

# Army Aviation

MAY 31, 1967  
SILVER ANNIVERSARY YEAR



**When they call in the Hueys  
we get all fired up. (See back cover)**



**LYCOMING DIVISION**  
STRATFORD, CONN.

**SPECIAL  
WARRANT  
OFFICER  
ISSUE**



## The ABC's of the Chinook.

The Chinook began as a superior helicopter. And it has been further improved by constant introduction of new developments.

The Chinook story begins with the CH-47A—the Army's dependable medium transport helicopter. Since its first flight in September, 1961 it has logged well over 125,000 hours—close to half of them under the toughest, roughest, combat conditions imaginable. It has all-weather, day-night capabilities, excellent hovering characteristics and it lifts 10,500 lbs. on a 100-nautical mile mission. Also, maintenance is easy.

But we wanted to make the Chinook better. So in May, 1967 the first CH-47B will come off the production line and enter Army service. It will have two new gas turbine engines, each one rated at 2,850 shaft horsepower, 200 shaft horsepower more powerful than the CH-47A's engines—plus a new rotor configuration which will boost payload to 14,500 lbs. and increase cruise speed by 25 knots.

Then it is planned that in Spring, 1968 the CH-47C Chinook (a still further improvement of the CH-47B) will be delivered to the Army with power per engine in-

creased from 2,850 to 3,750 HP. These uprated engines and a strengthened drive system will increase carrying capacity to 19,100 lbs. and raise the Chinook's overall speed capabilities.

When the Army finds new requirements for the Chinook, we'll make whatever changes are needed. It's all part of our continued program to keep the Chinook a superior helicopter.

The Boeing Company, Vertol Division, Morton, Pennsylvania 19070

**BOEING**  
*Helicopters*



**ST. LOUIS, MO.** — A surprised BG Howard F. Schiltz (center) received the Distinguished Service Medal during a formal departure dinner held in his honor May 8. LTG William B. Bunker (r.), AMC deputy commander, is shown making the presentation as Mrs. Schiltz looks on. Cited for his outstanding managerial ability as AVCOM commander, Gen. Schiltz headed the unit during its greatest period of growth in 1964-1967.

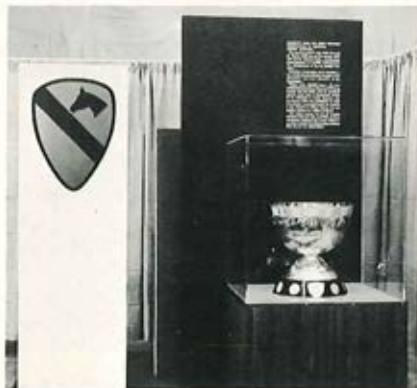


**FORT WORTH** — Mrs. Frank H. Mayer holds the Distinguished Service Cross, the nation's second highest decoration, her husband received from Congressman Olin Teague (left), at ceremonies held April 29. Now stationed at the U.S. Army Primary Helicopter School as an instructor pilot, Captain Mayer won the medal for heroic actions on April 10, 1966 near Muc Hoa, Vietnam.

**ARLINGTON, VA.** — Winner of the Army Aviation Association's "Certificate of Achievement" for his outstanding science exhibit at the Northern Virginia Science Fair, Robert Graham (left) shows his supporting written material to AAAA member-judges, LTC John Geary of ODDR&E, and Anthony L. Rodes of General Electric's Washington office. The teenager's project, "Lift and Drag of Airfoils," was one of 130 outstanding "aviation-oriented exhibits" recognized by AAAA member-judges at regional, state, and area fairs located throughout the U.S.

# Army Aviation

APRIL-MAY PHOTOS



**WASHINGTON, D.C.** — Occupying a place of honor at the end of the Secretary of the Army's corridor in the Pentagon, the Army Aviation Association's 1965-1966 "Outstanding Aviation Unit Award" cites the impressive accomplishments of the 1st Cavalry Division (Airmobile) in furthering the concept of Army air mobility.



**LONDON** — Career Army Aviator Richard J. Kennedy (left) has been promoted to Colonel. He's Air Mobility Representative at the US Army Standardization Group in UK.



# SPEAKING OUT

## THE "EITHER-OR" HELICOPTER!

**W**E'VE gone through a long — and often discouraging — process of developing a light observation helicopter to replace various fixed- and rotary-wing aircraft for reconnaissance and security missions.

After several years of writing specifications, letting design and development contracts, and evaluating three different entrants, we accepted the OH-6A as the new light observation helicopter.

The OH-6A *Cayuse* is an outstanding aircraft that meets or exceeds all the design specifications. However, there are some glaring design errors incurred because the design-

ers failed to remember the aircraft's primary mission — *reconnaissance*.

The most noteworthy of these mistakes is in the armament subsystem incorporated on the aircraft. The XM-27 subsystem, which consists of the GAU-2B/A 7.62mm automatic gun, is a fixed gun which, when installed, precludes carrying passengers in the rear seats. While it is true that the aircraft is capable of performing unarmed reconnaissance missions, we should be able to develop a machine that will carry necessary observers and *still* retain a defensive capability with an integral weapons system. In this respect, the OH-6A/XM-27 leaves something to be desired.

Another mistake in the armament subsystem is that it is a forward-facing, fixed system. During a reconnaissance mission the pilot should avoid decisive engagement unless it's absolutely necessary to the accomplish-

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By  
MAJOR WILLIAM W. FRAKER  
and CAPTAIN B. E. BYERLEY  
Dept. of Tactics, USAAVNS

---

ment of his mission. For the OH-6A pilot to fire defensive or suppressive fire to engage from the enemy, he must fly straight at the target. Under any other circumstances, this must be considered as an attack. Even during a reconnaissance by fire, where there is an offensive effort to locate the enemy's flanks and disposition, it is not desirable to attack directly to the front.

During both reconnaissance and security missions, it is imperative that the scout aircraft maintain contact with the enemy. Quite often it is necessary to fix, or pin down, the enemy and force him to deploy. It is necessary, therefore, that the aircraft also be able to deliver a volume of firepower to cause this deployment.

### Unnecessary firepower

Anyone who has observed the GAU-2B/A firing will concede that this is an awesome weapon. However, its extreme volume of firepower is unnecessary on most of the reconnaissance and security missions for which the system was developed. Of primary concern is the limited number of rounds which the aircraft can carry. Fired at the weapon's slowest rate of fire (2,000 rounds per minute), the aircraft will carry less than a minute's worth of ammunition. At this rate, the enemy would not have time to deploy into defensive positions, even if he were inclined to oblige.

In order to gain and maintain contact, we need a helicopter with inherent mobility, communications, firepower, speed, and flexibility, as well as the capabilities of observation and limited attack. The OH-6A/XM-27 is *not* the best answer in its present configuration.

### Desired changes

What can we do to improve it? Must the entire design be scrapped? In spite of the fact that the airspeed is severely reduced with the doors removed, the aircraft seems to be adequate for present needs. However, it does not provide for the inevitable growth in engines, and it is doubtful that it will meet the requirements five years from now.

The most desirable change for the present would be the addition of a turret similar to

*(Continued on Page 41)*



Three members of the Army's New Equipment Training Team who'll introduce the HueyCobra to USARV are shown undergoing training at Bell's Fort Worth facility. Inspecting the ammo bay are CPT James T. Pratt (l.) and CPT Jerry W. Childers with CWO John D. Thomson in the cockpit.



The largest airplane yet to be marketed by Beech, the 17-place turbine-powered Beechcraft 99 will enter production in Spring, 1968, for scheduled airline and air taxi markets. Powered by twin PT6A-20 turbines, the 99 cruises at 250 mph and has a maximum takeoff weight of 10,200 pounds.



GEN Cao Van Vien (left), Minister of National Defense, RVN, was made an Honorary Army Aviator by GEN William C. Westmoreland (right), CG of U.S. Forces, in late April ceremonies at Tan Son Nhut. CW3 Martin P. Merz, 1st Aviation Bde, who instructed GEN Vien, is shown in background.



**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.

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**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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**10. Saves its cost over and over again** when used instead of a larger aircraft.

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mission support...

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# Army Aviation

MAY 31, 1967

Endorsed by the Army Aviation Ass'n of America

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# Helicopter safety takes a new turn\*

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Cuban 8

Hammerhead stall

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Loop with roll

The expanding role of helicopters is creating new demands for stability and controllability. Flying in gusty winds, hugging rough terrain, setting down on hillsides and flying in IFR weather are very sticky problems. Training green pilots is also a tough proposition.

Responding to the need for significant improvement in helicopter safety, Lockheed developed the Rigid Rotor.

As its name implies, the Rigid Rotor's blades are fixed rigidly to the mast—instead of teetering or flapping. This way the entire mass spins as a unit. The result is a gyroscopic action that makes the Rigid Rotor helicopter vastly more stable—without black boxes.

This stability also means controllability. Together, they provide a

margin of safety far superior to that of ordinary helicopters. Superior even to fixed-wing craft.

A demonstration of safe, stable, controllable flight was given by the Rigid Rotor Model 286, performing a series of complex maneuvers. Included was a slow roll—never before accomplished by any other helicopter, as far as is known. The 286, which has flown these maneuvers a number of times, is produced by the Lockheed-California Company, Burbank.

The ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of the military services in a divided world.



# LOCKHEED

LOCKHEED AIRCRAFT CORPORATION

\*These complex maneuvers—demonstrating safety and controllability—have been performed repeatedly by test pilots.



## Man is the heart of the system. Grumman never forgets it.

This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. That's a lot of flying, but then the Mohawk's a lot of airplane.

Major Henry C. Browning, Senior Army Aviator with over 1400 flying hours on the Mohawk, is presently assigned as Chief, Training Division, Airborne Centers at Ft. Huachuca, Arizona. Major Browning was stationed in Vietnam from October 1962 to October 1963 as Flight Team Leader with the 23rd Special Warfare Aviation Detachment, and while there was awarded the DFC, Purple Heart, and Air Medal with 8 clusters.



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# The Aviation Warrant Officer Program: Problems and Progress



**T**HE increasing number of questions received at Department of the Army relating to management, pay, promotion, and training of warrant officer aviators indicate that a review of certain aspects of the aviation warrant officer program is in order.

Because of the scope of the subject, I am devoting my entire letter this month to filling you in on where we stand in the development of this program, together with some of my views on current problems.

## Tremendous strides

During the past 18 months, tremendous strides have been made by the Department of the Army in establishing far-reaching, definitive, career planning objectives for aviation warrant officers. A major effort in this regard is the recently completed *Warrant Officer Study* which is the first in-depth analysis since 1953 of the concept and the role of the warrant officer. The study defined and affirmed the role of the warrant officer as a *"skilled technician who is provided to fill those positions above the enlisted level which are too specialized in scope to permit the effective development and continued utilization of a broadly trained, branch-qualified commissioned officer."*

The aviation warrant officer clearly fits within the parameters of this role.

## Some confusion

In the last two years, as a result of the rapid Vietnam build-up, the extremely close daily working relationship between commissioned and warrant officer aviators has created a tendency to confuse the job functions of the two categories of personnel. I have heard, for example, complaints from warrant of-

By  
Major General  
**ROBERT R.  
WILLIAMS,**  
Director of  
Army Aviation,  
OACSFOR,  
DA

## CHEYENNE ROLLOUT



ficers that their special skills and flying expertise are not recognized or appreciated — that they are “ranked out” of the number one place in the cockpit. I would question that many of these complaints are justified.

### Managers vs technicians

There are two facets to this problem. One might be called fundamental or doctrinal, and the other practical or operational. The basic purpose for having both commissioned officer aviators and warrant officer pilots in the Army is to recognize the *separate* requirements for managers and technicians. Manning documents for every echelon of the Army structure outline positions for command, staff, and supervisory personnel. These positions, starting at the smallest unit level, provide the Army with an echelonment of responsible positions designed to provide leadership and management up through the highest positions of the Army command structure. *Commissioned officers fill these spaces.*

### Full flying career

Warrant officer positions, on the other hand, are those which involve long-term ap-

Following its May 3 rollout at Lockheed's Van Nuys plant, the Army AH-56A Cheyenne started its initial ground tests prior to making its first flight in September. The heavily-armed 'copter will escort troop-carrying helicopters in airmobile operations and provide suppressive fire in battle area landing zones. The Army has 10 prototype Cheyenne under order.

plication of primarily technical skills as opposed to the broadly based command, leadership, and staff competence of the commissioned officer. This concept applies to the aviation field in the same manner as in numerous other technical fields in which warrant officers and commissioned officers jointly function. In Army aviation, the warrant officer is the “Master Craftsman” who will spend a full military career flying aircraft. On the other hand, the commissioned aviator is assigned to positions that require the exercise of command or require knowledge and decisions regarding tactical or technical operations for which only the commissioned officer is trained.

From the practical standpoint, I recognize there are problems which arise on a day-to-day basis in operating units. The fact that in many instances commissioned officers have to be assigned against warrant officer spaces

provides a built-in friction factor. This condition is temporary and will gradually be eliminated as the percentage of warrant officer aviators increases. However, the question of who will command in the cockpit will always remain. Answering it is the responsibility of the commander. It may be done by SOP, by designating crew positions for specific flights, or by forming crews for extended periods.

*Rank, per se, has no place in the cockpit.* On the other hand total flying time, time in type of aircraft, or IP qualification may not determine who is in charge, either. Special knowledge for a mission may determine the man in command. Command responsibility, over more than one aircraft, may determine who the boss will be.

### **No fixed rule**

During the past 25 years I have flown with officers much senior to me but less experienced in the aircraft. There has never been any question as to who was in charge. During the past ten years I have flown with many warrant officers. Some of these have been instructor pilots giving me transition training. Others have been crew members of aircraft when I was flying as a member of the crew.

For example, I well remember several flights in CV-2's, with a warrant officer who had been assigned as pilot by the commander. I was qualified and current in the CV-2. But when I was in either the left seat or the right seat there was no question in my mind or in the mind of the warrant officer as to who was in charge. He was!

My point is that there is no rule that says that the senior rated officer on board is the pilot or that the man with the most flying hours must be the pilot. If the CO assigns you in a crew with a competent but less experienced pilot than you, don't let that bother you. The man who flies as your co-pilot tomorrow may think he is twice as good as you are — and he may just be.

### **Incentive pay**

The subject of flight pay appears to be another area of major concern lately. The question is asked: *Why the difference in*

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## **PROBLEMS AND PROGRESS**

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*(Continued from Page 14)*

*flight pay rates for commissioned and warrant aviators, who fly in the same aircraft and experience identical hazards?* In order to answer this question, it is useful to look at the history of military flying and the purpose of flight pay. Flight pay rates from 1913 until 1949 were based on a fixed percentage of base pay. Since 1949, the rates have been a fixed amount which varies from \$50-\$245 per month based on grade and length of service. If the current rates are converted to a percentage of base pay, it can be seen that the flight rate is approximately the same for all ranks (25-30%).

Through the years, flight pay has been found necessary by all the services to attract and retain the quality of individuals required to man aircraft. It has always been a somewhat controversial area and accordingly has been subject to constant review and scrutiny. For instance, an Army study has recently defined flight pay as incentive pay for performance of duties requiring maintenance of special skills and/or involving special hazards.

The attitudes of warrant officer aviators have been assessed in last year's *HumRRO Survey*. The results of the warrant officer survey are being analyzed preparatory to forwarding for consideration by the *DOD Compensation Study* currently in progress. Thus, problems concerning flight pay are continuously being surfaced, with those of the warrant officer aviator currently and rightfully occupying the forefront.

### **Opportunity for advancement**

Another matter of prime concern to the warrant officer pilot today concerns the opportunity for continued advancement. Advancement within the ranks of either the commissioned officer or the enlisted man is basically contingent on vacancies within each category, and is keyed to an echelonment of positions by level of command. Vacancies within these positions are created either by personnel losses or by expansion of the total number of positions required.

Advancement within the ranks of the warrant officer, however, is not as clearly de-

## PROBLEMS AND PROGRESS

(Continued from Page 15)

fined. Since there is no consistent pattern upon which to base an echelonnement of warrant officer positions by level of command, a different pattern for advancement must be established. Further complicating the problem is the fact that warrant officers compete with all other warrant officers of the Army, regardless of career branch.

