

Army Aviation



DECEMBER 23, 1967

SILVER ANNIVERSARY YEAR

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(See back cover)

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ARMY AVIATION

DECEMBER 23, 1967

Endorsed by the Army Aviation Ass'n of America

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Kinnard

Presentations made at the Thursday, October 12, 1968, Panel Presentation held at the 1968 AAAA Annual Meeting in Washington, D.C., will be published in the January, 1968 issue of **ARMY AVIATION**.

The panel presentation was entitled **U.S. Army Aviation** and was moderated by LTG Harry W. O. Kinnard (left), Commanding General, U.S. Army Combat Developments Com-



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AAAA PHOTOGRAPHS

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mand at Fort Belvoir, Va.

Panelists whose presentations will appear in January include MG Delk M. Oden, Commanding General of the U.S. Army Aviation Center, Fort Rucker, Ala.; MG John M. Wright, Commanding General of the U.S. Army Infantry Center; MG G. P. Seneff, Jr., former commander of the 1st Aviation Brigade; and COL Edwin L. Powell, Jr., the Director of Army Aviation.



ST. LOUIS — MG John Norton (left), AVCOM CG, is shown with GEN Hamilton H. Howze, Ret. (center), AAAA national president and a Bell Helicopter Company executive, and Eric H. Petersen, Lindbergh Chapter president, during a recent dinner meeting at which GEN Howze addressed the Chapter members on the Middle East War and showed slides he had taken following his visit to that area.



AN KHE — BG Charles M. Duke (2d from left), commander of the Engineer Command, Vietnam, and BG Richard L. Irby (2d from right), 1st Air Cavalry Division deputy commander, cut the ribbon officially opening An Khe Army Airfield. BG Andrew P. Rollins (left), 18th Engr Bde commander, and LTC Philip G. Sellars (right), 70th Engr commander, look on.

VINH LONG — BG William R. Desobry (left), IV Corps Senior Advisor, is shown shortly before presenting the Meritorious Unit Commendation to the Army's 114th Assault Helicopter Company. The unit was cited for its outstanding services during military operations conducted from July, 1963 until June, 1964. Receiving the award for the 1st Aviation Brigade unit were five men who were assigned to the aviation unit during the period. Commanded by MAJ Austin W. Hathcock, the 114th operates in the entire Mekong Delta in support of three Vietnamese divisions.



Army Aviation

OCT.-NOV. PHOTOS



VAN NUYS — The free world's only helicopter-type aircraft with both a tail-mounted pusher propeller and rotor, this U.S. Army AH-56A Cheyenne nears completion in final assembly at Lockheed-California Company's Van Nuys plant. Other Cheyenne aircraft are now undergoing flight testing. The 250-mph AH-56A will "ride shotgun" for troop-carrying helicopters and provide direct fire support in the combat landing zones.

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KIA!

BOB died at six minutes past eight on 22 November. The first bullet tore through his side. The other five ripped his chest and throat. When he is brought back to the States, there will be a closed casket ceremony at some military cemetery. Only the assigned military will attend. Bob had no family — just a dog.

Everyone concerned with the immediate cause of his death did their job well. The Russian who earned his food by making good bullets; the Chinese rifle maker who prided himself on his workmanship; the Vietnamese youth who made his leaders proud even though he wasted five rounds of ammunition; even Bob, who paid his final tax installment with blood instead of money.

A misfit . . .

Bob was a misfit. He was an unsmiling, uncooperative, hard-to-get-along-with sort of guy whose only saving grace was an astonishingly quick mind which he seldom let show in public. He lived his life by the numbers — numbers he discovered while studying the probable laws of probability. Somehow, the workings of business, of the stock market, of gold and grain and livestock futures — all the society-approved gambles — fascinated him with their complex simplicity. He lived with numbers, and he won money with them. When you win with money, you lose with people.

In Vietnam that really wasn't important. Aviators were being shuttled in and out like professional football players, and it was often expedient to assign flights by number rather than name.

Numbers don't change overnight, and up to a point, are easier to remember than are names. Bob literally couldn't have cared less.

(Continued on Page 53)



Captain
Evan J. Marshall



Captain
Jerome Mugerdtichian



This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Captain Evan J. Marshall and Captain Jerome Mugerdtichian, both of whom have earned the 1000-hour Mohawk plaque.




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

Captain Evan J. Marshall was rated as an aviator in September, 1964; and in October, 1964, he completed Mohawk transition. He was assigned to the 23rd SWAD and the 73rd Aviation Company in 1964-65 and has just completed his second tour with the 73rd Aviation Company. Capt. Marshall has logged over 800 combat missions and is the first Mohawk pilot to fly over 1000 hours combat time in Vietnam.

Captain Jerome Mugerdtichian has been a rated aviator since April, 1965; and in June, after completing his OV-1 transition, was assigned to SETAF in Verona, Italy. After 13 months there as ASTA platoon leader, Capt. Mugerdtichian was reassigned to Vietnam with the 131st Aviation Company. Capt. Mugerdtichian flew over 700 combat hours in Vietnam and has been submitted for one DFC, two Air Medals with "V," and two ACM with "V." He presently has 23 oak leaf clusters to the Air Medals.



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Computer-directed fire control system utilizes laser beam range finder; highly magnified, stabilized sighting. Enhanced night capability planned for.

Weaponry capability includes grenade launcher, machine guns on turrets; rockets and antitank missiles; fired by 2-man crew. Rearming time: 10 min. Reconfiguration time: 10 min.

Sponsons store fuel. Cheyenne's endurance: 5.4 hr. Range: 874 mi. Ferry mission range: 2,886 mi.

Brand new bird tries its wings

Cheyenne's maiden flight at Lockheed-California Company's Van Nuys, California plant puts Cheyenne another step closer to the day it can serve the foot soldier in battle...and is a further measure of Lockheed's responsiveness to the U.S. Army.

The first rotary wing craft ever specifically designed

as an integrated weapon, the AH-56A Cheyenne was built by Lockheed in response to Army demands for a mobile yet stable firing platform. A compound aircraft, Cheyenne will hover, take off and land helicopter style. It will fly with an airplane's speed, range and agility. And it can attack with a devastating array of



Rigid Rotor gives superior controllability in flight, solid stability as a firing platform. Design simplicity eliminates many parts, adds reliability, trims weight, cuts maintenance.

Pusher propeller supplies forward speed. Level flight: 250 mph max., 240 mph cruise. Max. rate of climb: 3,420 ft./min.

26.7-ft. wing supplies lift in forward flight. Needs no control surfaces.

Cheyenne's service ceiling: 26,000 ft.
Hover ceiling: 10,600 ft.
Acceleration: 0 to 230 mph in 38 sec.
Deceleration: 230 mph to 0 in 17 sec.

highly accurate weapons. Whether escorting helicopters, or softening landing sites, Cheyenne's mobility and firepower can add mightily to the field commander's arsenal.

Rough and ready, Cheyenne will spend more time in the air, less time on the pad. Servicing turnaround time is a fast 9 minutes.

And Cheyenne is designed to go 300 hours between inspections.

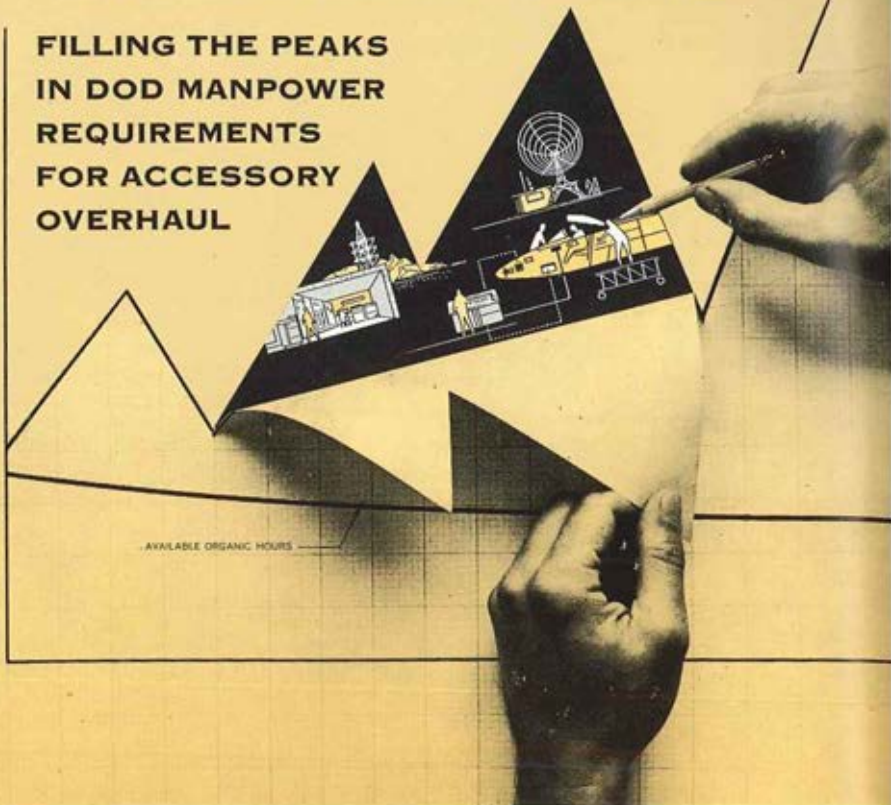
The proven ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of this nation in a divided world.



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By
COLONEL EDWIN L. POWELL, JR.
Director of Army Aviation, OACSFOR

Army Aviation as . . .

A NATIONAL ASSET

I was amused at the many recent statements made during the recent AAAA annual convention about the *real* birthday of Army aviation.

Our Chief of Staff even noted that the Army had a great heritage in the efforts made in 1907 and 1908 to provide a military aviation capability. I noted the accomplishments of *Thaddeus Lowe* in 1861 and later balloon flights during the Spanish-American war. The convention itself focused on the 6 June 1942 birthday theme.

A mark of maturity

It may dismay the purist, but the fact is the Army and the Air Force share much of the military history of aviation and we should share our pride in its pioneers, share the blame for past mistakes, and forget the trivia. As for Army aviation, it has reached such a plateau of integration into the ground forces that no combat commander would leave it out of his basic planning. This is far more important than any debate about the exact

age of Army aviation for it is the mark of our maturity.

Along this line, I'd like to pass on a piece of recent history that demonstrates the flexibility and responsiveness of Army aviation, and illustrates that our fleet is a national asset in many different situations.

Flood disaster assistance

The recent hurricane and flood disaster in Texas and Mexico served to bring the aviation capabilities of the Army into prominence again. As you have no doubt read in the newspapers and heard about from other news media, thousands of people were affected and millions of dollars of property devastated. At least insofar as people are concerned, the prompt effectiveness of the *55th Aviation Battalion* and attached aviation elements can be credited with holding losses to a minimum.

