

ARMY AVIATION

DECEMBER 22 ★ 1966



**Out here, when things get rough
they call in Huey.**

(SEE BACK COVER)



LYCOMING DIVISION
STRATFORD, CONN.

ARMY AVIATION

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NUMBER 12

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All 1966 AAAA Annual Meeting photographs, except those individual photographs of the National Executive Board members appearing on pages 52 and 53, were taken by Rosemarie Vernell, 308 Pennsylvania Avenue, S.E., Washington, D.C., who served as official AAAA photographer. Personal copies may be secured directly from Miss Vernell.

This is the enemy...



this monster who two years ago was an all-state end . . .
this capitalistic oppressor who pumped gas weekends to buy
his own hot rod . . . this brazen invader who traveled thousands
of miles to defend a man whose skin wasn't even the same color,
who never heard of football and hot rods. This is the enemy,

if you happen to be a V.C. Monsters like this are being rescued
by helicopter every day from the benign ministrations of the
Viet Cong. This is the way we want it . . . and will keep it.
Kaman Aircraft Corporation, Bloomfield, Connecticut, suppliers
of Search and Rescue Helicopters to our Armed Forces.

ARMY AVIATION

NOV.-DEC. PHOTOS



LEFT: COL Delbert L. Bristol, Deputy Commander of AVCOM, St. Louis, Mo. (left), and Eric H. Petersen, president of AAAA's Lindbergh (St. Louis) Chapter, flank recent guest speaker COL John G. Eriksen of the USAF Aeronautical Chart and Information Center, who took the members on a theoretic F-104 mission from nearby Shaw Field to Vietnam and return. (USAP/Sevier)



CENTER LEFT: Ray Sale, Treasurer of AAAA's Richard H. Bitter Chapter, presents a Chapter check to Mrs. Ada Wilson finalizing payment on an AAAA-sponsored room at the Ada Wilson Hospital in Corpus Christi. Congressman John Young (left), a Charter member of the Chapter; LTC Donald F. Luce (right), the Chapter President; and Norma Gutierrez (foreground), Chapter Secretary, observe the transfer.



ABOVE: MG John J. Tolson (right), Aviation Center CG now on orders to USARV, and COL Edward McMaken, Ret. (left), President of AAAA's Aviation Center Chapter, chat with COL Edwin L. Powell, Jr., Deputy Director of Army Aviation, OACSFOR, the Chapter's guest speaker for its Dec. 8 dinner meeting.



ABOVE: The Honorable Finn J. Larsen (right), Dep Dir, ODDR&E, wears the oversize AA wings presented to him by COL William B. Dyer (left), Chapter President, upon his becoming an Honorary Member of the Washington, D.C. Chapter of AAAA, at that activity's Dec. 3 Christmas Formal. Smiles? The wing tips had authentic red and green lights.



ABOVE: The recipients of a \$690.00 "Membership Refund" check from the AAAAA, WORWAC 66-19 of the 1st WOC Company poses proudly at Fort Rucker. The 230-man class achieved 100 per cent participation in AAAAA,

one of the largest primary aviation groups to do so. The AAAAA "Membership Incentive Refund" - a full return of the first year Initiation Fees - normally is used by participating classes to defray graduation party expenses.



TOP: COL John Dibble, Jr. (left), Dep Comdr of the 1st Aviation Brigade, congratulates SP6 Fred Wallin, Flight Engineer on Chinook 62-2135, on that aircraft's attainment of 1,000 operational hours, the first to pass that mark in Vietnam. The aircraft is assigned to the 147th Assault Support Helicopter Company in Vung Tau, commanded by MAJ Jack L. Keaton. CWOs Lawrence Gutman and Robert James, SP4 David A. Jaros, and PFC Jerry L. Zook look on. (USAP)

BOTTOM: Members of the 173rd Airborne Brigade and the 154th Helicopter Ambulance Detachment work hand in hand to evacuate wounded paratroopers in a typical "dustoff" mission that puts 1st Log Command hospitals minutes away.



ABOVE: LTG William B. Bunker (right), Dep CG of USAMC, is shown receiving an AAAAA Award Plaque from Washington, D.C. Chapter President, COL William B. Dyer. The Plaque was presented at the D.C. Chapter's formal dinner held on Dec. 3, and recognized General Bunker's many outstanding contributions and long service to U.S. Army aviation.



BEECH "IMAGINUIITY" IN MANNED AIRCRAFT...
This pressurized TURBOPROP member of the Beechcraft U-8 family of mission support aircraft offers high performance at low cost. High altitude over-the-weather capability means on-time operations in support of vital Vietnam assignments.

Off-the-shelf answer for today's urgent

No delays in delivery. In steady daily production now, the pressurized Beechcraft TURBOPROP U-8 offers a combination of features that match the broad range of growing mission support requirements:

- 1. Specifically designed** to fit the mission profile of 80% of today's mission support trips. (1000 miles or less with 5 or 6 passengers.)
- 2. Turboprop speed, efficiency, versatility, quietness.**
- 3. Can operate from shortest, roughest strips**—new reversible propellers for even better short field capability.
- 4. Conference-room seating** for 5 or 6, plus separate flight deck. Quickly convertible to high-density seating for as many as 10, or for cargo or aerial ambulance use.
- 5. Nonstop ranges to 1,565 miles.**
- 6. Pressurized for "over-the-weather" comfort.**
- 7. Easily operated by one pilot**—even under the most difficult trip conditions. Big plane "positive feel."
- 8. Built for rugged duty** and tested far in excess of required load factors.
- 9. Most thoroughly proven airplane** of its class in the world.



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STAY CURRENT!



A recent case came to my attention in which an Army Aviator filed a flight plan and departed on his flight. On the flight plan itself, he listed himself as a 1-1. It later developed that the aviator had neither a current flight physical nor a current instrument ticket.

Needless to say, pertinent regulations concerning annual physical requirements and those concerning instrument flight rules were violated. We have long prided ourselves as professionals. However, such wanton and flagrant disregard for established rules and regulations as depicted by this case are certainly not those of a professional, to say the least, and can only serve to bring discredit to all Army Aviators.

In my July newsletter, I called to your attention the requirement for an annual flight physical. I now wish to reaffirm my position that "unit commanders, flight surgeons, and aviators themselves insist on physical examinations when they are due."

To this, I would further add the requirement for an annual instrument check and to point out once again that, in the final analysis, the onus is squarely on the shoulders of each individual Army Aviator to fulfill these requirements. Remember, regulations serve a purpose and in the case of regulations pertaining to flight are designed to protect life and property. The life you save may well be your own.

BY
BRIGADIER GENERAL ROBERT R. WILLIAMS
DIRECTOR OF ARMY AVIATION, OACSFOR

New AR's

I call your attention to two recently published AR's designed to improve, simplify, and standardize the Army aviation safety program. AR 95-5, **Aircraft Accident Prevention, Investigation and Reporting**, supersedes DA Pamphlets 95-5 and 95-9. This new regulation, which becomes effective 1 January 1967, is in three parts.

Part One contains chapters on the concept, command responsibility, staff responsibility, and the planning and organization necessary for an effective aviation unit safety program.

Part Two of the new regulation pertains to aircraft accident investigation and contains chapters on investigation responsibility, collateral investigations, preaccident organization and planning, investigation procedures, techniques of investigation, and medical factors.

Part Three is titled **Aircraft Accident Reporting**. It contains chapters on reporting procedures, instructions for completing the DA Form 2397 series,

instructions for completion of crash facts messages, and the format and contents of accident folders. In addition, AR 95-5 includes a **Crash Plan Guide** and an **Aviation Safety Planning Guide**.

The new AR 385-40, **Accident Reporting and Records**, was effective 1 July 1966. However, publication of the new DA Form 2397 series was delayed. Because of this, the effective date of Section IV of this regulation was delayed until 1 January 1967. For some of the changes affecting Army aircraft accident and mishap reporting, be sure to read, "**Packaged for Prevention**," in the January, 1967 issue of the **U.S. Army Aviation Digest**.

These regulations and the new DA Form 2397 series have been designed to extract accurate cause factors and prevention information from all Army aircraft mishaps. Information from these sources is vital to the Army air-

Beech Aircraft Corporation was awarded an October contract of \$9.8 million by DA for the production of 48 utility aircraft of twin-engine, turbine-power design, and the training of pilots and mechanics. The contract calls for delivery by June, 1967, with an option for an additional 40 utility aircraft to be delivered at the rate of 10 a month after June, 1967. The aircraft are to be modified versions of the Army's NU-8F, which underwent its initial user evaluation in March of 1964.





Even daylight viewing is easier with RDR-100, because of its exclusive variable scan antenna.



RDR-100's antenna can be used with a small radome to preserve the appearance of your aircraft.



Small, lightweight and powerful. That's RDR-100. It can define weather up to 80 miles away.



And all this time you thought weather radar was too big, heavy and expensive for your light twin.

The new Bendix® Trophy Line RDR-100 radar completely solves the weight-cost-power problem of weather radar installations in light and medium twins. It weighs just 16½ pounds, requires only 60 VA of AC power and 1½ amps DC. And it's the lowest priced airborne radar available for your plane.

Why install radar to begin with? Radar increases the usefulness of your aircraft. Radar means you can

fly more often and to more places in greater comfort. Radar helps you avoid thunderstorms and dangerous turbulence. Radar helps you keep appointments and meet schedules. All of which makes your aircraft a more valuable investment.

Like complete information on the new Bendix Trophy Line RDR-100? Just contact Bendix Radio Division, Avionics Products, Baltimore, Md. 21204.

Bendix Radio Division



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PUSH

VALVE OPEN

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PULL





"Impossible!" they said.

"You mean to say you can build a 250-hp helicopter with a 26-foot rotor that will carry a pilot plus five troops in full field gear... fly faster than 170 mph... have a ferry range of 1400 miles... and even self-retrieve a complete helicopter? Impossible!"

So we built one. It does everything we said it would — and more.

The Army flight-tested a prototype for 600 hours, then used it to set 23 new world records in a three-week period last spring — without a single abort. It flew 172.4 mph over a 3-km course. And it averaged 146 mph on the 2215 miles from Los Angeles to Daytona Beach — the longest non-stop, non-refueled flight in helicopter history.

Now we're building a lot more. For the U.S. Army. It's their new light observation helicopter — the LOH-6A.

HUGHES HELICOPTERS



Hughes Tool Company/Aircraft Division

craft accident prevention program. The success of this system depends upon the full cooperation of all who investigate and report aircraft mishaps. A thorough study of the new regulations and reporting forms should be made a part of the preaccident planning for all Army aviation activities.

Flight Pay Accrual

We have just been through an exercise regarding flight pay accrual. Prior to 1 August 1966, an aviator had 3 months in which to make up flight time for pay purposes. Now, the President has authorized through Executive Order the accrual of flight time for pay purposes for a 5-month period. This means an aviator may fly 24 hours during 1 month and apply 4 hours sequentially for the following 5 months for pay purposes.

Our understanding with the Finance people is that the provisions of accruing flight time for pay is now in effect except that the accrual provisions for an aviator suspended from flying due to injury not involving a flying accident have not yet been resolved.

