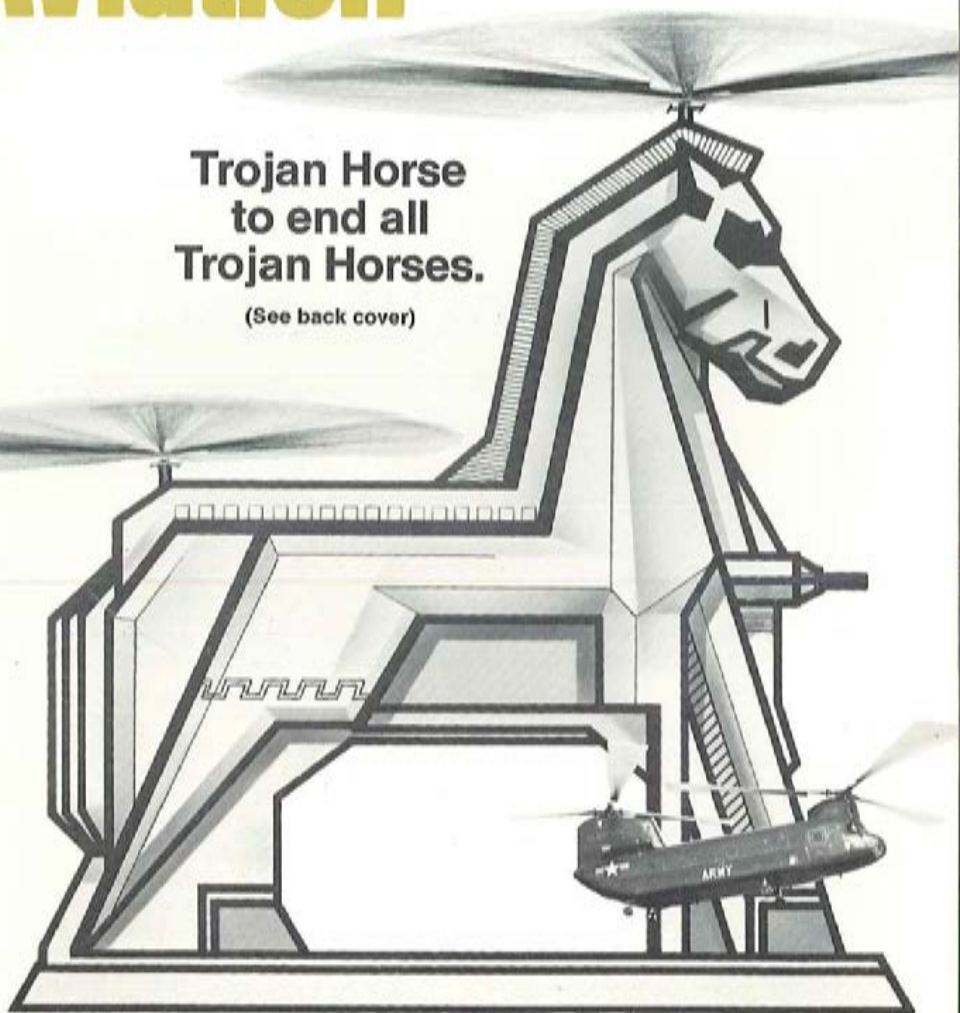


Army Aviation

MAY 31, 1968

**Trojan Horse
to end all
Trojan Horses.**

(See back cover)



LYCOMING DIVISION
STRATFORD, CONN.



In record time, Boeing tripled the Chinook's ton-mile productivity.

Boeing's first Chinook, the CH-47A, which met all performance guarantees and was named the Army's standard medium transport helicopter, had a maximum payload of 13,800 pounds, with a speed of 107 mph.

In June, 1966, Boeing was awarded the contract for two new Chinook models—the CH-47B and C.

In May, 1967, Boeing delivered the first B models. They could lift 19,300 pounds and fly 172 mph.

In March, 1968, Boeing started delivery of the C models. These will lift 23,100 pounds and fly 183 mph.

In less than two years, Boeing's Vertol Division made the Chinook lift 69% more, go 72% faster and 72% farther, achieving a tripling of ton-mile productivity.

BOEING HELICOPTERS



The de Havilland Twin Otter is an extraordinarily vital flying machine.

The Twin Otter, with proof-tested STOL capability, can expedite 19 troops or 9 stretcher cases with attendants or two tons of supplies into or out of any 1,000-foot clearing.

The Twin Otter can move in for intricate photo-reconnaissance work. The undercarriage can be adapted to wheelskis and floats.

Is this the future for flying?

It's the present.

Accordingly, the Twin Otter is available. Now.



The Twin Otter.

**The de Havilland Aircraft of Canada, Limited,
Downsview, Ontario. World Leaders in STOL.**

IN May, 1943, I was Assistant Base Operations and Engineering Officer at the Bridgeport Army Air Base in Bridgeport, Conn., which was then being used for P-47 pilot transition. My unit had taken over the civilian airfield as well as the administration building which we used for base operations in conjunction with a weather detachment. Our last Thunderbolt squadron had left for overseas and I was awaiting similar orders.

Although we had no military aircraft remaining on the base, the Chance-Vought Aircraft factory located nearby was manufacturing F4U-1's for the Navy and the Marines. Consequently, the base was still very busy since each of these aircraft had to be test flown before being accepted.

While producing these Corsairs, the Chance-Vought plant was also engaged in research and development, and under the direction of Igor Sikorsky, had built a flying wing and several helicopters. These were

Looking back 25 years, Melville M. Zemek describes the actions connected with the filing of the first flight clearance for a rotary wing aircraft.

continually being flown locally, although the flying wing met with very little success and was always being towed back from wherever it would land on the beach.

As military personnel, we handled all cross-country flight plans, VFR as well as instrument, and since this was wartime, all flights were required to have a flight plan. The procedure was for the pilot to file the flight plan with our operations and we would forward it to Air Traffic Control in New York City.

It was a very pleasant day and the weather was high scattered with good visibility. A Major Cooper walked in and filled out the usual aircraft clearance which would be known today as a flight plan. This particular clearance indicated that two helicopters were to depart on a cross-country flight to Fort Monmouth, N.J., under contact flight rules.

Duration: 2 plus 30

One helicopter was to be piloted by a Colonel Gregory with a mechanic named Plennefich aboard, and the second helicopter was to be piloted by Major Cooper. The flight plan indicated an estimated air speed of 60 mph, one hour plus thirty minutes en-



FIRST CROSS-COUNTRY

ARMY AVIATION

MAY 31, 1968

Endorsed by the Army Aviation Ass'n of America

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FIRST CROSS-COUNTRY

(Continued from Page 4)

route, and two hours plus thirty minutes of fuel on board. One of our men in operations immediately contacted ATC in New York and passed along the clearance information to the girl on the other end of the phone, who accepted the flight plan without comment.

Approximately 10 minutes after the departure of the aircraft, I received a phone call from the officer in charge in New York requesting clarification of the clearance, since there was no airport in Fort Monmouth and consequently, they had no airport to notify of the arrival of the aircraft.

"What's a helicopter?"

It took a considerable amount of explaining on my part to advise him that this was a new and unusual type of aircraft known as a "helicopter" and consequently would not need an airport. Frankly, I think in retrospect that he still did not believe me when I told him that this aircraft could land almost any place, and now that I think of it, I had no idea how they would close their flight plan.

The actual cross-country helicopter flight on May 14, 1943, to Fort Monmouth, N.J., was an attempt by Colonel Gregory to promote the use of helicopters by the Signal Corps. Enroute, they passed over the Platt le Page Aircraft Company in Eddystone, Pa., where they decided to drop down for lunch and a chat with a few pilot friends who they knew were stationed there. The Fort Monmouth landing was made on the parade grounds which must have caused no small amount of bewilderment on the part of the local military personnel.

As I think back, I realize that it was probably well and good that ATC in New York could not forward an ETA. What with stopping off for lunch and a bit of "hangar flying" as they did, they would have been over-

due and one can easily envision the resulting panic that would have taken place.

Epilogue

Twenty-five years later as I gave thought to this episode and the aircraft clearance that I so carefully "acquired", I decided that, possibly it might be interesting to research this flight in further detail and learn more about the men who actually made the flight.

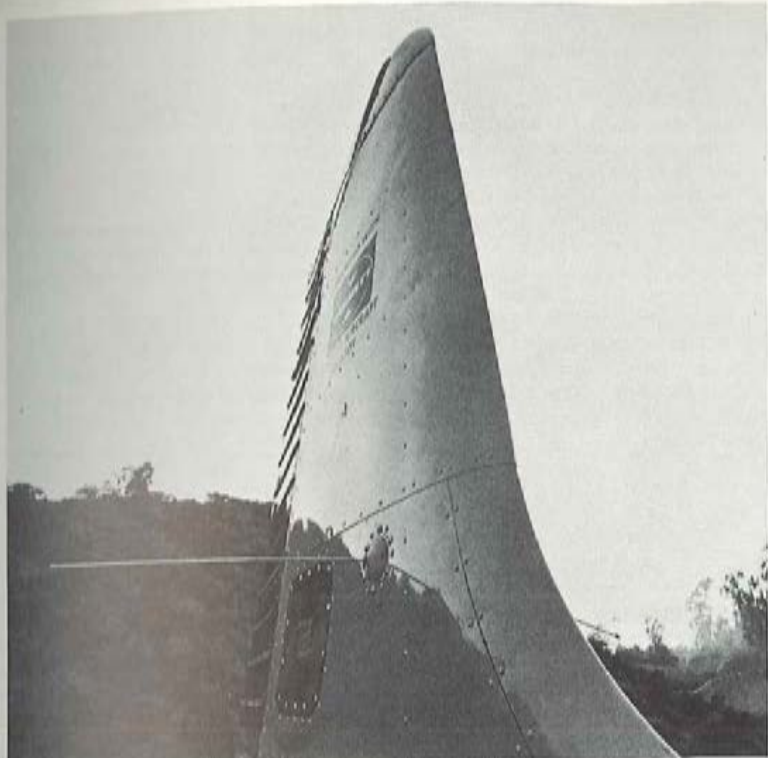
Major Cooper was killed in 1945 while flying a trainer type of aircraft from Philadelphia to New Orleans. The single helicopter passenger was a civilian named Plennech and I was unable to learn of his whereabouts or later history. However, the person who really had a dynamic background and a long record of achievements was Colonel H. F. Gregory, now a Brigadier General, retired, and living in Tulsa, Oklahoma.

Air Corps career

Born in Rockwell, Tex., on January 13, 1906, Frank Gregory attended the usual public schools in Mississippi and graduated from Mississippi College in 1926, where he majored in physics and mathematics, a background which proved of value during his later years when he did so much to help develop the helicopter in conjunction with Igor I. Sikorsky. He graduated from the Air Corps Primary School in 1928 and in June, 1929, he graduated from the Advanced Flying School at Kelly Airbase in San Antonio, Tex., where Charles A. Lindbergh had graduated five years earlier.

His over 30 years of military service were donated to the organization and development of a myriad of Air Corps technical projects. Of particular interest is the successful development of the world's first practical helicopter, designated the YR-4. His book, "Anything a Horse Can Do - The Story of the Helicopter," was published in 1944. General Gregory served in many command capacities during and after World War II and in 1952, he was assigned to the American Embassy in Paris, France, as Air Attache. Just prior to his retirement in October, 1958, he was Commander of the Air Force Office of Scientific Research.

Ed Note: The Page 4 photo shows Colonel Gregory in an XR-4, rather than the YR-4 used. No "Say, ol' buddy" letters, please!



