAAR in particular in the field of aviation safety. As you know, USABAAR conducts an *Aviation Safety Orientation Course*.

The following was the comment of a general officer who completed class 66-2 of the *Army Commanders and Staff Officers Aviation Safety Orientation Course* conducted by the University of Southern California last June: "This has been time well spent and I believe it will be of continuing benefit to me as a senior commander."

It is typical of the comments made by 24 other commanders and staff officers who attended this course designed to orient major commanders and staff officers whose function includes supervision of aviation units in the command aspects of aviation safety.

An article in the September issue of the *U.S. Army Aviation Digest* describes this course, its objectives, and the classroom subjects taught. I urge all aviation staff officers to bring this article to the attention of their commanders and encourage them to attend. This course will help non-rated commanders to better understand our problems and the support needed to do a better job.

Aviation Safety Orientation Course

Another course which has proven its value is the one-week *Aviation Safety Orientation Course* conducted monthly by the U.S. Army Board for Aviation Accident Research (USABAAR) at Fort Rucker.

Designed for aviators, safety officers, and other aviation personnel who cannot afford the time to complete the ten-week *Aviation Safety Officers Course* at the University of Southern California, this course includes classes in Army aviation safety regulations, aircraft accident prevention, aerodynamics, propulsion, aircraft performance and struc-

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tures, safety engineering, aviation physiology and psychology, techniques of aircraft accident investigation, Army aviation safety literature, and the duties of safety officers.

In addition to classroom studies, this course also provides field trips for an exercise in aircraft accident investigation and an accident prevention survey of airfield facilities. Attendees are also given an orientation briefing on the functions of USABAAR and a tour of its facilities.

Graduates of the longer USC course who have served tours of duty unrelated to aviation safety report the one-week ASO course provides excellent refresher training. Further details about the course and quotas may be obtained by writing: *Director, USABAAR, ATTN: P&I Division, Fort Rucker, Alabama 36360*. Direct communication is authorized by AR 15-76.

Aviation Crash Survival Investigator's Course

A two-week course designed to train aviation medical officers in the theory and practical application of crash survival concepts. Graduates of this course are qualified to report and recommend crash survival design criteria from data produced through investigation of aircraft accidents.

Three courses are conducted each year by Aviation Safety Engineering and Research, 2641 East Buckeye Road, Phoenix, Arizona, a division of the Flight Safety Foundation, Inc.

Aviation Courses Revised at USAAVNS

The ever increasing demands being made on Army aviation today have dictated that we constantly evaluate our training program to insure the development of the best possible aviator. USAAVNS has been most responsive in this area as reflected by the many changes in the various courses they conduct.

For example, a new course is being substituted for the old "Aviation Command and Staff Course" at Fort Rucker. This new course, the "Aviation Commanders' Vietnam Orientation Course" was designed specifically to train selected aviation commanders and staff officers with anticipated Vietnam assignments.

Airmobile operations and other problems generated as a result of Vietnam experience will be stressed. The instructors are highly qualified individuals recently returned from Vietnam, who can speak from a background of excellent personal knowledge and experience.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

■ STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1962; SECTION 4509; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on September 13, 1966, on "ARMY AVIATION MAGAZINE" published monthly at 1 Crestwood Road, Westport, Conn. 06880.

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9. Paragraphs 7 and 8 include, in cases where the stockholder or the security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, or mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

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I certify that the statements made by me above are correct and complete.

ARTHUR H. KESTEN
Publisher
Army Aviation Magazine



Looking for something new in the line of Army aircraft? Need a few birds to fill out those proficiency and installation support missions? Help is on the way. Starting in October the Army Aviation Materiel Command, via the Cessna Corporation, will deliver 255 **T-41B** aircraft to twenty-one installations in CONUS.

The T-41B is a 210 horsepower version of the commercial Cessna **Skyhawk**. It has a cruise speed of 110 knots, a service ceiling of plus 10,000 feet and a specified endurance of 4.5 hours at cruise setting. It has provisions for four, and 200 lbs. baggage capacity.

The major mission of the **T-41B** will be to supplement the training base and provide for primary fixed wing training.

By
PAUL L. HENDRICKSON
Command Commodity Manager
AVCOM, St. Louis, Missouri

One relatively unique factor in this procurement is that the Army depot system will not acquire, stock, or issue support spares or tools. Arrangements have been made through Cessna for Army operators to buy parts and services from licensed Cessna local dealers, with a "favored customer" or military discount from normal rates.

AVCOM has supplied each recipient installation with initial (first year) allocation of funds for local procurement of necessary support. Follow-on support beyond this funding level will be bud-

OFF THE SHELF!
NEW EQUIPMENT ON THE WAY 17



geted and controlled locally by the installation, utilizing contracts centrally established by AVCOM.

While this type of support is not completely unique to Army aircraft (T-42 and TH-55 support are similar) it is the first time it has been applied to a fleet with this type of distribution. The Department of Army selected this program because the T-41B is **not** planned for employment outside CONUS, parts are readily available locally, and the cost of documentation and in-house effort was avoided.

Simple exchange system

Further reduction of in-house effort was made by addition of a repairable exchange program. Instead of establishing a bonded government warehouse for handling unserviceable repairables turned in for overhaul by operators, a simple exchange system is utilized.

An operator orders a repairable item (propeller, fuel pump, etc.) and is billed at a flat rate exchange basis. He has five days after receipt of serviceable item to return to the contractor an unserviceable one. This should mean no loss in time in turning in the old one before serviceable one is available.

When an installation wants "shelf stock" it will so annotate the requisition

and then be billed for full serviceable item price. For the budget-minded this should provide incentive to minimize shelf stock investments. A Logistic Support Plan for the T-41B will be available in the immediate future which describes the mechanics of this system in detail.

New equipment training

New Equipment training will probably have begun, if not indeed been completed, by the time this issue is out. Classes for Instructor Pilots and Maintenance Instructors will be conducted in late September and early October 1966 for training personnel of Ft. Rucker and Ft. Eustis. These agencies will then conduct necessary future training.

Although spare parts, special tools and publications will be acquired through contractor outlets, AVCOM is still responsible for overall technical management of this program. Any malfunction, deficiency or proposed modification must still be reviewed and disposition action taken by AVCOM.

A brand new steed

So there it is, a brand new steed in the Army aviation stable! And by the time you read this you may have seen one landing at your favorite Army strip. But I couldn't really tell you about it much earlier, for we only got the money to buy them on the 8th of August 1966!



THE "FLYING CIRCUS" BENNING'S BARNSTORMERS

"Barnstorming" aviators, like those who brought aviation to America's millions at county fair back pastures during the "Roaring Twenties," are back. Most of them today, however, belong to Colonel J. Elmore Swenson's 10th Aviation Group at Fort Benning.

Laughingly called "the flying circus" by many of its members, the 10th has had some of its aviators on the road almost continuously since spring. And, like a "flying circus," they have been traveling around the country with their flying machines putting on aerial shows for the public.

When you add to this, the additional job of participating in airmobile maneuver training, assisting the National Space Agency Gemini program, and supporting research and development, you have a good idea of the numerous missions performed by the 10th's aviators of the 44th and 37th Aviation Battalions.

STUDIER AIRCRAFT

Although the aviators are not so flamboyantly dressed as the old "barnstormers," and their CH-47 Chinook and UH-1 Huey helicopters are a lot more sturdy than those old Jennies that were held together by wire and a prayer, they are the same breed of men who pioneered aviation history.

So far this year they have displayed their aircraft on *Armed Forces Day* at Fort Jackson, S.C., took part in airmobile maneuvers 3,000 miles away on the west coast at Fort Lewis, Wash., and flew at the over 5,000 foot heights in the Rocky Mountains of Fort Carson, Colo., and on the desert floor of Africa.

It was in Africa that the 10th's aviators supported NASA's Gemini 8, 9, and 10 missions in a standby recovery role.

MAJOR U.S. UNIT

The 10th Aviation Group has the largest concentration of Army aircraft anywhere in the United States, outside of the Army aviation schools at Fort Rucker, Ala. and Fort Wolters, Tex. When Army aircraft are requested by someone anywhere in the United States, the mission often filters down to the 10th.

The important role of helicopters in Vietnam has resulted in increased airmobile training in the U.S. This has resulted in the *Chinooks* and *Hueys* of the group carrying troops of the 4th Infantry Division at Fort Lewis, Wash., 5th Infantry Division at Fort Carson, Colo., 9th Infantry Division at Fort Riley, Kan., and the 101st Airborne Division at Fort Campbell, Ky.

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Airlines Plan Grooved Runways to Cut Skidding

by Edward Hudson

Narrow-shaped grooves cut in airplane runways by means of high-speed diamond cutting wheels are to be tested by the airlines of this country in order to reduce skidding on wet runways.

The grooves, which have been employed on some highways in this country and on runways in Britain, are cut across the runway perpendicular to the plane's direction of travel. They are only one-eighth to one-quarter of an inch deep, and one to two inches apart. Special machines cut as many as 13 grooves at a time.

According to the Air Transport Association, the grooves show promise of contributing to greater safety by "destroying the mechanism" that produces skids on wet runways.

3 Kinds of Skidding

Three kinds of wet pavement skidding by airplanes have been identified. Research has indicated that the grooves are effective in stopping all three kinds.

One kind, called thin film lubrication, is limited to smooth runways. The tires ride on a thin film of water, or water mixed with oil, that separates them from the pavement. The grooves break this film and restore traction, the A.T.A. said.

A second kind, dynamic hydroplaning, occurs when large amounts of water are left standing on the runway and the plane is moving at a certain speed, which varies with

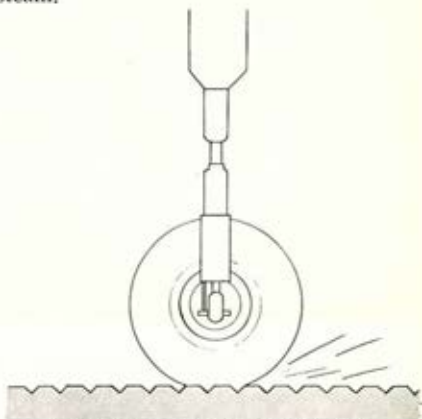
tire pressure (low speed with low tire pressure). The tires then ride on a cushion of water, much as a surfboard rides the crest of a wave. Grooves break this cushion by giving the water an escape route, the association said. They also help drain standing water from the runway.

The third kind, called reverted rubber skidding, was identified only recently, it was said, and more research is needed to pin down how it occurs. It was discovered in studies by the National Aeronautics and Space Administration.

Tire Becomes Overheated

The reverted rubber skid happens after a prolonged wheel skid caused by one of the other forms of skidding and, once started, may persist down to slow speeds. The skid gets its name from the fact that a patch of tire heats to the point where the rubber reverts to the uncured state.

Present thinking, according to the A.T.A. suggests that the braked tire's contact with the wet runway may produce enough heat to turn the water to steam, which would be hot enough to revert the rubber. The patch of soft, uncured rubber may produce a seal that keeps steam and water entrapped. Thus the tire would be riding on a cushion of steam.



