

Army Aviation

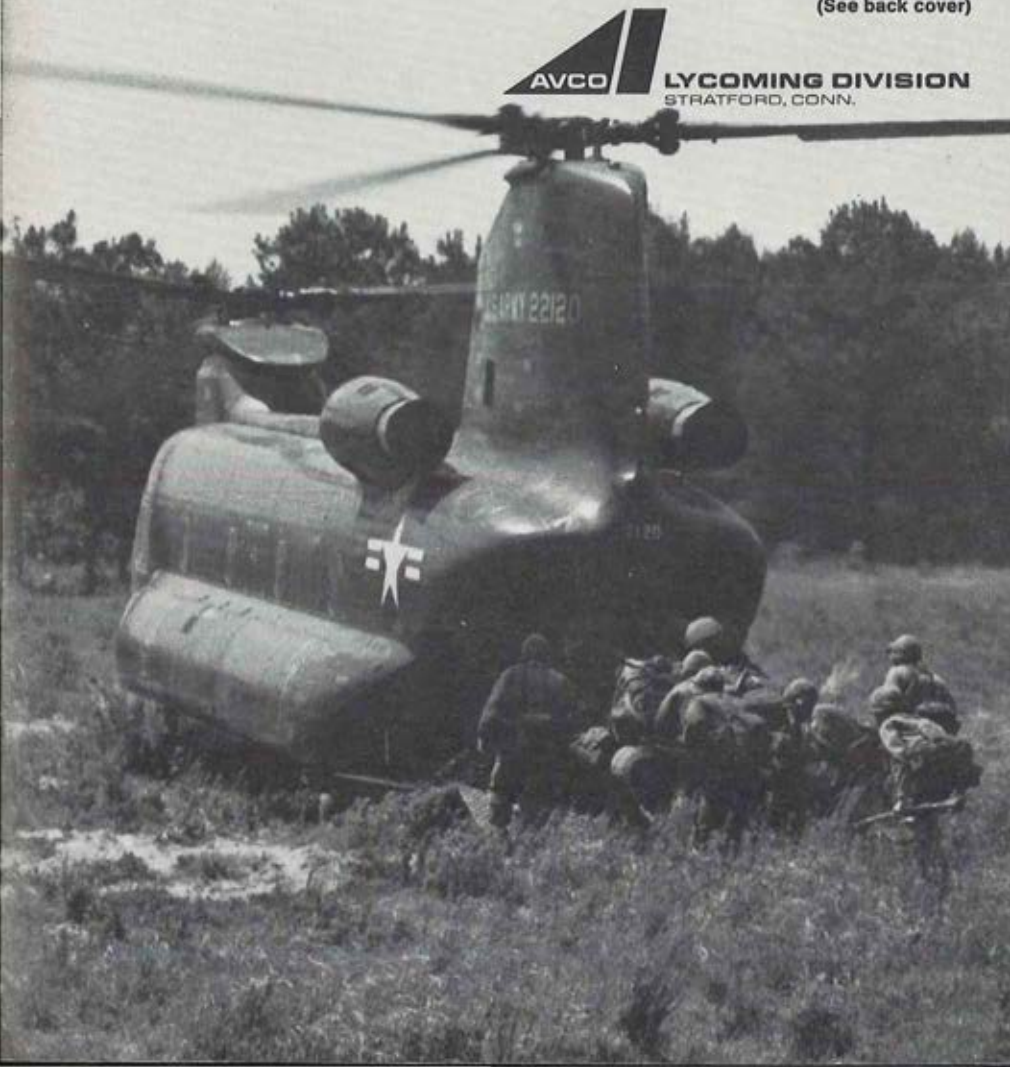
JUNE 30, 1967
SILVER ANNIVERSARY YEAR

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(See back cover)



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The Boeing Company, Vertol Division, Morton, Pennsylvania 19070.

BOEING
Helicopters

Army Aviation

JUNE 30, 1967

Endorsed by the Army Aviation Ass'n of America

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SEVEN OTHER DANGER SIGNALS

- 1 Unusual bleeding or discharge
- 2 A lump or thickening in the breast or elsewhere
- 3 A sore that does not heal
- 4 Change in bowel or bladder habits
- 5 Hoarseness or cough
- 6 Indigestion or difficulty in swallowing
- 7 Change in a wart or mole

See your doctor immediately if any of Cancer's Seven Danger Signals lasts more than two weeks.

AMERICAN CANCER SOCIETY 



Gillette Griswold, Director of the Fort Sill Museum, relates the military aviation background of Fort Sill during 1915-1942 to attendees at Plaque Dedication.



Distinguished guests at the Plaque Dedication included, l-r, MG R. R. Williams, J. T. Kerr, R. M. Leich, M. J. Fortner, members of the "Class before Class I."

COMMEMORATING the airfield's early history and its 1942 role as the birthplace of Army aviation as it is known today, a Bronze Plaque was dedicated at Lt. Henry Post Army Airfield at Fort Sill, Okla., on June 6, 1967.

The dedication of the historical monument took place exactly 25 years after the Army Ground Forces approved the use of organic aviation for field artillery observation and established the Field Artillery School's Department of Air Training on June 6, 1942.

Dual significance

The two-sided plaque honored the history of flight at Fort Sill, tracing the post's role during 1915-1942, and citing the later development of Army aviation during 1942-1967. Distinguished guests at the dedication ceremonies included those who served during these periods.

Colonel F. C. Goodwin, CO of the Artillery Aviation Command and master



MONUMENT MARKS ARMY AVIATION BIRTHPLACE

of ceremonies at the dedication, introduced **Brigadier General John J. Kenney**, the CG of Fort Sill, who welcomed the visitors, guests, and attendees.

The Director of Fort Sill's Museum, **Gillet Griswold**, recognized those who were among the first to fly both civilian and military planes in the area, speaking of the days when "Iron Men" flew planes of wood and cloth.

Major General Robert R. Williams, the Director of Army Aviation, OACSFOR, and a member of Army aviation's initial flight class, "the Class before Class One," spoke of Army aviation growth during the '42-'67 period, and, together with **General Kenney**, unveiled the cast bronze plaque installed in a black granite boulder.

Cake Cutting!

The evening festivities were held in the Fort Sill Officers' Club, members of the Fort Sill Chapter of AAAA attending an "Anniversary Ball" at which guests entered the club through a Chinook drawn up at the front door.

During the course of the Anniversary Dinner-Dance, **General Williams**, **General Kenney**, and **Colonel Goodwin** cut the symbolic birthday cake culminating 25 years of Army aviation progress.

The old flight line!

Decorations featured an L-4 Piper Cub from the Fort Sill Museum that had been reassembled inside of the club for the occasion, a replica of Thaddeus Lowe and his Civil War balloon, and a painted backdrop depicting the old Henry Post Field flight line.

Distinguished guests from the "Class before Class One" included **Col. (then Captain) Robert M. Leich**, AAAA's first national president; **M. Jake Fortner**, an engineering specialist with the Aviation Test Board; and **James T. "Butch" Kerr**, now with the FAA at Oklahoma City. **Colonel Raymond E. Johnson**, president of the Aviation Test Board and a pioneer Army aviator, also attended.



Crash landing on post? No, the Army CH-47 Chinook daytime display was used as a unique entry to the Fort Sill Officers' Open Mess for the Anniv. Party.



Pioneer aviator Thaddeus S. C. Lowe (center), his field glasses, and a scaled-down version of his Sept., 1861 aircraft form a center-aisle conversion piece.



Shown cutting the birthday cake at that evening's Fort Sill Chapt. Anniv. Ball are, l-r, BG John J. Kenney, COL F. C. Goodwin, and MG Robert R. Williams.



On loan from the Fort Sill Museum for the evening, an Army L-4 "Maytag Messerschmidt" with D-Day combat markings makes an interesting corner decoration.

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Delivered off-the-shelf as all Beechcraft U-8s, the VC-6A was given special interior fittings and the Special Air Missions fleet exterior paint—that's all. Otherwise it is the same Beechcraft TURBOPROP U-8 that is

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mission performance!

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DEPARTMENT OF THE ARMY
WASHINGTON, D.C. 20310

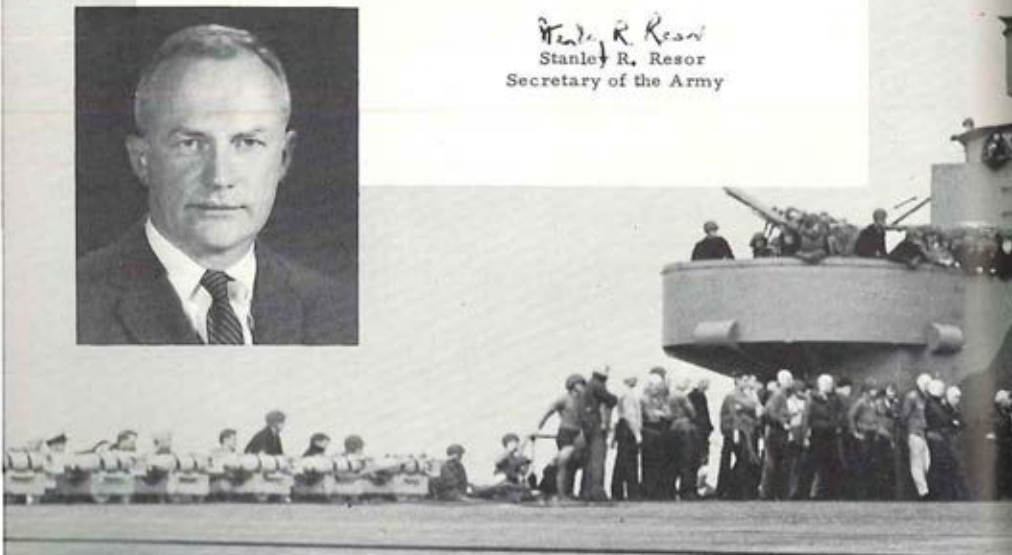
In the span of history twenty-five years is a short time. It is scarcely more than one-eighth the span of the United States Army's existence. In that short period aviation in Army field units has grown from a handful of underpowered aircraft flown by a small group of courageous men into a sizable, indispensable element of our combat forces.

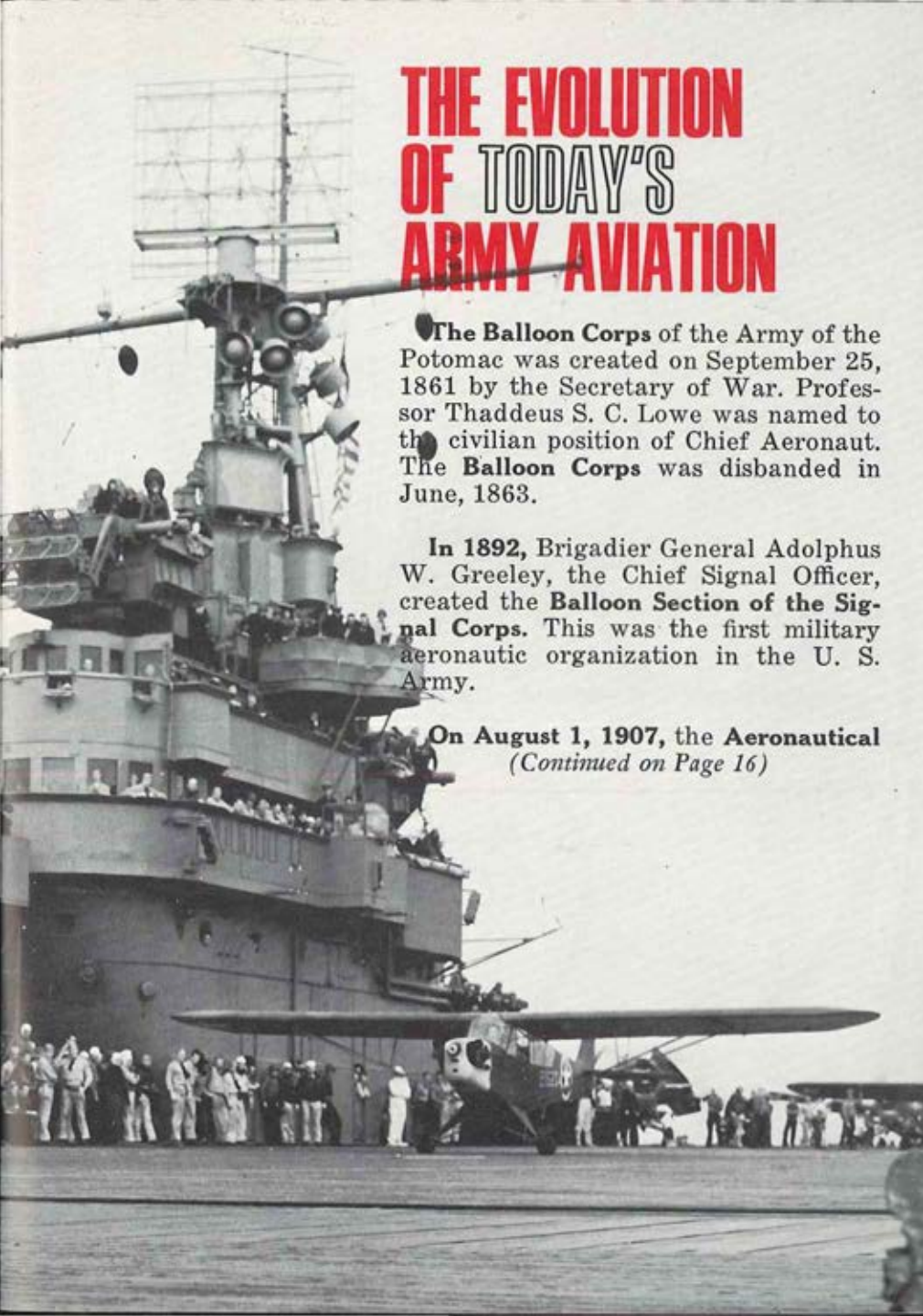
As an artilleryman in Europe during World War II, I remember well the important role played by the light observation planes in directing artillery fire. It is inspiring to compare these recollections with what I have seen in Vietnam and to realize the great progress that has been made in a relatively short space of time.