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IN the last letter from this office, my Deputy, Colonel Pearce Fleming, ended his article with a plea for Army Aviators to write and record their experiences. I have been gratified to note from my own correspondence and other sources that many officers have responded with vivid accounts of aviation in action. I hope the trend continues.

This office is often called upon to suggest suitable recipients for many national aviation awards and we try to make sure that Army Aviation personnel receive due consideration. The letters and articles that you write form the foundation for our nominations so please have no false modesty in reporting on an outstanding individual or unit. Such reports are read carefully and used on almost a daily basis.

For example, I just received word that thirty Army nominations were entered this year for the *Avco/AWA Helicopter Heroism Award*. As you will note elsewhere in this issue, time is drawing near to submit your annual Army Aviation Association nominations and I urge you to get your nominations in early.* I'm proud to say that Army aviation is fortunate to have so many distinguished people and organizations in its program, that the selection process on any particular award is most difficult.

On a related subject, I would like to add

*1 August, 1968

National Awards and the RA Warrant Program

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

my praise to the superb accomplishments of the growing numbers of our Warrant Officer aviators and to pass on some information that you might not have seen yet in official channels.

A new *Regular Warrant Officer (WO) Program*, scheduled to become effective on 1 July 1968, will, for the first time since 1949, permit qualified WO's to apply for Regular Army (RA) appointments on their own initiative. (A limited invitational program was instituted in 1964). Selection and subsequent appointment in the RA will be on a "best-qualified" basis, as determined by the standing Regular Army Selection Board.

Complete details of the new program will be announced in *Army Regulation 601-101* and *Department of the Army Circular 601-25*, both of which will be published in the near future. To be eligible, an individual must have served on active duty in the Army as a WO for a minimum of three years, one year of which must have been spent in the military occupational specialty (MOS) in which RA appointment is sought. A WO serving on an initial three-year obligated tour, who is otherwise qualified, may apply after completion of his 24th month of active WO service.

RA at 3-year point

An individual in this category, who is accepted, will be appointed in the RA on the day following completion of his third year of WO service. Maximum service limitations require that: "As of the date of application, the applicant must have a service potential of one year prior to attaining retirement eligibility, except that warrant officers selected for retention on active duty beyond 20 years may apply."

Applicants below the grade of chief warrant officer, W-3 (CW-3) (AUS), except those who have been selected and approved

ARMY AVIATION

for promotion to grade CW3 (AUS), will be required to appear before a field evaluation board. All other applicants may apply by letter through command channels, and are not required to appear before a field board.

Appointments will be by MOS on a pro rata distribution, which takes into consideration the total strength of the MOS and its current RA strength. Although final determination has not been made, it appears that appointments will be authorized initially in nearly all WO MOS. *DA Circular 601-25* will identify the MOS in which appointment vacancies will exist. The ultimate strength objective of the program is 9,000 — the total authorized by law — to be attained at a rate which will provide for a perpetual appointment program.

Ever since the *Rogers Board* in 1960, the Warrant Officer aviator has been recognized as the foundation of a sound aviation personnel plan and it has proven to be a wise move. By this means, the Army has attracted thousands of bright young men to its ranks. Now the Army is offering the stability and benefits of the regular warrant. I believe it offers many career potentials, and I hope that many of our WO aviators will take advantage of this program.

Compliance with MWO's

As you know, the Director of Army Aviation has direct supervision of our aviation safety program and the activities of the U.S. Army Board for Aviation Accident Research. Recently, *Colonel "Dutch" Williams*, the Director of USABAAR, brought up a serious safety problem that I want to emphasize here as well as in official correspondence. Fundamentally, the problem is inertia in the compliance of *Modification Work Orders (MWO's)*.

Colonel Williams found on a recent inspection trip that some *MWO's* as old as 30 Nov 65, which affected flight safety, had not been complied with. His trip report suggests that lack of compliance with authorized *MWO's* is rather widespread.

It was not his purpose to place blame for these discrepancies nor to tie these to specific accidents, but to highlight the dangerous fact that a major accident potential exists and will

continue to exist when known discrepancies are not corrected that are directly related to flight safety.

I recognize that *MWO* compliance is not a simple problem and that it involves the kits, the skills, and the availability of maintenance personnel to accomplish the work. We hope you will soon receive a list of those *MWO's* that directly affect flight safety and a time limitation that directs grounding after a certain period if the *MWO* is not accomplished.

In the meantime, I urge all concerned to review their *MWO* and *TB* status, and use their best judgement on delayed maintenance limits. When you or I have our automobile transmission go on the fritz, we are disturbed and perhaps dismayed at the overhaul cost — but usually we are only inconvenienced and delayed. The cost of an aircraft transmission failure is generally measured in life or death.

A mirror of AA's growth

One final piece of information on a shift in the internal responsibilities for aviation within the Department of Army staff. A little history is in order because many of you may not realize how the handling of Army aviation staff actions has mirrored the growth and the attendant problems of the entire Army aviation program.

From the end of World War II to the Korean conflict, Army aviation was concerned with keeping itself alive and training a small nucleus of new pilots. The total aircraft inventory was less than a thousand small "Cub" type aircraft and its dollar value was less than one *Chinook* helicopter.

Potential revealed in Korea

At the Department of Army level there was only one identifiable officer who dealt with aviation matters and he was tucked away in an obscure section of G-3. The pressure of Korea and the work of a few dedicated officers expanded aviation elements through the various staffs, but it was not until 1 Jan 1956 that the Office of the Director of Army Aviation was established.

The helicopter experience of Korea provided the first real insight to the potential of airmobility and the urgent need for a focal point for all Army aviation matters — train-

AWARDS/WO PROGRAM

(Continued from Page 9)

ing, R&D, hardware, organizations, and maintenance — was recognized even before *General (Hamilton H.) Howze* became the first Director.

Army aviation was becoming big business and, incidentally, the center of controversy both in and out of the Army. The expedience required to manage the program resulted in a high degree of centralization of staff actions in one office. It was obvious that these actions cut across many regular staff channels and responsibilities, but the Army did not have the necessary number of senior experienced aviators to spread through all staff agencies for the responsiveness required at the time.

Gradually the program matured; the Army Aviation Center was established at Fort Rucker; the Army picked up its responsibilities on maintenance and procurement; an Air Mobility Section was established in OCRD; a special aviation section was established to monitor aviators in OPO; and more senior officers were rated who could fill the many staff positions that required aviation expertise. The Office of the Director of Army Aviation no longer had to handle all detailed aviation actions, but continued to monitor the program as a whole.

Transfer of responsibilities

The rapid growth of the program due to Vietnam deployments sort of froze further staff changes because functions are not easy to shift during a period of crisis. It was long recognized that the responsibility for certain personnel functions rightfully belonged in DCSPER but their transfer was postponed. Since all of you have a personal interest in who is doing what to whom, the following is a breakout of the recent change in responsibilities.

By agreement between the ACSFOR and the DCSPER the following aviation *training functions* were transferred to DCSPER on 13 March:

1. Determination of capability to meet aviation requirements.
2. Planning and programming aviation training.

3. Preparation of aviator training budget.
4. Monitor of aviation training contracts.
5. Monitor of aviation training base facilities.
6. Determination of aviation training base requirements.
7. Validation of training aircraft requirements.
8. Validation of the *BP-2100 Flying Hour Program*.
9. Review of *Programs of Instruction (POI)* for aviator training.
10. Programming and coordinating Foreign Military training requirements.

ACSFOR functions

The following aviation training functions will remain with the Director of Army Aviation in ACSFOR:

1. Determination of aviator quantitative and qualitative requirements.
2. Distribution of aircraft to meet training base requirements.
3. Consolidation of the *BP-2100 Flying Hour Program* into the worldwide Army Flying Hour Program.
4. Preparation and review of Army regulations concerning training.
5. Establishing criteria for flight waivers.

To provide continuity to this transfer, we have transferred two of our most knowledgeable officers, *LTCs Joseph Bellocchi* and *Charles Nowalk*, to continue the outstanding job they have been doing in this area for the Director of Aviation. From a selfish standpoint we hated to see them leave, but their expertise will be invaluable to the DCSPER.

A sign of maturity

As I said before, this move is another sign of maturity of Army aviation and, in a sense, the disappearance of a select fraternity where everyone knew everyone else because the numbers involved were so small. As I walk around the Pentagon, I'm happy to see the Aviator Badge being worn by some officers in almost every office. Like the Parachute Badge and Combat Infantry Badge, it has reached beyond the image of "specialist" to rather symbolize an ever increasing air-minded, modern Army. This is as it should be.

ARMY AVIATION

Captain
Phillip B. Tucker



Captain
William T. Ebert



Captain
Kenneth W. Lee



This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Capt. Phillip B. Tucker, Capt. William T. Ebert, and Capt. Kenneth W. Lee, all of whom have earned the 1000-hour Mohawk plaque.



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

Capt. Phillip B. Tucker has accumulated more than 1000 flight hours since completion of transition into the OV-1 Mohawk in July 1962 and is currently serving as maintenance officer with the 131st Aviation Company in Vietnam. Capt. Tucker's previous Mohawk assignments include the 11th Air Assault Division at Ft. Benning, Georgia, and 1st Cavalry Division ASTA Platoon, Vietnam. Capt. Tucker is scheduled to attend the Infantry Officer's Career Course at Ft. Benning, Georgia, upon completion of his Southeast Asia assignment.

Capt. William T. Ebert recently logged 1000 flight hours in the OV-1, including 600 combat hours. Capt. Ebert completed Mohawk transition in October 1964 and has served with the 73rd Aviation Company, Vietnam, 122nd Aviation Company, Germany, and presently is serving with the 131st Aviation Company in Vietnam. Capt. Ebert has been awarded the Air Medal with 12 oak leaf clusters and the Army Commendation Medal.

Capt. Kenneth W. Lee has logged over 1000 flight hours in the Mohawk since June 1964. Capt. Lee has been assigned to the ASTA Detachment, 82nd Airborne Division, 73rd Aviation Company in Vietnam, and is presently serving with the 131st Aviation Company in Vietnam. Capt. Lee has been awarded the Bronze Star, Air Medal with "V" device and 15 oak leaf clusters, and two purple hearts.



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THE BELL OH-58A JOINS THE U. S. ARMY

Turbine-powered military and commercial Bell helicopters have been in quantity production since 1958 to lead the industry by a substantial margin. Ordered by the U. S. Army for its light observation helicopter mission, the new OH-58A joins the Hueys and HueyCobras in providing the military service with equipment meeting its requirements. Bell is extremely proud to continue to work with the Army in full support of its helicopter needs at home and abroad.



BELL HELICOPTER

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BEHIND THE "IT'S OK!"

"Overhauled at ARADMAC" — "Repaired at ARADMAC" are familiar sights seen on U.S. Army aviation equipment the world over. The U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), Corpus Christi, Tex., is the Army's main overhaul and repair center for aircraft and components. This sprawling 112-acre complex is manned by 4,000-plus employees who are proud of their accomplishments and ability to keep 'em flying safely. Among the employees is a proud dedicated group of men called flight test personnel; pilots and crew men who fly the Hueys and Chinooks produced at ARADMAC. This is their story.

On one side of a hangar near flight test stand fifty or more *Hueys* and several *Chinooks* — the dirtiest, most ragged disarray of aircraft to be seen anywhere short of a junkyard. Some are war-weary aircraft from Vietnam returned for a complete inspection, cleaning, repair, and return to service; others are crash-damaged aircraft which must be rebuilt to "like new" condition.

On the other side of the hangar are a group of gleaming aircraft from the ARADMAC shops which have been put into tip-top flying condition by ARADMAC mechanics. These will be turned over to expert crewmen on the flight test line and the group of highly professional test pilots who will test fly them.

