

# Army Aviation

JANUARY 31, 1969

## The Beetles and the Horse

(See back cover)



**LYCOMING DIVISION**  
STRATFORD, CONN.



**Payload: 12 tons.**

**You're looking at the heaviest-lift helicopter available.**

**It's Boeing's new Chinook CH-47C. The only helicopter available that offers an internal or external maximum payload of 24,000 pounds.**

**The CH-47C has an expanded flight radius of 195 miles, a maximum speed of 188 mph.**

**Whatever your requirement—military transport, air-sea rescue, cargo movement or speedy assistance in civil disaster—Boeing has the most productive helicopter you can get. Anywhere.**

***BOEING HELICOPTERS***

# ARMY AVIATION

JANUARY 31, 1969

Endorsed by the Army Aviation Ass'n of America

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# THE HUEY TUG

## ARTILLERY PRIME MOVER

Here's the workhorse Huey with the muscle to hover out of ground effect at 4000 ft. and 95 degrees with a 6000-pound sling load! With twice the horsepower currently available in other Hueys, the TUG can lift an M101A1 (105mm) Howitzer plus ammunition and three cannoneers. □ Power is provided by a Lycoming T-55 engine and a dynamic component conversion kit. □ Already proven by extensive flight tests, the HueyTug components may be installed in existing UH-1B or C airframes during normal overhaul.



**BELL HELICOPTER**

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





# 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**



**I** HOPE you have all had a chance to read the remarks of the President of the United States in the January issue of "Army Digest" on the occasion of the presentation of five *Medals of Honor*.

Also, I hope through other media you noted that one of these brave men, *Specialist Four Gary G. Wetzel*, was a door gunner in a *Huey*. I was proud to be at that ceremony and proud that this man was a member of the Army Aviation Program. He represents a large and important number of our personnel who seldom receive the recognition they deserve. *Specialist Wetzel* more than deserves this award for I have talked to his CO and many heroic details could not be put in his citation, which appears on a following page.

It does seem appropriate to add my appreciation to the thousands of men who are doing this same sort of mission on a day-by-day business—the door gunners and crew chiefs who fly all day in the most exposed positions to enemy fire, then work most of the night to maintain the aircraft, guard the airstrip, etc.

I know that an 18-hour day is not uncommon and seven days a week is standard. My confidence in the future of this country is

**By Brigadier General  
EDWIN L. POWELL, JR.  
Director of Army Aviation,  
OACSFOR, DA**

immeasurably strengthened by the performance of these fine young men. The large majority of our mechanics, door gunners, crew chiefs, and other enlisted aviation personnel will probably not receive their due recognition outside the organization of which they are such a vital part.

But those of us who have seen the concept of air mobility grow to a proven fact know that the success of this concept has its fundamental roots in the dedication of these very people.

I am constantly amazed and pleased that the United States can draft so many young men, train them for a relatively short time, place them in a hostile environment, and turn them so quickly into mature veterans with exceptional technical competence.

All of these men can take great pride that it was one of their number who received the *Medal of Honor*. I can do no more than quote the President:

*"These five soldiers, in their separate moments of supreme testing, summoned a degree of courage that stirs wonder and respect and overpowering pride in all of us."*

### **Expansion**

In a somewhat related subject, I'd like to congratulate all those responsible for the recent expansion of the Army Aviation Museum at Fort Rucker. Over the years, a small dedicated group have spent thousands of their own hours to preserve, display, and collect those important memorabilia of our history.

Only recently have we had the privilege  
*(Continued on Page 10)*

**"A degree  
of courage  
that stirs  
wonder..."**





## AWARD OF THE MEDAL OF HONOR



By direction of the President, under the Joint Resolution of Congress approved 12 July 1862 (amended by act of 3 March 1863, act of 9 July 1918, and act of 25 July 1963), the Medal of Honor for conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty is awarded by the Department of the Army in the name of Congress to:

Specialist Four *Gary G. Wetzel*, RA16860289 (then Private First Class), United States Army, 173d Assault Helicopter Company, who distinguished himself by conspicuous gallantry and intrepidity at the risk of his own life, above and beyond the call of duty, near Ap Dong An in the Republic of Vietnam. On 8 January 1968, Specialist *Wetzel* was serving as door gunner aboard a helicopter which was part of an insertion force trapped in a landing zone by intense and deadly hostile fires. Specialist *Wetzel* was going to the aid of his aircraft commander when he was blown into a rice paddy and critically wounded by two enemy rockets that exploded just inches from his location. Although bleeding profusely due to the loss of his left arm and severe wounds in his right arm, chest, and left leg, Specialist *Wetzel* staggered back to his original position in his gun-well and took the enemy forces under fire. His machinegun was the only weapon placing effective fire on the enemy at that time. Through a resolve that overcame the shock and intolerable pain of his injuries, Specialist *Wetzel* remained at his position until he had eliminated the automatic weapons emplacement that had been inflicting heavy casualties on the American troops and preventing them from moving against this strong enemy force. Refusing to attend his own extensive wounds, he attempted to return to the aid of his aircraft commander but passed out from loss of blood. Regaining consciousness, he persisted in his efforts to drag himself to the aid of his fellow crewman. After an agonizing effort, he came to the side of the crew chief who was attempting to drag the wounded aircraft commander to the safety of a nearby dike. Unswerving in his devotion to his fellow man, Specialist *Wetzel* assisted his crew chief even though he lost consciousness once again during this action. Specialist *Wetzel* displayed extraordinary heroism and intrepidity at the risk of his own life, above and beyond the call of duty, in his efforts to aid his fellow crewmen. His gallant actions were in keeping with the highest traditions of the United States Army and reflect great credit upon himself and the armed forces of his country.



**MASTER ARMY AVIATOR**  
**LEFT:** COL James D. Kidder (left), CO of the Dept of Adv Hel Tng, Hunter Army Airfield, Ga., congratulates LTC Gerald R. Beekman (r.), following the presentation of Master Army Aviator wings to the latter. The CO of Instrument Flight Division "B," LTC Beekman was honored in ceremonies held December 20.

**GRAB BAG**  
 Manchus from Alpha Company of the 4th Battalion, 9th Infantry, are shown loading enemy munitions in an OH-6A Cayuse helicopter after the 2nd Brigade soldiers had uncovered an enemy arms cache northwest of Cu Chi, the 25th Infantry Division base camp.  
 (USA photo)



of a full-time curator, *Bill Howell*, (who incidentally was General Eisenhower's helicopter pilot during his term as president).

The museum is still growing and needs your support. If you have, or know someone who has important one-of-a-kind documents or equipment that relate to the history of Army Aviation, please contact the curator. If you haven't seen the museum, the next time you are down Fort Rucker way take an extra hour to visit the display. It is a real education.

There you will see the only remaining XV-1, the first successful VTOL aircraft; several variations of early test helicopters that used ram-jet engines at the rotor tips; and many unique and fascinating other exhibits. We are truly indebted to those who have gathered and preserved our heritage.

It is an unfortunate fact that in the stress of day-to-day requirements we often forget that future generations of Army Aviators

will be greatly interested in how we got from here to there. I hope that some day, in the not too distant future, travel guides will list, as a high priority to all those traveling in the South, a visit to the Army Aviation Museum.

## Turbulence

As a personal note, you may have seen the official orders that indicate my presence is expected in Vietnam around the Ides of March. Naturally, I am pleased for everyone wants to be where the action is. My replacement has not been announced as yet, but the shop will be in the able hands of *Colonel Jack Hemingway* should there be any gap at my desk. This is not a hail and farewell speech, but I thought many of you who have had so much career turbulence in the last few years ought to be pleased to note that it is not restricted to company grade officers.



By  
**S. G. NILWAR**

# THE CUSTOMER IS ALWAYS RIGHT!

**W**ITH the possible exception of fire-harnessing, the greatest technological advance of this planet appears to have been the development of the horse-collar.

This device, a tool used to couple motive power with tractive loads, satisfied all three prerequisites of a technological advance: (1) it helped in the performance of an *important* job, (2) it assisted in the workings of a *difficult* job, and (3) it saved man time and effort.

Note that all three represent man-rated values, not machine-rated. The horse wasn't asked for his opinion!

Technological effort, since that time, has been primarily devoted to the development of additional or more efficient sources of motive power or to the reduction of load friction — and it has all been based on the assumption that any improvement to the machine is, ipso facto, a gain for man. We continue to measure improvements in terms of horsepower — a machine rating.

## **Man-ratings prevail**

The jobs performed by the helicopter vary in man-rated degrees of importance, from those of convenience to those of urgency. The degree of difficulty, again man-rated, ranges from that easily performed by other means to that of near-impossibility by any other method.