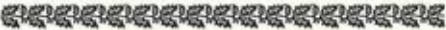
Flight pay accrual was recommended by the military services to alleviate the previous necessity for maintaining aircraft at a station to permit aviators to fly for flight pay only. In addition, there are individuals who are in remote areas, attending courses of instruction, or are engaged in staff activities who cannot fly on a regular basis due to the circumstances of their assignment environment.

While we expect that flight pay accrual will assist the individual we are hopeful that this right will not be abused. Unit and higher level commanders have a responsibility for assuring that aviators remain proficient in their flying skill as outlined in AR 95-32. For this reason we have not waived the requirements of AR 95-32 with respect to flight minimums on a blanket basis.



THE SEASON'S GREETINGS!

FROM THE STAFF OF
"ARMY AVIATION MAGAZINE"
ART AND DOTTY KESTEN
AND C. W. MAY



Flight Training Standardization Publication

The Haines Board review of Army officer schooling found a lack of standardization in the transition training of aviators into new types of aircraft at unit level. To solve this shortcoming three steps are being taken.

The Aviation School will prepare a flight maneuver guide for each aircraft presently in the inventory. This guide will be published in a form similar to Appendix IV of the **Operator's Manual** (-10CL), that is, a small pocket-size book that the instructor and student can readily use and carry with them.

All training circulars relating to transition training in the various Army aircraft will be reviewed and updated.

Finally, the Aviation School will develop an instructor pilot's guide designed to provide the unit instructor pilot with standardized techniques. It will be published as a separate training circular.

(Continued on Page 16)



Proved in Flight Tests...

Rotor Blade Radar!

Extensive flight tests have proved the effectiveness of a new helicopter radar developed jointly by Bell Helicopter Company and Texas Instruments. The system adds a new dimension to helicopter operation by making possible flights in darkness or marginal weather conditions.

The new concept offers a unique answer to the long-standing problem of where to mount radar equipment in a helicopter. Installing the radar antenna in the *rotor blade* provides several important advantages: large-

aperture system for high-resolution ground mapping □ 360-degree radar display capability □ antenna location in rotor blade gives optimum radar visibility □ use of rotor as an antenna eliminates need for separate scanning components □ installation adds no drag □ critical space is saved for armament or accessory equipment.

Rotor blade radar is another of the advanced airborne systems supplied by Apparatus Division, Texas Instruments Incorporated, P. O. Box 6051, Dallas, Texas 75222.



TEXAS INSTRUMENTS
INCORPORATED

Flying Hour Program

The worldwide Army flying hour program reflects the rapid expansion of Army aviation. In FY 66, flying hour accomplishments were 26% higher than the actual for FY 65. For FY 67 we have programmed an increase of 43% above FY 66. Actual performance in FY 66 was 98% of the DA Program.

We hope to accomplish 100% of our program in FY 67. No restrictions were imposed by DA in FY 66, and based on the current funding program there should not be any in FY 67. The chart below shows the flying hour program for FY 65, 66 and 67:

Worldwide Flying Hours

FY 65 Actual	2,151,500
FY 66 Actual	2,721,200
FY 67 Program	3,893,100

Recognition for Reduction in Attrition

The Assistant Secretary of Defense, by recent memorandum to the Secretary of the Army, congratulated the Army on the training practices at the United States Army Primary Helicopter School, Fort Wolters, Texas which were responsible for reducing the student attrition rate by one-third.

Although this memorandum was indorsed through official channels to those persons directly related to this outstanding accomplishment, I felt that I should apprise all of our aviators of this excellent record. I know that everyone joins me in saying a hearty "well done" to Colonel Pearce Fleming and his fine staff at Fort Wolters.

Mission Support Aircraft

The Army Objectives For The Development and Procurement of Aircraft states that "the Army will continue to use the U-8 type aircraft to meet administrative mission support requirements. Aircraft of this type will be pro-

cured "off-the-shelf" and employed on the same basis of that of large corporations and the other Services in providing transportation for senior staff officers and officials."

We have had a major drawdown on U-8 type aircraft in the CONUS and in overseas theaters to support the U.S. Army in Vietnam. It has been necessary in many cases to substitute obsolete C-45 type aircraft to meet the most urgent requirements. We should at the earliest possible date obtain modern, more efficient, and more suitable new aircraft to meet our requirements in this area. The requirement for administrative mission support aircraft must be thoroughly justified and documented.

To obtain this documentation a letter was put out by The Adjutant General, subject "Review of Aircraft Requirements," RCS CSFOR-(OT) 72, dated 13 July 1966 requiring the accumulation of details and statistics not only on missions performed but on missions that should have been performed in the best interest of the government during the period 1 August 1966 to 31 January 1967.

I realize that this imposes a considerable workload on many headquarters and aviation sections during the period when we are already short on personnel; however, unless a thorough and accurate job is done in this task we will not have in the future either the type or the number of aircraft really required by the Army. I urge that each individual having any responsibility in accomplishing this task make it a best effort.

In closing this month's newsletter, please permit me to extend to our aviators and enlisted specialists, wherever they may be serving freedom's cause, my sincere wishes for a joyous Yuletide Season and life's richest blessings in the coming New Year.



Group discussions



Business meetings



Delegate proposals



Ladies gatherings



After hour receptions



National awards



**EIGHTH
ANNUAL
MEETING**

**ARMY AVIATION
ASSOCIATION**



Panel presentations

ARMY AVIATION ASSOCIATION

EIGHTH ANNUAL MEETING



National president O. Glenn Goodhand (at lectern) presents the 1965-1966 AAAA Annual Report at the Oct. 13 Open General Membership Meeting.



COL Gerald H. Shea, Delegate from the Army Aviation Center, speaks over floor mike during the course of the general membership meeting.



Panel Moderator and Distinguished Guest LTG William B. Bunker towers over registration gal as W. T. Rockwell and MG John J. Tolson look on.



Annual Meeting General Chairman A. L. "Tony" Rodes puts incoming message on walkie talkie net as C. W. "Mike" May (left) points out call sign.



Brigadier General Robert R. Williams, Director of Army Aviation, and AAAA president Goodhand field questions at the October 14 press briefing.



Seventy strong, AAAA ladies gather at the Thursday, October 13 Shoreham Hotel luncheon held during the three-day AAAA Annual Meeting.



National swardees SFC DA MacNevin, SGM DM Cooper, CPT JA Scott, III, and GM Bruggink flank BG Williams (cen.) during press briefing.



Mrs. Jo Goodhand and Mrs. Leone Schulz (standing) chat with, left to right, Mrs. Jean Williams, Mrs. Mary Pierce, and Mrs. Ryanna Moore.



Part of the 835 members and their wives attending the Annual Honors Luncheon on Oct. 14 are shown at the reception preceding the luncheon.

FUNCTIONS - MEETINGS

DELEGATE LUNCHEON



MAJ Leroy C. Herrick (left), president of Ft. Stewart's Coastal Empire Chapter, accepts the "Newest Chapter" seal from Eric H. Petersen.



Chapter Members-at-Large on the AAAA National Executive Board comprise the "head table" at the AAAA Chapter Delegates Luncheon.



COL Austin J. McDermott (left), Atlanta Chapter president, accepts lectern seal award from LTC Don Luce for "Unique (Playboy Club) Meeting."



COL Raymond E. Johnson, Army Aviation Center Delegate, introduces himself during the round-robin introductions at the Delegates Luncheon.



COL Leslie G. Callahan (left), Monmouth Chapter president, accepts lectern seal from COL Ed McMaken for doubling his membership in one month.



Welcome — BG John L. Klingenhagen (r.), AAAA Presentations Chairman and assistant LTC James C. Rike chat with panelist Dr. George Chernowitz.



Keynote — LTG William B. Bunker, Deputy Commanding General, Army Materiel Command, introduces the "Army Aviation in Vietnam" panelists.



Inattentive? — Turning their backs on panelist Charles Ludwig, his fellow-panelists view his slides projected on a screen behind the rostrum.



First Hand — MG Delk M. Oden (at lectern), a former Director of Army Aviation, provides commentary based upon his combat tour in Vietnam.



Schoolroom-style — The more than 600 attendees found the Shoreham's "desks" handy for taking notes during the three-hour presentation period.

PANEL PRESENTATION



The Hon. Howard E. Haugerud, General Harold K. Johnson, AAAA president Glenn Goodhand, and BG Robert R. Williams, Director of Army Aviation.



The CG of the '65-'66 "Outstanding Aviation Unit," MG Harry W. O. Kinnard, GEN Hamilton H. Howze, USA (Ret.), and BG Alvin E. Cowan.



LTG Richard D. Meyer; "AA of the Year" CPT James A. Scott, III; the Hon. Robert A. Brooks, ASA (I&L); and COL Robert M. Leich, USAR (Ret.)



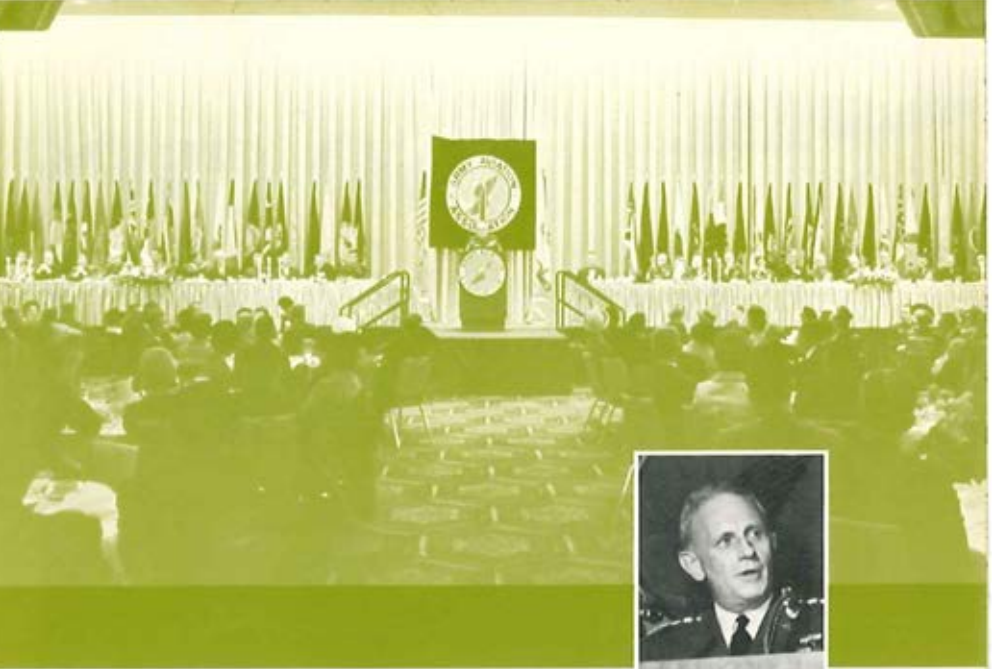
LTG Ben Harrell; GEN Frank S. Besson, Jr.; Dr. Russell D. O'Neal, ASA (R&D); SGM Kenneth W. Cooper, 1st Cav Div; and GEN Harold K. Johnson.



'66 McClellan Award winner Gerard M. Bruggink; MG Kinnard; MG John J. Tolson, CG, USAAVNC; and BG Lloyd B. Ramsey, Deputy Chief of Information.