Making up the teams that flight test ARADMAC aircraft are hand-picked flight

test mechanics and the finest pilots available. The mechanics have an average of 23 years of aviation maintenance experience per man and the average flying and maintenance experience for each test pilot is in excess of 20 years and over 6,000 flight hours per man. In many cases, some of the flying experience was gained in Vietnam. Most of the test pilots have attended the *Huey* test pilot course at Ft. Eustis; one has completed the *Chinook* test pilot course.

A rehabilitation process

Flight testing is the last step in the rehabilitation process for the aircraft sent to ARADMAC, and the time involved to accomplish it may take from several hours to several weeks.

The ground run is the first step in the



VETERANS ALL

ARADMAC test pilots with more than 220 years of aviation experience and 60,000 plus flying hours are (l to r) kneeling: Norman L. Stowe, Maj (Ret), OpnsO; L. L. McCullough, Maj (Ret), Chief, Flt Test Opns; Kenneth Howard, WO (Ret); Robert Cole, LTC (US-MCR); Floyd Trudeau, Maj (Ret). Standing (l to r) are William Fette, WO (Ret); Jesse Bruton, Maj (USAR); Bryan Hutchinson, WO (Ret); Vernon McKinzie, LTC (Ret), & CW2 James Swindle. (USA photo)

overall program and is handled by one of ARADMAC's crew chiefs who is especially qualified to ground run the aircraft while on a tie-down. When the aircraft has been thoroughly checked and all items on the check-list signed off, the crew chief then calls for the pilot who performs another tie-down run of the aircraft. Following this second check-out the aircraft is removed from the tie-down and made ready for its first flight.

"New aircraft" reliability

ARADMAC test pilots are a very particular group. All of them know that the field maintenance units in Vietnam are limited as far as tools and exchange parts are concerned, and even more limited for time. The ultimate aim, then, for all ARADMAC employees, to include the test pilots, is to give the customer a completely trouble-free aircraft that will perform and have the same

life expectancy and reliability of a new aircraft.

During all phases of repair and test, the aircraft and their components are checked by the most experienced crew of inspectors ever assembled in any Army maintenance facility.

Although the aircraft and related components are produced by proud and experienced technicians, and tested under the most strenuous and rigid standards, the real test occurs when the customer, possibly a pilot in Vietnam, flies the first mission and returns to say, "It's Okay!"

Since its meager beginning as a tiny element of the T-School, AMTD has grown to be the largest instructional Department in the School and is now the heart of the Aviation Maintenance Training for the Army. In terms of Aviation-oriented MOS graduates, it is second only to Fort Rucker in total graduates, but says, like Avis, "We try harder."

AMTD, like a university, is also divided into colleges called divisions, and into schools called branches. The branches themselves are further broken down into sections, and each section is a self-contained instructional unit providing MOS training to aircraft maintenance students. Overall, there are four divisions and twelve branches providing instruction, and one division and two branches providing training in management and administration.

AIRCRAFT COMPONENT REPAIR DIVISION

As the name implies, this division deals specifically with aircraft components and conducts classes in everything from (A)irframe repair to (Z)yglo inspections. The four branches assigned to ACRD are Airframe, Propulsion, Powertrain Rotor and Propeller (PR&P), and Hydraulic Instrument and Electrical (HI&E).

Airframe Branch

This branch has the mission of preparing and presenting resident instruction on aircraft structure subjects to all 68G MOS students, and to other personnel as directed.

The nickname, *tinbender*, really does not apply to the Technician who departs Fort Eustis as a highly qualified *Airframe Repairman* with the ability to cope with practically any repair project that he may face in the field.

Students receive extensive instruction in three major areas; plastics and fiberglass, painting and structural repair, and interpretation of technical drawings.

This year the Airframe Branch will graduate and put into the field over 1,100 well trained men, fully qualified to meet the demand for *Airframe Repairmen*. The instructional efforts are carried on by men who bring with them a vast background in Airframe repair, and the experience of service under Vietnam combat conditions.

Propulsion Branch

The largest Branch within ACRD, the Propulsion Branch is responsible for presenting aircraft engine instruction to fourteen MOS's from crew chief to maintenance officer. To this end more than 76,000 class con-



CONCEPT OF EDUCATION

AIRCRAFT MAINTENANCE TRAINING DEPARTMENT
U.S. Army Transportation School, Fort Eustis, Va.

By Chief Warrant Officer Robert R. Vaughan, Jr.



tact hours were presented by Propulsion Branch in 1967.

Its main area of concern is the *Aircraft Engine Repairman*, although personnel of all MOS's who receive engine instruction receive this instruction from the branch.

The tremendous growth of Army aviation, and the growing inventory of aircraft and engines, have led to a new approach in training aircraft engine repairmen. Specialized training now divides Engine Repairman MOS into a *Turbine Engine Repairman (68B20)*, and a *Reciprocating Engine Repairman (68C20)*. Starting with common fundamentals, each student is then given thorough and specialized training in his particular type of engine.

A turbine engine simulator that simulates the T-53-L-11 and T-55-L-7 engine provides realistic and effective troubleshooting instruction. Cockpit and fuel control units are connected to a computer and the appropriate engine display panel for each engine, in this instance animated half-view cutaways. A large display panel allows the operator, the students, and the instructor in class to observe the simulated engine operations.

By inserting various troubles into the computer, the simulator reacts exactly as the actual engine would react under similar conditions. Large reproductions of critical engine instruments that indicate identical cockpit readings are mounted on the display panel, allowing the entire class to monitor starting, engine run-up, and shut-down procedures. In addition, the display panel also has connecting pads for the vibration meter and the Jet-Cal analyzer. A sound simulation system is

included to add realism, and provides not only sounds of normal operation, but also abnormal sounds, such as engine surges and bearing seizures.

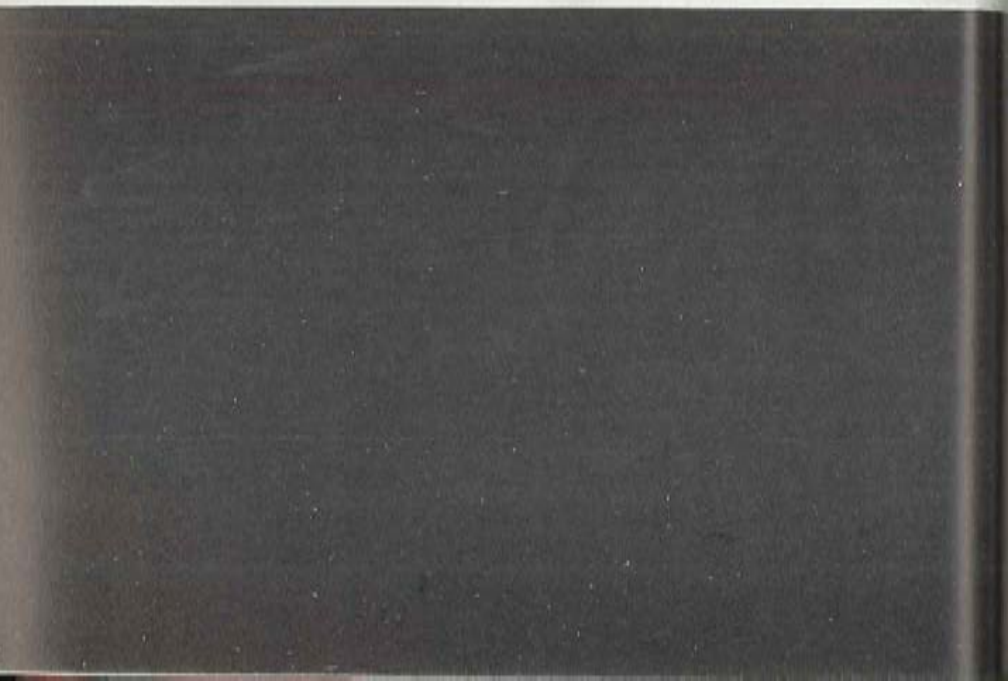
The instructor's console is capable of injecting over forty different malfunctions into the engine, engine systems, fuel control, and special test equipment, and in the CH-47's auxiliary powerplant (T-62) used for starting the main engines.

Powertrain Rotors and Propellers

PR&P is the smallest branch in the ACRD. Primarily, this branch provides training for *Powertrain Repairmen (68D20)* and *Propeller and Rotor Repairmen (68E20)*. However, instruction is also given to fourteen additional aviation MOS, to include the Aircraft Maintenance Officers Course.

During the Powertrain Section's seven-week four-day course, 68D20 students are taught the helicopter powertrain system from the innermost mechanisms of the transmissions to the intricate details of the rotor control systems. The *Powertrain Repairman* candidate stays with the Powertrain Section from the time he finishes the Aircraft General Subjects Division common annex until as a graduate he is ready to function in any environment in which he may find himself.

The *Propeller and Rotor Repairman* must go through the programs of instruction of both the Propeller Section and the Rotor Section. At the former, he becomes a specialist familiar with the most intricate components of a complex Hydromatic propeller. The Propeller Section makes maximum use of equipment testing devices, and can simulate



Tough machine for a tough war.

Reports from Vietnam keep on confirming the fact that the Army's new aerial scout, the OH-6A Cayuse, just does not know how to quit. Here are some recent quotes:

"A Cayuse the other day took hits in the belly section, in the flight-control linkage, in the main rotor controls, one through the FM radio control, three in the tail boom, and a three-inch hole in the tail rotor drive shaft. It flew home."

"Another OH-6A was hit in a landing gear strut, the battery compartment, the engine doors, the vertical and horizontal stabilizers, the tail rotor drive shaft. It flew home."

"Another Cayuse was holed in the left fuel cell. The bullet went on up between pilot and copilot, and out the windshield. It kept on and hit two blades. Shrapnel or shards from a struck blade hit another blade. The aircraft flew home."

Maybe one more quote summarizes the story: "This bird continues to fly under the most extraordinary conditions. It is the only ship to be in if you have to crash."

We at Hughes believe it's the kind of machine the men who fly it deserve. The Cayuse, built by Hughes Tool Company, Culver City, Calif.

Hughes Helicopters

CONCEPT IN EDUCATION

(Continued from Page 17)

every action of a functioning propeller under the controlled shop conditions.

Propeller repair range is quite broad, the student running the gamut from a detailed inspection of a shim weighing less than an ounce, to the operational testing of fully assembled propellers weighing hundreds of pounds.

In the Rotor Shop, maximum use is made of real rotor blades to patch, smooth over, paint, and balance. Many have been returned to the school as training aids after sustaining combat damage in Vietnam. This not only provides realism, but injects a sense of urgency and importance that every graduate carries with him to the field.

PR&P Branch also covers two courses that are entirely new to the branch: Stud and Helicoil Repair and Non-Destructive Inspections, the latter in an entirely new shop area.

Hydraulics, Instruments, & Electrical Branch

The HI&E Branch trains selected enlisted men and also provides training for Aircraft Maintenance Officers, Maintenance Supervisors, and Aircraft Technical Inspectors. In its fundamental elements, a total of thirteen different aircraft maintenance MOS's receive basic instruction on subjects common to these MOS's.

Any method of instruction employed will only be as effective as the instructors that administer the program. HI&E, in particular, utilizes instructors with extensive Viet-

Multi-Engine Branch instructors check out a student prior to Hydraulic Test Rail ejection.



nam field experience. Its civilian instructors provide a depth of experience garnered from many diverse backgrounds, and also provide the stabilization of continuity which cannot be obtained by military personnel due to their frequent reassignment.

One of the best ways to instruct students in proper maintenance procedures is to expose them to training aids that are so constructed as to provide a degree of realism, yet lend themselves readily as teaching devices. One such device is the AH1G HueyCobra trainer. The HueyCobra trainer allows the student to apply the techniques of troubleshooting maintenance and repair of electrical and hydraulic systems in the same way as those found on operational aircraft. HI&E, by using methods and material of this type, is able to provide Army aviation with the skills to conduct worldwide operations.