DRAWING OF AIRPLANE WHEEL
ON WET RUNWAY WITH GROOVES

"The distinctive white tire mark left on the runway by a rubber reverted skid," according to the association, "is in effect a section of steam-cleaned runway."

Runway grooving, it was said, appears to offer an escape route for the entrapped steam. Moreover, the sharp edge of the grooves apparently peels off the soft, uncured rubber, breaking the seal and destroying the skid.

IMMINENT PROPOSAL

Clifton F. von Kann, Major General (USA-Ret.), vice president operations and engineering of the association, said his organization was preparing to submit soon to one or more airports a proposal to test the grooves—possibly before the end of this year.

The A.T.A. said that the cost of grooving the full length of a 10,000-foot long runway, 150 feet wide, might be \$70,000. The cost would be less if the runway were grooved in

strips that alternated with ungrooved portions—an idea being considered. The question of who will pay for the tests will be worked out between the airlines and the airport operator, it was stated.

NO VIBRATIONS OR NOISE

The grooves do not produce a vibration or noise in the plane, the association was told by one American Airlines official who tested-landed on a jet-grooved British runway.

The British have been grooving runways at military airports for 10 years and have recently begun to do so at civil airports, it was said. The airlines of this country want to test the idea at a heavily used airport in this country in all kinds of weather.

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11TH AVIATION BATTALION CITED BY VIETNAMESE

The 11th Aviation Battalion has been awarded the Vietnamese Cross of Gallantry with Palm in a ceremony in Phu Loi.

The ceremony included the pinning of the cross on the battalion colors, and awards of the medal to Lt. Col. John W. Lauterbach, former commander of the 11th, and to Lt. Col. Joseph B. Starker, present commander.

The citation reads, in part, "*The 11th Combat Aviation Battalion is cited for outstanding performance of duty, and extraordinary heroism in action in support of Republic of Vietnam Air Force and Allied Forces throughout the II Corps tactical zone during the period from December 1965 to June 30, 1966.*"

During this period the battalion logged more than 41,000 combat flying missions, airlifted more than 260,000 American, South Vietnamese and other free world soldiers, and Vietnamese refugees, and transported more than 27,000 tons of military equipment and supplies in support of combat operations.

The awards, part of a special organizational day program celebrating the battalion's first anniversary, were presented by Maj. Gen. Le

Nguyen Khang, commanding general of the III ARVN Corps.

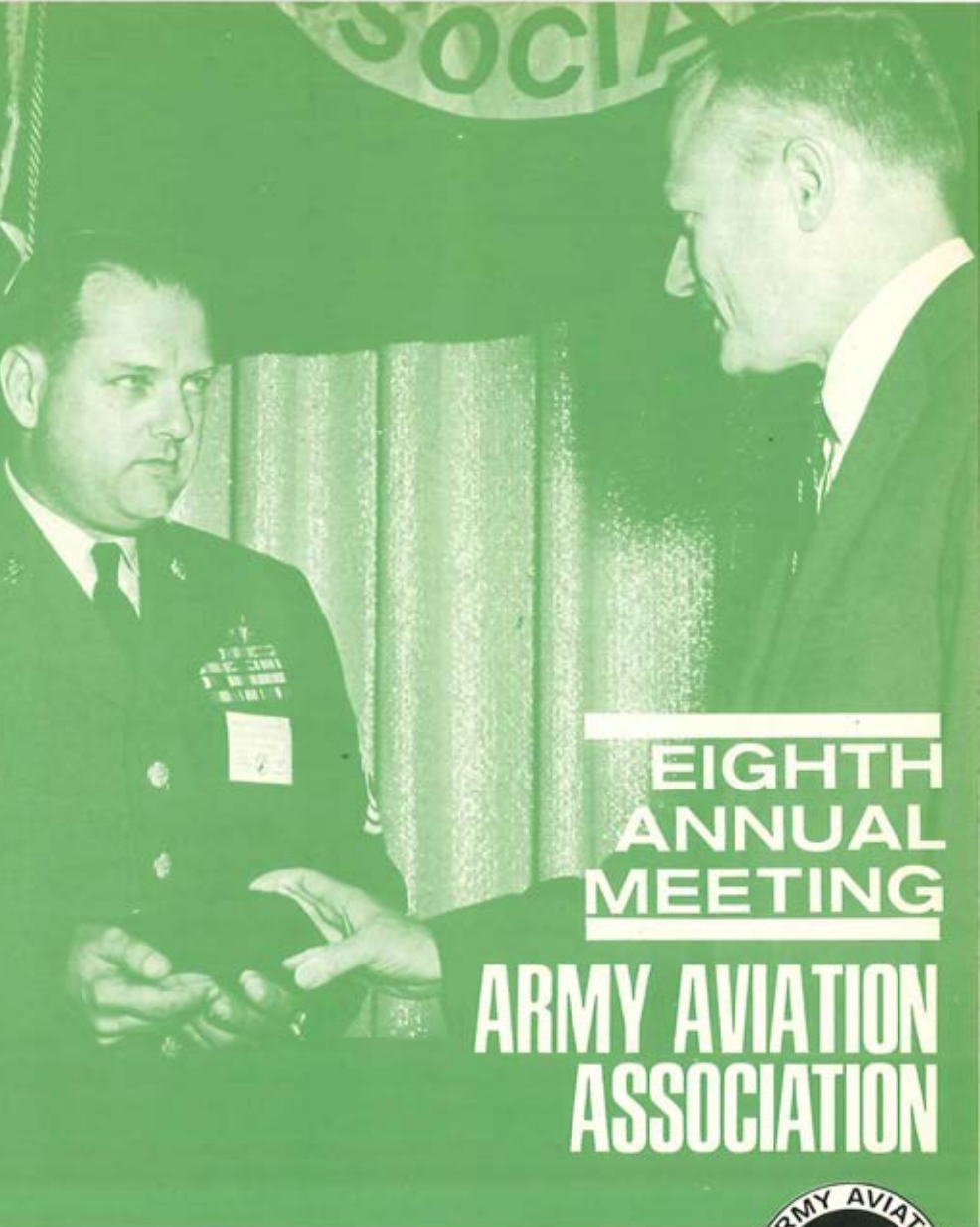
THE BLAST THAT HELPED

Private First Class Richard K. Duhamel can thank the prop blast of a helicopter for saving his life.

During an operation, east of here, home of the Big Red One's 3rd Brigade, the reconnaissance platoon of the 2nd Battalion, 28th Infantry, was digging in for the night. Duhamel had just finished setting up his poncho as a shelter when a re-supply helicopter swooped over his position: Swish! Away went his poncho. He was in the path of the incoming choppers. The irate private reconstructed his shelter only to have it blown down again by the next chopper.

Gathering his belongings, he moved about fifteen meters from his old position. As he settled down for the night, secretly laughing about his wise move, a grenade scored a direct hit on his old position.

"Glad I moved," mused Duhamel, "It would've made a sizeable hole in my poncho."



**EIGHTH
ANNUAL
MEETING**

**ARMY AVIATION
ASSOCIATION**

Secretary Resor presents the 1964-65 "Aviation Soldier
of the Year" Award to Master Sergeant Cyril G. Manning.



**THE ARMY AVIATION
ASSOCIATION OF AMERICA**

PROGRAM

**WEDNESDAY
12 OCTOBER 1966**

**1200 - 1800
REGISTRATION**

General Registration, Caucus Room
Delegates' Registration
Council Room

**1200 - 1700
HAPPY HOUR**

Marquee Lounge. Cash Bar

**1400 - 1600
AVIATION FILMS**

Empire Room. Cash Bar
Registrants Only

**1500 - 1700
NATIONAL EXECUTIVE BOARD
QUARTERLY MEETING**

First Session. Board Room

**1900 - 2200
EARLY BIRDS' RECEPTION**

Tudor Room. Cash Bar

**THURSDAY
13 OCTOBER 1966**

**0900 - 2000
REGISTRATION**

General Registration, Caucus Room
Delegates' Registration
Council Room

**0930 - 1130
AAAA GENERAL MEMBERSHIP
BUSINESS MEETING**

The President's Annual Report;
Election of National Officers
for 1966-1969 Terms of Office;

Presentations of Agenda Items
by Delegates and Members.
Regency Ballroom. Registrants Only.

**1130 - 1230
HAPPY HOUR**

Regency Ballroom. Cash Bar

**1100 - 1400
AAAA LADIES' LUNCHEON**
Tudor Room

**1200 - 1400
OPEN LUNCHEON FOR
GENERAL MEMBERSHIP**
Garden Restaurant

**1200 - 1400
CHAPTER DELEGATES'
BUSINESS LUNCHEON**
Palladian Room Front

**1200 - 1400
NATIONAL EXECUTIVE BOARD
BUSINESS LUNCHEON**
Palladian Room Rear

**1415 - 1615
PANEL PRESENTATION***
"Army Aviation in Vietnam"

Regency Ballroom
Moderator:

Lieutenant Gen. William B. Bunker
Hqs., Army Materiel Command,
Washington, D.C.

Presentations by:
Major General Harry W. O. Kinnard
OACSFOR, DA, Washington, D.C.
Brigadier General Alvin E. Cowan
Former Chief, Joint Research &
Test Agency (Vietnam)
Lieutenant Colonel Jack Ray
U.S. Army Board for Aviation
Accident Research, Fort Rucker
Colonel John F. Sullivan
Project Manager, FLATTOP
Hqs., AMC, Washington, D.C.

Brigadier General Howard F. Schiltz
Hqs., U.S. Army Aviation Materiel
Command, St. Louis, Mo.

Other Panelists:

Colonel John Babbs

Dr. George Chernowitz

Mr. Charles E. Ludwig

Colonel George A. Lutz

Major Rudolph Descoteau

*Limited to Registrants and those in
duty uniform only.

1645 - 1800
AVIATION FILMS AND
HAPPY HOUR

Films, Empire Room.

Cash Bar, Empire Room Foyer A

1645 - 1800
1966 CUB CLUB REUNION
Heritage Room

1900 - 2100
PRESIDENT'S RECEPTION
Regency Ballroom.
Admission by ticket

FRIDAY
14 OCTOBER 1966

0900 - 1200
REGISTRATION
Caucus Room

0930 - 1030
AAAA GENERAL MEMBERSHIP
BUSINESS MEETING
Empire Room.
Registrants only.

0930 - 1000
ESCORT ASSEMBLY
Ambassador Room

0930 - 1030
PRESS BRIEFING
Board Room. Press only.

THE ARMY AVIATION
ASSOCIATION OF AMERICA

PROGRAM

1100 - 1200
HONORS LUNCHEON RECEPTION
Ambassador Room.
Admission by ticket

1200 - 1415
EIGHTH ANNUAL AAAA
HONORS LUNCHEON
Regency Ballroom

1445 - 1600
AVIATION FILMS AND
HAPPY HOUR
Empire Room. Cash Bar

1500 - 1600
NATIONAL EXECUTIVE BOARD
QUARTERLY MEETING
Second Session. Board Room.
Installation of National Officers
for 1966-1969 Terms of Office;
Appointment and Ratification of
National Members-At-Large;
Selection of Site and Date for the
1967 AAAA Annual Meeting.