"THE RECORD SPEAKS FOR ITSELF..."

REMARKS BY
GENERAL HAROLD K. JOHNSON
CHIEF OF STAFF, U.S. ARMY
8TH ANNUAL HONORS LUNCHEON
ARMY AVIATION ASSOCIATION
SHOREHAM HOTEL
WASHINGTON, D.C.
FRIDAY, OCTOBER 14, 1966



ABOVE: General Harold K. Johnson, Army Chief of Staff, is shown as he addresses those assembled at the Eighth Annual AAAA Honors Luncheon in Washington, D.C., on October 14.

DISTINGUISHED guests, members of the Association. For the third time in as many years I am privileged once again to join with the Association in your annual awards ceremony. Each succeeding year has seen so many new accomplishments in the field of Army aviation, and so much splendid work by Army Aviators and their associates, that I find myself searching for adequate ways to describe your performance, but happily I think that there's one very good recourse — the record speaks for itself!

Last year at about this time, we had just crossed a major threshold in South Vietnam. We had started a number of actions, but we were not yet in a position to make solid evaluations. The 1st Cavalry Division still had its baptism of fire ahead of it, and many of our ideas concerning the combat, and combat support roles of Army aircraft, had yet to be proven in the face of hostile fire. I might add that when the Cav was finally baptized — with all due respect to our Methodist Chief of Chaplains — we went about it in good Baptist fashion, and had a total immersion at Chu Pong Mountain.

Now the extensive use of Army aircraft has since played a very highly significant role in helping us seize the initiative from the enemy in South Vietnam. It was evident a year or so ago that the Communists had sought to achieve a form of strategic mobility by disposing relatively large forces and supplies in widely dispersed geographic areas, thus requiring — if they could — simultaneous reaction by Free World forces in various locations.

Now to overcome this advantage — if it were such — General Westmoreland struck the enemy with a type of “search and destroy” operation that we call a cellular formation, in contrast to the normal lines that we formed in many of our earlier wars, at least in the last fifty years or so. Since this kind of operation was oriented on an enemy position over large areas, a high degree of mobility was essential to success. Our aircraft gave us that mobility. The tactical lift of



Two eyes are better than one.



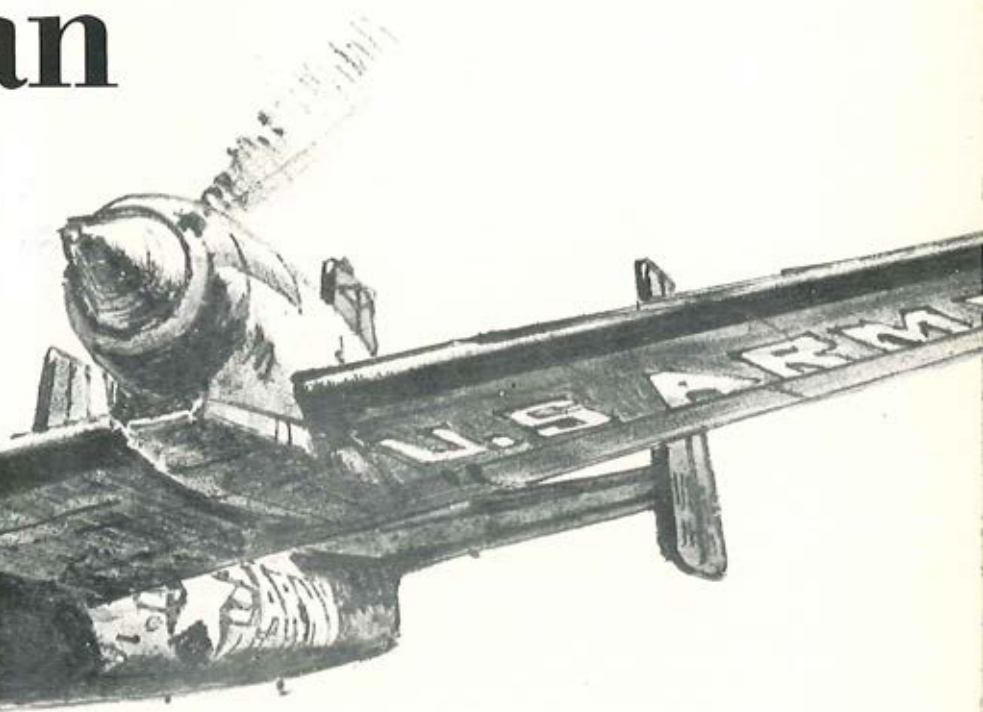
Especially when they're airborne eyes. That's the simplest – and, at the same time, a pretty accurate – description of the Grumman OV-1 Mohawk team.

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 strategy. Initially the OV-1B Mohawk observes enemy action from a standoff position, using SLAR equipment, which operates day or night, regardless of weather conditions.

Once it's clear that more detailed information is needed, the OV-1C takes

an



over. The OV-1C penetrates the forward edge of the battle area at low level, to pinpoint and/or identify targets visually, photographically, or 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.

GRUMMAN
AIRCRAFT ENGINEERING CORPORATION
Bethpage, Long Island, New York



THE RECORD SPEAKS FOR ITSELF

troops, the movement of artillery, air support, logistics lift, rapid medical evacuation, aerial reconnaissance, and the adjustment of artillery fire are only a few of the tasks that our Army aviation units have tackled successfully.

They have enabled us to commit forces into the most remote and forbidding areas. They have made it possible for us to surprise the enemy by landing above and behind his hillside defenses, and by entering areas that he considered secured by his fortifications and the ruggedness of the terrain.

Prominent in these operations, of course, was the 1st Cavalry Division that we shall honor later in this ceremony. Its accomplishments — all the way from its speedy and somewhat sudden entry into combat to its subsequent victorious actions against the enemy — are well known to all of us certainly here. General Kinnard and his panel of experts have already given you a complete report on the Division operations, so there's little need for me to add anything beyond saying that we intend to build on their experiences, and to exploit the advantages of the airmobile concept to the fullest extent.

2.5 million sorties

Since the 1st of January, 1962, through the 31st of July this year, our helicopters in South Vietnam have flown 2.5 million sorties, carried 3.5 million personnel, and lifted 180,000 tons of cargo. They evacuated nearly 47,000 patients of all categories, thus helping to reduce deaths from wounds from a norm of about ten to one in earlier wars to now about one out of a hundred. Because of the rapid evacuation these helicopters provide, many severely injured patients are now reaching hospitals who would have died in the field under similar combat conditions just a few short years ago.

While establishing this record we've been losing only one helicopter out of about every 16,000 sorties of all types flown.

Now to give you an idea of how greatly our helicopter effort has increased over the

past year, let me quote just one more set of figures. During July, 1966, compared with July, 1965, we flew four times as many sorties and lifted four times as many personnel. We logged three times as many flying hours, and lifted more than three times as much cargo. During this period of time, of course, the maintenance people have been performing herculean tasks. Through their efforts units in the field are able to maintain on a continuing basis better than three out of four of our aircraft in Vietnam in an operationally ready status.

USAPHS triples output

In providing pilots for the aircraft, the Army Primary Helicopter School at Fort Wolters has more than tripled the scope of its training during the fiscal year 1966. The School presently is graduating around 300 pilots a month, compared with 96 a year ago. By April this figure will rise to 410 (April of 1967). Even that figure falls short of our full need, and as I reported to you last year, we'll have a shorter than average turn-around time for pilots going back to Vietnam, as compared to some of their counterparts in other activities. Now I should say actually that you won't be alone . . . there will be other categories of people who will be joining you.

We continue in the Army Staff to be very much concerned about providing equitable career opportunities for our pilots. Recently we reached the decision to resume career schooling for Army Aviators during this fiscal year. All eligible aviators who have served a tour in Vietnam will be considered for selection, but, as always with something like this, there's a hooker. Because of the continuing need for the services of pilots in Southeast Asia and in other overseas areas as well, as well as in our training base, all those selected may not be able to attend school immediately. Those selected and deferred will remain on the approved selection list and will be programmed for attendance at the earliest career course for which they can be made available.

Barring unforeseen events — and we think that we're seeing more clearly now than we were a year ago — career schooling for Army



AAAA's 1966 NATIONAL AWARDEES

Shown with General Harold K. Johnson (second from the right), Army Chief of Staff, are, left to right, "Aviation Soldier of the Year" SFC Donald A. MacNevin; McClellan Award winner Gerard M. Bruggink; Major General Harry W.O. Kinnard and Sergeant Major Kenneth W. Cooper, representing the 1st Cavalry Division, 1966's "Outstanding Aviation Unit;" and Captain James A. Scott, III, the "Army Aviator of the Year."

Aviators should be resumed on a nearly normal basis in FY 1968.

The outlook for the aviation community can be viewed in two ways. There are a body of people, I am sure, who would say that they are in a disadvantage. On the other hand, I would say that you have a unique and distinctive opportunity. There can be little doubt that we'll come out of Vietnam with even greater knowledge than we now have, fresh experience, and better ideas. We will integrate what we have learned and then take further steps forward. Our Army has never been stagnant. Today, it is moving faster than ever before, both literally and figuratively.

A tribute to Army wives

At this stage I would like to talk just briefly to the ladies . . .

I know that with the return of your husbands to Vietnam there is always deep concern within the family. I know, too, that we have isolated instances — not only in the aviation family, but elsewhere within our big Army family — of an occasional confronta-

tion where the wife throws the gauntlet down and says, "Choose between the Army and me." We've had cases like that.

But I would like to express to you a tribute on behalf of the Army for your understanding and your patience and for the strength of your support for your husbands.

In this connection I'd like to tell you a story . . . I'm sure there are many here who have heard it, but I want to tell it again for I think it is something that can be told over and over.

On the 30th of March a Captain helicopter pilot was killed in Vietnam. He wasn't killed flying a helicopter. He was killed leading a rifle platoon. He had volunteered to lead that platoon while the regular platoon leader went on R & R. I wrote a letter to his

THE RECORD SPEAKS FOR ITSELF

wife and left for Vietnam shortly after that. When I returned, one of the letters on the top of the stack was from his wife. In my letter I had tried to explain our purpose in Vietnam. In her letter she said that I didn't have to explain to her why we were in Vietnam, or why her husband was in Vietnam. He was back on his second tour, for which he had volunteered.

About a month later, I chanced to meet her at an Armed Forces Day gathering which I was addressing in the Kansas City area. Her name struck a familiar note, so I asked her if she was the one who had written to me. When she said she was, I asked her where she got her great strength. She didn't really know, she said, except that she had talked these things over with her husband and had acquired an understanding of what our basic purpose was. A little bit later, during the course of dinner, I went over to her table and talked with her a little while longer, just to explore her thinking a little bit further.

She explained how terribly important she felt what we were doing in Vietnam was to the future security of our country. She included considerable praise for Army aviators. She had been living near the University of California and some of them who were there taking the safety course had heard about her and had rallied around. She said she couldn't have gotten through that period without their help.

"Then," she said, "When I took my husband back to Arlington, and they lifted the flag off his casket and gave it to my young son, (her son was seven months old at the time) I looked down at him and I couldn't help but think to myself, I wonder if he might have to go in the same way 20 years from now. Then I thought to myself, if it's for the same cause, it'll be all right."