The fact that the helicopter is used for some urgent, difficult tasks makes it a highly desirable tool. To rate as a necessary tool, it must also meet the third prerequisite; it must save man time and effort. It should deliver

a larger return than it requires in investment.

Neither investment nor return are most properly computed in dollars. A more appropriate means for comparison is man-hours.

The cost of anything is a function of the man-hour investment. The materials used have no cost — they were found on post, weren't they? — and all costs associated with them are those of the man-hours invested in locating, mining, and refining of raw materials to a usable state. To change the man-hour investment into a dollar investment, it is necessary to develop differing scales of value for types of man-hours, multiplying each by the number of hours expended. The result is increased by a percentage called "profit", considered for tax purposes as "value added", and the whole works is then labeled as cost of the machine.

The point here is that such ramifications tend to divert attention from the true investment which is man-hours, and the intended result which is to ensure that any developed machine returns more to man than it takes from him.

Dollars wobble in the political-economic winds; man-sweat remains a relatively stable commodity.

If we can agree that the proper comparison between alternative means for performing a task is the total number of man-hours involved in getting it done, including those required for the manufacture of the machine, then we should agree that the best machine is the one which gives the greatest ratio of return to investment. Implicit in our agree-

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## THE CUSTOMER

*(Continued from Page 11)*

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ment is the assumption that the job to be done is necessary, difficult, and without foreseeable end during the life span of the machine.

If the job is necessary, it will have to be done with or without the machine. If it is difficult, there will be a need for the use of large quantities of manpower. If it is without foreseeable end, then the required output of the machine is constrained only by operating time.

We did move bodies, beans, and bullets before the advent of the helicopter and we would be forced to do so today if the helicopter were absent. The job is necessary. That it is difficult requires no proof and no elaboration. That the job is never-ending is a somewhat controversial statement. It implies — even insists — that the hours per day now being flown by each available helicopter is neither the required nor the desired work output.

A man named Parkinson once enumerated a series of laws, one of which stated that the amount of work to be done would always expand to meet any increased capacity for doing it. Accepted as a theorem, this law has yet to be disproved.

Given automobiles, people who had never been further away from home than the general store now travel ceaselessly. Radio and television stations transmit commercials twenty-four hours a day. Satellites circle the globe in a continuous fall. If the individual helicopter were capable of continuous flight, there would be a requirement for it to do just that. There is, of course, a practical limit — a point at which, in man's judgment, the cost outweighs the gain. That limit today is the cost in man-hours of the maintenance required to keep the machine operating.

### Life cycle of 'copter

There are 87,600 hours in the planned ten-year life cycle of a helicopter. At a rate of return of ten man-hours per flight hour, the helicopter could break even on an investment of 876,000 man-hours — providing, all of the man-hours were invested before the machine

became operational. However, if the investment is continuing — if maintenance man-hours are necessary as the result of flight hours, the picture changes radically.

If, for example, investment man-hours are expended at the rate of ten hours per flight hour, all performed by one man, then the helicopter remains available for flight less than 8,000 hours, and to break even, must return 110 man-hours per flight hour.

There is, of course, the alternative of assigning additional maintenance men. Ten men, for example, could perform the required maintenance on a one-for-one basis; that is, the helicopter could fly half the time and be maintained the other half. In this case, the helicopter's break-even point is reached when each hour of flight equates to twenty man-hours.

Twenty men, arithmetically speaking, could perform the ten hours of maintenance during a half-hour period, thus allowing the helicopter to be flown two-thirds of the time. In this case, the break-even point is reached when the helicopter returns fourteen man-hours during each hour of flight.

This elementary arithmetic serves no useful purpose except to point up the fact that maintenance man-hours as a function of flight hours are exceedingly expensive and do not lend themselves to dollar quantification.

### The unproven premise

The time at which labor is applied is unimportant to the dollar, but it is exceedingly important to the man. We have tacitly agreed that technology can produce a machine which will return more man-hours than are required for its manufacture. Left unproven is the premise that technology can, with an acceptable man-hour investment, produce a machine which does not have a high and continuing maintenance requirement.

We have plenty of evidence that it can. Watches, radios, television sets, airplanes of all sizes, automobiles — none of these would be acceptable to the customer if they had the continuing upkeep problems of the helicopter. The military customer is no less demanding. He is simply frustrated.