### Proposals on promotions

Suggestions have been made that warrant officer promotions should be established at a rate coincident with the lower officer grades. Such suggestions usually stem from the assumption that W1 and W2 aviation warrant officers are doing the same job in a combat environment as O1 and O2 aviators. This circumstance occurs where an imbalance of commissioned and warrant officer aviators in a unit necessitates use of the former in duty pilot (warrant officer) positions. In such a case, however, it is the commissioned officer who is performing the warrant officer job, rather than the reverse.

Promotions within the warrant officer corps cannot be keyed to time-in-grade tenure of commissioned officers since the two categories are as separate and distinct as are officer and enlisted categories. However, within the past year, significant changes have been made in the warrant officer promotion system. Time-in-grade requirements have been lowered to the point that a newly appointed W0-W1 can look forward to being promoted to CWO-W4 in approximately 9½ years of warrant officer service, as opposed to approximately 13 to 14 years under the previous criteria. Additionally, for the first time in several years, the selection board now considering warrant officers for promotion to W3 and W4, has been authorized to select deserving warrant officers for "below-the-zone" promotions.

### W5/W6 Pay Grades

Additional studies within Department of the Army, directed toward warrant officer advancement opportunities, are continuing. Foremost among these is the proposal for

additional pay grades of W5 and W6. Since the warrant officer pilot generally enters warrant officer status at an earlier age than his non-flying warrant officer contemporary, he stands to benefit from the proposed W5/W6 grades at an earlier age. However, the potential for further advancement after reaching the present grade W4, will apply equally to all warrant officers regardless of MOS field.

### DOD to study proposal

The Army has not yet submitted the W5/W6 proposal to DOD for approval, *recent reports of a DOD turndown notwithstanding*. Final approval will require concurrence of the other armed services and Congressional action. As regards advancement from warrant officer status to commissioned status, opportunities for direct commissions are far greater than in the past. Restrictions on age, education, or previous experience are applicable only as they relate to future potential as a commissioned officer within one of the officer career branches.

### "Expertise . . . recognized"

The future is bright for the aviation warrant officer. We are experiencing "growing pains" which have been magnified by the expansion of Army aviation in recent months. However, continuing progress is being made in recognizing the problem areas inherent in the rapid growth of the aviation warrant officer corps.

I know from personnel contacts with commanders at all levels, that the Army is proud of its warrant officer aviators. The idea of this category of pilot is not new but its implementation by the Army is still in an early stage of development. Accordingly, the aviation warrant officer corps is young and subject to the pressures of adjustment common to all youth. In this vein, I would like to close with the following observation:

The expertise of the warrant officer as a pilot is very well recognized, respected, and admired—where it has been proven. Professionalism for the warrant officer is not an automatic issue with his wings. He, like every other pilot, must attain it through experience, practice, and good judgment.



**A** special Study Group has recently completed the most comprehensive examination of the *Army Warrant Officer Career Program* in several years and has presented its conclusions and recommendations to the Chief of Staff.

The purpose of this study was to develop a formal *Warrant Officer Career Program* which is responsive to future Army requirements, offers sufficient career incentives to attract and retain high quality personnel, and outlines Department of the Army plans for warrant officer training, utilization, and career management.

### **A Corps of 5,000**

At the present time approximately thirty-percent of the Warrant Officer Corps are Aviation Warrant Officers whose numbers are now approaching 5,000. The requirement for a definitive career program for this large portion of the Warrant Officer Corps, which comprises the only all-warrant officer career branch in the Officer Personnel Directorate, is readily apparent. This requirement has been met with an *Aviation Warrant Officer Career Program* which provides for successive periods of training, utilization, schooling, and professional advancement throughout a full military career.

The *Aviation Warrant Officer Career Program* adheres to the accepted roles of the warrant officer and the commissioned officer in the *Army Aviation Program*. The commissioned officer in the *Army Aviation Program*

is a branch qualified officer whose primary duties include that of a commander, staff officer, and supervisor, rather than the piloting of an aircraft as a primary duty. The Aviation Warrant Officer, on the other hand, is a highly skilled professional pilot or aircraft repair technician. The career program is designed to provide advancement and the acquisition of additional skills in these two areas.

In order to effectively implement the *Aviation Warrant Officer Career Program* it is essential to provide definitive information to all personnel involved in the management of Aviation Warrant Officers. This information will be contained in a Department of the Army pamphlet of the 600 series similar to that now available for commissioned officers.

### **Three managers!**

Management of the Aviation Warrant Officer's career should be provided by three managers. First, the *Aviation Warrant Officer Branch* assists by providing varied assignments and monitoring significant aviation qualifications in order to assure equitable progress as outlined in the career program. The commander is the second manager. He participates by providing an evaluation of the manner of performance and promotion potential through the efficiency report. In addition, the commander recommends additional training and qualifications as outlined in the career program. Thirdly, the individual is a manager of his own career and has the option of requesting assignments, training,

# **THE CAREER PLAN FOR WARRANT OFFICERS**

**NEW INFORMATION PROVIDED BY THE AVIATION WARRANT OFFICER  
BRANCH, OFFICER PERSONNEL DIRECTORATE, APO**

## WO CAREER PROGRAM

(Continued from Page 17)

and duties as indicated in the career program.

The *Aviation Warrant Officer Career Program* is based on years of service as an Aviation Warrant Officer and career planning begins immediately upon appointment.

During the first few years of his career, the Aviation Warrant Officer will normally perform pilot duties, flying the aircraft in which he received training in flight school, and will be assigned to combat units where these aircraft are organic. (See Table 1 on Page 20.)

### The Basic Course

At approximately the fourth through eighth year of Aviation Warrant Officer service, and contingent upon attaining indefinite status and upon selection for promotion to W3, he can expect to attend the *Basic Course*. This course, designed to augment but not duplicate the knowledge and experience previously acquired, will be divided into both academic and flight phases. The academic phase will provide additional professional knowledge for the advancement of the Aviation Warrant Officer into more responsible assignments. Subjects such as tactics and combined arms, communications, ground mobility, engineer operations, and other allied general military subjects have been recommended for inclusion in this course.

The flight phase of the *Basic Course* will provide an instructor pilot rating in the aircraft which he has flown for his initial utilization period as well as transition training into larger, more complicated aircraft. In addition, a limited number of students will be trained as dual-rated pilots during the flight phase, the number being dictated by anticipated requirements for dual-rated Aviation Warrant Officers. It is at this point that entry into the aircraft maintenance field may be requested.

### Maintenance career

Entry into the non-aviator aircraft maintenance field is provided for at any time during the Aviation Warrant Officer's career.

(See Table 2). This feature provides a complete career pattern within the Aviation Warrant Officer Branch for pilots who may have been grounded, because of medical reasons.

Upon successful completion of the *Basic Course*, the Aviation Warrant Officer's assignment and utilization possibilities begin to expand. He can expect to be assigned as an instructor pilot in combat units in which he previously served as a pilot. In addition, he will be assigned as a pilot to divisional and non-divisional units equipped with cargo-type aircraft. Assignments also expand to the

#### DID YOU KNOW THAT ...

... more than 50% of the Aviation Warrant Officer candidates enter the program from civilian life through the Enlisted Option Program?

... that the average age of the Enlisted option candidates is 21-25 years, that about 60% are bachelors and that of those who are married, the majority have no children?

... that approximately 60% of the Enlisted Option candidates have attended college?

... that the average age of the Aviation Warrant Officer candidates who enter the program from the Army is 26-30 years, that almost 75% of this category are married and they have an average of two children?

... that approximately 36% of the AWOs entering the program from the active Army have attended college?

... approximately 98% of the Army's Aviation Warrant Officers are either in Vietnam or have served a Vietnam tour?

combat support forces which include engineer and signal groups, overseas flight detachments, and logistical commands. Aviation duties performed will be as pilot or instructor pilot depending on aircraft distribution.

### The Advanced Course

The Aviation Warrant Officer will become eligible for attendance at a second course, tentatively termed the *Advanced Course*, between his twelfth and sixteenth year of warrant officer service. Selection for attendance is again contingent upon continued selection for promotion; in this instance, his selection to W4.

The academic phase of the *Advanced Course* will review and update professional knowledge acquired at the Basic Course as well as that acquired through additional experience, and will be devoted to the acquisi-

tion of the highest skills directly related to aviation. Included in the proposed curriculum of the *Advanced Course* are subjects dealing with air traffic control procedures, aircraft safety and accident investigation, aircraft standardization, airfield operations, and a comprehensive review and up-dating of tactical and combined arms subjects covered in the *Basic Course*.

### **Additional aviation skills**

The flight phase of the *Advanced Course* will provide instructor pilot training in the aircraft in which the individual was rated during the *Basic Course* as well as transition training into other aircraft that may have been added to the inventory. Students will also be qualified as an instrument flight examiner, safety specialist, and standardization pilot. With these additional flying skills, coupled with the general military education he'll receive, his field of utilization will broaden to include positions of increased responsibility and correspondingly less personal supervision. The Aviation Warrant Officer will progress into a period of maximum utilization with expanded assignment opportunities, additional aviation duties, and a maximum use of his aviation skills.

After completion of the *Advanced Course*, the warrant officer will have acquired the most advanced aviation skills through formalized courses of instruction. Aviation skills acquired during this phase are currently required in all aviation units, however, most of these skills and qualifications are now obtained by non-standard, on-the-job training unit programs or by special aviation schools established in individual commands. The *Advanced Course* graduate will be capable of being assigned to any Aviation Warrant Officer position in the Army by virtue of having acquired qualifications as a Safety Specialist, Instructor Pilot, Standardization Pilot, and an Instrument Examiner.

### **Civil schooling**

Civil schooling opportunities will continue in the form of tuition assistance and participation in the *Degree Completion Program*. Attendance at special technical schools will be scheduled as required, in order to stay

abreast with the technological developments as new equipment is added to the Army inventory. Language training will continue to be programmed on a required basis.

### **Revised MOS system**

In order to identify not only the qualifications held by the individual but also to identify requirements on TOE/TDA, a revised MOS system has been proposed which will provide identification of both requirements and resources. The system provides a suffix-designator for such skills as Safety Specialists, Instructor Pilot, Standardization Pilot, Instrument Examiner, Gunnery qualification, and Aeromedical training qualification. In addition, new MOS for identification of fixed wing only, rotary wing only, dual rated, and maintenance officers are provided to more adequately identify both requirements and assets.

The acquisition of progressively higher aviation skills as outlined in the career program will produce highly qualified professional pilots to meet present and future Army requirements. The revised MOS system will provide commanders the capability of requesting *specific* aviation skills required by his units. The career program, in conjunction with the new MOS system, will provide the Aviation Warrant Officer Branch the necessary management tools to identify individual aviation skills and to make assignments that will assure continued career development and proper utilization.

### **We're working on it!**

The outline of the *Aviation Warrant Officer Career Program* as presented here is necessarily broad in scope. The myriad of details required to fully implement the program are being resolved. Career course location, length, POI, resources required, and funding are being determined. Regulations and MOS changes are being staffed.

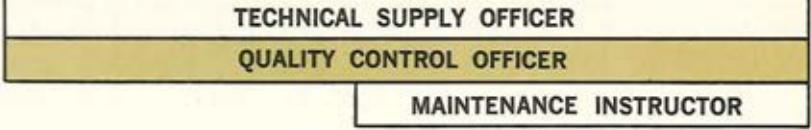
Because of the world situation, implementation of the career program must be delayed until sufficient personnel and school resources can be made available. Planning will continue, however, so that participation can begin at the earliest opportunity.

TABLE 1

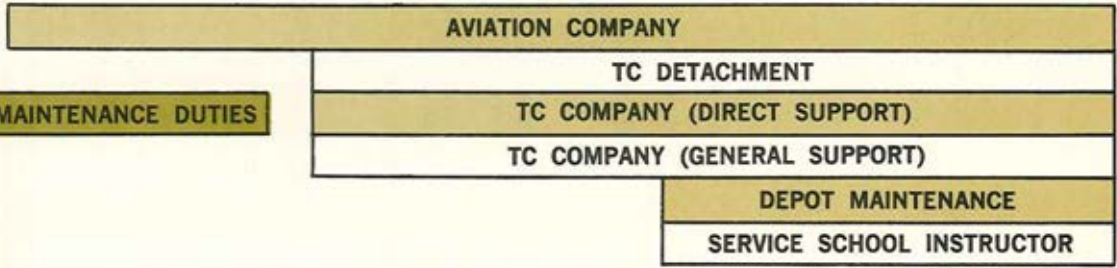
PILOT		MASTER ARMY AVIATOR
INSTRUCTOR PILOT		
AVIATION DUTIES	INSTRUMENT EXAMINER	
	STANDARDIZATION PILOT	
	SAFETY SPECIALIST	
COMBAT UNITS DIVISION — ACR — BRIGADE — BATTALION — COMPANY		
NON-DIVISIONAL AVIATION COMPANY SEPARATE CORPS — ARMY		
COMBAT SUPPORT FORCES GROUPS — FLIGHT DETACHMENTS — LOGISTICAL COMMANDS		
ASSIGNMENT PATTERN	SPT FORCES R&D DEPOTS — TEST BOARDS — FLT DETS	
	TRAINING FORCES USAAVNS — USAPHS — FLT DETS	
MILITARY AND CIVILIAN SCHOOLS		
TRANSITION — GUNNERY — LANGUAGE — CIVIL SCHOOLING		
BASIC	ADVANCED	AVIATION SKILLS
PILOT - OH/UH	IP OH/UH, PILOT CH/AAFSS	IP — OH/UH/CH, INST EXMR, SFTY SPEC, STANDZN PILOT
PILOT SGL ENG	IP SGL ENG, PILOT MLT ENG	IP - SGL/MLT ENG, INST EXMR, SFTY SPEC, STANDZN PILOT
DUAL RATED FROM FW	IP- OH/UH, P- CH/SHL ENG	IP - OH/UH/CH/SGL ENG, P- MLT ENG, EXMR, SFTY, STANDZN
	IP S ENG, P- MLT ENG/OH/UH	IP — SGL/MLT ENG/OH/UH, P — CH, EXMR, SFTY, STANDZN

TABLE 2

ASSIGNMENT PATTERN



MAINTENANCE DUTIES



BASIC

ADVANCED

MILITARY AND CIVILIAN SCHOOLS



AIRCRAFT MAINTENANCE

OFFICERS COURSE

LANGUAGE

CIVIL SCHOOLING

SPECIAL TECHNICAL SCHOOLS

# LET'S LOOK AT OPAV!

**O**PAV is the office symbol for the Aviation Warrant Officer Branch. This branch is deeply involved in the management of one of the most dynamic programs in the Army today; the **Aviation Warrant Officer Program**. In order to gain a better understanding of the role that the branch plays in this important program, it is essential to examine the branch in the light of the following questions:

What is the Aviation Warrant Officer Branch?

Where does it fit into the overall Army Personnel Management System?

How is it organized?

What does it do?

Where is it located?

**Q. What is the Aviation Warrant Officer Career Branch?**

**A.** The Aviation Warrant Officer Career Branch is unique in that it is the only career branch that deals solely with the personnel management of warrant officers. All warrant officers man-

aged by the branch are Aviation Warrant Officers, but all are **not** aviators. The branch also manages non-aviator aircraft repair technicians, 671B. Proposals currently under consideration seem to indicate that other non-aviator warrant officers in aviation-related fields will also become aviation warrant officers and will be managed by the Aviation Warrant Officer Branch.

The Aviation Warrant Officer Branch implements Department of the Army policies, planning, and programs pertaining to the procurement, training, assignment, career development, and administration of aviation warrant officers. The relationship of the branch to other Army personnel agencies is shown in **Figure 1**.