FIXED WING DIVISION

As the Division with the proponency for all fixed wing maintenance training, the Fixed Wing Division is divided into two operating branches: Single Engine and Multi-Engine.

Single Engine Branch

The Single Engine Branch is assigned the responsibility for both the *Single Engine Fixed Wing Repairman* (67D20) course, and the *Fixed Wing Technical Inspector* (67F20) course. The primary responsibility of the Day committee is the 67D20 course, which prepares recent basic training graduates to function as a support level repairman on O-1, U-6, and U-1A aircraft.

During his 12 weeks and 4 days at the Transportation School, the 67D20 student progresses from basic administration classes such as Forms and Records, Tech Supply Procedures, and Publications and Safety, through such classes as theory and operation of electrical and hydraulic systems, engines and propellers, etc., until he arrives at the Fixed Wing Division's hangars where he is taught on the actual end item aircraft.

The final phase of his instruction is a CPX type class where the student must put to use both the administrative and technical procedures he has learned. Since the new

MOS structure places emphasis on the user/support concept, new lesson plans are being written, and extensive studies are being prepared based on projected student inputs.

Multi-Engine Branch

The Multi-Engine Branch of the Fixed Wing Division has progency for the *Multi-Engine Fixed Wing Repairman Course* (67K20) covering the OV-1 *Mohawk*, and the U-8 *Seminole* aircraft. The branch also exercises control over the *Martin-Baker Ejection Seat Specialist Course* (600-F6), and the *U-21 Aircraft Repairman Qualification Course* (67K/67G2T).

The Branch is also responsible for instruction in the 68 series MOS's on the Martin Baker Ejection Seat, and Ejection Seat Qualification for students attending the Aircraft Maintenance Officer's Course.

Because of lessons learned in Southeast Asia, new requirements are constantly generated within the Multi-Engine Branch. Recently, survival equipment was incorporated into the ejection seat course. The course now includes maintenance of oxygen equipment, floatation gear, and survival kits, as well as the ejection seat.

AVIATION GENERAL SUBJECTS DIVISION

The very first Division with which each student comes in contact is the Aviation General Subjects Division (AGSD), which is broken down into branches of subjects common to all aviation personnel. These run through every Aviation Maintenance MOS requirement, and include common records, general tools, etc.

Because of the tremendous work load already placed on the MOS branches, it was decided to consolidate many of these classes into a common annex. AGSD performs this function and releases the students to their parent branch with the necessary background of general aviation information to begin to learn their particular skill.

Aviation Maintenance Management Branch

The AMMB is organized into four sections, each dealing with a function of aviation maintenance management. The Aviation Shop Management Section provides common



68E20 (Propeller and Rotor) Students, check out propeller cam operation with a hydraulic tester at ATMD, Fort Eustis, Virginia.

training in all subjects relating to use of resources and to the control and review of aviation material programs to accomplish maintenance objectives. Another of its functions is to monitor the AMOC course, thereby providing the AMOC student with a direct link to the Staff and Faculty and improving its academic environment.

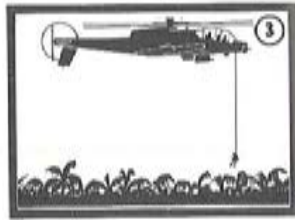
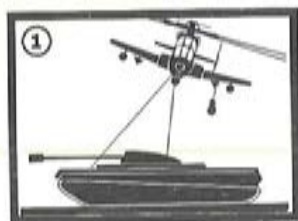
The Forms and Records Section presents instruction on the Army Equipment Records System as it pertains to aviation maintenance. This instruction encompasses various levels ranging from the basic mechanic through the Aircraft Maintenance Officer Course.

The Aviation Publications and Shop Supply Section trains mechanics in the use of Army aviation publications. In addition, classes are taught on tools, repair parts, special tools, aircraft structural hardware, and DA Publications applicable to aircraft maintenance. Varied instructional techniques geared to the varied experience level of the class are used to expose recruits, senior NCO's, and officers to these units of instruction.

Aviation Environmental Branch

In the spring of 1965, unit commanders in Vietnam expressed a need for crew chiefs who were also qualified as door gunners. As a result of the requirement, the RVN Environmental Branch was created at USAT-SCH.

During one week of training, the course covers machine gun disassembly, the duties of a door gunner, emergency medical treat-



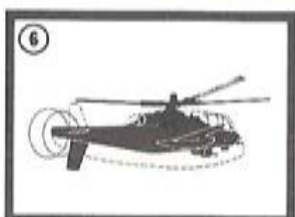
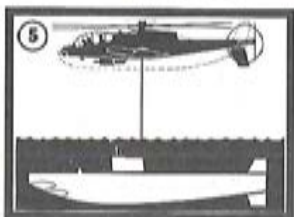
Call it a flying machine...or basic air vehicle...or winged helicopter. But think of it as a *versatile foundation*—this AH-56A. That's what it is: a base for configuration changes that make it the "best buy" for six major types of military missions.

① In one form, AH-56A will be the world's most advanced gunship helicopter. Packing deadly armament, it will escort troop-carrying helicopters and soften landing sites. Weapons: machine guns, grenade launchers, rockets or antitank missiles. Speed: above 250 mph.

② With equipment changes, AH-56A will excel at reconnaissance and surveillance. For these jobs, the craft's speed and agility are enhanced by its unique navigation system, 26,000-foot service ceiling, and long range relative to load. (This new-generation vehicle has a self-deploying ferry range of 2,510 miles.)

③ Certain airframe changes can turn the basic AH-56A into an excellent craft for search and rescue work. Extremely stable and maneuverable because of the Lockheed Rigid Rotor design, it can decelerate from 200

The new 6-in-1 flying machine



knots to a hover in 17 seconds, then accelerate rapidly after making a pickup.

④ Another mission capability is supply-and-retrieval. Here its VTOL (shown) and V/STOL performance become vital, for the AH-56A can take aloft 14,000 pounds of payload after a short, rolling takeoff (about 900 feet).

⑤ With other alterations to airframe and power plant, the AH-56A can be turned into an ASW hunter-killer configuration capable of high speed and extended endurance.

⑥ Finally, the vehicle's dynamics system will support an adapted airframe that can carry 30 passengers, thereby adding new speed and versatility to transport operations.

What is the AH-56A? A very employable flying machine, built by Lockheed-California Company's Van Nuys plant to be adaptable for many missions. It's a new breed of winged helicopter that will never run out of jobs.

LOCKHEED

LOCKHEED AIRCRAFT CORPORATION

CONCEPT IN EDUCATION

(Continued from Page 21)

ment, night security of aircraft, and map reading. In addition, the students receive night and day training flights in the Huey, during which they fire their weapons from the door positions.

This specialized training assures the commander in Vietnam that he'll receive maintenance personnel who are trained in aircraft maintenance and weapons system operations.

Aircraft Maintenance Test Flight Branch

The latest addition to the Aviation General Subjects Division at AMTD is the Aircraft Maintenance Test Flight Branch. Recommended to DA by USABAAR and by AMC in 1964, CONARC took action after a study was made at Fort Eustis, recommending that AMOC students with certain qualifications attend special courses in the performance of maintenance test flights. Final approval was granted in mid-1965, with the UH-1 being chosen for the initial program and the CH-47 to follow. The first UH-1 course of instruction began in mid-1966, and recently the course was expanded to include the CH-47.

Described as a common sense approach to the problems of maintenance officers in the field, the courses are designed to improve aircraft reliability, increase safety and availability, and lower maintenance costs. In order to accomplish this, the student is taught the three main steps of test flying: *Detect* (recognition of the malfunction), *Diagnose* (isolation of the malfunction), and *Prescribe*, (corrective procedure to be followed).

To qualify for this course, prospective students must have logged a minimum of 1,000 hours rotary wing flying time, 250 of which must have been in UH-1 or CH-47 helicopters, and must have served as maintenance officers for a period of one year or longer.

Graduates of the course receive up-to-date information in a branch newsletter, insuring that new developments are made known to all qualified personnel in the field.

Because engineering changes may alter the normal vibrations of a helicopter, or change the symptoms of defective components, it is

necessary to up-date current troubleshooting guides. Before any major change proposal is adopted, the Army Transportation School will be informed of the proposal and its effects. A change or supplement to the troubleshooting guide is then prepared and distributed.

As a result of this program, the U.S. Army can point to a very definite decrease in the number of hours of down time, a significant savings in money, and increased competence in all test flight.

ROTARY WING DIVISION

RWD has the mission of training all *Rotary Wing Repairmen* graduated from US-ATSCH. This amounts to a whopping 12,000 students for the FY 1968, the students varying in MOS from the OH-13 crew chief to the CH-54 depot level repairman. RWD is organized into three branches: Single Rotor Attack and Utility, Single Rotor Transport and Observation, and Tandem Rotor Transport.

In addition to performing the usual administrative duties of a headquarters section, the Rotary Wing Division has also established a monitoring section which ensures the standardization of instruction within the Division.

Single Rotor Transport and Observation Branch

The SRT&OBS is responsible for maintenance instruction in a variety of aircraft ranging from the Army's smallest, the OH-6A, to the largest, the CH-54, with the training going from one extreme to the other, contrasting the oldest to the newest.

In the observation field, training is conducted on the OH-13, the oldest helicopter in the Army inventory, right along side the sleek new OH-6. The Transport Helicopter Section has a similar paradox, giving instruction in the OH-19 and in the newest cargo helicopter, the CH-54 *Flying Crane*.

Single Rotor Attack and Utility Helicopter Branch

The SRA&U Branch provides instruction on the UH-1 and the AH-1G, the Branch

being broken down into four teams and instruction being given day and night to provide an annual output of over 5,700 students.

When students arrive at the SRA&U Branch, they have completed five weeks of intensive classroom instruction and are looking forward to actually performing work on the aircraft.

This is accomplished by dividing the Branch into three teams. In Team 1 the students deal with problems concerning the engine, transmission, airframe, and fuel and lubrication systems, and also get extensive instruction in trouble-shooting procedures. In Team 2 the students cover hydraulics, electrical systems, rigging of flight controls, recovery and evacuation, and tail boom and tail rotors. In Team 3 they're given the opportunity to perform and complete inspections of the helicopter, to include blade tracking. They also receive a flight in the UH-1 and are taught the fundamentals of problems encountered with weight and balance.

The last phase of the course is a six-hour final examination, two hours of which are troubleshooting. A portion of the UH-1 students continue on with AH-1G training.

Tandem Rotor Transport Branch

An integral unit of the Rotary Wing Division, the TRTB primary program of instruction is the CH-47 Repair Course (67U-20/30). Graduates of this course have a working knowledge of organizational, direct and limited general support maintenance of multi-engine tandem-rotor helicopters, to include principles of operation, functions, descriptions, nomenclature, and repair procedures for the CH-47 aircraft systems and components.

The 67U20/30 student enters the course fresh from Basic Training with little or no aviation background. He gets a one hour demonstration flight in the first day of his course, and then proceeds through 269 hours of specialized instruction to prepare him for duties as a crewchief or flight engineer. He is then given a 16-hour practical exercise in which he must perform in-flight duties as a crew-chief or flight engineer.

MAY 31, 1968



MG W. N. Redling (l.), CG of Ft. Eustis, congratulates LTC James F. Hill, AO at USATCFE, on becoming a Master Army Aviator as Mrs. Hill (r.) points to the new insignia. (USA photo)

TRAINING MANAGEMENT DIVISION

While responsible for the quality and type of instruction presented by the Aviation Maintenance Training Department, the Training Management Division conducts no classes of its own, having an indirect, very real proponenty for every class taught throughout the Department.