*(Continued on Page 40)*



Battling hurricane-force winds and sub-zero temperatures aloft, three Army Aviators established four new world altitude records for helicopters in the U.S. Army CH-54A "Flying Crane" during the Christmas holidays.

MAJ James H. Goodloe and CW-4 W. T. "Billy" Lamb, and CW-4 James P. Ervin shattered three "time-to-climb" records and the "altitude-in-horizontal-flight" record to set the new world marks high above the Sikorsky Aircraft flight field at Stratford, Conn.

At the controls during the speed climb, Ervin jockeyed the CH-54A to 3,000 meters (9,762 ft.) in one minute and 36.8 seconds, to 6,000 meters in three minutes and 31.5 seconds, and to 9,000 meters in seven minutes and 36.4 seconds – averaging a "straight-up," vertical speed of 60-70 mph. CW-4 Lamb acted as co-pilot during the speed climb.

### Pilots swap seats

Swapping seats with Ervin, CW-4 Lamb copped the altitude-in-horizontal-flight record by nursing the CH-54A to level flight at 31,280 ft.

On the last speed climb attempt on New Year's Eve, Ervin broke his own record for 3,000 - and 6,000 meter climbs which he set on Christmas Eve.

Ervin's speed climb topped records set by US Army pilots, CW-4 Emery N. Nelson and CPT W. H. Welter, in a Bell UH-1D in October of 1964. Ervin and Lamb shaved 21-seconds off the 3,000 meter mark; more than one minute off the 6,000 meter mark; and more than a minute-and-a-half off the 9,000 meter mark.

Lamb's new horizontal altitude record bested that of US Army CPT Jack L. Zim-



CWO W. T. Lamb, Carl D. Stephenson, and CW4 James P. Ervin are shown at Sikorsky Aircraft's Stratford plant during the record-breaking flights.

merman's 1966 record of 26,448 ft., set in a Hughes YOJ-6A.

An assault on the world's maximum altitude record for helicopters – set by Jean Boule of France in an "Alouette" at 36,037 ft. in 1968 – by Ervin and John Dixon, Sikorsky pilot, was aborted at 29,300 ft. early in the record trials due to an unprogrammed increase in hydraulic pressure.

Ervin and Lamb's initial speed climb attempt on Christmas was enlivened by the explosion of the cabin dome light which showered slivers of glass throughout the cockpit but caused no injury.

### "Payload" flights

Severe winter storms crimped the "payload-to-altitude" assaults programmed to return the 5,000 kilogram (11,000 lb) record to the U.S. from Russia, and give the U.S. a clean sweep in the payload-to-altitude categories.

The 1,000 and 2,000 kilogram payload-to-altitude records were already held by the U.S. Army having been set in 1965 by LTC T. J. Clark (then a MAJ) of the Aviation School, and CW-4 Ulysses E. Brown in a CH-54A. The present 5,000 kilogram record was set by a Russian Mi-10 helicopter and a four-man crew at 23,461 ft. in 1965.

During the record-breaking flights, the Army team members were equipped with oxygen masks and anti-exposure suits. They reported temperatures of 50 degrees below

(Continued on Page 44)

## Army Team Tops Four Altitude Records

# The devastating look of Cheyenne



Cheyenne's pilot can focus devastating firepower where he looks. With armament slaved to the movement of his head, he can accurately direct a veritable hail of fire.

The Army needs a specialized armed escort vehicle capable of efficiently protecting heliborne assault columns en route, suppressing hostile fire at landing sites, and directly supporting engaged troops.

The Rigid Rotor com-

pound AH-56A is Lockheed's response to that need.

Cheyenne is more stable, more maneuverable and much faster than any previous Army rotorcraft. And armed to the teeth.

Readily interchangeable nose turret assemblies house a 40mm grenade launcher or a 6,000 round-per-minute 7.62mm Minigun. A 30mm light point weapon is mounted in the belly turret. Cheyenne can

carry up to 12,000 pounds of external armament stores (including TOW missiles and 2.75 inch FFARs), pod-mounted on wing and fuselage pylons.

Cheyenne's swivelling co-pilot/gunner's station rotates through 360°, and either or both armament turrets can be slaved to its motion. It is equipped with an open sight and a periscopic optical sight with selectable degrees of magnification up to 12X.