**Q. Where does it fit into the overall Army Personnel Management System?**

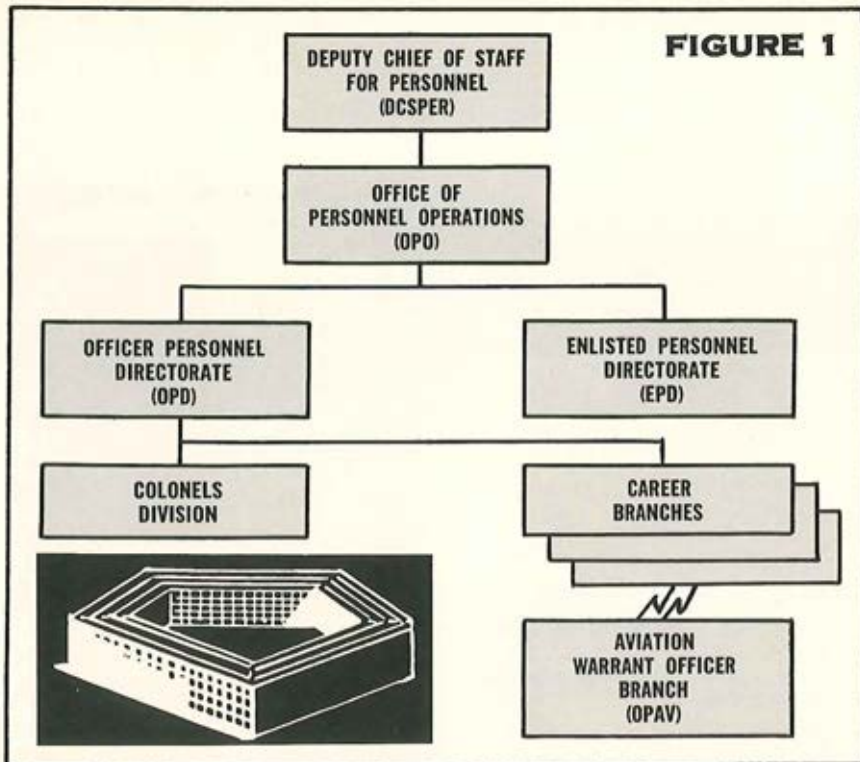
**A.** The Deputy Chief of Staff for Personnel (**DCSPER**) is the Army general staff agency charged with the responsibility for the overall personnel management system of the Army. The Office of Personnel Operations (**OPO**) is an operating agency under the general staff supervision of **DCSPER**. **OPO** is organized into two major subordinate directorates, the Enlisted Personnel Directorate (**EPD**) and the Officer Personnel Directorate (**OPD**).

**OPD** manages all officers, less general officers and officers assigned to the Medical Services, Chaplain, and the Judge Advocate General. It is in **OPD** that we find the 15 career branches, e.g., Infantry, Artillery, Armor, etc. The Aviation Warrant Officer Branch is a separate career branch on co-equal status with the other career branches of **OPD**. (See **Figure 1**.)

**Q. How is the Aviation Warrant Officer Career Branch organized?**

**A.** The branch is organized and staffed as shown in **Fig. 2, P. 27**. The telephone numbers of each section head are shown immediately below each

**FIGURE 1**



name; the Washington, D.C. Area Code is 202.

**Q. What does the Aviation Warrant Officer Career Branch do?**

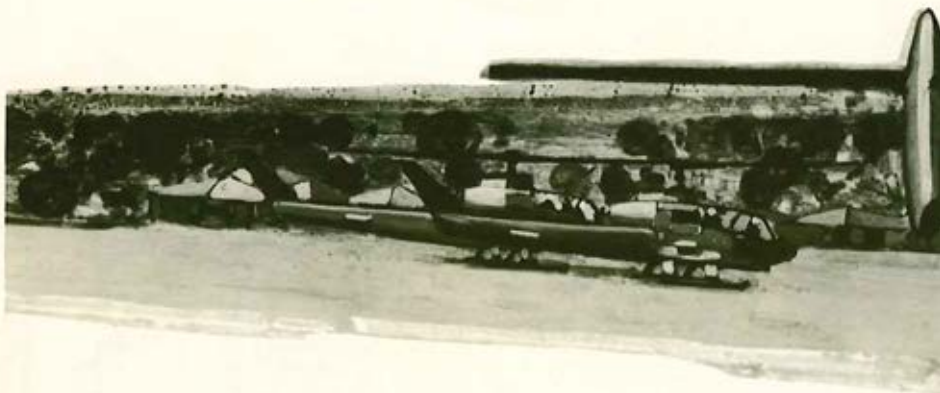
A. The Assignment Section (Fig. 2, P. 27) is responsible for the worldwide assignment of **Aviation Warrant Officers**. The **overseas desk** administers to all branch personnel serving in overseas commands and issues the necessary assignment instructions for their return to CONUS. The **CONUS desk** administers to all Aviation Warrant Officers serving in CONUS and issues, through TAG, appropriate orders to assign branch officers from CONUS to overseas commands.

Validated personnel requisitions received by the branch determine both

CONUS and overseas requirements. In order to determine those most eligible for overseas assignments, the rule of those "longest back return first" is applied to the maximum extent possible. Because of stabilized assignments exceptions to this rule will always occur, but these exceptions constitute a small percentage of branch personnel.

Individual assignments are made based on three criteria. These are the needs of the service, the qualifications of the individual, and the desires of the individual as indicated on the **Preference Statement**. The **Preference Statement** is carefully read and seriously considered in the preparation of every assignment. It is extremely beneficial both to the branch and to the individual

*(Continued on Page 26)*



## NEW LOOK IN ROTOR PROPULSION

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## OPAV

(Continued from Page 23)

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to keep the **Preference Statement** current and realistic.

The remarks section should be used to further explain individual desires or unusual circumstances that should be brought to the attention of the branch assignment officer. Prior to the completion of each assignment, the assignment officers coordinate with the **Personnel Actions Section** and the **Schools Section** so that a complete file review can be conducted in conjunction with the assignment action.

### ASSIGNMENT CYCLE

Prior to the Vietnam situation it was generally possible to follow a **CONUS, long tour, CONUS, short tour** assignment cycle. Because of the large number of Aviation Warrant Officers in short tour areas, modification of this normal assignment cycle has been necessary. Every attempt is made to allow as much time as possible between unaccompanied tours. The branch goal is to provide a minimum of three months assignment notice. Unpredicted requirements sometimes preclude this notification. At the present time both the **overseas desk** and the **CONUS desk** are exceeding the desired three months advance notice.

Career development is also a specific responsibility of the **Assignment Section**. The branch recommends and participates in studies designed to more clearly define and improve career patterns for Aviation Warrant Officers. These studies are concerned with all facets of the **Aviation Warrant Officer Career Program**. Correspondence received from Aviation Warrant Officers serving in the field outlining problem areas and offering suggestions is an important source of information. Such correspondence generates branch action so that constant improvement can be made.

The **Personnel Actions Section** is con-

cerned with a wide variety of activities. These activities include direct appointments, category renewals, recall to active duty, retirements, the long-range active duty program, MOS changes, Regular Army program, review and processing of efficiency reports, and review and supervision of the **Officer Qualification Record (DA Form 66)**.

The **DA Form 66** is the basic document used by the branch to maintain a record of qualifications, assignments, and other essential information. It is part of the branch file and, because of its importance, it is the document most frequently used in personnel actions concerning assignments, schooling, and promotions. Only two copies of the **66** are maintained, and the branch copy is merely a duplicate of the copy maintained by unit personnel. With the exception of minor changes, the branch copy of the **66** is not changed until a report of change, **DA Form 2876**, is forwarded to the branch from the unit personnel officer. It is an individual responsibility to monitor the field **66** to be certain that changes are posted and reported to the branch as quickly and as accurately as possible.

### EFFICIENCY REPORTS

The most important document used to determine manner of performance and promotion potential is the **efficiency report**. In the review of these reports it is essential to carefully analyze the written description of the manner of performance. It is mandatory that raters and indorsers present a clear and complete description of the manner of performance, rather than a description of duties performed. Although numerical scores are a part of each report, no overall numerical efficiency index is maintained by the branch.

The **Personnel Actions Section** reviews all reports on Aviation Warrant Officers. Outstanding reports are brought to the attention of all sections and all reports containing derogatory information of a serious nature is

brought to the attention of the branch chief. Appropriate counseling letters are written to individuals for both categories of reports. Aircraft qualifications are also an important part of the 66. All changes should be forwarded by the unit operations officer to the unit personnel officer so that both the field and the branch 66 can be updated.

## SCHOOL SELECTION

The rapid expansion of the branch, coupled with a commensurate expansion of schooling requirements, necessitated the establishment of the **Schools Section**. This section is responsible for management of the branch school program. A major responsibility is the administration for the procurement of students entering the **Warrant Officer Flight Training Program (WOFTP)**. This program requires extensive coordination with the many agencies involved in the procurement of warrant officer candidates to assure that each student class begins training at 100% strength. In addition to the **WOFTP**, this section, in coordination with the other branch sections, also provides the necessary branch management in the selection of students to attend 27 other military and civilian schools.

Although there is a temporary suspension of Aviation Warrant Officer participation in the **Degree Completion Program (Bootstrap)**, continued effort to qualify for this program is encouraged. The program will be reinstated at the earliest opportunity. As a matter of general interest, twenty-six members of the branch now have Baccalaureate Degrees and one member has a Master of Business Administration Degree.

## TRANSITION TRAINING

The branch has received more quotas for military schooling during fiscal year 68 than ever before. Most of these quotas, however, will be used to provide aviation skills critically needed in Vietnam and attendance is generally scheduled enroute. In addition to the needs of the service, individual qualifications,

and the desires of the individual, school selection criteria must also include availability for assignment to Vietnam. First priority for the limited quotas is given to branch personnel returning to Vietnam for second tours. Courses available include the Aircraft Maintenance Officer Course (AMOC), **CH-47** transition, **AH-1G** transition, **CH-54** transition, **U-8** transition, **U-1A** transition, and fixed wing qualification.

The **Administration and Records Section** maintains and processes all actions concerning the individual Aviation Warrant Officer's branch file. These include updating the form 66 from changes received from the field, and the filing of all pertinent documents to include orders, efficiency reports, correspondence to and from the branch, and other official documents of importance to the individual and to the branch. In addition, this section also codes all material that the branch enters on the **Officer Master Tape (QMTR)**.

## Q. Where is the Aviation Warrant Officer Career Branch Located?

A. The branch is located in **Tempo A** adjacent to Fort McNair. Bus transportation to **Tempo A** is available from the Pentagon.

The branch is the Aviation Warrant Officers' point of contact at the Department of the Army. All branch personnel are encouraged to visit the branch when in Washington area to review their file and to discuss items of mutual career interest with members of the branch. Specific individual requirements which may not be known to branch action officers through the branch file can be discussed by personal letters. Letters outlining individual problems, desires, or suggestions which may improve the overall **Aviation Warrant Officer Program** are welcomed, and should be mailed to:

**Chief of Personnel Operations  
Hqs, Department of the Army  
ATTN: OPAV  
Washington, D.C. 20315**



Branch Chief  
LTC JACK V. MACKMULL  
(All Numbers)



Chief, Administration and  
Records Section  
MRS. ELSIE F. SHIROCKY  
(202) 697-1068



Chief, Projects and  
Personnel Actions Section  
MAJ GEORGE E. DERRICK  
(202) 695-4761



Chief, Schools Section  
CW3 KENNETH G. DONLEY  
(202) 695-6642



Chief, Assignment and  
Career Planning Section  
LTC THOMAS E. ANDERSON  
(202) 697-0259



CONUS Assignment Officer  
CW2 ELMER M. COOK  
(202) 697-6835



Overseas Assignment Officer  
CW3 CHARLES J. WILLIAMS  
(202) 697-6129



Personnel Actions Officer  
CW3 MARVIN A. FARMER  
(202) 695-9738

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SGT Horace G. Conner  
SGT William O. Jones  
1LT John O. Morris  
WO1 Robert E. Northcutt  
WO1 Wayne L. Penick  
SGT Herman W. Punke  
MAJ Thomas S. Rankin  
1LT Howard B. Smith

## 1956

CPT Robert F. Carter  
CPT Earl J. Scott  
1LT Joe B. Warner

## 1957

1LT Olaf C. Anderson  
CPT Eual A. Cathey  
CW2 William Hunter  
Robert J. Rozanski  
LT Robert E. Wright

## 1958

1LT Elmer Alexander  
CPT Joseph E. Allinder  
CPT John C. Asbury  
MG Bogardus S. Cairns  
WO1 Billy L. Corley  
1LT James E. Dicks  
1LT David Duchesneau  
WO1 John L. Griggs, Jr.  
WO1 Luther B. Harrell  
1LT Richard M. Havelsky  
CW2 Argyle E. Hays  
WO1 Robert L. Jiles  
1LT Neely F. Keyser  
1LT Lawr. M. Knapp, Jr.  
CW2 Charles R. Long  
CW2 Karl F. McFeron  
CW3 John E. Murphy  
1LT William R. O'Neil  
1LT Edward M. Pringle  
WO1 James T. Sinquefield  
WO1 Stanley C. Small  
WO1 Cesar A. Sotomayor  
1LT M. E. Stephenson, Jr.  
1LT Victor M. Tilley

## 1959

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WO1 Harold A. Brown  
2LT Jimmy N. Chamness

1LT George D. Cobb  
2LT John N. Combs  
2LT Gerald D. Cyrus  
CW2 Gerald H. Dirks  
1LT Darold C. Dockum  
CW2 James C. Grubaugh  
CW2 David P. Hester  
LT Jimmie L. Hilton  
CW2 Junior W. Hunt  
CPT Charles Nelson  
1LT Richard R. Scott  
CW2 Leo F. Tuttle  
1LT Donald M. Waldroop  
CPT Charles F. Ward, Jr.  
CW2 Robert L. Wright

## 1960

CWO Clayton L. Alderson  
1LT Donald G. Bales  
CWO Richard K. Brown  
CPT Hugh L. Broyles  
CPT Orrin H. Deuel  
2LT Edward J. Giles  
CPT F. E. Golembieski, Jr.  
1LT Robert J. Holloway  
1LT Glen R. Judd  
CWO Kenneth R. Kiester  
MAJ Willis L. Lukowicz  
CWO Edward E. Schell, Jr.  
CWO Robert D. Smith  
CPT Atillio J. Tambornini  
MAJ Marion F. Ward  
1LT Richard H. Weinhardt  
MAJ Leland H. Willard  
2LT Donald E. Yoders

## 1961

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CPT. Clarence M. Bratt  
CPT Robert D. Brown  
LTC David E. Condon  
COL Wayne N. Downing  
1LT Joseph F. Garrity, Jr.  
CPT Manuel G. Guerrero  
CPT Oscar R. Harper  
2LT William W. Hensch  
1LT Kenneth L. Holt  
1LT Hubert H. Homolka  
WO B. K. Humphreys  
1LT Eric F. Ingram  
1LT James R. Jensen  
1LT William G. Martin  
Charles H. Mateer  
SFC Charles R. Metcalf  
CPT James B. Morris  
CPT Owen B. Neff

CWO Nicholas W. Nickas  
CPT Lawr. F. O'Flahavan  
CWO Robert F. Pohl  
1LT Rupert F. Precht  
1LT Karl W. Seidl  
SP5 Gilbert F. Staubs  
CWO Joseph A. Steffanci  
1LT James H. Stone  
CWO Frederick J. Tate  
CPT William M. Templeton  
CPT Patrick E. Thomas  
CPT Orville H. Unnerstall  
1LT John H. Veidt, Jr.  
2LT Charles L. Watson  
CPT Jesse C. Yates

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2LT John M. Anthony  
CWO George C. Benard  
1LT James P. Brannan  
MAJ Donald A. Carder  
CPT Anthony L. Cristan  
SP5 Richard G. Elkins  
1LT William O. Epting  
CWO Joseph A. Goldberg  
1LT George C. Haas  
CPT John F. Hamel, Jr.  
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1LT Robert A. Kutzner  
1LT Don R. McGowan  
1LT Joseph Ondi  
1LT Gerald J. Peeden  
CPT Robert L. Sauberan  
2LT William D. Shaw  
CPT Benjamin R. Spiess  
CWO Edward L. Stephens  
CPT Terry E. Wedemier  
CPT Thomas K. Wesp  
CWO Wiley K. Westbrook  
Robert J. Whatley, Jr.  
CWO William D. Wheatley  
LTC Robert Winkler

## 1963

MAJ James H. Allred  
CPT Kenneth J. Alves  
MAJ John R. Beler  
CPT Aubrey R. Boswell  
CPT John E. Conner  
CPT Russell E. Cooper  
1LT James N. Daniel  
CPT Samuel D. Delozier  
MAJ Miles H. Downs  
MAJ Albert E. Fitzgerald

1LT Benny E. Foster  
1LT James L. Futrell  
1LT Joseph G. Galambos  
CPT Hency F. C. Gebelt  
CPT Jas. W. Hendrickson  
MAJ Philip D. Jones  
1LT Robert G. Knorr  
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CPT Travis L. Moore  
1LT Clarence L. Moorer  
CPT Eugene H. Patton  
1LT Louis J. Stauber  
CPT Curtis J. Steckbauer  
1LT Eugene J. Taylor  
CPT Ronald D. Taylor  
CPT Gene A. Truitt  
LTC Donato N. Vincent  
1LT Daniel B. Wood

## 1964

LTC Robert L. Allen  
WO1 Roy G. Azbill  
CPT Harley Barrick  
CPT Richard H. Bitter  
1LT Donald G. Bischof  
CWO Floyd E. Branchfield  
WO1 Donald K. Burch  
WO1 Jas. S. Cameron, Jr.  
CPT Richard M. Cannon  
1LT Jimmy Cartwright  
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MAJ Richard F. Conner  
MAJ Fred Dameron  
1LT Robert G. Dassler  
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CPT James W. Kelly  
2LT John R. Leeds  
WO1 J. L. Lewis  
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CPT Marlin E. McCahan  
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WO1 David E. Miller  
WO1 Stephen G. Morgan  
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CPT Wilson C. Parker, Jr.