The battalion headquarters, stationed at Fort Hood, Texas, and commanded by *LTC Ed Porter*, was alerted 24 September and moved out by airlift from Gray AAF to Har-



lingen, Texas, starting 25 September. Movement was completed on 26 September and battalion operations started on the same day. All Army aviation activities, as well as Harlingen Industrial Airfield operations, were placed under the operational control of the battalion. Aircraft consisted of 14 UH-1s and 11 CH-47s.

Variety of missions

Exhibiting a high level of professionalism, Army helicopter crews were outstanding in their conduct of a wide variety of missions under frequently very hazardous conditions. Here is a sampling of the missions flown:

- Evacuated a total of 183 patients and 2,000 lbs. of medical supplies from two hospitals.
- Effected a night rescue of the crew of a shrimp boat which was breaking up on a rock jetty near Port Isabel, Texas, after high winds and rough seas thwarted a Coast Guard rescue attempt.
- Recovered a downed light helicopter in response to a request from the Mexican authorities.

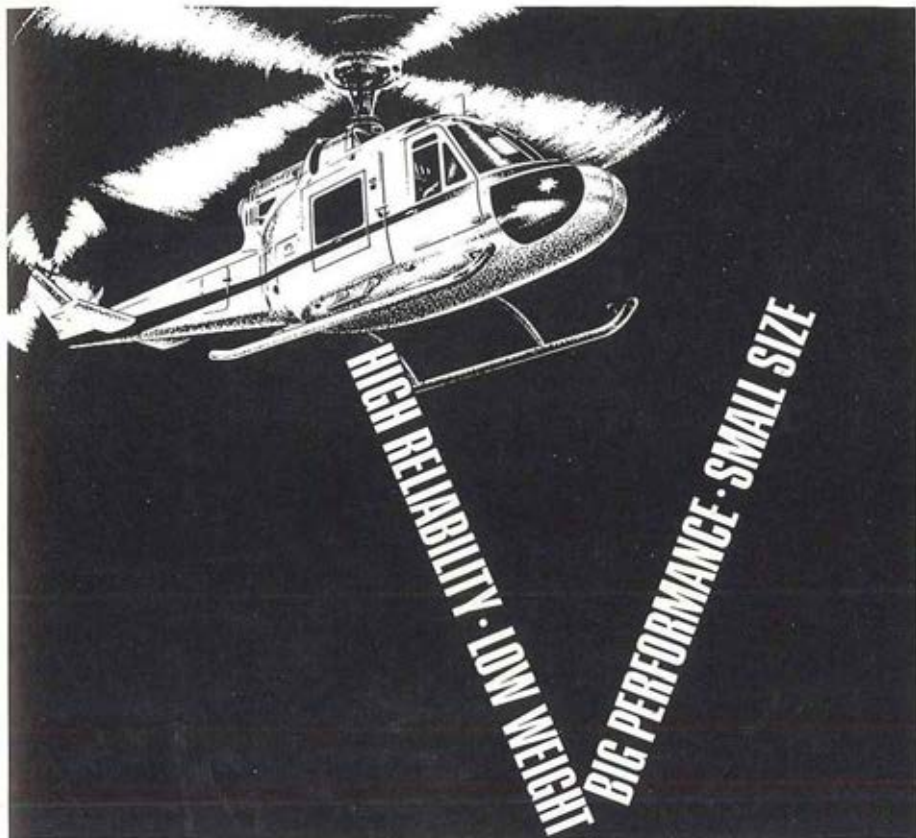
ABOVE: One of the more than 15 Army UH-1D helicopters participating in rescue and relief operations after Hurricane Beulah flies over the rain-swollen Rio Grande River in search of victims. The photo was taken near Rio Grande City, one of the hardest hit areas.

- Transported 12,000 lbs. of hay for stranded cattle on one day and 15,000 lbs. on another day.
- Airlifted 2,812 citizens of Ciudad Camargo, Mexico, back to their homes along with two trucks and approximately 25,000 lbs. of food and water *after* the flood receded.

Space does not permit a complete listing of the personnel involved, and full recognition is further hampered by the fact that time did not allow the orderly deployment of aviation units, per se, but rather required the hurried assembly of both aircraft and crews from numerous sources. However, I would like to acknowledge the following individuals and units:

Major Elbert B. Hill's 154th Aviation Company, Fort Sill, provided 5 CH-47s.

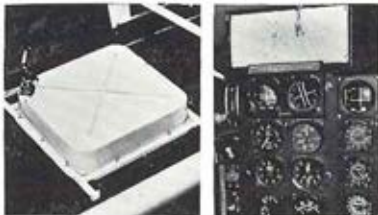
The 177th Aviation Company, Fort Ben-
(Continued on Page 16)



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A NATIONAL ASSET

(Continued from Page 14)

ing, provided 4 CH-47s, under the command of *Captain David E. Edwards*.

The other 2 CH-47s were furnished by the USAAVNS, Fort Rucker, under *LTC Robert P. Rush*, who also performed the task of coordinating all the CH-47 support for the 55th Battalion.

Eleven UH-1s were provided by Hunter AAF and 3 from Fort Hood.

ARADMAC support

Crews for the aircraft were augmented by several ferry crews which were at Corpus Christi when the hurricane arrived. These officers and men, initially headed by *Major Warren E. Roler* and later by *Major William H. Wolff*, were diverted to assist Army aviation operations in the flood stricken area.

The rescue of the crew from the grounded shrimp boat is particularly noteworthy, in light of the conditions under which it was executed. The two Army aviators credited with this outstanding feat are *CWO Leonard N. Lemay* and *WO1 Michael L. Iler*, both from USAAVNS.

Credit for outstanding maintenance support of the entire operation goes to ARADMAC, in Corpus Christi, Texas, without whose efforts the high availability rate essential to the operation could not have been achieved.

So we can chalk up another outstanding achievement for Army aviation, for which I extend my congratulations and compliments to all involved. *Well done!*

Man-machine combinations

Which brings me to my final point, all aviators are people and all have different experience levels and capabilities. Now I doubt that this fact will stun you, but we tend to forget that the man/machine combination of *Captain "A"* (1,500 hours - 6 months in the area - special instrument card) is not the same combination of *Lieutenant "B"* (500 hours - month in the area - few instrument hours).

The aircraft may be identical, but there will be missions that are completely safe and

1968 ANNUAL MEETINGS

The Association of the U.S. Army and the Army Aviation Association have selected the week of Oct. 29-Nov. 1, 1968 for their concurrent annual meetings at the Sheraton-Park Hotel in Washington, D.C. AUSA will gather during Oct. 29-31 to be followed by the AAAA members on Oct. 31-Nov. 1.

within the capability of *Captain "A"*, yet fall into the marginal or even dangerous category when given to *Lieutenant "B"*. The latter is probably as highly motivated as any aviator, wants to accomplish every possible mission, and is eager to show he can do the job.

Recognizing our limits

This is where the judgment of the commander and his senior aviation officer have a distinct role. They must temper the enthusiasm of the young, inexperienced aviator by an objective evaluation such as weather, terrain, type of aircraft, and the importance of the mission. But experience has proven that most accidents happen within the first 30 days a young aviator enters a new command and during a short period when he moves up to aircraft commander.

I believe we must counsel our young aviators that we do not expect them to do everything that the more experienced aviators can do the day that they arrive. We are confident that our schools are turning out a fine product and that this has been proven in combat, but every aviator knows that formal education is only the grade school of flight education.

The oldest and most experienced pilot must continue to learn until he hangs up his wings, and he continues to evaluate his own capabilities as well as the capabilities of the aircraft. No apologies are necessary when one can't go or when one has to turn back.

I'm sure none of you interpret this as a message of super-caution or a plea for the timid. I have great faith in the dedication and professionalism of the Army Aviator. I just want to make sure that the dedication stays in balance with the professionalism and that people aren't unnecessarily jeopardized by over extending capabilities.



Group discussions



Business meetings



Delegate proposals



Ladies gatherings



After hour receptions



National awards



**NINTH
ANNUAL
MEETING**

**ARMY AVIATION
ASSOCIATION**



Panel presentations



NINTH ANNUAL MEETING



BG George S. Beatty, Jr. (right), Office, Chief of Legislative Liaison, and LTC Thomas E. Thompson, ODCSLOG, exchange greetings at the AAAA Registration Area.



Gene Famigletti, "Army Times" (left), Hugh Lucas, "American Aviation," and COL Edwin L. Powell, Jr., the Director of Army Aviation, listen intently during the press briefing.



Joe McDonald of de Havilland; MAJ Harry Benson, Australian Embassy; COL M. B. Simken, Australian Director of AA; and A. L. Rodes of GE view the 1967 Program.



AAAA's First Lady, Mrs. Jo Goodhand (3d from right), greets Mrs. Ryanna Moore, Cleo Powell, Maxine Mahone, Nell Fortner, and Mary Pierce at the AAAA Ladies Brunch.



A mock-up of Lockheed's AH-56A Cheyenne (center), a Bell AH-1G HueyCobra, the Hughes OH-6A, and a Piper L-4 drew many of the attendees to the display area.



Blindfolds having been checked by their "co-pilot" members in the rear row, eight would-be Cub Cub aspirants receive final takeoff instructions before their "flight."



AAAA members and their wives peer intently at an Army aviation Anniversary "silent" slide show projected high on a wall during the course of the President's Reception.



The United States Army Chorus — 32 strong — entertains the more than 900 luncheon guests assembled at the AAAA's Ninth Annual Honors Luncheon at the Sheraton-Park.



August di Florio, a professional entertainer posing as a real Italian aviation officer, confuses the gathering at the Diehards' Reception with his knowledge of U.S. Army aviation.



COL Derosey C. Cabell, Jr. (left), president of the Army Flight Training Center Chapter, accepts the "Most Ambitious Undertaking" banner from COL Robert O. Lambert.



"Aviator of the Year" CWO Jerome R. Daly takes a bow at Delegates Luncheon as "Aviation Soldier" SP5 Dennis L. Falo (left) and SGM Douglas W. Sims look on.



LTC James E. Childers (left), Bluegrass Chapter president, accepts an AAAA Seal from COL Wm. M. Zimmermann for the Chapter having the largest percentage membership gain.



National Board Chapter Members-at-Large at the head table are, l-r, Ray Sale (subbing for COL FH Buch), COL James L. Burke (Monmouth), and EH Petersen (Lindbergh Chapter).



LTC George E. Martin (right), Sharpe Army Depot Chapter president, receives an AAAA Seal from COL William B. Dyer for his Chapter's outstanding local AAAA programs.



LTG Harry W. O. Kinnard, Moderator (at lectern), MG Delk M. Oden, MG G. P. Seneff, Jr., and COL Edwin L. Powell, Jr., during the "U.S. Army Aviation" panel presentation.



National Executive Board members listen intently as President Goodhand outlines their '67 annual meeting participation during one of the Board's three gatherings.