Sighting data is fed into Cheyenne's central computer. Additional inputs from Cheyenne's doppler radar system, inertial platform and laser range finder inform the computer of windage, vehicle attitude and speed, and target range and motion. Together with ballistics data stored in the memory core, these inputs enable Cheyenne's computer to maximize firing accuracy.

Under an Army contract,

ten prototype AH-56A Cheyennes have been built at Lockheed-California Company's Van Nuys facility. Preparation for large scale production of Cheyenne is under way.

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



**LOCKHEED**  
LOCKHEED AIRCRAFT CORPORATION





# "FOR WANT OF A NAIL"

**W**HILE supporting the 175th Assault Helicopter Company, the 150th Transportation Detachment developed a program that eliminated *Foreign Object Damage* costs. Can your unit meet the challenge? Easier than you think!

There are not many horseshoe nails required in our modern Army, and regardless of its merits, we've beat the old verse to death trying to emphasize attention to detail to prevent "the loss of the rider, horse, and battle" in that order.

Our highly technical Army no longer depends on such antiquated material to travel across the Vietnam rice paddies. Helicopters now transport our rider at tactical speeds to his destination.

## **We're modernized, but . . .**

The loss of a horseshoe nail will never influence his travel in our modern Army. Don't fool yourself, rider! Many a soldier has been stopped enroute by one of the easiest overlooked details mentionable. Our rider (Let's call him aviator) by skill and a degree of luck brings his horse (helicopter) down short of his destination only to find the heart of the beast torn out.

The doctor is called (Let's call the doctor

the maintenance officer) and the patient is pronounced dead. Died of a heart attack (Let's call it engine failure) as a result of F.O.D. — chances are it wasn't a horseshoe nail that caused the damage. Most of us know that it wouldn't take anything that size to tear out the entire compressor section of a turbine engine.

*If we've become bored with all of the emphasis on "attention to detail" and constant checks and rechecks, how then do you suppose we can ever establish a program that will preclude one of our largest cost factors (F.O.D.) from occurring?*

## **\$30 million damage**

Current cost analyses reflect that in FY-69 F.O.D. costs will approximate \$30,000,000.00 in Army turbine engine repairs alone, not to mention aircraft damage and loss of human lives. If you tell an aviator that his pre-flight was poor, he is up-in-arms, as he should be. He spent an hour with a flashlight at 4 a.m. giving the aircraft a check as though his life depended on it. Tell a maintenance officer that his poor housekeeping is a large factor in ruining a \$67,500.00 engine, and you are liable to dodge a wrench. Tell a mechanic or one of the crew chiefs that he could have



placed a Foreign Object close to the inlet section, and he's liable to forget that you outrank him (and you'd better!).

A recent survey disclosed that during one year of operation in Vietnam (1967), the cost in materiel alone due to Foreign Object Damage (not to mention lost riders) could have purchased all of the aircraft necessary to equip a helicopter company.

### **A positive attitude!**

Can F.O.D. be stopped? Can you stop it? If your answer to both of these questions is "Yes", you have traveled 40% of the route toward preventing another crew from going down, in my opinion. A positive attitude is the one most important factor in stopping engine failure due to F.O.D.

The next and easiest step is to establish a program. This will stop you in your tracks if you answered either of the questions half-heartedly. But really it's as stated, *"the easiest part."* Ask yourself this question as the Commanding Officer or Detachment Commander: *"Where do the Foreign Objects come from?"* The simple answer is *"From outside of the inlet section."* You ask, *"How could an object be placed in or close to the inlet, and how can I stop it?"*

### **Some possible answers**

Consider these as possible answers: Could the aviator have overlooked a loose rivet in the sand and dust separator? Is a bolt or nut missing from the cage areas over the engine inlet, and if so, where is it? Did a button or a pencil drop from the aviator's jacket during his pre-flight? What are the chances of a rock dropping out from the lugs on his boots during the aviator's inspection of the rotor head?

As the maintenance officer you must produce aircraft. This is your justification for existence and your purpose in the war effort. As you or your maintenance technician finally smooth that rotor track out at 2 a.m. and direct the safety of the pitch change links, what happens to each piece of wire as it is clipped? What are the chances of wire, bolts, or rivets dropping out of the mechanic's shoe soles or pockets as he makes these adjustments for you? Anytime anyone gets

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**By**  
**MAJOR**  
**WILBUR P. LUSKER**  
**Hq, Davison Army Airfield**  
**Fort Belvoir, Virginia**

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close to the inlet section they should be considered a carrier of Foreign Objects. Only this approach can help you develop a workable program to preclude F.O.D.