This progress came about through the exercise of imagination and determination within the Army itself. The officers and men in Army aviation can take justifiable pride in their farsightedness in the past and their accomplishments today. I am confident that Army aviation will continue to progress and to add to its already impressive achievements.



Stanley R. Resor
Stanley R. Resor
Secretary of the Army





THE EVOLUTION OF TODAY'S ARMY AVIATION

● **The Balloon Corps** of the Army of the Potomac was created on September 25, 1861 by the Secretary of War. Professor Thaddeus S. C. Lowe was named to the civilian position of Chief Aeronaut. The **Balloon Corps** was disbanded in June, 1863.

In 1892, Brigadier General Adolphus W. Greeley, the Chief Signal Officer, created the **Balloon Section of the Signal Corps**. This was the first military aeronautic organization in the U. S. Army.

On August 1, 1907, the Aeronautical
(Continued on Page 16)

Slow roll



Helicopter safety takes a new turn*

Loop

Cuban 8

Hammerhead stall

Immelmann turn

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

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

UNITED STATES ARMY
THE CHIEF OF STAFF

TWENTY-FIFTH ANNIVERSARY OF ARMY AVIATION

On behalf of all the men and women of the United States Army, I extend heartiest congratulations to Army Aviation, as well as appreciation for its achievements of the past twenty-five years. Since its beginnings in 1942, Army Aviation has advanced with the Army in acquiring new capabilities and refining old approaches to land warfare. In recent years especially, aviation has been essential to our consideration of concepts and techniques for improving the Army's performance in combat.

A fledgling in World War II, Army Aviation proved its value to the combat commander and went on to develop increasingly important abilities for fulfilling Army roles and missions. Today in the war in Southeast Asia, Army aircraft are involved in virtually every combat and combat support operation. Aviation personnel have met the challenges of operating in a difficult environment against an unseen enemy, and they have accomplished their tasks regardless of these hazards. Their bravery, professionalism, and dedication to duty represent the noblest of soldierly virtues.

I join your comrades in arms in expressing pride in your outstanding accomplishments. We know you will maintain this record of service to our country throughout the coming years.

Harold K. Johnson
HAROLD K. JOHNSON
General, United States Army
Chief of Staff





A 25 YEAR STRUGGLE FOR MATURITY

THIS month rounds out 25 years of aviation in the U. S. Army. Apart from the fact that it represents a quarter of a century of progress, there is another reason which makes this a particularly auspicious anniversary. It is the fact of universal acceptance of aviation within the Army as an equal member of the combined arms team.

This acceptance, based on outstanding achievement, was not easily won. It owes, in large measure, to the dedication and sacrifice of our aviation personnel in Southeast Asia during the last few years.

While the older generation of aviation has done its part, I would like to acknowledge the vital role of the younger aviators and enlisted specialists who have given so unstintingly, proving aviation's worth in the crucible of conflict. My congratulations and a hearty "well done" to all.

ARCSA II

In the March issue of this magazine, Major General John M. Wright, Jr. outlined for you in considerable detail the purpose, scope, methodology, and other aspects of the second study of *Aviation Requirements for the Combat Structure of the Army (ARCSA II)*.

At this writing, the report of the ARCSA

II study group is in the final throes of DA staffing, with comments of major commands and the DA staff being incorporated in a final paper for presentation to the Chief of Staff. Approval and/or further guidance is expected by the end of June. I hope to have a further report on this subject in next month's letter.

Aircraft reliability

Members of the Army frequently infer a lack of Army aircraft reliability from the fact that occasionally all Army aircraft of a particular model must be grounded for a one-time inspection, or for replacement of a component suspected to be defective.

This, however, is not a basis for attributing unreliability to Army aircraft. On the contrary, it is common for aircraft of all types, regardless of their age or previously proven reliability, to be grounded when a potentially hazardous condition is suspected in any component. Two recent examples point this out.

In March, 1967 a *Convair 580* (turbinized *Convair 440*) operated by Lake Central Airlines crashed because of a runaway propeller. As a result, the FAA grounded all *Convair 340's* and *440's* and *Lockheed Electras* equipped with that model propeller until certain specified inspections could be performed. Furthermore, the FAA directed that the flight crew of any airplane so equipped would at once feather any such propeller if the propeller displayed abnormal roughness.

A second incident affecting an even more tried and true airplane resulted from the explosion of the fuselage of a Northeast Air-

By
MAJOR GENERAL
ROBERT R. WILLIAMS
Director of Army Aviation
OACSFOR, D/A

A 25 YEAR STRUGGLE

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lines DC-6 in February, 1967. This explosion occurred because the fuselage on that particular airplane failed from the pressure differential between the pressurized cabin and the outside atmosphere.

As a result, all DC-6 and -7 airplanes were restricted from pressurized flight until the fuselages around the crew door were inspected for corrosion, cracking, or fracture, and until any corroded, cracked, or fractured member were replaced. Furthermore, depending on each airplane's serial number and the results of the inspection, that airplane continues to be restricted as to the pressure differential which it can maintain.

It should be noted that these precautionary measures, whether applied to Army aircraft or to commercial airliners, do *not* reflect inherent aircraft unreliability. On the contrary, any machine develops materiel failures. With automobiles or factory machinery, we generally ignore the causes of these failures or their probability of re-occurrence, for the machines concerned are not inherently unsafe.

But with aircraft, almost any materiel failure is hazardous. Hence, in aviation, precautionary measures have been established to investigate any materiel failure; to determine

its cause; and to ground all other aircraft which incorporate the same item until that item on each aircraft can be inspected and replaced, if necessary.

Supervision of new aviators

In these days of rapid expansion, aviation commanders must remember that newly graduated aviators are by no means to be considered finished products.

Where does school training end and unit training begin? What should the newly-graduated aviator know when he reports to his first assignment?

Authorities in all fields of education have long stressed a tenet that should answer these questions. They say no school can train its students to be highly proficient in any particular skill. Students would have to remain in training too long. Schools must provide instruction in the fundamentals of the skill and sufficient practice to provide a sound basis on which individual experience can build greater proficiency.

The newly-graduated aviator should have the basic knowledge and skill to support a growing proficiency. Guidance and opportunity to build experience must be provided by the unit. The newly-graduated aviator is not ready for the ultimate. He cannot assume a mission that requires maturity of judgment and top-level skill. This capability

Selection for Promotion to LTC

BRANCH	Considered	Number Selected	% Selected
ARMOR	46	37	80.4
ARTILLERY	106	67	63.2
INFANTRY	178	155	87.1
CORPS OF ENGINEERS	30	22	73.3
SIGNAL CORPS	64	52	81.2
TRANSPORTATION CORPS	137	102	74.4
MEDICAL SERVICE CORPS	22	15	68.2
TOTAL	583	450	77.2

FIRST COMBAT



One of three Army L-4 Cubs prepares to take off from the deck of the U.S.S. Ranger during the invasion of French West Africa on November 9, 1942. Army pilots pictured are Lt. William Butler (pilot), and Lt. (now Col.) Brenton A. Devol, Jr. (rear seat observer). Brought across the Atlantic on the carrier, the planes were landed on the first available landing spots taken by the amphibious forces. (USN photo)

comes with careful preparation under the strict guidance of older, more experienced aviators. The school has given him a sound basis for further training which must inevitably come from experience in the unit.

If his experience is not broad enough to cope with the problems of the mission, an accident results. It is as simple as that. Proficiency training *must* come from the unit.

Promotions to LTC

DA Circular 624-31 announced selection of 2,632 majors for promotion to lieutenant colonel. Of these, 461, or 17½% were aviators, which is proportionately very favorable considering that commissioned aviators currently constitute less than five percent of the commissioned officer corps.

A breakout of the Army list, between aviators and non-aviators appears in the accompanying table. A total of 112 were selected from the secondary zone. Of these,

11 were aviators. Among officers previously considered and not selected, the selection rate for aviators was also higher than the overall rate, which was 19%. My congratulations to all concerned.

ARMY LIST (Primary zone only)

NON-AVIATORS	AVIATORS
3,314	Total Considered 583
2,070	Number Selected 450
62.5	Percent Selected 77.2

Previously Considered

NON-AVIATORS	AVIATORS
848	Total Considered 61
157	Number Selected 16
18.5	Percent Selected 26

THE EVOLUTION OF TODAY'S ARMY AVIATION

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from
Page 9

Division of the Signal Corps was created by Office Memorandum No. 6 at the direction of Brigadier General James Allen, Chief Signal Officer of the U.S. Army.

Congress created the **Aviation Section of the Signal Corps** on July 18, 1914. At the same time the ratings of Military Aviator, Junior Military Aviator, and Aviation Mechanic were established by Congress.

A Bureau of Aircraft Production and a **Division of Military Aeronautics** were created by President Woodrow Wilson on May 21, 1918 and placed under the Secretary of War.

Three days later, the War Department merged these two agencies into a single agency known as the **Air Service**. On August 27, 1918 the position of Director of Air Service was created, this officer also serving as Second Assistant Secretary of War.

The Army Air Corps

Congress created the **U.S. Army Air Corps** by the Air Corps Act of July 2, 1926. The Act also established the position of Assistant Secretary of War for Air.

On March 1, 1935 the War Department directed that a **GHQ Air Force** be created to assume control of tactical units and to come directly under the General Staff. This organization existed as a separate command apart from the **U.S. Army Air Corps**. Four years later on March 1, 1939, **GHQ Air Force** was made responsible to the Chief of Air Corps, rather than to the General Staff.

The Army Air Forces were created on June 20, 1941, by Army Regulation 95-5, with the AAF headed by a chief who also served as Deputy Chief of Staff for Air. The chief commanded the U.S. Army Air Corps, the Air Force Combat Command (the redesignated GHQ Air Force), and all other air elements.

On March 9, 1942, the War Department established three autonomous commands: the **Army Ground Forces**, the **Army Air Forces**, and the **Army Service Forces**. All air elements were incorporated into the AAF under a single commanding general and single air staff. The **U.S. Army Air Corps** remained in existence at this time as the chief component of the Army Air Forces because it had been created by law.

Modern-Day Army Aviation

On June 6, 1942, the War Department approved the use of Field Artillery organic aviation, with **Army Aviation** being placed under the direction of the Field Artillery and the Army Ground Forces. Designed to supplement the existing system of air support, **Army Aviation** was to provide air observation means for the adjustment of artillery fire.

The AGF and AAF divided responsibilities under this program, with basic flight training, third echelon maintenance, and procurement falling to the AAF. The tactical training of pilots and mechanics was provided by the AGF through the Department of Air Training at Fort Sill, Okla. This organization and the office of Director of the Department of Air Training were also created on June 6, 1942.

The U.S. Air Force was created on July 26, 1947, when Congress passed the National Security Act of 1947. This Act created the **Department of the Air Force** and the position of Secretary of the Air to be filled by a civilian Presidential appointee.

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Left: CECO's CATV. Right: CECO's Hot Air Valve (HAV-10) used for anti-icing of aircraft turbine engine inlet cowls.

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The 1ST AVIATION BRIGADE A Year In Combat!

by
MAJOR GENERAL GEORGE P. SENEFF, JR.

SOME very wise gent once said: "Never look back. Someone may be gaining on you."

I'd say that this is a rather good personal philosophy to cling to, especially when one has set his sights on certain goals. However, to evaluate clearly the results of goals already reached, an occasional backward glance is permissible, if only as an

indicator as to whether the sights need adjustment.

As the commander of the 1st Aviation Brigade since its inception a year ago, I feel a compulsion to take a backward glance as we embark upon our second year in combat as a cohesive and well dug-in member of the Army team in Vietnam. It is necessary to relevel and readjust the sights

1ST AVIATION BRIGADE

(Continued from Page 19)

for the coming year which promises to involve more men and machines than any one dreamed possible a short three years ago.

The accomplishments of the guys in this Brigade are too many, too varied, too colorful, and too heroic to count up here. They have played a magnificent role, with their widely scattered birds, in making come true the dream of every ground commander in combat, that of truly superior mobility. He has been given the supreme luxury of sustained combat operations in jungled and mountainous terrain by the sustained flexibility provided by the helicopter.

An infantry brigade commander summed it up most appropriately when he said of our 10th Combat Aviation Battalion: *"We are mobile, but you are our mobility. You have meant food for hungry men, water for the thirsty, and life for the wounded. To us you are not a supporting force but a part of us. We are winning on the battlefield because of you."*

16,000 strong!