1800 - 2000
DIEHARDS' RECEPTION
The Forum. Cash Bar



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LT. COL. NICHOLAS G. PSAKI

LT. COL. DONALD F. LUCE

ERIC H. PETERSEN





NATIONAL AWARDS 1965-1966

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD
Established to honor the memory of James H. McClellan, an Army
Aviator who was killed in an aircraft accident 22 July 1958

Presented to
GERARD M. BRUGGINK

THE ARMY AVIATOR OF THE YEAR AWARD
Established by the
Army Aviation Association of America

Presented to
CAPTAIN JAMES A. SCOTT, III

THE OUTSTANDING AVIATION UNIT AWARD
Established by the
Army Aviation Association of America
and sponsored by the
Hughes Tool Company—Aircraft Division

Presented to the
1ST CAVALRY DIVISION (AIRMOBILE)
U.S. Army, Vietnam

THE AVIATION SOLDIER OF THE YEAR AWARD
Established by the
Army Aviation Association of America
and sponsored by
Stanley Hiller, Jr.

Presented to
SERGEANT FIRST CLASS DONALD A. MACNEVIN

Daylight fading...weather deteriorating...terrain



These are the conditions in which twin-engine power will increase both pilot and commander confidence in a safe return from difficult missions. □ The joint Army/Bell/Continental research and development program to provide a twin engine for the Huey has been successfully completed and preliminary evaluations have been made by the Army, Navy and Air Force. This program has demonstrated the compatibility of the T-67 twin powerplant with the UH-1 to provide the combat-proven Huey with still greater mission potential. □ Another example of Bell's R & D leadership to deliver *more helicopter per defense dollar*.



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or bidding and hostile...landing intolerable...



CAE



CONTINENTAL POWER

**provides all twin engine benefits at
single engine cost**

Four advantages, without cost penalty, are inherent in Continental's T67-T-1 Twin Turbine powerplant for helicopters: (1) Elimination of the height-velocity "danger zone". (2) Over-all increased mission effectiveness. (3) Improved night flying and all-weather capability. (4) The built-in ability to fly home on a single engine.

The T67 has a horsepower rating of 1600 and a specific fuel consumption of 0.55 pounds per horsepower hour.

The T67 automatic control provides multi-engine benefits without additional pilot duties. This unique powerplant with automatic power sharing has completed service evaluation flight tests in a Bell Huey with these outstanding results . . . single engine flight up to 17,000 feet altitude and at temperatures up to 100°F.

The T67 is another first for Continental, and a major aviation development. It costs no more per horsepower than any available single engine in its power range.



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THE ARMY AVIATION ASSOCIATION OF AMERICA



The Army Aviation Association of America (AAAA) was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional-technical societies in existence, the AAAA has grown rapidly, receiving membership support of the majority of those military and civilian persons having an interest in this segment of the Armed Forces.

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.

Specific Programs

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

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.

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 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.





AAAA PANEL PRESENTATION "Army Aviation in Vietnam"

Thursday, October 13, 1966—1415-1630 Hours
Regency Ballroom, Shoreham Hotel, Washington, D.C.



1415-1435
Operations of the 1st Cavalry Division
(Airmobile) in Vietnam
Major General Harry W.O. Kinnard
OACSFOR, Department of the Army
Washington, D.C.



1435-1455
Materiel Developments and Requirements
Brigadier General Alvin E. Cowan
Former Chief, Joint Research and Test
Agency (Vietnam)



1455-1515
Safety and Survivability
Lieutenant Colonel Jack Ray
U.S. Army Board for Aviation Accident Research
Fort Rucker, Alabama



1525-1540
Project FLATTOP
Colonel John F. Sullivan
Hqs, First Materiel Group, ARADCOM
Corpus Christi, Texas



1540-1605
Logistic Support of Army Aviation
Brigadier General Howard F. Schiltz
Hqs, U.S. Army Aviation Materiel Command
St. Louis, Missouri



Moderator:
Lieutenant General
William B. Bunker
Hqs, Army Materiel Command
Washington, D.C.

OTHER PANELISTS
MAJOR GENERAL DELK M. ODEN
COLONEL JOHN BABBS
COLONEL GEORGE A. LUTZ
MAJOR RUDOLPH DESCOTEAU
DR. GEORGE CHERNOWITZ
MR. CHARLES LUDWIG





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patrols either for that matter. With the new lightweight Sperry Phoenix Company tactical beacon any ground unit can furnish support aircraft with a continuous indication of its position, even when operating in dense jungles, at night, or under heavy cloud cover. A DME capability allows the aircraft to pinpoint the position of

the beacon at any time without the necessity of remaining directly overhead. In addition, the beacon provides a voice communications capability and a glidepath capability which turns almost any clearing into an all-weather airfield. For more information about the Sperry Phoenix Company tactical beacon, write or call



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Secretary: Lieutenant Colonel James H. Merryman

- **27th Aviation Bn (NY-ARNG)**
President: Lieutenant Colonel Neal Baldwin
Secretary: Mr. Eugene I. Schmidt

- **Activated in 1966**
Monmouth (N.J.) Chapter
Sharpe Army Depot Chapter

- **Deactivated in 1966**
Fort Campbell Chapter
Main River Valley Chapter
Munich (Germany) Chapter
Pikes Peak (Ft. Carson) Chapter

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UNITED AIRCRAFT CORPORATION, East Hartford, Connecticut
WESTINGHOUSE ELECTRIC CORPORATION, Baltimore, Maryland

DISTINGUISHED GUESTS

Eighth Annual Honors Luncheon

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COLONEL JOHN BABBS

MAJOR GENERAL BROOKE E. ALLEN, USAF (Ret.)

GENERAL FRANK S. BESSON, JR.

LIEUTENANT GENERAL AUSTIN W. BETTS

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by single G-E T58**



**USMC Sikorsky CH-53A heavy
assault helicopter powered
by twin G-E T64's**

**USN Boeing-Vertol UH-46
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RODES

PREVIOUS WINNERS

THE ARMY AVIATOR OF THE YEAR AWARD

■ PREVIOUS WINNERS

In 1959, Captain James T. Kerr, assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., received the first "Army Aviator of the Year" Award.

Chief Warrant Officer Clifford V. Turvey, assigned to the U.S. Army Aviation Board, Fort Rucker, Ala., received the Award for the year 1960.

In 1961, Chief Warrant Officer Michael J. Madden, assigned to the U.S. Army Transportation Board, Fort Eustis, Va., was named "Army Aviator of the Year."

Captain Leyburn W. Brockwell, Jr., of Headquarters, XVIII Airborne Corps, Fort Bragg, N.C., received the Award for 1962.

Captain Emmett F. Knight, 57th Aviation Company (Vietnam), was named the 1963 "Army Aviator of the Year," receiving his award from the Honorable Stephen Ailes, then Under Secretary of the Army.

In 1964, Major Marquis D. Hilbert, Aviation Officer at the John F. Kennedy Center for Special Warfare, Fort Bragg, N.C., received the "Army Aviator of the Year Award."

Major Paul A. Bloomquist, Commanding Officer of the 57th Medical Detachment (Helicopter Ambulance), Vietnam, received the 1965 "Army Aviator of the Year Award" from Under Secretary of the Army David E. McGiffert.

THE OUTSTANDING AVIATION UNIT AWARD

■ PREVIOUS WINNERS

In 1960, the First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), Fort Carson, Colorado, received the first "Outstanding Unit Award." Lt. Colonel Robert F. Tugman, CO of the unit, accepted the trophy from Lt. General John C. Oakes, Deputy Chief of Staff for Military Operations, Department of the Army, on behalf of the personnel of his unit.

In 1961, the 937th Engineer Company (Aviation) (Inter-American Geodetic Survey), Fort Kobbe, Canal Zone, received the "Outstanding Aviation Unit Award." Lt. Colonel Jack W. Ruby, the unit's commanding officer, accepted the trophy from General George H. Decker, Chief of Staff, U.S. Army, on behalf of the personnel in his unit.

The winner of the Hughes Trophy in 1962 was the 45th Transportation Battalion (Helicopter), APO 143, San Francisco, Calif., commanded by Lt. Colonel Howard B. Richardson. Subordinate units sharing the award included the 8th, 57th, and 93rd Transportation Companies (Lt Hel), and the 18th Aviation Company. General Earle G. Wheeler, Chief of Staff, U.S. Army, presented the trophy to Majors Milton P. Cherne and William J. Tedesco, representing the winning unit.

The U.S. Army Utility Tactical Transport Helicopter Company (Vietnam) was awarded the "Outstanding Aviation Unit" trophy in 1963. Gen. Barksdale Hamlett, Vice Chief of Staff, U.S. Army, presented the Award to Major Ivan L. Slavich, commanding officer, who accepted

the Hughes Trophy on behalf of the men in his unit.

In 1964, the 11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Benning, Ga., jointly received the "Outstanding Aviation Unit Award." The Hughes Trophy was presented by General Harold K. Johnson, Army Chief of Staff, to Major General Harry W. O. Kinnard and Colonel Delbert L. Bristol, who accepted the trophy on behalf of the men in their units.

The 13th Aviation Battalion and its attached units received the "Outstanding Aviation Unit Award" for 1965. Two former commanding Officers of the Vietnam-based unit, Lt. Cols. Jack V. Mackmull and J. Y. Hammack, accepted the trophy from Army Chief of Staff, General Harold K. Johnson, on behalf of their men.

THE AVIATION SOLDIER OF THE YEAR AWARD

■ PREVIOUS WINNERS

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief, Airfield Operations Command, Fort Rucker, Ala. was named the "Aviation Soldier of the Year," receiving the Award from the Honorable Elvis J. Stahr.

The Honorable Stephen Ailes, then Under Secretary of the Army, presented the 1962 Award to Specialist First Class James C. Dykes of the 255th Signal Detachment (Vietnam).

The 1963 Award was made to Sergeant First Class James K. Brock, Maintenance Chief of the 1st Aviation Company (Caribou) (Vietnam), by the Honorable Cyrus R. Vance, then Secretary of the Army.

Sergeant First Class Robert M. George of the UTI Company (Vietnam) was named the 1964 "Aviation Soldier of the Year." The Honorable

Stephen Ailes, Secretary of the Army, made the presentation.

In 1965, Master Sergeant Cyril G. Manning, Operations Sergeant of the 13th Aviation Battalion, Vietnam, received the award from Secretary of the Army Stanley R. Resor.

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

■ PREVIOUS WINNERS

In 1959, Lt. Col. (then Maj.) Arne H. Eliason, assigned as the Chief of the Aviation Safety Division of Headquarters, Seventh U.S. Army, APO 46, New York, N.Y., received the "James H. McClellan Aviation Safety Award."

Colonel John L. Inskip, Commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Tex., and Raymond L. Thomas, General Manager of the Southern Airways Company contract operations at that facility, received the 1960 Award jointly.