One other important factor in stopping F.O.D. should be mentioned. No program will succeed without command interest. Each aviator and soldier must be a part of the program. This is usually found to be the easiest step to establish because of the importance of this program to each of these groups. Publicize your program and let each member of the unit know its progress.

### **An "F.O.D. Squad"**

One unit, the 150th Transportation Detachment, organized a *"F.O.D. Squad."* During every PMI and PMP they gave the engine special care, including a solvent and water cleaning. The *"F.O.D. Squad"* made a close-up inspection prior to the release of any aircraft. Engines not only went without F.O.D. from the 20th of May 1968 to the present time, but operated cooler and consequently more efficiently, because of the *"F.O.D. Squad."*

**"... the cost in materiel alone due to F.O.D. in Vietnam in 1967 could have purchased all of the aircraft necessary to equip a helicopter company."**

A project officer was appointed for a three-week period to compete with the officer he succeeded for an F.O.D.-free tour of duty. It was left to this officer to develop new methods and ideas to prevent objects from entering the inlet. The F.O.D. project officers of the 150th Trans Det developed

*(Continued on Page 40)*



**This is the versatile Beechcraft 99, now in production as a part of the Beech planned program of product growth. Powered by two Pratt & Whitney PT6A-20 reverse**

**flow, free turbine engines, it will carry pilot and 16 passengers in comfort—will cruise over 200 knots. The spacious interior is readily adaptable in the field for high-density**

## **Why production line modifications of this new Beechcraft 99 make it today's answer for tri-service indirect support:**

**The capabilities of the new Beechcraft 99 match basic tri-service Utility, Indirect Support and Air Attache requirements. Adaptation for specific service and function may be incorporated during production for true off-the-shelf economy. Available now as a direct replacement for older, reciprocating-engine transports, the**

**Beechcraft 99 offers these advantages:**

- Increases ton-miles per flight hour!**
- Reduces cost per ton-mile!**
- Will actually pay for itself in a few years!**
- Offers turboprop speed and efficiency with quiet operation!**
- Uses a variety of fuels!**
- Offers conference-room seating,**





seating, cargo, air ambulance, or executive transport use. Has growth potential to match tri-service Utility, Indirect Support and Air Attache requirements of the future.

quickly convertible to high-density, cargo or aerial ambulance service!

- Has excellent short-field capability— with new reversible propellers.
- Has full all-weather capability.
- Beech-built for rugged duty! Tested far in excess of its required load factors.
- World-wide Beechcraft service

Quickly convertible  
for multi-mission versatility



...for transporting personnel



...for transporting cargo



...for ambulance service



...with exceptional short-field capability!

organization reduces the need for expensive logistic support.

**Write now for complete facts on the Beechcraft 99 and the remarkable in-service performance records of other Beech military transport and utility aircraft. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kas. 67201, U.S.A.**

*For "off-the-shelf" Indirect Support  
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AAAA PRESIDENT'S

# Annual Report

1967-1968

■ **GENERAL HOWZE:** This is the general membership meeting which is the first formal event of the Tenth Annual Meeting of the Army Aviation Association. I welcome you to it.

I know that this is going to be a successful day and a half as it has uniformly been in the past. Looking at some of the audience that stands before me and also having looked in the mirror this morning when I got up, I'm tempted to give you the definition of a teetotaler. He is the man who gets up in the morning and knows he is not going to feel any better all day long . . . (Laughter).

## National Board introduction

I would like to introduce to you the National Executive Board of AAAA. **Art Kesten**, the National Executive Vice President; **LTC Dick Meyer**, the Senior Vice President; **MG Jack Klingenhagen**, who is not here but you will see him somewhat later in the day; and **General Delk Oden**, the Treasurer.

Our Vice Presidents are **Mr. Eric Petersen**, National Vice President for Public Affairs; **Colonel Dick Long**, Industry Affairs; and **Mr. Tony Rodes**, Vice President for National Functions.