Then she went on and said, "I'm going across country now. I'm going to enroll in a university in the Southeast. I'm going to take a course in Dairy Science, and when I get my degree, I'm going to the Agency

for International Development, or some other agency like it that's helping the new countries. I'm going to get a job with them, and I'm going to pick up where my husband left off."

She went on to say one more thing, "This last year hasn't been easy for me, because I've been living with my parents and they've been picketing Vietnam."

I didn't hear from her again until a couple of weeks ago. She's not taking Dairy Science. She's broadened out into the field of Animal Husbandry because she wants to teach the Vietnamese rather than work in a laboratory. She has applied for a job and expects to get her degree soon. In her spare time she goes to Fort Benning to take Vietnamese language courses.

Inspiration and support

"I have had time to do some retrospective thinking these past few months. The initial shock has worn off, and I find that still from deep inside me wells the desire to go and help. John truly loved the land — the people of Vietnam. I've caught this spirit from him, and I want terribly to extend myself and my heart to them, also."

Now this, of course, is an unusual letter, but it's not an *isolated* letter. I get a number along the same line. So to you ladies, I want to thank you for the inspiration and for the support that you provide to our uniformed people, because without it we would not have the strength and the spirit and the determination and the performance that has been demonstrated by the Army over the course of these last 15 months. It's been magnificent, and I think everyone — husband and wife and children — can share in the way that the Army has performed.

* * *

Now at this point I'd like to ask Colonel Bob Leich to come forward to read the citation in which the 1st Cavalry Division will be honored as the "Outstanding Aviation Unit of the Year," and I'd like General Kinnard and Sergeant Major Cooper to step forward as well to accept the award for the Division.

■ Citation as read by Colonel Robert M. Leich, USAR, Chairman of the AAAA National Awards Committee:

During the period 1 July 1965 through 31 March 1966, the 1st Air Cavalry Division and its attached units reorganized, deployed, and convincingly demonstrated in a hostile environment the effectiveness of the air mobility concept which had been so effectively tested by its parent unit, the 11th Air Assault Division.

Because of the valor of its members, their superb teamwork, and the capabilities of their organic aircraft for mobility, fire support, command and control, logistic support and reconnaissance, the 1st Air Cavalry Division brought a new dimension and a new character to the battlefield. Its highly successful method and mode of operations had a most energizing effect upon all other units within the theater of operations.

A new chapter . . .

Flying some 137,000 hours while operating from the China Sea to the Cambodian border and from Tuy Hoa to Bong Son, its over 1,000 assigned aviators flew over 470 Army aircraft day and night, in all kinds of weather, landed in every conceivable variation of terrain, and air assaulted against every type of Communist enemy in the Republic of South Vietnam. The precedent which was established by their remarkable accomplishments has written a new chapter in military history and has indeed opened new military horizons.

For these reasons the 1st Air Cavalry Division — with the 17th and 478th Aviation Companies attached — has earned without a question of doubt the “*Outstanding Aviation Unit Award*” for 1965-1966.

■ Acceptance remarks of Major General Harry W. O. Kinnard, Deputy Assistant Chief of Staff for Force Development, Department of the Army, and Commanding General of the 1st Cavalry Division (Air-mobile) during the awards period:

General Johnson, distinguished guests, ladies and gentlemen. It's a great personal privilege and honor for me to be the repre-

1ST CAVALRY DIVISION NAMED “OUTSTANDING UNIT OF YEAR”

sentative of the very large team that won this “*Outstanding Aviation Unit of the Year Award*.”

I'd like to just give you the dimensions of that team as I see it. When I say that it goes far beyond even the splendid aviators who did so much to make the 1st Cavalry work. It included, besides them, the pathfinders, the engineers, the infantry, the artillery — all of the men of the 1st Air Cav in Vietnam, but the team extends beyond that, because without the tremendous constant understanding and support of a very large part of the Army, our operations would not have been possible.

I'd like to extend it even one step further, when I echo the words of the Chief of Staff, and say that we regarded as important members of the team, our families whose attitude and deportment back here made us as proud of them as we hoped that they were of us.

I feel that the size of this trophy, then, is proportional and appropriate to the size of the team that I regard as having won it. I feel in a way that this represents congratulations to the Army itself for its foresight in having



1ST CAVALRY DIVISION NAMED "UNIT OF YEAR"

conceived the idea of a unit which places principal reliance on aircraft, but further for having made that dream a reality on the battlefield which gives us, in my opinion, the finest kind of unit for the type of operations with which we are apt to be challenged.

No terminal date

I'm particularly delighted today that I can share this honor with the splendid presence of the Sergeant Major of the 1st Air Cav. General Norton has sent him back here, and the reason that I think this is important is that the doings of the 1st Air Cav had no terminal date that coincided with this award. They have been, and I know they will continue to press on successfully and continue to make us proud of them. I would present to you now Sergeant Major Cooper of the 1st Air Cav Division . . .

■ Acceptance remarks of Sergeant Major Kenneth W. Cooper, Sergeant Major, 1st Cavalry Division:

I would like to express the thanks and appreciation of General Norton and the en-



tire 1st Cavalry Division for this honor that has been bestowed upon us. I would also like to assure General Kinnard and the members of the Association that we will continue to build and to improve upon the knowledge and techniques that they acquired through the early testing period and the early combat period.

In fact, I would like to assure General Kinnard that if he were to return to the Division today he would be quite pleased with what he saw. Thank you . . .

PHOTO BELOW

View of part of the head table at the Eighth Annual AAAA Honors Luncheon. President Goodhand and General Johnson are shown at the far left.





Photo: Courtesy U.S. Army

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USARV CAPTAIN JAMES A. SCOTT '65-'66 AVIATOR OF THE YEAR

■ Remarks of President Goodhand upon the presentation of the "Army Aviator of the Year Award" for 1965-1966:

The "Army Aviator of the Year Award" is sponsored by this Association to recognize outstanding individual achievements by a rated Army Aviator. The recipient may be a member of the active Army, or its Reserve Components. I'm privileged to introduce to you for presentation of the "Army Aviator of the Year Award," and substituting at the very last moment for the Acting Secretary of the Army, the Assistant Secretary of the Army for Installations and Logistics, the Honorable Robert A. Brooks . . .

■ Remarks of the Honorable Robert A. Brooks, Assistant Secretary of the Army (I&L) upon the presentation of the "Army Aviator of the Year Award" for 1965-1966:

Thank you, Mr. President . . . I would just like to assure you on behalf of Secretary McGiffert that I don't know where he is, either! . . . However, I am honored to be here, and particularly to be able to present to you the awardee in this case.

The recipient of the "Army Aviator of the Year Award" spent the last year with the 219th Aviation Company in Vietnam. During that time he flew his O-1 Bird Dog on just about every type of combat mission imaginable. He worked with American and Vietnamese ground troops; with fighter aircraft of the Air Force, Navy, and the Marines; with naval gunfire support; and with U.S. Special Forces operations.

This required hundreds of missions at tree-top level in the vicinity of Tuy Hoa, which as you know is one of the most active areas in Vietnam. The quality of his performance, I think, is well demonstrated by the fact of his selection for this honor from among the thousands of his fellow pilots who have served and who are serving so superbly in Vietnam. You can hardly imagine stiffer competition than that!

It is my honor and my privilege to introduce to you a fighting man who has been chosen as the best of those who are above the best, the "Army Aviator of the Year," Captain Jim Scott . . .

■ Citation as read by Colonel Robert M. Leich, USAR, Chairman of the AAAA National Awards Committee:

Captain James A. Scott, III, Artillery, has been designated the "Army Aviator of the Year" for 1965-1966. During the period 1 April 1965 through 31 March 1966 Captain Scott served as a Section Leader with the 4th Platoon, 219th Aviation Company. In this capacity he became the senior Army Aviator at Phu Yen Province, Aviation Advisor to the Senior American Advisor at Sector, and Commander of the airfield at Tuy Hoa, South Vietnam.

Captain Scott, in supporting the 47th Infantry Regiment (ARVN), contributed heavily to successes enjoyed by that unit. He organized his section and led his personnel in such a manner that his every day supporting operations attested to the fact that Army



Aviators are truly "Above the Best!" His personal and vivacious leadership fostered a "can do" attitude which established an outstanding rapport with his supported units and instilled confidence in them that their support was "on the way" once the request had been submitted.

In addition to providing standard support of visual reconnaissance, Captain Scott proved to be a learned council on Army aviation matters. His ingenuity was demonstrated in developing new techniques and methods for application of visual reconnaissance by the O-1 aircraft. In his area of operations he established procedures for the rapid identification of units, both friendly and enemy, using his aircraft, armored personnel carriers, and the Ground Advisor as a highly coordinated team. Through his acquired knowledge of Phu Yen Province in terms of enemy, terrain, and the weather, his development of identification procedures, and his personal leadership of his section, daylight operations by the Viet Cong in the Tuy Hoa rice valley were completely discouraged.

As an individual Army Aviator, Captain Scott exhibited a determination to provide the ground forces with the best possible visual reconnaissance. This determination was manifested in low level discrimination and pursuit which never failed to meet and exceed support unit requirements. Captain Scott possessed and displayed an uncanny ability to bring to bear supporting fire on the Viet Cong in the form of Army artillery, Air



IN THE FAMILY — Captain Scott is shown with his wife, the daughter of veteran Army aviator, Lieutenant Colonel Russell T. Blair, Ret.

Force aircraft, and Navy gunfire. His daily activities were carried out in the face of vicious automatic ground fire from the enemy. He personally accounted for 24 enemy KIAs and an additional 15 estimated KIAs with the 2.75 high explosive rockets mounted under the wings of his O-1 aircraft.

For individual heroism and his outstanding performance of duty in combat, Captain Scott was awarded the Distinguished Flying Cross with 1st Oak Leaf Cluster; the Vietnamese Cross of Gallantry with Silver Star; the Purple Heart; and the Air Medal with ten Oak Leaf Clusters. Additionally, he has been recommended for the Army Commendation Medal with "V"; the Air Force Commendation Medal; and the Navy Commendation Medal.

Captain Scott, in epitomizing the spirit of Army aviation, has reflected great credit upon himself, his unit, Army aviation, and the United States Army.

■ Acceptance remarks of Captain James A. Scott, III, Student Detachment, U.S. Army Artillery and Missile School, Fort Sill, Oklahoma:

I wish to express my sincere appreciation to the Army Aviation Association for this honor, and I will certainly cherish it and the award in the years to come, and certainly will never forget that they are both a tribute to Army aviation and to the men who make up its team. Thank you . . .





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USABAAR Safety Specialist Receives McClellan Award

Remarks of President Goodhand upon the presentation of the "James H. McClellan Aviation Safety Award" for 1965-1966:

The "James H. McClellan Aviation Safety Award" was established in 1959 and it is sponsored by a foundation created by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958. Before proceeding, I read a message which says:

"I regret exceedingly that owing to a conflicting Senate Luncheon honoring the President of the United States which I should attend I will be unable to join you and your distinguished guests. As you know, this award has great significance for me and I shall appreciate your extending to the awardee my most hearty congratulations." (Signed, John L. McClellan).