The "James H. McClellan Aviation Safety Award" was not presented in 1961.

Colonel Spurgeon H. Neel, Jr., the Commandant of the U.S. Army Hospital at Fort Rucker, Ala., was the 1962 winner.

In 1963, Colonel James F. Wells, Military Advisory Assistance Group, Republic of China (Taiwan), was named the winner.

Colonel Conrad L. Stansberry received the "James H. McClellan Aviation Safety Award" in 1964 for his contributions to flight safety as the Aviation Officer, Hqs, USAREUR.

In 1965, Mr. Ralph B. Greenway, Air Safety Specialist, Department of the Army, was named the winner for his outstanding contributions to the Army Aviation Safety Program.

salute. This all changed when an enterprising pilot decided to use his sidearm and fired a round in the general direction of the opposition's aircraft. This unconventional gesture changed things overnight.

Within short order every pilot on either side was attempting to effectively arm his aircraft with a view toward destroying his enemy. No nation had made preparations for aerial combat when the war began, but soon all combatants took to the air with an astounding array of weaponry, limited only by the individual participant's imagination.

Impressing adversaries

There were both automatic and single-shot rifles, pistols, revolvers, steel arrows (originally designed for use against massed ground troops), small bombs, and even hand grenades — towed at the end of a long cable to strike the propeller of the enemy's airplane.

Many instances were reported of simulated weapons being carried on aircraft to further impress the adversary. Combatants who found they had exhausted their carbine and pistol ammunition sometimes resorted to using their Very pistols, a probable waste of good signal flares.

Machine gun problems

The mounting of machine guns on aircraft presented a few unforeseen problems. Among the frustrations experienced by the early would-be fighter pilots was weapon-firing synchronization with propeller r.p.m., thereby accounting for the loss of several of the latter. In time, though, this problem was solved, procedures of engagement were refined, and better sights evolved.

Those were new days to the pilots and as exciting for them as it was to the doughboys watching while they slugged it out on the battlefield. The sight of Allied planes flying across the lines had always been a morale-building factor to those weary soldiers who otherwise saw only a countryside shredded by mortar and cannon, and laced throughout by barbed wire and trenches. Their spirits

were lifted even more by witnessing the not-so-rare dogfights between the German and Allied aircraft in the open sky above.

In those days of fabric-covered airfoil, water-cooled engines, and aircraft without superchargers, the air war was fought in the lower troposphere. There it was viewed by all below in the trenches. It made the soldier of WWI aware that he *wasn't* alone. The no-man's land still lay before him but its presence was made less so because of the *Bristols*, *Nieuports*, *Curtisses*, and *DeHavillands*.

The first air aces

Within a brief span of months such pilots as *Rickenbacker*, *Luke*, and *Campbell* had accounted for the shooting down of as many as twenty enemy aircraft each and thereby became the *Air Aces* of WWI.

World War II and the Korean Conflict gave many other pilots the opportunity to become *Aces*. Five enemy aircraft and the title and recognition came. How the American spirits soared when first word came back to the U.S. of pilots destroying two or three Japanese Zeroes in a single engagement. In the South Pacific campaign five Japanese aircraft fell before the guns of *Edward "Butch" O'Hare*, from the aircraft carrier *Lexington*, in a single battle. *O'Hare* was advanced immediately two ranks to Lt. Commander.

Years later, some of the biggest news of the Korean War concerned *MIG Alley* and that war's *Aces*. Still not to be ignored were the promotion opportunities incurred by those intrepid American jet-jockies. (Their rapid promotions gave rise to the original joke about the Air Force officer who felt he was a failure being 29 and still only a Lt. Colonel!) It was just compensation, however, for the destruction of five to ten Communist MIGs and the insuring of air superiority over Korea.

The losers unnoticed

Understandably, the achievements of those pilots on the losing team frequently go unnoticed. How many Americans recall the *Aces* of Germany in either war, or the exploits of certain Japanese pilots during WW II? Most people recognize the name of *von Richthofen*, who shot down 80 Allied air-



Army aviation's unheralded "Aces" rack up daily kills in South Vietnam with a wide variety of weapons. The Hueys have carried rockets, grenade launchers, wire-guided missiles, and machine guns.

craft in WWI; they are a little hazy as to the records beyond that. *Immelmann* was the first *Air Ace* of Germany, but proved himself a rather poor shot after that good beginning. His name survives, however, because of the now famous acrobatic maneuver used in air battles.

World War II saw many American (and Japanese) *Aces* getting their start long before Pearl Harbor. A great number of Americans had a hand in the air war over China as members of the *International Squadron* and the *American Volunteer Group*. One has to dig deeply into documentary records of World War II to learn of the records established by Japanese pilots. There were significant achievements, however, by such pilots such as *Hirooyoshi, Nishizawa* (with a record of 102 enemy aircraft*) and *Saburo Sakai* (64 enemy aircraft*). (*Mostly ours!)

Why just dogfights?

Too frequently, adequate recognition has not been given to those pilots whose main duties have *not* been as fighter pilots. It is fairly difficult to account for the destruction of five enemy planes when, say, your main duties were flying an unarmed C-47 over the Hump in the CBI Theatre. Shooting up enemy gun emplacements, flak towers, and pillboxes has never helped an *Ace* get press notices. Such action is noteworthy, however, and helps a country's effort considerably in a war.

The whole set of criteria in determining who should be an *Ace* has always been arbitrary and somewhat unfair. It seems moreso

when one evaluates the deeds of a few men flying unsophisticated aircraft who did not normally engage the enemy in aerial dog-fights.

Rudel's accomplishments

One person such as this is the former Germany Luftwaffe Stuka pilot, *Rudel*. *Rudel's* contribution to his country's effort possibly exceeds all others. Flying Stuka airplanes on the Eastern Front for four years, he accounted for the destruction of over 400 Russian tanks, plus gun emplacements, some shipping (including a cruiser), and a lot of other miscellanea.

He was shot down behind enemy lines three times — always escaping — and was wounded numerous times. His dedication was such that at war's end, he was flying several combat missions each day with one leg amputated and the other far too damaged to use. Flying by aileron control had become necessary long before due to his being frequently wounded.

Now it cannot be denied that *Rudel* received recognition; he was at times a Group Captain and received a singularly-bestowed medal, the design for which was personally drawn by Hitler. *Rudel*, however, never was adequately recognized in aviation circles; he was shooting at *other* targets when he *should* have been after enemy aircraft!

(SPEAKING/Continued on Page 52)

QUESTION:

what two Canadian sharp-toothed amphibians carry 8 and 14 fully-equipped troops (or 1800 and 4000 lbs. of combat gear) respectively □ can operate out of 1000 ft. airstrips □ run on dependable PT6A turboprops □ operate on wheels, skis, floats, amphibious floats or wheel/skis □ come from a company with 19 years' experience building rugged STOL aircraft □ are ideal for counter-insurgency, liaison and air-ambulance applications □ and come in your favorite camouflage?



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SPEAKING OUT/Continued

In the Vietnam War, the few encounters with Communist MIGs promise the making of few, if any, new *Aces*. Be this as it may, I feel that it's time to revise our whole set of values and criteria regarding just *WHAT* should constitute an *Air Ace*.

No one can dispute the bravery of those airmen who are required to fly north of the 17th Parallel. But the personal touch has gone out of engaging the enemy in the air since 1914. In fact, it has become fairly impersonal when engaging an enemy aircraft at 40,000 feet and an early closing distance of 20 miles. (There's hardly time to salute your adversary anymore before you shoot him down.)

Computers take over

Our concept of an aerial engagement today could be described thusly: An American jet beating it toward the South China Sea at Mach 1.6 catches a blip on his radar. The other jet is on an intercept course and looks unfriendly. This is confirmed by interrogation through the IFF equipment. The air-to-air missiles under the wings are therefore armed and the in-plane electronic computer takes over. After that, the work is over on the part of the pilot, and, if things go right, it's all over for the MIG.

When things get personal

It does become a very personal thing, however, for many pilots flying other types of missions in Vietnam. "*Who can deny the heroic act of the H-43 Huskie helicopter crew going in to rescue a downed jet pilot or a Skyraider pilot making Napalm or rocket runs against a gun emplacement.*

It is now considered fairly commonplace for Med-Evac pilots to fly Dust-Off missions in excess of 50 to 100 times per month, and most often, into fresh battle areas still unsecure.

We see in the O-1 *Bird Dog* pilot firing his marker-rockets into a group of VC, the makings of a quite adequate fighter pilot, given the proper machine.

A single platoon of armed helicopters, utili-

zing the *Lightning Bug* technique, destroying 68 sampans and killing an undetermined number of Viet Cong is significant.

The recognition for the crew of a trio of gunships attacking, and providing one another with continuous mutual cover, is too meager. What sight could be more welcome to our soldiers than a covey of UH-1's bringing in reinforcements to a beleaguered outpost in a well-disciplined and precise formation.

Time to reevaluate

Yes, it's time to reevaluate what should constitute an *Air Ace*. I propose that criteria could (and should) be based on *any* act in the air, under battle conditions, against the enemy *wherever* found. In doing so, suitable recognition would come to a pilot who saves three helicopters shot out from under him. The aviator who flies 500 combat troop lifts, or carries out the wounded would be recognized.

A case in point

A case in point might be the extraordinary achievements of *Captain Robin Miller*, Infantry. *Captain Miller* recently completed two years' combat flying in Vietnam within a three-year period. In 24 months of flying over Vietnam he logged over 1,800 hours. According to the maintenance record books, his UH-1 gunship was hit more than 100 times during Miller's last year's tour.

His awards for heroism partly speak for *Captain Miller*: *Silver Star*, the *Distinguished Flying Cross* with OLC, an *Air Medal* with 47 OLC, the *Purple Heart* with 2 OLC, and *Vietnamese Cross of Gallantry* with 2 Clusters. Additionally, *Captain Miller* has been nominated for the *Distinguished Service Cross*.

New yardsticks needed

An Army Aviator in Vietnam flies varied and often near impossible sorties. Let us establish a measurement whereby the contributions of our very best aviators can be properly heralded. Any yardstick can be used, whether it be a cumulative total of different-type combat missions or a certain number of single-type sorties. The time is long past due when the U.S. Army should count its own *Air Aces*.



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Total value of these recovered aircraft is estimated at approximately \$40 million, or more than four times the cost of the four Skycranes. Almost

all have been repaired and are back in service.

What else are Skycranes doing in Vietnam?