Colonel Edwin L. Powell, Jr. (left), one of the eleven Directors of Army Aviation, honored during the Anniversary Reception, receives a AAAA Medallion from BG Goodhand.



"Aviation Soldier of the Year" SP5 Dennis L. Falo (left), Secretary of the Army Stanley R. Resor, and AAAA president BG Glenn Goodhand are shown at the head table.



**NINTH
ANNUAL
MEETING**



Bell *JetRanger* available now for military missions

Turbine-powered JetRangers are now in quantity production . . . leading the commercial light-turbine market by a substantial margin. They are being delivered on schedule — in the Bell tradition — to discriminating commercial customers throughout the world. □ The JetRanger is qualified as an Army instrument trainer and can perform many other military helicopter missions. Like the famous Bell Huey the JetRanger offers high reliability, ease of maintenance and outstanding maneuverability. □ With produc-

tion expanded to meet unprecedented commercial acceptance, U. S. Military requirements can be met with minimum lead time.



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■ Remarks of President O. Glenn Goodhand:

"The *Army Aviator of the Year Award* is sponsored by this Ass'n to recognize outstanding individual achievement by a rated Army Aviator. The recipient may be a member of the active Army or its reserve components. I'm privileged to introduce to you for presentation of this award a man who has responsibility for the long range development of aircraft within the Army, the Assistant Secretary of the Army for Research and Development, the Honorable Russell D. O'Neal."

■ Remarks of the Honorable Russell D. O'Neal, Asst. Secretary of the Army (R&D):

"President Goodhand, ladies and gentlemen. The recipient of the *Army Aviator of the Year Award* is a young man who is intimately associated with the aerial gunnery mission of the Army. He is well known to many of you as an instructor at the Aviation School where he served between tours in Vietnam.

His heroic exploits in the Delta country of Vietnam, involving gunnery, smoke laying, and *Lightning Bug* missions, are rapidly becoming legend there.

As the Army Aviation Program continues to expand, it is apparent that selection for this honor is indeed a magnificent achievement.

Gentlemen, it is my honor and my privilege to present to you the *Army Aviator of the Year*, Chief Warrant Officer Jerome R. Daly."

VIETNAM CWO JEROME R. DALY NAMED "AVIATOR OF THE YEAR"

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

"Chief Warrant Officer Jerome R. Daly's past record of outstanding achievement, both in Vietnam and the continental U.S., particularly in the field of aerial gunnery, places him in the special category of those rare individuals who have contributed so much to our Army Aviation Program. His brilliant and heroic acts during the past year particularly merit the high distinction of the *Outstanding Army Aviator* this year.

Returning to Vietnam on his second tour after a highly successful period as an instructor in aerial gunnery at the Aviation School, Chief Warrant Officer Daly was assigned to the 121st Aviation Company at Soc Trang in the Delta.

In this unit he cheerfully volunteered for all types of hazardous missions, and on his own initiative developed new plans and training programs to improve the tactical effectiveness of his company. He also developed tactics, gunnery, smoke laying, and the special *Lightning Bug* night search-and-destroy missions.

Last Easter Sunday, during a critical operation in which three helicopters were shot down and could not be evacuated, CWO Daly, flying a specially-equipped smoke-generating helicopter, repeatedly flew within 100 meters of heavy enemy concentrations and in the face of intense fire laid smoke between the enemy and the downed helicopters, enabling the successful evacuation of the crews.



As a result of enemy action his aircraft was damaged beyond repair, but he returned to his base.

For this heroic action, CWO Daly was personally decorated with the *Distinguished Service Cross* by the Chief of Staff of the Army.

Aside from his superb and dedicated performance as a pilot in tactical operations, CWO Daly did not neglect the fundamental requirement for all successful aviation operations: maintenance. As platoon maintenance officer, the aircraft availability of his platoon reached new highs and his procedures and standards received universal praise from contemporaries and superiors alike.

When serving as an instructor pilot in the UH-1B and UH-1D helicopters, and as an aerial gunnery instructor, CWO Daly utilized much of his free time to perfect the training techniques and operational planning of his unit.

His heroism under fire, perseverance and initiative in training, thoroughness and application in maintenance, and above all, his deep and abiding personal interest in the application of aviation to the Army mission, truly distinguish Chief Warrant Officer Daly as a highly qualified recipient of the *Army Aviator Year Award* for 1966-1967 from this Association."

■ Remarks of Chief Warrant Officer Daly, 121st Aviation Company:

"General Goodhand, distinguished and honored guests, ladies and gentlemen. It is with a deep sense of both pride and humility that I accept this award — pride in the fact that I have been privileged to participate actively in the phenomenal growth of Army aviation in both concept and strength, and humble in the knowledge that without the trust, support, loyalty, and self sacrifice of enumerable comrades in arms, I would not be standing before you today.

I'd like to depart just momentarily from what I wrote, and put in a word for what I consider to be an often castigated group of individuals in our country, and these, ladies and gentlemen, are the young people and I think that I'm old enough to say that I'm



somewhat out of that generation, or just about out of it.

I'd like to say to any of you who have not been to Vietnam that if you have any doubts about the future of this country because of what you read in the newspapers, or what you see on the television, or what you hear on the radio regarding our young people, then I respectfully invite you to take a quick trip to Vietnam . . .

I must say that I was amazed on my first tour, and continued to be amazed on this tour, at the output that these young folks have. They're probably the same people that perhaps you called the police about for making too much noise on the corner, but it's these same kids, and that word heartily applies here, these same young people who are putting out 22 and 24 hours a day, being shot at consistently, flying the same hours as our crewchiefs and gunners as those of us who are aviators fly, and then coming back on the ground and spending hour after hour in maintenance time on both their aircraft and their armament systems.

Their back-up support in the hangars and in the mess halls, in the orderly rooms, all of these young folks, in my opinion, are a sign of good things for the future for our country.

Finally, I would like to thank specifically those people who saw fit to nominate me and select me for this distinction. Thank you very much."



Russell D. O'Neal, Asst Secretary of the Army (left); CWO Jerome R. Daly and CPT Gary F. Ramage, AAAA award winners; and GEN Frank S. Besson, CG of AMC.



GEN Ralph E. Haines (left), Vice Chief of Staff; GEN Milton H. Howze, AAAA President-Elect; Dr. Finn J. Jensen of ODDR&E; and MG Delk M. Oden were head table dignitaries.



part of the 930 members and their wives who attended the Ninth Annual AAAA Honors Luncheon on October 13 are shown seated in Sheraton Hall. (Table in foreground).



head table guests included LTG Harry W. O. Kinnard, Russell D. O'Neal, GEN James K. Woolnough, GEN Frank S. Besson, Jr., and AAAA Awardee CWO Jerome Daly.



the "Unit Trophy" and, left to right, MAJ and Mrs. Thomas W. Wheat; MG and Mrs. G. P. Seneff, Jr.; and MG and Mrs. Douglas W. Sims, all representing the 1st Aviation Brigade.

"The Doubts Are Being Answered..."

REMARKS BY
GENERAL HAROLD K. JOHNSON
CHIEF OF STAFF, U.S. ARMY
9TH ANNUAL HONORS LUNCHEON
ARMY AVIATION ASSOCIATION
SHERATON-PARK HOTEL
WASHINGTON, D.C.
FRIDAY, OCTOBER 13, 1967



A FAVORABLE Biblical verse of mine is the 16th verse of the fifth chapter of Matthew, *Let your light so shine before men that they may see your good work and glorify your Father which is in heaven.*

Immediately preceding that verse are a number of others among which is one that cautions us not to hide our light under a bushel. While I recognize that this is the 25th year of Army aviation, I would suggest that perhaps aviators are hiding their lights under bushels, because after all the airplane was introduced into the armed forces of our nation by the Army in its first flight at Fort Myer back in 1909—I say 1909; General Seneff says 1908—but a long time before 1942 in any event . . .

This is my third luncheon talk this week, which is at least two too many. The usual name for it is *singing for one's lunch*, and I'm not exactly sure just how good my voice is anymore since this is the fourth time that I have appeared at your Annual Luncheon.

There is really little that's left to say about what Army aviation has done and is now doing for the Army, except perhaps this . . .

ABOVE: General Harold K. Johnson, Army Chief of Staff, is shown as he addresses those assembled at the Ninth Annual AAAA Honors Luncheon in Washington, D.C., on October 13.

that the conservatives—and I must confess to being partially conservative—not entirely, but partially conservative—and the doubters and the questioners of 1962-1963, perhaps with doubts going back to the middle 1950's, have largely had their doubts answered, and in a most dramatic manner, and in the best possible way . . . by performance!

And you are the people who have performed—not only the people who man the machines, but the people who make them, and the people who make them, not only in the fact that the machines are now arriving in quantities that begin to satisfy our requirements, but are of a quality that stay in the air.

Three years ago I started carrying in my wallet a little card on the loss rate of the helicopter. When I started carrying that card, I suppose that I pulled it out of my pocket two or three times a day to confront a doubter with performance facts on just how many helicopters were knocked down, how

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THE DOUBTS ARE BEING ANSWERED

many helicopters were hit, and how many helicopters we recovered.

When I first started carrying that card we were losing one helicopter for about each 7,000 combat sorties, and the card I have in my pocket now shows one loss for something over 22,000 combat sorties! This has been presented to a lot of doubters, I might add, and I find that fact to be a pretty good persuader.

We all live with a number of little axioms, or perhaps at worst, clichés. One of mine — and I'm sure that all of you remember this from the time that you were younger, not incriminating at all that you're older now. *There is so much good in the worst of us, and so much bad in the best of us, that it hardly behooves any of us to talk about the rest of us!*

So, I am really constrained not to toot too loudly, despite the fact that this is the AAAA Annual Luncheon, because we've got a lot of other folks in the Army who are doing a fair country job, too. I am just enormously proud of all of the Army, and I remind people from time to time that I can't be the Chief of Staff for the doctors, or for the chaplains, or for the Special Forces, or for the aviators — I've got to be the Chief for Staff for everybody in the Army, not only those who wear uniforms, but those who work for the Army, and then particularly for those who so staunchly support by being married to those who are in the Army.

Keep things in perspective!

Then I get a troubled person from time to time who comes into the office and has difficulties with things that he's doing. I have some little cards in my desk that I have reproduced every once in a while, but here's one of the favorites of mine that I had out — and I think at this particular stage with some of the things that are going on in Vietnam and some of the things that beset the country that it tends to establish a little bit of perspective for us. It reads:

Be thankful for the troubles of your job. They provide about one half of your income for if it were not for the things that go wrong,

the difficult people you have to deal with, and the problems and unpleasantness of your working day, someone could be found to handle your job for about half of what you are being paid.

I'm not implying, mind you now, that we're overpaid or anything, but I think it is well for us to remember that there are times of trial and times of tribulation and there are times of joy and ecstasy, but we've got to keep things in perspective and take each day as it comes and think about tomorrow, but do today's job before we try to step into tomorrow's.