In the year since May 1966, when it was officially designated as the 1st, the Brigade birds and the guys who make up their crews, have racked up some staggering combat achievements. Approximately three-fifths of the Army aircraft in Vietnam are the Brigade's. They are found from the stem to the stern of this country, an expanse of over 500 miles in length. Over 16,000 officers and men wear the *Golden Hawk* patch in some forty-eight aviation companies. The battalions to which these units belong now number twelve.

The task has all the earmarks of continuing to be an enormous one. Our aviators and crews will be called upon to very much exceed the nearly one million hours they flew in the past year in support of ground troops on such memorable operations as *HAWTHORNE*, *ATTLEBORO*, *CEDAR FALLS*, *JUNCTION CITY*, and *PERSHING*, to mention only a few. They fly plenty already, but there will be more operations and the number of sorties they'll fly will push

well over the two million mark that they established in the first twelve months of the Brigade's existence.

The *Hueys*, in their various configurations, will outdo themselves in the coming months. With more *Charlie* model gunships and *Delta* trooplifters finding their way to these shores, the number of troops hauled will substantially dwarf the human payloads of the past year, which exceeded three million. And I daresay that water movement by the enemy will become even more limited in the forthcoming months because of the increased capabilities of our reconnaissance airplanes and the quick response of the night illuminating *Firefly* missions.

DID YOU KNOW THAT . . .

. . . That 52% of the Army's active duty Aviation Warrant Officers are WO1s, 32% are CW2s, 14% are CW3s, and 2% are CW4s?

. . . 231 Aviation Warrant Officers have volunteered for duty in Vietnam?

. . . 95% of all newly-appointed Aviation Warrant Officers will be assigned to Vietnam upon graduation?

. . . one member of the branch has 46 Air Medals, 2 Silver Stars, 1 Bronze Star, the Distinguished Flying Cross, the Purple Heart, and is serving in Vietnam voluntarily for second tour?

. . . 80% of the AWOs returning from Vietnam will be assigned to the training base as instructor pilots (IPs)?

. . . over 600 Aviation Warrant Officers have been considered for promotion to CW3 and CW4 by the latest promotion board, and that the results of this board will be announced this summer?

In all missions over the past year, in excess of eight thousand of the enemy were killed by the sharpshooting gunships and door gunners of the Brigade. This figure should increase with the arrival of better weapons and the *Huey Cobra*. Cross-fertilization of new ideas as to aviation combat tactics and techniques will continue to be a first priority function of the Brigade, to help our crews stay alive and to enable better air-mobile operations.

Our oft-forgotten maintenance crews will continue to work all night every night to *"put the birds back on the line by morning,"* and continue to uphold the highest availability rates the world has ever seen.

(Continued on Page 24)

Should you take your light twin through it, around it or turn back?



The Bendix AN/APS-113 Weather Avoidance Radar is fundamentally superior because it's fundamentally different. Start with the fact that the AN/APS-113 is not a rehash of airline radar—it is specifically designed to make the most of the limitations posed by smaller aircraft.

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This ability to see "inside of storms" as far away as

80 miles is what sets the AN/APS-113 apart. That, plus its ability to see the storm behind the storm—and the storm behind that—even when close-in weather makes strong radar echoes.

And the complete system weighs just 16½ pounds, requires only 60VA of AC power and 1½ amps DC. All this adds up to greater flying safety for you and greater usefulness of your aircraft.

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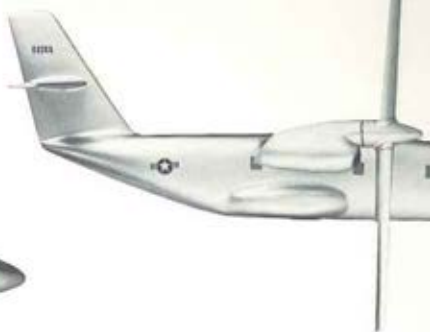
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1ST AVIATION BRIGADE

(Continued from Page 20)

The Brigade will continue to provide the type of support that brings our greatest pride — a raft of comments and letters like the one from Lieutenant Colonel Bolduc appearing in the box on this page*.

The second year . . .

Thus, the work has been cut out for the Brigade's second year. It will become an even greater part of the overall Army effort in this war. It will mean a second tour for many of those who pull pitch and pump flaps, and for the crews who man the door guns and keep the birds flying. The close of its second year will not be without casualties, nor those who will make the supreme sacrifice.

Those who have been and who are presently a part of the 1st Aviation Brigade in combat may "glance back" in pride at their accomplishments. The sights are adjusted and leveled for those who will join this proud family in the months ahead.

That's Number Ten, Fella!

The Vietnamese use the numbering system when describing the relative merits of a person, object or situation. *Number One* means outstanding and *Number Ten* means poor or no good.

The helicopter pilots of the Army's 119th Assault Helicopter Company have devised their own numbering system to describe 10 flying hazards all of which are *Number Ten*.

Number One are other aircraft operating in the same area which have a tendency to get in each other's way.

Number Two are friendly artillery rounds falling

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.

Excerpt from a letter to the HORNETS:

HEADQUARTERS

3D BATTALION, 47TH INFANTRY
APO San Francisco 96372

2. Special recognition should be given to the officers and men of the 116th Assault Helicopter Company for their support of our operation. The company distinguished itself by loyalty, courage, and endurance, and by the professionalism of men like Major Harold I. Small, their commanding officer. Their devotion to duty is symbolized by his statement, when he said, after nearly 12 continuous hours of flying, "As long as you're fighting, we're staying." His unit continued support until ordered from the field two hours later. The company deserves special recognition for their outstanding accomplishments.

LUCIEN E. BOLDUC, JR.
LTC, Infantry
Commanding

**I do not single out the "Hornets." They're a superb company, but we have many. This letter just happened to be handy at the time of writing. GPS*

directly through airspace in which helicopters are operating.

Number Three are minor obstructions such as whip antennas, wires, and flares that are fired during a night assault that pass through the rotor blades.

Number Four is engine failure, especially over "Charlie's Country."

Number Five are misguided missiles, usually contacted in pickup zones. They consist of such things as ponchos, air mattresses, and unfilled sand bags.

Number Six are instant growing trees. Apparently a VC invention, the trees seem suddenly to take on an additional 50 foot growth. This added snap-up height is surprising and difficult for the pilot to avoid.

Number Seven is quick additional weight. In same way the aircraft load has increased in weight more than the pilot originally calculated.

Number Eight is the case of the pilot error.

Number Nine is weather. Flying through mountainous territory at night in the rain and at a low ceiling with danger over every ridgetop.

Number Ten is the enemy. He booby traps landing zones and employs other common military tactics to deter the pilots from completing their mission.

There are others but these are the ones that cause the most downed choppers — and the most prematurely grey pilots.

Vietnam Dialogue



An address in which former
Deputy Secretary of Defense
Cyrus R. Vance answers the charge
that the Vietnam War is neither
in the religious tradition of just wars
nor in the national interest . . .

I DEEPLY appreciate your invitation to address this 90th Convention of the Episcopal Diocese of West Virginia. It gives me a chance, as you may know, to come home again to the land of my forebears. And it gives me a welcome opportunity to meet with the leaders of my church in this state — clergymen and laymen alike.

The Episcopal Church has always been concerned with the problems confronting men in the world in which they live. So, in your discussions here, I am certain that you have sought to relate your faith to the world that is, as well as the world that ought to be. In so doing, no issue comes more rapidly to the forefront of concern than this nation's involvement in Vietnam.

Quite recently, 1,000 divinity students of many faiths wrote a letter to Secretary McNamara. It was a thoughtful and responsible communication in which these young men expressed both a moral and a policy dissent. "Large numbers of divinity students," they said, "cannot support the war in Vietnam because they believe this war is neither in the religious tradition of just wars nor in the national interest." They noted, too, that there are other Americans who are similarly troubled.

I appreciate both the depth and sincerity of this concern. It deserves the most serious thought. Because the matters at stake are so

"Informed, disciplined, and responsible dissent is the very essence of our freedom . . ."

profoundly important to us all, I will devote my time tonight to a consideration of the fundamental issues involved in Vietnam.

I intend to examine both allegations made by the divinity students — "that this war is neither in the religious tradition of just wars, nor in the national interest." I do not agree with these conclusions. But, at the same time, I respect their convictions and I strongly defend their right to express them. Informed, disciplined, and responsible dissent is the very essence of our freedom.

In America today, one of the greatest barriers to understanding is the very nature of the dialogue which has developed over the issue of Vietnam. It is heated and intolerant. The lines, on both sides, are too sharply drawn.

We need, I think, to restore the national sense of balance, for there is little enlightenment in the dark words which pass back and forth over a gulf of misunderstanding today. We *can* agree to disagree. But, surely, we must all seek meaningful communication as a bridge to reasoned understanding and rational action.

There are gray tones . . .

Vietnam has been viewed too often in absolutes of black and white. The situation is not so starkly apparent as it is sometimes painted by the several sides in the debate. There are gray tones. The issues are complex and sometimes ambiguous. This is what makes it difficult to discuss or understand Vietnam. But we must recognize this beclouded aspect of the problem in trying to see through it clearly. Clear vision depends upon a dispassionate balancing of all the factors at play.

I have given much time to this balancing of the essential elements. Let me illustrate the complexities of such a process by brief mention of the troublesome grays on the Vietnam scene.

Certainly there is a shade of gray in the state of political affairs in South Vietnam. It is not ideal in terms of stability, freedom, or progress. But one must balance against this the progress made in recent years in the face of an armed struggle for survival. Local elections have been held; a Constituent Assembly has met; a new Constitution has been promulgated; local elections are in process; and national elections are to be held in September. Contrasted with the colonial regimes of yesterday, or the suffocating rule which North Vietnam would offer as an alternative, the hopeful progress of the Republic of Vietnam is clearly apparent.

Related to this is the fact that there are some South Vietnamese, recalling colonial days, who distrust the occidental and would like to see him leave. This is not, however, the view of even a substantial minority. The

people see other Asians joined with us — Koreans, Thais, and Filipinos. They see young Americans helping to build a new Vietnam even while others are dying on the battlefield. They note that, with Americans, the energy and resources flow *into* the country, not out. And they know from history that we are not an imperialistic nation.

The Vietnamese Armed Forces are another case in point. They are not yet as effective as they should be, and will become. Conceding this, however, they have come a long way since 1954 when there was no national army. They have fought long and hard. Often, they have fought well. The measure of their determination is their sacrifice — in equivalent population terms, they have lost more men in action than the total of American battle deaths since 1776.

Let's balance the scales!

Another example is the question of civilian casualties. Regretfully, we have caused some in both North and South Vietnam. But this has not been our intent. Rather, in defending South Vietnam, we have sought in every possible way, even at some risk to our own men, to avoid harming civilians. On the other hand, those who have inflicted this war on South Vietnam have set out to terrorize, maim, and kill civilians as a deliberate tactic of conquest. The scales for judgment must be balanced accordingly.

And there is, without question, an element of native discontent in South Vietnam. This is rooted in the colonial past and the imperfect present, as well as in aspirations for the future. But, recognizing this, it is quite another thing to leap to the conclusion that this is just a civil war. It is not, and I shall discuss this more fully in a few moments.

When I have weighed all the facts — those which are disquieting as well as those which are reassuring — I find that the scale inclines sharply and without hesitation to the position which we have taken in Vietnam. Of course, there is room for concern, but not for real doubt that our course of action in Vietnam is right and necessary.

Turning back now to the statement of the divinity students, I find it difficult to understand what they believe to be a just war "*in*

VIETNAM DIALOGUE

(Continued from Page 26)

the religious tradition." Does this depend upon the particular religion of those who sit in judgment? Were the crusades a just war? Was the Saracen invasion of Europe a just war?

Is the use of military force ever moral?

The Reverend Edward L. R. Elson, Minister of the National Presbyterian Church of Washington, recently said this:

"Military force as such is neither morally right nor morally wrong. It is the uses to which it is put — the times, the places, the amount and the purposes — which determine the moral or immoral use of force. And in this stage of the development of mankind, failure to use military force in the proper time and place, and for the proper purpose, can be disastrous and highly immoral."

"There is a transcendent moral ethic: the right of mankind to determine its own destiny . . ."