Operations and Training Branch

Operations and Training Branch must make the final decision on every POI, Lesson File, or Instructional Support material proposed by AMTD. In addition to the tremendous responsibility for internal administration, O&T conducts frequent staff studies, and report analysis for Army wide consumption.

Administrative Branch

Administrative Branch, has the responsibility for monitoring the great influx of records, correspondence, etc., that an organization as large as the Aviation Maintenance Training Department generates.

You have just had a quick report of the operation of the Aviation Maintenance Training Department. What we could not convey in words is the tremendous dedication and the extra effort put forth by every member of the AMTD team, over 90% of whom are veterans of the conflict in Vietnam. Highly motivated, they perform their mission with an aggressiveness and determination that has made AMTD an outstanding agency in providing technical instruction.

25

It's a cargo carrier!
It's a troop transport!
It's a staff transport!
It's a flying ambulance!



It's the Beechcraft U-21A...now in

Huge double doors and hefty one-and-three-quarter ton useful load enhance its capability as a high-priority cargo carrier. In-the-field conversion to any of its other utility configurations is quick and easy.

This remarkable versatility combines with proven dependability and exceptional performance to make the U-21A the ideal multi-mission airplane. Now in daily use, the traditionally rugged Beechcraft construction is meeting the diversified demands of urgent front-line operations.

Twin turboprop power provides quiet, efficient, trouble-free operation at both high and low flight levels. Amazing short and rugged field capability. Full all-weather dependability.

Big plane range, payload and positive "feel". Yet the U-21A will save its cost over and over again when operated instead of larger aircraft.

The worldwide Beechcraft service organization provides easily accessible parts and expert service, eliminating the need for an expensive logistic support program.



continuous production!

The U-21A is just one member of the Beechcraft family of utility aircraft. Each is built with growth potential in mind, to be quickly adaptable to meet the demands of the future. Write now

for full information, performance data, mission profiles and growth factors. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

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AVIATION MAINTENANCE TRAINING DEPARTMENT

TRAINING MANAGEMENT DIVISION

AVIATION GENERAL SUBJECTS DIVISION

AIRCRAFT COMPONENT REPAIR DIVISION



Chief
LTC Alfred F Brodeur



Chief
LTC John R Dunham, Jr.



Chief
LTC R. C. Barnes



Ch. Avn Maint Mgt Br
LTC Joice Shartzler



Ch, Maint Test Fit Br
LTC Eugene R Walsh



Ch, RVN Environ Br
MAJ George F Jackson, Jr.



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LTC Charles T Asbelle



Ch, Hydr, Instru & Elec Br
LTC Ralph W Merritt



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LTC Robt M Fowler



Ch, Propulsion Br
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COL Orman E Hicks



Dep Director
LTC Erwin M Mitchell



Sergeant Major, AMTD
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**ROTARY WING
DIVISION**



Chief
LTC Robert D. Hyman



Chief
LTC James A Payne, Jr.



Ch, Rtr Atk & Util Br
Richard A Bailey



Ch, Sing Rtr Trans & Obsn Br
LTC Blair Smith



Ch, Tandem Rtr Br:
LTC Charles A Morris

FIXED WING DIVISION

**U.S. ARMY
TRANSPORTATION
SCHOOL
FORT EUSTIS, VA.**



Ch, Multi Engine Br
MAJ George R McNutt



Ch, Single Engine Br
MAJ Richard W Thomas, Jr.



FORT WORTH — CPT James H. Milliron is shown presenting a \$1,000 check for suggesting a new procedure to determine the maintenance level of the A-10 aircraft system. LTC Donald F. Lane (left), USAF, and the USA Ball Plant Activity, said the program would save the government \$20,000 annually.



WASHINGTON — MAJ Arthur E. Dewey (shown), USAF, AMC, and MAJ John W. Woodhouse, Jr., an Army Aviator on the staff of USMA, have been chosen as two 1968-69 White House Fellows.



CORPUS CHRISTI — George Fouch, Assistant Secretary of Defense (shown), with Dr. E. Williams (left) and Alvin Williams making adjustments to a turbine engine prior to a run-up at ARADAMA. The DOD official toured the facility during AMC's Zero Defect & Cost Reduction Symposium at the overhead center.



VAN HUYE — Making his first flight in the Lockheed Model 282 right-cockpit helicopter, Dr. Vin J. Lawson, Deputy Director of Research & Engineering, DOD, takes the controls during a mid-day plant visit. He was (left) Nelson, Lockheed test pilot to simulate while Col Allen M. Burdett, Jr., USAF, gave the backseat safety belt prior to takeoff.



WASHINGTON — LTC Bud Wallace (right), a flight instructor in the CB, Spun Aard for F-105, USAF, AMC, is shown receiving his Master Aviator Badge from LTC William B. Robinson, AMC Deputy Commanding General, during recent award ceremonies held in Washington.



BURBANK — A stewardess model shows how to adjust sun glare in the cabin windows of Lockheed's L-1011 jetliner placed in order service in 1971. Adjustable window "sun-glances" has transparent Polaroid glass and control sun's rays and amount of light desired to suit personal comfort by rotating inner pane against a fixed exterior window pane.



WICHITA — Jack L. Maronick has been elected Vice President — Aircraft Research & Development at Beech Aircraft Corporation.



FORT WOLTERS — LTC John F. Roberts, director of training at the U.S. Army Primary Helicopter School, receives his Master Aviator Badge from COL Lloyd G. Huggins (right), Primary Helicopter Center commander, during a recent award ceremony. To qualify, the recipient must be an aviator for 15 years, have a minimum of 3,000 hrs, and hold a special instrument certificate.



ST. LOUIS — Shown receiving a 1968 AAAA Scholarship Foundation Certificate of Achievement is Kathy A. Lewis, daughter of Mrs. F. Lewis (left), AAAA member and SAC at USAF/COM. Making the April 18 presentation is Eric H. Petersen, president of the St. Louis Chapter of AAAA at the time. The award was one of \$5 cash and merit awards made under the '68 AAAA program.



WASHINGTON — COL Uri Yaron, Assistant Defense and Armed Forces Attache, Embassy of Israel, addresses AAAA's Washington, D.C. Chapter members at a March 15 professional luncheon at Ft. Meade. COL John W. Martz (left), Chapter president-elect and base for Army Aviation, OVD, OPO, and LTC Richard T. McCarty, Ret., TRW, Inc., and acting president, enjoy the address.



FORT WORTH — Yghe Williams (center), a Fort Worth junior high school student, displays the plaques awarded him by AAAA's Trinity River Chapter and the Ball Helicopter Co. for his winning Science Fair project, a flying ball. Presenting the award were LTC Donald F. Lane (left), USA Ball Plant Activity CO, and Ball president R.J. Duncay, who also serves as Chapter president.

NEWS PHOTOS



WASHINGTON — COL William B. Dyer (left), departing president of the Washington, D.C. Chapter of the AAAA, receives an AAAA Bronze Medal in appreciation of his Chapter leadership efforts during 1967-1968. LTC Richard B. McCarty, Ret., Executive Vice President, and Jerry R. Heider (Synvaco Electronic Systems, D.C.), Chapter Secretary, join in the award presentation.



FORT WOLTERS — Building an AAAA Membership Incentive Fund check of \$770, CPT Ferrel A. Boudier, class commander of Class 68-18, receives congratulations from COL Robert M. Pfister, USAFMC Troop Brigade commander, on his class' 100 percent AAAA participation. Class 68-18 was the third consecutive class in the First Officer Student Co. to go AAAA 100 percent.

Bendix helicopter radar.

Fly more. See more. Do more.



The Bendix AN/APS-113 radar is expressly suited to the demands of military helicopter pilots.

It produces stronger images from the less dense weather targets of monsoons and smaller storms. Special contouring circuits clearly define the storm's interior. Even when close-in weather makes strong radar echoes. And it sees the storms behind the storm for marginal information—so vital to copter pilots for skirting trouble. And completing missions.

Available with either 8- and 40- or 20- and 80-mile sweep ranges, the Bendix AN/APS-113 also offers superior navi-

gational assistance. Lets pilots fly more precisely. Expands night and low-visibility operations. Improves surveillance and target spotting, both day and night. Reduces critical search and rescue time, too.

A flip of the switch and the AN/APS-113 turns into a high-fidelity terrain mapper. With outstanding definition of coastlines, deltas, landfalls, even shipping hazards and landmarks.

Fly more, see more, do more with the Bendix AN/APS-113. For details, write: The Bendix Corporation, Avionics Division, Baltimore, Maryland 21204.

Bendix

MEMORIAL DAY MAY 30, 1968

1954

CPT Malcolm E. Gordon
WOJG James T. Hampton
CPT John J. Hayes
WOJG Louis W. Heinrichs

1955

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

1956

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

1957

1LT Olaf C. Anderson
CPT Eual A. Cathey
MAJ Charles W. Hanchey
Robert J. Rozanski
LT Robert E. Wright

1958

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

1959

CPT Warren E. Bolich
COL John W. Britten
2LT Jimmy N. Chamness

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

1960

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

1961

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

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

1962

CPT Roland W. Anderson
2LT John M. Anthony
CWO George C. Benard
1LT James P. Brannan
MAJ Donald A. Carder
CPT Anthony L. Cristan
SP5 Richard G. Elkins
1LT William O. Epting
CWO Joseph A. Goldberg
1LT George C. Haas
CPT John F. Hamel, Jr.
1LT Edward E. Hammett
COL Edwin L. Harloff
CPT Ruben M. Hernandez
CPT Billy L. Hill
CPT James H. Jenkins
1LT Kenneth H. Joyce
1LT Donald M. Knapp
CPT Donald L. Knotts
1LT Robert A. Kutzner
1LT Don R. McGowan
1LT Joseph Ondi
1LT Gerald J. Peeden
CPT Robert L. Sauberman
2LT William D. Shaw
CPT Benjamin R. Spiess
CWO Edward L. Stephens
CPT Terry E. Wedemier
CPT Thomas K. Wesp
CWO Wiley K. Westbrook
Robert J. Whatley, Jr.
CWO William D. Wheatley
LTC Robert Winkler

1963

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

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

1964

LTC Robert L. Allen
WO1 Roy G. Azbill
CPT Harley Barrick
CPT Richard H. Bitter
1LT Donald G. Bischof
CWO Floyd E. Branchfield
WO1 Donald K. Burch
WO1 Jas. S. Cameron, Jr.
CPT Richard M. Cannon
1LT Jimmy Cartwright
2LT Wm. B. Cawthorne
MAJ Richard F. Conner
MAJ Fred Dameron
1LT Robert G. Dassler
1LT Gerald W. Davidson
WO1 Ralph A. Dunn
CPT Ronald F. Estes
CWO Joe J. Ebrum
CPT Clayton A. Fannin
CWO Lowell I. Farris
MAJ William T. Fitts, III
1LT Roger A. Gauvin
1LT Robert J. Gilbert
1LT Alfred M. Herms
CPT Charles E. Hogan
1LT Jerry L. Hughes
1LT Richard E. Jaeck
MAJ Charles L. Kelly
CPT James W. Kelly
2LT John R. Leeds
WO1 J. L. Lewis
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Sikorsky CH-53



Solar *Titan*[®] gas turbines are used as auxiliary power units in all five major U.S. military transport helicopters... Boeing-Vertol CH-46 and CH-47, Sikorsky CH-3, CH-53 and CH-54.

Titan turbines make possible the airmobile concept which depends on the ability of these combat helicopters to land and take off in remote areas without ground support equipment of any kind. The units provide power to start main engines and operate all hydraulic and electrical systems; and they operate on a wide variety of fuels.