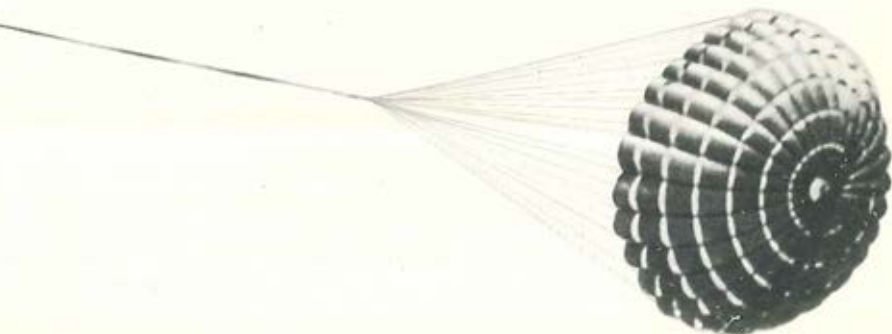
Airlifting bulldozers, roadgraders, trucks and 17,000-pound signal vans. Deploying 155mm artillery pieces, along with men and equipment. Delivering clusters of up to five 500-gallon fuel bags, rations, and ammunition

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Hqs. 25th Aviation Bn
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Hq, 1st Aviation Brigade
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527-B Murphy Circle
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35 Edwards Street
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SELISKAR, Jack
2162 Newton Road
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209 East Upland Road
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126 - 3rd Infantry Road
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Ft Benning GA 31905

