

Army Aviation

SEPTEMBER 30, 1968



1968: the Year of C-Power

(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

ARMY AVIATION

SEPTEMBER 30, 1968

Endorsed by the Army Aviation Ass'n of America

CONTENTS

Tenth AAAA Annual Meeting Program Highlights, Registration Details	27
The Professional Appeal of AAAA and AUSA by Brigadier General Edwin L. Powell, Jr. Director of Army Aviation, OACSFOR, Dept. of the Army	8
Worry! Worry! The Interrelationships of Worry, Age, Waistlines, and Weight Loss by LTC Morris G. Rawlings, Ret.	12
Fifteen U-8 Aircraft Complete Trans-Atlantic Ferry Flight Army Crews Fly Command-Liaison Aircraft to USAREUR Aviation Units	28
AAAA Annual Meeting Program Features Military Panelists Five-Panel Program Includes Industry Presentation on USSR Rotary Wing Aircraft ..	26
PCS Changes of Address and Residence	33
Necrology May-July, 1968 Obituary Notices	42
Nominees for AAAA National Executive Board Office Colonels Corey, Ellis, and Fleming Proposed for 1968-1971 Terms of Office	44
AAAA Calendar National, Regional, and Chapter Activities ..	46

ADVERTISERS

Avco Lycoming Division	1
McCann/ITSM, New York, New York	
Beech Aircraft Corporation	6-7
Bruce B. Brewer Co., Kansas City, Mo.	
Bell Helicopter Company	Centerspread
Wyatt & Williams Division, Dallas, Texas	
Boeing Vertol Division	2nd Cover
N. W. Ayer & Son, Inc., Philadelphia, Pa.	
De Havilland Aircraft of Canada, Ltd.	23
Kenyon & Eckhardt, Ltd., Toronto, Canada	



Dynalectron Corporation	4
Dawson Mac Leod & Stivers, Washington, D.C.	
Grumman Aircraft Engineering Corp.	3rd Cover
Fuller & Smith & Ross, Inc., New York, N.Y.	
Hughes Tool Company-Aircraft Division	14-15
Foote, Cone & Belding, Los Angeles, Calif.	
Lockheed Aircraft Corporation	18-19
McCann-Erickson, Inc., Los Angeles, Calif.	

Advertising information and rates available from the Business Office (203) 227-8266 or from Jobson, Jordan, Harrison & Schulz, 1901 W. 8th St., Los Angeles, Calif. 90057. (213) 483-8530 or 57 Post St., San Francisco, Calif. 94104. (415) 392-6794.

ARMY AVIATION is published monthly by Army Aviation Publications, Inc., with Editorial and Business Offices at 1 Crestwood Road, Westport, Conn. 06880. Phone (203) 227-8266. Subscription rates for non-AAAA members: 1 year \$4.50, 2 years \$8.00 to CONUS and APO addresses only; add \$7.50 per year for all other addresses. The views and opinions expressed in the publication are not necessarily those of the Department of the Army. Publisher, Arthur H. Kesten; Managing Editor, Dorothy Kesten; Associate Editor, Jessie Borck; Subscription Fulfillment: Beryl Beaumont. Exclusive articles pertinent to any Army aviation subject, except industry, AAAA, unit, or major command articles, are reimbursable at the rate of three cents to five cents per word for the first 2,000 words published. Second class postage paid at Westport, Conn.



ENGINEERING SERVICES

PETROCHEMICAL PROCESSES

CRYOGENICS

OCEAN SCIENCES

AIRCRAFT MODIFICATION

PROGRAMMING

CINETHÉODOLITES

OPERATION & MAINTENANCE

DATA PROCESSING

INSTALLATION

MANAGEMENT SYSTEMS

UMBILICAL CABLES

PROTOTYPE ENGINEERING

ELECTRONICS SYSTEMS INTEGRATION

MEDICAL ELECTRONICS

POWER GENERATING SYSTEMS SERVICE

ELECTRONIC WARFARE SYSTEMS

AIRCRAFT SERVICES

AIRCRAFT SALES

AIRCRAFT STRUCTURAL REPAIR

BUILD-TO-PRINT

AIRCRAFT MODIFICATION

HI-POWER COAX CABLES

FIXED BASE OPERATIONS

TECHNICAL PUBLICATIONS

FIELD TEAMS

AVIONICS REPAIR & OVERHAUL

ELECTRICAL EQUIPMENT FABRICATION

RANGE INSTRUMENTATION SUPPORT

RETROFIT

PNEUMATIC & HYDRAULIC SYSTEMS SUPPORT

TRAINING

Q C PROGRAMS

AEROMEDICAL RESEARCH SUPPORT

DYNALECTRON CORPORATION

ENVIRONMENTAL CONTROL

R & D

PAINTING & FINISHING

PRECISION MACHINING

SHIPBOARD ELECTRONICS SYSTEMS SUPPORT

SHEET METAL FABRICATION

AEROSPACE ELECTRONICS

FLIGHT SIMULATOR SERVICES

ANALYTICAL AIRCRAFT INSPECTION

MOTOR VEHICLE SUPPORT

CORROSION CONTROL

LOGISTICIANS

AEROSPACE GROUND EQUIPMENT SUPPORT

VALUE ENGINEERING

TIMING SYSTEMS

PHOTO-OPTICAL INSTRUMENTATION

COMPUTER OVERHAUL

AIRCRAFT CUSTOMIZING

CRASH & BATTLE DAMAGE REPAIR

PHOTOGRAPHIC SERVICES

2233 WISCONSIN AVENUE, N.W. • WASHINGTON, D.C. 20007

AEROSPACE OPERATIONS DIVISION • AEROSPACE PRODUCTS DIVISION • AIR CARRIER SERVICE DIVISION • LAND-AIR DIVISION • PARADYN DIVISION
HYDROCARBON RESEARCH, INC.

A REMINDER

Annual Meeting



Week



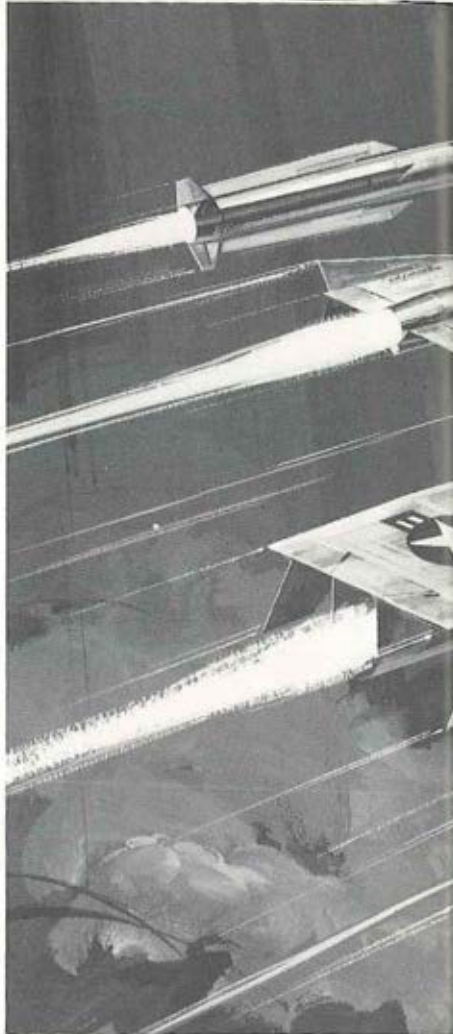
OCTOBER 30-NOVEMBER 1
SHERATON-PARK HOTEL, WASHINGTON, D. C.

Stand-in for an enemy

What are the enemy capabilities we must be prepared to face—and foil—in the years ahead? Both manned aircraft and missiles will operate at supersonic speeds. Both will be capable of extreme high altitude or tree-top level attack. The speed of detection and response required of defensive weapons and the men who control them will be critical.

We will be ready, because targets have been developed to match those future enemy capabilities. Target/drones will offer the challenge needed for perfecting our defense technology. They'll do it at a remarkably low cost.

An air augmented missile was designed by Beech to offer precisely that challenge to weapon system development. In addition,



This Beech AQM-37A target missile is used as the test-bed for the first U.S. hybrid rocket propulsion system, developed by United Technology Center, Division of United Aircraft Corporation. During first tests the missile was sent to altitudes up to 80,000 feet, to speeds in excess of 2,000 mph and demonstrated its maneuverability at supersonic speeds—exactly as planned.

tion, it offers a potential of multi-purpose use as a tactical weapon. It has capabilities for high or low altitude surveillance, as an effective decoy or as a controlled, maneuverable armed missile—air-to-ground, ground-to-air or ground-to-ground.

The growing Beech family of target/drones, including prop, rocket and jet propulsion systems, has contributed to defense systems development during the



last two decades, efficiently and economically.

For full information about Beech missile system and component design,

*For target/drone
system versatility...*

**Look to Beech
Capabilities**

analysis, development, test and manufacturing capabilities, write Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

Beech *Aerospace Division*

Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

The Professional of AAAA and the

by BRIGADIER GENERAL EDWIN L. POWELL, JR.

The Director of Army Aviation details the interrelationships and complementary nature of AAAA and AUSA on the eve of the back-to-back conventions of both organizations later this month in Washington, D.C.

THE annual convention of the AAAA is approaching rapidly and I urge everyone who can possibly fit it into his schedule to make early plans to attend. Each year the program has grown in scope and importance. I'm sure you will find this year's program interesting and worthwhile.

No matter what profession a person chooses, he will find some reason to associate with those in a similar field. As a flying soldier you have two organizations that deserve your support and active participation — the AAAA and the AUSA.

The former is dedicated to the special interests of Army Aviation; the latter encompasses the broad goals of the total Army, of which aviation is such an integral part. The two associations have complemented each other from their beginning and the timing of their annual conventions has been no accident.

As the Director of Army Aviation, I cannot head a membership committee for any organization, but I have watched the growth

ARMY AVIATION MAGAZINE

Appeal AUSA!



of the AAAA over the years and have seen the intangible benefits of active membership in the Association, as well as the obvious benefits of flight pay insurance and the pure social aspects of hangar flying.

When the organization was in its formative stage, there were those who were concerned that such a group would be considered divisive with all the connotations of "another air corps", "the flyboys", etc. The history of the Association has proved such concern unfounded, and I am particularly pleased by the number of senior non-rated members of the military who are among Army Aviation's staunchest supporters.

No higher tribute

To quote General Abrams on the occasion of the 1st Army Aviation Brigade's anniversary: "It has always been interesting for me to note here that the aviators and the men of this Brigade have been taken into the brotherhood of the combat arms — not by regulation and not by policy — but they have been

voted in by the Infantry who are the charter members of that secluded group, the combat arms. You have made great history for Army Aviation and great history for the Army."

These remarks have been echoed by hundreds of our comrades-in-arms who have watched and participated in aviation operations in combat. There could be no higher tribute to the maturity of Army Aviation than its acceptance as a full-fledged member of the combined arms team. The AAAA and AUSA symbolize this relationship. We are proud to be aviators and equally proud to be Army. No dichotomy exists.

A vehicle for recognition

The *Army Aviation Association* is the primary vehicle for giving recognition to the outstanding individuals and organizations in our aviation program. The AAAA annual awards are expressions of the pride we have in the dedication and professionalism of our people. The stature of these awards grows every year among the other members of the

PROFESSIONAL APPEAL

(Continued from Page 9)

aviation community. This stature has been enhanced by the high officials who have consistently made the presentations. (Ed. See box on this page.)

An unofficial "voice"

Over the years, the AAAA has provided a useful, unofficial voice for the Army Aviator and a valuable means to exchange information. To give you some idea of the growth of Army Aviation, ten years ago the editors of this AAAA-endorsed magazine found it feasible to publish a list of every aviator, his flight qualifications, and approximately twenty other bits of personal information, including the names of his wife and children. Today, such a task would be almost impossible and would be about the size of the Washington phone book.

The obvious fact is that the program has long passed the time when Army Aviation was a cozy little community where everybody knew everybody else. Some old-timers might view this change with a certain nostalgia, but change and growth are measures of progress. We can look back at our past with fondness, but the future is our true concern. The AAAA has grown and matured in direct proportion to the Army Aviation program. This is as it should be.



General Harold K. Johnson, Army Chief of Staff is shown presenting the "Outstanding Aviation Unit Award" at the 1967 AAAA Annual Meeting.

AAAA NATIONAL AWARDS

Secretary of the Army Stanley R. Resor will present the "Aviation Soldier of the Year" Award at the Tenth Annual AAAA Honors Luncheon, November 1, during the AAAA Annual Meeting in Washington, D.C. General William C. Westmoreland, Chief of Staff, will present the "Outstanding Aviation Unit Award" while the "Army Aviator of the Year Award" will be presented by General Bruce Palmer, Jr., Army Vice Chief of Staff.

Don't be passive!

To the many young men who are just entering our program, I urge you to join and participate in your local AAAA chapter. I believe you will find it worthwhile professionally and enjoyable. As you move forward in your career, you will find that the organization is more than social. At the same time, I urge you to become a member of the AUSA which has broader goals and serves the Army as a whole. The loyalty a man may have to his parent division, for example, does *not* diminish his loyalty to the Army.

I started this letter stating I cannot head a membership drive and then spent the next few paragraphs as if I were doing just that. Perhaps there are some among you who feel the AAAA (or AUSA) is not doing enough at the local or national level, or feel that such organizations are not truly facing up to your needs. The best way to influence any change you feel is necessary is to be a part of the organization and actively fight for what you believe is necessary. The passive measure of non-participation is *not* your best means of expression.

New Deputy Director

As a personal note and to show that the magazine still has certain "homey" touches, I'd like to announce the arrival of *Colonel Jack Hemingway* as the new Deputy Director of Army Aviation. (He has just returned from Vietnam where he was the Deputy Commander of the 1st Army Aviation Brigade.) He replaces *Colonel Pearce Fleming* who has done a splendid job in the past year, but who now plans to retire in the near future. This office has had many personnel

ARMY AVIATION MAGAZINE



AAAA's 1967 NATIONAL AWARDEES

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

changes over the past few months and I wish I had the time and space to detail all of them. Much as I regret the necessary turnover, I am pleased that the new officers assigned here are indicative of the depth of talent in Army Aviation.

Warrant Officer Promotions

As a final comment I would like to pass on some interesting statistics. The recent Warrant Officer Promotion Board selections for WO-3 and WO-4 indicate that the aviator fared as well or better than his non-rated contemporary.

- In the primary zone for selection for WO-3, 236 aviators were considered and 206 selected for an average of 87%. The Army-wide average (excluding aviators) was 85%.
- Of the WO's previously considered, aviators had a selection rate of 37%, compared to 22% for other Warrants.

- In the secondary zone of consideration to WO-3, 16 Army Aviators were among the 28 selected.
- In the primary zone for WO-4, 90 aviators were considered and 74 selected, for an average of 82%. The Army-wide average (excluding aviators) was 70%.
- WO-3 aviators previously considered had a selection rate of 58%, compared to 23% for other Warrants.
- 43% of those in the secondary zone to WO-4 were aviators.

The figures speak for themselves, for the WO-3 and WO-4 competition is among the keenest professional soldiers. I am pleased and in no way surprised that the Warrant aviator continues to measure up so well.

WORRY! WORRY!

THE INTERRELATIONSHIPS OF WORRY, AGE, WAISTLINES, AND WEIGHT LOSS

A TREATISE BY LT. COL. MORRIS G. RAWLINGS, ARMY AVIATOR (RET.)



I have just finished Colonel Lester Robertson's sales pitch on the "New Army Aviation Ring" (July 31 issue) and my ears are ringing with his descriptive phrasing "... the pioneers of Army Aviation who are identified today as the gray-haired, bifocal-wearing and often time-restricted throttle-pushers ..."

Buying the confounded ring was never in question — I always intended to do that! His accurate word picture, however, has added a new factor: that of urgency. I have the feeling that *unless* the ring is forwarded by jet it may adorn the finger of a portly corpse.

You see, sir, in your effort to define the *old-timer* without defiling him, you neglected to mention the fact that we old-timers have begun to relax our high-held chests; that we are beginning to insist upon having more material in our trousers; that we lean slightly backward while standing erect, etc.

Bluntly, sir, many of us are getting fat!

* * *

As we begin to thicken about the waistline, we begin to worry those whom we hold dear, and those whom we pay dearly. In the latter category — the insurance agents and physicians, the push toward poundage is met by financial resistance. Frankly, those put-on pounds put pallor in the pink of those practitioners whom pilots pay to prolong their post-parental period. Instalment payments do *not* flow from under a headstone.

Those who would have us eat further from the table have momentarily forgotten

ARMY AVIATION MAGAZINE

our bifocals; those who suggest that we push the food-laden table away have overlooked our sparse, graying locks; and those who suggest exercise or other sweat-producing, spots-before-the-eyes movements do not adequately consider our time restrictions.