2LT Robert G. Ragsdale  
CPT John B. Rose  
CPT Max L. Seyfried  
1LT Kenneth A. Shannon  
CPT Jere C. Spence  
CPT Albert D. Summers  
WO1 Ronald Thomas  
WO1 Robert R. Thurston  
COL Mansell A. Walker  
2LT Walton P. Waller  
CPT Barry A. Winkelman  
1LT James P. Wright  
CPT Charles W. Worley

1965

MAJ Robert L. Anderson  
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WO1 Benedicto P. Bayron  
CWO Robert E. Beebe  
WO1 Daniel E. Bishop  
WO1 Dana E. Brann  
2LT Patrick P. Calhoun  
1LT Philip D. Childers  
CPT Donald R. Clark  
CPT Charles R. Cornelius  
CWO Lindsey H. Crow  
1LT Leonard J. Dadante  
MAJ Charles F. Amaral  
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2LT Douglas L. Foley  
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LTC Rudolph F. L. Giglio  
CWO Paddy W. Griffin  
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2LT George Gutierrez, Jr.  
MAJ Sayward N. Hall  
LTC A. F. Hammarstrom  
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CPT Roberto Samaniego  
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1LT Josef L. Thorne  
WO1 Dale L. Tooloose  
CWO James Treadway  
1LT Charles G. Tucker  
WO1 John M. Urban  
LTC Austin J. Veatch  
CPT Robert D. Walker  
2LT Alvah A. Wallace  
CWO Joe T. Weilborn  
CPT Gerald L. West  
WO1 Michael L. Wilds  
CPT Philip G. Wolf

1966

COL Carlyle W. Arey  
CPT Bobby N. Arnold  
1LT James Q. Aydlett  
WO1 Robert L. Banks  
WO1 John J. Becker, Jr.  
1LT Gerald V. Belcher  
MAJ Lewis D. Bell  
CWO D. G. Blankenship  
CPT Burton A. Blanton  
2LT John F. Joyce  
CWO Joe W. Boyd  
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1954-1967



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CPT Donald R. Bryant  
CPT Charles S. Burns, III  
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WO1 Eugene W. Caswell  
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MAJ Don W. Chabot  
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CWO George A. Clark  
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WO1 Allan L. Cox  
LTC Roger H. Coye  
CWO Carl J. Crow  
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WO1 Jesus De LaRosa, Jr.  
MAJ H. B. Dierdorff, Jr.  
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WOE Michael C. Dundas  
MAJ Normal L. Dupre  
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CPT Louis D. Easterday  
CPT William E. Ebel  
CWO John A. Eddy  
WO1 Wayne E. Ellison  
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LT Leon D. Flanders  
CPT Marshall R. Frizzell  
CWO Alton J. Gajan  
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WO Tyrone W. Hisey  
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LTC Chas. M. Honour, Jr.  
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BG Carl I. Hutton  
CWO Clifford C. Johnson  
CPT Paul W. Johnson  
MAJ Raymond E. Johnson  
MAJ Taylor D. Johnson  
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1LT Douglas L. Jones

WO1 Jackie D. Jones  
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CPT Wallace A. Kell  
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CPT John A. Kemp  
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CPT Johnnie P. Sawyer  
WOC John W. Scott  
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# MEMORIAL DAY MAY 30, 1967

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1LT David L. Siverly  
CPT Albert M. Smith, Jr.  
1LT Lloyd S. Smith  
CPT Milton F. Smith  
W01 Ralph R. Smith  
CPT Walter R. Speare, III  
CWO Kenneth L. Stancil  
1LT Wm. J. Stephenson  
1LT Dee W. Stone, Jr.  
MAJ Ben W. Stutts  
W01 Daniel A. Sulander  
CWO Robert T. Swanson  
1LT Jerry R. Taylor  
CWO Delmar S. Townsend  
1LT Howard D. Ulmer, Jr.  
1LT Richard A. Veon  
CW2 Daniel B. Vorce  
CWO Billy J. Waymire  
James J. Welsh

W01 Rutherford J. Welsh  
WOC Billy L. West  
CPT Harry T. Whetzel  
Charles White  
MAJ Joseph D. White  
CPT James L. Whited  
CPT Charles R. Williams  
CWO W. J. Willingham  
W01 William B. Watson  
MAJ William F. Winters  
CPT Donald C. Woodruff  
CPT Lawrence D. Woods  
CPT Edwin G. Young, III  
1967  
W01 James P. Barton  
CW2 A. J. Bottom  
CPT Robert N. Bradley  
W01 Roy E. Bradley  
1LT Edwin S. Brague, Jr.  
CPT Richard B. Brockman

W01 Edward L. Bush  
CW2 Harold E. Carty  
W01 James L. Darcy  
COL Jack T. Dempsey  
LTC John F. Denhart  
W01 Gerald A. Dorr  
CWI Rudolph F. Dungee  
W01 Robert C. Ferris  
W01 Julian A. Fincher, Jr.  
MG Benjamin D. Foulis  
CPT Joe R. Fulghum, Jr.  
W01 Myron T. Goddard  
W01 James W. Godfrey  
W01 Ernest V. Hensel, Jr.  
CPT Wm. E. Hingston, Jr.  
CPT William R. Hill  
W01 Harvey C. Howe, Jr.  
1LT Charles S. Hymers  
1LT Ronald S. Johnston  
MAJ Paul R. Karas  
W01 Harold K. Ketner, Jr.  
CPT Rance A. Kirby  
1LT Arthur R. LeGrow, Jr.  
1LT Jack R. Lichte, Jr.  
LTC James V. Lowe  
1LT Terry L. Manz

CPT F. B. McBride  
LTC Stanley H. McCullough  
WOC Donald M. McDowell  
WOC Kenneth Miller  
CPT John R. Minutoli  
CPT Michael J. Moran  
W01 Reginald G. Morse  
CPT Richard E. Newton  
CWO Orman D. Phillips  
LTC William R. Phillips  
W01 Larry R. Steves  
W01 William J. Robbins  
W01 Wm. S. Robertson  
CPT Guinn J. Rogers  
Melvin H. Rorick  
1LT Lloyd T. Rugge  
CPT Edgar J. Saffle  
CPT Robert C. Stewart  
CWO Robert G. Strange  
W01 Michael S. Uhlig  
CW3 James E. Watson  
W01 Gary L. Wesselman  
CPT Thaddeus Williams  
MAJ Johnie J. Wright, Jr.  
CW2 Richard J. Wright  
1LT Alan H. Zimmerman

## OBITUARIES

### ROY E. BRADLEY

Warrant Officer (W-1) Roy Eugene Bradley, an Army Aviator assigned to the 334th Assault Helicopter Company, sustained fatal injuries in the crash of a UH-1 helicopter. The fatal accident took place in South Vietnam on February 16, 1967. He is survived by his widow, Mrs. Sally J. Bradley, of 1520 Lincoln, Boise, Idaho.

### HAROLD E. CARTY

Chief Warrant Officer (W-2) Harold Edward Carty, an Army Aviator on assignment to the U.S. Army Aviation Center, Fort Rucker, Ala., died as a result of injuries received in the crash of UH-1 Iroquois helicopter on February 3, 1967. He is survived by his widow, Mrs. Elnore Carty, of 32 Andrews Street, Daleville, Alabama.

### RUDOLPH F. DUNGEE

Warrant Officer (W-1) Rudolph Francis Dungee assigned to the 1st Cavalry Division (Air-mobile), died due to hostile action in Vietnam on February 13, 1967. He is survived by his widow, Mrs. Constance J. Dungee, of 1334 Charleston Road, Phoenixville, Pennsylvania.

### MICHAEL J. MORAN

Captain Michael J. Moran, an Army Aviator from Niagara Falls, New York, sustained fatal injuries in the crash of an O-1E aircraft near Cannelton, Indiana, on March 27, 1967. The fatal accident occurred on a routine training mission when Captain Moran's aircraft hit high wires strung across the Ohio River and fell into the river. The 24-year-old Army Captain was on assignment at Fort Knox, Kentucky, at the time of his death.

### ROBERT C. STEWART

Captain Robert Cole Stewart, an Army Aviator on assignment to the 13th Combat Aviation Battalion, USARV, died as a result of hostile action in Vietnam on February 15, 1967. He is survived by his widow, Mrs. Geraldine L. Stewart, of 1008 Tamarack Drive, Colorado Springs, Colorado.

### MICHAEL S. UHLIG

Warrant Officer (W-1) Michael Steven Uhlig, assigned to the 334th Assault Helicopter Company, sustained fatal injuries when his UH-1 Iroquois helicopter crashed in Vietnam during the conduct of a mission on February 16, 1967. He is survived by his parents, Mr. and Mrs. Max R. Uhlig, of 26712 Oak Branch Circle, Newhall, California.



# Army Aviation

## CAPSULES



### **Distinctive Army Aviation Guidons Spearhead 1st Aviation Brigade Operations**

Can you picture a helicopter going into battle in Vietnam with a guidon flying from its nose? . . . A little facetious?

True . . . but the concept of carrying a guidon into battle is almost as old as the military itself. Throughout history, guidons have played an important role in the morale and esprit-de-corps of troops. The individual soldier was reassured by the sight of his unit flag still flying in the heat of battle. If the guidon bearer fell, another soldier would pick the flag up.

In the modern military, up-to-date technology and communications tell the soldier what the guidon told his predecessor — that all goes well with the unit . . . but the guidon is still an important part of unit pride, and now, for the first time since the Army Air Corps, Army aviation has its own distinct guidon.

The idea for an official Army aviation

guidon was conceived by members of the 1st Aviation Brigade at Tan Son Nhut, Vietnam. Fourteen proposals for a design were submitted, with the final selection being made by BG G. P. Seneff, Jr., CG of the brigade.

The design selected — golden Army Aviator's wings on a blue background — was submitted to DA in November, 1966. DA forwarded the design to the Institute of Heraldry, and following its approval, the Brigade put the guidon into use at Brigade headquarters.

The use of a guidon quickly spread to the units of the brigade with companies throughout Vietnam now having their own guidons with the official Army aviation colors of blue and gold.

Unit pride and everything it stands for are there in the guidon . . . and that's what counts!



### **Army Aviator Awarded First Avco-AWA Helicopter Heroism Award**

Major Bruce P. Crandall, an Army Aviator in the student detachment of the Armed Forces Staff College in Norfolk, Va., and a veteran of Vietnam, became the first recipient of the Avco-AWA Helicopter Heroism Award.

Sponsored jointly by the Avco Corporation and the Aviation/Space Writers Association, the award was presented to Crandall May 15 at the 1967 AWA Annual Meeting held in Las Vegas, Nevada.

The 34-year-old Army helicopter pilot was cited for his rescue of 12 wounded soldiers, making two flights under intense

enemy fire and in total darkness with only a flashlight on the ground to guide him into a small landing zone surrounded on three sides by tall trees.

Major Crandall's heroic action took place on Jan. 31, 1966 during the battle of Bong Son while he was commanding officer of Company A, 229th Aviation Battalion (Assault Helicopter), 1st Cavalry Division (Airmobile). At the time, the Major was flying a UH-1D Huey in support of the 1st Battalion, 7th Cavalry.

Major Crandall was selected from 56 nominees throughout the world. A three-man committee of AWA members screened all nominations and made the final selection. The award is presented annually to a civilian or military pilot, crew member, or other individual for outstanding heroism involving the use of a helicopter in the previous year.



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**BARFOOT**



**RICE**

### PCS - GENERALS

MESZAR, Frank, BG  
USAAVNS  
Hunter AAF GA 31409  
NORTON, John, MG  
AVCOM, 12 & Spruce Sts  
St. Louis MO 63102

### COLONELS

BARFOOT, Van T.  
Headquarters USARV  
APO San Francisco 96307  
DIBBLE, John, Jr.  
3522 Pine Tree Terrace  
Falls Church VA 22041  
DYSINGER, William C.  
3 Azalea Circle  
Hunter AAF GA 31409  
ELLIOTT, John W.  
5350 Sage Avenue  
Edwards CA 93523  
LEIDY, Carl S.  
ODCSLOG-USAREUR  
APO New York 09403  
SHEPARD, Claude L., Jr.  
CO-Campbell Army Arlft  
Ft Campbell KY 42223  
SMITH, Bill G.  
815 Gobin Street  
Carlisle PA 17013  
SMITH, James C.  
6037 21st Avenue, North  
St Petersburg FL 33710  
VOHS, Ralph H.  
DCSOT Avn Div 1st USA  
Ft Meade MD 20755

### LT COLONELS

BOWMAN, James E.  
RR 1  
Amboy IN 46911  
CHOATE, Harlan E.  
USARV IG Field Office  
APO San Francisco 96240  
CLARKE, Arthur M.  
Star Route  
Sausalito CA 94965  
COBE, Bernard R.  
22 Howard Street  
Ft Rucker AL 36360  
GERARD, Robert J.  
7804 Alberta Court  
Springfield VA 22150  
LANG, William F., Jr.  
200th ASH Company  
APO San Francisco 96370  
LAWRENCE, Vernon R.  
USARV Flight Detachment  
APO San Francisco 96307

### PCS - LTCS

LIGGETT, Dale M.  
2324 Macon Hwy, Box 111  
Athens GA 30601  
O'GRADY, Patrick J.  
Hq MACV COC4  
APO San Francisco 96222  
PERKINS, Thomas F.  
Hq USARV Aviation Office  
APO San Francisco 96307  
RICE, Foy  
6000 Hardwick Place  
Falls Church VA 22041  
RICHARDSON, John H.  
Hq 223rd Cmbt Spt Avn Bn  
APO San Francisco 96238  
STANFIELD, John T.  
4929 Beauregard Street  
Alexandria VA 22313  
THOMAS, John W.  
8865 Torii, Apartment D  
St. Louis MO 63121  
WILLEY, Donald E.  
65 Diamond Avenue  
Ft Rucker AL 36360