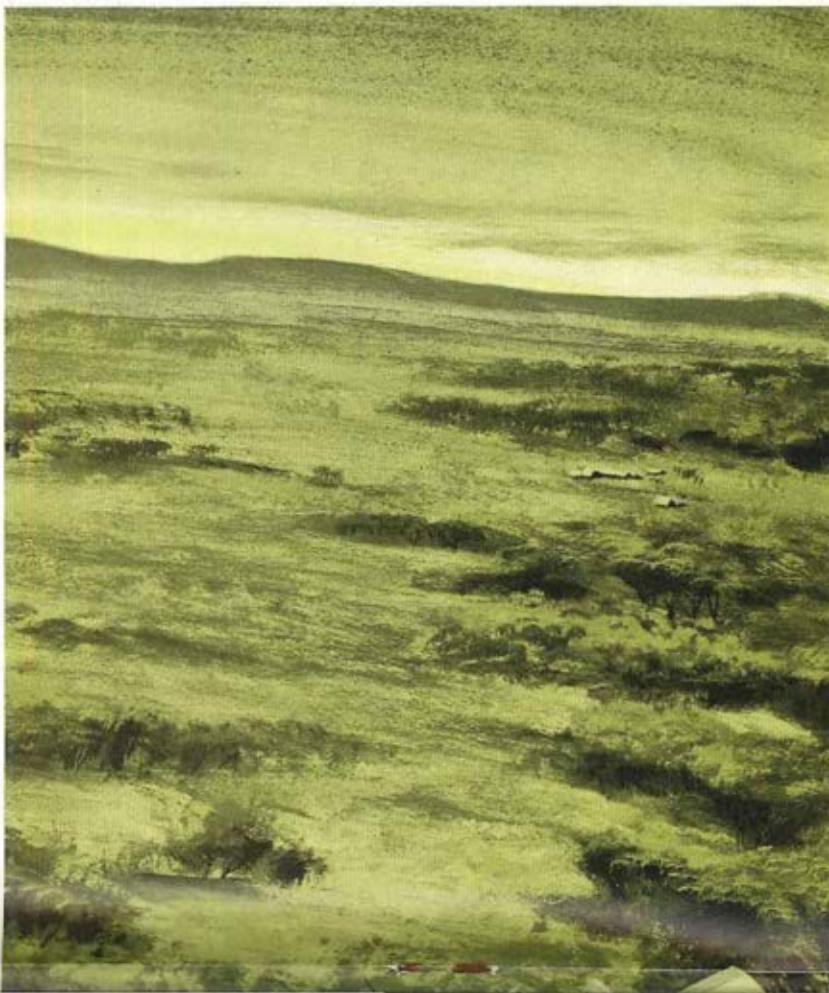
The world has been racked with wars in the names of religious causes throughout history, but there is a transcendent moral ethic — the right of mankind to determine its own destiny. Certainly this is at the heart of the Judeo-Christian ethic which teaches that man is created in the image of God, by which we mean that he is given free will to determine his own destiny.

Applying this standard to the conflict in Vietnam, is our cause just? I believe that the answer is an unequivocal yes, because our objective in Vietnam is to permit the South Vietnamese to determine their own destiny. However, fundamental to the answering of this question is a threshold question. Are we, as some charge, intervening in a civil insurrection 10,000 miles from our shore? Or are we assisting a small nation, at its request, to resist aggression from beyond its borders — an aggression mounted by those who would dictate that nation's future by force of arms,

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**Don't expect your enemy to set up
navaids for you.**

VIETNAM DIALOGUE

(Continued from Page 27)

and would take from its people the right to shape their own future. It is to this threshold question I now turn.

There is, as I have said, some genuine discontent and an element of disaffection in South Vietnam. This is hardly surprising in view of the tortuous and complex history of the Vietnamese people, and the fact that they are beset by all the unfulfilled aspirations of an underdeveloped land in an affluent world. The fact that there is some dissatisfaction which the communists have exploited, does not prove, however, that the Vietnamese conflict is a spontaneous, indigenous southern movement.

A history of resistance

It is true, too, that there is a long history of Vietnamese nationalist resistance to foreign domination. This began at the close of the 19th Century, even as the French completed their colonial conquest, and continued unabated throughout the first five decades of the 20th Century. Vietnamese nationalism took definitive form, during World War II, in the Viet Minh organization sponsored by the Chinese Nationalists to harass the Japanese in Indo-China. But this movement, while not communist-organized, was joined soon after its inception by the Vietnamese Communist Party which took control of the *Viet Minh* and subverted it to Communist Party ends. In so doing, they exploited the genuine nationalist sentiments to which the *Viet Minh* appealed and which gave the Viet Minh much of its strength.

The real political power base of the Vietnamese Communist Party was created in 1945 after Japan's precipitate surrender when the communists used the *Viet Minh* to seize power in Hanoi and proclaimed the existence of the (so-called) "Democratic Republic of Vietnam" under Ho Chi Minh.

In the days which followed, Ho prepared for and then fought the war with the French. A first tactic was to announce the "dissolution" of the Communist Party and the formation of a "popular front," the *Lien Viet*, purportedly to achieve both "independence

and democracy." Though there were devoted non-communists in the ranks of this war, there was never any question as to communist leadership and control.

By 1951, having established a common frontier with Red China, the mask was dropped. The Communist Party — the *Lao Dong* — was reestablished in public, and new war objectives were given. Instead of aiming for "independence and democracy," it was announced in all-too-familiar language that "*The anti-imperialist and the anti-feudal fights are of equal importance.*"

Incredible savagery . . .

In North Vietnam, this signalled the beginning of a campaign to completely communize the country. Americans should study this campaign to understand our adversaries, and to comprehend what their victory would mean to South Vietnam. The record is one of incredible savagery, violence, and repression. Among the victims were many non-communists who had served in the *Viet Minh* against the French, and even some life-long members of the Communist Party. Their theory of operation was — "*it is better to kill ten innocent people than to let one enemy escape.*"

In 1954, the war between the French and the *Viet Minh* was concluded by the Geneva Accords — a set of truce arrangements to which neither South Vietnam nor the United States were official parties. The seeds of conflict in which we are now engaged were sown in the months and years immediately following the termination of this earlier conflict.

In the aftermath of Geneva, the Communists took to North Vietnam the bulk of their forces located south of the 17th Parallel and many of their southern supporters. But, significantly, they left behind secret cadres to serve as future focal points for renewed military and political action, and several thousand weapons caches for future use.

During this period, the myth that Ho Chi Minh was universally loved and supported by the Vietnamese people was shattered. This fact is important, since that same myth is again in circulation and is sometimes reinforced by misquoting a remark

President Eisenhower made at the time of Geneva. It is claimed, erroneously, that he said Ho Chi Minh would win the votes of 80 percent of the Vietnamese people in a free election. This is false. President Eisenhower actually said that in an election against Emperor Bao Dai, Ho Chi Minh would gain such a vote.

An exodus of 900,000

The fact that the Vietnamese people would have almost certainly repudiated a French puppet—and did so in South Vietnam's 1956 Referendum—does not mean that the bulk of them revered Ho Chi Minh or would favor his leadership. It is important to remember that some 900,000 northerners, given the chance by provisions of the Geneva Accords, chose to leave their homes and flee to the south to avoid living under Ho's communist rule. Many more were denied escape when the communists recognized how damaging this exodus was to their image and ambitions. This denial, incidentally, was a flagrant violation of the Geneva Accords.

In the first few years after Geneva, South Vietnam made strides toward stability and progress which were astonishing in light of the difficulties with which the South Vietnamese people and their new government had to cope. Despite the chaos of two decades of war, the legacy of colonial rule, the political inexperience, and endemic corruption, life in South Vietnam presented a contrast which was increasingly unflattering to that in North Vietnam. This was one of the main determinants of the communist decision to launch an insurgency which would stop South Vietnam's political evolution, recreate anarchy and chaos, and thus permit the establishment of communist power over the South Vietnamese people.

Targets: Local officials

The Communist Party in Hanoi took several steps to implement this strategic decision. Cadres left behind in the south were ordered to renew political agitation and build up a political and terrorist structure. A ruthless campaign of terror was initiated, designed to undo the political progress that the govern-

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ment had made. Its particular targets were those local officials and workers, representatives of the Saigon government, whose dedicated activities were making some progress in improving the lot of the South Vietnamese peasantry. At the same time, the Party in Hanoi created a Reunification Department, placed it in command of a major general in the North Vietnamese Army, and gave him control over those ethnic southern supporters who had re-grouped to North Vietnam after 1954. This Department soon began dispatching these agents back to their native areas to reinforce the insurgent communist organization.

By 1959, the communists in North Vietnam were focusing publicly on their objective. "... *We are building socialism in Vietnam*" Ho Chi Minh said. "*We are building it, however, only in half of the country, while in the other half we must still bring to a conclusion the democratic-bourgeois and anti-imperialist revolution.*" To these ends, Viet Cong agitation and terrorism were greatly accelerated, and infiltrators moved southward in ever greater numbers down the "Ho Chi Minh Trail." Six years ago, in 1961, the annual flow was already more than 10,000 men.

It is important to understand the identity and the mission of these infiltrators. Until 1964, they were almost exclusively ethnic southerners. It was they who built the political and military apparatus for the communists in the south, and it is they who usually still direct it at regional, provincial, and district levels. Although southern, they were devoted to communist objectives and subject to Party discipline. Without them, the communist movement could never have been developed into the force it is today. These men did not infiltrate spontaneously in response to legitimate southern grievances. Instead, they represented the cutting edge of a brilliantly conceived and ruthlessly executed campaign of politico-military aggression, developed by the *Lao Dong* Politburo in Hanoi, and completely controlled by Hanoi from its inception to the present day.

Thus, although it is true that many of those

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whom we fight in Vietnam are themselves South Vietnamese, and that substantial numbers of southerners support the enemy in some degree, it is not true, and never has been, that this is a simple civil conflict in which Hanoi took no role until after the United States had already intervened. From its inception, this insurgency has been run on Hanoi's orders to further Hanoi's political objectives. Viet Cong forces and the Viet Cong political organization are led by ruthless, hard-core communists who take orders from Hanoi. The ranks are filled, in the main, by very young men who have been conscripted at gun point, and who are kept in line by unrelenting discipline in the field and unmistakable threats against their families at home. It is these threats, in turn, backed up by military force and deliberate terrorism, which account for the support given to the enemy in Viet Cong-controlled areas.

The events of recent years are too familiar to need much recounting. Exploiting the problems and weaknesses of South Vietnam, the communists moved to take over the land through subversion, terror, and mounting armed aggression. Well before the United States deployed major forces to South Vietnam at the request of its government, the flow of men and supplies from north to south had reached floodtide. And today, nearly half the enemy divisions in the south come from the North Vietnamese Army, and the Viet Cong ranks themselves are increasingly filled with northerners.

The tactics are familiar

It is clear to me, then, that the war in Vietnam is no simple civil conflict. Its roots are traceable in history. Its mainspring, tactics, and even its language are familiar to all who have studied communism. It is an attempt by North Vietnam to impose an unwanted rule on a sovereign nation, an attempt clearly nourished by massive support from Red China, the Soviet Union, and other communist nations throughout the world.

In a word, what we see in Vietnam is

aggression. There may be no precise, literal analogy which can be drawn to past aggressions because the form of aggression has changed. Massive conventional attack has been largely replaced by political subversion, intimidation, terrorism, and guerilla attack. But the essential analogy remains, the hallmark of aggression remains the same — *an attempt to impose political change by force of arms and without the consent of the people!*

Our objective is limited

Next, it is essential to understand that this is a war of limited objectives. The confusion over these objectives is at least partly to blame for the attitudes of those citizens who are troubled by our participation and who oppose our effort. To understand clearly what our objectives are, perhaps we need to repeat again what they are not:

We are not seeking to destroy or change the government of North Vietnam. We do not want permanent bases in South Vietnam.

We do not want one inch of new territory for America.

We are not even seeking to enlist South Vietnam as a permanent ally in that portion of the world.

Our objective is limited. It is limited because we want to halt conflict in one place without precipitating it in others. And, in Vietnam, it is limited to assuring that South Vietnam can shape its own destiny, choose its own political and economic institutions, and do so without military pressure from external powers.

But what is the objective of the enemy? It is to force his own political solution on the South Vietnamese. This is at least implicit in his statements; it is explicit in his ideology and in his actions.

I spoke earlier of the grays in this struggle. But there is an area of vast importance in which there are no shadings. It is clear and indisputable. It concerns the way in which the war is fought.

It is a fact that brutality and wanton terrorism are deliberate tools of the communists in Vietnam, as they always have been. It is no error when the most talented members of a village are threatened, beaten, abducted, or

forced to serve the enemy. It is no mistake when a village chief is made to watch his family murdered, and then has his head cut off. It is deliberate when the enemy destroys schools and medical dispensaries. It is intentional when he attacks the hearts of cities. And the cumulative, innocent victims of these deliberate actions now number many thousands.

We, on our side, have made errors on occasion. We have injured innocent civilians in South Vietnam, and we have injured our own soldiers. But we have injured them by error, error inevitable in the course of conflict. And we have injured civilians in North Vietnam in bombing attacks. But they have been unintentional victims, hurt in attacks against military targets—attacks carried out with more restraint than any bombing attacks in history. Never has a nation had so much power as the United States today. But, most significantly, never has a nation so limited the power employed, or used it with such discrimination.

What we would like to do, for *all* Vietnamese, is best reflected in the countless kind acts of unsung soldiers, and civilians and the contributions to nation building, which now take place every day in South Vietnam.

Knowing these things—knowing the true face of the war, on both sides—I find it difficult to understand the convoluted logic which leads some to condemn this nation for “immorality” and to defend terrorism as a heroic struggle for “independence.”

Peace efforts

Still another issue in dispute concerns the efforts which have been made to achieve an honorable peace in Vietnam. Here, the contrast between our side and the other is sharply etched on the public record.

The communists, for their part, have said that discussions cannot even be begun without unilateral concessions by us. As they know, without reciprocal moves on their side, these concessions could exact a toll of blood from those who are defending South Vietnam. This is an unacceptable condition for achieving peace talks. Yet there are thoughtful Americans who believe we should accept it.