There is only one appeal which has meaning to the old-timer — one which plays on his sympathies and to his sense of fair play. No pilot can stand to see worry lines on the faces of those who view his expansion with alarm.

After a time — an embarrassing time during which he makes promises in public and breaks them in private — he notices a strange phenomenon. Those who are doing the greatest amount of worrying are becoming thinner. The conclusion becomes obvious. In order to relieve others of their worry, it is necessary that he take over the chore from them. He must become a worrier. At one fell swoop, he can force others to find a new subject for fretting and, if he can find a real pot-boiler for himself, he can even lose some weight. This is a typical Army Aviation solution, learned while trying to convince others that one could be both a full-time aviator and a top-notch infantryman at one and the same time.

The first mistake!

Having made up his mind that worrying is both a solution and a form of salvation, the old-timer sets about the task in his customary scientific manner. He determines, based upon the amount of his excess poundage, the type and intensity of his chosen worry. *He has just made his first mistake!* He has assumed that the bigger the worry, the greater the weight loss.


I know one grossly over-padded pilot who restricted himself to things like our reception when landing on other planets; about running out of oxygen in our air envelope; about the sun's exploding into a super-nova; and about the sudden shifting of the earth's poles. He didn't lose an ounce! His worries were so big that when he really got involved, his mind would boggle at the implications and he would rush out to get a drink and a handful of peanuts.



It is the small, niggling worries which pay dividends — the kind to which one can refer over and over again because they defy solution. It is not my intention to give you handmade worries because that would rob you of one very real stew — one can always worry about the fact that one has nothing to worry about — but three examples may be of interest:

- (1) What would happen if your derma and epidermis shifted so that the pores no longer matched?
- (2) What would happen if your wife became a State Representative and you and the kids had to address her as "The Right Honorable"?
- (3) What would happen if everyone on earth suddenly told the truth, the whole truth, and nothing but the truth?

One must pick on a small worry and refer to it often because of another factor discovered by a lonely researcher under King Arthur's Round Table. One may wonder as to why he was under the table, but there is no room for doubt about the simple fact he discovered: *No one can worry successfully about anything for more than thirty seconds at a time.* For that matter, no one can even think on a single subject for more than a half-minute sequence.



Tough machine for a tough war.

There isn't a tougher proving ground than Vietnam. Or a tougher assignment than getting right down among the trees on aerial scouting missions.

So how is the Army's new OH-6A Cayuse standing up? Here's what the pilots and mechanics say, and they're the ones who know:

"Tail rotor blades were damaged in close-in action when they hit some trees. Trailing edges on the outboard ends were split open.

Outboard tips of the blades were also split open on the blade faces. The pilot flew this Cayuse 1½ hours afterwards. He said he felt nothing wrong with the tail rotor assembly—and no vibrations at all."

"We've had these birds take 10, 15 hits in vital parts and still fly back. This is the safest helicopter in the world, and all the pilots know it."

"In one Cayuse, bullets penetrated fuel cells, seat bracket, engine-to-main-transmission shaft, cargo-

compartment upper window, lower fuselage, engine-compartment doors, tail section, tail rotor control rod, engine armor. Flew one hour after damage and returned. No problems."

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, California.



Hughes Helicopters

WORRY! WORRY!

(Continued from Page 13)

Up to now, things have been easy. All we've really established is that Col. Robertson (bless him!) has given we old-timers a new worry to play with; one which might help us lose some weight and thus relieve others of their worries, or force them to find new ones. We have found that big worries do not pay dividends because they drive one to eat and drink. Further, we are assured that no worry can retain center stage for more than thirty seconds at a time. From now on, the going gets rougher and the drop-out rate becomes more severe.

Yardstick: Weight loss

The *measure of effectiveness* applied to our chosen worry is *weight loss*. But that measure is not usable until some time in the future. We could struggle along fretting over a single subject for days and weeks only to find it ineffective. Because we old-timers have but limited time, we must learn early that we are worrying about the proper things. We must find an interim measure of effectiveness — something which will tell us immediately that we are on the proper path.

Can we do this solely by the way we feel? By the way our brow furrows and our insides churn? No, because one can obtain the *same* effect from eating Mexican food

or by drinking Scotch and Coca Cola. Can we assign an arbitrary value to each worry and prove or disprove our guess? Of course, but again this becomes an after-the-fact solution.

The "Interruptors"

There is a way. Don't despair! Since we know that our worry will be interrupted at least twice in each minute, we can assume that the interruptor is momentarily more important than the interruptee. If we can isolate the interruptors and somehow establish a value for them, see how simple it is? Here, I'll put it in tabular form:

- (1) An effective worry will be interrupted only by a momentarily more important thought.
- (2) Some interruptions will occur more frequently than others; therefore, some are more important than others.
- (3) If each interruptor is assigned a value according to its importance and if that value is applied to the worry itself, we can weight the worry and de-weight ourselves.
- (4) The worry which is interrupted only by high value interruptors is the most effective.

Nailing it down . . .

Now, rather than cause you to go through all of these steps again taking the very real chance of causing confusion, I'm prepared to give you, *free of charge*, a listing of the ten most common distracting thoughts together with their relative values:

INTERRUPTOR	VALUE
Sex	10
Hunger/Thirst	9
Pain	8
Money (Yours)	7
Leave/Vacation	6
Tomorrow	5
Yesterday	4
Money (Other People's)	3
Flying	2
Everything Else	1

Sex — that is, thoughts having such a theme — rate very highly for the old-timer. Any worry which we might have which



can be interrupted only by those thoughts just simply has to be worth worrying about. After all, it is difficult to dredge up thoughts from the subconscious, and that's where long-forgotten memories and impulses are forced to live.

... and following through!

This means that the "gray-haired, bifocal-wearing, etc." person must more carefully evaluate his interruptors than, say, the twenty-five-year-old fatty. While the younger man knows instinctively where his thoughts are leading, the older man must carry them on to a conclusion. For example, if the worry were to be supplanted by thoughts of a pair of gray flannel trousers, the young man would simply classify the thought as a one-pointer. The older gentleman might go on like this:

"The last pair I owned was so threadbare from cleaning that I had to wear two pairs of shorts and an athletic supporter to cast a shadow. In fact, that's what Florine said, 'Coming events cast their shadows before'. Boy, was that Florine something!"

And, as you now see, the older man should consider his interruptor as having a value of ten. Because his worry could not be sidetracked by anything less, he has a live one which should help him lose weight. It is necessary, however, to recheck these things and it appears that a minimum of three runs is required in order to draw meaningful conclusions. It is too easy to begin worrying during the cocktail hour or in the middle of a midnight snack.

A single iteration, done at such a time, will return some peculiar readings and can even result in a stomach ache. Besides, if you're going to cheat, you should use a computer. It will give you quicker incorrect answers, and will give employment to a linguistic programmer.

Where were we? Oh, we were about to work on an example. First, we need a worry — anything will do for a starter. Here's one: Men who have waged war for 2,000 years of recorded history pay but little attention to that history. What would happen if everyone suddenly said, "I ain't mad at nobody!" and went home?

SEPTEMBER 30, 1968

Your first dry run . . .

Zero the second hand on your stopwatch and start!

"Well, in the first place, there would always be some SOB who didn't get the word. Just as soon as I laid down my gun, he'd clobber me and I'd end up on a slab. Speaking of slabs, wonder if we're having steak tonight? Besides, all of us have a stake in the future because of our children. Which reminds me, Jeff will need more money if he moves out of that fraternity house. It would probably be cheaper if he moved into a sorority house — that new apartment of his better not have a double bed. His mother would have a bissy. And, besides, we can't even get families to work together, let alone states or countries. Bet it's cool in the country along about now with the sun going down and the mosquitoes beginning to swarm. No one will ever admit it, but a major reason for Lee's surrender was because his men started going home to take care of the work — and how about the Revolutionary War when the men didn't want to leave the state boundary. I wonder if they'll raise the state tax again this year."

Time's up. The worry wasn't much good:

At Time:	Interruptor	Value
8 sec.	Hunger	$8 \times 9 = 72$
25 sec.	Sex	$17 \times 10 = 170$
35 sec.	Other	$10 \times 1 = 10$
60 sec.	Other	$25 \times 1 = 25$
		<hr/> 277

The best possible for an old-timer is 600. 277 won't even offset a bag of peanuts! And, if you happen to be drinking martini's at the same time, you will gain rather than lose weight.

As a matter of fact, there are very few worries which are so engrossing and so recurring as to be sure-fire reducers. At this moment, I can think of but one which is worth passing on to those of you who recognize this nonsense as a poorly-disguised hope for your future:

Worry about living long enough to become an old-timer!

Taking the guesswork out of navigation:

No trusting to luck. No dead reckoning. Cheyenne's navigation system will put the sting of firepower on a bee line: from base to objectives and return—with precision. Regardless of maneuvers and no matter how hot the action, Cheyenne's pilot will just punch a button for an instant position fix.

No in-flight computations are required with Cheyenne's inertial system. Completely self-contained, it needs no ground-based assistance either. Destination map coordinates—the same as those used by ground troops—are the only inputs needed to navigate to any point.

And this computerized system goes far beyond accurate navigation. Integrated by Lockheed, it has multiple talents that are in direct response to the U. S. Army call for advanced battlefield capabilities in a helicopter.

Enemy location is one. When Cheyenne's pilot spots a foe's position, he can sight on it with his laser range finder. Pushing a button, he gets a readout of the position's exact Universal Transverse Mercator map coordinates...and radios them to headquarters.

Similarly, when both friend and foe are spotted, he can get fixes on each. The navigation system will then determine and read out

Cheyenne.



the enemy's range and bearing, and any elevation difference from the friendly position.

Cheyenne's navigation system also can pinpoint radio transmission locations. The pilot simply establishes two bearings from a radio signal, and the map coordinates of the radio transmitter location are read out.

For station-keeping, a pushbutton brings the pilot a display of the formation; his distance, bearing, and altitude difference to the leader; and the leader's bearing.

Put together by Lockheed-California Company, Cheyenne's is one of the most advanced helicopter navigation systems yet to fly. In

short, it does the navigating, leaving the fighting men free to fight.

This ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond to the needs of the Army in a changing world.

LOCKHEED

LOCKHEED AIRCRAFT CORPORATION



QUESTION: ARE THE MAINTENANCE MAN AND AVIATOR ON THE SAME TEAM?

THE status of the Aviation mechanic is similar to that of the brand new father whose keel laying role is completely ignored in all of the fuss about mother and child. Of course, everybody knows that a father had to be involved somehow, but who cares about background in the spectacular process of a baby's birth?

When Aviation was still in its infancy or in the maternity ward, it was both logical and proper that the pilot get all of the credit since he played the triple role of father, mother, and midwife! In those days it was a pilot's guts and will power more than aerodynamic principles, which kept the weird collection of nuts, bolts, and string airborne.

Fortunately, those days are gone. Aviation has come of age, and no longer does a lone wolf or a superman roam the skies. Although the pilot still absorbs much of the

Some Pertinent "Don'ts"
for Aviation Crewmen
as suggested by
CW2 Jess Gossage, Jr.,
of Fort Lewis, Wash.

public's admiration, it is difficult, if not impossible, to decide which member of the Aviation Team plays the most critical role. The growing complexity of today's machines has given you — the ground personnel — a responsibility that is at least equal to that of flying personnel.

You'll find that the trend to underrate the importance of the man with the tool box is also evident in our accident-prevention campaigns. They are always looking towards a pilot audience, probably because the pilot, statistically, is highest on the list of accident cause factors.

Does this mean that maintenance people make fewer errors, or that our statistics give a false view? As an example, a pilot takes off in an aircraft with its ailerons rigged in reverse. Before he knows what hits him the aircraft is rolling through the grass and shedding its wings. Who gets the blame? Theoretically the pilot does because he was the last member of the team who could have and should have noted this error in maintenance. But no self-respecting mechanic would suggest that this approach presents the true picture.

Another pilot takes off without checking the security of the oil filler cap because the

line chief told him that it was properly closed and safetied. One hour later the engine seizes as a result of oil starvation because the oil filler cap has not been properly secured. Whose error? The pilot's, of course.

But what happens to our "Team" when we no longer can rely on each other?

A few months ago, I was in the hospital questioning a crew chief who had been injured in a helicopter accident. After he had given me a clear description of what happened, I asked him if he could think of anything unusual about the aircraft that could have been contributed to the accident. The way that he looked at me convinced me — but too late — that what normally is a routine question had insulted his honor. I got the answer I deserved, "Sir, we do not operate a flying club. Before I sign off for an aircraft, I ask myself, 'Would I let my kid brother fly this ship?' If the answer is 'No,' I won't release it."

Blunders know no rank

Don't take it for granted that rank and position keep a man from making mistakes. On the other hand, don't think that the lower the job a person has, the less the chance he'll make serious blunders. I know of cases where people, qualified only to push an oil rag, have caused accidents by bending a control rod or leaving rags in engine intakes.

In Army Aviation, we should treat every error as though it would cause an accident. A mechanic lost a 1/2-inch bolt while working on the control system under the cockpit floor. To save time, he got a replacement bolt and completed the job. A few weeks later the pilot of that aircraft had some anxious moments when he found that the ailerons jammed during a stall recovery. Luck and a competent pilot kept the aircraft sufficiently intact to determine that the lost bolt had cost the taxpayers \$200,000.00 by finding its way into the aileron controls.

Don't assume that just because a thing came apart in a certain way that it should

be put together the same way, for it might not have been assembled properly in the first place! Unless you know your tech orders by heart (and who does?) use them all the time. Nobody is going to get mad at a few greasy thumbprints on the pages. If there is one thing I distrust, it is a maintenance shop with manuals that look as if they have never been used.

Airborne? Get with it!

Don't act as if you were just another passenger when in your aircraft. Remember that you're part of the crew and that your cabin passengers, regardless of rank, look upon you as a man of authority. You may have to deal with passengers who have never flown before and are scared stiff. They'll need your help, even in such simple matters as adjustment of the seat belt. They want to know where the emergency exits are and how they are operated — though their pride won't admit this — so you might as well give them the straight dope right from the start. A thorough briefing will do more to ease their fears, than cockiness and ridicule. And when the pilot before take off gets on the intercom prior to takeoff and asks, "Foster, everything OK in the rear?" you should be able to answer, "Yes, sir! I got 'em all tucked in and happy!"

The tool box tells all!

Finally, a word about the mechanic's trademark, the tool box. Undoubtedly, you've heard it said that you can tell a maintenance man by the way he keeps his tool box. This is quite true. An old hand in this business can learn more about you with one quick glance into your tool box than a head shrinker can find out in a week-long session on a couch. On a larger scale the same applies to housekeeping in the hangar, on the flight line, and in each aircraft. A man who keeps his tools neat works neatly and thinks neatly. A cluttered-up workshop symbolizes cluttered-up minds.

One of the oldest Dutch steamship com-

THE SAME TEAM?

(Continued from Page 21)

panies uses a double-action motto: "It's good to be on a well-run ship." This motto appeals to passengers as well as crew members. I hope that you'll make this your motto, because there's no better way to express professional pride. It also will give you a chance to experience one of the greatest satisfactions in your career — a passenger tapping you on the shoulder as he leaves your aircraft and saying, "Specialist Rhodes, you certainly run a good ship."

When this happens, don't forget to tell the men in the cockpit about it. There are still a few things in this world that money can't buy, and this is one of them.

Here was a man who spoke with pride and confidence, although he had just gone through a rough experience. His reference to the almost forgotten concept that we still are our brother's keeper also showed that he was a conscientious team member. It is refreshing to know that in a society that measures success in terms of dollars, pride in craftsmanship still finds a place. Those of you who will go into the field for the first time may have difficulties finding your place on the team.

Long welcomes unusual

Don't expect the commanding officer, the maintenance officer, or the shop foreman to fall around your neck and greet you as the unit's last missing link. Things aren't quite that bad in fast-growing organizations. The men you'll meet are probably too busy for long welcomes. Before you can write your wife, "Wish you were here," you'll probably be assigned to a slot that is normally filled by two persons.

Don't expect clear cut orders for every move you must make. Your qualifications are recognized, but you are expected to know the limits of your experience. This means that someone will not be looking over your

shoulder every time you lock-wire a nut or fill out a form. It also means that you must set all faults aside and not hesitate to consult your maintenance sergeant whenever you have any doubt about the correctness of your work.

Growls? You'll hear 'em!

Don't think that the world, or your career, has come to an end every time a tech inspector growls at you. This gentleman bears the responsibility for the work you have done, and he can't afford to be courteous about errors in a job that deals with human lives. He knows that soft-pedaling a minor mistake is a sure invitation to blunders that scatter people and airplanes all over the countryside. By the same token, if this man tells you that you did a pretty good job on a machine, you can practically consider yourself decorated.

Don't flatter yourself with the thought that what the school taught you is all you need to know to enjoy a successful maintenance career. The diploma you receive is like a marriage license — an official stamp of approval to exercise your skills, but not a guarantee for success and happiness.