### MAJORS

AINSLIE, Robert E.  
154th Aviation Company  
Ft Sill OK 73503  
ANDERSON, John H.  
205th Aviation Company  
Ft Sill OK 73503  
ANDERSON, Robert D.  
151 Surf Way, Apt 22  
Monterey CA 93940  
ANDREE, Robert G.  
Hq 14th ACR  
APO New York 09146  
AUSTIN, Maynard A.  
USAREUR, Rec Br ODCSI  
APO New York 09403  
BAGOZZI, Donald F.  
229 Avn Bn, 1 CD (Air)  
APO San Francisco 96490  
BOOTH, Benny L.  
Hq COMZ Trans Comm  
APO New York 09057  
BREM, Homer L., Jr.  
64 Engr US Mapp Mission  
APO New York 09319  
BRODEUR, Alfred F.  
2118-A Irwin Street  
Ft Eustis VA 23604  
BURNETT, Clark A.  
32 Pick Avenue  
Ft Leavenworth KS 66027  
BYRD, Roger D.  
196th Aviation Company  
APO San Francisco 96238

### PCS - MAJORS

CAMPBELL, Harold T.  
132-A S. Broadway  
Leavenworth KS 66048  
CAMPBELL, Richard E.  
Hq 224th Aviation Bn  
APO San Francisco 96307  
CARLSON, Earl C.  
195th Aviation Co (AML)  
Ft Carson CO 80913  
CUNHA, Fred R.  
776 Juniper Court  
Sonoma CA 95476  
DILDAY, Colbert L.  
324 Palomar Street  
Fayetteville NC 28303  
EADY, Doug  
5615-2 Lockridge Loop  
Ft Hood TX 76544  
EBERWINE, James A.  
Irid Army Hosp-PAT Det  
Ft Knox KY 40121  
ERHARDT, Chris  
USAPHC Box 602  
Ft Wolters TX 76067  
FAMBROUGH, John A., II  
ECOM Nav Aids Cmndy Off  
Ft Monmouth NJ 07703  
FEORE, Patrick L., Jr.  
2917 Westbrook Dr, Bldg 7  
Ft Wayne IN 46805  
FORD, Duane B.  
Route 4, Box 101  
Chippewa Falls WI 54729  
FORD, William W.  
11 Division Place  
Ft Rucker AL 36360  
GRAY, Robert R.  
1111 North Place, North  
Renton WA 98055  
GRIMM, Adolph H.  
Birch Road, RFD 2  
Storrs CT 06268  
HARDY, John L.  
4147 King Arthur Place  
Columbus GA 31907  
HARRISON, Casby, Jr.  
621 Waldron Street  
W. Lafayette IN 47178  
HAY, James R.  
8623 108th Street, SW  
Tacoma WA 98498  
HEALEY, Richard W.  
10203 Luzon Drive  
San Antonio TX 78217  
HEFFORD, Robert A.  
7th Squadron 17th Cavalry  
Ft Knox KY 40121  
HOPPE, Bruce J.  
General Delivery  
Ft Wolters TX 76067

### PCS - MAJORS

HOWARD, Carl E.  
10 Baker Street  
Ft Rucker AL 36360  
IVEY, George N.  
21 Johnson Street  
Ft Rucker AL 36360  
JOHNSON, Bradley J.  
2nd Aviation Det-USMA  
West Point NY 10996  
JOHNSTON, John A.  
84 Elmwood Drive  
Delaware OH 43015  
JONES, Charles C.  
1202 Skrivanek  
Bryan TX 77801  
KEMP, Freddie L.  
3530 Village Drive  
Fayetteville NC 28304  
KLOSE, John A.G.  
11 Cmbt Avn Bn, S-3 Sec  
APO San Francisco 96289  
KUHN, Robert J.  
Brooke Gen Hosp, Hold Co  
Ft Sam Houston TX 78234  
LAUTZENHEISER, R.D.  
2432 N. 38th Street  
Kansas City KS 66104  
LEACH, Ernie J.  
Quarters 8807  
Ft Lewis WA 98433  
LEONARD, Dan S.  
1802 Elbert Drive, SW  
Roanoke VA 24018  
LITTLE, Ronald W.  
1100 Westview Drive  
Ozark AL 36360  
LORENZ, Dwight L.  
Hq V Corps, G-3 Avn  
APO New York 09079  
LOUIS, John J.  
301 E. Piedmont Street  
Culpeper VA 22701  
MARR, Giffen A.  
P.O. Box  
Leonardtown MD 20650  
MAY, Joseph M.F.  
USAAVNS-ELM  
Ft Stewart GA 31313  
MEEK, Russell L.  
90th Aviation Company  
APO New York 09177  
MIKULA, Joseph G.  
USAPHS  
Ft Wolters TX 76067  
MILLER, John J.  
USACDCIA  
Ft Benning GA 31905



## Seeing Double!

**FORT WOLTERS** — Instructors and students at the U.S. Army Primary Helicopter School see double on the flight line whenever the O'Connor twins are around! Michael and Charles O'Connor (above) are so much alike that their instructor can't tell them apart! Michael — who has a private FW license — soloed first at Wolters, and while Charles was in the air, their instructor checked Michael's ID Card to make sure that he wasn't soloing for his brother. For the record, that's Charles in the foreground and Michael on the far side of the cockpit. (USA photo)

### PCS - MAJORS

MOORE, Jimmy N.  
2400 Archbury Ln, Apt 1D  
Park Ridge IL 60068  
MORRIS, Arnold C.  
USAPHC  
Ft Wolters TX 76067  
MOSES, George W.  
517 Frances Way  
Richardson TX 75080  
MUNROE, Gary W., Sr.  
HHC 1 TC Bn, (AMD) (Stn)  
APO San Francisco 96601  
OWINGS, William M.  
Route 3, Box 311  
Lake Wales FL 33853  
PEACHEY, William N.  
USAAVNS, 3A-3186  
Ft Rucker AL 36360  
PETERSEN, Darwin A.  
196 Andrea Drive  
Sierra Vista AZ 85635  
PHILLIPS, James W., Jr.  
OUSARMA-Am Embassy  
APO San Francisco 96352  
POULNOT, James O.  
621 Perkins Street  
Ft Benning GA 31902  
RAMSEY, Bobby A.  
3rd Avn Det, EADC, EAR  
APO San Francisco 96212  
REASER, Glenn R.  
116th Assault Hel Co  
APO San Francisco 96353  
RYNOTT, Keith J.  
2444 N. 38th Street  
Kansas City KS 66106  
SCANLAN, William H.  
DOD, Intelligence Group  
Washington DC 20301  
SMITH, Richard A.  
125 Air Traf Cont USARV  
APO San Francisco 96307  
STARKEY, James E.  
213th Assault Hel Co  
APO San Francisco 96289  
STUART, Robert M.  
7 Sgdn, 1 Air Cav, Avn Gp  
Ft Knox KY 40121  
TAMER, Robert S.  
5330 W. Wilbur Avenue  
Milwaukee WI 53220

### PCS - MAJORS

TOBIASSON, Allan R.  
3090 Franklin Street, SW  
Grandville MI 49418  
VINES, Ronald C.  
2476 North 38th Street  
Kansas City KS 66104  
VISSERS, Martin R.  
IAGS Colombia Project  
APO New York 09817  
WEAVER, John M.  
146th Aviation Co (RR)  
APO San Francisco 96307  
WEBSTER, John J.  
364-E Beechmont Gdns  
Denbigh VA 23602  
WEDDINGTON, David H.  
3007 Morganton Road  
Fayetteville NC 28304  
WELCH, Elliot J.  
105 Letterkeny  
White Sands MRMN 88002  
WILLIAMS, Billie G.  
306 Magruder  
Mineral Wells TX 76067  
WINTERS, Donald L.  
P.O. Box 173  
APO Seattle 98733  
WRAY, Donald P.  
573rd Transportation Det  
APO San Francisco 96227  
YATES, William E.  
367 Hidden Blvd  
Newport News VA 23606

### CAPTAINS

BACON, William G.  
20 Lafayette Court  
Gainesville GA 30501  
BAILEY, Ellis M.  
2908 Arcadia  
Amarillo TX 79109  
BELL, Richard A., II  
Box 186  
Torrillo TX 79853  
BERGERON, Gary P.  
200th ASH Company  
APO San Francisco 96370  
BERGMANN, Walter M.  
CMR Box 12027  
Hunter AAF GA 31409  
BITHER, Rodney D.  
97 Lawrenceville Street  
McDonough GA 30253

### PCS - CAPTAINS

BRADLEY, Glynn R.  
302 Vernon Avenue  
Hopkinsville KY 42240  
BRANDT, Robert J.  
2309 E. Pico  
Fresno CA 93726  
BRIGHT, J.C.  
Co E, 701st Maint Bn  
APO San Francisco 96345  
BROWN, Patty E.  
603-1 Tuttle Avenue  
Ft Riley KS 66442  
BURNETT, Bobby R.  
1016 Canterbury Avenue  
Norman OK 73069  
CARROLL, John E.  
3039 Avondale Road  
Columbus GA 31903  
CLEMENTE, Anthony  
Route 2, Box 678  
Palatka FL 32077  
COGAN, Larry C.  
304 Heath  
Enterprise AL 36330  
CORSO, Richard J.  
USATSCH, TOCC 4-67  
Ft Eustis VA 23604  
DAVIDSON, John M.  
3318 Caravelle Drive  
Columbus GA 31901  
DEAN, Edwin B.  
Route 1, Box 1A  
Buckhannon WV 26201  
DERVAES, Arthur S., III  
130 Le Hardy Drive  
Savannah GA 31405  
DUKE, Walter B., Jr.  
2600 NE 30th Street  
Ft Lauderdale FL 33306  
FAIRWEATHER, Robert S.  
4525 S. 31st Street, Apt 11  
Arlington VA 22206  
FERRIS, Charles J.  
Letterman General Hosp  
San Francisco 94129  
PICKLE, Thomas H.  
Route 2, Box 321  
Douglasville GA 30134  
FLANAGIN, Harris  
Trp E 3 Sgdn 12 Cav 3 AD  
APO New York 09039  
FRANK, Laurence A., Jr.  
69th Signal Bn, Avn Sec  
APO San Francisco 96307

### PCS - CAPTAINS

FRIX, Robert S.  
2nd Co, 2nd Stu Bn (TSB)  
Ft Benning GA 31905  
GASTON, Joseph R.  
350th Aviation Company  
APO New York 09165  
GHEHLER, Kenneth A.  
5863-A Adams Street  
Ft Knox KY 40121  
GIBSON, William M.  
3460 Stratford Road, NE  
Atlanta GA 30305  
GLENN, Thomas J.  
503 Avn Bn, 3 Armd Div  
APO New York 09165  
GOODLOE, James H.  
200th ASH Company  
APO San Francisco 96370  
HANSON, John R., II  
5813-A Billhwymer  
Ft Knox KY 40121  
HELGERSON, Robert A.  
174 Burr Road  
Commack NY 11725  
HIPPI, Gerald T.  
Avn Co, 2 Armd Cav Regt  
APO New York 09696  
HITES, Robert D.  
Southwind Mob Homes-26  
Daleville AL 36322  
HOLDEN, James D.  
9203 Avalon Drive  
Richmond VA 23229  
HOLMAN, Homer P.  
5725 Friedman Street  
Ft Hood TX 76544  
HORN, George A.  
202 Woodland Hills Drive  
Ozark AL 36360  
HULA, Roger P., II  
4509-1 O'Donnell Heights  
Ft Riley KS 66442  
KIEFFER, George W.  
351st Aviation Co (AML)  
APO New York 09801  
LASCH, John A., III  
1017-B Ray Court  
Ft Benning GA 31905  
MARTIN, William O.  
105 Schley Avenue, HAAF  
Savannah GA 31405  
Molnerney, Bernard M.  
10107 98th Street, SW  
Tacoma WA 98498

## AAAA Bonus

FORT RUCKER — CPT James L. Japp (right), the class leader of ORWAC Class 67-4 at USAAVNS, is shown accepting a \$210.00 "Graduation Party" refund check from the AAAA on behalf of the 70 men in his class. COL Conrad L. Stansberry (left), chief of staff at USAAVNC and president of the Aviation Center Chapter of AAAA, presents the check signifying the 100 per cent membership participation of ORWAC 67-4 in the association. Under the membership incentive plan for aviation primary students, AAAA returns an amount equivalent to the Initiation Fee to classes providing full support.



### PCS - CAPTAINS

McKESSON, Edward L., Jr.  
Battery D, 25th Artillery  
APO New York 09107  
MEELER, William H., Jr.  
176th Aviation Company  
APO San Francisco 96316  
MOBERG, Robert J.  
281st Aviation Company  
APO San Francisco 96240  
MURPHY, Alfred W.  
HHB 1st Div Artillery  
APO San Francisco 96345  
NELSON, Raymond W.  
Hq USAARADCOM  
Ent AFB CO 80912  
ORLIN, Peter A.  
7516 Republic Ct, Apt 103  
Alexandria VA 22306  
PARKS, Robert R.  
187th Aviation Co (AML)  
APO San Francisco 96216  
PATTERSON, James M.  
170th Assault Hel Co  
APO San Francisco 96318  
PETERS, Joseph F.  
914-11th Avenue, North  
St Cloud MN 56301  
PHELPS, Lloyd C.  
2617 9th Avenue  
Kearney NB 68847  
RAIBLE, James W.  
Route 3, Box 50  
Charleston AR 72933  
ROSS, Bill R.  
171 Magruder  
Mineral Wells TX 76067  
RUSSELL, Jerry W.  
336th Aviation Company  
APO San Francisco 96296  
SABRE, Randolph E.  
10th SFG 1st SF  
APO New York 09108  
SHELTON, Robert D.  
504 Spring Lane  
Ozark AL 36360  
SMITH, Paul M.  
F Battery 26th FA  
APO New York 09175  
THORNTON, Robert C.  
147th ASH Company  
APO San Francisco 96291  
THURSTON, Joe B., Jr.  
25th Aviation Co (Corps)  
Ft Hood TX 76544

### PCS - CAPTAINS

TRENT, Franklin O.  
2808 Yorkshire  
Irving TX 75060  
TURNER, Harve E.  
5626-A Conroy Street  
Ft Knox KY 40121  
WETZEL, David C.  
CMR 2, Box 15074  
Ft Rucker AL 36360  
WILLIAMS, Jody L.  
10731 Ramey Circle  
El Paso TX 79908

### LIEUTENANTS

BAKER, Douglas L.  
1642 Jamison Road  
Elma NY 14059  
BRANSTUDER, Phillip V.  
1516 NW 3rd Avenue  
Mineral Wells TX 76067  
BROOKS, Jerry R.  
591st Transportation Co  
APO New York 09177  
BRUTNELL, Donald G.  
South Wind Mobil Villa  
Daleville AL 36322  
BUZZELLI, Orey R.  
Highlander Mtl, PO Bx 98  
Ozark AL 36360  
CREEK, James A.  
Daleville Inn  
Daleville AL 36322  
IRVING, Stephen L.  
Linden Ln, Lexington 209  
Media PA 19063  
JONES, Donald E.  
161 East Black Jack Road  
Radcliff KY 40160  
JONES, Harry E., Jr.  
192nd Aviation Company  
Ft Riley KS 66442  
KOHLEBRAND, Kennedy C.  
Route 2, Box 2742E  
Spanaway WA 98587  
LEVINE, Marvin  
1155 Lavista Road, N.E.  
Atlanta GA 30324  
McCoskey, Jack R.  
108 Castleton Way  
Forest Park GA 30050  
McWhorter, Robert D.  
630 West Elm  
Junction City KS 66441

### PCS - LIEUTENANTS

PETERSON, Jon M.  
P.O. Box 9242  
Ft Riley KS 66442  
POOLE, Walter A., Jr.  
116 Brookwood Drive  
Thomasville GA 31792  
SHANK, Wendell R.  
176th Aviation Co (AML)  
APO San Francisco 96316  
SKINNER, Robert G.  
Mobile Homes Ct, Tri 33  
Daleville AL 36322  
THOMPSON, Grover F.  
125 Red Cloud Road  
Ft Rucker AL 36360  
THORNE, James R.  
Town House Apts, Apt 205  
Enterprise AL 36330  
URQUHART, Paul D.  
CMR #2  
Ft Rucker AL 36360  
VECELLIO, Michael C.  
B Trp 3 Sgdn 17 Cavalry  
Ft Knox KY 40121  
WAINWRIGHT, David B.  
P.O. Box 138  
Port Byron IL 61275