It's also a tradition in this Association — and I might say a very pleasing tradition — that this presentation is made by an Army Aviator who is one of the founders of the Association, a close associate of Senator McClellan, a personal friend of mine, and insofar as I know the only Army Aviator still

HAUGERUD

BRUGGINK



who rates the title of *Honorable* — the Deputy Inspector General, Foreign Assistance, State Department, the Honorable Howard E. Haugerud . . .

■ Remarks of the Honorable Howard E. Haugerud upon the presentation of the "James H. McClellan Aviation Safety Award" for 1965-1966:

General Johnson in absentia. Acting Secretary McGiffert, wherever you may be. Friends, who are present . . .

As some of you know, I've just returned from Vietnam. I had to cut off my visit by two days in order to get here to be with you and to make this award. There are about 300,000 troops outside of Saigon who would not consider this a great sacrifice.

But just being back from Vietnam, I may be called away from these microphones at any time, and it will be for the President to hear my recommendations on our programs over there . . . Well, maybe the Vice President . . . Or the Secretary of State? . . . Senator Fulbright? . . . The Vietnamese State Desk Officer? . . . Would you believe my wife asking about the Thai silk? . . .

Moments of terror

But I am pleased to be here. I had some tense moments in Vietnam for I travelled from the Delta to the DMZ, and I saw a great many of our operations and saw our troops. However, my moments of terror did not occur in the Delta or the DMZ, but rather in Saigon, and not from the VC but from the HCC (Helene Curtis Commandos).

You know there are some headquarters types over there who heard that I was in town, and there is a rumor afoot that I had something to do with cutting the booze

ration . . . and cancelling the hair spray . . . Now, an ugly crowd gathered over there, and it took some talking to get myself out of that predicament . . . I made a very lucid and skilled argument to these Helene Curtis Commandos . . . and pointed out that they only had to check with my friends to learn that I had maintained a deep, personal interest in booze . . . and that my interest in hair spray was purely peripheral . . .

I heard the letter from Senator McClellan and I took the liberty of checking out his story, and he's telling the truth . . . But in many ways I'm glad the Senator isn't here today. He's been kind of mean to me the last week or two. Ever since I've worked for Mr. MacNamara in the Pentagon, and knowing that I'm an aviator, he's blamed me personally for the Navy TFX matter . . . and I've argued with him and have tried to point out the error of his ways, but I can't convince him. But I thought I had a good argument going the other day when I was in his office. I said that we had solved the problem.

Yes, the plane is a little heavy, but we think we have the answer: we're merely going to get a little stronger catapult, and this thing is going to go! . . . He acknowledged that this might be the answer, and I thought I was making some progress, and then he suggested that for openers we might try a Saturn booster . . .

An unbelievable job!

But I am pleased to be here, and I am pleased to participate in this award. I saw some flying out there that I wouldn't want to do myself, and wouldn't want to call on my men to do. This is particularly true in the air evac helicopters. I think these pilots are flying under conditions that are unbelievable, and at the same time they are doing an unbelievable job!

I think it is doubly important that in these times when we are losing men and losing equipment that we take time to recognize the men who everyday and every hour are delving into the safety aspects of aviation, and finding ways to prevent accidents and thus preserve our manpower and our equipment, and it gives me a great deal of pleasure



today to announce the award of the "James H. McClellan Aviation Safety Award" to Mr. Gerry Bruggink of Fort Rucker . . .

■ Citation as read by Colonel Robert M. Leich, USAR, Chairman of the AAAA National Awards Committee:

For his outstanding contributions to the Army aviation safety program, Mr. Gerard M. Bruggink, Air Safety Specialist, U.S. Army Board for Aviation Accident Research, Fort Rucker, Alabama, has been selected to receive the "James H. McClellan Aviation Safety Award" for 1965-1966.

During the period covered by this award, Mr. Bruggink served as an aircraft accident investigator, crash injury analyst, aviation safety writer, lecturer, and instructor. His endeavors and many accomplishments in these fields have had a major impact on the overall Army aviation safety program.

"Superior knowledge . . ."

The renowned reputation of Gerry Bruggink as one of the most knowledgeable and experienced aircraft accident investigators has resulted in many requests for his personal assistance in the conduct of the more difficult Army aircraft accident investigations. These included accidents of catastrophic nature, accidents involving strong public interest, and accidents involving the newer and more complex Army aircraft.

His broad aviation background, dedicated effort, and superior knowledge of aircraft systems and accident investigation techniques

USABAAR SPECIALIST WINS 1966 McCLELLAN AWARD

have enabled him to expose accurate cause factors. In each case, he developed positive recommendations which enabled the Army to take corrective action to prevent the occurrence of similar accidents.

A prolific writer

The sprightly and entertaining style of writing in the numerous articles of the *U.S. ARMY AVIATION DIGEST* written by Mr. Bruggink is well known to those who read the publication. This same manner of presentation has made him a favorite instructor for a number of courses conducted at the Army Aviation Center, CONUS Army safety conferences, and as a member of the USABAAR team conducting courses in Germany, Alaska, Korea, and the Panama Canal Zone. Student critiques as well as letters of commendation and appreciation for the instruction constantly single out Mr. Bruggink as an outstanding instructor.

As an example of his efforts in improving crew restraining and protective devices, to-

day Army aviators utilize a seat belt spring installed as a result of his recommendation.

Mr. Bruggink's determination, honesty, integrity, and his unselfish dedicated pursuit of his duties have contributed immeasurably to the success of the Army aviation program. His efforts have resulted in the saving of countless lives, the prevention of the loss of millions of dollars in damage or destruction of aircraft, and the improved combat effectiveness of Army aviation in Vietnam.



■ Acceptance remarks of Gerard Bruggink, Aviation Safety Specialist, U.S. Army Board for Aviation Accident Research, Fort Rucker, Alabama:

Mr. President, friends of Army aviation. I am deeply grateful for this official recognition of my efforts in the Army Aviation Safety Program, and at the same time I'm flattered by the opinion of my superiors and colleagues which it indirectly expresses. I will proudly display this award in my organization's office, hoping that every member of the Board for Aviation Accident Research will look upon it as recognition for our team effort to further the cause of Army aviation. I also hope that the stimulation that comes from this award will be shared by all my colleagues in the safety field.

I wish to thank the Association for the many courtesies to Mrs. Bruggink and myself, and finally, although this may sound suspicious coming from a man who works and is happy in Alabama, I want to concede that Washington is a pretty good town when you are among friends . . .





**1965-1966
AVIATION
SOLDIER
OF THE
YEAR**

General Besson presents the 1965-1966 "Aviation Soldier of the Year Award" to Sergeant First Class Donald A. MacNevin



Vietnam NCO Designated as "AA Soldier of The Year"

**SFC DONALD A. MacNEVIN,
THREE-TOUR VETERAN,
RECEIVES AAAA AWARD
FROM GENERAL BESSON**

■ Remarks of President Goodhand upon the presentation of the "*Aviation Soldier of the Year Award*" for 1965-1966:

As to our next award, it is one which is perhaps the most basic and appealing of all, one of which we are very, very proud . . . It's the "*Aviation Soldier of the Year Award*," which was established in 1961 by the Hiller Aircraft Corporation, and is now being continued by Stanley Hiller, Jr. . . . It's awarded each year for outstanding individual contributions to Army aviation by an enlisted man serving in any Army aviation assignment. We're fortunate in having with us today for this presentation a long time enthusiast for Army aviation, and one who has great personal interest in the individual specialists so vital to its performance.

I present to you the Commanding General of the Army Materiel Command, General Frank S. Besson, Jr. . . .

■ Remarks of General Frank S. Besson, Jr., Commanding General, Army Materiel Command, upon the presentation of the "*Aviation Soldier of the Year Award*" for 1965-1966:

(Distinguished guests), friends of Army aviation. The Chief of Staff indicated that Army aviation in Vietnam is writing new chapters in the history of land warfare. Now among those who are helping to write those new chapters are the enlisted men that keep 'em flying . . . too often the unsung heroes of the operation.

It is fitting today that one of those unsung heroes is being honored. The recipient of the "*Aviation Soldier of the Year Award*"

is Sergeant First Class Donald A. MacNevin. In the citation you will learn something about what he did in Vietnam.

I'm going to briefly tell you a little bit about Sergeant MacNevin as a soldier and as a man . . . He began his association with military aviation in the Navy. He served in Korea as a member of Attack Squadron 195. After the Korean War was over, and after a fling at civilian life, he enlisted in the Army, took his paratroop training, and served with the 82d Airborne Division at Fort Bragg.

He moved to Germany and was assigned to the 30th Transportation Helicopter Maintenance Company. He attended the Seventh



Army NCO Academy and graduated in the top three per cent. He helped organize the Seventh Army Aviation Maintenance School. After a tour in the States, in 1962 he was assigned to a tactical helicopter company in Saigon, then back to Germany with the 3rd Aviation Battalion in the 3rd Infantry Division. Duty called him back to Vietnam in July, 1965 as a platoon sergeant in an armed helicopter unit.

Certainly his duty assignments indicate an impressive record of responsibility and achievement. I should also point out that his many talents and interests include skin diving and sky diving. To the Quad-A, may I say that you have made a splendid selection for this year's award. To Sergeant MacNevin, my best wishes for continued success. You are a credit to Army aviation, to the Army, and to your country . . .

■ Citation as read by Colonel Robert M. Leich, USAR, Chairman of the AAAA National Awards Committee:

Sergeant First Class Donald A. MacNevin, Regular Army has distinguished himself by outstanding meritorious service during three tours in the Republic of Vietnam.

During these tours, he has served as crew chief-gunner, maintenance supervisor, and platoon sergeant in both a Utility Tactical Transport Company and 114th Assault Helicopter Company. As crew chief and gunner, Sergeant First Class MacNevin was often up before dawn to fly on missions. After returning, he would spend long hours working late into the night repairing battle damage, maintaining his aircraft, and assisting other crew chiefs in order to be ready for the next day's mission. Upon his own initiative he learned the intricacies of the armament systems on his aircraft which enable him to better maintain these weapons and train newly assigned personnel.

Professional competence

As maintenance supervisor, his professional competence and effective supervision were instrumental in maintaining the units aircraft in the highest state of readiness and availability. As platoon sergeant, he achieved outstanding accomplishments through his untiring efforts and skillful leadership. These achievements were evidenced by the continual preparedness of the platoon's personal equipment, high state of morale, and effective training programs.

When his unit was authorized one additional armed helicopter platoon, Sergeant First Class MacNevin was assigned the task of training the newly assigned enlisted personnel and preparing the unit's aircraft for operations. His initiative, outstanding supervisory skill, and rare organizational ability, set an example for all of his subordinates.

In recognition of his continuous outstanding performance, Sergeant First Class MacNevin has received many awards—among them are the Army Commendation Medals, Bronze Star for valor, the Air Medal with 50 Oak Leaf Clusters and the Distinguished Flying Cross. All of the Air Medals were



earned while flying as part of an armed helicopter platoon.

Sergeant First Class MacNevin has over 1,200 combat flying hours to his credit. In April 1966, he was honored by General Westmoreland, COMUSMACV, for having been selected as the "Outstanding NCO in Vietnam—USARV 1966."