Work at your career!

Careers are not built with a handshake and a piece of paper. You've got to work at them! To prove this point to yourself, do a little research as soon as you arrive in your unit. Talk to the gripers and the sorchheads and find out why they failed. You'll always find that these people don't have the get-up-and-go to increase their knowledge "beyond the call of duty."

If you are sincere about succeeding and being a respected team member, deny yourself some of that high-level TV entertainment once in a while and read your manuals. Nobody can be blamed for not having all the answers at his fingertips, but you can only blame yourself if you don't know where to find them.



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.
A Hawker Siddeley Company.**

de Havilland Canada

40 1928
1968
Fortieth Year

Vietnam Report:

365 days in Combat

29 Aug. 67 — First HueyCobras, spares, supplies and NET team deployed to Vietnam via military transport from Fort Worth . . . 31 Aug. — Units land at Bien Hoa; first Cobra flies three hours after arrival . . . 4 Sept. — First combat kill; sampan and crew . . . 6 Sept. — Cobra briefing for Gen. Westmoreland . . . 8 Oct. — 334th "Playboy" platoon begins training; covers 130 sorties, destroys 22 sampans and 47 structures . . . 22 Oct. — 9 Nov. — Normal Playboy missions include 354 sorties, knock out 36 sampans and 24 structures . . . 31 Jan. 68 — Tet offensive begins. Cobras play major role in stopping attack on Bien Hoa base and City of Saigon . . . June-Aug. 68 — Cobras defend Saigon against Cong attacks.

During first year Bell has delivered more than 350 AH-1G's to the Army for combat and training operations. Ship is winning highest praise of officers and men throughout Vietnam.

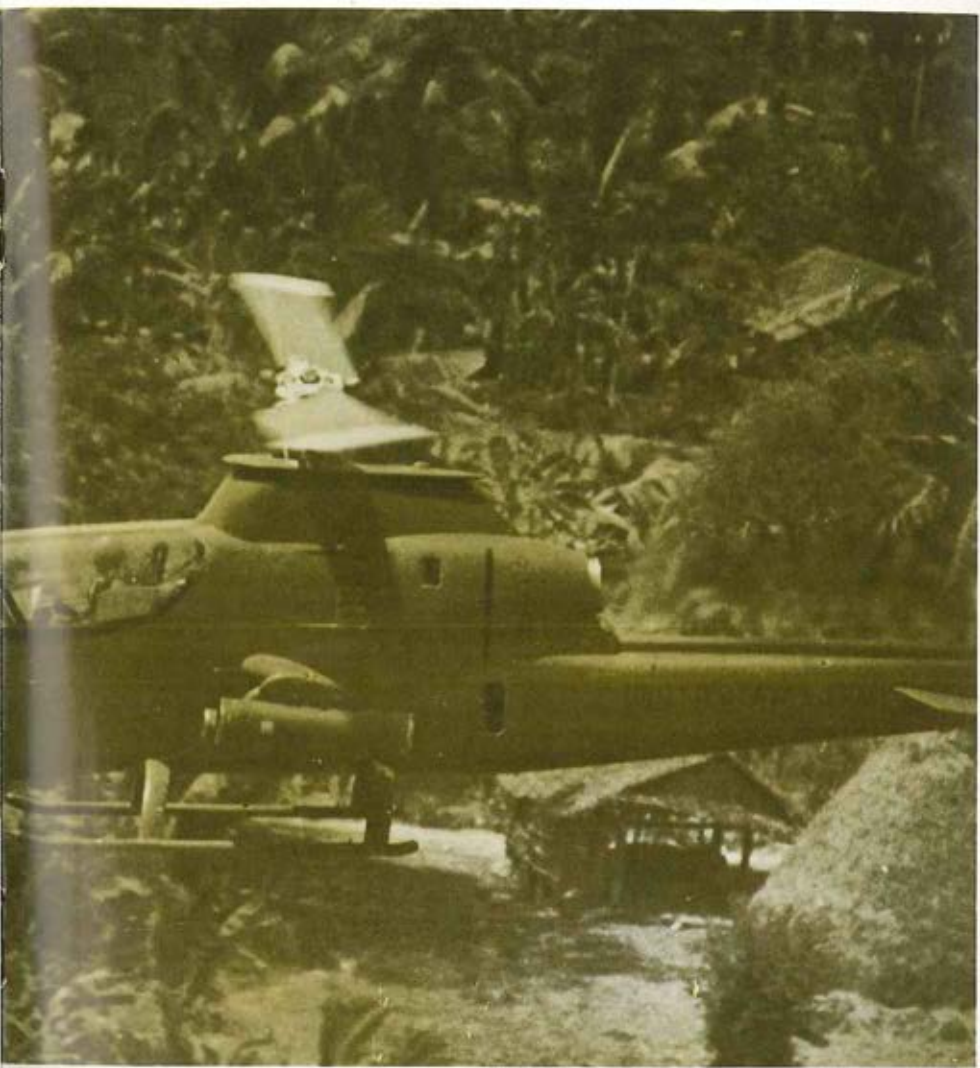


BELL HELICOPTER

FORT WORTH, TEXAS 76101 • A **Textron** COMPANY

Bell's HueyCobra







**AAAA
Annual Meeting
Panel
Presentation
Oct. 31, 1968**



Keynote Presentation by
LTG HARRY W.O. KINNARD
Commanding General, USACDC



"Infantry-Air Mobility in Vietnam"
MG JOHN M. WRIGHT, JR.
Commanding General, USAIC



"AirCav Operations in Vietnam" by
MG JAMES W. SUTHERLAND, JR.
Commanding General, USAARMC



Hunter-Stewart Presentation by
BG FRANK MESZAR
Commanding General, USAFTC



Fort Wolters Presentation by
COLONEL LLOYD G. HUGGINS
Commander, USAPHC/S

ARMY AVIATION MAGAZINE



PLAN NOW TO ATTEND!

**TENTH AAAA ANNUAL MEETING
OCTOBER 30-NOVEMBER 1
SHERATON-PARK HOTEL, WASHINGTON, D. C.**

EARLY BIRD RECEPTION
ANNUAL REPORT – NATIONAL ELECTIONS
FIVE PANEL PRESENTATIONS
CHAPTER DELEGATES' LUNCHEON
1968 CUB CLUB REUNION
PRESIDENT'S RECEPTION
INDUSTRY VIEW OF USSR ROTARY-WING
HONORS LUNCHEON RECEPTION
ANNUAL HONORS LUNCHEON
DIEHARDS' RECEPTION

**ADVANCE REGISTRATION DETAILS
MAY BE FOUND ON PAGE 45**

Fifteen U-8's Complete Trans- Atlantic Ferry Flight

THE last of 15 U-8 *Seminole* aircraft newly-assigned from the U.S. to USAREUR units landed at Coleman Army Airfield near Mannheim, Germany, in late July, completing a mass transoceanic hop of Army airlift without incident.

The last twin-engine U-8 to land was piloted by *Colonel E. Pearce Fleming, Jr.*, then Deputy Director of Army Aviation, OACSFOR. His landing was an appropriate finale for the four-day journey which took *Colonel Fleming* and 29 other Army Aviators from Fort Riley, Kan., to McGuire AFB, N.J., and from there to Argentia, Newfoundland; Lajes, Azores Islands; and Torrejon, Spain.

"*Appropriate*" is the correct word for more than 15 years ago, *Colonel Fleming*, then COMZEUR Aviation Officer, first proposed the overwater "ferrying" or flying of aircraft to their destination, rather than shipping them by boat, disassembled and crated.

Now 50 years old and a Master Army Aviator, *Colonel Fleming* suggested "ferrying" at the time as a feasible and desirable alternative. After consultation, the Department of the Army approved the plan in 1957.

Since that time, more than 150 Army aircraft have been ferried to their destination, *Colonel Fleming* reporting that "We've never lost a single one or experienced a major problem."

The just-completed movement was the Army's first since 1965, when a number of Caribou aircraft were also flown across the Atlantic to Europe and then on to Vietnam.





Like its predecessors, the mission saved the Army thousands of dollars in shipping fees, reassembling expenditures, and maintenance costs.

Taking the fleet of U-8F's and U-8D's on the trans-Atlantic journey were three crews from DA, Hqs, USAREUR, USCONARC, and Army Materiel Command each provided an additional four crews.

PHOTOS

ABOVE: The first U-8's to arrive in USAREUR on completion of the ferry flight are shown on the ramp at Coleman Army Airfield.

TOP RIGHT: COL E. Pearce Fleming Jr. (left), Deputy Director of Army Aviation, is greeted by COL John F. Sullivan, U.S. Army Aviation Maintenance Center commander, as he disembarks at Coleman AAF from the U-8F he piloted from the States to Germany.

BOTTOM RIGHT: COL R. C. Borman, Chief of USAREUR Aviation (left), congratulates LTC Seamon J. Molkenbuhr, pilot of the second U-8 to arrive from the States, as co-pilot CPT F. J. Gannon and LTC Gerald Burroughs, Airfield Operations, look on. (USA photos)





FT. EUSTIS — SP5 Ted Koon wears body armor during a demonstration of the vest insulation to COL Jack W. Hemingway (right), Deputy Director of Army Aviation, OACSFOR, during the latter's recent visit to the USA Transportation School. MAJ Robert V. McNutt (cen), chief, Multi-Engine Br, FW Division of the AMTD, is the briefing officer.

FT. WOLTERS — Southern Airways instructor pilot Gene Harper (left) and 2LT Abolhassan Vahedi of Iran rehash memories on the flight line. The two first met at Vance AFB, Enid, Okla., in 1966, when Harper was Lieutenant Vahedi's instructor during primary flight training in fixed wing aircraft. The latter is now an RW student at the USAPHS.



HUNTER AAF (Delayed) — COL Hubert B. Campbell, Jr., Asst. Deputy Comdt, U.S. Army Aviation School Element (left), accepts a plaque depicting that unit's completion of 10,000 flight hours in the AH-1G HueyCobra by Aug. '68. Presenting the award is Hans Weichsel, Vice President-Military Sales & Contracts, Bell Helicopter Company.



STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

■ STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1962; SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on September 23, 1968, on "ARMY AVIATION MAGAZINE" published monthly at 1 Crestwood Road, Westport, Conn. 06880.

6. The names and addresses of the Publisher, Editor, and Managing Editor are: Arthur H. Kesten, Publisher and Editor, and Dorothy Kesten, Managing Editor, both of 1 Crestwood Road, Westport, Conn. 06880.

7. The owner is: Army Aviation Publications, Inc., 1 Crestwood Road, Westport, Conn. The stockholders owning or holding 1 percent or more of the total amount of stock are: Arthur H. Kesten and Dorothy Kesten, both of 1 Crestwood Road, Westport, Conn. 06880.

8. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities are: None.

9. Paragraphs 7 and 8 include, in cases where the stockholder or the security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, or mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

10. The average number of copies for each issue during the preceding 12 months, and the number of copies for the single issue nearest the filing date (latter appears in brackets) were:

a. Total no. of copies printed: 12,349 (11,800).

b. Paid Circulation:

1. Sales through dealers and carriers, street vendors and counter sales: None (None).

2. Mail Subscriptions: 12,070 (11,381).

c. Total Paid Circulation: 12,070 (11,381).

d. Free Distribution by mail, carrier or other means: 219 (249).

e. Total Distribution (Sum of c and d): 12,289 (11,630).

f. Office use, left-over, unaccounted or spoiled after printing: 60 (178).

g. Total (Sum of e and f—should equal net press run shown in a): 12,349 (11,800).

I certify that the statements made by me above are correct and complete.

ARTHUR H. KESTEN
Publisher
Army Aviation Magazine



HUNTER AAF — Involving approximately 260 UH-1 Iroquois aircraft at the U.S. Army Flight Training Center, "Project ZYZ" got underway in mid-August and will probably end in March or April, 1969. The code name for a project to standardize and update the UH-1 aviation electronics communications systems, "Project ZYZ" involves 29 contract technicians working a 60-hour week. Shown above, CW3 Wesley R. Cooper (left), ZYZ project officer, discusses some specifications with Donald Payne, contract foreman, as a technician installs an antenna under the Huey.



FORT EUSTIS — A CH-47 Chinook from the U.S. Army Transportation School is shown extricating a private twin-engine aircraft from a sandbar along the nearby Virginia coast. The aircraft had landed a fishing party on the sandbar and then, on being bogged down in soft sand, was unable to taxi to the takeoff point. Although the fishing party were evacuated safely by boat, the aircraft became a total loss when the incoming tide covered it completely, except for the rotating beacon on its tail. The Army was then asked to remove the "Now you see it; now you don't" eyecatcher.



FORT WOLTERS — "We're next," say Chris Baker, 12, in the cockpit of the HueyCobra, and his brother Craig, 11. Their older brother, Warrant Officer Candidate David D. Baker (center), completed primary rotary wing training at USAPHS, and has since moved on to Ft. Rucker for advanced rotary wing training. The boys' father, Raymond E. Baker (left), is a retired Army chief warrant officer who is presently employed by Bell Helicopter Company ferrying Army aircraft such as the Cobra to the west coast. Vietnam-bound, David may wind up piloting an aircraft his Dad ferried.



PERSONNEL TRANSFERS — Colonel Eduardo M. Soler (left) is the new Commanding Officer at the U.S. Army Aviation Materiel Laboratories (AVLABS) with LTC Franklin D. Cantwell as the new DCO. Jack O. Ray (center), who retired as a LTC after a 22-year career in Army Aviation, has joined the Beech Aircraft Corporation in the position of Airline Sales Representative. Colonel James D. Kidder (right), is the new Director of the Department of Advanced Helicopter Training at the U.S. Army Aviation School Element at Hunter Army Airfield, Georgia.



ST. LOUIS — Mayor A. J. Cervantes of St. Louis (left), looks over a model AH-1G HueyCobra gunship which Major General John Norton, Commanding General of the U.S. Army Aviation Materiel Command, presented to him during a recent get-acquainted visit. The Mayor, in turn, presented General Norton with a model of the St. Louis Gateway Arch to keep on his desk at AVCOM.



CORPUS CHRISTI — The newly-assigned commanding officer of the Coast Guard Air Station at the Naval Base in Corpus Christi, Captain Don Davis, lost no time in getting acquainted with the operations of the Army Aeronautical Depot Maintenance Center (ARADMAC), located on the base. Following a briefing by COL Luther G. Jones, Jr., ARADMAC commander, Captain Davis took a tour of the industrial complex with Vince Crum (left), administrative officer in directorate of maintenance. Here Crum is shown explaining one of the stages in the repair of a UH-1 Huey. (USA photo)



FORT WOLTERS — Honor students of their classes that completed flight training at USAPHS on August 16 were, from left, WOC Thomas B. Moore (WOC honor graduate and AAAA Military Achievement Award sponsored by the Fort Wolters Chapter of AAAA), WOC Paul A. Nicholson (AAAA Academic Achievement Award), WOC Philip K. Gibbons (Outstanding Soldier Award), WOC Fred D. Albright (AAAA Flight Achievement Award), 1LT Jimmy D. Gregory (AAAA Academic Achievement Award), and 2LT Dwight P. Hitchcock (ORWAC Honor Graduate and AAAA Flight Achievement Award). (USA photo)



FORT EUSTIS — Captain George L. Anderson, the Distinguished Graduate from Aircraft Maintenance Officers' Course Class 12-68 who achieved the highest academic average, is shown receiving an Army Aviation Association of America (AAAA) "Certificate of Achievement." The presentation was made by Colonel Robert L. Hoffman, Commanding Officer of the Combat Developments Command Transportation Agency at Fort Eustis, Virginia. The award, which was made in ceremonies held August 1, is sponsored by the David E. Condon Chapter of AAAA. (USA photo)

CHANGES OF ADDRESS

PCS

PCS - GENERALS

NEEL, Spurgeon H., BG
Surgeon US Army Vietnam
APO San Francisco 96375
TIMOTHY, J.S., BG
Hqs 9th Inf Div (USARV)
APO San Francisco 96370
TOLSON, John J., III, LTG
CG-XVIII Airborne Corps
Fort Bragg NC 28307