The continuing story . . .

Last year, as you recall, I told you about the story of the girl who had written to me and what she believed about Vietnam and the manner in which she had lost her husband. This has been a continuing story and I want to bring you up to date.

She went to school . . . she was sick for a period of time and lost a semester . . . but she went back in and completed school. She applied for a job with AID and was turned down, and so I wrote to her and made arrangements when she came up. She was interviewed by AID, and there were a couple of developments.

One, her boy is a little bit over two years old. Second, other heart interests have been acquired, and AID doesn't like to send someone overseas that has what amounts to an infant youngster because there's a strong possibility there'll be a requirement to come home for some kind of an emergency or other. After a long discussion it was mutually agreed that she should not go back to Saigon.

Just last week I got another letter from her. She has a job teaching school . . . not an ordinary school-teaching job, but one teaching school in the United States in an especially disadvantaged area to disadvantaged people with whom she's not really had a lot of contact in her earlier lifetime. She's looking forward to bringing some kind of an advantage to where little advantage has existed before.

So, she has reconstructed her life, has a renewed and a very useful outlook on it, and is happy in what she's doing. I thought you'd be interested in knowing that.



AAAA's 1967 NATIONAL AWARDEES

Shown with General Hamilton H. Howze, AAAA president-elect (2d from left) and Secretary of the Army Stanley R. Resor (3d from left) are, left to right, CWO Jerome R. Daly, "Army Aviator of the Year"; Specialist Fifth Class, Dennis L. Falgout, "Aviation Soldier of the Year"; McClellan Award winner Captain Gary F. Ramage; Major General G. P. Seneff, Jr., former commander, and Sergeant Major Douglas W. Sims, representing the 1st Aviation Brigade, 1967's "Outstanding Aviation Unit."

On the other side of the coin, you get some other things. I used this brief letter here awhile back because we come back again to the fact that we don't get anything done without people. A lady wrote to one of our training center commanders, and this is not a solicited letter. She said this — and I've left out a little bit, but not much and what I've left out wasn't derogatory in case you get suspicious:

'Four years ago, our son volunteered for service in the Army. He was right out of high school and we were furious and most unhappy because we had decided he was to attend college. Nevertheless, he volunteered and was sent to Fort Polk.

For about three weeks, he wept and called home, and his mother wept, and things were pretty rough. Then, somehow, he caught the spirit and from that day on the Army has been his life. I don't mean that he hasn't griped plenty from time to time.

He was selected as the outstanding trainee in his basic and was allowed to attend your noncommissioned officers school. Then he went to OCS. He broke no records there, I

can assure you. He was just 19 and had no college work, and it got pretty rough again.

So he called home and cried a little, and I cried a lot, but we both made it. Since then he has served two years in Germany and returned here for flight school at Stewart and Rucker. He won a special citation at Stewart and finished as Honor Graduate at Rucker on August 1 of this year.

This morning his father and I drove him to New Orleans and put him on a plane for Vietnam. He is to fly a *Bird Dog* down in the Mekong Delta. He is a grown man, a captain at 22, and although his mother still cries, he does so no longer. So I want to thank the Army for helping us raise a fine young man, one with a real sense of responsibility and a love for his country and the Army.'

THE DOUBTS ARE BEING ANSWERED

I get the other kind of letter, too, but I like to bring out this kind. Strangely we don't get so many of the other kind and one wonders sometimes why this is. I think that it is fundamentally that the people of this country recognize that there is a necessity to continue to stay strong and alert and aware in order that our security and our freedom may be preserved.

This is what you do . . . a very real and a very significant contribution to maintaining the security of our country and with it the security of the Free World.

And with that I would like to ask the symbol of all of the aviation units that are in combat to step forward to be recognized now as the *Outstanding Aviation Unit of the Year*, the First Aviation Brigade with its former commander, General Seneff; its present sergeant major, Sergeant Major Sims; and Major Wheat.

I don't know whether or not you know what Major Wheat does. He commands an assault helicopter company, but that assault helicopter company has been one of the busiest assigned to the I Corps area when *Task Force Oregon* was formed at Dip Tho and Chu Lai. They entered an area where this word was just an occasional visitor and encountered things that had not been encountered to the same degree in other areas on such a continuous basis.

The fact that Major Wheat is here, I think, especially significant because it is a recognition of the very tough job that our assault

helicopter companies are doing day after day after day in Vietnam."

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

During the period 1 April through 31 March 1967, the 1st Aviation Brigade, on a more massive scale than even before, convincingly demonstrated the effectiveness and unique capability of Army aviation to support the soldier on the ground in a hostile environment.

Flying almost two million sorties while operating throughout the length and breadth of the Republic of South Vietnam, the 1st Aviation Brigade lifted more than three and a half million troops and passengers, accounted for 8,400 Viet Cong killed, and destroyed nearly 4,000 enemy sampans and 4,300 enemy structures. For their outstanding performance, units of the brigade have received four Meritorious Unit Commendations, two Valorous Unit Awards, and one Presidential Unit Citation.

A new dimension . . .

By the valor and expertise of its more than 15,000 individual members, together with the capabilities of its more than 1,000 organic aircraft for mobility, fire support, command and control, logistic support, and reconnaissance; the 1st Aviation Brigade imported and confirmed a new dimension to the battlefield for non-airmobile, combatant units of the Free World. Its highly successful method and mode of operation have had a tremendously stimulating effect within the theater of operations.

In large measure the success of the 1st Aviation Brigade resulted from the standardization of flying procedures and techniques and from the close working relations which constantly existed with supported units. The precedent established by the members of the 1st Aviation Brigade has written another chapter in military history and has further widened new horizons on the battlefield of the future.

For these reasons the 1st Aviation Brigade has earned without a question of doubt the *Outstanding Aviation Unit Award* for 1966-1967.



Major Wheat

■ Remarks of Major General G. P. Seneff, Jr., former commander of the 1st Aviation Brigade:

"First, would the past members of the Brigade who are in the hall today stand up, please . . . and the present members, if there are any out there? . . . (Applause).

Mr. Secretary, General Johnson, ladies and gentlemen. This is a fair representation of the Brigade, aside from the fact that it's out of kilter with respect to the proportion of officers and enlisted, of the people who have earned this award, and they are the people who earned it!

They earned it by incredibly hard work in preparation for battle, whether planners, commanders, mechanics, maintenance people, or those just cooking light meals for the men who were working all night.

They earned it by very great bravery in battle, so much that I sometimes find it hard to believe. Now, like these other gentlemen who stood up and then sat down, I'm a "has been" with the 1st Aviation Brigade. Major Wheat and Sergeant Major Sims are going back to Vietnam and I've asked them to come to this awards ceremony to make the formal acceptance so that they can take — not the large jug which unfortunately we cannot move to Vietnam, but at least the attractive plaque which symbolizes the award, back to Vietnam and tell the people back there what has gone on. Major Wheat, would you come forward?"

■ Remarks of Major Thomas W. Wheat, 17th Assault Helicopter Company, USARV:

"Secretary Resor, General Johnson. The unit has done nothing without the support and the composition of the men in the unit, the past members you see here and the other past members who are serving still all over the world, and the men who are presently serving in the 1st Aviation Brigade.

It is as a tribute to these men, both past and present members, that I happily accept the award for the 1st Aviation Brigade. Thank you."

■ Remarks of Sergeant Major Douglas W. Sims, Sergeant Major of the 1st Aviation Brigade:

1ST AVIATION BRIGADE NAMED "OUTSTANDING UNIT OF YEAR"

"General Goodhand, Mr. Secretary, General Johnson. The honor and recognition bestowed upon the 1st Aviation Brigade here today is to me indicative of our country's appreciation for its fighting men in Vietnam.

Our success and achievements there are due to the individual dedication upon the part of every man, the unanimous conviction of our heritage, and the truly outstanding leadership and guidance of our commanders.

For me it is an exceptional honor to represent the thousands of men of the 1st Aviation Brigade who have earned this esteemed position, and for each of them I extend to all of you our sincerest gratitude and appreciation. Thank you very much."



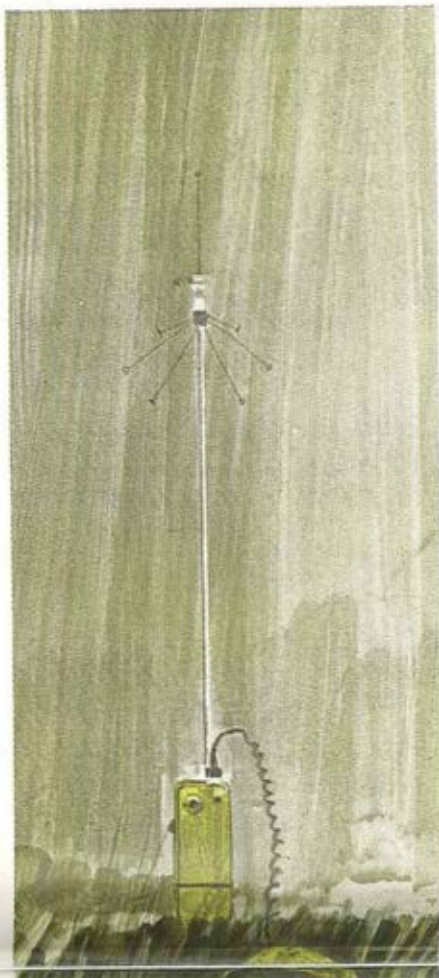
Sergeant Major Sims



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USARV Accident Investigator Receives McClellan Award

Remarks of President O. Glenn Goodhand:

"I'd like to proceed to the next award, the *Honorable H. McClellan Aviation Safety Award*, which was established in 1959 and is sponsored by a foundation created by the many friends of Senator John L. McClellan in memory of his son, a former Army Aviator who was killed in a civil aviation accident in 1958. I'd like to read his letter to the Association in which he says:

"May I again express my sincere appreciation for your most kind and cordial invitation to attend the Honors Luncheon of your Association at its Ninth Annual Meeting. As I mentioned previously, I have conflicting commitments which make it impossible for me to join you and your distinguished guests on this very special occasion.

As you know, of course, this annual event has great meaning and significance for me. I regret exceedingly that I cannot be present to join in paying well deserved tribute to the recipient on his very fine contributions to safety in flying, but I shall consider it a personal favor if you will express to him my warmest congratulations on his selection."

HAUGERUD



Now, by precedent and certainly by choice of previous participants, this presentation will be made by an Army Aviator who is an Association founder, a close friend of Senator McClellan, and one of a few, but increasing number of aviators who have earned the title of Honorable, the Honorable Howard E. Haugerud."

■ Remarks of the Honorable Howard E. Haugerud, Deputy Inspector General, Foreign Assistance, State Department:

"President Goodhand, Secretary Resor, President Stahr, distinguished guests, members of the military and industrial conspiracy.