Sergeant First Class MacNevin's devotion to duty, personal drive, initiative and skillful leadership, and his recognition as an exceptional non-commissioned officer by both his superiors and subordinates have resulted in him being selected as the "Aviation Soldier of the Year" for 1965-1966.

■ Acceptance Remarks of Sergeant First Class Donald A. MacNevin, First U.S. Army Aircraft Maintenance Detachment, Fort Devens, Massachusetts:

Distinguished guests, General Bessen, ladies and gentlemen. As I stand here before this distinguished group I think back to the year 1963 when my unit, the Utility Tactical Transport Helicopter Company, received this Association's "Outstanding Aviation Unit Award." In this company I had the honor of working with Sergeant First Class Robert M. George, the "Aviation Soldier" for 1964.

VIETNAM NCO NAMED AS "SOLDIER OF THE YEAR"

Then, in 1965 I was with the 114th Aviation Company, a unit of the 13th Aviation Battalion, the latter the recipient of the "Outstanding Aviation Unit Award" in 1964-1965. From this battalion came last year's "Aviation Soldier of the Year," Master Sergeant Cyril G. Manning.

So I have had the honor of serving with two "Outstanding Aviation Units" that have produced three "Aviation Soldiers of the Year." So it is with great pride and honor that I accept this award, but not just for the honor bestowed upon me, but also for the men of these two fine units that have given their support.

CREDITS TO INDUSTRY

I feel at this time that it is appropriate that credit be given to the many dedicated people in the aircraft industry who develop and manufacture the equipment used in Army aviation, as well as the ground crews, flight crews, and logistics and administrative personnel, all of whom help to make a team — a great team, the *Army Aviation Team*.

There are other members of the team who play a very important part on the team — those you never hear much about — these are the wives and loved ones who stand by our side day to day and throughout the years.

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

STRIP PHOTO

TOP: Sergeant First Class Donald A. MacNevin (far left) is shown sitting between Dr. Russell D. O'Neal, ASA (R&D), and General Besson during the head table "assembly" prior to the '66 AAAA Honors Luncheon. MIDDLE PHOTOS: At the head table, he listens intently during the earlier awards, and later, at the lectern, delivers a stirring acceptance speech on being named the "Aviation Soldier of the Year." BOTTOM: The Honors Luncheon over, he poses for a relaxed photo with Mrs. MacNevin. (Vernell)





PRESIDENT'S AWARD



GENERAL HOWZE AWARDED AAAA SILVER MEDALLION

ing, of course, of General Hamilton H. Howze who I ask to come forward . . .

Sir, I present this *Medallion* to you in recognition of your outstanding contributions to the Aviation Program . . .

■ Remarks of Brigadier General O. Glenn Goodhand upon the presentation of the "AAAA *President's Award*" to General Hamilton H. Howze, USA (Ret.), Vice President, Bell Helicopter Company:

On occasion, this Association wishes to acknowledge exceptional contributions to Army aviation by one who formerly served in the active Army, or on the Department of the Army Staff. I will now present the Association's "*President's Award*" to the first general officer to take flight training, the individual, who, if not the conceiver, was certainly the best salesman for air mobility, a good friend and a former boss of mine, and I might add, the most exacting taskmaster in oral presentations that I have ever known, now active in the aircraft industry, I'm speak-

■ Acceptance remarks of General Hamilton H. Howze, USA (Ret.):

As I look down, I see staring beadily back at me a large number of individuals who know the truth of the concept of Army aviation. There's nothing like a large number of eyewitnesses to make one an honest man.

Therefore must I follow the fashion at this platform today and acknowledge fully that there are many here today, and many throughout the Army — many indeed who are no longer in the active Army — who have contributed in the most salient way to the development of the concept and the structure of Army aviation as we now know it, and it is only in recognition of this fact that I accept with great thanks this *Medallion* . . .



Refurbishing the National Armor

In the days when the National Armor consisted of vizors, breastplates and mail, not all the repairs or renovations were made in the castle shops. Much of the work was done by the trained craftsmen in the villages.

Throughout history, there has been a dependence upon logistics support of the needs of defense — by a utilization of contracted support.

Today LSI Service Corporation plays an important role in contracted logistics support. Our capabilities include on-site aircraft maintenance and updating, equipment overhaul for aircraft, helicopters and communications. We spend our full time in servicing equipment, most of it not of our manufacture.

Contracted logistics support for the nation's defense needs is the business of LSI Service Corporation. We specialize in solving the problems of reduced organic capabilities, lower operating budgets and increased requirements.



SERVICE CORPORATION

A SUBSIDIARY OF LEAR SIEGLER, INC.

3171 South Bundy Drive, Santa Monica, California 90406

THIS is my second report to you as president of the Association. I will report on those things which seem to be of special interest since the 1965 Annual Meeting.

First, I would like to again acknowledge the very generous support which I have received from the members of the National Board. It is appropriate to introduce the members present.

I believe that many of you do not realize how large the Board is. It includes more than 35 members; 10 of these are elected by national vote; five are past presidents, who automatically continue in service; eight are presidential appointees; three are presidents of regions; and nine are presidents of those CONUS Chapters having more than 150 members. The interest and dedication of the whole group is indicated by an average quarterly meeting attendance of 28.

Of particular interest to you is the fact that the membership at the Chapter level is very actively represented on the Board by the presidents of the Chapters. It has been particularly gratifying to me that every one of the nine CONUS Chapters having a membership in excess of 150 has been represented by its president at one of the quarterly board meetings, and that the average attendance has been six out of the nine at all meetings.

The authority of the President to appoint National Members-at-Large has been particularly helpful in filling in the areas of representation for which a need has been demonstrated. As an example, the most recent ap-

AAAA PRESIDENT'S ANNUAL REPORT

APRIL, 1965 - MARCH, 1966

pointment was given to *CWO Clinton E. Downing* of Ft. Rucker in order to initiate warrant officer representation, as suggested at the last meeting.

MEMBERSHIP

Our membership now totals 8,870, which is a very slight decrease from last year. In evaluating the decrease, we found that it can be attributed to a slight decrease in the rate of initial applications, since our renewal rate is somewhat higher than last year, and is at the surprising level of 85.3 per cent.

As you know, our membership includes both individual and corporate (industry) members. The number in the latter category has increased to 53 firms. For our success in gaining new industry members, I again acknowledge the hard work of *John Oswalt*. The new industry members joining AAAA since the 1965 Annual Meeting include: *Fairchild-Hiller Corporation*, *Lear Siegler, Inc.*, and *Southern Airways of Texas, Inc.*

CHAPTER ACTIVITIES

As a result of the major shifts in members to Southeast Asia, the number of active Chapters has been reduced from 39 to 34, of which 12 are outside of CONUS. New chapters activated include: the *Momnouth Chapter*, New Jersey; the *Sharpe Army General Depot Chapter*, Lathrop, California; and the *Coastal Empire Chapter* at Ft. Stewart, Georgia.

The National Board is continuously aware of the importance of Chapter activities in over-all Association affairs. Accordingly, we



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continue to do whatever we can to assist by mailing notices of Chapter meetings, making films available, and suggesting professional presentations. In addition, we cooperate by financial underwriting, and by having our national officers participate in Chapter activities where appropriate.

An outstanding example of this was the *Advanced Planning Briefings for Industry* which was conducted jointly by AVCOM and the *Lindbergh Chapter* of the Association on the 3rd and 4th of May. This attracted a large group of attendees from all leading aerospace companies, and included presentations by the Assistant Secretary of the Army for Research and Development; the Commanding General of the Army Materiel Command, and the Deputy Commanding General of the Army Materiel Command; the Commanding General of AVCOM; the Director of Army Aviation; the Commanding General of the Army Aviation Center; and many other high ranking and prominent figures from Army Aviation. By all standards, it was a success, and a significant example of effective Army-Association cooperation. It promises to become an annual event.

REGIONAL ACTIVITIES

In view of the very large proportion of our Army membership that is overseas, the overseas Regions represent a considerable potential for organized activities. They have great advantage over CONUS segments in that overseas Regions can stage family functions at costs which are within reach of the membership. As all of you know, this is a real problem in CONUS.

The *USAREUR Region* Convention held in March, 1966, at Garmisch, was again outstanding. It was chaired this year by *Ed Wood*, with direct help from *Bob Moore*, *Bill Smith*, *Al Newton*, *Bill Crooks*, and *Bill Brake*. Although this group was responsible for the planning, the actual administration was accomplished by the *Aviation Company* of the *Second Armored Cavalry Regiment*

who, as *USAREUR* winners of last year's *Aviation Unit Award*, earned the responsibility for hosting the whole affair.

I have always felt that the *USAREUR* Regional Convention is the outstanding social event of the worldwide Association program, and must say that the 1966 Convention was a standout, even in comparison with previous ones. It was attended by more than 300 aviators and their families, comprising a total of well in excess of 600 people. I was there as President, and in attendance were representatives of more than fifteen industry member firms.

I know that *Major General Dave Parker*, president of the *USAREUR Region*, is already giving thought to the 1967 convention. Although he faces the problem of greatly reduced numbers in *USAREUR*, I am confident he will find it possible to carry on the tradition, and I strongly urge that any who can attend will make a firm plan to do so.

FISCAL

I am always relieved when I see a favorable fiscal report for the Association's annual operations, because we do operate with very modest resources. This year we functioned essentially at a break-even level. *Lew Casner*, the Treasurer, will report in more detail on this later. From my point of view, I would say that we are solvent but far from wealthy.

NATIONAL PROGRAMS

Although Chapter activities are fundamental to the over-all success of the Association, our National programs are a major factor in the determination of our public image. As I said last year, the National Board devotes considerable thought to this, and welcomes suggestions from interested members, Chapters, and Regions. I will now discuss the current status of these.

NATIONAL AWARDS

Our National Awards are four in number: The *James H. McClellan Aviation Safety Award*; the *Outstanding Aviation Unit Award*; the *Aviation Soldier of the Year Award*; and the *Army Aviator of the Year*

ANNUAL REPORT

Award. These are presented each year at the AAAA Honors Luncheon before a distinguished audience which includes top officials of the Department of the Army.

The Honors Luncheon tomorrow promises even better attendance than last year, although many former attendees are now serving in Vietnam. The presentations will be made by the Chief of Staff, the Under Secretary, and Current Acting Secretary of the Army, the Commanding General of the Army Materiel Command, and the *Honorable Howard E. Haugerud*, acting for *Senator John L. McClellan*.

CHAPTER AWARDS

For the continued success of our National Awards Program, we solicit the help of all members, Chapters, and Regions, particularly in forwarding appropriate nomination proposals. In this regard, our suggestion that Regions and Chapters establish programs for the issuance of comparable awards on a local

basis has been adopted. The *USAREUR Region* selected an "*Aviation Soldier of the Year*" and an "*Outstanding USAREUR Aviation Unit of the Year*." The Region also awarded a distinct Regional award to the "*Outstanding Aviation Support Unit*."