CAVE, William R.
2401 Taxco Rd - Apt. 114
Ft Worth TX 76116

CAYO, Alan B.
34 Boyce Lane
Ft Rucker AL 36360

CHRISTOPHER, Harry G.
76 Rexford Drive
Newport News VA 23602

CLARK, Paul E.
CDGTA
Ft Eustis VA 23604

CLAYBOURN, Guy R., Jr.
General Delivery
Ft Wolters TX 76067

COLBURN, Edward A.
6406 Pease Pipe
San Antonio TX 78238

COLE, William W.
5 Heintzelman Court
Ft Leavenworth KS 66027

COLEY, Thomas W.
3321 Surrey Road
Shreveport LA 71105

COOK, Harold E.
P.O. Box 203
Daleville AL 36322

COOK, James R.
Stu Det Armd Forc St Coll
Norfolk VA 23511

COOPER, James F.
5710 Derby Lane
Beaumont TX 77706

COX, Newton C.
211 Tuxedo Drive
Thomasville GA 31792

CREAMER, Edmund J., Jr.
Hq 34th Gen Spt Group
APO San Fran 96307

CROWELL, William B.
6038 Rchmdn Hwy-Apt112
Alexandria VA 22303

CUMMINS, Clark H.
243 Magruder
Mineral Wells TX 76067

DAVIS, Neece V.
Co A, 101 Combat Avn Co
APO San Fran 96296

DAVIS, Willie S.
USACDAA
Ft Rucker AL 36360

DAVIS, Willys E.
3 Bullard Avenue
Ft Leavenworth KS 66027

DeBOER, Duane D.
1102 Jarrow Avenue
Hacienda Hgts CA 91745

MAJOR

DIMSLE, Arthur
2105 Austin Drive
Lawton OK 73501

DOYLE, John P/c/o Hannan
3632 Veasey Street, N.W.
Washington DC 20008

DUVALL, Robert A.
177th Med Company (Hel)
Ft Benning GA 31905

DYER, Gerald D.
304-A Lumpkin Road
Ft Benning GA 31905

FALBO, John J.
1509 Eastern Avenue
Morgantown WV 26505

PARISH, Stephen
7 USA Sfty & Standzn Det
APO NY 09029

FARRIER, Steve, Jr.
Hq 3rd Armored Division
APO NY 09039

PINLEY, Thomas O.
1191 Rosewood Avenue
Camarillo CA 93010

FONSHILL, Wm R., Jr.
98 Bullard Lp-Pershg Pk
Ft Leavenworth KS 66027

FUST, John W., Jr.
2 Barnham Court
Ft Leavenworth KS 66027

GARDNER, William S.
327 Magruder
Mineral Wells TX 76067

GEORGE, Robert C.
1412 Somervell, N.E.
Albuquerque NM 87112

GOCHNAUR, Thomas L.
29225 Ursuline
St Clair Shores MI 48081

GRAY, Joe E.
USA, IAGS-Guatemala
Washington DC 20521

GUENTZ, Douglas V., Jr.
198 Harris Drive
Ft Rucker AL 36360

GUIDROZ, Evans J.
4 Harbord Avenue
Ft Leavenworth KS 66027

HAID, Donald J.
229 W. Willingham
Cleburne TX 76031

HANNUM, Alden G.
198 Cornsall Drive
Newport News VA 23602

HARRIS, Bruce R.
10 Heintzelman Court
Ft Leavenworth KS 66027

HARRIS, Charles E.
1053 Edwin Drive
Phoenixville PA 19460

HAWK, Robert T.
34th Engr Support Group
APO San Fran 96307

HAWS, Elbert D.
1402A N. Mt Vernon Ave.
Williamsburg VA 23185

HAY, James R.
225th Aviation Company
Ft Lewis WA 98433

HEALEY, Richard W.
439 Timberlane Drive
San Antonio TX 78218

MAJOR

HEALY, Radcliffe
c/o Brown, 33 Edgewater
Wakefield, RI

HELPEMBERGER, F.H.
2015-B Seneca Street
Leavenworth KS 66048

HENDRICKSON, Donald E.
OSC, CMR 2, Box 7987
Ft Rucker AL 36360

HESTER, Joe C.
403-A Bjornstad Street
Ft Benning GA 31905

HOWARD, Lonnie T.
15 Stillwell Avenue
Ft Leavenworth KS 66027

HUDSON, Roy A.
USATC-FE
Ft Eustis VA 23604

HUMES, Richard A.
Hq, 11th Aviation Bn
APO San Fran 96289

JACKSON, William B.
610th Trans Company
Ft Benning GA 31905

JACOB, John S.
Quarters 2667-C
Ft Lewis WA 98433

JAMES, John C.
937th Engr Co (Avn)
APO NY 09827

JARDEN, Alfred B.
9th Infantry Division
Ft Riley KS 66442

JOHNSON, David S.
108 Grand Street
Ft Huachuca AZ 85613

JOHNSTON, Howard R.
15 Division Place
Ft Rucker AL 36360

JONES, Herschel C.
1019 Burnett Road
Chicopee Falls MA 01020

JOSH, Joseph A.
14 Harbord Avenue
Ft Leavenworth KS 66027

JUDY, Jerry E.
PO Box 310-11 Holman St
Daleville AL 36322

KAUCHICK, Edward J.
11th Avn Gp, 1st Cav Div
APO San Fran 96490

KING, Dewey M.
1309 Stonleigh Court
Leavenworth KS 66048

KING, William W.
514 Gainsborough Drive
E. Lansing MI 48823

KNIGHT, James L.
177 Schwerin Street
San Francisco CA 94134

KOCH, Owen A.
11 Diamond Circle
Ft Rucker AL 36360

KREITLER, Clark F.
13 Buckner Drive
Ft Leavenworth KS 66027

LANGLOIS, Arthur R.
30 Kirby Street
Ft Rucker AL 36360

LASLEY, Paul A.
746 W. Douglas Avenue
Jacksonville FL 32250

MAJOR

LEEDHAM, D. W.
James St Apt 3 Box 148
Toms River NJ 08753

LEGENER, Richard G.
174th Aviation Company
APO San Fran 96238

LEISTER, Glenn A.
Box 133
Pinckard AL

LIEBL, Arthur F.W.
32 Biddle Boulevard
Ft Leavenworth KS 66027

LILLEY, Walter G.
34 Johnson Street
Ft Rucker AL 36360

LOCKWOOD, Bill G.
51 Boyce Lane
Ft Rucker AL 36360

LUMPKINS, William J., Jr.
USARV Aviation Section
APO San Fran 96307

MacMANUS, Frederick O.
207th Aviation Company
Ft Hood TX 76544

MARETT, James D.
Bx 101 ARSEC MAAAG ROC
APO San Fran 96293

McCRANIE, Asa C.
114th Assault Hel Co
APO San Fran 96357

McGURL, Peter W.
306-A Lumpkin Road
Ft Benning GA 31905

McWHORTER, Jas. H., Jr.
3221 Corn Husker
Omaha NE 68124

MELLISH, James R.
410 Kearney, Apt 3
Ft Leavenworth KS 66027

MICHEL, Robert W.
Hq 11th Aviation Bn
APO San Fran 96289

MONTS, William B., Jr.
HHD, 11th Combat Avn Bn
APO San Fran 96289

MOORE, Francis D.
106 Walnut Drive
Enterprise AL 36330

MORRIS, Charles A.
651 Autrim Dr-Apt 10-A
Newport News VA 23601

MORRIS, Thomas L., Jr.
4th Sqdn, 12th Cavalry
Ft Carson CO 80913

MOXLEY, Robert J.
3794 Avn Co, USASSETAF
APO NY 09168

NEWMAN, Frank C.
P.O. Box 61
Ft Rucker AL 36360

O'CONNOR, Thomas W.
1202 E. Mulberry, Apt 212
San Antonio TX 78209

OKARSKI, Gerald M.
9 Bullard Avenue
Ft Leavenworth KS 66027

OSHESKY, Gerald K.
Ward 8A-Womack AH
Ft Bragg NC 28307

PATE, Robert L.
511 Perkins Street
Ft Benning GA 31905



give... so more will live

HEART FUND

MAJOR

PRIMIS, Nick J.
162 Wayside Road
Portland ME 04102

REID, Robert W.
Co A, 502d Aviation Bn
APO San Fran 96357

RICHARDSON, Charles E.
478th Avn Co, 1st Cav Div
APO San Fran 96490

REISER, John D.
16 Dickman Avenue
Ft Leavenworth KS 66027

ROBINSON, Edwin K.
195th Aviation Company
Ft Carson CO 80913

ROCKEY, James D.
22 McKinley Drive
Newport News VA 23602

ROE, Robert D.
12 Woodland Court
Daleville AL 36322

ROGERS, Richard W.
Hq, 7th Engineer Brigade
APO NY 09164

RYMUS, James O.
USACDC-ISS (AAFSS)
Ft Belvoir VA 22060

SAMPSON, Eldon F.
1144 Palms Boulevard
Venice CA 90291

SCHNEIDER, Robert S.
USATSCH 1A-2120 00-TD
Ft Eustis VA 23604

SCHOBBER, Henry W.
Hq 16th Aviation Bn
APO NY 09046

SCHWARZ, Henry E.
7417 Park Terrace
Alexandria VA 22307

SCOTT, Robert W.
37 Princeton Road
Elizabeth NJ 07206

SEATON, Peter P.
Co A, 25th Avn Bn
APO San Fran 96225

SPURLOCK, William W.
5946 Wainwright
Ft Hood TX 76544

STAFFORD, Robert C.
852 Bow Allen Drive
Columbus GA 31907

STARKEY, David L.
197th Armd Hel Co
APO San Fran 96227

STEFANOWICH, Daniel R.
1946 Osage
Leavenworth KS 66045

STEINE, Joel R.
1207 W. Peachtree, Apt 7F
Atlanta GA 30309

STEWART, Kendall L.
1304 Verde Drive
Colorado Spngs CO 80910

STORY, Billy L.
14th Trans Bn (AMS-GS)
APO San Fran 96240

STRICKLAND, Sidney L.
5674-B Brett Drive
Ft Knox KY 40121

MAJOR

TALLEY, John D.
1511 Pawnee
Leavenworth KS 66048

TEDLACK, Billy L.
Avn Det, Hq, USAREUR
APO NY 09102

THOMAS, James E.
613 Gladstone Avenue
Richmond VA 23222

THOMAS, John W.
USARV CADV
APO San Fran 96307

TOW, James L.
59 Bullard Loop
Ft Leavenworth KS 66027

TRAPP, Turner J.
695 Scenic Drive
Grenada MS 38901

VALLEY, Donald M.
195th Avn Co (AML)
Ft Carson CO 80913

VAN WINKLE, Daniel G.
183 Oakland Avenue
Somerset NJ 08873

VARNER, Velay J.
1503 Pawnee
Leavenworth KS 66048

VAUGHAN, Charles U.
71 3rd Inf Road
Ft Leavenworth KS 66027

VINCENT, Samuel M.
Cl 40 Armd Forc St Coll
Norfolk VA 23511

VOSEL, Donald M.
157 Harris Drive
Ft Rucker AL 36360

WALKER, Milton H.
218 Miami Street
Leavenworth KS 66048

WALSH, Eugene R.
1974-A Patton Avenue
Ft Eustis VA 23604

WELLS, Billy G.
5618 Norwich
San Antonio TX 78217

WESTLAKE, Edgar A.
39 Olson Lane
Ft Rucker AL 36360

WHITED, James L.
20th ASTA Detachment
APO San Fran 96308

WHITMAN, Paul R.
503rd Aviation Battalion
APO NY 09165

WILKS, Clarence D.
4027 Valley View Road
Leavenworth KS 66045

WILLIAMS, Robert D.
3117 Carolyn Drive, W.
Tacoma WA 98466

WILLIAMS, William F.
22 S. Highland Street
Arlington VA 22204

WILSON, Jack A.
1800 S.E., 24th Avenue
Mineral Wells TX 76067

WILSON, Robert E.
410-10 Kearney Avenue
Ft Leavenworth KS 66027

WOLIVER, Clarence H.
53 3rd Infantry Road
Ft Leavenworth KS 66027

MAJOR

WOODARD, James O.
621-B 13th Street Terrace
Leavenworth KS 66048

WRAY, Donald P.
98th Trans Detachment
APO San Fran 96307

WRIGHT, Theodore K.
Box 216-K, Route 2
California MD 20619

ZIRKLE, John J., Jr.
316 Magruder - WV
Mineral Wells TX 76067

CAPTAIN

ADAMS, Keith E.
Off Stu Co, USAAVNS
Ft Rucker AL 36360

ANGLIN, Richard C.
312 Williams Avenue, SE
Huntsville AL 35891

BAILEY, William E.
RFD #1, Box 169
Painter, VA 23420

BATES, Phillip H.
711 J Clyde Morris Blvd
Newport News VA 23601

BAUCOM, Billy J.
c/o G.W. Kimrey-Route 1
New London NC 28127

BLANCHARD, Joseph H.
213th Avn Co-10th Avn Gp
Ft Benning GA 31905

BOWEN, Fred W.
27 Habersham
Ft Stewart GA 31313

BRADLEY, Robert N.
11224 Seymour Road
Gaines MI 48436

BRIGHT, J.C.
1st Infantry Division
APO San Fran 96345

BRUNELLE, Pierre V.
Co A, 2d Aviation Bn
APO San Fran 96220

CALKIN, Ellery F., Jr.
AMOC 67-3, USATSCH
Ft Eustis VA 23604

CAMPBELL, Billy J.
4214 Modena
San Antonio TX 78218

CHAUVIN, Charles E.
P.O. Box 193
East Bernard TX 77435

CHRISTY, William C.
1651 Franklin Street
Danville IL 61832

CLUBB, Edwin R.
25 Globemaster Avenue
Pope AFB NC 28308

COLLINS, Ernest J.
377th Med Co (Air Amb)
APO San Fran 96220

DANIEL, James M.
174th Aviation Company
APO San Fran 96238

DAVIS, Charles E.
1st MI Bn ARSA
APO San Fran 96307

EARLEY, Neal E.
68th Assault Hel Co
APO San Fran 96227

EBEL, William E.
1350 West Blvd, Apt 204
Cleveland OH 44102

EBERT, Marlin J.
Marlin Road
Bryn Athyn PA 19009

EDMOND, Holman, Jr.
134 Harris Drive
Ft Rucker AL 36360

EVANS, Eulus E.
318 E. Purdin Street
England AR 72046

FIELDER, Keith M.
5424 Barrett Avenue
El Cerrito CA 94530

FILER, Robert E.
110-C Bastogne
Ft Lee VA 23801

FRASER, Harry L.
PO Box 143
Ft Rucker AL 36360

FREEMAN, Bobby H.
506 Oakhill Drive
Killeen TX 76542

GALLAGHER, John H.
USAPHC
Ft Wolters TX 76067

GASPARD, Gaudis P., Jr.
USAPHC
Ft Wolters TX 76067

GEER, William A., Jr.
Box 83
Sasser, GA 31785

GEORGES, Thomas N.
227 Avn Bn, 1st CD (A)
APO San Fran 96490

GONYER, Harold E.
1944-B Willford St
Ft Eustis VA 23604

GRIGG, Vernon C., Jr.
22 Olson Lane
Ft Rucker AL 36360

HAINES, Palmer S.
Box 124 - 220th Avn Co
APO San Fran 96258

HARRIS, William D.
c/o Worden, 225 N 41st St
Springfield, OR 97477

HENDERSON, James M.
526 N. 20th
Lawton OK 73501

HENGEN, Orville J., Jr.
515 North Lucas
Ft Bragg NC 28307

HOLLOWAY, Rex L.
1 Corps Aviation Company
APO San Fran 96337

HORSLEY, Tip A., Jr.
5935 Dupas
Ft Hood TX 76544

HOUTS, Ray A.
305 N. Bowie Drive
Weatherford TX 76086

HUFF, Harold L., Jr.
985 Baxter Street
Athens, GA 30601

HULA, Roger P. II
1024 Cottonwood
Junction City KS 66441

HUNT, Franklin L.
Box 366
Avella PA 15312

**TAKE A
QUICK
QUIZ!**

**OCTOBER,
1966**



1) Test Aerial Weapons Systems



2) Gen Chrem, 96 AAAA Nat'l Hq.



3) Experimental aircraft called the

- 1) AVSS
- 2) AH-56A
- 3) HueyCobra
- 4) Sioux Scout

- 5) Col John Dwyer, Jr.
- 6) A.J. Night
- 7) Aubrey L. Hodges
- 8) Lewis E. Cramer

- 9) Turbo-Porter
- 10) Turbo-Hud Dog
- 11) Dyer
- 12) Flying Tiger



4) This operational aircraft is the:

- 1) U.S. Army Command
- 2) U.S. Army Commander
- 3) CV-2 Caribou
- 4) OV-1 Mohawk



5) Unit insignia worn by men of the:

- 1) 1st Infantry Division
- 2) 1st Cavalry Division (AM)
- 3) Military Assistance Command VN
- 4) U.S. Army



6) Ground-to-air distress signal:

- 1) "Need gas and oil"
- 2) "Need first aid supplies"
- 3) "All is well"
- 4) "Lead in this direction"



7) The PLIP chart symbol for:

- 1) Down marker
- 2) Non directional beacon
- 3) Fan marker with NDB



8) This early aircraft was known as:

- 1) H-41 Hercules
- 2) H-40 Bell
- 3) LC-130 Cessna



9) Former CO, 96 Outstanding Unit:

- 1) LTC L.T. Harwick
- 2) LTC Dean F. Roberts
- 3) LTC Jack V. Mackinnell
- 4) COL Wayne K. Phillips



10) Experimental V-STOL called:

- 1) XV-1 Minotaur
- 2) XV-2 Starbuck
- 3) XV-2 Inell
- 4) XV-1 Lockheed



11) 1952 AA Soldier of the Year:

- 1) SFC James C. Dyer
- 2) SFC Robert M. George
- 3) MSG Cyril O. Manning



12) Emergency visual signal for:

- 1) "Yes - affirmative"
- 2) "No - alternative"



13) The meteorological symbol for:

- 1) Blowing rain



14) The 50th anniversary symbol of:

- 1) Military Aircraft Division



15) How's your Morse? Show us!

- 1) Code letter for "T"