COLONELS

ADIE, John R.
7 Army Spt Cmd, Svcs Div
APO New York 09160
BURTON, Jonathan R.
12207 Hounds Lane
Reston VA 22070
BUSH, Harry L.
Deputy for RED, Box 209
St. Louis MO 63166
CROZIER, Ted A.
160 Avn Gp-101 Air CD
APO San Francisco 96383
DONNELLY, Henry J.
Office of Surgeon (MACV)
APO San Francisco 96222
GUST, Daniel G.
15 Faith Lane
Fort Rucker AL 36360
KRAKOWER, Albert M.
P.O. Box 661, Unit 1
New Cumberland PA 17070
MARTIN, Stephen G.
Box 314
Atlantic Bch FL 32003
OGILVY, Hubert W.
229 Beauregard Heights
Hampton VA 23369
PUTNAM, George W., Jr.
5413 Easton Drive
No. Springfield VA 22151
REISACHER, Robert W.
USA Engr Div (Medit)
APO New York 09019
SCHOCKNER, Lester F.
4715 Trailwood
San Antonio TX 78226
SHEA, Gerald H.
Staff CINC PAC, Box 13
FPO San Francisco 96610
SINCLAIR, Christopher
USAWC, Box 154
Carlisle Brks PA 17013
SOLER, Eduardo M.
420 Lee Blvd.
Fort Eustis VA 23604
SOUTHWORTH, Roy B.
4028 Dobbs Drive, S.E.
Huntsville AL 35802

PCS - COLONELS

VOHS, Ralph H.
1705 Marquette Court
Ft Geo Meade MD 20755
WAGNER, Paul R.
120 Cannon Drive
Travis AFB CA 94535

LT COLONELS

ALLGOOD, Charles N.
307th Combat Avn Bn
APO San Francisco 96296
ALLMAN, Bernard R.
HHC 101st Aslt Hel Bn
APO San Francisco 96383
ANDERSON, Paul F.
214th Combat Avn Bn
APO San Francisco 96530
BAGLEY, Robert T.
84 Hancock Avenue
Ft Leavenworth KS 66027
BAILEY, Lawrence R., Jr.
Aviation Div (DCS) O-T
Ft. McPherson GA 30330
BAKER, Wallace L.
Hq 222nd Aviation Bn
APO San Francisco 96291
BALLARD, Lowell L., Jr.
1620 Harbour Oaks Road
Tucker GA 30084
BELK, George M., Jr.
15 Bullard Avenue
Ft. Leavenworth KS 66027
BELL, John E.
4738 First Street North
Arlington VA 22203
BERGESON, Delreed
4 Liggett
Ft. Leavenworth KS 66027
BINDERUP, Lavere W.
59 Boyce Lane
Ft. Rucker AL 36360
BLUNCK, Stanley R.
408 First Division Road
Ft. Benning GA 31905
BOGGS, Joseph C.
7102 Country Club Lane
Kansas City MO 64152
BRANDT, A. Frankland
Bx 41, USA War College
Carlisle Brks PA 17013
BREARD, Daniel A.
16 Hancock
Ft. Leavenworth KS 66048
BRETZ, Robert D.
212 Sheridan Road
Ft. Bliss TX 79906
BROWN, John P.
Qtrs 2, 3rd Infantry Road
Ft. Leavenworth KS 66027

PCS - LTCS

BURDICK, Leonard R.
5001 Tufts Street
Sacramento CA 95841
BURRESS, Eugene W.
203 Meade
Ft. Leavenworth KS 66027
BUSH, James K.
1503 Baker St., Apt 7
Laramie WY 82070
BUTLER, Don A.
402 Principio Road
Mineral Wells TX 76067
CADMUS, George W.
4600 So. Four Mile Run
Arlington VA 22204
CAHILL, Philip T.
Hqs. ARADCOM, Ent APB
Colo. Springs CO 80912
CALVERT, Charles L.
12707 Merrilbrook Drive
Florissant MO 63033
CANTWELL, Franklin D.
2940-A Summerall Place
Ft. Eustis VA 23604
CHAMBERLAIN, Wm. C.
Hq. 82nd Combat Avn Bn
APO San Francisco 96318
CHRISTY, Deryck G.
417 East 11th Avenue
Spokane WA 99202
CLARK, Denzel L.
84 Red Cloud Road
Ft. Rucker AL 36360
COBB, Joseph F.
426 Silvergate Avenue
San Diego CA 92106
COOK, Harold E.
103 Miller Loop
Ft. Benning GA 31905
CROOKS, Eugene F.
6706 Harwood Place
Springfield VA 22150
CROSMUN, Clifford A.
1013-K Catalina
El Paso TX 79925
DALPINO, Milton D.
1500 Sagebrush Tri Pk-19
Eules TX 76039
DAVIDSON, Billie A.
3025 No. Colonial Drive
Montgomery AL 36111
DEAN, Wesley A.
11 Michael Street
Ft. Rucker AL 36360
DENEND, William L.
Hq ACTIV
APO San Francisco 96384
DIBRELL, Jack H.
12 Gregg Way
Ft. Rucker AL 36360

PCS - LTCS

DOBSON, Dale E.
USA Engr Dist FE
APO San Francisco 96343
DODRILL, James E.
60th Aviation Company
APO New York 09025
DRUMM, Donald R.
61 3rd Infantry Road
Ft. Leavenworth KS 66027
DUNNE, Robert V.
4921 Military Avenue
Omaha NB 68104
FELLERHOFF, John H.
776 San Antonio Drive
Atlanta GA 30306
FERN, Albert J. Jr.
3522 Morningside Drive
Fairfax VA 22030
FITCH, John B.
7000 Roswell Rd. N.W. #27
Atlanta GA 30328
FRANCIS, Charles S.
MACV Cords RF/PF Div
APO San Francisco 96222
FRENCH, William C.
80 Hancock Avenue
Ft. Leavenworth KS 66027
GARDNER, William S.
306 Magruder
Mineral Wells TX 76067
GIMPLE, Lloyd A.
1127 So. 31st St., Apt 1
Omaha NB 68105
GRIMM, Adolph H.
12 Irwin Street
Ft. Rucker AL 36360
HALSTEAD, Chas. E., Jr.
USAREUR Flight Det.
APO New York 09102
HARDIN, Cletus A.
410-11 Kearney Avenue
Ft. Leavenworth KS 66027
HARRISON, Ben L.
3250 Dorchester Drive
Montgomery AL 36111
HAWKINS, Algin S.
Box 59, USA War College
Carlisle Brks PA 17013
HEUER, Martin
Box 716 USAPHS
Ft. Wolters TX 76067
HICKERSON, Charles M.
115 Artillery Post
Ft. Sam Houston TX 78234
HUNTLEY, David L.
410-2 Kearney Avenue
Ft. Leavenworth KS 66027

ARMY AVIATION
PAGE 33



RADAR UNIT

FORT WOLTERS — Viewing a new storm detection radar unit that can detect and track rain and other precipitation within a 200-mile radius of Fort Wolters are Colonel Lloyd G. Huggins (seated at the console), Army Primary Helicopter School commander, and Colonel Byron E. Sheppard, assistant center commander (left). Captain Joe L. Kendall, commander of the 20th Detachment of the 16th Weather Squadron, is shown demonstrating the unit for the two USAPHS officials. The USAF Weather Detachment put the unit into use in mid-August. (USA photo)

PCS - LTCS

HURD, Robert L.
1912-B Scott Circle
Ft. Meade MD 20755

HURST, Robert H.
Punahou Sch.(Faculty)
Honolulu HI 96822

INGRAM, Thomas A.
450-3 Kearney
Ft. Leavenworth KS 66027

JACKSON, Wilfred A.
20 Hancock
Ft. Leavenworth KS 66027

JENNINGS, Robert H.
414-C Nicholson Road
Ft. Sheridan IL 60037

JOHNSON, Edward K.
432-C Fenwick Road
Ft. Monroe VA 23351

JONES, Robert N.
2009 No. 83rd St., Apt 6
Omaha NE 68134

JONES, Roy C.
Off Dir Pers Hq(USACDC)
Ft. Belvoir VA 22060

KEATON, Jack L.
5119 Coloridge Drive
Fairfax VA 22030

KLEIN, Frank S.
2947 West Oxford
Herrond VA 22070

KLOPP, Charles A.
Hqs 14th Combat Avn Bn
APO San Francisco 96325

KNIGHT, Bobby M.
60 Red Cloud Road
Ft. Rucker AL 36360

KNIGHT, Emmett F.
Off Prof Mgr Loh-Bx 209
St. Louis MO 63102

KREITLER, Clark F.
3288 Glenview Circle S.W.
Atlanta GA 30331

LANGLOIS, Arthur R.
224th Aviation Bn (RR)
APO San Francisco 96307

LEACH, Ernie J.
32 3rd Infantry Road
Ft. Leavenworth KS 66027

LEONARD, Dan S.
USACDC ISS
Ft. Belvoir VA 22060

PCS - LTCS

MADRANO, Joseph P.
3005 South Hill Street
Arlington VA 22202

MARINACCI, Louis G.
8004 Hammond Street
Alexandria VA 22309

MARTIN, William R.
5022 Chanticleer Avenue
Annandale VA 22003

McANDREW, Thomas J., Jr
2545 Lake Flair Circle NE
Atlanta GA 30329

McCONNELL, Lewis J.
319-8 Pope Avenue
Ft. Leavenworth KS 66027

McCREADY, Thomas E. Jr.
423-A Rossell Loop
Ft. Belvoir VA 22060

McDERMOTT, Francis P.
8 Division Road
Ft. Rucker AL 36360

McGREGOR, John E.
Hqs MACV J-32
APO San Francisco 96222

McLWAIN, George W.
Hq USARV (Aviation)
APO San Francisco 96375

McKENZIE, Colin W., Jr.
5113 Yvette Avenue
El Paso TX 79924

McNEESE, Luna V., Jr.
1 King Avenue
Ft. Leavenworth KS 66027

MENDIETA, Hector H.
Hq USARV IG
APO San Francisco 96375

MILLER, Norman H.
130 Colorado Avenue
Salina KS 67401

MOLKENBUHR, Seamon J.
4632 Guinea Road
Fairfax VA 22030

MORAN, Ray R.
105 Arnold Circle
Biloxi MS 39531

MOSELEY, Robert L.
1705 Laurens Drive S.W.
Atlanta GA 30311

MOSHER, David L.
Bx 11303, Hunter AAF
Savannah GA 31409

MUKAEDA, Richard K.
165 Prince Royal Drive
Corte Madera CA 94929

PCS - LTCS

MUTER, Joseph J.
6414 Floridan Court
Springfield VA 22150

NOEDING, John P.
18 Harbord
Ft. Leavenworth KS 66027

OLDEFENDT, Glendon E.
Atlanta Army Depot
Forest Park GA 30050

OTERSEN, Vincent
1343 Slater, Apt 202
Toledo OH 43612

OWEN, Roy W.
99-079 Kaamilo Street
Aiea HI 96701

PANAGEAS, Dan P.
74 Hancock
Ft. Leavenworth KS 66027

PATTERSON, James H.
2724 Forsyth Lane
Montgomery AL 36111

PERRIN, William S.
9 Anderson Street
Pt Stewart GA 31313

PHILLIPS, William G.
1515 Nuuamu-Queen Twr
Honolulu HI 96817

PIERCE, Samuel M.
6909 Gillings Road
Springfield VA 22150

PONDER, William R.
Bx 122 USA War College
Carlisle Brks PA 17013

POOR, William T.
26 Irwin Street
Ft. Rucker AL 36360

POTTS, William L.
96 Harris Drive North
Ft. Rucker AL 36360

PUTNAM, Carl M.
4624 Guinea Road
Fairfax VA 22030

QUEDENS, Bernard B.
1316 West Upton Road
Ft. Sill OK 73503

RAYMOND, Robert A.
4502 Sonata Court
Fairfax VA 22030

RILEY, Edwin C.
6224 Millford Road
Fayetteville NC 28305

ROUSSE, William C.
HHT 1 Sgdn 9 Cav 1 Air CD
APO San Francisco 96490

PCS - LTCS

SAMPSON, Eldon F.
3904 Wares Ferry Road
Montgomery AL 36109

SCHUMAKER, James K. Jr
2230 Isabele Street
San Diego CA 92105

SCHWARZ, Henry E.
2152 Tullis Drive
Montgomery AL 36111

SHAUGHNESSY, Thomas J.
8401 Bound Brook Lane
Alexandria VA 22309

SHEDDEN, Eckols L.
H/S Co Sch Bde Bx 11282
Hunter AAF GA 31409

SIEGERT, Robert W., Jr.
84-B Walnut Street
Ft. Devens MA 01433

SLAVICH, Ivan L., Jr.
Quarters 82N
Abrdn Prg Grd MD 21005

SMITH, Carroll W.
4237 Willow Woods Drive
Annandale VA 22003

SMITH, Howard C.
4021 Louisiana Street
San Diego CA 92104

SMITHEY, Paul C.
Bx 158 US Army War Coll
Carlisle Brks PA 17013

SPENCER, Lloyd E.
3150 Mindora Drive
San Antonio TX 78217

STAPLETON, John P.
Quarters 7000
Ft. Carson CO 80913

STARKER, Joseph B.
Bx 159 USA War College
Carlisle Brks PA 19013

STEWART, Harvey E.
605 Mesquite Street
Mineral Wells TX 76067

STOVERINK, Robert I.
9221 Rusk Circle
Killeen TX 76541

SWILLEY, George R.
HHC Avn Sec-1 Signal Bde
APO San Francisco 96384

TANNER, Eugene P.
131 Grove Park
Ft. Dix NJ 08640

TATE, Wallace L.
41 3rd Infantry Road
Ft. Leavenworth KS 66027

HONOR GRADUATE

FORT EUSTIS — Colonel Raymond E. Johnson (left), Director, Aviation Materiel Testing at the U.S. Army Test and Evaluation Command, Aberdeen Proving Ground, is shown presenting the AAAA "Certificate of Achievement" to Captain Allen B. Miles, AMOC Class 13-68 graduate. The exercises took place at Fort Eustis, Virginia, on August 15. The "Certificate of Achievement" is given by the David E. Condon Chapter of AAAA to the honor graduate of each AMOC class. (USA photo)



PCS - LTCS

THOMAS, John A., Jr.
203 North 17th Street
Atchison KS 66002
THOMAS, John W.
AVCOM-12th & Spruce
St. Louis MO 63166
THOMPSON, Jack H.
182 Corinthia Drive
Newport News VA 23604
TIEMANN, Floyd J.
13 Donovan
Ft. Rucker AL 36360
TONER, Francis J.
1400 S Joyce St., Apt C505
Arlington VA 22202
UNDERWOOD, Joe D.
5 N.W. 61st Street
Lawton OK 73501
VINCENT, Samuel M.
Bx 173 USA War College
Carlisle Brks PA 17013
WAUGH, Lionel C.
Artillery Aviation Cnd
Ft. Sill OK 73503
WEBBER, Herbert M.
25 King Avenue
Ft. Leavenworth KS 66027
WEINSTEIN, Leslie H.
23 Kingsford Cres. Bx804
Kanata Ontario Canada
WELCH, Gene B.
1927 South 19th Street
Chickasha OK 73018
WILLIAMS, Glenn M.
Qtrs T-489 Harrington
Ft. Belvoir VA 22060
WILLIAMS, Howard M.
USAREUR 7 A/SP/Trps
APO New York 09102
WILLIAMS, William H.
Qtrs 4 3d Infantry Road
Ft. Leavenworth KS 66027
WITHERS, Peter C.
145 Pierce Drive
Colorado Springs CO 80906
WRIGHT, Theodore K.
Box 4033
Edwards AFB CA 93523
YANAMURA, Kenneth K.
US Army Avn Det (Japan)
APO San Francisco 96343
YOUNG, Raymond H.
Hq CDC
Ft. Belvoir VA 22060

PCS - MAJORS

ALFORD, Andrew N.
225 Avenue I
Bogalusa LA 70427
ALLAN, Walter F.D.
111A Henry Circle
Ft. Huachuca AZ 85613
ANCELIN, Donald R.
Adv Crs 69-1 USATSCH
Ft. Eustis VA 23604
ANDERSON, Jack W., Jr.
Student Det (USACGSC)
Ft. Leavenworth KS 66027
ANGLIN, Richard C.
1407 Delaware
Leavenworth KS 66048
ANTROSS, Richard C.
1620 10th Avenue
Leavenworth KS 66048
AVEY, James F.
13 Liggett Avenue
Ft. Leavenworth KS 66027
BASS, Louis R.
P.O. Box 266
Killeen TX 76541
BAUSLER, Donald R.
Navy Test Pilot School
Patuxent River MD 20670
BEAMANT, John A.
692 Highland Avenue
Ottawa 13 Ontario Canada
BEASLEY, Rodney S.
707 South 10th Street
Leavenworth KS 66048
BEAUMONT, Marion E.
Naval Test PntSch (NATC)
Patuxent River MD 20670
BEDSOLE, William K.
1401 Osage Street
Leavenworth KS 66048
BENSON, Frederick S.
2734 Argyle Road
Montgomery AL 36111
BISCH, Frederick R.
867 Lucas Creek Road
Newport News VA 23604
BIZER, James E.
8318 White Oak Drive
San Antonio TX 78230
BLISS, Donald E.
Hq USARV (Avn Section)
APO San Francisco 96375
BOONE, James M.
16 Castle Way
Ft. Rucker AL 36360