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For further information on the Solar gas turbines and their many applications in the aircraft field, write: Solar, Dept. Q-260, San Diego, Calif. 92112.

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OBITUARIES

AHERN — In Taiwan, Lieutenant Colonel John James Ahern, MAAG, China, on March 31, 1968, due to an aircraft accident; husband of Mrs. JoAnne L. Ahern, 1207 South Allen Street, State College, Pennsylvania.

BIRDWELL — Second Lieutenant Kenneth Wayne Birdwell, at Hunter Army Airfield, Fort Stewart, Georgia, on April 5, 1968, due to an aircraft accident; husband of Mrs. Glenda S. Birdwell, 109 Line Street, Hillsboro, Texas.

DUNCAN — In Vietnam, Warrant Officer William Bradley Duncan, 114th Aviation Company, on January 31, 1968, due to hostile action; husband of Mrs. Pamela Duncan, 2801 Dogwood Street, Shaw Air Force Base, South Carolina.

FIELDS — In Vietnam, Warrant Officer Ronald Clark Fields, 1st Cavalry Division (Airmobile), on February 4, 1968, due to hostile action; husband of Mrs. Margaret L. Fields, 75 Loretta Avenue, Apartment K, Fairborn, Ohio.

GREEN — In Vietnam, Chief Warrant Officer Jerry L. Green, 1st Aviation Brigade, on March 12, 1968, due to an accident; husband of Mrs. Janet M. Green, 928 Quari Court, Aurora, Colorado.

HAYMAN — In Vietnam, Captain Archie Andrew Hayman, 1st Aviation Brigade, on April 2, 1968, due to hostile action; husband of Mrs. Mary L. Hayman, Box 43, Gallipolis, Ohio.

HURLEY — In Vietnam, Major William Paul Hurley, 73rd Aviation Company, on March 29, 1968, due to an aircraft accident; husband of Mrs. Mary E. Hurley, 30 Blantyre Road, Malden, Massachusetts.

LASZLO — In Vietnam, Warrant Officer Joseph Lanzlo, 227th Aviation Battalion, on March 29, 1968, due to an aircraft accident; son of Mrs. Elizabeth Lanzlo, 4099A East Campbell Avenue, Phoenix, Arizona.

MORLEY — In Vietnam, Warrant Officer Jeffrey Paul Morley, 1st Cavalry Division (Airmobile), on February 5, 1968, due to an aircraft accident; husband of Mrs. Linda P. Morley, 4718 Del Amo Boulevard, Apartment #5, Torrance, California.

PANAMAROFF — In Vietnam, First Lieutenant Walter John Panamaroff, 1st Cavalry Division (Airmobile), on March 15, 1968, due to hostile action; son of Mr. and Mrs. Robert J. Hadley, R.F.D. 141-1 Mail Road, Lompoc, California.

POPKIN — In Vietnam, Captain Steven Jay Popkin, 244th Aviation Company, on February 28, 1968, due to hostile action; husband of Mrs. Carolyn M. Popkin, 811 Mohawk Street, Morristown, Tennessee.

ROSS — In Massachusetts, Captain Warren Rawson Ross, 26th Aviation Battalion (Mass-ARNG), on March 27, 1968, due to illness; husband of Mrs. Bernice Ross, 12 Longview Road, Framingham, Massachusetts.

SHY — In Vietnam, First Lieutenant Gary Nolan Shy, 1st Cavalry Division (Airmobile), on March 8, 1968, due to hostile action; husband of Mrs. Linda E. Shy, 1214 Buena Vista Lane, Portsmouth, Ohio.

WALLACE — In Vietnam, Warrant Officer Russell Lewis Wallace, 1st Cavalry Division (Airmobile), on March 8, 1968, due to hostile action; son of Mr. and Mrs. Arthur R. Wallace, 6667 South Clarkson Street, Littleton, Colorado.

WIEBURG — In Vietnam, Warrant Officer William Warren Wieburg, 61st Aviation Company, on March 10, 1968, due to an aircraft accident; son of Mr. and Mrs. Donald G. Wieburg, 1016 Limestone, Odessa, Texas.

WOODY — Captain Willard Ray Woody, at Hunter Army Airfield, Fort Stewart, Georgia, on April 5, 1968, due to an aircraft accident; son of Mr. and Mrs. Willard B. Woody, 204 Grove Street, Clinton, North Carolina.

The publication has received notification of the death of the following Army aviation personnel:

Carlisle, Thomas G., II, WO, March 29, 1968.
Ford, Marshall H., WO, January 7, 1968.
Jatorka, Danny L., 1LT, April 3, 1968.
Kincannon, Raymond O., CPT, April 1, 1968.
McCoig, Donald B., WO, March 29, 1968.
McKinsey, Gerald L., Jr., WO, January 21, 1968.
Perkins, Gary W., CPT, March 12, 1968.
Prine, Robert W., 1LT, February 12, 1968.
Sheppard, Garry D., WO, February 18, 1968.
Silver, Francis J., Jr., CPT, April 5, 1968.
Smith, Robert R., 1LT, April 3, 1968.
Sundquist, Jack D., MAJ, March 27, 1968.
Timm, David W., CWO, April 5, 1968.
Yarger, Jeffrey J., WO, March 19, 1968.

Colonel Lyle H. Wright, 46, USAFTC Commander

Colonel Lyle H. Wright, 46, assistant deputy commandant, U.S. Army Aviation School Element, Fort Stewart/Hunter Army Airfield, Georgia, died April 18 following a heart attack.

A battle-decorated Master Army Aviator, Colonel Wright was assigned to Ft. Stewart in March, 1966, following a tour as Director of USABAAR at Ft. Rucker, Ala. His principal stateside duties included Army Aviation Officer, Hqs, Second U.S. Army; and Assistant Chief of the O&T Division in the Army Aviation Directorate, DA.

Colonel Wright's military education included Army Liaison Pilot Training at San Marcos, Tex., and Fort Sill; the C&GSC; the Armed Forces Staff College; and the U.S. Army War College.

He is survived by his widow, Mrs. Mary Aerik Wright of Lorena, Tex.; and three sons, William, serving with the U.S. Navy; Robert, a student at Carlisle Military Academy, Bamberg, S.C.; and Donald, who resides with his family at 2 Azalea Circle, Hunter Army Airfield.

COL Lyle H. Wright



MAY 31, 1968

AAAA MEMORIAL SCHOLARSHIPS

The second \$250 "Ross J. Paterson Memorial Scholarship" has been awarded to Philip D. Walker, of Grosse Point Farms, Mich., the son of Mrs. Barbara Walker and the late Major Robert L. Walker. The AAAA Scholarship Foundation award honors the memory of Warrant Officer Paterson, who died while serving with the 1st Cavalry Division in Vietnam, February 16, 1968.

Miss Mikel A. Oswald of Fort Worth, Texas was awarded the initial \$250 "Glenn D. McElroy Memorial Scholarship" named in honor of the senior aviation commander who was killed in Vietnam in 1965. The winner is the daughter of Colonel and Mrs. John W. Oswald, Ret.

Miss Sandra L. Harry, daughter of Mrs. C. R. Harry and the late Warrant Officer Harry of Columbus, Ga., was awarded the \$150 "Frank J. Kerbl Memorial Scholarship." The 1968 AAAA award honors Captain Frank R. Kerbl who was killed in Vietnam on October 7, 1967.

Friends of Lieutenant Colonel Robert L. Runkle, who was killed in Vietnam on April 4, 1968, have established a "Robert L. Runkle Memorial Scholarship" and are contributing donations to a separate fund administered in his name by the AAAA Scholarship Foundation, Westport, Conn. The initial scholarship award will be made in 1969.

LTC Robert L. Runkle Killed in Vietnam

Lieutenant Colonel Robert L. Runkle, commander of the 1st Battalion, 5th Cavalry, 1st Cavalry Division (Airmobile), was killed in Vietnam, April 4.

A native of Ft. Scott, Kan., he served in the Aviation School's DOI; commanded the Utility Tactical Transport Helicopter Company, which introduced the armed helicopter into combat in Vietnam during 1961-1962; and held assignments in CDC and at USA-AVNC prior to leaving for his Vietnam assignment in May, 1967.

He is survived by his widow, Eleanor Runkle; four children, Sari, Rona, John, and Bobby; his mother, Mrs. Frank Hooper of Nevada, Mo.; and his mother-in-law, Mrs. Charles Dum of Hoisington, Kan.

Burial was at Fort Benning, Ga. The family requested that flowers be omitted, but that donations be made to the "Robert L. Runkle Memorial Scholarship Fund," in care of the Army Aviation Association Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn.



Chief Warrant Officer James E. Johnson (left) receives an AAAAA Medallion from BG Kenneth Kennedy as USAREUR's "Aviator of the Year" for 1967.



USAREUR Regional members are shown in attendance at the Alpine Theater in Garmisch during the March 7 "Military Day" presentations.



CPT Marco A. Principio (l.), SETAF Aviation Co, talks to a friend he hadn't seen since Vietnam in 1966. CPT Ronald C. Richtsmeier, 56th Avn Det.

USAREUR Region Ninth Annual Meeting



"The world of flight is a big world, and today we stand on the threshold of that world . . . other than pitching a tent or picking daisies, if it can be done on the ground, it can quite often be done better in the air."

These words of LTG John H. Heintges, Deputy Commander in Chief of Seventh Army, expressed well the theme of the 1968 USAREUR Army Aviation Association of America (AAAA) Convention held in Garmisch, Germany March 6-9.

Worldwide representation

Hosted by the USASETAF Aviation Company, 1967's "Outstanding USAREUR Unit," in coordination with AAAA's USA-REUR Regional Board headed by COL Russell P. Bonasso, commander of the 4th Armored Division Support Command, the three-day convention drew military and industry representatives from the U.S., Germany, and Britain, as well as Army aviation personnel from within USAREUR.

Noting the importance of commanders becoming air-minded for training purposes, even when little or no air support was available, he said, "No battalion-sized outfit in Europe should take to the field without being air-minded. Is it too much to suggest that in every situation the commander and his staff depart from reality to ask themselves . . . if I had such and such type and amount of air, how could I do this job better?"

As General Heintges concluded his talk, Colonel Bonasso and GEN Hamilton H. Howze, USA (Ret.), AAAA national president, came forward to make him an honorary member of the AAAA.

Presentations by allies

Variety was provided during the second day of the convention, when two allied officers spoke of their countries' use of Army aviation, and then President Howze gave his views on the Arab-Israeli war. The two allied speakers were BG Kurt Kauffman, Director of Bundeswehr Aviation of the German Army, and COL Maurice Sutcliffe, from the Office of Land/Air Warfare, Ministry of Defense of the British Army.

President Howze, who was on the scene

in the Middle East shortly after last June's battle, stated, "The British Scientific Institute estimates the Egyptians lost some 40,000 men and 600 tanks, plus thousands of other vehicles, in four days. You can look a long way into the battles of World War II to find casualties of such magnitude."

Speaking of the leadership on both sides, he said, "Israeli officer casualties were very heavy because the officers were leaders, not pushers. On the other hand, leadership was extremely poor on the other side, with the single exception of the Jordanian Army."

Speaking of the role of aviation in the war, President Howze noted that Israeli helicopter pilots had been very carefully schooled in tactics against fighter planes and, to his knowledge, not a single helicopter had been lost to enemy jets. He concluded by stating that Army aviation had proven itself in desert terrain and in the jungle terrain of Vietnam, and that he felt certain it would be just as effective in a varied terrain such as that of Europe.