CAPTAIN

HUNTER, John W., Jr.
138th Aviation Company
APO San Fran 96337

INGLETT, Robert A.
840 Coleman Boulevard
Mt Pleasant SC 29464

IVEY, George N.
120th Aviation Company
APO San Fran 96307

JARRELL, Phillip V.
1 Hardee Place
Ft. Stewart GA 31313

JOHNSON, Edward H., Jr.
343 Park Hall South
Laurel MD 20810

JOHNSON, Robert W.
511 Austin Avenue North
Litchfield MN 55355

JOYCE, Warren C.
146 Alexander Drive
Newport News VA 23602

KARPINIA, Walter
196-17 58th Avenue
Flushing NY 11365

KIDWELL, Walter E.
1107 Westview Drive
Ozark AL 36360

KOBYLARZ, James M.
USARV Flight Detachment
APO San Fran 96307

LIDY, Albert M.
1st Infantry Division
APO San Fran 96345

LITTLEWOOD, Arthur R.
708 Squires Lane
Ft Benning GA 31905

LONGHOFER, James E.
241 Tunisia Road
Ft Ord CA 93941

LOVELY, Richard H., Jr.
609 W. Main Street, Apt 11
Urbana IL 61801

MacNAMARA, Gervase M.
2512 Ridgmar Blvd, Apt 19
Ft Worth TX 76116

MAGNESS, Charles F.
Box 733
Umatilla FL 32784

MAHER, James C.
USAREUR
APO NY 09403

MARSHALL, Evan D.
123 Montgomery
Salina KS 67401

MAYFIELD, Ralph L.
PO Box 2658
Williamsburg VA 23185

McCONNELL, John R.
159 Melville Drive
Denbigh VA 23602

McCULLOUGH, Johnny L.
155th Aviation Company
APO San Fran 96297

McKINSTRY, Thomas I.
724 Intl Blvd - Apt 44
Houston TX 77024

McMILLIN, Richard D.
1836 Preamble Avenue
Green Bay WI 54302

CAPTAIN

METCALF, Ronald C.
Trp B 1/9, 1st Cav Div
APO San Fran 96490

MOORE, Robert D.
364 Floyd
Wichita KS 67209

MORGAN, George A.
500 Rose Drive
Security CO 80911

MORRIS, Marvin E.
154th Aviation Company
Ft Sill OK 73503

MOSBURG, Henry L.
10013 2nd Avenue
Inglewood CA 90303

MULVANITY, Thomas W.
762-A Woodlawn
Chula Vista CA 92010

ORR, Gerald W.
259 28th Avenue
San Francisco CA 94121

OWEN, Dean M.
1668 South David
Moses Lake WA 98837

PEDERSON, Millard L.
9841 N. 34th Street
Phoenix AZ 85028

PETERSON, Frank W.
c/o Peterson, 815 E 11th
Port Angeles WA 98362

POWELL, Larry G.
25 Habersham
Ft Stewart GA 31313

PRINCE, Carroll O.
115 Nelson Circle
Ft Huachuca AZ 85613

REBER, Clark L.
467 Colorado Drive
Midvale UT 84047

RITCHIE, Ralph J.
1403 E. Stanford Avenue
Englewood CO 80110

ROBERTS, Milton R.
2435 Wise Street
Columbus GA 31903

ROBINSON, Bob
315 West Madison
Franklin KY 42134

RUSHATZ, Alfred S.
813 Benton Street
Allentown PA 18103

SCHOFIELD, Dale W.
74th Recon Airplane Co
APO San Fran 96289

SENAV, David C.
Sta Det, USATSC
Ft Eustis VA 23604

SERLETIC, Matthew M.
Oak Ridge Apts 21
Mineral Wells TX 76067

SIBERT, George W.
1809 W. John Street
Champaign IL 61822

SIEGLING, Wm A., Jr.
HHC, 2nd Bde, 1st CD
APO San Fran 96490

SMITH, Paul M.
P.O. Box 3
Alford FL 32420

SPANJERS, Leonard J.
723 - 7th Avenue
Brookings SD 57006

CAPTAIN

STEBBINS, Ronald S.
1102 Waban Hill
Madison WI 53711

TALLGREN, Robert W.
1116 Dewitt Terrace
Linden NJ 07036

TANNER, Linden O.
USAPHC
Ft Wolters TX 76067

THOMAS, Bruce A.
Hq, Special Troops
Ft Riley KS 66442

THURMOND, James F.
1001 Combat Aviation Bn
APO San Fran 96312

WEAVER, Carl A., Jr.
129-A Winrow Road
Ft Huachuca AZ 85613

WELCH, Elliot J.
225th Aviation Company
Ft Lewis WA 98433

WILLIAMS, Frank K.
4th Plat, 183rd Avn Co
APO San Fran 96297

WILLMORE, George A.
75 Stanley Drive
Newport News VA 23602

WILSON, Leonard R.
1382-B Mt Vernon Avenue
Williamsburg VA 23185

WITTER, Wayne O.
122nd Aviation Co (AS)
APO NY 09165

WROBLESKI, Dennis A.
5511 Gaston Ave - Apt 211
Dallas TX 75214

LIEUTENANT

CAGLE, Daryl R.
28 Habersham
Ft Stewart GA 31313

CAVANAUGH, Edw W., Jr.
224th Aviation Bn (RR)
APO San Fran 96307

DEVEREAUX, Walter J.
3715 Coker St - Apt 108
Irving TX 75060

ENGBELBRECHT, Don L.
California
Missouri 65018

JENNE, Ned P.
73rd Aviation Co (AS)
APO San Fran 96291

JOHNSON, Donald L.
USAAVNS Element, S-4
Ft Stewart GA 31313

JONES, Stanton W.
Tng Aids Officer (Avn)
Ft Stewart GA 31313

KRULL, Arthur A.
68th Assault Hel Co
APO San Fran 96227

MEYER, Thomas A.
6001 Cartier Avenue
New Orleans LA 70122

MINARDI, James V., Jr.
4611 Atom
Lawton OK 73501

MOORE, Robert P.
Co A, 25th Aviation Bn
APO San Fran 96225

MOUNTCASTLE, Arthur M.
184th Aviation Company
APO San Fran 96317

NIBERT, Lewis R.
45th MI Detachment
APO San Fran 96240

PRICE, Monty B.
Co B, 24th Aviation Bn
APO NY 09112

REED, Nathan K.
210 W. Grandview Avenue
Zellenople PA 16063

ROEBUCK, Arnold J.
USAAVNS Element
Ft Stewa-t GA 31313

SMITH, Bruce E.
303 N. Walnut
Peabody KS 66866

SMITH, David R.
14th ACR Aviation Co
APO New York 09146

STROMAN, Paul L.
11th Avn Co (GS), 1st CD
APO San Fran 96490

THOMPSON, Grover F.
114 Hill Street
Enterprise, AL 36330

TURNER, Thomas S., Jr.
P.O. Box 34
S. Freeport ME 04078

CW2 - CW4

ADAMS, Arnold L.
71st Avn Co (Airmobile)
Ft Clayton CZ

ANORGA, Jose
50th Artillery Group
Snelling AFS MN 55111

BARNES, Thomas W., Jr.
2109 Quail Lane
Rolling Meadows IL 60008

BROWN, Ulyess V.
Hq & Svc Co USAAVNC
Ft Rucker AL 36360

BURTON, Curtis T.
4321 Forest View Drive
Fayetteville NC 28304

CAMPBELL, Harry M.
Co B, 15 Trans Bn, 1st CD
APO San Fran 96490

COYKENDALL, Douglas W.
BOQ 405, Room 6
Ft Stewart GA 31313

EAKINS, James R.
8418 Winona Avenue, SW
Tacoma WA 98498

ELLIOTT, Ronald H.
Lot 28, 701 McCormick
Spring Lake NC 28390

EPPS, Benjamin J., Jr.
128th Avn Co, 11th Avn Bn
APO San Fran 96289

EWART, Loel E.
215 Parker Hills Drive
Ozark AL 36360

FETTERMAN, Glenn L.
8 Demmer Street
Ft Stewart GA 31313

(Continued on Page 66)

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October 12, 1966

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PILOT, HELICOPTER. Large offshore oper needs Bell-expert pilots w/1,000 hr min. Perm job; home every nite. Must be neat, personable. 180 lb limit. Paid vac, hospittzn availbl, life insur furnished. \$9,120 year to start.
AIRCREW 43 Avail: Thru Nov 4

PILOT, HELICOPTER (Ag Spray)
Minimum 1,000 hrs on ag spray work in hcptrs for employment in India. Free return air passage + living expenses in India + \$1,200 per month, tax free for guaranteed 3 mos employment.
AIRCREW 103: Avail: Oct 15

USE
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FASTER!

PILOT, INSTRUCTOR (Helicopter)

Major West Coast operator seeks right man for challenging position in growing FAA approved fit ng school. 500+ RW hrs w/hcptr instructor rtg reqd (preferably in Hughes/Hiller).
AIRCREW 85 Avail: Until filled

REPRESENTATIVE (Avionics Sales)

Direct customer selling, bidding, cost estimat on maj lines avionics equip. Supervsn of installations to verify cost receives work as per contract. FCC First Class RTO lic w/Radar Endors needed. Midw loc. \$175-\$200 week to start.
AIRCREW 54 Avail: Thru Dec 2

SUPERVISOR (Helicopter Maintenance). A&P with min 10 yrs exper & competence in Bell G3B1 or equip needed by Amer firm for Middle East posn. Contract, with family. Liberal benefits. \$18,000 year.
AIRCREW 62 Avail: Thru Nov 1

TECHNICIAN (Helicopter Maintenance). Backgnd in coml Bell or Hiller equip or mil equiv + A&P ratg desired for job w/large East Coast FBO. Outstandg oppty. Will train right man/or send him to company maint school.
AIRCREW 88 Avail: Until filled

TECHNICIAN (Helicopter Maintenance & Overhaul). FAA A&P licensed applicant for ag spray firm in India. Free return air passage, living expenses, + \$1,000 month tax free for guaranteed 6 mos employmnt. If I-Ticket held, extra \$200 month. To take charge of engineering set-up w/base workshop in Bombay.
AIRCREW 104 Avail: Oct. 15

TECHNICIANS, A&P. Major north-east facility lookg for sev carburetor, hydraulic maint & electronic techns. Min 2 yrs exper or related exper. FAA tickets pref. Overhaul & test various components used in coml & mil acft, both jet & piston. Fixed loc, no travl. Salary commensurate w/experience.
AIRCREW 63 Avail: Until filled

TECHNICIAN, AVIONICS (Installation.) Numerous opens for men w/varied degrees exper/ability in installn of both light/med avionic equip. Knowl harness fabrn, contin-

uity checks, trouble-shootg necess. FCC license desirable. Midw location. Pay rates/benefits on request.
AIRCREW 76 Avail: Until filled

GUARANTEE: AIRCREW guarantees that a job lead will remain "open" for the 10-day period after it aircraws an applicant the name and address of the employer with the opening. If the employer fills the position before or during this period, indicating to the applicant that the "opening" is no longer available, the AIRCREW fee paid by the applicant for that employer's name and address will be refunded.

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AIRCREW does not function as an employment agency, but as an aviation listing service and clearing-house that speeds employment communications between job applicants and employers. Job selection is performed by the applicant upon the basis of detailed "Job Outlines" that are furnished through AIRCREW.

INTERESTED APPLICANTS should NOT submit individual resumes or biographical information of any form in making their initial request for AIRCREW details. The Service requires the completion of standard, industry-accepted Resume Forms, which will be furnished by AIRCREW in its initial reply.

JOB APPLICANT "ads" - similar to the Job Opening "ads" appearing on these pages - appear in AIRCREW Bulletins that are mailed separately to over 1,600 aviation-oriented employers on a bi-weekly basis. These firms include a majority of the member companies of the Air Transport Ass'n (ATA), the National Business Aircraft Ass'n (NBAA), the Aerospace Industries Ass'n (AIA), the Helicopter Ass'n of America (HAA), the National Aviation Trades Ass'n (NATA), and the National Ass'n of State Aviation Officials.

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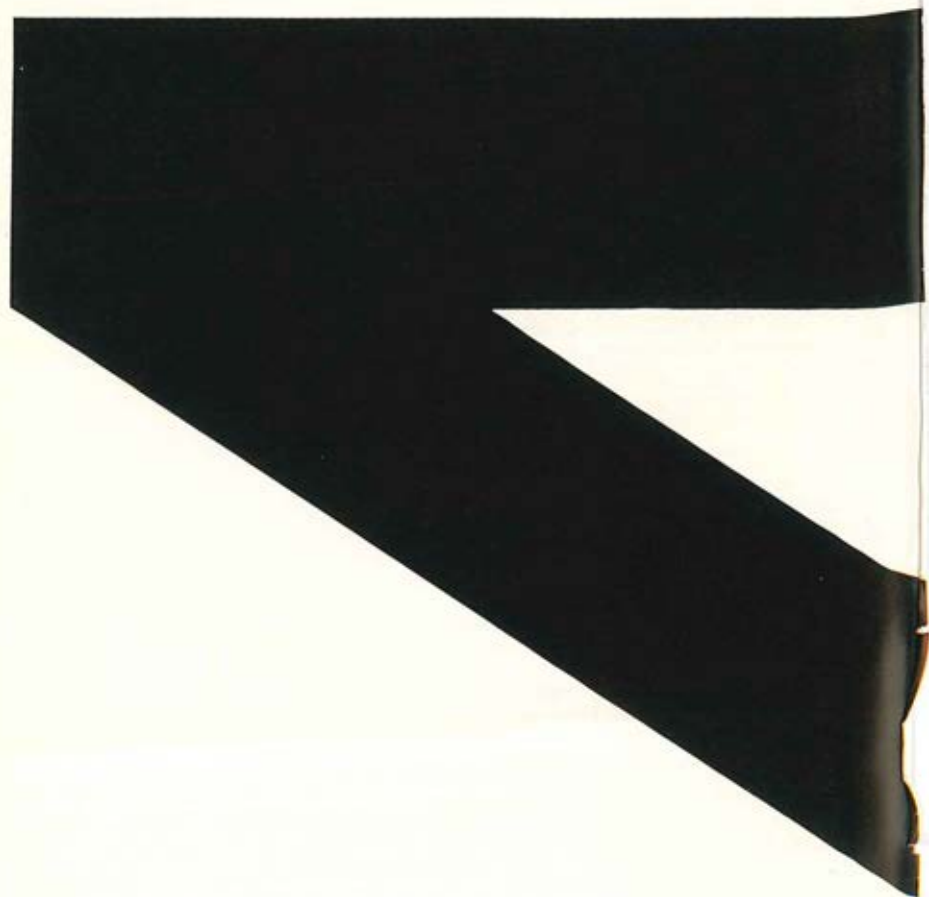
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ARMY MOHAWK SETS

United States Army and Grumman claimed four world aviation records in 1966 with the OV-1 Mohawk, reconnaissance and surveillance intelligence aircraft.