PCS - MAJORS

BOYLE, Willard F.
16 Michael Street
Ft. Rucker AL 36360
BRIER, James R.
315-1 First Street
Ft. Leavenworth KS 66027
BRISTER, Delano R.
General Delivery
Sieper LA 71472
BROCK, Jeffrey D.
Qtrs T, 457 Jadwin Loop
Ft. Belvoir VA 22060
BROWN, James H., Jr.
606 Commanche Drive
Colorado Springs CO 80906
BRYAN, Clyde M., Jr.
14 McKinley Drive
Newport News VA 23602
BUFORD, William C.
Route 1, Box 98-A
Cleveland TX 77327
BURKARD, Danny J.
25 Dickman
Ft. Leavenworth KS 66027
BUXTON, Richard L.
100 Sheridan Court
Leavenworth KS 66048
CALLENDER, William E.
404 South Sage Avenue
Mobile AL 36606
CAMPBELL, James T.
Hanes Street, Route 2
Mocksville NC 27028
CAMPBELL, Jos. R., III
911 Coronado Avenue
Coronado CA 92118
CAMPBELL, Richard E.
1610 Michael Street
Leavenworth KS 66048
CARDWELL, Kenneth E.
25 Liggett Avenue
Ft. Leavenworth KS 66027
CARLILE, Cecil O.
102 Madden
Ft. Huachuca AZ 85613
CARR, Glenn P.
612 North Main Street
Hinesville GA 31313
CARROLL, William F.
2447 H. Wurzbach #146G
San Antonio TX 78209
CHASE, N. Bruce
4111 Hillswind
San Antonio TX 78217

PCS - MAJORS

CHASE, Ray L.
P.O. Box 6573
Savannah GA 31405
CHRISTENSEN, George F.
321 1st Street, Apt 3
Ft. Leavenworth KS 66027
CLAPP, Randolph B.
HHC 164th Cmbt Avn Gp
APO San Francisco 96215
CLINTON, James E., III
2039 Ottawa, Apt 104
Leavenworth KS 66048
COATS, John I.
214 Willow Road
Savannah GA 31406
COOKE, Charles B.
620th TC Detachment
APO San Francisco 96377
CORNELL, Gerald
40 Galt Lane
Ft. Rucker AL 36360
COTE, Thomas E.
Quarters 8807
Ft. Lewis WA 98433
COURTS, Philip E.
1317-F Stonleigh Court
Leavenworth KS 66048
CROWLE, James L.
7878 Stoneridge Road
Macedonia OH 44056
DANHOUSER, David C.
131 Birkhead Road
San Antonio TX 78234
DANIELSON, James D.
5706-A Gilkey Street
Ft. Knox KY 40121
DAVIDSON, John M.
1903 S.E. 24th Avenue
Mineral Wells TX 76067
DEAN, John W.
615 Robinhood Place
San Antonio TX 78209
DE DAVIESS, Osceola
Sch Bde Bx 11343-Hunter
Savannah GA 31409
DONALDSON, Orlov B.
113-B Orion Road
Grn Cove Spg FL 32043
DOWNER, George R.
2568 Pratt Place, Apt E
Ft. Eustis VA 23604



TOP STUDENTS

FORT WOLTERS — Cited upon completion of their primary training at USAPHS in early August were, left to right, 2LT Douglas C. James (Honor Graduate), WOC Richard L. Day (AAAA Military Achievement Award), 2LT James R. Rogers (AAAA Flight Achievement Award), WOC Walter A. McDaniel, Jr. (Outstanding Soldier Award), 2LT James R. Fuller, USMC (AAAA Academic Achievement Award), WOC Leslie R. Cutler (AAAA Flight Achievement Award), and WOC Richard Spalding (Honor Graduate and AAAA Academic Achievement Award). The AAAA awards are sponsored by the Fort Wolters Chapter. (USA photo)

PCS - MAJORS

DOYLE, John P.
c/o Post Locator
Fl. Leavenworth KS 66027
DUNN, Jack A.
10 Habersham Street
Ft. Stewart GA 31313
ECKERT, William N.
1048 Fay Avenue
Largo FL 33540
EDWARDS, Charles A.
3102 Oaklawn Drive
Temple TX 76501
ELLINGTON, Roy G.
121 Glenlea Drive
Glen Burnie MD 21061
ESTEP, William H.
163 GenSpt Co 101 Airmbl
APO San Francisco 96383
EVANS, Vernon R.
5449 Averill S.W.
Grand Rapids MI 49508
FAMBROUGH, John A., II
4 Wilson Avenue
Ozark AL 36360
FIELY, Linus H.
601 Deese Street
Ozark AL 36360
FRANK, Laurence A., Jr.
IAGS, U.S. Embassy
Caracas Venezuela
PUNK, David L.
631-2 McClellan Ave
Ft Leavenworth KS 66027
FURNEY, Robert M.
16228 Buckingham Road
Birmingham MI 48009
GASPARD, Gaudis P., Jr.
c/o Postmaster
Highland Falls NY 10928
GIESE, William
U.S. Army Garrison
Ft. Riley KS 66442
GILLETTE, William P.
1172 Portor Road (AFSC)
Norfolk VA 23511
GLOVER, Leo M.
Hq 520th Trans Bn
APO San Francisco 96289
GLOVER, William T.
C Trp 7/17 Cav 1 Avn Bde
APO San Francisco 96262

PCS - MAJORS

GOODALL, Billy R.
239 Garland
Leavenworth KS 66048
GRAHAM, Robert L.
630 U.N. Lauman
Ft. Sill OK 73503
GREYHOSKY, August
423 Pine Avenue
Colorado Springs CO 80906
GUENTZ, Douglas V., Jr.
P.O. Box 383
Destin FL 32541
HAHN, Jerry D.
Student Det. USACGSC
Ft. Leavenworth KS 66027
HAMMOND, John A.
8703 Highgate Road
Alexandria VA 22308
HANEY, Howard E.
Box 426
Burnside KY 42519
HARBER, Bobby D.
2316-D 13th Street
Ft Eustis VA 23604
HARRIS, Bruce R.
1925 Oak Avenue
Columbus GA 31906
HAZZLEWOOD, Richard L.
27 Olson Lane
Ft. Rucker AL 36360
HEFFERMAN, Michael P.
103 Schley Avenue
Savannah GA 31405
HEGDAHL, James O.
4018 David Lane
Alexandria VA 22311
HITES, Robert D.
2 Scout Bn 297 Inf Bz 23
Bethel AK 99559
HOLLERAN, Raymond F.
2690-A Buckner Avenue
Ft. Meade MD 20755
HOLROYD, Donald E.
Box 374
York Harbor ME 03911
HOPPER, Vernon A.
3840 Meadow Lark Drive
Columbus GA 31906
HOUTS, Ray Arnold
Route 4, Box 377
Leavenworth KS 66048
HOWARD, Carl E.
403 20th Street, Apt 54
Gretna LA 70053

PCS - MAJORS

HOWE, Robert B., Jr.
3440 Jamaica, Apt 34
Corpus Christi TX 78418
JAMES, Jesse H.
Box 212
Warren AZ 85642
JARRETT, Richard S.
17 Liggett Avenue
Ft. Leavenworth KS 66027
JOHNSON, Bradley J.
Co C 229 AHB-1 Cav Div
APO San Francisco 96490
JOHNSON, John W.
Sch Bde (USAIS) CI 69-2
Ft. Benning GA 31905
JOYCE, Warren C.
35 Astor Drive
Newport News VA 23602
KAHALEKULU, Benjamin
930 Walnut
Coshocton OH 43812
KEILERS, Charles H.
2326 Weik
Houston TX 77034
KELLAR, Robert H.
681 West 13th Street
McMinnville OR 97128
KINCAID, Jack D.
11 End Avenue
Ft. Rucker AL 36360
KITTERMAN, James H.
12518 Largo Drive
Savannah GA 31406
KOEHNKE, Joseph A.
2023-D Seneca Avenue
Leavenworth KS 66048
KRAMER, Bryce R.
c/o D.J. Kramer, Bx 236
Greensboro PA 15338
LAWSON, Robert A.
475-D Nicholson Road
Ft. Sheridan IL 60037
LAZDOWSKI, Walter P.
67th Aviation Company
APO New York 09061
LEYDA, Craig H.
27 Normandy Drive
Ft. Bragg NC 28307
MACHEN, Bobby
3021 South Hill Street
Arlington VA 22202
MAGNESS, Charles F.
6223 Cool Shade Drive
Fayetteville NC 28303

PCS - MAJORS

MARKS, Max G.
1307-D Stonleigh Courts
Leavenworth KS 66048
MATHESON, Robert G.
16th Aviation Bn
APO New York 09061
MATOS, Joseph A., Jr.
327th ASD
APO San Francisco 96217
MATTISON, Charles H.
Hq USARPAC G-3 FDD
APO San Francisco 96558
McBRIDE, Dan J.
29 Kirby
Ft. Rucker AL 36360
McCRACKER, James A.
1911 Carroll, Apt 1
Houston TX 77025
McDOWELL, James I.
58 Minden Ave Stratmoor
Colorado Springs CO 80910
McGEE, Bernard A., Jr.
303-4 1st Street
Ft. Leavenworth KS 66027
McGLAUN, Harold N.
14 Trans Bn (AM/S-GS)
APO San Francisco 96240
McKESSON, Edward L., Jr.
1213 F Street
Lawton OK 73501
MERCHANT, James L.
121 Windsor Road
Savannah GA 31406
MILLER, Simon L., Jr.
201 Pennsylvania Avenue
Louisville KY 40206
MOCK, Newell A., Jr.
USNAB Little Creek
Norfolk VA 23521
MORITZ, Thomas W.
1816 Lawrence Avenue
Leavenworth KS 66027
MULVANEY, Merle L.
1412 Osage
Leavenworth KS 66048
MURAKAMI, Roy K.
355 Hoomalua Street
Pearl City HI 96782
MYERS, James R.
715 J.C. Morris Blvd #19D
Newport News VA 23601
NIELSEN, Kenneth G.
700 Michael Lane
Mineral Wells TX 76067

MEDAL OF VALOR

SACRAMENTO — Governor Ronald Reagan (center) is shown presenting the state's highest award, the Medal of Valor with Diamond, to Albert W. Bayer, chairman of the California Aeronautics Board, for risking his life in extricating a young man by helicopter from a narrow mountain ledge in November, 1967. Bayer had flown to the area at the request of the San Bernardino County Sheriff's Office, and completed the difficult rescue in near darkness. Appointed to the Board in 1966, the Palos Verdes resident has a wide background in aeronautics and is well known throughout U.S. Army aviation. (Cal DPW photo)



PCS - MAJORS

OLSON, Vincent T.
21 Nininger
Ft. Rucker AL 36360
OSBORNE, Walton H., III
Hq 34th Gen Spt Group
APO San Francisco 96309
PAINTON, Harry D.
30 Templeton Street
Daleville AL 36322
PARKER, Charles E., Jr.
4900 Bristow Drive
Annandale VA 22009
PATTERSON, John F.
15th Aviation Group
APO New York 09025
PETERS, John W.
29 Logan Street
Ft. Rucker AL 36360
PETERSEN, Darwin A.
7118 Dalhouse Street
Springfield VA 22150
PIERCE, Fred W., Jr.
1710 S.E. 11th Street
Mineral Wells TX 76067
PRYDE, Douglas M.
1901 Waterford Road
Sacramento CA 95815
REASER, Glenn R.
3462-A McCormick Drive
Ft. Sheridan IL 60037
RICE, James M.
CMR Box 4656
APO New York 09057
ROBISON, Paul B.
AAD (USAECOM) NAS
Lakehurst NJ 08733
ROMIG, Danny L.
351 Stroube Street
Oxnard CA 93030
SALMON, Ray W.
619 Robinhood Place
San Antonio TX 78209
SETZER, Howard L., Jr.
5508 Helmsdale Lane
Alexandria VA 22310
SHAHAN, Donald H.
2939 Emory Street
Columbus GA 31903
SHELLEY, Jerry L.
640 Infantry Post
Ft. Sam Houston TX 78234
SINGLETON, Julius G.
1284 Hule Street
Prattville AL 36067

PCS - MAJORS

SMART, Ernest A.
4384R 9th St. Ft Wainwright
APO Seattle 98731
SMITH, John E.
Det A 1st Bn Sch Bde
Ft. Knox KY 40121
SMITH, Richard A.
14th Aviation Co (ATC)
APO New York 09025
SMITHERMAN, Joe V.
1904 Hughey Drive
Longview TX 75601
SOTHCOTT, Myron F.
7402 Van Noy Loop
Ft. Meade MD 20755
SPARKMAN, Floyd, Jr.
811 North 3rd Street
Arlington KS 66002
STAMPS, John R.
2417 Pineland Lane
Virginia Beach VA 23454
STEINE, Joel R.
HHD 9th Log Command
APO San Francisco 96233
STEVENS, Darryl M.
11 N.W. 59th
Lawton OK 73501
STEVENSON, Carl B.
305-1 First Street
Ft. Leavenworth KS 66027
STONE, Ralph R.
6243 Milford Road
Fayetteville NC 28303
STRATTON, Jerry H.
410 Pecan Street
Augusta AR 72006
STRUM, Ernest C.
Hq 37th Engr Group
APO New York 09165
STUART, Theodore M.
8 Liggett Avenue
Ft. Leavenworth KS 66027
TEMPERILLI, John Jr.
3007 Manilla Drive
San Antonio TX 78217
THORNTON, Tommy W.
1519 Baylor Drive
Colorado Springs CO 80909
TODD, John J.
1305 East 76th Street No.
Kansas City MO 64118
TRASK, Robert L.
428 N.W. 72nd Street
Lawton OK 73501

PCS - MAJORS

TRUBY, Allen G.
311-1 Third Street
Ft. Leavenworth KS 66027
ULLMAN, Cornell L.
17 Olson Lane
Ft. Rucker AL 36360
VARNER, Velroy J.
552-B Connor Road
West Point NY 10996
VOSEL, Donald M.
1603 North College Ave.
Enterprise AL 36330
WALKER, Clifford M., Jr.
138 Rhaca
Colorado Springs CO 80911
WALKER, James M.
2108-A Irwin Street
Ft. Eustis VA 23604
WARNSHUIS, Roger E.
4579 Rhode Island Drive
Youngstown OH 44515
WATKE, Frederic W.
13050-D Stoneleigh Court
Leavenworth KS 66048
WATKINS, Charles W.
28 Boyce Lane
Ft. Rucker AL 36360
WATSON, Norman T.
909 Shall Court
Jacksonville AR 72076
WEAVER, Carl A., Jr.
6 Hedges Avenue
Cornwall on Hudson NY
WESTLAKE, Edgar A.
200 S.W. 68th Blvd
West Hollywood FL 33023
WHITWORTH, David C.
7101 Chapel Woods Lane
Kansas City MO 64152
WICE, Leonard P.
Route 1, Box 268
Nortonville KY 42442
WICHAMANN, Arthur R.
HHC 228 Avn Bn(1AirCD)
APO San Francisco 96490
WILLCOX, Lester A.
237 Washington Avenue
Providence RI 02905
WILLIAMS, Frank K.
220 Second Avenue
Leavenworth KS 66048
WILSON, Donald C.
283rd Aviation Company
Ft. Carson CO 80913

PCS - MAJORS

WINKEL, Paul P., Jr.
3400 Branch Avenue
Alexandria VA 22302
WOODS, Eugene R.
1054 Quincy Street
Port Townsend WA 98368
WRIGHT, William J.
7936 Bayberry Drive
Alexandria VA 22306
YENGLIN, Donald H.
Co A 228 Avn Bn-1st Cav
APO San Francisco 96490
YOUNG, Ray A.
210th CAB-Fit Det 3
APO San Francisco 96307
ZITTRAIN, Lawrence O.
26952 Calle Maria
Capistrano Bch CA 92624

CAPTAINS

BATES, Bobby L.
Daleville Inn, Apt 408
Daleville AL 36322
BOZNAK, Rudolph G., Jr.
303-C Stewart Avenue
Ft. Benning GA 31905
BROOKS, Jerry R.
12th Aviation Group
APO San Francisco 96266
BURCHAM, Jerry L.
Box 406
Radcliff KY 40160
COLEMAN, John L.
6029 South Yorktown Pl
Tulsa OK 74105
COTTMAN, Robert Lee
822nd Medical Detachment
APO San Francisco 96296
Mrs. Robert L. Cottman
165-10 115th Avenue
Jamaica NY 11434
CUNNINGHAM, James W.
92-31 57th Avenue
Rego Park NY 11374
DANBY, James C.
412 East Central Blvd
Orlando FL 32801
FLETCHER, William F.
2529-B Van Voorhis
Ft. Eustis VA 23604