We are fortunate to have the continuing participation on the Board of a number of former National Presidents. These include **Colonel Bob Leich**, the chairman of our National Awards Committee; **Bryce Wilson**, President of the Quad-A Scholarship Foundation; **LTC Joe McDonald** who chairs our National Nominations Committee; **LTC "Gerry" Gerard**, the present chairman of the Association's National Science Fair Awards Committee, and **General Glenn Goodhand** who is chairman of our By-Laws and Legal Committee and the Protocol and Escorting Sub-committee for this year's Annual Meeting. National Members-at-Large are appointed by the president with the concurrence of the National Board and permit this association to achieve diversity at the national level. Our National Members-at-Large serve for one year from

convention to convention. They are **COL Pearce Fleming**, **COL Tommy Lyons**, **COL Jack Pierce**, **COL Dutch Williams** — who I believe is not here this morning — **LTC Jack Dibrell**, **LTC Frank Grey**, **LTC Tom Sabiston**, and **CPT Jerome Daly**.

The lone Regional activity of this association is the USAREUR Region representing the 10 chapters in the European theater. Its president, **COL Ken Mertel**, sits on the National Board as a Regional Member-at-Large and I believe he, too, has had an official interruption which has prevented his presence here this morning.

Some 6,000 members of this organization are represented on the Board by Chapter Members-at-Large. Now these gentlemen are the presidents of those CONUS Chapters having 150 or more members at any point during the membership year. The Chapter Members-at-Large are **COL Jim Burke** of the Monmouth Chapter; **COL Floyd Buch** of the Richard Bitter Chapter, who is represented this morning by **Mr. Ray Sale**, the Chapter treasurer; **COL DeRosey Cabell**, the Army Flight Training Center Chapter; **COL Curt Hankins** of the Alamo Chapter; **COL John Marr**, the Washington Chapter President; **COL Bob Prater**, of Fort Wolters represented today by **COL Lloyd Huggins**.



## AAAA PRESIDENT'S ANNUAL REPORT

A new Chapter Member-at-Large is COL A. T. Pumphrey of the Army Aviation Center Chapter; COL Bill Zimmermann of the Fort Benning Chapter; LTC Ted Dare represents the Sharpe Army Depot Chapter; LTC Jim Hill, the David E. Condon Chapter at Fort Eustis; LTC Bill Nunnelee, the president of the Trinity River Chapter which for the uninitiated represents the Fort Worth and Dallas area; LTC John Ogburn, the Fort Bragg Chapter represented today I believe by SGM Hesse or LTC Ed Riley; MAJ Ronald A. Jones is President of the Fort Sill Chapter; and Wayne Smith is the President of the Lindbergh Chapter in St. Louis, and that incidentally, is a chapter that enjoys the support of more than 400 Department of the Army civilians at AVCOM. Now that is the Executive Board which represents you in the business of the Association.

### Membership totals

The Executive Board is a pretty hard working group I am happy to report to you. It conducts quarterly meetings and it is always somewhat of a surprise but always a matter of satisfaction to see how easy it is to get a quorum. The members of the Executive Board are quite conscientious in attending and this involves for most of them extensive travel. In the past year, we have met at Fort Wolters, and twice here in Washington. Some of the subordinate committees of the Executive Board meet more frequently and more urgently and do additional work. But at our National Board meetings the agenda usually is a crowded one and our sessions are long and sometimes pretty exhausting. As to the state of the Association, our membership totals as of 1 October 1967 were 10,859. And on 1 October of this year 11,143, this being a net change of plus 284.

Our membership renewal rates are these: 86% of the 4,833 members who had an April, 1968 expiration date — this, of course, is the hard core, so to speak, of the Association. Some 51% of the 3,600 off-month members have renewed. Now, of course, membership is the life blood of any association. I shall therefore pause now in my remarks to ask COL Pumphrey of the Army Aviation Center Chapter at Fort Rucker who heads our Membership Incentive Committee to talk to you briefly.

■ COL PUMPHREY: General Howze, gentlemen. As most of you know Fort Rucker has been the largest Chapter for quite some time in membership. Early this year, we had a rather drastic reduction in our membership and we started looking into the problem. We found there were several things involved.

First, I'll address myself to the initial entry people, those students in training. We found that in recent months there had been less emphasis placed on membership and less education in the training program of the AAAA. Therefore, we had less members signing up.

We haven't had a 100% class at Fort Rucker in quite some time and I believe this probably is true at Fort Wolters and Fort Stewart. We found that probably part of this was occasioned by the Chief of Staff's comments about coercion, and certainly we don't want to get into this proposition of trying to induce people to belong to something they don't want to join. But this was one of the reasons found why we are falling off at Fort Rucker.