ACSFOR Briefing

LCOL J. W. Booth, Office of the Director of Army Aviation, ACSFOR, DA, also spoke at the convention of the growing role of Army aviation. "The Army aviation program is still growing," he said, "and will continue to grow for the foreseeable future. In the last two years this growth has been little short of phenomenal. We hope this year will see a smoothing of this surge so that we can avoid the sharp peaks and valleys and imbalances that are the natural result of crash programs."

A highlight of the conference affecting all Army aviators was a report given by MAJ George M. Baxter, Aviation Assignment Officer, ODCSPER, Hqs USAREUR, who acknowledged that career developments in Army aviation will continue to improve during Fiscal Year 1969.

"During the period FY 1965 through FY 1969," he said, "aviator requirements will increase over 100 per cent. By the end of FY 69 we expect the total requirements to number approximately 25,000 aviators. By the end of FY 68 we expect to have over 16,300 aviators against a requirement for some 23,000.

MAY 31, 1968



Named "USAREUR Aviation Soldier for '67" SFC John H. Smith (L), receives an AAAA Medallion from BG Roy Atterbury, CG of USAREURCOMZ.



COL Jonathan A. Burton, DOI at USAAVNS, Fort Rucker, Ala., representing MG Deik M. Oden, CG of USAAVNS, covered the 1968 training program.



Some indication of the sizable member and guest attendance at the Ninth Annual Meeting of the Region is provided by a "coffee break" photograph.



GEN Hamilton H. Howze (r.), presents an AAAA Honorary Membership Certificate to LTG John A. Heintges as COL Russell P. Bonasso looks on.

AAAA REGIONAL CONVENTION

(Continued from Page 49)

"Vietnam and the training base," he continued, "will absorb nearly two-thirds of the inventory while comprising only one-half the requirement. By the end of FY 69 we hope to be able to bring Vietnam up from 90 per cent to 100 per cent strength."

As he spoke of the growing opportunities in Army aviation, Major Baxter noted that, "Schooling has never been as wide open for aviators as now, and performance opens doors to schools and assignments."

Regional Awards

As the convention drew to a close the 1968 Awards Banquet was held at the world famous Casa Carioca Ballroom, and CWO Jimmie E. Johnson, who ran away from home as a child in Birmingham, Ala., to visit the city airport, was named USAREUR's *Aviator of the Year*.

Johnson, who flew for the Army in Korea and more recently with the 1st Cavalry in Vietnam, has logged more than 8,000 military flying hours in many types of aircraft. He also has flown more than 3,000 hours as a civilian, yet he has never had an accident, an incident or a violation of regulations marked against him.

In Vietnam he flew unarmed troop transports, receiving a Distinguished Flying Cross and two Purple Hearts while performing this duty. Since November, 1966, CWO Johnson has been with the Hq. U.S. Army Engineer Command, Europe, flying administrative missions out of Rhein-Main Air Base in Frankfurt.

Two days before the start of the AAAA Convention, CWO Johnson reached a life-long goal when he received his Master Aviator Badge, given only to those who complete 15 years of military flying, log a minimum of 3,000 hours, and qualify for a U.S. Army Instrument Card.

"Soldier of the Year"

An award was also presented to the USAREUR soldier who made an outstanding 1968 contribution to USAREUR aviation. This award was presented to SFC John H. Smith,



Shown at a dinner meeting of the Bonn Chapter of AAAA are, left to right, MG G. P. Seneff, Jr., CG of the 3rd Infantry Division, and Chapter guest speaker; COL Alexander J. Rankin, Ret., Chapter president; Mrs. Seneff; and BG Kurt Kauffmann, Director of German Army Aviation.

Hq. U.S. Army Aviation Maintenance Center of Mannheim, Germany.

Company E of the 122nd Maintenance Battalion, 3rd Armored Division, stationed in Hanau, Germany, received the trophy as the "Best Supporting Unit in USAREUR Aviation" and the Aviation Section, Division Artillery, 4th Armored Division, Goepplingen, Germany, was presented with a new, first-time award for being the "Best Small Unit."

"Outstanding Aviation Unit"

The top award, and the one which determines who will host next year's conference, went to the 421st Medical Company (Air Ambulance) of Nellingen, Germany. The unit was selected as the "Aviation Unit of the Year" in USAREUR.

After the awards had been presented, COL Bonasso stepped to the speaker's podium and stated, "This conference has particular significance. We can remember when air was only used in high priority roles, but today our aircraft are much improved; our pilots are highly skilled."

Colonel Bonasso then expressed his appreciation to all "who made this conference successful and especially to the SETAF Aviation Company, industry representatives, the commander and staff of the Armed Forces Recreation Center, Garmisch, and the elected AAAA Regional Board members."



...and now the Army

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

The story of the T74 in a word is *reliability*. It has half a million flying hours under its belt in 17 applications. What's more, it has the fastest increase in TBO of any engine in its class.

Unique protection against foreign object ingestion permits successful operations in primitive environments . . . New Guinea, Sudan, and Alaska. Maintenance? The entire power section of the T74 can be removed in the field for easy service. The T74 is now doing the job—reliably—for three services.

**United
Aircraft**
OF CANADA LIMITED



1968 AAAA Scholarship Foundation Winners



MARY L. GRAFT



CHERYL M. KAPEC



KAREN L. KELLAR



MARY K. KISLING



STEVEN R. OTTO



SAMUEL C. PIERCE



PHILIP D. WALKER



MIKEL A. OSWALT



SANDRA L. HARRY



LESLIE G. CALLAHAN, III



LEONE E. LONG



JEFFREY A. RAWLINGS

\$500.00 AAAA SCHOLARSHIP FOUNDATION AWARDS

Mr. Samuel C. Pierce, Fort Hunt High School, Alexandria, Va., son of COL and Mrs. John T. Pierce, III, Ret. (Media, Pa.) Probable Major: Biochemistry. Career Goal: Biochemist.

Miss Karen L. Kellar, Carlisle Senior High School, Carlisle, Pa., daughter of COL and Mrs. Robert S. Kellar (Carlisle Barracks, Pa.) Probable Major: Physical Education and Health. Career Goal: Teaching.

Miss Mary L. Graft, Robert E. Lee School, Springfield, Va., daughter of LTC and Mrs. Charles V. Graft, Jr. (Springfield, Virginia) Probable Major: Modern Languages. Career Goal: Government Service.

Miss Cheryl M. Kapec, Fort Hunt High School, Alexandria, Va., daughter of LTC and Mrs. Andrew J. Kapec (Alexandria, Va.) College Major: Literature. Career Goal: Undecided.

Miss Mary K. Kising, East Anchorage High School, Anchorage, Alaska, daughter of LTC and Mrs. Richard L. Kising (Fort Richardson, Alaska) College Major: Nursing. Career Goal: Nursing.

Mr. Steven R. Otto, Heidelberg American High School, Heidelberg, Germany, son of COL and Mrs. Wayne R. Otto (APO New York) College Major: Science and Math. Career Goal: Medicine.

\$150.00-\$250.00 AAAA MEMORIAL SCHOLARSHIP AWARDS

Mr. Philip D. Walker, Grosse Pointe High School, Grosse Pointe Farms, Mich., son of Mrs. Barbara Walker and the late MAJ Robert L. Walker (Grosse Pointe Farms, Mich.) College Major: History.

Miss Mikel A. Oswalt, Eastern Hills High School, Fort Worth, Tex., daughter of COL and Mrs. John W. Oswalt, (Ret.) (Fort Worth, Tex.) College Major: Veterinary Medicine/Mathematics.

Miss Sandra L. Harry, Hardaway High School, Columbus, Ga., daughter of Mrs. C. R. Harry and the late Warrant Officer Harry (Columbus, Ga.) College Major: Art or Languages. Career Goal: Teaching.

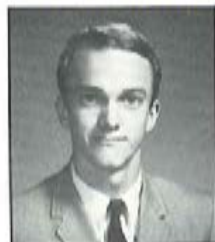
\$100.00 AAAA SCHOLARSHIP FOUNDATION HONORARIUMS

Mr. Leslie G. Callahan, III, Phillips Academy, Andover, Mass., son of COL and Mrs. Leslie G. Callahan, Jr. (McLean, Va.) College Major: Electrical Engineering. Career Goal: College Professor.

Mr. Patrick B. Thomson, Carroll H.S., Ozark, Ala., son of COL and Mrs. Arlington C. Thomson, (Fort Rucker, Ala.) College Major: Chemistry/Mathematics. Career Goal: Undecided.

Mr. Jeffrey A. Rawlings, Flippin High School, Flippin, Ark., son of

1968 AAAA Scholarship Foundation Winners



PATRICK B. THOMSON



WILLIAM H. WOLFF



HELEN M. BEATTY



GWENDOLYN BRUTON



EDDA C. ELIASSON



JONATHAN H. FUTRELL



KATHLEEN A. LEWIS



PETER S. STIPECH



WADE H. BENTON



GEORGETTE A. BONIFACIO



SHEILA COLES



MARY E. SLOTT

LTC Morris G. Rawlings (Ret.) (St. Louis, Mo.) College Major: Journalism. Career Goal: Journalism.

Miss **Leanne E. Long**, Roger Ludlowe High School, Fairfield, Conn., daughter of COL and Mrs. Richard L. Long, (Ret.) (Fairfield, Conn.) College Major: Psychology. Career Goal: Psychologist or Teacher.

Mr. **William H. Wolff**, H. V. Jenkins High School, Savannah, Ga., son of MAJ and Mrs. William H. Wolff (Savannah, Ga.) College Major: Pre-Medicine. Career Goal: Medicine.

AAAA SCHOLARSHIP FOUNDATION AWARD PLAQUES

Miss **Edda C. Eliasson**, Suitland Senior High School, Suitland, Md., daughter of COL and Mrs. Arne H. Eliasson (Suitland, Md.) College Major: Pre-Medical/Mathematics. Career Goal: Medicine.

Mr. **Jonathan H. Futrell**, Bishop Treton High School, Alexandria, Va., son of LTC and Mrs. Arne H. Futrell (Ret.) (Alexandria, Va.) College Major: Humanities. Career Goal: Law.

Miss **Helen M. Beatty**, James Madison High School, Vienna, Va., daughter of BG and Mrs. George S. Beatty, Jr. (USARHAW). College Major: Journalism. Career Goal: Journalist.

Miss **Kathleen A. Lewis**, Belleville TWP High School, Belleville, Ill., daughter of Mr. and Mrs. Ira F. Lewis (Belleville, Ill.) College Major:

Special Education. Career Goal: Teaching Retarded Children.

Mr. **Peter E. Stipech**, Houghton High School, Houghton, Mich., son of LTC and Mrs. Edward F. Stipech (Chassell, Mich.) College Major: Veterinary Medicine. Career Goal: Veterinarian.

Miss **Gwendolyn Bruton**, Richard King High School, Corpus Christi, Tex., daughter of Mr. and Mrs. Jesse Bruton, (Corpus Christi, Tex.) College Major: Biology. Career Goal: Medicine.

AAAA CERTIFICATES OF SCHOLARSHIP ACHIEVEMENT

Mr. **Wade H. Benton**, St. Andrew's School, St. Andrews, Tenn., son of LTC and Mrs. Lucien C. Benton (Fort Rucker, Ala.) College Major: International Relations or Political Science. Career Goal: Law.

Miss **Mary E. Slott**, Webster Groves High School, Webster Groves, Mo., daughter of Mr. and Mrs. Charles A. Slott (Rock Hill, Mo.) College Major: Nursing. Career Goal: Registered Nurse.

Miss **Sheila Coles**, Manteca High School, Manteca, Calif., daughter of CWO and Mrs. Gordon L. Coles (Manteca, Calif.) College Major: Sociology. Career Goal: Social Worker.

Miss **Georgette Ann Bonifacio**, W. T. Woodson High School, Fairfax, Va., daughter of LTC and Mrs. Robert Bonifacio (Fairfax, Va.) College Major: Linguistics. Career Goal: Foreign Correspondent.