ATTORNEY

FORT WOLTERS — First Lieutenant Donald E. Eaton of Woodstock, Vt., is a lawyer who'd rather fly than switch. The 25-year-old officer signed up for flight training during his undergraduate days at the University of Vermont, and when he completed the requirements for his law degree at Boston College, he entered rotary wing flight training, rather than switch to the Judge Advocate General Corps. The officer was one of two air-minded attorneys who completed primary rotary wing flight training at the USAPHS August 30 and who has gone to Hunter Army Airfield, Ga., for his advanced flight training. (USA photo)

PCS - CAPTAINS

FRANKLIN, Robert B., Jr.
5485-E Jamison Street
Ft. Knox KY 40121
FRASER, James H., Jr.
147th Aslt Helicopter Co
APO San Francisco 96291
GAETJE, Frank C.
33 Duke Street
Ft. Rucker AL 36360
GASTON, Joseph R.
720 Morningside
Springfield MO 65804
GOLDBERG, Edward B.
5055 Seminary Rd., #634
Alexandria VA 22311
GRAVES, Lawrence D.
17 N. Nancy St. (Southwind)
Daleville AL 36322
HEDRICK, John V.
Quarters 7261-A
Ft. Carson CO 80913
HEISTERMAN, Robert J.
Hq Btry 4/77 Arty (ARA)
Fl. SHI OK 73503
HIGDON, Thomas E.
623 Linden Road
Pensacola FL 32507
HURD, David E.
205th Aslt Support Hel Co
APO San Francisco 96289
JOHNSTON, Julian B.
82 Harris Drive
Ft. Rucker AL 36360
JONES, Lewis M.
6411 Melton
San Antonio TX 78212
KNOPS, Norman
99 Red Cloud Road
Ft. Rucker AL 36360
LACOURIE, John D.
331 Birkhead Road
Ft. Sam Houston TX 78234
LAFERTE, Albert E.
AMOC 2/69 USATSCH
Ft. Eustis VA 23604
LANGHORNE, Webster L.
45th Medical Co (AA)
APO San Francisco 96491
LAPONTE, Raymond J.
Bx 63A5-Stirdboro Homes
Stafford VA 22554

PCS - CAPTAINS

LAUDER, Ralph H.
AMOC 2-69 USATSCH
Ft. Eustis VA 23604
LERDA, Louis J.
93 West Bruceston Road
Pittsburgh PA 15236
LIVENGOOD, Delmer H.
5487-F Jamison Street
Ft. Knox KY 40121
MADER, Francis J.
Route 2-Box 275-A
Marinette WI 54143
MAGNESS, Latimer H.
18 Brentley Drive
Huntington CT 06484
MARCINKOWSKI, Garrett
D Trp 3/4 Cav 25 Inf Div
APO San Francisco 96225
MAYFIELD, Ralph L.
1816 East Tucker Blvd
Arlington TX 76010
MAYKUTH, Paul B.
68th Medical Det (HA)
Ft. Bragg NC 28307
MERRITT, Donald E.S.
4868 Kelly Drive
Carlsbad CA 92008
MULLEN, Edward F., Jr.
133 Magruder
Mineral Wells TX 76067
MURRAY, David B.
1693-A Hudson Road
Ft. Belvoir VA 22060
PUNKNY, Raymond J.
84 Dewey Avenue
Totowa NJ 07512
RHODES, Ferris A., Jr.
OSC-C1 68-12 Box 490
Hunter AAF GA 31409
RICHARDSON, Thomas W.
USAAVNS
Ft. Rucker AL 36360
ROBERSON, Hugh B.
AMOC 2-69 USATSCH
Ft. Eustis VA 23604
ROMINE, William W.
948 North Chalet Circle
Thousand Oaks CA 91360
RUSHATZ, Alfred S.
ODRI New Delhi-Dpt State
Washington DC 20521
St. PETER, Norman
5570-A Hiers
Ft. Knox KY 40121

PCS - CAPTAINS

SAWYER, Robert D.
38 Blanchard Avenue
West Rutland VT 05777
SCAVO, Sam A.
5657-B Corley Street
Ft. Knox KY 40121
SCHOFIELD, Dale W.
Air Cav Trp-3 Armd Cav
Ft. Lewis WA 98433
SCHWINGHAMMER, Alfred
USATSCH
Ft. Eustis VA 23604
SHEARER, Ian C.
5484-D Jamison Street
Ft. Knox KY 40121
SMITH, Harold B.
C Co-101 Aslt Hel Bn
APO San Francisco 96383
STEPHENSON, Alan J.
Oxford Hts Apts. #6B
Neptune City NJ 07753
SWIFT, William D.
5681-B Brett Drive
Ft. Knox KY 40121
TERWILLIGER, Wm. B.
1866-A Cedar Street
Ft. Dix NJ 08640
THOMAS, Steven A.
260 West 12th
Claremont CA 91711
VENDETTI, Augustine
169-B Argus Drive
Depow NY 14043
VICKERY, Donald B.
HHC 2d Bde 8th Inf Div
APO New York 09034
WATSON, David W.
Quarters 7268-B
Ft. Carson CO 80913
WILLIAMS, Douglas T.
134 Craig Dr. Hunter AAF
Savannah GA 31405
WISDOM, Jerry L.
HHB 3d Bn-84th Arty
APO New York 09176

LIEUTENANTS

BALMOS, Edward J.
CMR 1347
APO San Francisco 96334
BECKHAM, Michael V.
OSC-CMR 2, Box 6177
Ft. Rucker AL 36360

PCS - LIEUTENANTS

BENNETT, Larry G.
CMR 2 Box 7195 C1 68-22
Fl. Rucker AL 36360
CAMP, Thomas D.
45th Medical Co (AA)
APO San Francisco 96491
CONWAY, Michael A.
1811 Riverwind Dr. #B-6
Columbus GA 31902
COX, William R.
197th Avn Co.10 Avn Gp
Ft. Benning GA 31902
DOOLEY, James E., III
3520 East 48th Pl. #B-6
Tulsa OK 74135
DOWNS, Joseph N.
12 West Garden Road
Broomall PA 19008
FRIDAY, William P.
Nathan Dr. Lot 13 Rt. 1
Daleville AL 36322
GALENIS, Vincent P.
258 West State Street
Barberton OH 44203
GOGGIN, Edward F.
1533 Gold Terrace
Deltona FL 32763
GOMOLL, George W.
CMR 2, Box 7646
Ft. Rucker AL 36360
GOULD, Leroy D.
303 Warren Road
Enterprise AL 36330
HAKES, David H.
6745 Iowa Avenue
Detroit MI 48212
HAMILTON, Jesse
1116-D Pershing Avenue
Ft. Eustis VA 23604
HAMLIN, Richie L.
2549-A Pauoa Road
Honolulu HI 96813
HAMMOND, Hobart G.
4 Hall Street
Daleville AL 36322
HILL, Gary E.
5221 Portsmouth Avenue
Jacksonville FL 32208
ISLER, Ronald A.
102 Rabaul Road
Ft. Ord CA 93941
JOHNSON, Nick L.
A Co 227 ASHB-1 Air CD
APO San Francisco 96490