We cannot be that naive or take the chances implicit in such action. But we have, over the past several years, explored reasonable avenues to peace in Vietnam with more than half the nations on this earth. As Secretary Rusk has pointed out within the past week, the United States has agreed to some 28 separate peace proposals. These were not just American proposals, oriented to our own optimum interests. They were varied in content, with some having limited and some having broad objectives. They stemmed from many sources. They would have involved such agencies as the United Nations, the International Control Commission, the International Red Cross, a reconvened Geneva Conference, or an all-Asian Peace Conference. They would have called on the good offices of such individuals as the Secretary General of the United Nations or the Geneva Co-Chairmen. Nevertheless, the record is clear: the North Vietnamese rejected every proposal.

I cannot believe that there is any real doubt as to which side has taken the initiative for peace, and which has cast its lot with war.

I believe, then, that we are in a just war and are seeking to achieve an honorable peace.

The national interest

But what of the second allegation of the divinity students, the allegation that this war is not in our national interest?

We live in a world which is at once filled with hope and despair, good chance and no chance, trust and mistrust, ease and hardship, security and peril, even peace and war at the same time. It is a world suddenly, and significantly, grown small. The hiding places are gone; each man's need is the concern of every man and each nation's problem is the burden of every nation. It is a complex world—interrelated, interdependent, in ferment, dynamic, and demanding much of those who must assume leadership.

In the small world of today, the national interest of the United States is international. Our role of leadership is inescapable. We

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(Continued from Page 33)

cannot fulfill a meaningful destiny as an affluent but passive witness to great principles in contest.

We have, as you know, not been passive. For more than 20 years we have made a major contribution to the security and stability of Western Europe. As a consequence, that area has prospered economically, and both peace and freedom have been preserved.

Again, in Korea, we stood fast for the principle of self-determination. While that land war in Asia went on, domestic critics were both numerous and vocal. Some wanted out; some wanted total war; and few could find reason or value in what we did. Yet, today, South Korea is freer than it has ever been, politically responsible, economically resurgent, and able to play a leading role in Asian affairs.

Our SEATO commitment

In Southeast Asia, as a further extension of our leadership role and our support of self-determination, we committed ourselves through the *SEATO Treaty*. We also committed ourselves, through the voices of three Presidents, to defense against aggression in South Vietnam.

All these commitments to principle, and our similar interest in other world areas, are interrelated. A principle worth defending any place, is worth supporting in other places. A promise kept in one place, gives integrity to promises made in other places. Aggression halted in one place, discourages aggression in other places. And what happens anywhere is known everywhere in the modern world of swift transport and rapid communication.

Can anyone truly doubt, in this world, that the struggles in Southeast Asia have their impact upon the internal struggles of Africa, the pressures of Europe, and even the peoples of the Western Hemisphere?

Would the success of military aggression in Southeast Asia, then, be in our national interest? What undermines peace in South-

east Asia undermines peace throughout the world.

Is it in our national interest to allow one large nation or nations to project their power across international boundaries by force of arms?

Would not the loss of independence of the 200 million persons in the nations of Southeast Asia constitute a serious shift in the balance of power against the free world?

This does not mean that we must become the policeman of the world. It does mean that we must stand behind the commitments we have made if we hope to preserve peace rather than permit raw and naked power to govern. We act in our national interest when we stand behind those commitments; we act against our national interest when we do not.

The "just" battle

In the time available, I have sketched in the outlines of my views. There is need for us all to ponder these issues in greater length and depth, and always with balanced perspective. For we must answer to our own people, and to history, for the conclusions we reach, the decisions we make, and the actions we take.

No one votes lightly for war, especially in the face of ambiguities which are more troublesome than the simplicities of earlier days. And the first vote of every responsible American today is for peace. But there is no peace in the surrender of principle, or in turning away from aggression; there is no honor in vacating solemn commitments; there is no morality in tolerating brutality; and there is no security or stability in isolation.

I would say to the young divinity students then: I share your abhorrence of war, but the sacrifice of principle and the loss of freedom are worse than the loss of life. Both principle and freedom are at stake in Vietnam, and so I believe that we *are* engaged in a just battle. I believe, too, that the national interest of a great nation *is* involved wherever principle, freedom, and the peace and stability of the world are imperiled. Thus, for these very reasons, I think we should be in Vietnam, and we should stay there until the aggression ends.

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Birthday Party

ST. LOUIS — COL Delbert Bristol (stdg.) Deputy Commander of Army Aviation Materiel Command and a member of AA's pioneer group of aviators in 1942, the "Class before Class 1," is shown addressing AAAA members of the Lindbergh Chapter at a June 6 Dinner Party. Shown, (l-r), are Mr. and Mrs. James Lucey, daughter and son-in-law of MG R. R. Williams; Eric Petersen, Lindbergh Chapter pres.; Mrs. Kay Petersen; MG Williams, Guest of Honor; Mrs. Vivian Bristol; and BG John L. Klingenhagen, Chapter guest.

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Project 76!

CORPUS CHRISTI — "Make the heads roll!" was the slogan for Project 76, a production schedule recently kicked off at the U.S. Army Aeronautical Dep. Maint. Ctr. When completed, "76" should set what is believed will be a world record in the production of helicopter rotor heads—the successful completion of one rotor head an hour for 76 working hrs., without reject. W. N. Brown (l), Shop Supvr., and LTC John Kengla, Dir. for Maint., watch Ed Seitz, Earn Haney start on the first of many rotor heads to alleviate a critical USARV shortage.



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\$936 AAAA Bonus

FORT RUCKER — A \$936.00 check is presented to WO Candidate John W. Sparks (center), representative of WORWAC 67-7, on the class attainment of 100% membership in the Army Aviation Ass'n. Making the presentation is COL Conrad L. Stansberry (left), pres. of Army Aviation Center Chapter. The 312-member class comprises the 4th WO Candidate Co. commanded by CPT Edmund Dyroff, Jr. (right). A majority of the "100 percent AAAA" primary classes use the membership incentive check to defray graduation party costs.

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Two Stars!

VIETNAM — A happy moment is reflected as Brig. General George P. Seneff, Jr. (ctr.), CG of the 1st Avn. Brigade, receives a second star for each shoulder. Pinning honors at the May 30 ceremony were shared by Sgt. Major Melvin Neal (left), Brigade SGM, and Lt. General Bruce Palmer, Jr., the Deputy Commanding General of U.S. Army, Vietnam. Lt. Colonel Bernard Knight, (2d from left), Executive Officer of the 11th Combat Avn. Battalion, observes from the rear. In reality a 1st Avn. Command, the Brigade exceeds 16,000 troops.



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BURCH, T.B., Jr.
119th Assault Hel Co
APO San Francisco 96318
BURTON, Lloyd G.
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CAVE, George V.
75 Yeakum Street
Farmingdale NY 11735
CHAFFIN, James D.
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APO San Francisco 96357
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COLE, Thomas P.
511 Foch Street
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COLLIGAN, Alexander J.
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St. Clair Shores MI 48080
COOK, James W., II
8th Assault Hel Co
APO San Francisco 96227

PCS - WOS

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Killeen TX 76541
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APO San Francisco 96321
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1010 South 11th Street
Copperas Cove TX 76522
DYER, Orrin L., Jr.
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ELLSWORTH, James L.
238th Medical Detachment
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FERGUSON, Frederick E.
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Tom Ball TX 77375
FERLAND, Roland A.
175th Aviation Company
APO San Francisco 96357
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1358 Hillcrest Avenue
Colorado Spgs CO 80909
FLANAGIN, Stephen F.
12th Combat Avn Gp
APO San Francisco 96491
FORD, Clyde L.
Co B, 8 Avn Bn, 8 Inf Div
APO New York 09111
FRANK, Paul W.
RR 2, Highway 87
Cameron NC 28326
FRAZIER, William L.
573rd Personnel Svc Co
Ft Bragg NC 28307
GALLAGHER, John P., Jr.
56th Aviation Detachment
APO New York 09028
GIBBS, Ronald C.
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Ft Bragg NC 28307
GRIFFITH, Dorlin W.
4149 Indian Lakes Circle
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GUNN, Bruce R.
15-C Southside Court
Columbus GA 31903
HAMILTON, Dennis C.
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HARDING, Michael L.
2078 Courtney Street
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PCS - WOS

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155th Assault Hel Co
APO San Francisco 96297
HARTRICH, William E.
61st Aviation Company
Ft Campbell KY 42223
HAWKS, James R.
1st Cav Div (Airmobile)
APO San Francisco 96490
HECKERMAN, Dan M.
1492-A Werner Park
Ft Campbell KY 42223
HESTER, Larry
1 Sqdn, 4 Cav, 1st Inf Div
APO San Francisco 96345
HICKS, David C., Jr.
322 Alberta Street
Enterprise AL 36330
HIGHT, William R.
170th Aviation Company
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Lamar CO 81052
HILDEBRAND, Don C.
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HINCHLIPPE, George W.
902 East Moneta
Peoria Heights IL 61614
HOPMANN, Wayne C.
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HUNTER, Richard L.
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JACKSON, William L.
200 Patrick Street
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JOHNSON, Dale L.
HHC - 11th Infantry Bde
APO San Francisco 96557

PCS - WOS

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LARSON, Kermit R.
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Sedro Woolley WA 98284
LAWSON, Barry R.
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Huntington NY 11743
LEWIS, Earl C.
62 Brown Street
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LEWIS, James E.
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Bonnie View Trailer Ct
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USARSO Slate

CANAL ZONE — Newly-elected members of AAAA's Latin American Chapter pose informally in Corundu, CZ, following the preliminary "beer and snacks." Shown from (l-r) are LTC John M. Stephens (VPA), CPT (Dr.) Phillip A. Snodgrass (VPA), the first Flight Surgeon to hold an AAAA elective office, SP6 John D. Seifert (Sec), MAJ Charles M. Paull (Pres), MAJ A. Y. Edwards (Ex VP), CPT J. R. Mitchell (VPT), & Mr. E. Buckner (Trea), at whose home the Chapter meeting was held. The Chapter membership embraces all USARSO aviation units.

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MATTERN, Rickey P.
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Thomaston GA 30286

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NICELY, Harold P., Jr.
Trp C, 7 Sgdn, 17th Cav
Ft Knox KY 40121

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PCS - WOS

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ROGERS, Roy A.
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SLANGA, Gary F.
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WASICK, James E.
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Fayetteville NC 28301

Enough's Enough!

FORT WOLTERS—Last month's issue of "Army Aviation Magazine" carried a photo of WO Candidates Michael and Charles O'Connor, identical twins now enrolled in helicopter primary training at USAPHS, the caption indicating that as duplicates they were causing confusion on the flight line. The confusion has been compounded! The O'Connors (left) have been joined at primary by 2d Lts. Arthur & Robert DiPadova (seated in aircraft) & WO Candidates Joseph & Robert Potvin (right). Army aviation is thrice blessed!



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101st Abn Div Avn Sect
Ft Campbell KY 42223
WUEST, Kenneth W.
61st Aviation Co (AML)
Ft Campbell KY 42223.
WYNACHT, Thomas R.
61st Aviation Company
Ft Campbell KY 42223

ENLISTED

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200th Assault Hel Co
APO San Francisco 96370

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McGEE, William E.
Wheeler-Sack AAF
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J17366 S Escalon-Bellota
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Lawton OK 73501
WINGROVE, Marvin V.
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FORT RUCKER — Fourteen officers and warrant officers have completed the second phase of their training at the Bell Helicopter plant in Fort Worth, as the U.S. Army's first instructor pilots in the AH-1G Huey-Cobra helicopter. In July they'll move on to Hunter AAF to train members of the NET (New Equipment Training Team), comprised of veterans of Vietnam, who'll introduce the AH-1G in USARV and train personnel there later this year. (USA photo)



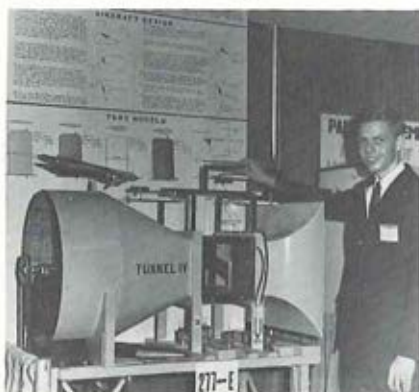
ST. LOUIS — Dean Leon Z. Seltzer (center), of Parks College of Aeronautical Technology, is shown receiving a "Certificate of Honorary Membership" in the Lindbergh Chapter of AAAA from Larry C. Franzoi (right), Chapter secretary, as Eric H. Petersen, Chapter president, looks on. The ceremony took place at a recent Chapter dinner meeting at Parks College.

WICHITA — The Army took delivery of its first twin-engine turbine-powered Beechcraft U-21A utility aircraft at formal ceremonies held on May 16. Acceptance of the initial production model signaled the start of a delivery schedule that will extend through Spring, 1968, and include 129 U-21A's under a contract valued at more than \$25 million. Capable of accommodating up to 10 combat troops, or six to eight common personnel, the U-21A is powered by twin Pratt & Whitney PT6A-20 engines. The photo features the 53½ x 51½ inch door opening.