I'm getting a little concerned about General Johnson. It seems to be habit forming for him to leave before I speak . . . I'm afraid I'm going to have to remind him that if he does this one or two more times the *Military Assistance Program* is going to get a lot tougher inspection in the future . . .

I'm particularly pleased to see my old friend, Steve Ailes, down here this morning in the position where he can't rebut me, or make any comments. I haven't seen Steve very often since 1961 or '62, and I'd like to see more of him, but after we gave away the Panama Canal and gave the Ryukus Islands back to Japan, we haven't been very popular in town.

And Elvis (Stahr), it's good to see you. I think that you ought to know that Elvis is giving up a very interesting and very important engagement to be here with us today. He was invited to a Jaycee luncheon downtown . . .

I do want to explain Senator McClellan's absence. He pledged me to secrecy but if you'll keep it in this room, I'll tell you why he isn't here today. The Senator is a non-driver; as you know he's driven every place; but he was

apprehended for playing *Dino Dollar* and *Tigerana* without a driver's license, and won't be with us . . .

If some of you detect a tremor in my voice today, why don't feel that your ears are deceiving you, for I've been through a rather nasty scare recently. Just yesterday I received a letter from the Pentagon inviting me to come on active duty on flying status for two years!

Now, I've heard a few rumors about a shortage of pilots in Vietnam and a story or two about the quick turnaround time, but I really didn't pay too much attention to this, but this letter alarmed me. So I called Mr. Fitt, the new manpower boss in the Pentagon, and told him that if the Service was in such desperate straits, I was ready.

The explanation . . .

He was a little embarrassed and he stammered a little bit, and declined my offer, and finally explained to me what happened. It seems that DOD has a computer over there for every occasion, and while some of our more enthusiastic civil servants were frolicking during the coffee break a couple of days ago, one of them brushed against the switch on this particular machine and it ran off 30 or 40 letters to this list.

Now this computer was labeled, "*The lame, the halt, the spastic, and the blind. Push this button three days after the big bomb is dropped.*" And Ho still refuses to negotiate.

So I expect to continue what I am doing — at least for the present — with a couple of new twists. You know, of course, *AID* has begun to make massive shipments of population control devices overseas. My office is required to make "in use" checks, and while this is a bitter pill to swallow . . . we'll do it! And then too, Melina Mercouri has been lobbying me on Sundays to cut off aid to Greece, but it's been an interesting year and it looks like it will continue.

I'm a little worried about the polls. If they don't improve in the next 12 or 13 months, I might go back to Mr. Fitt and ask for some gainful employment, or rather Mr. Fitt's replacement, be it David Rockefeller, Bill Romney, or Hedy LaMarr . . .

But before we get down to the business at



hand, I'd like to relate an incident that took place several weeks ago that may be meaningful to one or two of the people I see present. I was out in one of our Western States making a little talk, and I got in town a little early.

I checked into one of the hotels — a very nice place. I checked in there largely because it has such a nice view of the desert. I had dinner and when the waiter brought the check I just signed my initials and the room number. The waiter picked up the check and looked at the initials, and he turned white and he turned red; he saluted and did a half-gainer and reverse into the wastebasket; he ran toward the manager's office.

Pretty soon the manager came running out and when he saw me I could see that he was relieved and knew that his job was still safe. He said, "*I am sorry, sir, for the waiter's actions.*"

I said, "*That's all right. With the initials H.H., you know he may have thought I was the Vice President.*"

And he replied, "*Vice President, hell! He thought you were Howard Hughes!*"

Now I don't know how many of you have been in Las Vegas recently but there's a fellow who knows how to run a pacification program! If we could get him out to Vietnam to run the Chu Hoi operation, I think the war would be over very shortly.

But I do enjoy seeing all of you again. It's a pleasure to talk with you, and I am particularly pleased to have a part in the selection each year of a man such as we have here with

JSARV INVESTIGATOR WINS 1967 McCLELLAN AWARD

today. The safety business, as most of you know, is tedious and often times very grisly, and you aren't noticed much of the time, but what you do in this area has a direct effect upon all of the operations as they go forward, and has a very, very marked effect upon the lives saved and injuries prevented in military aviation as well as in civil aviation.

I am very pleased today to announce that Captain Gary Ramage is the 1966-1967 award recipient, and I'd like Chairman Bob Leich to come forward to read the citation.

Citation as read by Colonel Robert M. Leich, USAF, AAAAA National Awards Chairman:

"For his outstanding contributions to Army aviation flight safety, while serving as Aviation Safety Officer, 228th Assault Support Helicopter Battalion, 1st Air Cavalry Division, Republic of Vietnam, Captain Gary F. Ramage has been selected to receive the *James McClellan Aviation Safety Award* for 1966-1967.



During the period covered by this award, Captain Ramage dedicated himself to the proposition that "there must be a better way." Drawing on his experience acquired on a previous Vietnam tour while serving as a flight section leader in the pioneer Utility Tactical Transport Company, Captain Ramage developed a rare insight into the Flight Safety program from a combat aviator's viewpoint. His realistic approach to flight safety, as a means of extending the unit's capability to perform its mission, engendered a positive appreciation among the assigned aviators.

Dogged pursuit

When one of his unit's CH-47 helicopters was seen to disintegrate in the air he immediately recognized the potential morale impact in a unit which was then operating 51 of these aircraft on both transport and armed fire support missions. Although the aircraft had crashed in dense, mountainous jungle with debris scattered over hostile terrain, Captain Ramage organized a reconnaissance party and systematically searched the area for four days until he found sufficient debris to complete his investigation. As a result of his dogged pursuit of evidence, the flight control system was sufficiently reconstructed to isolate and definitely establish the cause of the accident.

During a recent investigation of the crash of an armed CH-47 helicopter while on a firing run against suspected VC positions, Captain Ramage was among the first to arrive on the scene. Landing his helicopter in the hostile area while the ammunition was still exploding in the wreckage, he immediately began his investigation.

Ignoring the possibility of an enemy attack, he collected and secured debris in an effort to establish a basis for investigation. A portion of one forward rotor blade collected by Captain Ramage, under laboratory analysis, revealed the cause of the accident and prevented another unsolved fatal accident from going into the record.

As his reputation as an accident investigator and safety consultant spread throughout the Division, Captain Ramage was called upon by other units to survey accident prevention programs and evaluate operational

techniques. As an Aviation Safety Officer, he was without equal!

He has unhesitatingly performed his mission, without regard for extreme weather, hostile environment, and in many cases, near inaccessible terrain. His aggressive, understanding approach to aviation safety and accident prevention as a logical means of extending his unit's mission capability has resulted in a truly exemplary safety record, plus instilling in his unit's aviators a sincere appreciation for aviation safety."

■ Remarks of Captain Gary F. Ramage, USAAVNS Element, Fort Stewart, Ga.:

"As you all saw, it's quite a large trophy, and any trophy that large, of course, cannot be earned by one man. I feel that I am the representative here today of all of the combat aviation safety officers who are now serving and will serve in the future in this capacity in the Republic of Vietnam.

It's quite a job and for me it's over, and they are the ones who will now stand in the debris and rubble and will attempt to sift for clues to find the all important answer to "What caused the crash?" I've been in those shoes on too many occasions and I'm certainly thankful that I don't have to do it again, and while I don't envy any one of them, I have a tremendous respect for them and the job that is ahead of each of them in this capacity.

I would like to thank very briefly some of the individuals and some of the groups of individuals who are really responsible for my being here today. First of all, I'd like to thank the two battalion commanders with whom I served in the 228th *Chinook* Battalion, LTC Michelson and LTC Nadeau, without whose enthusiastic support of their aviation safety program I wouldn't be standing here today. I would like to thank my fellow staff officers within this battalion for the outstanding jobs they did in their particular staff areas. Again, all tying together creates a safety program; no individual does it by himself.

The members of the investigation boards — I won't disagree with what was said here earlier — but no investigation is handled by any one individual. I participated on several investigation boards, primarily as an advisor to these boards. Some of the most outstanding



officers in the Army were facing some very, very difficult problems, and it was very inspirational to me, and I learned a great deal from each of these investigations as the boards went through their efforts, and I would like to thank each one of them.

A tribute to all!

Lastly, and most particularly, I would like to thank and to pay a tribute to each of the individual aviators, the individual crew members, and particularly those maintenance personnel who were supporting our birds and keeping our *Chinooks* in the air safely for so many long hours.

I have also in my very short Army career — I hope that I've got maybe 24 more years to go if I'm lucky — I've had the privilege of associating with and working for what I feel are some of the most outstanding aviator-officers within the Army. In my first tour, of course, with UTT in Vietnam, in my interim tour between Vietnam back in the States, and again, in my past tour with the 228th, these officers — some peers and some quite senior to myself — have really set examples and standards and goals that I can strive for. If I can approach anything close to what they have achieved, I will certainly have a successful and rewarding career. Many of them are here today and I would like to thank them, also.

Finally, on behalf of myself and my wife, I would like to thank the members of the Army Aviation Ass'n for the wonderful hospitality they have extended to us. It's been a real wonderful stay for us, our first time in the Washington Area. It's really been a pleasure. Thank you all very much."

Vietnam SP5 Designated as "AA Soldier of The Year"

SP5 DENNIS L. FALO,
1ST CAVALRY DIVISION,
RECEIVES AAAA AWARD
FROM SECRETARY RESOR

Remarks of President Goodhand upon the presentation of the "Aviation Soldier of the Year Award":

"The next award is our most fundamental, and perhaps our most satisfying national award. It is to the *Aviation Soldier of the Year*. It was established in 1961 by the Hiller Aircraft Company and is now continued by Stanley Hiller, Jr. It is awarded each year for an outstanding individual contribution to Army aviation by an enlisted man serving in any Army aviation assignment.

We're fortunate in having with us today for this presentation another enthusiastic supporter of Army aviation and at the highest level, the Secretary of the Army, the Honorable Stanley R. Resor."

Remarks of the Honorable Stanley R. Resor, Secretary of the Army:

"General Goodhand, General Johnson, ladies and gentlemen. I am particularly happy to be here today to help you celebrate the 5th Anniversary of Army Aviation because I feel in a way that I was present at some of those first steps which General Goodhand has referred to.

In World War II as a Battalion S-3 and executive of an armored field artillery battalion, I came to know very early the importance to an Army unit of organic aviation. Our two little L-4's, which maybe many of you in the audience here flew in those days, shot, I believe, about fifty per cent of our fire missions, and so it's easy to see what they contributed to what we were able to accomplish.

So it comes as relatively little surprise to

me what has happened to Army aviation in the ensuing twenty five years, and I would only add that I would not at all be surprised if the next twenty five years will see an equal growth in the significance of Army aviation.