PCS - LIEUTENANTS

JOHNSON Richard C.
386 South 1450 East
Provo UT 84601

LAZICKI, Ronald W.
5025 Americana Drive
Annandale VA 22003

LOGAN, Percy W., III
833 Cascade Drive
Newport News VA 23602

MAGEE, William
701 West 52nd Street
Savannah GA 31405

MAGYAR, Robert J.
HHC-1 Bde-5 Inf (Mech)
APO San Francisco 96444

MALONEY, William R.
A Trp-1 Recon-9 Cav-1CD
APO San Francisco 96490

MILLER, Douglas W.
US ArmySaf Crs-USC
Los Angeles CA 90007

OLDER, Steven T.
3491 Shernoll Place
Sherman Oaks CA 91403

PEDUZZI, Lawrence P.
Tanglewood Manor #1B
Greensburg PA 15601

PORTER, Bruce E.
Rte 3 Box 3140-236
Browns Mills NJ 08015

RAWLINGS, Jerry L.
Box 293
Lawrenceville VA 23668

REED, Donald V.
106 East Brunson Street-
Enterprise AL 36330

ROB, John V.
Rural Delivery 2
Karna City PA 16041

ROUSH, Gary B.
242d Aslt Support Hel Co
APO San Francisco 96353

RUZICKA, John R.
120th Aviation Co-AHC
APO San Francisco 96384

SATKOWSKI, Robert M.
216 Highway Avenue
Elizabeth NJ 07202

SHEAFFER, Martin K.
1 East Main Street
Brownstown PA 17508

SHEEDY, Robert .
CMR 2 Box 5343
Fl. Rucker AL 36360

SKENDER, Daniel P.
23724 Wagner
Warren MI 48089

SMAAGAARD, Arthur G.
608 37th Street
Vienna WV 26101

STEVENS, Grady E.
1st Bde 4th AR
APO New York 09140

TATUM, Edwin R.
5658 East Lancaster #227
Ft. Worth TX 76112

WEISS, Robert R.
3595 Mazzone Avenue
Reno NV 89502

WHITRIGHT, William F.
104 Andrews
Enterprise AL 36330

PCS - LIEUTENANTS

WILLIAMS, Larry N.
Rural Route 1
Excelsior Spgs MO 64024

CW2 - CW4

AVERY, Everett L.
193rd Aviation Company
APO New York 09827

BANKS, John A.
104 Montgomery Street
Salina KS 67401

BELL, Nelson E.
4515 Atom
Lawton OK 73501

BELLMY, Robert L.
Box 1142
Ft. Eustis VA 23604

BIRNEY, Dale L.
Route 1, Box 234, Lot 12
Hinesville GA 31313

BLANKENSHIP, Ernest W.
Route 1, Box 124
Siloria AL 35144

BROCKWAY, Matthew C.
70 Avn Det USARSUPHAI
APO San Francisco 96233

COATES, James Z., Jr.
117 Edgewood Street
Baltimore MD 21229

COLLETT, Benson M.
3771-R Sherwood Arms
Denhigh VA 23602

COMBS, George J.
5321 N.W. Glenn
Lawton OK 73501

CONNORS, Harry L., Jr.
39th Eng Gp-Avn Section
APO New York 09035

DAVIS, Conrad
AD OP Intel Actv-Scoffid
APO San Francisco 96557

DEITSCH, Charles E.
1504 Stephens
Killeen TX 76541

DELANEY, James
Staff Aviation
Fl. Ord CA 93941

ELDRETH, Charles
526 Bonita Avenue
Paso Robles CA 93446

ELEAM, Gerald L.
213th Aslt Helicopter Co
APO San Francisco 96289

ELLARD, Kenneth C.
805 NW 52nd Street
Lawton OK 73501

ELLS, Samuel F.
2nd Support Brigade
APO New York 09165

ERICKSON, James O.
315 N. Frederick, Apt 203
Cape Girardeau MO 63701

FEATHERSTONE, James
219 Parker Hills Drive
Ozark AL 36360

FRYE, Donald L.
232 Davidson
Mineral Wells TX 76067

GARRISON, Ronald T.
213th Aslt Helicopter Co
APO San Francisco 96289

PCS - CWOS

GEORGE, Warren D.
912 Irvin
Evanville IN 47715

GIPSON, David C.
616 North 37th Street
Corsicana TX 75110

GRAHAM, Donald E.
Hq DUSAA
Ft. Belvoir VA 22060

HANSON, Bobby G.
AMOC 2-69 USATSCH
Ft. Eustis VA 23604

HEATH, Leonard P.
7708 West 11th Street
Wichita KS 67212

HILL, Ronald L.
260 Webbs Lane
Dover DE 19901

HODGES, Fermin B.
32 Astor Drive
Newport News VA 23602

HOLLAND, Thomas H.
706 Fourth Avenue
Fl. Ord CA 93941

JOHN, Richard L.
P.O. Box 624
Ft. Rucker AL 36360

JOHNSON, Bernard F., Jr.
19 Beardslee Road
Somerville NJ 08876

JOHNSON, Paul H.
202 Lester Avenue
Oxford AL 36201

JOHNSON, Robert M.
Route 3, Crethaven
Austin MN 55912

KOUNK, Clinton M.
2312 East Madison Ave.
Ft. Eustis VA 23604

LIVINGSTON, Donald J.
18 South Catherine Drive
Daleville AL 36322

LOVEJOY, Ronald K.
609 Abercorn St-Apt 8F
Savannah GA 31401

MILLER, John R.
HHC 15TC Bn1CD(Air)
APO San Francisco 96490

MILLER, Larry B.
575th Transportation Det
APO San Francisco 96289

MUNSON, Elbert W.
1103 South Pine Street
Stillwater OK 74074

OHLSSEN, David L.
2422 Wilkes Avenue
Davenport IA 52804

OLSEN, John S.
2920 5th Avenue South
Great Falls MT 59401

PROBST, Joe M.
124 Harris Drive
Ft. Rucker AL 36360

REDSTONE, Richard D.
AMOC 2-69 USATSCH
Ft. Eustis VA 23604

REESE, Lawrence D.
STEP Aviation Company
APO New York 09168

RUESTOW, Gregory P.
208 S.W. 17th Street
Mineral Wells TX 76067

PCS - CWOS

SAUNDERS, Richard W.
Box 211
Desoto KS 66018

SCHANZENBACH, A.P.
574 Trans Detachment
APO San Francisco 96289

SCHRAMM, Walter J.
1707 Chippendale Drive
Killeen TX 76541

SHIELDS, William B.
241 D-E Pringle Circle
Grn Cove Spgs FL 32043

SMITH, George E.
Route 1, Box 87B Lot 15
Hinesville GA 31313

SPENCER, Warren W.
257 West 74th
Savannah GA 31405

TERRY, Carl B.
114 Stuart Street
Foley AL 36535

VALREY, Cleveland
3307 Sarazen Avenue
Oakland CA 94605

WAGENER, Thomas E.
3125 Commonwealth Ave.
Charlotte NC 28205

WALSH, John A.
82 Red Cloud Road
Ft. Rucker AL 36360

WAUGH, Frank A.
361st Avn Co (Escort)
APO San Francisco 96318

YORK, John, Jr.
243rd Aslt Helicopter Co.
APO San Francisco 96377

ZIRKLE, Robert S.
CMR 2 Box 15255
Ft. Rucker AL 36360

WOS

BAUMANN, Barry N.
524 North Azusa Avenue
Azusa CA 91702

BOYLE, Glenn T.
921 South Marilyn Avenue
Baltimore MD 21221

CARRELL, Thomas R.
106 Judson Drive, Rt. 2
Ozark AL 36360

CHRISTIE, James, III
182-A Main Street
Little Falls NJ 07424

CRIFE, Lloyd I.
7330 Simmons Road N.E.
Bothell WA 98011

DEAL, Berman R.
117 Tasker Drive
Summersville SC 29483

DEL SOBRAL, Daniel M.
3131 75th Avenue, #103
Landover MD 20785

DENNIS, Jerry T.
97th Signal Bn (Avn Det)
APO New York 09028

ETTER, Robert J.
5535 Columbia Pl. Apt 314
Arlington VA 22204

PCS - WOS

FUNK, Frederick G.
7645 Brewster Place
Fayetteville NC 28303

GABRIELSON, John E.
3 Sqdn 4 Cav 25 Inf Div
APO San Francisco 96225

GAIDNER, Charles L.
371-A Stone Court
Ft. Riley KS 66442

HARTMAN, Glenn L.
C Trp 7 Sqdn 17th Cav
APO San Francisco 96262

HODGE, Raymond M., Jr.
6019 Westridge Lane #221
Ft. Worth TX 76116

HONESS, John C.
141 Buckhill Road
Pittsburgh PA 15237

HUGHES, T.W.
39 Ticknor Drive, Apt 2
Columbus GA 31903

JOHNSON, Peter E.
11 Armd Cav (AC Troop)
APO San Francisco 96257

KELLY, Michael L.
2819 Greenbelt Drive
Lansing MI 48910

KINSEY, Charles J., Jr.
1204 Eastridge Rd. S.W.
Atlanta GA 30311

LAFORREST, Leonard S.
514 Moraine Street
Marshfield MA 02050

LOHMANN, Ronald D.
281st Aslt Helicopter Co
APO San Francisco 96240

MAYERS, Jack D.
41st Signal Bn (HHC)
APO San Francisco 96238

McFALL, John E.
178th Aslt Helicopter Co
APO San Francisco 96325

MICHAUD, Normand R.
AMOC 2-69 USATSCH
Ft. Eustis VA 23604

MILLER, Jay V.
B Co 227 Avn Bn (AR)1CD
APO San Francisco 96490

MORAN, David L.
1007 Lincoln Street
Ft. Morgan CO 80701

PANHORST, Frederick H.
B Co 25th Aviation Bn
APO San Francisco 96225

PATTERSON, Roger D.
Rural Route 1
Oustee OK 73560

PERRY, Joshua H.
AMOC 2-69 USATSCH
Ft. Eustis VA 23604

POTVIN, Joseph M.
21070 Lahser Road
Southfield MI 48075

POTVIN, Robert F.
21070 Lahser Road
Southfield MI 48075

RADWICK, Michael J.
2540 West Ball Rd. #22
Anaheim CA 92804

ARMY AVIATION**PAGE 40****PCS - WOS**

RENSHAW, Dal W.
Spanish Trace Apts #105
Mineral Wells TX 76067

RICHARDS, Christopher E.
Box 131
Cutler OH 45724

RUHSAM, Harry M.
Hearthstone
The Plains VA 22171

SCATUORCHIO, Dominic
607 4th Avenue
Spring Lake NJ 07762

SNEDEKER, Donald L.
317 North 83rd Street
Mesa AZ 85201

SNYDER, Bill O.
192nd Aslt Helicopter Co
APO San Francisco 96317

STEELE, James R.
11020-23 Mile Road
Utica MI 48087

TREWLIS Gary D.
3946 Bel Pre Road #1
Silver Springs MD 20906

VAN DUSEN, Richard W.
622 Oakland
Fayetteville AR 72701

WALLACE, George J.
Box 92F Route 3
Mineral Wells TX 76067

WEISSINGER, William D.
P.O. Box 468
Eutaw AL 35462

WIEBERSCH, Dominic J.
HHC 7th ATC
APO New York 09114

WORACHEK, Keith T.
Rural Route 1
Stone Lake WI 54876

ENLISTED

COX, Kenneth J.
5AG Admin Company
Ft Carson CO 80913

DIXON, Richard W.,SSG
Avn Spt (Co A) USAAVNS
Ft. Stewart GA 31313

DOBBS, Bobby W.,PSG
720 Hope Street
Waterloo IA 50703

GREEN, Carl F.,SFC
568th Trans Co (GS)
APO Seattle 98731

HANSON, Calvin L.,SGM
4734 Kupreanof Street
Anchorage AK 99502

JEWELL, Robert E.,SP6
4201 Lowercott Street
Lansing MI 48910

MILAM, Joseph H.,SFC
339th Trans Co (ADS)
APO San Francisco 96337

Mrs. Joseph H. Milam
3 Wilson Avenue
Ozark AL 36360

OXFORD, James F.,SFC
Advisory Team 75
APO San Francisco 96359

VERMACE, Chas. E.,1SG
USAG
Ft. Ord CA 93941

PCS - ENLISTED

WOZNIAK, Leon S.,SFC
6201 Belshire Drive
Belmont MI 49306

ASSOCIATES

BACON, William G.
285 Ridgemore Road N.W.
Atlanta GA 30318

CONRATH, Joseph G.
P.O. Box HO
Williamsburg VA 23185

CUNNIFF, Thomas F.
11572 Poggemoeller
St. Louis MO 63138

DAHLGREN, George J.
Route 3, Box 229
House Springs MO 63051

DAVIS, Roderick C.
600 Bowne Road
Asbury Park NJ 07712

EPPS, Bob C.
3516 Calton Court
Columbus GA 31906

FENCIL, Raymond T.
901 Lincoln Sq. Apt H
Elk Grove Vlg IL 60007

GERNAND, George M.
115 Puritan Road
Fairfield CT 06430

GORDON, Robert S.
2407 Bayshore Avenue
Ventura CA 93003

HARIMAN, Robert R., Mrs.
714 West Park Avenue
Oakhurst NJ 07755

HARGER, Don R., Mrs.
106 Stephan Road
Lakewood NJ 08701

KERBL, Frank R., Mrs.
66 Fulton Avenue
W.Long Branch NJ 07764

KONDYRA, Emil
2413 Cindy Drive
Columbus GA 31903

LOWE, Allen
3028 Arlmont
St. Louis MO 63121

LUTTRULL, Bobby J.
549-B Lynne Court
Glendale Hts IL 60137

McCARTHY, Robert L.
621 Crest Court
Kirkwood MO 63122

McCRARY, George E.
4 Forest Home Court
St. Louis MO 63137

McEWAN, John L.
Secor Road
Brookfield Ctr CT 06805

MILLER, Charles G.
4128 Currell Drive
Lawton OK 73501

MITTON, Robert L.
2400 Wilson Blvd.,Rm.200
Arlington VA 22201

ROSS, James A., Jr.
Aertronics 405 Smith St.
Farmingdale NY 11735

SHAFFER, W.H.
7805 Rolling Acres
Dallas TX 75240

PCS - ASSOCIATES

SHOTWELL, Helen J., Mrs
3738 Itaska, Apt 7
St. Louis MO 63116

SUMMERHILL, Chas. L.
P.O. Box 312
Corundu Canal Zone

SUTTLE, Albert B., Jr.
Bx 215 Appalachian S.U.
Boone NC 28607

TAFE, Harvey C.
GD-1025 Conn. Ave N.W.
Washington DC 20036

WRIGHT, Lyle H., Mrs.
5012 Loch Lomond
Waco TX 76710

RETIRED

ALEXANDER, R.P., COL
2775 Inverness Drive
La Jolla CA 92037

BOURNE, Eldred G., CWO
1554 Westwood Way
Morrow GA 30260

BURCH, Alvin F., LTC
4705 Shawnee Trail
Amarillo TX 79109

CAMPBELL, R.P., Jr., COL
4 Harbor Circle
Centerport NY 11721

COREY, Robert R., COL
2190 Huntington Turnpike
Trumbull CT 06611

COTE, George R., LTC
Choloy Par Toul
54 France

DEWITT, Paul A., LTC
110 Fort Still Blvd
Lawton OK 73501

DUELL, Ronald H., LTC
1809 Senator Street
Boise ID 83705

HARRIS, Peter J., COL
Mitchel Industries-Bx610
Mineral Wells TX 76067

HEINS, Milton H., MAJ
Route 1, Box 35
Buckley VA 98321

HILL, Ambrose H., CWS
100 Melick Street
Mt. Vernon OH 43050

HILL, Ellis D., LTC
7713 Gloria Lake Avenue
San Diego CA 92119

HODGE, James R., LTC
4720 Wagon Trail
Littleton CO 80120

JONES, Herschel C., MAJ
18 Duggan Road
Aston MA 01720

JOOST, Horst K., COL
7816 Pine Hills Drive
Tampa FL 33610

NEELY, Robert B., BG
10 Pole Cat Rd. Fox Vall.
Glen Mills PA 19342

NICHOLS, Frank S., LTC
3370 Lansbury Vill Dr #6
Chamblee GA 30005

NOAH, Ross E., LTC.
Air America Inc. MSD184
APO San Francisco 96307



HUNTER AAF, GA. — The oldest helicopter in the Army inventory — and still in service — is the newest addition to the flight line at the U.S. Army Aviation School Element. The TH-13T "Sioux" is replacing the UH-1 helicopter in the Dept. of Advanced Helicopter Training program for instrument training. Reason for the transition: economy. The "Sioux" costs one-third as much as the Huey and costs one-third as much to operate. By January, a full complement of 141 instrument trainers are scheduled to be assigned to the USAFTC to assist in the training. (USA photo)



FORT RUCKER — For the first time in Army Aviation history, the door gunners MOS is being awarded at Fort Rucker to graduates of the Helicopter Door Gunner Qualification Course. The three-week course replaces the on-the-job training formerly received by door gunners. In the photo above, PVT Jerry A. Quintana of Phoenix, Ariz., a student in the course, learns the eight basic parts of the M-60 machine gun. Helping him assemble the weapon is SSG Sheridan S. Bever of Keyseo, W. Va., an instructor in the Department of Tactics. (USA photo)



ST. LOUIS — Three major AMC commodity managers view an aircraft model with which their commands are involved. Holding the model Cheyene is MG John Norton, CG, AVCOM. At left is BG William J. Durrenberger, CG, WECOM, and right, MG William B. Latta, CG, ECOM. The three officers were in St. Louis attending a Commodity Commanders' System Review hosted by AVCOM. Top technical talent from the three commands made presentations during the one-day conference, with project managers being among those attending and participating in the review. (USA photo)



CORPUS CHRISTI — Vice President Hubert H. Humphrey (center) is shown cutting the ribbon that officially opened the new \$1-million Army Aeronautical Depot Maintenance Center (ARADMAC) ADP-Administration building last month. Observing the ceremony are, left to right, General Frank S. Besson, Jr., CG of Army Materiel Command; COL Luther G. Jones, Jr., ARADMAC commander; and Congressman John Young of Corpus Christi (right), holding the ribbon. The U-shaped building will house administration offices, data systems, and communications equipment. (USA photo)

OBITUARIES

ADDISON — In Vietnam, Warrant Officer Harvey C. Addison, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; husband of Mrs. Kathleen H. Addison, 1031 Tico Road, Ojai, California.

BARLOW — In Vietnam, Chief Warrant Officer Ross O. Barlow, 269th Aviation Battalion, on June 20, 1968, due to hostile action; son of Mr. and Mrs. Doble Barlow, Route 1, Box 315, San Benito, Texas.

BOSWORTH — In Vietnam, First Lieutenant Raymond P. Bosworth, Jr., 1st Infantry Division, on July 4, 1968, due to an aircraft accident; husband of Mrs. Virginia S. Bosworth, 4338 Moana Drive, San Antonio, Texas.

BOYTER — In Vietnam, Warrant Officer Geddes C. Boyter, Jr., 14th Aviation Battalion, on July 1, 1968, due to an aircraft accident; husband of Mrs. Sandra R. Boyter, 151 Tremont Road, Spartanburg, South Carolina.

CARLISLE — In Vietnam, Chief Warrant Officer Larry D. Carlisle, 1st Air Cavalry Division, on June 11, 1968, due to hostile action; son of Mr. and Mrs. LaRue Carlisle, 6530 S.W. 78th Terrace, Miami, Florida.

CARTER — In Vietnam, Warrant Officer James D. Carter, 14th Aviation Battalion, on June 13, 1968, due to an aircraft accident; son of Mr. and Mrs. Harmon C. Carter, 6220 Snowapple Drive, Clarkston, Michigan.

COLLINS — At Fort Rucker, Chief Warrant Officer Dwight E. E. Collins, Officer Student Company U.S. Army Aviation School, on July 18, 1968, due to an aircraft accident; son of Mr. and Mrs. William L. Collins, P.O. Box 30, Clermont, Georgia.

CORLEW — In Vietnam, Warrant Officer Kenneth Corlew, 1st Air Cavalry Division, on July 12, 1968, due to an aircraft accident; husband of Mrs. Shirley A. Corlew, McDougall Rd., Argyle, New York.

COTTON — In Vietnam, Chief Warrant Officer Charles M. Cotton, 71st Aviation Company, on June 19, 1968, due to hostile action; husband of Mrs. Diane M. Cotton, c/o Mr. and Mrs. J. T. Miles, Route #1, Angleton, Texas.

DUER — In Vietnam, Chief Warrant Officer Thomas W. Duer, 269th Aviation Battalion, on July 23, 1968, due to an aircraft accident; husband of Mrs. Margaret C. Duer, c/o Major Jack G. Cude, 400 Patton Avenue, Biloxi, Mississippi.

EOFF — In Vietnam, First Lieutenant William B. Eoff, Jr., 14th Aviation Battalion, on July 1, 1968, due to an aircraft accident; son of Mr. and Mrs. William B. Eoff, Sr., 2304 N.W. 55th Street, Oklahoma City, Oklahoma.

EPHLAND — In Vietnam, First Lieutenant Guy B. Ephland, Jr., 45th Medical Company, on May 27, 1968, due to hostile action; husband of Mrs. Frances F. Ephland, Box 272, Belton, South Carolina.

GARDNER — In Vietnam, First Lieutenant Samuel R. Gardner, Americal Division, on May 5, 1968, due to hostile action; son of Mr. and Mrs. Samuel M. Gardner, 2424 Glen Oaks Drive, Wichita, Kansas.

HAVNAER — In Vietnam, Warrant Officer Ralph M. Havnaer, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; son of Mr. and Mrs. Ralph D. Havnaer, 501 Littleton Drive, Charlotte, North Carolina.

HAWKINS — In Vietnam, Captain Gordon A. Hawkins, 223rd Combat Support Aviation Battalion, on June 11, 1968, due to hostile action; husband of Mrs. Mary W. Hawkins, 108 Navajo Road, Maryville, Tennessee.

HINER — In Vietnam, Captain Franklin J. Hiner, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; husband of Mrs. Cleo L. Hiner, Route #5, Box 27, Sunset Boulevard, Elba, Alabama.

HOFFMAN — In Vietnam, Warrant Officer David R. Hoffman, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; son of Mr. and Mrs. Joe R. Hoffman, 635 Fayette Avenue, Springfield, Illinois.

HOOPER — At Fort Wolters, Texas, Chief Warrant Officer Peter C. Hooper, on July 9, 1968, due to an aircraft accident; husband of Mrs. Kathleen M. Hooper, 431 East Bradford Street, Marion, Indiana.

JACOBS — In Vietnam, First Lieutenant Donald W. Jacobs, 223rd Aviation Battalion, on June 11, 1968, due to an aircraft accident; son of Mr. and Mrs. Alvie Jacobs, Route #4, McDonald, Pennsylvania.

JONES — In Vietnam, Warrant Officer Frank W. Jones, 52nd Artillery Group, on June 30, 1968, due to an aircraft accident; son of Major and Mrs. William L. Jones (Retired), 2609 Cleveland Avenue, Claymont, Delaware.

JONES — In Vietnam, First Lieutenant Robert L. Jones, 1st Air Cavalry Division, on June 2, 1968, due to hostile action; husband of Mrs. Elizabeth Jones, Route 1, Chula, Missouri.

JOHNSON — In Vietnam, Warrant Officer Jerry H. Johnson, 14th Aviation Battalion, on June 13, 1968, due to hostile action; son of Major and Mrs. John R. Johnson, 104 Watkins Drive, Hampton, Virginia.

KILPATRICK — At Fort Rucker, Alabama, Chief Warrant Officer Terry G. Kilpatrick, on July 5, 1968, due to an aircraft accident; husband of Mrs. Kay F. Kilpatrick, c/o Mr. and Mrs. King, 2363 West Alpine Street, Stockton, California.

KOEPPEN — In Vietnam, Warrant Officer Eric R. Koeppen, 17th Air Cavalry, on July 11, 1968, due to an aircraft accident; son of Mr. and Mrs. Hugo J. Koeppen, 728 Park Avenue, Mankato, Minnesota.

KUBEREK — At U.S. Army Primary Helicopter School, Fort Wolters, Texas, Second Lieutenant Dale K. Kuberek, on June 29, 1968, due to a vehicle accident; son of Mr. and Mrs. Karl R. Kuberek, 103 Mansfield Avenue, Carnegie, Pennsylvania.

LANIER — In Vietnam, Chief Warrant Officer Dayton W. Lanier, 1st Air Cavalry Division, on May 9, 1968, due to hostile action; husband of Mrs. Amaryallis L. Lanier, 29-D Cypress Grove Apartments, Wilmington, North Carolina.

McKAIN — In Vietnam, Chief Warrant Officer Bobby L. McKain, 1st Cavalry Division, on May 3, 1968, due to hostile action; son of Mr. and Mrs. Bobby D. McKain, 1110 East Chestnut Street, Garden City, Kansas.

MULLINS — At 3d Warrant Officers Candidate Company, U.S. Army Primary Helicopter School, Fort Wolters, Specialist 5 Grade Dwight Mullins, on July 9, 1968, due to an aircraft accident; husband of Mrs. Cheryl A. Mullins, 67 Pine Street, River Rouge, Michigan.

O'NEIL — In Vietnam, Warrant Officer Walter J. O'Neil, 101st Air Cavalry Division, on July 4, 1968, due to an aircraft accident; son of Mr. and Mrs. George J. O'Neil, 302 Derby Street, West Newton, Massachusetts.

PETERSON — In Vietnam, Captain Lawrence W. Peterson, Jr., Infantry, 85th Division, on June 28, 1968, due to an aircraft accident; husband of Mrs. Doris L. Peterson, 3714 South Austin Avenue, Cicero, Illinois.

REYNOLDS — In Vietnam, Warrant Officer Levi R. Reynolds, 101st Air Cavalry Division, on July 4, 1968, due to an aircraft accident; husband of Mrs. Virginia E. Reynolds, Rural Delivery, Mount Street, Rising Sun, Maryland.

ROMANO — In Vietnam, Chief Warrant Officer Nicholas A. Romano, 223rd Aviation Battalion, on July 1, 1968, due to an aircraft accident; husband of Mrs. Frances L. Romano, 171 Fox Hill Road, Hampton, Virginia.

SCHUSTER — In Vietnam, Chief Warrant Officer Daniel C. Schuster, 114th Aviation Company, on July 3, 1968, due to hostile action; husband of Mrs. Melody A. Schuster, 1037 South 76th Street, West Allis, Wisconsin.