AAAA CALENDAR

■ **Monmouth Chapter.** "AAAA Summer Weekend" at the Kings Grant Inn, Point Pleasant, N.J., June 28-29-30, with Chapter Dinner-Dance on Friday, June 28.

CHAPTER HONORARY MEMBERSHIPS

Major General Elmer J. Gibson, Deputy Chief of Staff for Logistics, U.S. Continental Army Command. Presented by Fort Monroe Chapter at Fort Monroe, Virginia, on February 17, 1968.

Lieutenant General John A. Heintges, Deputy Commander-in-Chief, Seventh U.S. Army. Presented by USAREUR Region at Garmisch, on March 11, 1968.

Brigadier General Joseph Geva, Defense and Armed Forces Attache, Embassy of Israel. Presented by Washington, D.C. Chapter at Fort McNair, Washington, D.C., on March 15, 1968.

Colonel Uri Yarom, Assistant Defense and Armed Forces Attache, Embassy of Israel. Presented by Washington, D.C. Chapter at Fort McNair, Washington, D.C., on March 15, 1968.

General Charles H. Bonesteel, III, Commanding General of the Eighth U.S. Army. Presented by the Korean Chapter at Seoul, Korea, on March 26, 1968.

Air Commodore C. T. Nance, British Defense Staff, British Embassy. Presented by Washington, D.C. Chapter at the Pentagon, on April 5, 1968.

AAAA BRONZE MEDALLION

WOC Michael A. Bundas, Honor Graduate, Warrant Officer Fixed Wing Aviator Course 68-5, Fort Stewart, Ga.

2LT Leslie J. Clarke, Jr., Honor Graduate, Officer Fixed Wing Aviator Course 68-6, Fort Stewart, Ga.

Eric H. Petersen, by members of the Lindbergh Chapter upon the completion of his 1964-1968 presidential terms of office.

AAAA SILVER MEDALLION

USASETAF Aviation Company, "Outstanding Aviation Unit," USAREUR Region, 1966-1967.

CW3 Jimmie E. Johnson, "Outstanding Army Aviator," USAREUR Region, 1967-1968.

SFC (E-7) John H. Smith, "Aviation Soldier of the Year," USAREUR Region, 1967-1968.

AAAA Certificate of Achievement

USAPHS Graduation, April 12

WOC Robert J. Rockwell (Flight Achievement Award)

WOC Malcolm H. Littman, Jr. (Academic Achievement Award)

2LT Arthur D. James (Academic Achievement Award)

1LT James W. Cunningham (Flight Achievement Award)

WOC David T. Young (Military Achievement Award)

■ **Lindbergh Chapter (St. Louis).** Professional dinner meeting. **Dean L. Z. Seltzer**, Parks College of Aeronautical Technology, guest speaker. **Kitty Hawk Lounge**, St. Louis University, E. St. Louis, Ill. Tour of new Aeronautical Lab, cocktails, dinner. 11 April.

■ **Richard H. Bitter Chapter (Corpus Christi).** Professional dinner meeting. **MG John J. Hayes**, Director of Supply, USAMC, guest speaker — "Logistics Support of U.S. Army Aviation in Vietnam." Cocktails and dinner. Petroleum Tower. April 19.

■ **Sharpe Army Depot Chapter (Lathrop, Calif.)** Professional dinner meeting with **John F. Stacy**, Lifton Guidance & Control Systems Division, guest speaker. Cocktails & dinner. Sharpe Army Depot Officers' Open Mess. April 20.

■ **Mount Rainier Chapter (Ft. Lewis).** General membership business meeting (stag). Chapter elections. Cash bar, refreshments. Ft. Lewis Officers' Open Mess. April 30.

■ **Monmouth Chapter (Ft. Monmouth).** Professional luncheon meeting. **MAJ Jack Kozad**, Avionics Commodity Management Office, guest speaker — "Avionics Logistics Support Problems faced in USARV." Gibbs Hall. May 2.

■ **Fulda Chapter.** General membership professional and social meeting. Vietnam slides; report on USAREUR Region Convention. **Dammenfelder Hof**. May 2.

■ **Nurnberg Chapter.** General membership social meeting tied to Spring AAAA General Membership Drive. Putting contest and games, refreshments, dinner, brief meeting, dancing. **Nurnberg Golf Club**. May 10.

■ **Richard H. Bitter Chapter (Corpus Christi).** Country & Western Party with buffet, sing-along, dancing, entertainment. **CPO Club, NAS**. May 20.

■ **Lindbergh Chapter (St. Louis).** Professional dinner meeting. **MG Howard F. Schiltz**, Director of Major Items, USAMC, guest speaker. Refreshments, dinner at **Lambert Field Officers' Club**. May 23.

■ **David E. Condon Chapter (Ft. Eustis).** Combined professional luncheon with Fort Monroe Chapter. **MAJ James J. O'Connor**, OPD, OPD, guest speaker — "Transportation Aviator Assignments." Fort Eustis Officers' Open Mess. May 28.

■ **Korean Chapter.** "Southern Style Steak Fry." **Clobber Inn Corral, K16 Ranch**, Short business meeting; election of officers. May 31.

■ **Army Aviation Center Chapter.** Army Aviation Birthday Party. Cocktails, buffet, birthday cake. Members only. **Lake Lodge, 1800-2000 hours**. June 7.

■ **Sharpe Army Depot Chapter (Lathrop, Calif.)** Annual Chapter Golf Tournament, June 7, followed by general membership dinner meeting on June 8 at the Sharpe Army Depot Officers' Open Mess.

■ **Fort Bragg Chapter.** Professional dinner meeting. **COL John W. Marr**, Executive for Army Aviation, OPD, DPO, DA, guest speaker. — "Aviator assignments and related personnel actions." Refreshments, dinner, presentation, dancing. **Fort Bragg Officers' Club**. June 28.



BLAYE — Newly-elected officers of the Sharpe Army Depot Chapter of the Army Aviation Association of America (AAAA) include, left to right, Claude Johnson, Vice President for Publications; (left) Warren Officer Gordon Coffey, Vice President for Army Affairs; Perry West, current Vice President; Alton (Ted) Darr, President; Joseph Cavanaugh, Vice President for Joint Affairs; and Carlos Cortes, Treasurer. Not pictured are Billy Wester, Secretary, and Colonel Warren Boyd, California-Army National Guard, Vice President for Reserve Affairs.



FORT RUCKER — The Choralettes, a group of officers' wives at the U.S. Army Aviation Center, are shown entertaining USAAVIC members at their March 18 professional dinner meeting at the Lake Lodge. In addition to the Choralettes, the Jordan Dancers from Enterprise did a series of numbers at the AAAA meeting. (U.S. Army photo)

AAAA IN PHOTOS



SHIL — General Charles H. Bonesteel, II (GAI), Commanding General, 1st U.S. Army, receives a certificate naming him an Honorary Member of the Norman Chapter of the Army Aviation Association of America (AAAA). LTC Donald R. Jordan, DAQ, XUSA, and Chapter president, is on the right making the presentation after the March 28 meeting.



FORT RUCKER — A.D. "Dusty" Right (right), Director, Rules, Notary Wing for the Lockheed-44th Bombardment Co., and guest speaker at the Army Aviation Center Chapter's March 18 dinner meeting, chats with Colonel James H. Brown, Chapter president.



FORT RUCKER — CPT Donald F. Massey, Aide-de-Camp to MG John Norton, USAVCDM, receives his diploma and an AAAA Certificate of Achievement as the Distinguished Graduate of AMOC 5-68 at the USAVTCB. COL Robert L. Coffey, guest speaker and Chief of the Aircrew Div., Army Aviation Directorate, IA (left), made the presentation.



FORT WOLTERS — Safety-conscious members of Flight B-9 of USAFHP pose April 30 on achieving 100 accident-free hours of flight instruction. Standing from left are CWOs AJ Romanowski, RJ Doria, RD Alexander, & TM Babson; 1LT DL Pope; CPT JA Berk; standing from left are LTC JP Stone (dir, FH Div B); CWOs WC Handberry & R Field; OPTS LB May and RC Carney; CWOs ME Smith, Jr. & BJ Brennan; CPT CO Reed; 1LT CWO BJ Smith; and MAJ CC Blanton (FH Commander).



FORT WOLTERS — A recent student wives' tour of the facilities of the U.S. Army Primary Helicopter Center included a visit and walk-through the maintenance hangar at Dugway Army Heliport. Wives of Flight Division B students listen attentively as William A. Edwards, Jr., a Southern Army maintenance shift supervisor, explains how helicopters at USAFHP are maintained to insure the safety of the men who fly them. (U.S. Army photo)



OREA — Rank spread? Photo above, left to right, the 55th and 1st Bns (AB) CO, LTC RR Fitzgerald, and unit commander, LTC ER Henderson, 45th Trans Co (AM). MAJ EA Drown, 55th Ord Co (SM); CPT WF Nicholas, 1st Co & A, 55th AB Bn; 1LT TA Palmquist, Co B, 55th Main Bn; and 1LT J Brown, 55th Trans Det (AM). (USA photo)



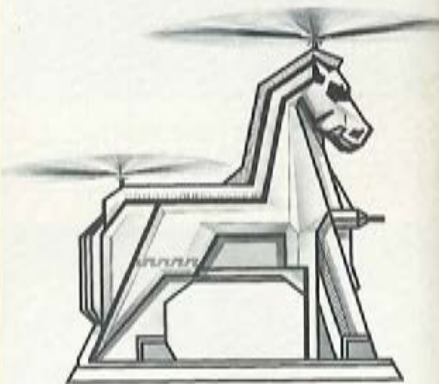
HUNTER AAF — Remembering when the best part of the day came as the final bell sounded and classes are, 1 to 7. MAJ Edward M. Lowery, William G. Ballard, Gary P. Lane, Howard E. Malone, and Charles H. Grayson. All five grew up in Meridian, Miss.; graduated from Meridian Senior HS within a year of each other; all are U.S. Army majors; and all are combat pilots recently returned from USAFYU to USAFTU.



FORT EUSTIS — CPT Charles W. Ingram, Distinguished Graduate, receives an AAAA Certificate of Achievement and his diploma from COL E. Pearce Fleming, Jr. (left), Deputy Director of Army Aviation, GADSPOR, at the AMOC 1-68 graduation. The AAAA's David E. Condon Chapter presents the continuing award. (All photographs on this page are courtesy of U.S. Army)

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

See section 157.4 of the postal manual.



Trojan Horse to end all Trojan Horses.

Twenty-five hundred years ago, the Greek army sneaked past Troy's fortifications in a giant wooden horse.

The Greeks would have liked Boeing's horse a lot better. It's called the CH-47C—the Chinook—and it doesn't have to wait for the enemy to drop his defenses; it merely leapfrogs over them. At a brisk 160-plus.

With an entire platoon aboard.
Or a howitzer.

What's more, while the original Trojan Horse got where it was going only if a few hundred Greek infantrymen got behind it and pushed, the Chinook's brawn comes from two incredibly powerful, compact Avco Lycoming T55 gas turbines.

They're the strongest ever built—3,750 shp apiece. Nine hundred more, by the way, than the engines on the earlier "B" model, which was no slouch either.

More power means more hustle. And more payload. In this case, 25% more. That's an extra 2,000 pounds of chariots and yeomanry.

This engine is the latest in Avco's family of gas turbines that power eight out of ten U.S. helicopters in Vietnam, and which have literally millions of hours' experience behind them. Six million in the T53 alone.

That's enough, at normal helicopter speeds, to travel more than 35,000 times around the center of the globe.

Not bad, as Odysseys go.