I'm happy today to have the position of recognizing an outstanding soldier who is representative of the non-aviator part of Army aviation. Without the efforts of the non-aviators it is a truism to say that Army aviation would not get off the ground. This group to which I refer, of course, includes the operations specialists, the armorers, the mechanics, communications specialists, gunners, and crewchiefs.

Some of these non-aviators spend as much time in the air as the pilots. Such is the case



of the man who represents them here today. The recipient of this year's *Aviation Soldier of the Year Award* has just completed a year's tour of duty in Vietnam.

He was born in Greensburg, Pa., in September, 1946, and entered the Army at the age of 19. Following his basic training at Ft. Jackson, he went on to Fort Rucker where he took Utility Helicopter Crewchief Training. He arrived in Vietnam in July, 1966, and after about a week with the 1st Cav, he went down to Vung Tau where he graduated as the honor student in his class.

He then went back to the 1st Cav and quickly established a reputation as an outstanding soldier. His performance of duty was such that he won the position of being the helicopter crewchief for the 2nd Brigade



commander, and I would like to add that he is a wonderful witness to the caliber of officers who have been 2nd Brigade commanders in the 1st Cav.

Over the period of his tour in Vietnam he consistently displayed an unusual devotion to duty and high courage, and I'm sure although my informants didn't tell me that, talking to him at lunch today, outstanding modesty. For his service he was awarded the Combat Infantryman's Badge, the Bronze Star with "V" device, the Air Medal with "V" device, and fifteen oak leaf clusters.

He is now assigned to the Aviation School at Fort Rucker where he is serving in the De-

Specialist Faló, Secretary Reso

partment of Maintenance Training. He hopes to go to OCS and become a pilot in the future.

It is a distinct pleasure for me to recognize Specialist Fifth Class Dennis L. Faló as the recipient of the 1966-1967 *Aviation Soldier of the Year Award*.

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

Specialist Fifth Class Dennis L. Faló distinguished himself by superb performance o

VIETNAM SP5 NAMED AS "SOLDIER OF THE YEAR"

his assigned duties as crew chief while serving with the 1st Cavalry Division in Vietnam during the period 20 July 1966 to 15 July 1967.

As crew chief he showed unusual devotion to duty and he constantly sought to improve his technical knowledge and practical experience by working long hours. Specialist Falowon the distinction of being the honor graduate while attending a Maintenance Course at Vung Tau.

Arriving in his unit in Vietnam as a private first class, he was soon recognized not only as an excellent crew chief but as an outstanding soldier and was quickly promoted to specialist four. In a short time, before a promotion board of senior non-commissioned officers, and because of his knowledge of military subjects and neat appearance, they recommended him for promotion ahead of his contemporaries to Specialist Five.

A high degree of valor

In view of his outstanding soldierly qualities, Specialist Falow was picked by his brigade commander to be the crew chief on the commander's own aircraft and as such was the door gunner on the commander's side. He logged more than 700 combat hours, and consistently displayed an unusually high degree of valor.

On 22 November 1966 when Specialist Falow's aircraft was forced down in an unsecure area, without hesitation he removed the machine gun from his downed helicopter and moved to the top of a small hill. From this position he immediately engaged the enemy with automatic weapon fire. Only after the enemy had been dispersed and friendly troops had arrived did he return to his aircraft for extraction.

Again, on 21 March 1967 when a seriously injured company commander was lying in a rice paddy and unable to be medically evacuated because of extremely intense ground fire, the brigade commander directed the aircraft commander to set his aircraft down near the wounded officer. Specialist Falow, ignoring the protection offered by his aircraft, moved

some thirty meters through deep mud to assist in carrying out the wounded company commander.

Specialist Falow's behavior in combat has been characterized continuously by acts of bravery. While crew chief on the commander's aircraft at Duc Pho on 16 April, and while his aircraft was under heavy enemy ground fire, he continued to place accurate suppressive fire on the enemy. This effective fire helped to reduce the enemy pressure on ground units and break a sustained enemy offensive. Specialist Falow was personally credited with six enemy killed.

Specialist Falow has been awarded the Bronze Star Medal with "V" device for valor, Air Medal with "V" device for valor, Combat Infantry Badge, and the Air Medal with 15 Oak Leaf Cluster. In addition, he has been recommended for the Bronze Star Medal for meritorious service. His timely solution to all challenges and his devotion to his job have won him the admiration of his superiors and subordinates alike, and his entire superb performance of duty represented the finest characteristics of a young soldier serving his country. He has been selected as the *Aviation Soldier of the Year* for 1966-1967.

■ Remarks of Specialist Fifth Class Dennis L. Falow, DOMT, Fort Rucker, Ala.:

Mr. Secretary, General Johnson, distinguished guests, ladies and gentlemen. During my short tour of duty with the Army and my association with the people who make up Army aviation, I feel that I have become an integral link in a long chain of operations that have led to the successful Army aviation program.

If it were not for the excellent leadership, our aircraft and equipment that is unsurpassed in the world today, and the outstanding esprit de corps amongst the troops in Army aviation, I could never have been considered for this award.

I want to thank all of the members of the Army Aviation Association; Mr. Hiller, the donor; and each of you who are here today for this honor. My parents and I will always remember this occasion, and the hospitality that has been extended to us here in Washington. Again, I thank you."

■ Remarks of President O. Glenn Goodhand:

"On 5 May of this year, the National Executive Board of this Ass'n passed the following Resolution:

"WHEREAS the Ass'n of the United States Army has wholeheartedly supported the development and expansion of Army aviation during the past ten years, and,

WHEREAS it has repeatedly assisted the Army Aviation Ass'n in holding its annual meetings and performing its numerous activities,

BE IT RESOLVED that the Army Aviation Ass'n hereby expresses its appreciation for the support and assistance which the AUSA has rendered."

In furtherance of that Resolution, it is my privilege to present an engraved *President's Medallion* to the current president of the AUSA, and an individual who I would like to say, conducted the best annual dinner meeting the other night that I have ever attended, the Honorable Elvis J. Stahr."

■ Remarks of the Honorable Elvis J. Stahr, president of the AUSA:

"Thank you very much, Glenn . . . Mr. Secretary, General Haines, ladies and gentlemen. I'll make this very brief in order to get

PRESIDENT'S AWARD



GOODHAND, STAHR

ASSOCIATION OF THE U.S. ARMY AWARDED AUSA SILVER MEDALLION

us back on schedule after Howard Hauge-rud's opening remarks'

It's hard to believe that it was only just a few days more than just six days ago that a very small group — a few of whom are in this room — were shedding sweat and almost shedding tears in an effort to get enough added to the FY62 budget submission to keep a production line for helicopters going.

"A cooperative relationship"

It's a pleasure indeed for me to again be with an AUSA gathering, and it's an honor to accept this impressive award on behalf of the Ass'n of the United States Army. We are particularly glad that it should be awarded to us by this group with whom we have had such a long and a pleasant and cooperative relationship. It's a particular pleasure for me because as an infantryman in China in World War II I happen to owe my life to an L-5 pilot.

AUSA has strongly supported the need for adequate Army aviation, and I pledge to you that we will continue to do so in the future. Like all here present, our more than 100,000 members are tremendously proud of the significant job that our Army Aviators and our Army aviation soldiers are doing, especially in Vietnam. AUSA is proud to be associated with all of you in their support.

Let me join, too, in congratulating all who have been honored at this Honors Luncheon, and in extended our very best wishes for the increasing success of Army aviation in the next 25 years! Thank you so much."

I would like, first of all, in the interests of time to say that I am going to hold to the same format in making my Annual Report as I did last year, and also I am going to be as brief as I can.

I would again like to comment on the extensive contribution made to this association by the members of your National Executive Board. No other voluntary body with which I have been associated has ever matched the interest, dedication, imagination, and sheer output of the National Board Officers who represent your interests. The members have devoted several days quarterly to the conduct of our business and only the most pressing commitments have prevented their attendance. A testimony to their dedication is the fact that we have averaged in attendance more than 30 out of a total membership of 40.

I think you will be interested to know that the Board is composed of ten elected members, five past presidents, ten appointed national members-at-large, one regional member, and thirteen chapter members-at-large. Although the Board is obviously large it has not been cumbersome and provides representation of all elements of the membership.

In regard to the latter point, I am happy to report that we have recognized the increasing percentage of warrant officers in our membership by having three warrant officers now serving as national members-at-large.

Membership

I am very happy to report that our membership now totals 11,511 — a gain of 2,641 from last year. Thus, we have resumed the healthy rate of growth which has prevailed

AAAA PRESIDENT'S

Annual Report

1966-1967

every year, except for 1966 when we remained about even. The membership growth reflects a healthy situation as regards new members and also a continuation of our very exceptional renewal rate which runs in excess of 85%.

Our membership includes a very healthy balance between individual and corporate members. As of this moment we have three new Industry (Corporate) Member firms which are Litton Industries, Sylvania Electronic Products, and TRW, Inc., making a total of 53, which is the same as last year. Since we already have as members a major portion of the aerospace industry directly interested in the Army Aviation Program, I would estimate that we will not see any appreciable expansion in number in the future.

Fiscal

During the course of my presidency I have always kept a close watch on our financial status because of the very narrow fiscal margin within which we operate. For the fiscal year ending 31 March, I am delighted to report that we had a gain in net worth of \$4,645.00 for a total net worth of \$16,884.00. A substantial contribution to this improvement was made by the changes in the financing of last year's Annual Meeting, and by increased ad revenues we share with the magazine.

For the ten years that our Association has been in existence, we have operated with individual dues of \$6.00 in spite of severely rising administrative costs. While we have made every effort to keep our operating expendi-



The Cayuse joins the Air Cavalry



The OH-6A—the new Light Observation Helicopter—is in the Army now. It's made-to-order for its mission: compact, lightweight, rugged. It has the endurance for long patrols... the maneuverability to squirm out of tight corners... the speed to evade enemy fire from ground and sky. Yet it's easy to fly, easy to maintain with simple field tools. The U.S. Army's OH-6A Cayuse—from Hughes Tool Company, Culver City, California.

Hughes Helicopters



NATIONAL EXECUTIVE BOARD, 1967-1968



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NATIONAL EXECUTIVE BOARD, 1967-1968



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Chapter Member-at-Large
LTC GEORGE E. MARTIN
Sharpe Army Depot Chapter



Chapter Member-at-Large
LTC MARVIN E. MORGAN
Fort Sill Chapter



National Executive Board Structure



The Officers and Vice Presidents of the AAAA are elected for three-year overlapping terms of office at the Annual Meeting, three to four new members being elected each year at the general membership meeting. The Executive Vice President serves as a five-year National Executive Board appointee. National Members-at-Large are appointed by the President for one-year terms. The Regional Member-at-Large is elected by the USAREUR Chapter Presidents for a one-year term. Chapter Members-at-Large are those CONUS Chapter Presidents representing activities with 150 or more members.