### CW2 - CW4

BARTLEY, James A.  
5701 Nivens Road  
Charlotte NC 28213  
CLIFTON, Floyd M.  
196th ASH Co 14th Avn Bn  
APO San Francisco 96238  
COYNE, Edward J., Jr.  
HHC 2nd Bde Avn OH-1 CD  
APO San Francisco 96490  
DAVIDSON, Jon R.  
140 Mayer Drive  
Savannah GA 31405  
DYE, Charles J.  
1813 Cherokee Drive  
Fayetteville NC 28303  
FERBER, Charles S.  
179th Aviation Company  
APO San Francisco 96318  
GEORGE, Warren D.  
RR 3, Box 157  
Enterprise AL 36330  
GIDNEY, Robert N.  
1st Cavalry Division (Air)  
APO San Francisco 96490

### PCS - CWOS

HAMILTON, James R.  
P.O. Box 119  
Daleville AL 36322  
IRWIN, Jerry F.  
Route 33  
Rockmart GA 30153  
JACKSON, George E., Jr.  
310 Shatee Terrace  
Clarksville TN 37040  
LORENCE, Carl E.  
625 5th Avenue  
Ford City PA 16226  
MARTIN, Willard J.  
USMACHTAI, Box 658  
APO San Francisco 96346  
MOYLE, James W.  
66th Aviation Company  
APO New York 09079  
NEESMITH, Russell  
15-B Lloyd Way  
Ft Benning GA 31905  
NICHOLSON, Thomas W.  
3811 Elmhurst Lane  
Lawton OK 73501  
NOBRIGA, David S.  
Co B, 25th Aviation Bn  
APO San Francisco 96225  
O'DONNELL, William J.  
1 TC Bn (AMD) (Sbn)  
APO San Francisco 96601  
PEARSON, Ronald G.  
66th Aviation Company  
APO New York 09079  
POWELL, Louis  
138 Cimarron Trail  
Lawton OK 73501  
SCHIERENBECK, E.E.  
2016 Albert Drive  
Midwest City OK 73130  
SCHUG, Verdell K.  
404 Whispering Pines  
Enterprise AL 36330  
SMITH, Michael C.  
General Delivery  
Mineral Wells TX 76067  
STEELMAN, Jimmie L.  
Box 86  
Destin FL 32541  
WALSH, John A.  
6722 Woodlake Avenue  
Canoga Park CA 91304  
Army Aviation Magazine  
Page 37



## Chapter Citation

CORPUS CHRISTI — Citing LTC Don F. Luce (r.), outgoing president of the Richard H. Bitter Chapter for his "outstanding enthusiasm, cooperation, and service during the period 1965 to 1967," AAAA members honored the officer at a membership meeting held April 14. COL Floyd Buch (left), newly-elected president, awards the AAAA Bronze Medalion to Luce as Ray Sale, Chapter treasurer, looks on. A "Can do" member, Luce innovated many Association "firsts" ranging from a distinctive Chapter blazer patch to the Chapter underwriting of a local hospital room for crippled children.

### PCS - WOS

ALLEN, Wendell E.  
4911 Fillmore Street  
Denver CO 80216

ANDERSON, Franklin V.  
6326 SE Reed College Pl  
Portland OR 97202

AVDEEF, John  
Route 2 Box 550  
Mineral Wells TX 76067

BARNHILL, Jon M.  
A Co 25 Avn Bn 25 Inf Div  
APO San Francisco 96225

BASTEDO, David C.  
1st Cavalry Division  
APO San Francisco 96490

BERRY, Paul L.  
7917 Henry Avenue  
West Melbourne FL 32901

BOHANNAN, Tommy L.  
904 N. Camellia  
Escondido CA 92025

BORGES, Jeffrey P.  
227 Avn Bn, 1 CD (Air)  
APO San Francisco 96490

BOYNTON, Donald F.  
RFD 1  
Bangor ME 04401

BRANAUGH, Larry J.  
1040 West 100th Ave.  
Denver CO 80221

BURCH, Thomas E.  
174th Aviation Company  
APO San Francisco 96238

BURGTORF, Neal S.  
2109 SE 18th Street  
Mineral Wells TX 76067

BURSEY, Frederick J.  
AMOC 8-67  
Ft Eustis VA 23604

BUTRYN, William Z.  
302 Maple Street  
Enterprise AL 36330

CAMERON, Roger S.  
USARV  
APO San Francisco 96307

CAMERON, Tommy R.  
1007 Lee Avenue  
Rossville GA 30741

CAMPBELL, Jack H.  
1707 Marlowe Drive  
Montgomery AL 36111

### PCS - WOS

CANNON, William L.  
2521 Overbrook Drive  
Greensboro NC 27408

CANON, Melvin L., Jr.  
149 Stars Drive  
San Antonio TX 78218

CARTER, Chandler D.  
604 Attas Avenue  
Killeen TX 76541

CASSADAY, Robert A.  
1120-B Thompson Circle  
Ft Eustis VA 23604

CHAPMAN, Raymond C., Jr.  
179 W. Seneca Street  
Manlius NY 13104

CHARITY, George O., III  
Route 1 Box 10-H  
Colonial Heights VA 23834

CHISHOLM, John A.  
3274 Carnes Avenue  
Memphis TN 38111

COLLINS, James M., Jr.  
9811 Wahada  
San Antonio TX 78217

COTTON, Charles M.  
1021 Chevy Chase Drive  
Angleton TX 77515

COX, Joseph S.  
2437 Stroebe Isl Drive  
Appleton WI 54911

DAVEY, Robert J.  
4617 Brookville Road  
Indianapolis IN 46201

DECHENE, Robert N.  
269 Grant Street  
Biddeford ME 04005

DECURTIS, Joseph A.  
25th Corps, Aviation Co  
Ft Hood TX 76545

DEVORE, Larry G.  
503-B Perkins Street  
Ft Benning GA 31905

DORN, Thomas M.  
2000 Beach Street, Apt 206  
San Francisco CA 94123

EDWARDS, Armond V.  
201st Corps, Aviation Co  
Ft Bragg NC 28307

EGGLESTON, John W., V  
1 Palmetto Ct, Mathews Av  
Ozark AL 36360

FERRO, Robert C.  
HHC, 3 Bde 1 CD (Air)  
APO San Francisco 96490

### PCS - WOS

FODEN, John J.  
1911 Avenue E  
Ft Worth TX 76104

FOUTS, Charles T.  
56th Aviation Detachment  
APO New York 09028

FREEMAN, Lynn F.  
Route 5, Box 110W  
Excelsior MN 55331

GALLAWAY, Jerry L.  
3794 Setaff Aviation Co  
APO New York 09168

GAYLOR, William A., Jr.  
9445 SW 117 Terrace  
Miami FL 33156

GERHET, Kelly R.  
3014 Avenue L  
Wichita Falls TX 76309

GLAZE, Harold H.  
100 William Street  
Vincennes IN 47591

GODFREY, James W.  
Jefferson,  
Maine 04348

GOLDER, Lawrence B.  
3rd Sqdn, 2nd Armd Cav  
APO New York 09114

GORE, Edward H., Jr.  
710 13th Avenue, South  
St Cloud MN 56301

GOWENS, Freddie W.  
396-2 Rimrock Terrace  
Ft Riley KS 66442

GRABOWSKI, Gaug E.  
South Hill Road  
Holland Patent NY 13354

GRAHAM, Dana A.  
Route 2  
Kent City MI 49330

GREENLEAF, Gary G.  
306 W. South Street  
Worthington OH 43085

HAAS, John R.  
2/2 ACR Aviation Section  
APO New York 09139

HAMBY, Terry R.  
300 Hayes Circle  
Ft Ord CA 93941

HARRIS, Fred A.  
3324 Matilda Lane, #7  
Columbus GA 31906

HASE, Robert P.  
217 Valley Street  
New Kensington PA 15068

### PCS - WOS

HAWKINS, Irvin W.  
170th Assault Hel Co  
APO San Francisco 96318

HAYNER, Robert E.  
3500 Garfield  
Wichita Falls TX 76308

HEFFERNAN, Frank M.  
498th Medical Evac Co  
APO San Francisco 96238

HILLARD, Rodney G.  
3941 University Road  
Louisville KY 40206

IRONS, John A.  
74th Recon Apl Co  
APO San Francisco 96289

JACKSON, Alan F.  
5625 Ethel Way  
Sacramento CA 95824

JACKSON, William M.  
2222 Rivera  
Wichita KS 67211

JOHNS, Jerry D.  
155th Assault Hel Co  
APO San Francisco 96297

JOHNSON, Harland P., Jr.  
1322 W. Colorado Avenue  
Colorado Springs CO 80904

JOHNSON, Ray E., Jr.  
117th Aviation Co (AML)  
APO San Francisco 96377

JOHNSON, Thomas M.  
227 ASHB, 1 CD (Air)  
APO San Francisco 96490

JONES, James R.  
Gables, Apt. 5-B  
Andalusia AL 36420

KACEDAN, Wayne T.  
457 Marshall Street  
Gary IN 46404

KAYE, James J., Jr.  
13015 W. Greenfield Ave.  
New Berlin WI 53151

KELLY, Thomas E.  
101 Beaver Road  
Forest Park GA 30050

KENNEDY, George H., III  
RR 1  
Bone Gap IL 62815

KERR, Thomas J.  
4111 King Avenue  
Pennsauken NJ 08110

KIMBLE, Richard H.  
Kanouse Rd., Box 71  
Newfoundland NJ 07435

## Change of Command

USARV — Assuming command of the 1st Transportation Corps Battalion (Aircraft Maintenance Depot) (Seaborne), LTC John E. Cobb (center) is presented with the epaulets of command by COL Luther B. Jones (right), Commanding Officer of the 34th General Support Group (AM&S), and MAJ Hampton, acting Battalion Commander. The April 8 change of command ceremony took place aboard the Army's first floating aircraft maintenance facility, the USNS Corpus Christi Bay. MAJ Hampton wears the distinctive patch from his right shirt pocket signifying the "Seaborne" unit. (USA photo)



### PCS - WOS

KINCAID, Granvil R., Jr.  
97th Sig Bn Avn Det  
APO New York 09028  
KING, Thomas R.  
8424 Carrollton Parkway  
Hyattsville MD 20784  
KIRSCHBAUM, Harry S.  
Box 784  
Gloucester VA 23061  
KNIGHT, Felix R., Jr.  
2918-1st Avenue  
Safford AZ 85546  
KODADEK, William F.  
Route 2 Box 32  
Gravois Mills MO 65038  
KOHLER, Joel R.  
145th Aviation Battalion  
APO San Francisco 96227  
KRUTUL, Robert P.  
4th WOC Co, Flight B-2  
Ft Wolters TX 76067  
LACKEY, Carl L.  
911 South 31st Avenue  
Phoenix AZ 85009  
LAGO, Gregory R.  
Kings Highway  
Groton CT 06340  
LAKE, Thomas G.  
Box 1089  
Tupper Lake NY 12986  
LAMBERT, Robert A.  
RR 2  
St Peter MN 56082  
LAMSON, Leigh S.  
3 Abbott Street  
Portland ME 04103  
LANGMAN, William J.  
9585 SW Omara  
Tigard OR 97223  
LANNING, Robert B.  
4545 West 214th Street  
Fairview Park OH 44126  
LARSON, Kermit R.  
Route 1  
Mt Vernon WA 98273  
LASHBROOK, Jeffery K.  
8032 Sholar Drive  
Baton Rouge LA 70809  
LATHERS, Malcolm L.  
Route 1 Box 366  
Annisson AL 36201  
LAWYER, Robert A.  
Fox 398  
Balboa Canal Zone

### PCS - WOS

LEE, Lennis Ray  
282nd Aviation Co (AML)  
APO San Francisco 96337  
LEONARD, Marvin M.  
351st Aviation Company  
APO New York 09801  
LEVY, Alan R.  
19 Arch Street  
Ansonia CT 06401  
LEWIS, Donald S., Jr.  
Box 755  
Bridge City TX 77611  
LICHTY, Galen K.  
RFD 2  
Rochester MN 55901  
LILLIBRIDGE, Norman J.  
7017 Rainbow Court  
Riverside CA 92506  
LINA, Michael J.  
P.O. Box 82  
Achilles VA 23001  
LINDSEY, Ian  
Box 1271  
Jennings LA 70546  
LITTLE, James R.  
4728 Columbus  
Muskogee OK 74401  
LITTLE, James Robert  
Route 6 Box 97-B  
Fayetteville NC 28301  
LIVELY, Garland R.  
161st Aviation Company  
APO San Francisco 96238  
LONG, Cyril C.  
8912 Dogue Drive  
Alexandria VA 22309  
LONGWORTH, James H.  
710 East Wright  
Tacoma WA 98404  
LOTSPEICH, Steven W.  
161st Assault Hel Co  
APO San Francisco 96238  
LOVEJOY, Ronald K.  
4157 Rocky River Drive  
Cleveland OH 44135  
LOWE, Ronald L.  
119 Auburn Street  
Cambridge MA 02139  
LUDOVISSI, David J.  
350th Aviation Company  
APO New York 09165  
MACHIN, Wilson F., Jr.  
14 Evans Avenue  
Timonium MD 21093

### PCS - WOS

MAEHRLEIN, Thomas R.  
544 Salem Street  
Paramus NJ 07652  
MANZANARES, Wm., Jr.  
1631 Rampart Place  
El Paso TX 79902  
MARTIN, Dale V.  
HHC 3rd Bde 4th Inf  
APO San Francisco 96268  
MAURAS, Alton L.  
Trp D, 2nd Sqdn, 4th Cav  
APO New York 09177  
MAZZUCCA, Valerio S.  
31-11 88th Street  
Jackson Hts LI NY 11369  
McCALL, Gary E.  
515 West Ohio Street  
Lenox IA 50851  
McCOOK, Michael R.  
1920 Pleasant View  
Lansing MI 48910  
McDANIEL, James I.  
161st Aviation Company  
APO San Francisco 96238  
McINTOSH, Larry D.  
254 East 25th Street  
Brooklyn NY 11226  
McNAMARA, Michael A.  
5427 South Kings Highway  
St Louis MO 63109  
McNEIL, Russ  
D.T. Leary, Rte 5, Box 122  
Thomasville NC 27360  
McPHERSON, Edw. J., Jr.  
1016 Monte Vista  
Casper WY 82601  
MEADE, Randolph  
118th Assault Hel Co  
APO San Francisco 96227  
MEALY, Thomas K.  
369 Fairway South  
Colorado Spgs CO 80906  
MEREDITH, James H.  
3702 North De Quincey  
Indianapolis IN 46218  
MIGLIORE, Michael J.  
311 North 1st East  
Price UT 84501  
MILLER, Daniel P.  
D Co 229 AHB 1 CD (Air)  
APO San Francisco 96490  
MILLER, Ronald E.  
155th Aviation Company  
APO San Francisco 96297

### PCS - WOS

MILLIKIN, Bert A.  
415 Old Shay Lane  
Youngstown OH 44512  
MILLS, Gerald W.  
RD 1  
Bergholz OH 43908  
MILLS, Morgan H., Jr.  
4102 Knoxview Avenue  
Lakewood CA 90713  
MITCHELL, James S.  
5809 36th Avenue  
Kenosha WI 53140  
MOCKLER, Thomas J.  
1350 West Blvd  
Cleveland OH 44102  
MUHLER, Edward G.  
6216 Climbhill Road  
Alexandria VA 22310  
MURRAY, Joseph N., II  
50 Hampshire Road  
Bronxville NY 10708  
NELSON, Lee  
9040 E. Broadway  
Temple City CA 91780  
NICHOLAS, Wallace V.  
Box 106  
Socorro NM 87801  
NORMAND, Charles R.  
D Trp 1/10 Cav 4 Inf Div  
APO San Francisco 96226  
NOSWORTHY, Duncan K.  
1214 Lansing Way  
Fresno CA 93704  
NUNN, Ronald S.  
Route 1  
Cave City KY 42127  
ODOM, Marvin D.  
336th Aviation Company  
APO San Francisco 96296  
OXFORD, Gordon L.  
Route 1  
Gordon AL 36343  
PARR, Bernard A.  
216 Edridge Way  
Baltimore MD 21228  
PAXTON, Billy E.  
405 South 9th  
Blue Springs MO 64015  
PEMOLLER, Kenneth E.  
128th Assault Hel Co  
APO San Francisco 96289  
Army Aviation Magazine  
Page 39