JUNE 30, 1967

Army Aviation

MAY-JUNE PHOTOS



SAN FRANCISCO — One of five AAAA National Science Fair award winners, John F. Collins, 19, of Lawton H.S., Lawton, Okla., stands in front of the wind tunnel he designed to measure various aerodynamic forces. AAAA judges selected five youngsters to receive "Certificates of Achievement" and AAAA \$100 cash awards.

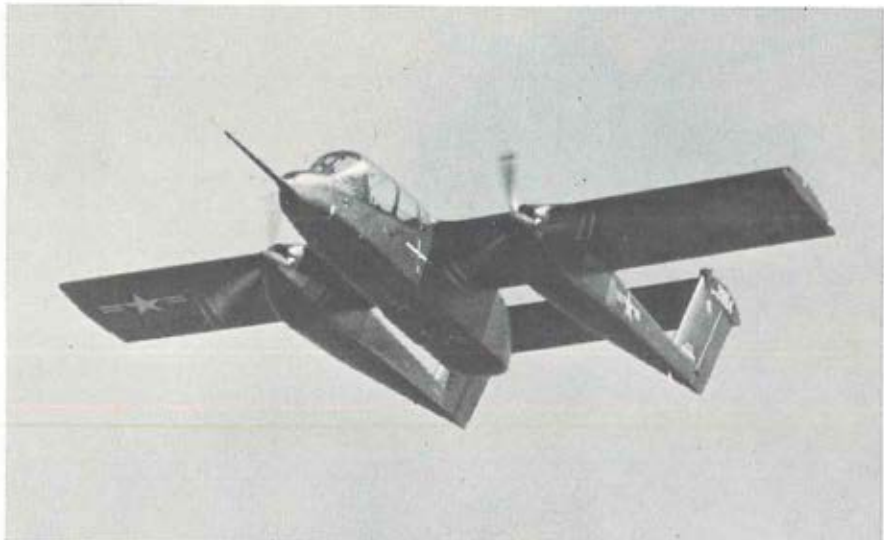


FT. MONMOUTH — COL James L. Burke (left) has been elected as president of AAAA's fast-growing Monmouth Chapter on June 9, succeeding COL Lester G. Callahan, Jr.



Production go-ahead:

North American's OV-10A, with AiResearch T76 turboprops.



The OV-10A is now in production. Its engines, selected by Department of Defense and North American Aviation, are T76 turboprops.

These 715 hp AiResearch engines help give the OV-10A outstanding performance for forward air control, light armed reconnaissance, helicopter escort, and other missions.

In addition, T76 military turboprops have a built-in capacity to meet future demands for substantial power increases; engines of

higher horsepower are well along in development.

A commercial version of this engine is already operating in the environmental extremes of South-east Asia, and is demonstrating outstanding performance and reliability.

Write: Aircraft Engine Sales, AiResearch Manufacturing Company, Phoenix, Arizona 85034.



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Army Aviation

MAY-JUNE PHOTOS



USASETAF — MAJ Charles A. Klopp, president of the Northern Italy Chapter, presents a Certificate of Honorary Membership in AAAA to LTC Gino Pevarello, head of the NATO branch of the SETAF G-4 division, for his excellent job as coordinator during "Operation Guglielmo," a summer-long assistance project during which SETAF aviators airlifted over a million pounds of building material to the 6,500 foot peak of Mt. Guglielmo near Brescia, site of the Monument to the Redeemer.



BURBANK — Now under study at Lockheed, a new type of commercial transport could be operational in the 1970s. A commercial version of the U.S. Army's AH-56 Cheyenne compound aircraft, the 30-passenger VTOL transport could provide 250-mph airport shuttle service between metropolitan centers, and ease the air and ground traffic and congestion that promises to plague most urban airports in the near future. (Lockheed)



FORT WORTH — BG Frank Meszar, CG of Ft. Stewart and Commandant of the U.S. Army Element at Hunter AAF, Ga., is shown handling the controls of an AH-1G electronics systems trainer during a recent visit to the Bell Helicopter plant. The on-site supervisor of HueyCobra training operations, MAJ Paul Anderson (left), and a Bell training official look on. Gen. Meszar was briefed on the HueyCobra program prior to initiation of an Army AH-1G training and logistics support program at Ft. Stewart. (Bell photo)



FT. WOLTERS — Planners of the Fort Wolters Chapter celebration of Army aviation's 25th Anniversary were, from left to right, MAJ Donald J. Austin, Chapter secretary; CPT David Hurd, Chapter treasurer; MAJ Roy Steves, Troop Command representative; COL William T. Schmidt, Chapter president; and LTC F. T. Yamagata, the project chairman. The Chapter celebration included the sponsorship of a public barbecue on June 10, followed by a formal military ball that evening. (USA photo)



...and now the Army

It began with the Navy's COIN evaluation program. Then the Air Force. And now the Pratt & Whitney Aircraft T74 has joined the Army to power its new Tactical Utility Airplane. Small wonder.

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OBITUARIES

February-May, 1967

Warrant Officer (W-1) John M. Andrews, an Army Aviator assigned to the 335th Aviation Company, sustained fatal injuries in the crash of a UH-1D in Vietnam. The fatal accident took place on May 1, 1967. He is survived by his parents, Mr. and Mrs. John S. Andrews of 1417 Glendale Avenue, Dayton, Ohio.

Warrant Officer James P. Barton, an Army Aviator on assignment to the 68th Assault Helicopter Company, died as a result of hostile action in Vietnam on March 19, 1967. He is survived by his widow, Mrs. Julia A. Barton of P.O. Box 4, Nelson, Mo.

Captain Robert N. Bradley, an Army Aviator assigned to the 498th Medical Company, sustained fatal injuries in a UH-1D helicopter crash in Vietnam. The fatal accident took place on March 21, 1967. He is survived by his widow, Mrs. Virginia L. Bradley, of McConnell Street, Gaines, Mich.

Lieutenant Colonel Leyburn W. Brockwell, Jr., assigned to the 335th Aviation Company, sustained fatal injuries when his UH-1D crashed in Vietnam on May 1, 1967. He is survived by widow, Mrs. Annette F. Brockwell, c/o J. L. Montgomery, White Stone, S.C. (See photograph below).

Warrant Officer (W-1) Edward L. Bush on assignment with the 57th Medical Detachment died as a result of injuries received in a UH-1D helicopter accident in Vietnam on March 20, 1967. He is survived by his widow, Mrs. Cha J. Bush, of 257 South Minneapolis, Wichita, Kan.

Warrant Officer James L. Darcy, an Army Aviator on assignment to the 128th Assault Helicopter Company (Vietnam), died as a result of injuries received in the crash of a UH-1D on April 6, 1967. He is survived by his parents, Mr. and Mrs. William L. Darcy, of Route #1, Helena, Mont.

Major Duane F. Denton, assigned to the Student Detachment, USACGSC, Fort Leavenworth, Kan., sustained fatal injuries when his T-41B aircraft crashed during the conduct of a mission on April 29, 1967. He is survived by his widow, Mrs. Betty S. Denton, of 1510 Mintz Drive, Fayetteville, N.C.

Captain Joe Raymond Fulghum, Jr., an Army Aviator assigned to the 283rd Aviation Company, died as a result of hostile action in Vietnam on February 2, 1967. He is survived by his widow, Mrs. Rebecca S. Fulghum, of 530 Northcrest Drive, Nashville, Tenn.

Warrant Officer (W-1) Myron T. Goddard, an Army Aviator assigned to the 1st Cavalry Division (Airmobile), died as a result of injuries received in an aircraft accident in Vietnam on March 18, 1967. He is survived by his widow, Mrs. Connie J. Goddard, of 620 Ohio Avenue, Windsor, Ill.

Warrant Officer (W-1) James W. Godfrey assigned to the 1st Cavalry Division (Airmobile), died due to hostile action in Vietnam on April 16, 1967. He is survived by his parents, Rev. and Mrs. John H. Godfrey, Baptist Parish Home, Jefferson, Maine.

Captain Patrick L. Haley, on assignment to the 1st Cavalry Division (Airmobile), died as a result of hostile action in Vietnam on April 18, 1967. He is survived by his mother, Mrs. Louise K. Haley, of 1415 Campbell, LaSalle, Ill.

Second Lieutenant Paul J. Hicks, an Army Aviator assigned to the 1st Cavalry Division (Airmobile), sustained fatal injuries in the crash of a CH-47 Chinook. The fatal accident took place in Vietnam on May 5, 1967. He is survived by his widow, Mrs. Roberta K. Hicks, Shattles Trailer Village, Mineral Wells, Tex.

Captain William R. Hill, an Army Aviator on assignment to the 1st Cavalry Division (Airmobile), died as a result of injuries received in the crash of a UH-1B helicopter in Vietnam on April 16, 1967. He is survived by his father, Earl E. Hill, of Chicago, Ill., and his mother, Mrs. Mildred I. Hill, of 6118 43rd Avenue, Kenosha, Wisc.

Warrant Officer (W-1) Ernest V. Hensel, Jr., of the 4th Infantry Division, USARV, died as a result of hostile action on February 17, 1967. He is survived by his widow, Mrs. Patricia A. Hensel of 2305 Shell Road, Lot No. 94, Hampton, Va.

First Lieutenant Ronald L. Johnston on assignment with the 17th Aviation Group, USARV, died as a result of injuries received in an aircraft accident occurring on March 12, 1967. He is survived by his widow, Mrs. Louise Johnston, of Craigsdell Gardens, New Kensington, Pennsylvania.

Major Charles C. Jones, an Army Aviator assigned to the 335th Aviation Company, sustained fatal injuries in the



LTC (then CPT) Leyburn W. Brockwell, Jr. (right), selected by the Army Aviation Association as "Army Aviator of the Year" for 1961-1962, was killed in Vietnam on May 1, 1967. Here he's shown receiving the "AA of the Year Award" from COL Robert M. Leich at the 1962 AAAA Annual Honors Luncheon in Washington, D.C.

crash of a UH-1D helicopter. The fatal accident took place in Vietnam on May 1, 1967. He is survived by his widow, Mrs. Jo Ann Jones, of 1202 Skrivaneck Drive, Bryan, Texas.

Major Paul Richard Karas, an Army Aviator on assignment to the 11th Aviation Battalion, USARV, died as a result of hostile action on February 3, 1967. He is survived by his widow, Mrs. Betty L. Karas, of 6200 Apache Street, Springfield, Va.

Captain John A. Kemp, on assignment with the 23rd Artillery Group, USARV, died as a result of injuries received in the crash of a O-1A aircraft on August 8, 1966. He is survived by his widow, Mrs. Julie Kemp, of 5011 Oak Street Extension, Valdosta, Ga.

Warrant Officer (W-1) Harold K. Ketter, Jr., assigned to the 118th Assault Helicopter Company, sustained fatal injuries in the crash of a UH-1D helicopter in Vietnam. The fatal accident took place on March 9, 1967. He is survived by his parents, Mr. and Mrs. Harold K. Ketter, of 2836 Somme Avenue, Norfolk, Va.

Captain Rance A. Kirby, an Army Aviator on assignment to the 145th Aviation Battalion, USARV, died on March 26, 1967 as a result of injuries received in the crash of a UH-1D helicopter accident. He is survived by his widow, Mrs. Virginia B. Kirby, of Route #1, Wedowee, Ala.

First Lieutenant Jack R. Lichte, Jr., on assignment with the 57th Medical Detachment in Vietnam, died as a result of injuries received in the crash of a UH-1D helicopter on March 20, 1967. He is survived by his widow, Mrs. Elizabeth F. Lichte, of 216 E. Dallas Street, Palestine, Tex.

Captain Fitz-Randolph B. McBride, an Army Aviator assigned to the 9th Infantry Division, sustained fatal injuries in an aircraft accident occurring in Vietnam on April 16, 1967. He is survived by his widow, Mrs. Phyllis McBride, of 375 Reindollar, Marina, Calif.

Lieutenant Colonel Stanley H. McCullough, an Army Aviator on assignment to the 339th U.S. Army Garrison (USAR), Chattanooga, Tenn., died as a result of injuries received in an aircraft accident occurring March 31, 1967. He is survived by his widow, Mrs. Margaret B. McCullough, 2 North Lynn Crest Drive, Chattanooga, Tenn.

Captain John R. Minutoli, assigned to the 5th Special Forces Group, Vietnam, died due to hostile action on April 6, 1967. He is survived by his widow, Mrs. Ruth C. Minutoli, of 4438 East Whitman Street, Tucson, Ariz.

Captain Charles S. Moore, on assignment with the 1st Cavalry Division (Airmobile), died as a result of hostile action in Vietnam on April 25, 1967. He is survived by his widow, Mrs. Judith Moore, of 111-0C Orion Street, Green Cove Springs, Fla.

Chief Warrant Officer Walter F. Morris, an Army Aviator assigned to the 178th Aviation Company, USARV, died due to hostile action on April 26, 1967. He is survived by his widow, Mrs. Ann R. Morris, 1613 Newportville Road, Newportville, Pa.

Warrant Officer Reginald G. Morse, an Army Aviator on assignment to the 129th Aviation Company, died as a result of injuries received in the crash of a UH-1D helicopter in Vietnam on March 5, 1967. He is survived by his widow, Mrs. Martha T. Morse, of Box 9, Hayes Trailer Court, Joanna, S. C.