At the Chapter level, the *Army Aviation Center Chapter*, the *Fort Wolters Chapter*, the *Lindbergh Chapter*, and the *Richard H. Bitter Chapter* have all adopted Chapter awards programs, receiving tangible support for this activity in the form of Association-provided plaques bearing suitable medallions. Several of these awards are worthy of mention. The *Fort Wolters Chapter* honored its "*Army Aviator of the Year*" and its "*Civilian Aviator of the Year*," lending emphasis to the role played by the civilian flight instructor in Army aviation. The *Bitter Chapter* and

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USAREUR Region

CHAPTER MEMBERS-AT-LARGE

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Monmouth Chapter

COL WILLIAM B. DYER
Washington, D.C. Chapter

COL FREDERICK C. GOODWIN
Fort Sill Chapter

COL EDWARD McMAKEN, Ret.
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David E. Condon Chapter
Fort Eustis, Virginia

LTC DONALD F. LUCE
Richard H. Bitter Chapter
Corpus Christi, Texas

ERIC H. PETERSEN
Lindbergh Chapter
St. Louis, Missouri



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Lindbergh Chapter each issued awards to highlight the outstanding efforts of Department of the Army civilians.

ANNUAL MEETING

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

As an innovation this year and of special interest to industry, there is a panel session on Army aviation activities in Vietnam. This has been arranged by *Brigadier General Jack Klingenhagen*, and will be moderated by *Lieutenant General Bill Bunker* after lunch today. Its direct participants comprise a "Who's Who" of Army Aviation.

They include *Major General Harry Kinard*, *Major General Delk Oden*, *Brigadier General Howie Schiltz*, *Brigadier General Al Cowan*, *Colonel John Sullivan*, *Colonel George Lutz*, *Colonel John Babbs*, *Lieutenant Colonel Jack Ray*, *Major Rudolph Descoteau*, *Dr. George Chernowitz*, and *Mr. Charles Ludwig*.

Coming back to the Honors Luncheon, a major change is one that seats distinguished guests throughout the audience, instead of at a few concentrated tables. We feel certain this will give them an opportunity to meet some of the people from industry and will add to the pleasure of the occasion. It also will provide an opportunity for the many officers from the field who are serving as escorts to become acquainted with our distinguished senior officers and guests.

LOCATOR SERVICE

With all the moving about that is occurring now for aviators, I think that our *Locator Service* is a very valuable assist to all of our members. This consists of publishing in each month's issue of the magazine, a summary of

the latest address changes under the heading of "The Month's Takeoffs."

FILM LIBRARY

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

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

SCHOLARSHIPS

Of all our National programs, the one which appeals to me the most is the one under which we give scholarship grants to deserving sons and daughters of our membership. This year the selection of the awardees was extremely difficult inasmuch as there were 71 highly qualified boys and girls who submitted applications.

Once again, I wish to acknowledge the tremendous contribution to this program made by *Colonel Robert M. Leich*. He not only has given very generously of his own time, but has exhibited the kind of leadership which developed a large committee of very dedicated and hardworking assistants. Again, Bob was helped in this program by the very cooperative attitude of our members around the world who interviewed the applicants and provided meaningful personal evaluations.

As you know, we now solicit contributions from our individual members at the time of membership renewal. This yielded \$2,800 during the past eight months of this year. Although this level of contribution supports our present program, it does not, in my opinion, scratch the surface of what is possible. I sincerely hope that all of you will do what you can to encourage contributions.

By way of summation of this program, I can say that we have granted approximately \$10,000.00 in direct aid to 17 talented youngsters since the inception of the program in 1963.

(Continued on Page 48)

AAAA ANNUAL MEETING



Shown in the Reception receiving line are AAAA Executive VP Art Kesten, Dotty Kesten, AAAA President Glenn Goodhand, and Jo Goodhand.



Luke H. Sample, BG Howard F. Schiltz, Mrs. C. H. Ellis, Jr., Lycoming Exec VP & Gen Mgr Beverly H. Warren, and LTC C. H. "Lance" Ellis.



AAAA VP, Industry Affairs COL John W. Oswalt, (Ret.) and Mrs. Oswalt; COL and Mrs. Robert H. Schulz; and COL and Mrs. Harry L. Bush.



Boeing Vertol's Executive VP & Gen Mgr Robert W. Tharrington (left) and LTC John Geary (right) flank the Honorable and Mrs. Howard E. Haugerud.



Eight Fort Benning Chapter members pose with AAAA national president O. Glenn Goodhand (cen.) during the course of the October 13 reception.



Mrs. John T. Pierce, III; Lockheed's Walter J. Currie; Mrs. Currie, Mrs. Robert R. Williams; and AAAA Protocol chief, COL "Jack" Pierce.



COL John F. Sullivan (2d from right) makes a point with Vertol's Norman C. Taylor (left) and John Musgrave (r.), and COL W. M. Zimmerman.



MG John J. Tolson (2d from right) is flanked by Fairchild Hiller executive Robert McGee (left) and Boeing Vertol's Robert W. Tharrington.



Annual Meeting Chairman A. D. "Tony" Rodes and Mrs. Rodes (right) join with LTC Kit Sinclair (left) and LTC and Mrs. Jack V. Mackmull.



Fort Wolters' Delegate MAJ Earl C. Carlson (left) and AAAA past president Bryce Wilson are shown with four of their friends.

PRESIDENT'S RECEPTION

ANNUAL REPORT

INSURANCE

The Association endorses a *Flight Pay Insurance Plan* issued by a commercial insurance company through an agency operated by (Mrs.) Dorothy Kesten. Participation in this is purely voluntary but has been rather substantial.

The overall figures on the *Flight Pay Protection Plan* are of interest to you, and I will touch the highlights. The number of insured members now totals 4,184, and 404 insured members have received approximately \$652,000.00 in flight pay indemnities through October 1, 1966. Of the 404 claims, 344 were generated by groundings due to sickness or disease, and 60 were from bodily injuries caused by accidents, either aircraft or otherwise.

As pointed out last year, claims are valid from all theaters for loss of pay due to sickness or injuries from accidents.

AIMS AND OBJECTIVES

As a matter of real importance, I would like here to refresh your memories on the *Aims and Objectives* of the Association: They are:

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.

During last year's Annual Meeting questions were raised as to whether these *Aims and Objectives* are worthwhile goals for the Association and, as to whether the efforts of the Association to achieve them are sufficient-

ly successful to warrant the longtime continuation of the Association.

I would like to say here that I think it was entirely proper and worthwhile for our members to pose these questions, because they cause us to examine ourselves critically and objectively.

Our response during the year included:

1. A review of the whole matter by a Committee consisting of *Colonels Jack Dibble and Bob Schultz*, and Past Presidents *Joe McDonald and Gerry Gerard* (Chairman).
2. A survey of member views reaching over 4,000 members selected at random.
3. Discussions between individual Board members and Army senior officers, both within and outside the Association.
4. Board discussions of the entire matter in the light of the Committee findings, the survey, and the individual views.

After these actions, the Board concluded that the Association, as now organized and operated, enjoys a favorable image in the Department of the Army, and the overwhelming support of the membership. The latter is confirmed by the exceptionally high membership renewal rate of 85.3%.

On the specific issue of whether we are satisfactorily meeting our objective of "*advancing the policies, programs, and concepts of the Association of the United States Army*," 92.1% of the approximately 750 members who answered the survey indicated satisfaction with our policies and actions in this regard. However, the Board decided it would be appropriate to do even more to encourage AUSA membership.

It is pertinent to comment that the survey indicated that approximately 60% of our members are also members of the AUSA, and second, that our working relationships with the AUSA are exceptionally effective and harmonious, particularly, in the cooperation that exists in making arrangements for our Annual Meetings. The officers of the AUSA help us in every way they can in this regard, and we do the same for them.

Our efforts this year to further AUSA membership has taken the form of advertising the AUSA in the "*Army Aviation Magazine*" four times a year without charge. The

PRESIDENT'S RECEPTION



**EIGHTH
ANNUAL
MEETING**

**ARMY AVIATION
ASSOCIATION**



AAAA president Glenn Goodhand and Mrs. Goodhand, MG Thomas F. Van Natta, USA (Ret.), and COL and Mrs. E. Pearce Fleming, Jr.



LTC James Y. Sheppard, COL David M. Kyle, Dr. Anselm Franz, and AAAA past president Darwin P. "Gerry" Gerard.



COL Edward L. Nielsen, Mrs. Nielsen, and Grumman Aircraft executive Franklin T. Kurt are all smiles for the pert AAAA photographer.



AAAA national treasurer COL Richard L. Long, USA (Ret.), and Mrs. Long (left) join COL and Mrs. Jack W. Hemingway (right) for a snapshot.



Monmouth Chapter president COL Leslie G. Callahan, Jr., and Mrs. Callahan (cen.) are flanked by seven of the Monmouth members present.



Sikorsky's G. W. Fey, Bell Vice President GEN Hamilton H. Howze, Mrs. Fey, and Mrs. Clifton F. von Kann make a momentary "quartet."



AAAA National Member-at-Large COL Warren R. Williams, Jr. (left), and Mrs. Williams with Mr. and Mrs. Thomas I. Bean.



AAAA President Goodhand is flanked at the Reception by COL and Mrs. George S. Beatty, Jr., and BG and Mrs. Frank Meszar. (Right).



Sixsome includes Jim Clyne, Mrs. E. B. Bissell, BG Hallett D. Edson (Ret.), Mrs. Edson, COL E. B. Bissell, and BG John L. Klingenhagen.

PRESIDENT'S RECEPTION

ANNUAL REPORT

thrust of this was directed largely to indentifying the goals and objectives of the AUSA, and to encourage attendance at the AUSA Meeting.

As an additional step toward cementing the already excellent relationships between the two associations, and in accordance with a joint recommendation of the Committee already mentioned, and as an officer of the AUSA, I wrote to the AUSA in May of this year appointing AAAA members to a liaison committee which will meet on call of either Association for consideration of any matters of mutual interest or benefit. The Board will continue to keep this matter under active surveillance and will welcome written views from the members.

SCIENCE AWARDS

Another outstanding program of our Association dealing with young people is the one in which we offer Association Awards to local and national winners of Science Fairs. During the last year we issued 157 certificates of the type which I am displaying to local winners.

In addition, we presented to each of five national winners an *Association Medallion* and \$100.00 in cash. The National Awards were presented in Dallas this year by *Major General William C. Gribble, Jr.*, the Deputy Chief of Research and Development, on the basis of selections by an AAAA Judging Team composed of *COL John Oswalt (Ret.)* a National Board member; *COL E. Pearce Fleming*, Commander of USAPHC, and a National Member-at-Large of this Board; *LTC Donald F. Luce*, president, Richard H. Bitter Chapter; *LTC Edward Stewart*, president, Alamo Chapter; and *MAJ Ronald A. Jones*, secretary, Fort Sill Chapter.

LEGAL AND BY-LAWS COMMITTEE

The Legal and By-Laws Committee conducted a comprehensive study in 1964 of the relationships between the Association, *Army Aviation Publications, Inc.* and *Ladd Agen-*

cy, Inc. The latter are private businesses which publish the "*Army Aviation Magazine*," and serve as agent for the Association-endorsed insurance policies, and are owned by Art and Dorothy Kesten.

The full report as read by President Gerard at the 1964 Business Meeting is published in the November-December issue of "*Army Aviation*."