**PCS - WOS**

PEREZ, Henry L.  
2810 Saunders Avenue  
San Antonio TX 78207

POPOVITZ, Arnold  
S Station Road  
Columbia Sta OH 44028

FRESTON, William E.  
Route 1 Box 336  
Ashland KY 41101

FRUITT, Ronald D.  
2092 Toiyabe Street  
Las Vegas NV 89110

RAUBER, Paul F.  
7th Sqdn 17th Cav C Trp  
Ft Knox KY 40121

REDEKER, Ronald L.  
Tanglewood Est., Lot 18  
Newton AL 36352

REED, Dennis N.  
5301 Milner Road, Apt 25  
Louisville KY 40216

REIMINK, Dennis K.  
2620 Williams Avenue  
Holland MI 49423

REUBEL, Earl G.  
10802 109th Avenue SW  
Tacoma WA 98498

REY, Thomas A.  
1423 Alta Street  
El Paso TX 79903

RICHARDS, Paul S.  
2695 Lakeshore Drive  
College Park GA 30022

RIDGEWAY, Clem E.  
1381 Myers Place  
Ft Sill OK 73503

ROGERS, Robert R.  
G-2268 Covert Road  
Flint MI 48506

ROGERS, Stephen V.  
500 Cherokee Drive  
Jacksonville NC 28540

ROLAND, Larus W.  
251 Moyer Avenue  
Weiser ID 83672

ROLLINS, John E.  
5 Wilder Street  
Washburn ME 04786

RONYAK, George M.  
3873 Kiratan Street  
Eugene OR 97402

ROSS, Gregory G.  
C Trp 7th Sqdn 17th Cav  
Ft Knox KY 40121

ROSS, Larry A.  
1075 23rd Street  
Des Moines IA 50311

RUSSELL, John G., Jr.  
213 Rosearden Drive  
Orlando FL 32803

SABAKA, Alan D.  
C Trp 7th Sqdn 17th Cav  
Ft Knox KY 40121

SCHMALING, Ronald E.  
1672 W. Vine Street  
Radcliff KY 40160

SCHNEIDER, Roger L.  
RR 1  
Louisville NB 68037

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Page 40

**PCS - WOS**

SCHUH, Dennis J.  
1202 North 74th Street  
Scottsdale AZ 85257

SCHUSTER, Peter E.  
905 Bushwick Avenue  
Brooklyn NY 11221

SCHWARTZ, Gregory P.  
408 Oak Street  
Lena IL 61048

SEAGREN, Paul R.  
3044 Pawbuckett Ave., #214  
E. Providence RI 02914

SHADRICK, Lester L.  
RR 2  
Davenport IA 52802

SHAKALLIS, Michael G.  
734 Redgate Avenue  
Norfolk VA 23507

SHAKOCCIUS, Michael E.  
235th Avn Co 10th Avn Gp  
Ft Benning GA 31905

SHELBURN, James R.  
302 Shadow Creek Drive  
Seabrook TX 77586

SHORT, Richard A.  
RFD 1  
Claremont NH 03743

SHOUP, Richard W.  
2143 E. Blossom Lane  
Winter Park FL 32789

SHRINER, David R.  
Box 265  
Geneseo KS 67444

SIDES, Robert L.  
1399 Eastern Avenue  
Rocky Mount NC 27801

SIGMOND, Lynn T.  
Route 2 Box 315  
Hickory NC 28601

SIMON, Robert W.  
Route 1 Box 527-A  
Chico CA 95926

SINES, Robert G., Jr.  
217 Stahl Avenue  
Cortland OH 44410

SLAYDEN, Dan J.  
170th Assault Hel Co  
APO San Francisco 96318

SMITH, Craig L.  
1857 North 72nd Street  
Wauwatosa WI 53213

SMITH, Dean S.  
20896 Pacific Coast Hwy  
Malibu CA 90265

SMITH, James M.  
2005 10th Street  
Douglas AZ 85607

SMITH, Timothy P.  
246 Empire Street  
Annabehn CA 92804

SNYDER, Bill O.  
Riverview Route  
Riverton WY 82501

SNYDER, Michael J.  
RD 3  
E. Stroudsburg PA 18301

SOLIS, Francis W.  
Route 1 Box 620  
Port Sulphur LA 70083

SPARKS, John W.  
6751 East 38th Street  
Tucson AZ 85710

**PCS - WOS**

SPENCER, Warren W.  
522 Harlan Blvd  
Hot Springs AR 71901

SPOFFORD, Carl E.  
1900 Camellia  
McAllen TX 78501

STEELE, Daniel S.  
Route 1 Box 55  
Redmond OR 97756

STEVENS, Joseph H.  
RFD 1  
Ostrander OH 43061

STUFFLEBEAN, Robert G.  
2437 So. Williams Street  
Denver CO 80210

SYKES, Kenneth K., Jr.  
Box 224  
Brielle NJ 08730

TANDE, Allen M.  
309 South Owen Drive  
Madison WI 53705

TAYLOR, Gary A.  
2620 Dutton Drive  
Dallas TX 75211

TAYLOR, George A.  
187th Assault Hel Co  
APO San Francisco 96216

TAYLOR, John S.  
1045 South 26th Street  
Arlington VA 22202

TAYLOR, Leslie C.  
191st Aviation Company  
Ft Bragg NC 28307

TAYLOR, Samuel  
1107 East 1st Street  
Hopkinsville KY 42240

TERAUDS, Marcis  
6504 Gleaners Hall Road  
North Branch MI 48461

TEWS, Henry J.W.  
Rural Route  
Shoshone ID 83352

THAMER, Keith C.  
360 Burnside Ave., Apt 6D  
Los Angeles CA 90036

THEWLIS, Gary D.  
10024 Renfrew Road  
Silver Spring MD 20901

THOMPSON, James M.  
4722 Brentwood Drive  
Williamsville NY 14221

THOMPSON, Laurence P.  
P.O. Box 542  
Woodland CA 95695

THOMPSON, Patrick J.  
8525 E. Cedar Street  
Bellflower CA 90706

TIDYMAN, Roy L.  
Route 1  
Maywood NB 69038

TIPPETT, Robert G.  
5120 Raintree Drive  
El Paso TX 79924

TOLLE, Francis M., Jr.  
57th Aviation Company  
Ft Bragg NC 28307

TORRINI, Donald G.  
600 Sherman  
Edwardsville IL 62025

TRENT, Ben, Jr.  
P.O. Box 342  
Yorktown VA 23491

**PCS - WOS**

TUCKER, Lowell U.  
RR 1  
Hillman MI 49746

TURGISS, Robert R.  
16 Partridge Road  
So. Weymouth MA 02190

TURNER, Leroy M.  
c/o Mrs Charles, Box 163  
Fountain CO 80817

TYNER, Danny S.  
Box 33  
Lewisville IN 47352

VEATCH, Robert W.  
6015 South Montezuma  
Phoenix AZ 85041

WALLACE, Ronald L.  
6948 West Pierson  
Phoenix AZ 85013

WALSTON, Stephen T.  
1293 Poplarcrest Cir, SE  
Atlanta GA 30316

WARREN, Lloyd M.  
237 Walnut Street  
Wilmer TX 75172

WEBSTER, Rick W.  
3433 Driftwood Drive  
Santa Maria CA 93454

WELCH, Joseph C.  
26 Upatoi Drive  
Columbus GA 31903

WILLS, James R.  
1228 South Jackson Street  
N. Chicago IL 60064

WINSTANLEY, William R.  
190th Aviation Company  
Ft Campbell KY 42223

WYNNE, Oscar B., III  
4301 Bayshore Blvd  
Tampa FL 33611

YODER, Paul D.  
8846 Auburn Road  
Chardon OH 44024

ZIMMERMAN, Bobby D.  
Box 140-A Route 1  
Oak Grove KY 42262

ZUCKER, John H.  
20899 University Blvd  
Shaker Heights OH 44122

**WOS**

BARNARD, Roger Q.  
CI 67-15 B2 3 WOC Co  
Ft Wolters TX 76067

CLINES, Boyd  
CMR 2 Box 7876  
Ft Rucker AL 36360

HILLS, John P.  
Brooke Gen Hos, Beech  
Ft Sam Houston TX 78234

HUGHES, Kenneth C.  
69th Aviation Co (Corps)  
Ft Bragg NC 28307

KEYES, Rexford L.  
4 WOC Co CMR 5 Bx 18078  
Ft Rucker AL 36360

KINSEY, Charles J., Jr.  
PO Box 1107 Wms Tri Ct  
Ozark AL 36360

LAWSON, Barry R.  
CMR 5 4 WOC Co Bx 19005  
Ft Rucker AL 36360



**PCS - WOCS**

NELSON, David L.  
P.O. Box 943  
Elkins WV 26241  
PETRICKA, Victor J.  
Box 19673  
Dallas TX 75219  
VOLLENDORFF, Gary L.  
S Wind Mob VIII-3S Nancy  
Daleville AL 36322

**SFC**

BAIRD, Glenn T.  
242nd Aviation Company  
Ft Benning GA 31905  
OGLETREE, Clarence  
Hq Co 214th Aviation Bn  
Ft Campbell KY 42223  
WOZNAK, Leon S.  
HHC 17th Cmbt Avn Gp  
APO San Francisco 96240

**PFC**

McLEOD, Douglas K.  
USAADGEN-Cen Avn Sect  
Ft Bliss TX 79916

**PCS - ASSOCIATES**

BARTA, Mr. Thomas J.  
1600 Monaco Drive  
St. Louis MO 63122  
DENHART, Mrs. John F.  
8428 Stable Drive  
Alexandria VA 22308  
FARRIS, Mrs. Lowell I.  
9322 Horton Drive  
La Mesa CA 92401  
FUTRELL, Mrs. Brenda  
Rt 1 Reid Rd Town&Cntry  
Owensboro KY 42301  
HOLMES, Mr. Phillip H.  
3107 White Rock Drive  
Austin TX 78731  
JOHNSTONE, Mrs. James  
4617 Diana Drive  
Great Falls MT 59401  
KEARNS, Mr. Donald  
1501 West 22nd Street  
Broadview IL 60155  
LADNER, Mr. Robert  
3742 Lincoln Street  
Corpus Christi TX 78415  
McEWAN, Mr. John L.  
Pan Amer World Airways  
Hong Kong BCC

**PCS - ASSOCIATES**

McGEE, Robert C., Jr.  
DOMAC, 425 Upper Terr  
San Francisco CA 94117  
MOSBURG, Mrs. Henry L.  
9812 Tenth Avenue  
Inglewood CA 90305  
NAVE, Mrs. Billy J.  
N. 4590 Southland Avenue  
Alexandria VA 22312  
OLIVE, Mr. Harley G.  
4326 Phillipine Drive  
Corpus Christi TX 78411  
PITMAN, Mr. Thaddeus J.  
410 Sheridan  
Corpus Christi TX 78412  
POHLMAN, Mr. Wm. F.  
PO Box 1-Bell Aerosystem  
Buffalo NY 14240  
ROBERTSON, Mrs. Pierce  
204 Maple Street  
Enterprise AL 36330  
ROBERTSON, Mr. W.R.  
130 President StSunnyside  
Pretoria South Africa  
SCHNEIDER, Mr. Robert S.  
15 Elwin Place  
Copiague NY 11726

**PCS - ASSOCIATES**

SCHUCK, Mr. Howard A.  
1009 Bradburg Drive SE  
Albuquerque NM 87106  
WINDER, Mr. Theodore T.  
8466 Bayberry Drive  
Berkeley MO 63134

**RETIRED**

BROOKS, Frank B., MAJ  
1655 S. Crater Rd., Apt 44  
Petersburg VA 23803  
CASNER, Lewis E., MAJ  
5480 Wisconsin Ave., #307  
Chevy Chase MD 20015  
GAVER, Harry L., CPT  
2825 S. Washington  
Titusville FL 32780  
LOGAN, John R., CWO  
7203 Dungan Road  
Philadelphia PA 19111  
MAKUCH, Walter S., LTC  
Neubarth-147 Berryessa  
Milpitas CA 96035  
STACY, John F., LTC  
3825 King Arthur Road  
Annandale VA 22003

## SPEAKING OUT

(Continued from Page 5)

the TAT-101 tested in the *Sioux Scout*. This turret should have the following characteristics:

- *Dual M60C machine guns.* Two guns are necessary for the required volume of fire and the reliability. The Stoner machine gun would also fit the need.

- *Self-contained.* Our present systems have considerable problems with the flexible chuting and drive motors necessary to transport the ammunition from the trays to the guns. A self-contained system would eliminate the requirement for chuting and drive motors and increase the reliability. This also reduces the cost and maintenance of the armament subsystem.

- *1,000 rounds per gun minimum.* The rate of fire of the M60C would allow two minutes of continuous fire on the target area. Also, as with our present systems, the ability to select either or both guns will allow for further conservation of ammunition if desired and give an even longer time-on-target. This is highly desirable for both reconnaissance-by-fire and limited offensive actions.

- *Helmet-mounted sight.* To eliminate the requirement for a gunner-copilot, the system should include a sight mounted to, or

incorporated in the pilot's helmet to derive maximum benefit from the turret's features. This feature will also reduce cost, complexity, weight, and maintenance.

- *Deflection-elevation limits.* To be truly responsive in any mission, the turret should traverse 130 degrees either side of center, depress 90 degrees, and elevate approximately 15 degrees. This would allow the pilot to fire throughout his full range of observation.

The advantages of this system are obvious, and certainly within our ability to manufacture. Actually, a weapons system similar to this was used on the *Sioux Scout* which would indicate that it is capable of being mounted on the OH-6A without exceeding weight limitations. The system is also used in limited quantity by the Marines in Vietnam with commendable success.

If the Army seriously intends to use the OH-6A for missions other than as taxicabs, we should quit fooling ourselves and mount an effective weapons system on it. By eliminating the fixed weapon and removing the ammunition containers from the rear seat area, we can have a helicopter that can carry passengers and fire defensively at the same time. Right now we're stuck with an either-or situation and must give up one capability in order to have the other.

# 1967 Briefings To Cover The '70's



**ST. LOUIS, MO., April 15** — The Army Aviation Materiel Command and the Army Aviation Association of America are co-hosting the **1967 Advanced Planning Briefings for Industry** at the Chase Park Plaza Hotel, St. Louis, Mo., June 19-21, 1967. The purpose of the briefings is to provide appropriate and interested elements of industry with information around which they can center their corporate planning to meet future Army aviation needs.

This year's briefings will have "Army Aviation in the 70's" as their theme. Presentations will be oriented towards the Army structure and its corollary aviation equipment needs during the decade of the 70's.

The agenda is enhanced by the presence of many of the Army's top experts in the areas of aviation requirements, airframe and engine design objectives, communications and avionics, and aircraft weaponization. These include **GEN Frank S. Besson, Jr.**, CG of the U.S. Army Materiel Command; **MG Robert R. Williams**, Director of Army Aviation; **MG William B. Latta**, CG of the Electronics Command; and **BG Wil-**

**liam J. Durrenberger**, CG of the Weapons Command.

The briefings are expected to provide the forum for interesting and provocative presentations on a wide variety of subjects. Aviation system requirements are to be covered fully — from aircraft design for human factors and personnel safety to aircraft and crew protection requirements.