Chapter Member-at-Large
EDWIN J. DUCAYET
Trinity River Chapter (Fl. Worth)

AAAA PRESIDENT'S ANNUAL REPORT

tures within the limits set by this level of dues and have been reasonably successful in doing it as indicated by our net worth, we find that we cannot continue to do so without severe penalty to our programs.

Accordingly, the Board has decided to make a modest increase of \$1.00 in the annual dues, so that beginning on 1 February 1968 the individual dues will be \$7.00. We sincerely regret the necessity for this but can assure you that no other course seems reasonable.

Dick Long, our national treasurer, will make a somewhat more detailed report on our financial status later in the program and will be available for any detailed questions you may desire to raise.

NATIONAL PROGRAMS

Although Chapter activities are fundamental to the overall success of the Association, our national programs are a major factor in the determination of our public image. I believe that we have made substantial progress in our national programs over the years and I'll now discuss the current status of them.

Chapter Awards

For the continued success of our National Awards Program, we solicit the help of all members, Chapters, and Regions, particularly in forwarding appropriate nomination proposals. In this regard, our suggestion that Regions and Chapters establish programs for the issuance of comparable awards on a local basis has been adopted to some degree. The USAREUR Region selected an *Aviation Soldier of the Year* and an *Outstanding USA-REUR Aviation Unit of the Year*. The Region also awarded a distinct Regional award to the *Outstanding Aviation Support Unit of the Year*.

At the Chapter level, the Fort Wolters Chapter again honored its *Army Aviator of the Year* and *Civilian Aviator of the Year*. This Chapter also honors the outstanding academic and flight efforts of its students by awarding the students *AAAA Certificates of Achievement*.

In this regard I should like to point out

that the National Board began this year to provide *Certificates of Industry Membership*, *Certificates of Achievement*, and *Certificates of Honorary Membership* for issuance by the Chapters.

National Awards

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

In accordance with established precedent each of these awards will be presented tomorrow at the Annual Honors Luncheon. The presentations will be made by the Secretary of the Army, the Chief of Staff, the Under Secretary of the Army, and the Honorable Howard E. Haugerud, acting for Senator John L. McClellan.

As in previous years there will be a special award issued by the President, which is known as the *President's Award*. This will be presented to the President of the AUSA in appreciation for the support which AAAA has received from that Association.

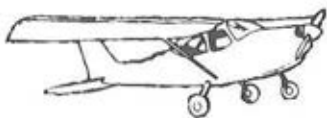
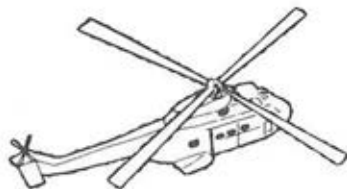
Annual Meeting

The Annual Meeting is the one program which receives the greatest attention by the National Executive Board. It provides a suitable setting for our annual awards, an opportunity for professional presentations of the highest order, a chance for aviation personnel of the Army and of industry to become better acquainted, and a forum for the discussion of national Association policy.

The program this year will generally follow the format of previous years but will have one very significant addition: namely the *Free World Panel* which will include discussions of Army aviation in their countries by Army aviator leaders of Germany, Italy, United Kingdom, Canada, and Australia. In addition to this there will be a panel presentation on *U.S. Army Aviation*, chaired by LTG Harry W. O. Kinnard.

Locator Service

In view of the rapidity with which aviators are changing assignments, the Locator Service



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Army Aviation

NOV.-DEC. PHOTOS



FT. RUCKER — Another father-son combination was added to Army aviation with the recent USAAVNS' graduation of WO Roy V. Spalding, Jr. (right). His dad, CW3 Spalding, an 11-year aviator, was on hand to swear him in as a warrant officer and pin on his new wings.



VAN NUYS — The Army's newest combat helicopter, the AH-56A Cheyenne, gave a sampling of its speed, versatility and maneuverability at its first public flight demonstration on December 12 at Van Nuys (Calif.) airport near the plant of its builder, the Lockheed-California Company. Ranking military and government leaders were joined at the "first public flight" ceremonies by members of the press and representatives of the prime contractor and some 800 sub-contractors.



FORT EUSTIS — Colonel Edwin L. Powell, Jr. (left), Director of Army Aviation, OACSFOR, DA, guest speaker at the graduation of Aircraft Maintenance Officers Class 2-68, is shown presenting CWO Donald N. Newman, AMOC 2-68 Honor Graduate, with an AAAA Certificate of Achievement. The David E. Condon Chapter (AAAA) membership presents the award to each AMOC Honor Graduate of the Transportation School course of instruction.



FORT WOLTERS — Cited at the Dec. 8 graduation of some 408 officers and WOCs from USAPHS and receiving AAAA and Center Certificates were, front row, l-r, WOCs Kenneth Barwick (Military Achievement Award), Douglas Collins (Outstanding Military Graduate), and Carl Martin (Military Achievement Award). Rear: CPT Knut Hagen, Norway and WOC Frank Buzzard (AAAA Outstanding in Academic Achievement Awards) and 2LT Patrick Wingerter and WOC John Tallas (AAAA Flight Achievement Awards).

provided by the Association should be more valuable than ever before. In addition to publishing in each month's issue of the magazine a summary of the latest address changes, this service includes responses by the National Office to individual inquiries on locations.

Film Service

For the past several years, the National Office has maintained an inventory of films suitable for showings at Chapter meetings, primarily the films obtained for showing at the Annual Meeting. Those from this year's Annual Meeting will be available in the future on request and should provide a basis for future Chapter meetings.

Insurance

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

The overall figures on the *Flight Pay Protection Plan* are of interest to you, and I will touch on the highlights. The number of insured members as of 31 May totaled 4,483 and 435 of them have received \$749,181.20 in flight pay indemnities through that date.

In view of inquiries which we occasionally receive, I would like to emphasize again that claims are valid from all theaters, to include Vietnam, for loss of pay due to sickness or injuries from accidents, aviation or otherwise.

Scholarships

Once again, we have had a very gratifying year in the selection of qualified sons and daughters of members for award of scholarship assistance. From more than seventy highly qualified applicants we selected nine for awards of \$500 each, one for \$250, and three for \$100. This brings the total of scholarship aid which we have granted since the inception of the program to almost \$14,000 to some 26 youngsters.

It would be inappropriate at this point not to mention again the tremendous contribution made by our Awards Chairman, COL Robert M. Leich. As in the past he has been exceptionally generous in contributing his

AAAA PRESIDENT'S ANNUAL REPORT

time and exceptionally effective in leading the Scholarship Committee through the difficult task of selecting the awardees.

At this time I would like again to encourage your support of the Scholarship Program. As you know, we solicit contributions from our individual members at the time of membership renewal. Through many small contributions we average out at about the level necessary to support the program. While this is gratifying it does seem to me that we should be able to average at least \$.75 per member or about \$7,500.00 per year, a sum which we are fully capable of distributing to deserving boys and girls.

Science Awards

I consider one of our best programs to be the one under which we issue cash awards and plaques to the winners of the National Science Fair and Certificates to the local competition Science Fair winners. Last year at the National Science Fair in San Francisco, we awarded five \$100 prizes and Association Medallions to each of five national winners.

For his work in this and in previous years, I wish to acknowledge with thanks the contribution made by Gerry Gerard, who has singlehandedly provided Board supervision of this program. Supervision does not quite adequately express what he does inasmuch as he was on the scene in San Francisco for the National Fair.

Legal and By-Laws Committee

In my previous annual reports I have included extracts from a report by the Legal and By-Laws Committee on relationships between the Association, Army Aviation Publications, Inc., and the Ladd Agency, Inc. Accordingly, I will not discuss the report at this time but would refer anyone who is interested in this subject to the November-December issue of *Army Aviation* for 1964.

Collier Trophy Selection

A "first" this year for the Ass'n was its selection as one of the several national organizations invited to make selections for the

AAAA PRESIDENT'S ANNUAL REPORT

Robert J. Collier Trophy, which is issued by the National Aeronautics Ass'n. This is an award that is presented by the President of the United States and is, I think, a very prestigious one. In addition to participating in the nominations, your president was a member of the actual selection committee. I think that this will now be a traditional function of this Ass'n.

Regional Activities

Once again, the USAREUR Region Convention of 9-11 March 1967 was the outstanding event of the year from the viewpoint of individual member participation, combining social and professional activities of the Association. It was chaired by MG David B. Parker, the Commanding General of the U.S. Support Command for USAREUR, in his capacity as President of the AAAA Region. I would estimate the attendance included approximately 400 aviators and their families, aggregating well in excess of 600 people, all of whom, by my personal observation, enjoyed themselves immensely. In addition there were representatives of a substantial number of our industry member companies, who also appeared to find the gathering most rewarding.

Each year, the USAREUR Region Convention is better than the previous year and 1967 was certainly no exception. Especially noteworthy were the presentations by the industry members. These were highly professional in quality and were very informative for the membership on the subject of technical advances in aerospace.

During the course of this business meeting I intended to call on COL Russ Bonasso for a preview of his plans for the 1968 convention, but even before he speaks, I recommend strongly that you plan on attending, if you have the opportunity.

Chapter Activities

The National Board continues to do everything reasonable to encourage Chapter activities and will welcome any suggestions on this subject. At the present time, we cooperate by

giving financial assistance and in having our national officers participate when requested.

In addition, we do provide extensive administrative assistance in the form of Chapter notices and mailings of all sorts. The latest service we provide on request is the provision of stick-on nametags for use at Chapter membership meetings. The number of active chapters now totals 32, which is a slight decrease from last year. The situation on Chapter activations and deactivations has been somewhat fluid because of the extensive personnel shifts generated by the effort in South Vietnam.

Chapter activities are far too numerous for me to detail here. They cover a wide spectrum of programs, and have an equally wide spectrum of appeal. While the National Office can be helpful, the success of any individual Chapter rests largely on the energy and initiative of the local membership.

Perhaps the most outstanding event staged by any Chapter was the "Advanced Planning Briefings For Industry" which the Lindbergh Chapter staged in St. Louis during the period 19 to 20 June. This was the second year for this joint effort with AVCOM and was very, very successful. In every respect it was a fine example of Association - Army cooperation in a common purpose.

In view of the stature of that event, the Fort Monmouth Chapter in New Jersey is planning a similar program in March, 1968 in collaboration with ECOM and AFCEA. The National Board, obviously, is happy over the development of this type of Chapter activity and will gladly cooperate with any chapter following this path.

Aims and Objectives

I think it is appropriate for me before concluding my Annual Report to read the Aims and Objectives of the Association. They are:

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

To preserve and foster a spirit of good fellowship among military and civilian per-

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4,300 ARMY
AVIATORS**



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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 1¾ % 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.