SCOTT — In Vietnam, Warrant Officer Herbert W. Scott, III, 17th Aviation Group, on June 12, 1968, due to hostile action; son of Mr. and Mrs. Herbert W. Scott, Jr., 7929 9th Avenue, South, St. Petersburg, Florida.

SIMPSON — In Vietnam, First Lieutenant John W. Simpson, Jr., 13th Aviation Battalion, on July 16, 1968, due to an aircraft accident; husband of Mrs. Elfriede M. Simpson, 4968 Bonneybrook Way, Columbus, Georgia.

SMITH — In Vietnam, Chief Warrant Officer James D. Smith, 3d Squadron, 17th Cavalry, on July 23, 1968, due to hostile action; husband of Mrs. Carol M. Smith, 15274 Upton Avenue, San Leandro, California.

SMITH — In Vietnam, Chief Warrant Officer Thomas J. Smith, 214th Aviation Battalion, on June 25, 1968, due to an aircraft accident; son of Mr. and Mrs. John Smith, 19 Rosemary Drive, North Kingstown, Rhode Island.

SOUTHER — In Vietnam, Captain Walter A. Souther, III, 11th Aviation Battalion, on June 24, 1968, due to an aircraft accident; son of Mr. and Mrs. Walter A. Souther, Jr., 808 W. Congress Street, Lafayette, Louisiana.

TASKER — In Vietnam, Warrant Officer James B. Tasker, 9th Infantry Division, on June 25, 1968, due to hostile action; husband of Mrs. Bonita J. Tasker, 1555 South Peyton Brandt Road, Troy, Ohio.

TEJANO — In Vietnam, Warrant Officer Ricardo R. Tejano, 214th Aviation Battalion, on June 5, 1968, due to hostile action; husband of Mrs. Wanda R. Tejano, 1017 East 17th Street, Spokane, Washington.

TERRY — In Vietnam, Major Frederick G. Terry, Jr., 1st Infantry Division, on July 4, 1968, due to an aircraft accident; husband of Mrs. Carol F. Terry, 8 Walnut Avenue, Pompton Plains, New Jersey.

WALKER — In Vietnam, Chief Warrant Officer Douglas A. Walker, 7th Squadron, 17th Cavalry, on May 18, 1968, due to hostile action; husband of Mrs. Christel A. Walker, c/o Mr. Douglas Walker, 934 Berkshire Avenue, Indian Orchard, Massachusetts.

WATTS — At Fort Rucker, Alabama, Chief Warrant Officer (CW4) Merlin E. Watts, U.S. Army Aviation School Regiment, on July 5, 1968, due to an aircraft accident; husband of Mrs. Francis M. Watts, Box 1, Route 1, Lanier Street, Daleville, Alabama.

WENZEL — In Vietnam, Warrant Officer Mark A. Wenzel, 192nd Assault Helicopter Company, on June 18, 1968, due to an aircraft accident; son of Mr. and Mrs. Joe A. Wenzel, Alpha, Minnesota.

WHITE — In Vietnam, Chief Warrant Officer (CW2) Melvin R. White, 7th Squadron, 1st Air Cavalry, on June 27, 1968, due to an aircraft accident; husband of Mrs. Carol L. White, 709 47th Street, Apt. 98, Everett, Washington.

WILLARD — In Vietnam, Warrant Officer Ralph J. Willard, 1st Air Cavalry Division, on July 21, 1968, due to hostile action; son of Mr. and Mrs. Ralph B. Willard, 11 Ditman Street, Quincy, Massachusetts.

WILLIAMS — At Fort Wolters, Texas, Chief Warrant Officer Ezekiel A. Williams, on June 22, 1968, due to an aircraft accident; son of Mr. and Mrs. Horace G. Williams, Route #1, Montrose, Pennsylvania.

WILLIAMS — In Vietnam, Warrant Officer Floyd L. Williams, 7th Squadron, 17th Cavalry, on May 24, 1968, due to hostile action; son of Mr. and Mrs. Floyd L. Williams, Sr., 267 Teal Street, Northglenn, Colorado.

HUBBARD — At Indio, California; Frank G. Hubbard, Lockheed-California Company and a Regular Army officer in the Transportation Corps during 1940-1962, on July 5, 1968, of a sudden illness; he is survived by his widow and two daughters, and resided at 925 Flanders Road, La Canada, California, at the time of his death.

MISSING IN ACTION

LINK — Missing in Vietnam, Warrant Officer Robert C. Link, 10th Aviation Battalion, since April 21, 1968; husband of Mrs. Peggy Link, 206 Morgan Lane, Enterprise, Alabama.

LORD — Missing in Vietnam, Captain Arthur J. Lord, 1st Air Cavalry Division, since April 19, 1968; husband of Mrs. Sandra Lord, 407 Dyches Drive, Savannah, Georgia.

McMURRAY — Missing in Vietnam, First Lieutenant Fred H. McMurray, 1st Air Cavalry Division, since April 7, 1968; husband of Mrs. Nancy A. McMurray, c/o Mr. Fred H. McMurray, Sr., 350 Cabell Street, Charleston, South Carolina.

MILLARD — Missing in Vietnam, Chief Warrant Officer Charles W. Millard, 1st Air Cavalry Division, since April 19, 1968; husband of Mrs. Waltrude B. Millard, Box 451, Daleville, Alabama.

OLSEN — Missing in Vietnam, Captain Floyd W. Olsen, 17th Assault Helicopter Company, since April 21, 1968; son of Mrs. Grace Olsen, 516 West Wesley Street, Wheaton, Illinois.



COREY

Under the Association's staggered election system, three or four of the 10 AAAA three-year elective offices are vacated each year, the six or seven incumbents providing year-to-year continuity to AAAA national affairs. The three candidates who'll be nominated by AAAA's National Nominating Committee at the 31 October 1968 General Membership Business Meeting in Washington, D.C. are shown below. National Executive Board incumbents include GEN Hamilton H. Howze, USA (Ret.), LTG Richard D. Meyer, USA (Ret.), MG Delk M. Oden, COL Richard L. Long, USA (Ret.), Eric H. Petersen, and Anthony L. Rodes. The Association past presidents; the Executive Vice President, an appointee; the USAREUR Regional president; some 12 to 14 Chapter Members-at-Large representing those CONUS Chapters with 150 or more members; and such National Members-at-Large as may be appointed by the national president for a one-year term constitute the full Executive Board.

the AAAA national executive board nominees for 1968-1971



ELLIS



FLEMING

COL Robert R. Corey, USA (Ret.)

An AAAA enthusiast, Bob Corey activated and then served as initial president of the 82nd Airborne Division Chapter (later the Fort Bragg Chapter), as president of the Fort Monroe Chapter, as regional coordinator of AAAA affairs in USARV during '65-'66, and as a hardworking member of the National Awards Committee during '63-'68. The AMC Project Manager for the UH-1/UH-1G prior to his retirement this past July, he's the program manager for the CH-54 Tarhe at the Sikorsky Aircraft Division in Stratford, Conn.

COL Clarence H. Ellis, Jr.

Currently the Special Assistant to the CG, Army Materiel Command for Project Management, COL

Ellis has held a variety of command and staff assignments within Army Aviation since his rating as an Army Liaison Pilot in 1946. His most recent tours included service as CO of the USARV Aircraft Supply & Maint. Group (Now the 34th Aircraft Maintenance Group), and AMC Project Manager, T53/T55 Turbine Engines. A charter member of AAAA since '57 (Membership No. 49), he's served on many Chapter Executive Boards, more recently completing a term as president of the Ft. Monroe Chapter.

COL E. Pearce Fleming, Jr.

The commander of the U.S. Army Primary Helicopter Center during its '65-'67 period of major expansion, Colonel Fleming then assumed duties as the Deputy Director of Army Aviation in OACSFOR. A survivor of the Bataan Death March and later imprisonment by the Japanese, Fleming will end a 28-year Army career in early October and plans to establish residence in Atlanta, Ga. A current National Member-at-Large on AAAA's National Executive Board and a member of the Association's National Awards Committee, he's supported Ass'n. activities at all levels since joining AAAA as Member No. 70 in 1957.

Candidates

Floor nominations for National Executive Board elective office may be made during the AAAA General Membership Business Meeting to be held on 31 October, at the Annual Meeting in Washington, D.C. A petition bearing the name of the nominee and twenty-five (25) member signatures should be forwarded to the AAAA National Office on or before 15 October for the nominee's name to be placed on the ballot.

OCTOBER 30 - NOVEMBER 1

1968 AAAA ANNUAL MEETING

SHERATON-PARK HOTEL

WASHINGTON, D.C.

ADVANCE REGISTRATION

Advance registrations will be accepted July 1-Oct. 21 (see coupon below). All reservations will be confirmed by mail. Registration badges and social function tickets will be available at the AAAA Registration Desk, Sheraton-Park Hotel, beginning 1:00 P.M. Monday, Oct. 28.

SOCIAL FUNCTIONS . . . GUESTS

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

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

REFUNDS FOR CANCELLATIONS

Phone cancellations of tickets will be accepted until noon, Wednesday, October 23. Letter cancellations should be postmarked no later than October 21.

ROOM RESERVATIONS

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

Civilian Rates at Sheraton-Park:

Single Room	\$13.50-\$19.00
Twin Room	\$17.50-\$23.00
1-Bedroom Suite	\$35.00-\$40.00
2-Bedroom Suite	\$70.00-\$90.00


Active Duty Rates at Sheraton-Park:

Single Room	\$13.50-\$17.50
Twin Room	\$17.50


On-Post Quarters For Military Personnel:

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

ADVANCE REGISTRATION COUPON

Detach  and mail to:

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

 Make check payable to

Enclosed please find \$..... in payment of my registration for the 1968 AAAA Annual Meeting and tickets indicated below:

Function	Quantity Desired	Unit Prices		Amount
		**Military	Civilian	
1. Registration		\$ 5.00	\$15.00	\$.....
2. President's Reception* (Oct. 31)		\$ 5.00	\$15.00	\$.....
3. Honors Luncheon and Reception* (Nov. 1)		\$ 7.00	\$15.00	\$.....
4. Combined Attendance (Includes 1, 2 and 3)				
Member Alone		\$12.00	\$40.00	\$.....
Member and Wife		\$20.00	\$50.00	\$.....

*Separate tickets are required for each social function.

**Includes civilian employees of the Armed Services.

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

ADDRESS.....
(Print or type)

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



AAAA CALENDAR

July, 1968

- **Korean Chapter.** Balloting for 1968-1970 Chapter office. Ballots closed July 1.
- **Monmouth Chapter.** Balloting for 1968-1970 Chapter office. Ballots closed July 1.
- **Lindbergh Chapter (St. Louis).** Dinner Dance for members and guests. LeChateau Restaurant. July 19.
- **Washington, D.C. Chapter.** Stag Luncheon. LTC William Culton, OPO, guest speaker. Occidental Restaurant. July 24.
- **Nurnberg Chapter.** Annual Chapter Picnic for members and their families. Katterbach AAF. July 27.
- **Richard H. Bitter Chapter (Corpus Christi).** Dinner Dance and quarterly business meeting. Corpus Christi NAS. July 27.

August, 1968

- **Fort Sill Chapter.** Combined Business-Social Meeting for members only. Building 4911. August 23.
- **Monmouth Chapter.** Ladies Day tour of USAECOM Headquarters and Labs and Aviation Detachment at Lakehurst. August 29.
- **Army Flight Training Center Chapter (Hunter AAF).** Stag Get-Together. Hunter AAF Officers' Club. August 29.
- **Washington, D.C. Chapter.** Potomac River Excursion and Dinner Dance for members and guests. Wilson Lines' Cruiser. August 31.



AN AAAA "FIRST"?

The members of the Fort Benning Chapter have elected MAJ Harold E. Bradberry, USAF, as Chapter Secretary, effective September 3. The weather officer at Lawson Aviation Command, Bradberry has a keen interest in the Army, Army Aviation, and the AAAA. He plans to attend the AAAA Annual Meeting later this month as a Chapter Delegate.

September, 1968

- **Fort Riley Chapter.** General Membership Business Meeting. Selection of Chapter Delegates. Cockpit Club. September 6.
- **Lindbergh Chapter (St. Louis).** Professional dinner meeting with BG George H. McBride, DCG of AVCOM, guest speaker. Ruggeri's Restaurant. September 12.
- **Fulda Chapter.** Quarterly Membership Meeting. Dammersfelder Hof. September 12.
- **David E. Condon Chapter (Fl. Eustis).** "After Work Party" for members and crewchief guests. Films/slides. Brief business meeting to select Chapter Delegates. NCO Club. September 13.
- **Sharpe Army Depot Chapter (Lathrop, Calif.).** Combined business & social stag for members only. Cracked Crabs and beer. Sharpe Army Officers' Mess. September 13.
- **Bluegrass Chapter (Ft. Knox).** General membership business meeting for members only. Chapter elections and selection of Chapter Delegates. Godman Officers' Club. September 13.
- **Washington, D.C. Chapter.** Joint "Hail and Farewell Dinner Party" with Army Aviation Directorate staff. Fort Belvoir Officers' Club. September 14.
- **Rhine Valley Chapter.** "Hail and Farewell Dinner Party" for departing members. BFV Officers' Club, Mannheim. September 14.
- **Fort Benning Chapter.** Combined business and social meeting (dinner optional). Selection of Chapter Delegates. Fort Benning Country Club. September 18.
- **Monmouth Chapter.** Regional luncheon and get-together for metropolitan area members and guests. COL James L. Burke, Special Assistant to the CG for Aviation & Aviation-Electronics, guest speaker. Wings Club, Biltmore Hotel, New York. September 20.
- **Army Aviation Center Chapter.** Annual "Shrimp and Beer Bust" for members only. Selection of Chapter Delegates. Officers' Lake Lodge. September 24.
- **Fort Bragg Chapter.** General Membership Business Meeting for members only. Selection of Chapter Delegates. September 26.
- **Stuttgart Chapter.** Combined professional-business meeting with guest speaker. Refreshments and finger buffet. Nellingen Officers' Open Mess. September 26.
- **Hanau Chapter.** Combined professional-business meeting with Thomas Werneke, USAREUR R&D, guest speaker. Election of Chapter officers for '68-'70. Hanau Officers' and Civilians' Open Mess. September 27.
- **Alamo Chapter.** Combined business-social meeting for members only. Selection of Chapter Delegates. Ft. Sam Houston Officers' Open Mess. September 27.
- **Fort Monroe Chapter.** Combined business-social meeting with dinner optional. Selection of Chapter Delegates to Annual Meeting. Langley AFB Officers' Club. September 28.
- **Richard H. Bitter Chapter (Corpus Christi).** Buffet dinner and dance for members and guests. CPO Club. September 30.



Major
Charles R. Bledsoe



Major
John H. Shimerda



This plaque goes to each Army pilot who logs a thousand flying hours in the Army Mohawk surveillance system. This month Grumman salutes Major Charles R. Bledsoe and Major John H. Shimerda, both of whom have earned the plaque.



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

Major Charles R. Bledsoe was rated in the Mohawk in March 1964 and became a Mohawk instructor pilot at Ft. Rucker, Alabama, until October 1966. He was then assigned to the 244th Aviation Company, Ft. Lewis, Washington, and deployed to Vietnam in 1967. Maj. Bledsoe is presently serving as Surveillance Platoon Leader of the Delta Hawks.

Major John H. Shimerda was rated as an Army Aviator in August 1959. He received his Mohawk transition in September 1963 and joined the 23rd Special Warfare Aviation Detachment in Vietnam. After a tour as a Mohawk instructor in the Department of Tactics at Ft. Rucker, Alabama, Major Shimerda returned to Vietnam with the 244th Aviation Company's Delta Hawks.



GRUMMAN

Aircraft Engineering Corporation
Bethpage, L. I., New York

ARMY AVIATION

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

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



1968: the Year of C-Power

In the beginning, there was the CH-47A Chinook.

And the CH-47A begat the CH-47B

And the B begat the C.

Which is how things stand now.

Or, rather, how things *fly* now.

At 160-mph plus. With an entire platoon aboard, ready to do battle with anyone foolish enough to hang around.

Who put the POW! into C-POWER?

The same expert Avco Lycoming engineers and engine-builders responsible for the turbines in eight out of ten helicopters in Vietnam — the choppers that are adding steadily to our Lycoming turbines' eight million-plus hours of flight time.

In the case of the C, the power is two T55s. Thirty-seven hundred and fifty SHP apiece. The strongest Lycoming gas turbines yet.

For the CH-47C Chinook, this engine means more hustle with more payload. Twenty-five percent more payload, in fact. That's a 2,000 pound edge over its formidable progenitor, the CH-47B. Without adding bulk to the engines' lightweight, compact design.

Proving, once again, that Lycoming makes the most efficient gas turbines.

Just ask the men who depend on C-Power.

To get them in.

And bring them back out.



LYCOMING DIVISION
STRATFORD, CONN.