## June 19 Registration

The main registration period for the **Advanced Planning Briefings** for Industry is scheduled for the period between 4 p.m. and 10 p.m. on June 19, with latecomers being registered on the mornings of the 20th and 21st. The sessions carry a **Secret** security classification, and attendees are requested to furnish their security clearances to AVCOM not later than May 31. The briefings will be conducted over a two-day period in order to provide complete coverage of the subject matter.

A luncheon and an evening reception are planned for the 20th. The individual registration fee is \$40 and covers full attendance. Advance registration is encouraged; checks should be made payable to "Treasurer, Lindbergh Chapter, AAAA." A **Ladies Day** program similar to last year's activities is planned — a \$15 Ladies Day fee covering a tour of St. Louis point of interest, luncheon, and cocktails.

The **Khorassan Room** of the Chase-Park Plaza Hotel was chosen as the '67 conference site in order to provide comfortable seating for the more than 700 industry-military persons who are expected to attend.

Those interested in attending the 1967 Briefings are to contact the Command and Project Management Office, Attn: Mrs. Rosa Lopez, USAAVCOM, 12th and Spruce Streets, St. Louis, Mo. 63103. Telephone: (314) MAIn 2-2045 or MAIn 2-2048.

# APBFI AGENDA JUNE 19-21

## MONDAY, JUNE 19

1600-2100. Advance Registration and Security Certification. Chase Park Plaza Hotel, St. Louis, Mo.

## TUESDAY, JUNE 20

0830. Call to Order. BG O. Glenn Goodhand, USA (Ret.), President, Army Aviation Ass'n of America.

0835. Administrative Announcements. G.E. Loveland, General Chairman, APBFI. St. Louis Representative, Avco Lycoming Division.

0840. Welcoming Address. MG John Norton, CG, U.S. Army Aviation Materiel Command.

0850. Purpose of APBFI. BG John L. Klingenhagen, Special Assistant for Logistic Support of Army Aircraft, ODCSLOG.

0905. The Army's Aviation Perspective. MG Robert R. Williams, Director of Army Aviation, OACSFOR.

0950. The Army of the 70's and 80's. LTG Ben Harrell, CG, Combat Developments Command.

1100. Requirements for Army Aviation. MG John M. Wright, Jr., OACSFOR, D/A.

1200. Luncheon.

1345. AMC and Army Aviation. GEN Frank S. Besson, Jr., CG, U.S. Army Materiel Command.

1415. Army Interpretation of the State-of-the-Art. BG Howard F. Schiltz, USAMC.

1445. Ground, Airborne, Aviation Electronics. MG William B. Latta, CG, U.S. Army Electronics Command.

1515. Break.

1530. Fire Support Systems. BG William J. Durrenberger, CG, U.S. Army Weapons Command.

1600. Aircraft Systems. MG John Norton, CG, AVCOM.

1630. Panel Session. MG John Norton, Moderator.

## WEDNESDAY, JUNE 21

0830. Aircraft Training Mission. COL JAMES O. Townsend, Director of Instruction, USAAVNS.

0900. Airframe and Power Plant Technology and Integral Design for A Protective System. Lawrence Hewin, Director, AVLABS.

1000. Break.

1015. Aviation Electronics Outlook. COL James L. Burke, Special Assistant for Avionics to CG, ECOM.

1035. Avionics Systems Program. COL Leslie G. Callahan, Jr., Director, Avionics Laboratories, ECOM.

1120. Aviation Electronic Missions Systems. COL L. W. Plantz, Jr., Chief, Electronic Warfare/Meteorology Commodity Management Office, ECOM.

1200. Luncheon.

1330. Lessons Learned in RVN. COL George A. Lutz, U.S. Army Concept Team in Vietnam (ACTIV).

1430. Logistic Support Requirements. COL Gustave A. Peyer, CO, Transportation, CDC.

1445. Break.

1500. Aerial Delivery Systems and Aircraft Crew Protection Systems. BG William M. Mantz, CG, Natick Laboratories.

1530. Aircraft Vulnerability. (Speaker to be announced).

1600. Human Engineering and Safety. COL Warren R. Williams, Director, U.S. Army Board for Aviation Accident Research.

1630. Medical Evacuation. COL Spurgeon H. Neel, Office of the Surgeon General.

1700. Adjournment.

## REMEMBER?

Radio check, and clear to go.  
Watch RPM, and hover slow.  
Down the lane to panel four,  
Pedal turn and off once more.

I'm off and climbing, but what next?  
I've got to remember, now it's my neck.  
Sweat's in my eyes, I can't see!  
Vibration's terrific; maybe it's just me.

Crosswind turn, not so steep!  
Check your instruments. Hey! look at those sheep.

Watch what you're doing; turn downwind!  
Or you'll bloody the country you're going to defend.

Turn on base; don't forget the light.  
Descend and decelerate. Hey! That's right.  
I looked around but he wasn't there,  
I'm sure I heard my IP swear.

Coming in on final, now line up right.  
Here comes the picture; don't grip so tight.  
Enter approach, collective down  
Right pedal, STUPID, or you'll spin around.

You made it once, now do it again.  
Only two more laps before the end.  
Do it right this time; try for control.  
Think it out and do what you were told.

Finally made it to the last turn.  
It's really amazing. I didn't crash and burn.  
Kind of sloppy and maybe not all right,  
But by God I did it, my first solo flight.

— WOC Joseph W. Winder, Sr.  
WORWAC 67-17B4

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THIS COVERAGE IS ONLY MADE AVAILABLE TO AAAA MEMBERS.**

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

# ARMY AVIATION ASSOCIATION

## GENERAL PURPOSES

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

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

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

## SPECIFIC OBJECTIVES

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

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

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

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

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

Maintaining historical records of Army aviation.

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

Recognizing outstanding contributions within Army aviation.

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

Stimulating good fellowship nationally, regionally, and locally.

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

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

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

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

## PARTIAL PROGRAM LIST

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

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



## ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP

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

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

(Please Print) Rank/Grade \_\_\_\_\_ Name \_\_\_\_\_

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

CITY \_\_\_\_\_ STATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

Failure to sign above invalidates this application.

**ANNUAL AAAA DUES . . . \$6.00**  
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The initiation fee applies to the applicant's first year membership only, and covers the one-time provision of a membership decal and a personal lapel insignia. The application form and a check for \$9.00 made payable to "AAAA" should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06880

## CATEGORY OF MEMBERSHIP

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## AAAA CALENDAR

**Sharpe Army Depot Chapter** (Lathrop, Calif.). Professional-social dinner meeting. Farewell to **COL Carl S. Leidy**, Depot CO. CH-54 Flying Crane films and presentation by **Ralph Alex**, Sikorsky Aircraft Division. Sharpe Officers' Open Mess. April 22.

**Lindbergh Chapter** (St. Louis). Professional dinner meeting following tour of Parks College of Aeronautical Technology at Cahokia, Mo. Guest speaker: **Leon Z. Seltzer**, Dean at PCAT. Subject: "Jennies, Jumbo Jets and the SST." Kitty Hawk Lounge at PCAT, April 25.

**Mt. Rainier Chapter** (Ft. Lewis). General membership business meeting and election for members only. Bingo for the ladies downstairs. Crown Room, Ft. Lewis Officers' Open Mess. April 27.

### NOMINATIONS WELCOME

Nominations for AAAA National Awards are open for the awards period covering April 1, 1966 through March 31, 1967. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., October 13, 1967. Nomination forms outlining awards' criteria serve as "cover sheets" and may be obtained by writing to AAAA, 1 Crestwood Road, Westport, Conn. 06880. Nominations close August 1, 1967.

**Washington, D.C. Chapter.** AAAA Annual Spring Picnic (Rainout date). Davison Army Airfield Picnic Area. Aerial demonstration, Lockheed Model 286. 1800-2000 hours, May 11.

**Bonn Area Chapter.** Activation Meeting. American Embassy Club. May 19.

**Fort Bragg Chapter.** General Membership business meeting and informal social. Free beer and snacks. 82d Abn Div Main NCO Club. May 24.

**Northern Italy Chapter.** General Membership business meeting, cocktails, dinner, movies. Ristorante Miravalle, Arbizzano. May 29.

**Fort Monroe Chapter.** Dinner meeting. Cocktails and dinner, Langley AFB Officers Club. June 2.

**Fort Sill Chapter.** Plaque Dedication, Henry Post Airfield, followed by Membership Dinner-Dance commemorating the 25th Anniversary of Army Aviation. Cocktails, 1830; dinner, 2000; brief business meeting, 2100; dancing, 2110. FS00M. June 2.

**Korean Chapter.** Reactivation meeting. Time and place available through local announcement. June 3.

**Army Aviation Center Chapter.** Membership Dinner-Dance commemorating the 25th Anniversary of Army Aviation. Cocktails, 1830 (PAYG); sitdown dinner, 1930; short Vietnam film, 2000; dancing, 2100 hours. Tickets on sale at departments and activities at \$2 per person. WOC members and wives welcome! Dress, business suits. Lake Lodge. June 9.

**Sharpe Army Depot Chapter.** Professional dinner meeting commemorating 25th Anniversary. Guest speaker, film. SHAD Officers Club. Informal. Refreshments, 1830 hours. June 9.

**Monmouth Chapter.** General membership Dinner-Dance and Installation of 1967-1969 Chapter Officers. Cocktails, 6:30 p.m., Dinner, 7:30; Dancing, 9:00 p.m.; Informal. Fort Monmouth Officers Club (Gibbs Hall). June 9.

**Lindbergh Chapter.** Co-Sponsorship and support of Second Annual Advanced Planning Briefings for Industry (APBFI). Professional presentations. Chase Park Plaza Hotel, St. Louis, Mo. June 19-21.

**National Executive Board.** Quarterly Business Meeting. Georgian Room, Chase Park Plaza Hotel, St. Louis, Mo. 3-5 p.m., June 19.

**Fort Benning Chapter.** "AAAA Summer Brunch." Informal general membership social. Cocktails, brunch, brief business meeting. FBOOM Supper Club. 1200 hours. June 25.

### R/W FLIGHT INSTRUCTORS

Fort Wolters Training Expands. Openings now available for **Helicopter Instructor Trainees**. Contract Training for U.S. Army Primary Students in Observation Helicopters. Pilots with minimum of 500 hours R/W Experience Desired. Military Helicopter School Grads Preferred. For further info, contact Mr. E. D. Rains, Personnel Director, Southern Airways of Texas, Inc., Fort Wolters, Texas.

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## **CONUS CHAPTERS**

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### **Alamo Chapter — Elections on March 30**

**Pres:** LTC Henry H. Tomme, **ExVP:** LTC Sidney J. Hurley, III, **Trea:** MAJ Jim B. Aikman, **VP, Army Aff:** SFC Claude W. Fowler, **VP, Indus Aff:** Elton Rust, **VP, Pub Aff:** MAJ Peter L. Rice.

### **Alaska Chapter — Elections on April 14**

**Actg Pres:** MAJ Drexel E. Sanders, **Actg Trea:** CPT Franklin N. Harris. (Awaiting Chapter Acceptance Form).

### **AA Center Chapter — Elections on March 2**

**Pres:** COL Conrad L. Stansberry, **Trea:** LTC Howard A. Huntsman, Jr., **VP, Army Aff:** LTC Raymond E. Dickens, **VP, Pub Aff:** William A. Howell.

### **Bluegrass Chapter — Elections on March 23**

**ExVP:** LTC Christopher Sinclair, **Sec:** CPT Richard E. Rice, **VP, Army Aff:** LTC Clarence H. Johnson, Jr., **VP, ARNG Aff:** MAJ Nichols G. Hlywa, **VP, Res Aff:** MAJ Herman N. Bishop, **VP, Indus Aff:** Seymour Reitman, **VP, Pub Aff:** CWO Fred G. Lieb, Ret.

### **Fort Benning Chapter — Elections on March 15**

**Pres:** COL William M. Zimmerman, **ExVP:** COL J. Y. Hammack, **Sec:** MAJ Willis B. Anderson, **Trea:** CPT Ronald L. Meyer, **VP, Army Aff:** MAJ Donald E. Bliss, **VP, ARNG Aff:** LTC Milton Horowitz, **VP, Res Aff:** CWO Kenneth E. Dickey, **VP, Indus Aff:** LTC Richard E. Gile, **VP, Pub Aff:** MAJ Jack D. Joiner.

### **Fort Bragg Chapter — Appointments on Feb. 13**

**VP, ARNG Aff:** MAJ Ralph E. Henderson, **VP, Indus Aff:** LTC Charles E. Leeds, **VP, Pub Aff:** MAJ William L. Shackelford.

### **Fort Monroe Chapter — Elections on March 15**

**Pres:** COL Clarence H. Ellis, Jr., **ExVP:** COL Robert F. Tugman, **Sec:** LTC Wallace I. Baker, **Trea:** LTC Charles S. Black, **VP, Army Aff:** LTC Loren C. Strange,

**VP, Res Aff:** LTC David A. Carroll, **VP, Indus Aff:** MAJ Robert L. Moseley, **VP, Pub Aff:** MAJ Benjamin C. Johnson.

### **Fort Wolters Chapter — Elections on March 31**

**ExVP:** LTC Ewell L. Brown, **Sec:** MAJ Donald J. Austin.

### **Lindbergh Chapter — Elections on March 17**

**ExVP:** COL Eduardo M. Soler, **Trea:** Miss Shirley Kallmeyer, **VP, Army Aff:** MAJ Rudolph Descoteau, **VP, Pub Aff:** Mr. Victor Schulte.

### **Monmouth Chapter — Elections on March 29**

**Pres:** COL James L. Burke, **Sec:** John F. X. Mannix, **Trea:** George J. Woods, **VP, Indus Aff:** Otis Brooks.

### **Mt. Rainier Chapter — Elections to be held April 27**

**Acting Pres:** COL Herbert D. Prather, **Acting Sec:** CWO Clifford A. Adkins.

### **Richard H. Bitter Chapter — Elections on March 15**

**Pres:** COL Floyd H. Buch, **ExVP:** Jimmie L. Rhodes, **VP, Army Aff:** SGM Elton L. Drumwright, **VP, Indus Aff:** Frank Soliz, **VP, Pub Aff:** Robert D. Perry.

### **Sharpe Army Depot Chapter — Elections on Feb. 24**

**Pres:** LTC George E. Martin, **ExVP:** LTC Perry West, Jr., Ret., **Sec:** CWO Billy I. Wester, Ret., **VP, Army Aff:** CWO Gordon L. Coles.

### **Washington, D.C. Chapter — Elections on March 31**

**ExVP:** LTC Richard T. McCrady, Ret., **Sec:** LTC Charles R. Lehner, Jr., **Trea:** CPT Lawrence R. Dewey, Jr.

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## **OVERSEAS CHAPTERS**

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### **USAREUR Region — Elections on March 9**

**Pres:** MG David B. Parker, **ExVP:** COL Russell P. Bonasso, **Sec:** LTC Francis D. Moore, **Trea:** LTC Roy J. Lechner, **VP, Army Aff:** COL Michael J. Krisman, **VP, Indus Aff:** COL James W. Sandridge, Jr., **VP, Pub Aff:** COL Alexander J. Rankin, Ret.; **Members-at-Large** CW3 Floyd M. Byers, MSG John R. Pharo, SFC Julius E. Stagner, Mr. Francis H. Holden, Jr.

### **Illesheim Chapter — Elections on January 5**

**Pres:** MAJ Dan J. McBride, **ExVP,** CPT Robert D. Sawyer, **VP, Indus Aff:** SP5 Clarence L. Dollison.

### **Rhine Valley Chapter — Elections on February 24**

**ExVP:** LTC Densmore Henschel, **Sec:** MAJ James P. Mellin, **VP, Indus Aff:** LTC Edw. L. Landry, Jr.

### **Stuttgart Chapter — Elections on March 3**

**Pres:** COL John R. Adie, **ExVP:** MAJ John S. McLeod, **Sec:** CPT James H. Roscoe, **Trea:** MAJ John Temporilli, **VP, Indus Aff:** Howard P. Cohen, **VP, Pub Aff:** SFC John W. Babb.

# **Regional and Chapter Elections**

# ARMY AVIATION

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