Captain Richard E. Newton, assigned to the 9th Infantry Division, USARV, sustained fatal injuries in the crash of a UH-1D helicopter on April 6, 1967. He is survived by his widow, Mrs. Marjorie G. Newton, of 1816 167th Avenue, N.E., Bellevue, Wash.

OBITUARIES

Chief Warrant Officer Orman D. Phillips, on assignment with the 1st Cavalry Division (Airmobile), died as a result of injuries received in the crash of CH-47 helicopter in Vietnam on March 5, 1967. He is survived by his widow, Mrs. Emike Y. Phillips, of Route 1, Box 178, Bremen, Ala.

Warrant Officer (W-1) Larry R. Reeves, assigned to the 175th Helicopter Company, USARV, died as a result of injuries received in the crash of a UH-1D aircraft on April 19, 1967. He is survived by his widow, Mrs. Elizabeth L. Reeves, 3505 South Lamar, Lot #30, Austin, Tex.

Warrant Officer (W-1) William S. Robertson, an Army Aviator assigned to the 9th Infantry Division, USARV, sustained fatal injuries in the crash of a UH-1D helicopter. The fatal accident took place in Vietnam on April 8, 1967. He is survived by his parents, Mr. and Mrs. William Robertson, Sr., of 16400 Van Owen Apartments, Van Nuys, Calif.

First Lieutenant Lloyd Taylor Rugge, assigned to the 220th Aviation Company (Vietnam), died as a result of hostile action on January 26, 1967. He is survived by his parents, Mr. and Mrs. Herbert B. Rugge, of 4942 Ben Avenue, North Hollywood, Calif. A "Lloyd Taylor Rugge Memorial Seminar Room" has been designated at the University of Southern California's Von Kleinsmid Center for International and Public Relations, and memorial donations may be sent to this facility.

First Lieutenant Paul L. Stimpson, an Army Aviator assigned to the 118th Assault Helicopter Company, sustained fatal injuries in an aircraft accident in Vietnam on April 22, 1967. He is survived by his widow, Mrs. Carolee Stimpson, of 2 Brook Street, Westbrook, Me.

Captain Gordon O'Dell Walsh, an Army Aviator on assignment to the 335th Transportation Company, USARV, died as a result of injuries received in the crash of a UH-1D helicopter on April 16, 1967. He is survived by his widow, Mrs. Sara N. Walsh, of 906 Lake Drive, Johnson City, Tenn.

Chief Warrant Officer (W-3) James Edward Watson, assigned to the 17th Combat Aviation Group, Vietnam, sustained fatal injuries in the crash of an O-1 aircraft on February 25, 1967. He is survived by his widow, Mrs. Geraldine Watson, of 903 East Cleveland Avenue, Porterville, Calif.

Warrant Officer (W-1) Edward W. Wells, on assignment with the 129th Aviation Company, USARV, died as a result of injuries received in the crash of a UH-1B helicopter on April 23, 1967. He is survived by his parents, Mr. and Mrs. Richard E. Wells, of Route 5, Box 314, Olympia, Wash.

Warrant Officer (W-1) Gary L. Wesselman, an Army Aviator assigned to the 175th Aviation Company, sustained fatal injuries received in the crash of a UH-1B helicopter on April 19, 1967. He is survived by his parents, Mr. and Mrs. Leroy H. Wesselman, of 320 North 10th Street, Montebello, Calif.

Major Johnie J. Wright, Jr., an Army Aviator commanding the 131st Aviation Company in Vietnam, died as a result of injuries received in the crash of an OV-1 Mohawk on February 19, 1967. He is survived by his widow, Mrs. Wilma L. Wright, of 1183 Circle Drive, Cookeville, Tenn.

First Lieutenant Alan H. Zimmerman, assigned to the 283rd Aviation Company, died as a result of hostile action in Vietnam on February 2, 1967. He is survived by his widow, Mrs. Margaret Zimmerman, of 1178 Citadel Drive, N.E., Atlanta, Ga.

OCTOBER 11 - 12 - 13

1967 AAAA ANNUAL MEETING

SHERATON-PARK HOTEL

WASHINGTON, D.C.

ADVANCE REGISTRATION

Advance registrations will be accepted July 1-Oct. 2 (see coupon below). All reservations will be confirmed by mail. Registration badges and social function tickets will be available at the AAAA Registration Desk, Sheraton-Park Hotel, beginning 1:00 P.M. Monday, Oct. 9.

SOCIAL FUNCTIONS . . . GUESTS

Tickets may be purchased for guests by registrees for all social functions. Only registrees may attend AAAA and professional presentations.

Full remittance for registration and all tickets must accompany Registration Coupon.

REFUNDS FOR CANCELLATIONS

Phone cancellations of tickets will be accepted until noon, Wednesday, October 11. Letter cancellations should be postmarked no later than October 9.

ROOM RESERVATIONS

Write Sheraton-Park Hotel, Washington, D.C. 20008, or hotel of choice. Military rates at Sheraton-Park if in uniform or with ID active duty card. AAAA cannot accept requests for reservations. State that you will attend AAAA meeting.

Civilian Rates at Sheraton-Park:

Single Room	12.50-17.50
Twin Room	16.50-21.50
1-Bedroom Suite	30.00-35.00
2-Bedroom Suite	65.00-85.00


Active Duty Rates at Sheraton-Park:

Single Room	11.00
Double Room	15.00


On-Post Quarters For Military Personnel:

Write Hq, Military District Washington, Attn: G1, Washington, D.C. 20315 on or before 25 Sep.

ADVANCE REGISTRATION COUPON

Detach  and mail to:

ARMY AVIATION ASSOCIATION OF AMERICA
1 Crestwood Road, Westport, Conn. 06880

 Make check payable to

Enclosed please find \$..... in payment of my registration for the 1967 AAAA Annual Meeting and tickets indicated below:

Function	Quantity Desired	Unit Prices		Amount
		**Military	Civilian	
1. Registration		\$ 5.00	\$10.00	\$.....
2. 25th Anniversary Reception* (Oct. 12)		\$ 5.00	\$10.00	\$.....
3. Honors Luncheon and Reception* (Oct. 13)		\$ 5.00	\$10.00	\$.....
4. Combined Attendance (Includes 1, 2, and 3)				
Member Alone		\$10.00	\$25.00	\$.....
Member and Wife		\$17.00	\$35.00	\$.....

*Separate tickets are required for each social function.

**Includes civilian employees of the Armed Services.

NAME.....
(Print or type) (Rank or title of position)

ADDRESS.....
(Print or type)

THIS APPLICATION WILL BE ACCEPTED ONLY IF ACCOMPANIED BY PAYMENT IN FULL.

1967 AAAA ANNUAL MEETING

SHERATON-PARK HOTEL
WASHINGTON, D.C.



WEDNESDAY, OCTOBER 11

Presentations by
Industry (Corporate) Member Firms
Early Bird Reception

THURSDAY, OCTOBER 12

General Membership Meeting
President's Annual Report
Elections of National Officers

"Free World Army Aviation"
(Panel Presentation by Army Aviation
Directors of Free World Countries)
Moderator: MG Robert R. Williams

Chapter Delegates' Luncheon
(Open to General Membership)

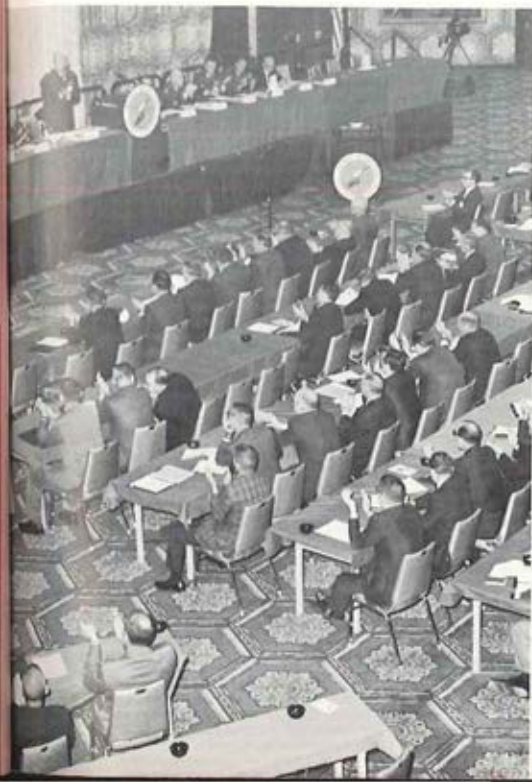
"U.S. Army Aviation"
(A Panel Presentation by Senior
Army Aviation Officers)
Moderator: MG Harry W.O. Kinnard

25th Anniversary Reception
Unit Reunions and Dinners

FRIDAY, OCTOBER 13

Presentations by
Industry (Corporate) Member Firms
Honors Luncheon Reception
1967 AAAA Honors Luncheon

Presentations by
Industry (Corporate) Member Firms
Cub Club "Happy Hour"
Diehards' Reception
(Entertainment by Cub Club)



FPPP CLAIMS ANALYSIS

Statistics on the AAAA-endorsed FLIGHT PAY INSURANCE PLAN are provided to AAAA members on a semi-annual basis, and reflect the rank or grade

of each insured, the nature of his illness or injuries, and his indemnity totals. The listing reflects payments through May, 1967.

CURRENT CLAIMS

File 361. CPT. Broken leg, broken arms, skull fracture in aviation accident. 10 payments to date. \$1,640.00.
 File 362. LTC. Myocardial infarction. 4 payments to date. \$784.00.
 File 363. LTC. Irritable colon syndrome. 11 payments to date. \$2,112.00.
 File 364. CWO. Paramyotonia (Cramping of the muscles). 6 payments to date. \$672.00.
 File 365. CWO. Fractured fibula & tibia while fighting in self-defense. 8 payments to date. \$864.00.
 File 366. CWO. Diabetes. 6 payments to date. \$528.00.
 File 367. CWO. Fractured spine suffered in aircraft accident. 4 payments to date. \$432.00.
 File 368. CWO. Myasthenia gravis. (Muscular debility). 11 payments to date. \$1,056.00.
 File 371. COL. (Deceased). Brain tumor. 9 full payments and one partial payment. \$1,915.75.
 File 372. CWO. Fractured leg and collarbone in aircraft accident. 15 payments to date. \$1,500.00.
 File 373. MAJ. Tibial nerve loss resulting from aircraft accident injury. 13 payments to date. \$2,236.00.
 File 374. CPT. Subcapsular cataracts resulting in blurred vision. 8 payments to date. \$1,280.00.
 File 375. LTC. Appendicitis with follow-on hepatitis and nephrosis. 7 payments to date. \$1,344.00.
 File 377. MAJ. Compound fracture of leg resulting from accidental shooting; hypertension. 11 payments to date. \$2,112.00.
 File 379. LTC. Subcapsular cataracts. 8 payments to date. \$1,536.00.
 File 380. CWO. Partial paralysis of lower back muscles. 4 payments to date. \$448.00.
 File 381. MAJ. Cerebral vascular disease. 11 payments to date. \$1,804.00.
 File 382. LTC. Inflammation and swelling of toe. 11 payments to date. \$2,112.00.
 File 383. CPT. Episode of internal bleeding. 5 possible payments to date. \$680.00.
 File 384. WOC. Duodenal ulcer resulting in permanent removal from program. 8 payments to date. \$416.00.
 File 385. CPT. Kidney stones; eye irritation. 9 payments to date. \$1,476.00.
 File 386. MAJ. Neurological disease. 7 payments to date. \$1,064.00.
 File 387. CPT. Hypertension. 10 payments to date. \$1,320.00.
 File 388. CWO. Drug & immunization allergies. 9 payments to date. \$1,008.00.
 File 389. LTC. High blood pressure. 6 payments to date. \$1,176.00.
 File 392. MAJ. Heart disease. 10 payments to date. \$1,840.00.

File 393. MAJ. Auricular fibrillation. 3 payments to date. \$504.00.
 File 394. MAJ. Duodenal ulcer. 11 payments to date. \$1,892.00.
 File 395. CPT. Fractured leg suffered in aircraft accident. 11 payments to date. \$1,760.00.
 File 396. CWO. Laminectomy (Vertebral operation). 7 payments to date. \$784.00.
 File 398. LTC. Toxic amblyopia (Dimness of vision due to tobacco toxicity). 8 payments to date. \$1,568.00.
 File 400. MAJ. Hypertension; osteoarthritis of the cervical spine. 4 payments to date. \$656.00.
 File 402. MAJ. Fractured leg & thumb, lacerations in aircraft accident. 9 payments to date. \$1,728.00.
 File 403. CPT. Glaucoma. 5 payments to date. \$760.00.
 File 406. MAJ. Kidney stones. 3 payments to date. \$516.00.
 File 407. CPT. Hearing loss. 3 payments to date. \$492.00.
 File 408. CWO. Peripheral vestibular dysfunction with vertigo episode. 6 payments to date. \$600.00.
 File 409. MAJ. Hypertension; drug-precipitated gout. 3 payments to date. \$576.00.
 File 410. CWO. Fractured leg in aircraft accident. 20 payments to date. \$2,160.00.