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

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

"The Association has no proprietary interest in the corporate enterprises owned by the Kestens, but by reason of its affiliation with them and its endorsement of their policies, the Association has identified itself with them and has given its prestige and support to them. The Association and its members have no legal or fiscal liabilities generated by these (private) corporations, although the National Board has a moral obligation to ascertain that the interests of the membership are adequately safeguarded with respect to the services provided and that the costs thereof are competitive.

"There are no significant shortcomings or deficiencies in the administrative services rendered to the Association under the current arrangement with the Kestens.

"The Association's status as a non-profit organization must not be jeopardized. Consequently, the Association must continue to refrain from engaging in profitmaking enter-

ANNUAL REPORT

prises. This precludes it providing directly to its membership insurance services, or from receiving rebates in return for its endorsements.

"On the other hand, the Association can and should serve its membership by screening and where appropriate by endorsing products, and/or services by profitmaking organizations, including those insurance services under consideration. With respect to the latter—and their endorsements by the Association—the recent reviews and analysis by the National Executive Board remain valid and warrant continuation of endorsement. There remains, however, the obligation of the Board to review these endorsements from time to time."



ABOVE: Panel members taking part in the "Army Aviation in Vietnam" AAAA panel presentations on October 14 are flanked by BG John L. Klingenhagen, Presentations Chairman (front, left) and BG Glenn Goodhand, AAAA president (right), and include, front row, l. to r., MG Delk M. Oden, MG Harry W. O. Kinnard, and LTG William B. Bunker, Moderator; rear, l. to r., LTC Jack O. Ray, COL John F. Sullivan, Dr. George Chernowitz, BG Alvin E. Cowan, COL George A. Lutz, and COL John Babbs. Not shown: COLs Luther G. Jones, Jr., and John Hughes; LTC Owen Grogan; MAJ Rudolph Descoteau; and Charles Ludwig. BELOW: Sixty-two members of the Cub Club "fly United" after having hoisted a toast to bedridden absentee, Jack L. Marinelli.



NATIONAL EXECUTIVE BOARD, 1966-1967



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NATIONAL EXECUTIVE BOARD, 1966-1967



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NAT'L MEMBER-AT-LARGE
COL Edwin L. Powell, Jr.



NAT'L MEMBER-AT-LARGE
COL Michael J. Strok



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COL Warren R. Williams, Jr.



NAT'L MEMBER-AT-LARGE
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REG'L MEMBER-AT-LARGE
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MG David B. Parker



CHAP. MEMBER-AT-LARGE
Monmouth Chapter
COL Leslie G. Callahan, Jr.



CHAP. MEMBER-AT-LARGE
Washington, D. C. Chapter
COL William B. Dyer



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



CHAP. MEMBER-AT-LARGE
(Army Ave Center Chapter)
COL Edward McMaken, Ret.



CHAP. MEMBER-AT-LARGE
Fort Walters Chapter
COL William T. Schmidt



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



CHAP. MEMBER-AT-LARGE
David E. Condon Chapter
LTC Joseph E. Henderson



CHAP. MEMBER-AT-LARGE
Richard H. Bitter Chapter
LTC Donald F. Luze



CHAP. MEMBER-AT-LARGE
Lindbergh Chapter (St. Louis)
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AIRCREW

HELP WANTED

AIRCREW #115 Available: Immed. AVIATION SALES. Major avn concern seeks personable repr. for sale of new & used Piper acft thru asgd southeastern US terr. 2,000 1st pilot hrs + Instrctr, MEL, Instrmnt rtgs required. Some prev sales exp desirable. Tng period to be 1-yr w/ modest salary & drawg acct+ comm in 2d yr. Light to mod travel.

AIRCREW #92 Available: Immed. CHEMICAL or MECHANICAL ENGINEER with computer programming experience with interest in working and living in Texas in the Petro-Chemical Field. Resume required.

AIRCREW #114 Avail: Until filled OPERATIONS MANAGER (For helicopter airline). Large Middle Atlantic concern seeks experienced man for proposed scheduled helicopter airline utilizing twin-turbine equipment. State availability and desired salary.

AIRCREW #43 Openings: Immed. PILOT, HELICOPTER. Large offshore op needs Bell-expert pilots w/1,000 hr min. Perm job; home every nite. Must be neat, personable, 180 lb. limit. Paid vac, hospitalzn available, life insur furnished. Pays \$9,120 to start.

AIRCREW #96 Available: Immed. PILOT, HELICOPTER. Fixed-base operator in NE seeks pilot with flight instructor rtg to fly Bell 47-G2. Must be willing to work on contingent basis, and help to build business in growing local area.

AIRCREW #117 Available: Immed. PILOTS, HELICOPTER (Ag Spray).

Requirement for 2 pilots for seasonal work (min. 3 mo. period extendable to 6 mo. at Co's option). \$1,200 mo tax free + free lodging, messng & travel in India. Free return economy class air ticket by shortest route, to & from India. Pilot reqts: 2,500-5,000 hrs w/2,000 hr min of ag spraying in either FW or RW aircraft.

AIRCREW #85 Available: Immed. PILOT, INSTRUCTOR (Helicopter)

Major West Coast operator seeks right man for challenging position in growing FAA approved flt tng school. 500+ RW hrs w/hcptr instructor rtg reqd (preferably in Hughes/Hiller).

AIRCREW #54 Available: Immed. REPRESENTATIVE (Avionics Sales)

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

AIRCREW #62 Available: Immed. SUPERVISOR (Helicopter Maintenance).

A&P with min 10 yrs exper & competence in Bell G3BI or equiv needed by American firm for Middle East position. Contract, with family. Liberal benefits. \$18,000 year.

AIRCREW #84 Opening: Immed. TECHNICIAN, A&P. Major Pacific

Coast RW operator needs A&P with maintenance experience on both Hughes & Hiller helicopters. FAA-approved school for RW ratings. Perm emplmnt. Salary open.

AIRCREW #88 Available: Immed. 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 #110 Available: Immed. TECHNICIAN (Helicopter Maintenance).

Tremendous oppty w/10-yr estab Bell coml operator. 40-hr wk, 2 wks paid vac, life & hospitalzn insur. Min req: A&P, hcptr exper, full tools, references. Right man

may bid for own shop planned for large Midw city within easy support dist from main shop. Salary w/incentive raises as ability grows.

GUARANTEE: AIRCREW guarantees that a job lead will remain "open" for the 10-day period after it airmails 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.

AIRCREW SERVICE

AIRCREW does not function as an employment agency, but as an aviation listing service and clearinghouse 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.

AIRCREW AVIATION LISTING SERVICE

1 CRESTWOOD ROAD WESTPORT, CONN. 06880
Sirs.

I wish to use the "no obligation" AIRCREW service. Please annual me full particulars and several blank AIRCREW Resume Forms.

Name _____

Address _____

City _____ State _____

Date Available: _____

USE
AIRCREW
TO FIND THE
RIGHT JOB
FASTER!



AAAA FOUNDATION OFFERS \$3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$3,500 in 1967 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1967 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1967 to receive Awards Committee consideration.

ELIGIBILITY

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

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

A high school graduate or senior who has made application to an accredited college or university for Fall, 1967 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1967.

Unmarried and a citizen of the United States.

AREA INTERVIEWS

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

mandatory) part of the documentation required for awards consideration.

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1967 period with the winners to be notified by March 31, 1967.

BACKGROUND

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

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

The seven 1966 scholarship winners included Laurie Jo Davis, Eugene F. Geppert, Joseph J. Lahnstein, Roxanne Roehl, Robert P. Thomson, Chauncey L. Veatch, Jr., and Betty R. Williams.

With the issuance of the 1966 scholarship assistance, the AAAA Scholarship Foundation has provided \$9,700.00 in direct aid to seventeen students since the inception of the program in 1963.

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.

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A	D	D	R	E	S	S	-	P
C	S	S	-	P	C	S		

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MICHAEL N. CORYELL

Chief Warrant Officer Michael N. Coryell, an Army Aviator assigned to the 155th Aviation Company, died during hostile action in Vietnam on October 30, 1966. He is survived by his mother, Mrs. Margie L. Coryell, 206 West Cañon Perdido, Santa Barbara, California; and by his father, Mr. Noble B. Coryell, 1250 Cliff Drive, Santa Barbara, California.

WILLIAM R. DAVIS

Warrant Officer William R. Davis, an Army Aviator on assignment to the 116th Assault Helicopter Company, died during hostile action in Vietnam on October 22, 1966. He is survived by his widow, Mrs. Vivi A. Davis, 3816 43rd Street, Meridian, Mississippi.

KENT A. GANDY

Major Kent A. Gandy, assigned to the 254th Medical Detachment, sustained fatal injuries when his UH-1 helicopter crashed in Vietnam on August 13, 1966. He is survived by his widow, Mrs. Jeanne Y. Gandy, c/o Mr. William Yates, 3 Bridge Street, Northville, New York.

DAVID A. HAAKENSEN

Warrant Officer David A. Haakensen, on assignment with the 118th Assault Helicopter Company, died during hostile action in Vietnam on October 30, 1966. He is survived by parents, Mr. and Mrs. Rudolph F. Haakensen, Big Sandy, Montana.

JAMES W. HARGROVE

Chief Warrant Officer James W. Hargrove, an Army Aviator assigned to the 121st Assault Helicopter Company, died during hostile action in Vietnam on October 18, 1966. He is survived by his widow, Mrs. Norma M. Hargrove, Shattlers Trailer Village, Mineral Wells, Texas.

GARY D. HUGHES

Captain Gary D. Hughes, an Army Aviator on assignment to the 237th Aviation Company (AML), 616th Transportation Detachment, died as a result of injuries received

Obituaries

in the crash of a OH-13 helicopter at Fort Campbell, Kentucky on October 18, 1966. He is survived by his widow, Mrs. Carol Jean Hughes, 528 Paula Drive, New Providence, Tennessee.

ROBERT C. KELLER

First Lieutenant Robert C. Keller, assigned to the 73rd Aviation Company, sustained fatal injuries when his OV-1 aircraft crashed in Vietnam on October 16, 1966. He is survived by his widow, Mrs. June M. Keller, 304 North 17th Street, Camp Hill, Penn-

JOHN J. LIVINGSTON

Captain John J. Livingston, on assignment with the 117th Aviation Company, died during hostile action in Vietnam on November 11, 1966. He is survived by his widow, Mrs. Judith S. Livingston, 330 South Gabouri Street, Saint Genevieve, Missouri.

JAMES J. WELSH

James J. Welsh, a former Army Aviator, sustained fatal injuries in the crash of his automobile on a highway. The fatal accident took place near Parsippany, New Jersey on November 28, 1966. He is survived by his widow and two children. Since 1964, Mr. Welsh had been a pilot for Trans World Airlines.

WILMER J. WILLINGHAM

Chief Warrant Officer Wilmer J. Willingham, an Army Aviator on assignment to the 155th Aviation Company, died during hostile action in Vietnam on October 30, 1966. He is survived by his widow, Mrs. Linda Willingham, 713 Lake Shore Drive, Monroe, Louisiana.

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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In memory of their never to be forgotten friend, Lieutenant Colonel Nelson F. Mahone, Jr., who might become a bore upon having become a full bull on November 29, but who parted in true style at the wake held in honor of his promotion on that date. Don't ever change, Mike!

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