The Mohawk accomplished these records for turbo-prop aircraft weighing between 13,227 lbs. and 6,536 lbs.:

Time to climb to 3,000 meters (9,842 ft.) 3 minutes 46 seconds

Time to climb to 6,000 meters (19,685 ft.) 9 minutes and 9 seconds

Sustained altitude in horizontal flight, 32,000 ft. (Pilot: James Peters, Grumman)

100 KM closed-circuit course at 5,000 feet in 12 minutes 44.8 seconds, for average speed of 292 miles per hour (Pilot: Col. Edward Nielsen, U.S. Army)



NEW RECORDS

Other records are being set by the Army's Mohawks in day-in, night-out operations in SLAR, IR, photo and eyeball reconnaissance in Vietnam. Working as a team, the OV-1B SLAR and OV-1C Infrared Mohawks see what's ahead for the Army's assault groups in Vietnam. These aircraft play a vital part in identifying enemy installations and movements. Field commanders need this type of air-to-ground reporting to establish tactical superiority.

Pilots Colonel Edward L. Nielsen, USA, and James Peters, Grumman. In center NAA observer Ron Ellico.

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GRABSKI, Edward J.
2449 Mill Street
Aliquippa PA 15001

HAMILTON, Robert L.
228th ASHB, 1st Cav Div
APO San Fran 96490

HARBOLD, Edward E., Jr.
3039 Hendrix Street
Columbus GA 31903

HEINL, James E.
PO Box 2524, Station B
Toledo OH 43606

HOLLOWAY, Ralph L.
53rd Avn Det, 1st Cav Div
APO San Fran 96490

HOOKS, Charles D.
2931 Emory Street
Columbus GA 31903

HORTON, Christopher A.
24th Engineer Group
APO New York 09227

JARDINE, David C.
37 Baker Street
Ft Rucker AL 36360

JOHNSON, Paul H.
6739 NW Compass Drive
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JONES, James L.
958 Orchard Lane
Ontario CA 91762

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METZGER, Donald W.
1324 27th Street
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Tacoma WA 98439

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Ft Worth TX 76116

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1213 W. 18th Street
Junction City KS 66441

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TALLENT, Raym. A., Jr.
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SGM

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Ft Eustis VA 23604

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Costa Mesa CA 92626

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P.O. Box 398
Rdwood Estates Ca 95044

CAWTHORNE, Mrs. E.G.
822 Pepper Street
El Segundo CA 90245

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Dallas TX 75229

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Hq. USAAMAC
APO NY 09028

FELDT, Mrs. Litby
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St. Louis MO 63137

HAZEL, Lewis D.
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HEWITT, William R.
3 Alexa Drive
Belleville IL 62221

HILL, Rollin A.
1004 E. Lee Avenue
Enterprise AL 36330

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Augusta GA 30906

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469 Lambourne Avenue
Worthington OH 43085

NEWTON, William B.
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Jonesboro GA 30236

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Tacoma WA 98495

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Lockheed-Hollydy Off Bldg
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Washington DC 20005

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Mehlville MO 63129

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6104 Barbary Hollow
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Mineral Wells TX 76067

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Huntsville, AL 35802

HEATHCOTE, C.J., MAJ
1611 N. 32nd Street
Lawton OK 73501

JOHNSON, Walter E., CWO
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Starke FL 32091

JOHNSTON, James R., LTC
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Daleville AL 36322

NEUFELD, Chas M., LTC
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Cullowhee NC 28723

PICKENS, Robt B., Jr., LTC
7931 Forsyth Boulevard
Clayton MO 63105

THOMAS, Michael R., MAJ
RD #3
Mountaintop PA 18707

OBITUARIES

JOHN J. BECKER, JR.

Warrant Officer John J. Becker, Jr., an Army Aviator assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries in the crash of his UH-1D helicopter. The fatal accident took place in Vietnam on August 16, 1966. He is survived by his widow, Mrs. Cloetta C. Becker, 8592 Cottonwood Drive, Cincinnati, Ohio.

JOHN F. BOYCE

Second Lieutenant John F. Boyce, an Army Aviator on assignment to the 1st Cavalry Division (Airmobile), died as a result of injuries received during hostile action in Vietnam on August 15, 1966. He is survived by his parents, Mr. and Mrs. John E. Boyce, 8620 E. Starlight Way, Scottsdale, Arizona.

ALLAN L. COX

Warrant Officer Allan L. Cox, an Army Aviator, assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries during hostile action, while on a mission in Vietnam, on August 1, 1966. He is survived by his widow, Mrs. Lois Cox, 1411 Custer Avenue, Apt. E-7, Atlanta, Georgia.

MICHAEL C. DUNDAS

Warrant Officer Michael C. Dundas, an Army Aviator, on assignment with the 1st Cavalry Division (Airmobile), died as a result of injuries received during hostile action in Vietnam, August 15, 1966. He is survived by his widow, Mrs. Lynne E. Dundas, c/o Leonard Ticknor, 2682 13th Street, Naples, Florida.

DENNIS B. EASLEY

Second Lieutenant Dennis B. Easley, an Army Aviator assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries in the crash of a UH-1B helicopter. The fatal accident took place in Vietnam on July 20, 1966. He is survived by his widow, Mrs. Linda L. Easley, Route 3, Box 521, Arlington, Texas.

HUGH C. GALBRAITH

Chief Warrant Officer Hugh C. Galbraith, an Army Aviator on assignment to the 501st Assault Helicopter Company, died as a result of injuries received in the crash of a UH-1D helicopter in Vietnam on July 24, 1966. He is survived by his widow, Mrs. Virginia M. Galbraith, Daleville Inn, Daleville, Alabama.

PAUL W. JOHNSON

Captain Paul W. Johnson, an Army Aviator, assigned to the 221st Aviation Company, sustained fatal injuries during hostile action in Vietnam on July 22, 1966. He is survived by his widow, Mrs. Jill C. Johnson, 6518 E. 8th Street, Tulsa, Oklahoma.

RAYMOND E. JOHNSON

Major Raymond E. Johnson, on assignment with the 25th Infantry Division, died as a result of injuries received in the crash of his UH-1D helicopter. The accident occurred in Vietnam on July 19, 1966. He is survived by his widow, Mrs. Margaret Johnson, 3414-B Kannel Loop, Schofield Barracks, Oahu, Hawaii.

LESCO G. KAUFMAN

Major Lesco G. Kaufman, USA (Ret.), operations manager of Loving Helicopters in College Park, Maryland, sustained fatal injuries when his Hughes 300 helicopter crashed during the conduct of a traffic reporting flight on September 1, 1966 near Washington, D.C. He is survived by his widow, Mrs. Helen G. Kaufman, 442 Severnside Drive, Severna Park, Maryland. Burial was at Arlington National Cemetery on September 6, 1966. His widow requests donations in his memory be made to the Lesco G. Kaufman Memorial Fund, c/o Civitan Club of Glen Burnie, P. O. Box 94, Glen Burnie, Maryland 21061.

DANIEL A. LAMBDIN

Chief Warrant Officer Daniel A. Lambdin, an Army Aviator assigned to the 68th Aviation Company, sustained fatal injuries during hostile action in Vietnam, while on a mission on July 20, 1966. He is survived by his widow, Mrs. Janet C. Lambdin, 4621 Valley Forge Lane, Virginia Beach, Virginia.

JESUS De La ROSA, JR.

Warrant Officer Jesus De La Rosa, Jr., on assignment with the 119th Aviation Company, died as a result of injuries received in the accidental crash of his UH-1D helicopter. The accident occurred in Vietnam, July 19, 1966. He is survived by his widow, Mrs. Adela C. De La Rosa, 2711 Lagoon Street, San Antonio, Texas.

JOHNNY F. LONG

Warrant Officer Johnny F. Long, an Army Aviator assigned to the 119th Aviation Company, sustained fatal injuries in the crash of a UH-1D helicopter. The fatal accident took place in Vietnam on July 19, 1966. He is survived by his widow, Mrs. Anne M. Long, 3607 Gale Lane, Hopkinsville, Kentucky.

JOHN J. BECKER, JR.

Warrant Officer John J. Becker, Jr., an Army Aviator assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries in the crash of his UH-1D helicopter. The fatal accident took place in Vietnam on August 16, 1966. He is survived by his widow, Mrs. Cloetta C. Becker, 8592 Cottonwood Drive, Cincinnati, Ohio.

JOHN F. BOYCE

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ALLAN L. COX

Warrant Officer Allan L. Cox, an Army Aviator, assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries during hostile action, while on a mission in Vietnam, on August 1, 1966. He is survived by his widow, Mrs. Lois Cox, 1411 Custer Avenue, Apt. E-7, Atlanta, Georgia.

MICHAEL C. DUNDAS

Warrant Officer Michael C. Dundas, an Army Aviator, on assignment with the 1st Cavalry Division (Airmobile), died as a result of injuries received during hostile action in Vietnam, August 15, 1966. He is survived by his widow, Mrs. Lynne E. Dundas, c/o Leonard Ticknor, 2682 13th Street, Naples, Florida.

DENNIS B. EASLEY

Second Lieutenant Dennis B. Easley, an Army Aviator assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries in the crash of a UH-1B helicopter. The fatal accident took place in Vietnam on July 20, 1966. He is survived by his widow, Mrs. Linda L. Easley, Route 3, Box 521, Arlington, Texas.

HUGH C. GALBRAITH

Chief Warrant Officer Hugh C. Galbraith, an Army Aviator on assignment to the 501st Assault Helicopter Company, died as a result of injuries received in the crash of a UH-1D helicopter in Vietnam on July 21, 1966. He is survived by his widow, Mrs. Virginia M. Galbraith, Daleville Inn, Daleville, Alabama.

PAUL W. JOHNSON

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OBITUARIES

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