AAAA PRESIDENT'S ANNUAL REPORT

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

In regard to our objective concerning the Association of the U.S. Army, the National Board passed a resolution expressing appreciation for the assistance which the AUSA has rendered this Association. In accordance with this, I will make a presentation at the Honor's Luncheon to the President of the AUSA tomorrow. As this indicates, during my Presidency our relationships with the AUSA have been exceptionally pleasant and cordial.

Summary

1967 has been a successful year for the Army Aviation Association of America. A summary of the things that we have done in

furtherance of our aims and objectives indicate the 1967 highlights to have been:

1. An exceptionally successful USAREUR Regional Convention.
2. The outstanding *Advanced Planning Briefings for Industry* by the Lindbergh Chapter.
3. Participation in the nomination and selection of the *Collier Trophy* winner.
4. The issuance of thirteen scholarship awards.
5. The issuance of five National Science Fair Awards and over 180 State and Regional local Certificates.
6. A 30% increase in membership.
7. The planning and programming for this *Ninth Annual Convention* commemorating twenty-five years of Army aviation progress.

In closing this Annual Report, I wish to thank all of the members who have contributed to our success in these last three years. That concludes my report, and it will appear, as I understand, in the December issue of *Army Aviation* for review by our entire membership.

1967 CUB CLUB GATHERING FORTYISH AND FUN-LOVING!



KIA!

(Continued from Page 8)

He flew where and when he was told, aborting missions when the ship or the weather or the mission was not to his liking, and defying the devil when conditions suited.

Bob was not greatly affected by his environment, nor impressed by the people in it. He felt no particular kinship with the Vietnamese; had a reluctant admiration for the Russians and for the Viet Cong; hated the Frenchmen he knew; and wondered occasionally what he would have done had the accident of birth made him a Chinese.

He grinned a little lopsidedly at news reports of student rioting — he had gone in for goldfish eating and panty raids — but he frowned at the attempts of very important personages to make our sojourn in Southeast Asia appear altruistic. He knew, or thought he knew, that our real reasons were more basic and more understandable once expressed. In a world sharply divided between those who have and those who want to have, he preferred the former. He played the percentages.

The mission . . .

On 22 November, Bob was assigned to fly one of six choppers which attempted to land in a hot landing zone. Chased off by accurate ground fire, the ships returned to a rendezvous area near an artillery position. The meeting which followed was of no interest to Bob who wandered off looking for a shady spot.

Unfortunately for him, it was too noisy for sleeping. The gung-ho company commander was for returning at once. He had men on the ground at the LZ; men whom he thought needed his guidance and help. He had responsibilities. He had a loud voice.

Bob stood it as long as he could. Finally, he wandered back to his ship, unloaded the copilot and crew chief, started the engine and called the company commander:

"Hey, bud 'Are you for talkin' or travelin'?"

Does that sound like a man who understood the odds, who calculated all the percentages, and who never made a move without having the advantage?



SHARPE ARMY DEPOT, CALIF. — Vietnam-bound OH-6A helicopters receive an assist from depot personnel as they are loaded on board an Air Force C-141 jet transport at Stockton Metropolitan Airport. Processed at Sharpe, the Cayuse helicopters will be used to augment Army aviation units and ground support combat elements in "search and destroy" missions. The aircraft are equipped with the rapid-fire mini-gun. (USA photo)

Was that said by a man who didn't give a plucked fowl for anyone or anything except a misbegotten mutt which he embarrassedly left behind with a man he barely knew?

Could he have suddenly forgotten how to add? Could he have suddenly gotten bored with the whole charade and decided to call it an honorable quits?

Or could it be, that knowing the odds were against him, he still chose to make the attempt? Could he have willingly surrendered his unknown future to give others a more certain present?

Perhaps he thought of his grandmother and the stories she used to tell about a man who did something like that a long, long time ago. That man has been remembered for centuries by millions. *Who will remember Bob?* Two hundred million Americans who have become inured to daily death notices blurred by tons of statistics? Who hear things like, "More men die each year from automobile accidents than . . ." Will two hundred remember? Two?

How about one — a hunger-ridden, flea-bitten mongrel with a disorganized face, an uncoordinated body and a pleading, hopeless look in its eyes?

OBITUARIES

BAILEY — In Texas, Second Lieutenant Dale C. Bailey, USARV Transportation Detachment, on temporary duty with the 2nd Officer Student Company, 1st Battalion, Troop Brigade, Fort Wolters, on October 26, 1967, due to an aircraft accident; son of Mr. and Mrs. Roy W. Bailey, Box 211, Glasgow, West Virginia.

BAILEY — In Vietnam, Captain Ellis M. Bailey, 1st Aviation Brigade, on October 11, 1967, due to an aircraft accident; husband of Mrs. Dorothy A. Bailey, 2908 Arcadia Road, Amarillo, Texas.

BLACKMON — In Vietnam, Warrant Officer Dennis G. Blackmon, 174th Aviation Company, on October 19, 1967, due to an aircraft accident; husband of Mrs. Antoniette Blackmon, Route 1, Elberta, Alabama.

BROWN — In Vietnam, Warrant Officer Dennis R. Brown, 9th Infantry Division, on October 13, 1967, due to hostile action; son of Mr. and Mrs. Richard J. Brown, 7439 Fourth Avenue, South, Richfield, Minnesota.

CHIMINELLO — In Vietnam, First Lieutenant Thomas J. Chiminello, 44th Medical Brigade, on October 29, 1967, due to an aircraft accident; son of Colonel and Mrs. Dominic J. Chiminello, 309 Tuttle Road, San Antonio, Texas.

HEWITT — In Vietnam, Warrant Officer Raleigh Lawrence Hewitt, II, 17th Aviation Group, on November 14, 1967, due to hostile action; son of Mr. and Mrs. Raleigh L. Hewitt, Sr., 7835 - 42nd Avenue, Kenosha, Wisconsin.

HOUSER — In Vietnam, Major Charles M. Houser, 25th Infantry Division, on October 13, 1967, due to hostile action; husband of Mrs. Sarah F. Houser, 212 Rock Creek Drive, Lincolnton, North Carolina.

1968 MEMORIAL SCHOLARSHIPS

Friends of Lieutenant Colonel Glenn D. McElroy, a former Army aviation commander who was killed in Vietnam in 1966, have established a "Glenn D. McElroy Memorial Scholarship" and have contributed donations to a separate fund administered in his name by the AAAA Scholarship Foundation, Westport, Conn. The initial \$250.00 scholarship award will be made to a 1967-1968 senior under the AAAA's 1968 Scholarship Awards Program (see opposite page).

Colonel McElroy's widow, Mrs. Beverly H. McElroy, resides at 425 Wayland Avenue, Providence, R. I.

The second \$250 "Ross J. Paterson Memorial Scholarship" will be awarded under the AAAA's 1968 Scholarship Awards Program. The scholarship honors the memory of Warrant Officer Ross J. Paterson, who died while serving in Vietnam with the 1st Cavalry Division, February 16, 1966. Warrant Officer Paterson's parents, Mr. and Mrs. James C. Paterson, reside at 361 N. Ela Road, Palatine, Ill.

HUNT — In Vietnam, Warrant Officer Samuel L. Hunt, 1st Aviation Brigade, on October 26, 1967, due to an aircraft accident; son of Master Sergeant and Mrs. Talford E. Hunt, c/o SAO, Lieutenant Colonel Harrison, Fort Sam Houston, Texas.

KERBL — In Vietnam, Captain Frank R. Kerbl, 1st Aviation Brigade, on October 7, 1967, due to an aircraft accident; husband of Mrs. Joann D. Kerbl, 116 N. Sunset Circle, Hopkinsville, Kentucky.

NELSON — In Vietnam, First Lieutenant James A. Nelson, 17th Aviation Group, on October 16, 1967, due to an aircraft accident; husband of Mrs. Anne Louise Nelson, 22 S. Catherine Street, South Winds Mobile Trailer Court, Daleville, Alabama.

PAVLICEK — In Vietnam, First Lieutenant James E. Pavlicek, Jr., 4th Infantry Division, on November 3, 1967, due to an aircraft accident; son of Mr. and Mrs. James E. Pavlicek, Sr., 133 Sunset Drive, Hereford, Texas.

POPOVICH — Lieutenant John Gary Popovich, on September 2, 1967; son of Mrs. Rita Popovich, 56 Pond Hill Road, Wallingford, Connecticut.

RAINS — In Vietnam, Warrant Officer Forrest De Vere Rains, Jr., 44th Medical Brigade, on October 29, 1967, due to an aircraft accident; husband of Mrs. Shelia K. Rains, 504 Louise Street, Copperas Cove, Texas.

SCHNEEMAN — In Vietnam, Captain Clifford W. Schneeman, Jr., 183rd Aviation Company, on November 5, 1967, due to an aircraft accident; husband of Mrs. Virginia A. Schneeman, 4011 Creek Road, Cincinnati, Ohio.

STARK — In Vietnam, Warrant Officer Lawrence J. Stark, 1st Aviation Brigade, on October 22, 1967, due to an aircraft accident; husband of Mrs. Gwendolyn Stark, 1250 Ashland Avenue, Dayton, Ohio.

SUGHRUE — In Vietnam, Warrant Officer Patrick J. Sughrue, 1st Aviation Brigade, on October 22, 1967, due to aircraft accident; son of Mr. and Mrs. John M. Sughrue, 445 Ridgmont Drive, Pittsburgh, Pennsylvania.

SUTTLEHAN — In Vietnam, Major Laurence C. Suttlehan, 1st Aviation Brigade, on November 8, 1967, due to an aircraft accident; husband of Mrs. Doris N. Suttlehan, 4230 Bloomdale Drive, San Antonio, Texas.

THOMAS — In Vietnam, Warrant Officer David E. Thomas, 4th Infantry Division, on November 3, 1967, in an aircraft accident; husband of Mrs. Marilyn S. Thomas, 4812 Post Street, Jacksonville, Florida.



AAAA FOUNDATION OFFERS \$3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$3,500 in 1968 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1968 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting application data, must be returned to the Foundation on or before March 1, 1968 to receive Awards Committee consideration.

ELIGIBILITY

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

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

2. A high school graduate or senior who has made application to an accredited college or university for Fall, 1968 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1968.

3. Unmarried and a citizen of the United States.

AREA INTERVIEWS

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

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1968 period with the winners to be notified by March 31, 1968.

BACKGROUND

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

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

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

The 1967 \$500 Scholarship winners included Kathryn G. Black, Thomas E. Brazil, Donna M. Budjick, Philip K. Chamberlain, Marion L. Dellapa, Geri I. Paul, and Martin S. Tyson. \$100 Honorariums were awarded to Florence L. Barker, Deborah H. Francis, Sharon J. Raulston, and Lincoln P. Webb.

With the issuance of the 1967 scholarship assistance, the AAAA Scholarship Foundation has provided \$13,850.00 in direct aid to thirty students since the inception of the program in 1963.



From an original painting for Chandler Evans by Keith Ferris

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