COMPLETED CLAIMS

File 369. CWO. Arteriosclerosis (Hardening of the arteries). Received full 12 payments. \$1,296.00.
 File 370. CWO. Duodenal ulcer. Received full 12 payments. \$1,056.00.
 File 376. MAJ. Psoriasis (Chronic skin disease). Received full 12 payments. \$1,968.00.
 File 378. MAJ. Hypotension (Low blood pressure). Received full 12 payments. \$2,304.00.
 File 390. MAJ. Grand mal seizure (Epilepsy). Received full 12 payments. \$2,064.00.
 File 391. MAJ. Hypertension. Received full 12 payments. \$1,824.00.
 File 397. MAJ. Fractured vertebrae suffered in aircraft accident. 12 payments to date. \$2,304.00.
 File 399. MAJ. Myocardial infarction. Received full 12 payments. \$2,208.00.
 File 401. LTC. Glaucoma. Received full 12 payments. \$2,352.00.
 File 404. CPT. Myocardial infarction. Received full 12 payments. \$1,920.00.
 File 405. COL. Hypertension, hypothyroidism. Received full 12 payments. \$2,352.00.
 File 406. CWO. Functional emesis. Received full 12 payments. \$1,344.00.
 File 411. SP6. Hypertension. Received 5 payments prior to return to FS. \$400.00.

FPPP CLAIMS

FPPP TEN-YEAR SUMMARIES

(As At May 31, 1967)

Number of AAAA Insured Members Holding Individual Policies of Flight Pay Insurance	4,483
Number of Individual "Claim Alert" Correspondences Received from AAAA Insured Members	627
Number of AAAA Insured Members who were grounded, but returned to flight status prior to fiscal loss	134
Number of AAAA Insured Members who were grounded, lost flight pay, and received FPPP indemnities	435
Number of individual FPPP claims disapproved by the underwriters during the 1957-1967 period	19
Total Flight Pay Insurance indemnities paid to AAAA Insured Members through May 31, 1967	\$749,181.20

DETAILED FPPP ANALYSIS — CLAIMS ON THIS PAGE

By Rank or Grade

General Officers	0	Lieutenants	0
Colonels	4	Chief Warrant Officers	30
Lt. Colonels	14	Warrant Officers	0
Majors	31	WOs	1
Captains	19	Enlisted Members	2

By Category of Claim

Illness or Disease	86
Bodily Injuries Received in Army aviation accident	11
Bodily Injuries Received in other than an Army aviation accident	4
Total Claims	101

File 444. MAJ. Myocardial infarction. Received full 12 payments. \$2,208.00.

File 445. CWO. Duodenal ulcer. Received 5 payments prior to return to FS. \$520.00.

File 446. MAJ. Presbyopia (Diminished visual acuity). Received 11 payments prior to retirement. \$2,112.00.

File 447. MAJ. Grand mal seizure (Epileptic seizure). Received full 12 payments. \$1,968.00.

File 448. COL. Deteriorated intervertebral disk. Received 3 payments prior to return to FS. \$588.00.

File 449. CWO. Gastropathic motility. Received full 12 payments. \$1,344.00.

File 450. MAJ. Laceration of left lacrimal duct and diplopia (double vision) suffered in aircraft accident. Received 6 full and 1 partial payment prior to return to FS. \$1,388.98.

File 451. CPT. Myocardial infarction. Received full 12 payments. \$1,920.00.

File 452. CPT. Infectious hepatitis. Received 10 payments prior to return to FS. \$1,276.00.

File 453. CWO. Functional emesis. Received full 12 payments. \$1,344.00.

APPROVED BY UNDERWRITERS AND AWAITING INITIAL CLAIM

File 454. CPT. Pneumothorax (Presence of air or gas in pleural cavity). Medically restricted on 23 January, 1967.

File 455. CWO. Ruptured ear drum. Medically restricted on 1 October 1966.

File 456. CPT. Lymph node dissection. Indefinite suspension by DA effective 17 February 1967.

File 457. CWO. Herniated disk. Indefinite suspension effective 6 March 1967.

File 458. CWO. Diabetes, acute pancreatitis. Medically restricted on 1 November 1966.

FPPP (Flight Pay Protection Plan) coverage is provided to AAAA members through Ladd Agency, Inc., 1 Crestwood Road, Westport, Conn.

File 412. CPT. Glaucoma. Received 9 payments prior to separation. \$1,332.00.

File 413. MAJ. Hypertension. Received 8 payments prior to return to FS. \$1,472.00.

File 414. LTC. Glaucoma. Received 7 full and 1 fractional payment prior to return to FS. \$1,221.71.

File 415. CWO. Vascular headache (Migraine). Received 6 full payments and 1 partial payment prior to return to FS. \$534.80.

File 416. SFC. Gun explosion resulting in loss of thumb. Received 10 payments prior to return to FS. \$800.00.

File 417. LTC. Injuries to right knee suffered in aircraft accident. Received 3 payments prior to return to FS. \$540.00.

File 418. MAJ. Sciatica. Received 3 payments prior to return to FS. \$516.00.

File 419. CWO. High blood pressure. Received 3 payments prior to return to FS. \$324.00.

File 420. MAJ. Severe cerebral concussion suffered in auto accident. Received full 12 payments. \$1,968.00.

File 421. CWO. Arteriosclerosis. Received 11 payments prior to separation. \$1,188.00.

File 422. MAJ. Gastric ulcer. Received full 12 payments. \$2,112.00.

File 423. CPT. Otitis media of ear with impairment of hearing. Received 4 payments prior to return to FS. \$640.00.

File 424. LTC. Duodenal ulcer; diabetes. Received 11 full payments and 1 partial payment prior to return to FS. \$2,221.30.

File 425. CWO. Duodenal ulcer. Received full 12 payments. \$1,056.00.

File 426. CPT. Neuritis of right shoulder and arm. Received full 12 payments. \$1,968.00.

File 427. LTC. Peptic ulcer. Received 3 payments prior to retirement. \$576.00.

File 428. MAJ. Radiculopathy. (Disease of the roots of the spinal nerves). Received 4 payments prior to return to FS. \$688.00.

File 429. LTC. Myocardial infarction. Received full 12 payments. \$2,304.00.

File 430. CWO (Deceased). Hearing loss. Received 6 full payments and 1 partial payment prior to death. \$724.22.

File 431. MAJ. Psoriasis (Skin disease). Received full 12 payments. \$1,968.00.

File 432. MAJ. Necrotic vascular ulcer. Received full 12 payments. \$2,304.00.

File 433. CPT. Tinnitus (Roaring in ears). Received 3 full payments and 1 partial payment prior to return to FS. \$336.30.

File 434. LTC. Glaucoma. Received 7 payments prior to retirement. \$1,372.00.

File 435. CWO. Instability of left knee joint. Received 2 full and 1 partial payment prior to separation. \$214.09.

File 436. COL. Thoracotomy to remove bronchogenic cyst. Received 3 payments prior to return to FS. \$588.00.

File 437. MAJ. Hypertension. Received full 12 payments. \$1,824.00.

File 438. MAJ. Herniated disk. Received 3 full payments and 1 partial payment prior to return to FS. \$584.80.

File 439. CWO. Herniated disk. Received 7 full payments prior to return to FS. \$728.00.

File 440. CWO. Hiatus hernia (Gastric). Received 10 payments prior to retirement. \$1,120.00.

File 441. CWO. Duodenal peptic ulcer. Received 10 payments prior to return to FS. \$960.00.

File 442. MAJ. Hearing loss. Received full 12 payments. \$2,304.00.

File 443. CPT. Cholesteatoma (Growth in inner ear). Received full 12 payments. \$1,968.00.

CURRENTLY HELD BY MORE THAN 4,300 ARMY AVIATORS



AAAA-endorsed

TO OBTAIN COVERAGE

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

APPLICATION FOR FLIGHT PAY PROTECTION PLAN COVERAGE

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

ADDRESS.....

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

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

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

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

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

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

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

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

Nominations Sought for AAAA National Awards

Nominations are solicited for the four National Awards of the **Army Aviation Association** to cover the April 1, 1966-March 31, 1967 period.

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

Nominations are welcomed from all sources — to include individual members, Chapter Activities, industry, military units, etc. Members desiring to submit a nomination are requested to write to the National Office of **AAAA**, 1 Crestwood Road, Westport, Connecticut for an Association nomination form, which spells out eligibility criteria and detailed information on the documentation required. The suspense date for the receipt of nominations for the 1966-1967 National Awards is August 1, 1967.





AAAA CALENDAR

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. Guest Speaker: **MG Robert R. Williams**, Director of Army Aviation. June 2.

Korean Chapter. Reactivation meeting held on June 3.

Lindbergh Chapter. Membership Dinner Meeting in celebration of 25th Anniversary of Army Aviation. Guest Speaker: **MG Robert R. Williams**, Director of Army Aviation. June 6.

Army Aviation Center Chapter. Membership Dinner-Dance commemorating the 25th Anniversary of Army Aviation. June 9.

Monmouth Chapter. General membership Dinner-Dance and installation of 1967-1969 Chapter Officers. June 9.

Sharpe Army Depot Chapter. Professional dinner meeting commemorating Army Aviation's 25th Anniversary. June 9.

Fort Wolters Chapter. Formal military "AAAA Ball" commemorating Army Aviation's 25th Birthday. Baker Hotel, Mineral Wells, Tex. June 10.

Bluegrass Chapter (Ft. Knox). General membership "Anniversary Ball." Guest Speaker: **MG Alexander D. Surles, Jr.**, CG, USAARMC. June 19.

Lindbergh Chapter. Sponsorship of Membership Luncheon and Reception held in conjunction with the Second Annual Advanced Planning Briefings for Industry (APBFI). Chase Park Plaza Hotel, St. Louis, Mo. June 19-21.

National Executive Board. Quarterly Business Meeting. Chase Park Plaza Hotel, St. Louis, Mo. June 19.

The Association has arranged for the purchase of distinctive, four-color lapel insignia that denote ten years of consecutive membership in AAAA, and plans to award the lapel pins to a majority of the 619 qualified members during the August-October period. Eligible are those persons who joined AAAA during April 1, 1957 and March 31, 1958, and have maintained continuous membership in AAAA since that date.

The insignia will be forwarded to Chapter presidents for issuance at appropriate ceremonies held at Chapter membership meetings conducted during July-October, 1967. Those members who do not carry a current Chapter affiliation will receive their "Ten Year Pin" directly from the AAAA during mid-July.

Stuttgart Chapter. Stag dinner and general membership business meeting. Kelley Officers' Open Mess. June 20.

Fort Hood Chapter. General membership business meeting, Chapter elections for 1967-1969, refreshments. Fort Hood Officers' Open Mess. June 21.

Rhine Valley Chapter. General membership buffet dinner followed by business meeting and ODCSPER presentation on career assignments. Coleman Barracks Officers' Open Mess. June 23.

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

Richard H. Bitter Chapter (Corpus Christi, Tex.). "Members Only" Happy Hour celebrating Army Aviation's 25th Anniversary. Officers' Club, NAS. June 30.

Latin American Chapter. Combined professional-business evening meeting. Guest Speaker: **Captain Hay**, veteran Canal pilot and holder of pilot's license issued by Wilbur Wright. Club 20. July 11.

Washington, D.C. Chapter. Informal cocktail party and dinner-dance. Arlington Hall Officers' Club. August 26.



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.

Captain Merle Freitag has accrued approximately 1200 hours flying Mohawks since August 1963. Capt. Freitag was assigned to the 23rd Special Warfare Aviation Detachment in Vietnam from October 1963 to October 1964. During his Vietnam tour Capt. Freitag received the Purple Heart, and Air Medal with 10 clusters. He is presently assigned as Flight Scheduling Officer at Ft. Huachuca, Arizona.



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Join the 1,000-hour Mohawk Club.

To qualify for one of the 1,000 MOHAWK Flying Hours Plaques, you must fulfill the following:

- A.** All Student Pilot, First Pilot and Instructor Pilot flying time will be considered, provided that the IP time was logged when the individual was on orders designating him as an Instructor Pilot.
- B.** Each Army Aviator qualifying for the 1,000 MOHAWK Flying Hours Plaque should notify the nearest Grumman representative or office, in writing. He should enclose a certified copy of the Army Aviator's individual Flight Record, indicating that he has logged 1,000 hours in the MOHAWK in accordance with A. above.

ARMY AVIATION

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

POSTMASTER: If this magazine is addressed to a member of the United States Military Service, whose address has been changed by official orders, it should be forwarded — except to overseas APO's — without additional postage. See section 157.4 of the postal manual.

"RETURN REQUESTED" applies in those instances wherein forwarding is not permissible. The publisher requests the return of the entire issue under the "RETURN REQUEST" provisions of the postal manual.



When the First Cavalry drops in, expect 5300 horses and a platoon of men.

That's a lot of horses. Especially when they all belong to one steed.

The steed is Boeing's CH-47A Chinook. One of the First Cav's workhorses. Powered by two of our Avco Lycoming T55 gas turbines (2650 shp each).

And they'll all be even more powerful pretty soon. A pair of T55-L-7C's will give the advanced CH-47B Chinook 5,700 horses. And in 1968, two of our T55-L-11s will power the really advanced CH-47C Chinook with a whopping 7,500 shaft horsepower.

How can our T55 generate so many horses? Simple. It's a thoroughbred.



LYCOMING DIVISION
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