For the old members we found that there was some disenchantment. Some people honestly felt that we didn't have programs that were tailored or suited to some individuals. This was a very small minority and we felt not too important. A few fell by the wayside for this reason. We found, however, that the primary cause of the failing to renew was just procrastination — perhaps in Vietnam and overseas where matters were more pressing. Also some people didn't submit a change of address. This is administrative, of course, but the responsibility was theirs.

### Fort Rucker program

In order to strengthen our program we've gone into several things at this time at Fort Rucker which we hope will bring us back to a more satisfactory posture. First of all, we have started to educate the initial entry students more. They are all afforded an opportunity to join AAAA when they reach Fort Rucker, if they haven't already joined. We have a very enthusiastic cadre. The Student Battalion Commander at Fort Rucker is one of the officers of our local Chapter at Fort Rucker. His company commanders are enthusiastic about the program and we think that this will produce dividends. We have done some legwork with Fort Wolters and Fort Stewart although more remains to be done in this area in coordination to assure that we are having an up and down the line educational program for initial entry people.

General Oden has recently signed off on a letter at Fort Rucker which has encouraged people and pointed out the benefits of the Army Aviation Association of America and trying to encourage those people who are not members to join and this applies to the initial entry people as well as the oldtimers.

We have found that perhaps our general on-post membership haven't done a good job in selling AAAA, that is, eyeball to eyeball with other people, and we're trying to bolster this a little bit at this time. We think that this probably will also help us in our efforts to bring up the membership at Fort Rucker. This, in brief, is our program. I think it pretty well parallels pro-



grams elsewhere. We see no big problem in this and we believe that it will result in a marked increase in membership in our level. Thank you, sir.

■ **GENERAL HOWZE:** Thank you. Now that, of course, is the program which is a very important part of the membership program with the incoming aviators but I remind all of you and ourselves that another part is the renewal of existing memberships and here all of us must do our proper part.

I have asked **Art Kesten** whether or not there has been any discernible effect of the raise in the annual dues rate, that is, from \$6 to \$7, and in the case of the new member from \$9 to \$9.50 as to membership, and his statement was that so far he can see no effect.

### Industry membership

Industry membership totals, also a vital matter, have declined by three, being 52 in 1 October 67 and 49 at 1 Oct. 68. **HRB-Singer, Inc.** has joined us; **Aero Commander, CONDEC, Corp., Hayes International Corp.,** and the **Pall Corp.** lapsed their membership.

The active Chapter total has increased from 29 Chapters last year to 32 this year. The Grand Canyon Chapter at Fort Huachuca has been reactivated; the Fort Riley Chapter reactivated; and a Schwaebisch Hall Chapter in Germany activated. Now I call on **MG Delk Oden**, the treasurer of the Association and, of course, a member of the Executive Board, to give the Treasurer's Report.

■ **MG DELK ODEN:** **General Howze**, members of the Association. As you know, our fiscal year ends on March 31 each year. At the end of March 31, 1967 our receipts were \$71,000+ for the year and disbursements \$66,000+ for a net gain to the General Fund of \$4,645.

However, at the end of this last fiscal year, 31 March 1968, during the year our receipts were \$90,885 and our disbursements were \$92,964 with an excess of disbursements over receipts of \$2,079. Now I have an unaudited report for the six months following this last audited report of March 31, 1968 and the Association is getting back into a much healthier condition. For instance, our assets as of Sept. 30, 1968 were \$62,551 and our liabilities were \$37,108, and the General Fund that was worth \$14,805 as of March 31, 1968 as of this September 30 is worth \$25,443, or a gain of \$10,637.

While fiscal year '67 appeared to be quite a healthy year and we did not have any excess disbursements over receipts, the gain to the General Fund was \$6,409 so you can see how well it has gone since March 31 of this year and in the six month period ending Sept. 30 where we have a gain of \$10,637 in the General Fund.

## AAAA PRESIDENT'S ANNUAL REPORT

The General Fund is now worth \$25,443. Are there any questions?

■ **GENERAL HOWZE:** I find that I made an error in a statement that I just read to you to the effect that the **Hayes International Corp.** has left the Association. We talked of this matter yesterday at our Board meeting and as a measure of the speed at which this corporate body moves it is my privilege now to announce that **Hayes International** has renewed!

**COL Dick Long**, at my left, heads the committee on Industry Membership.

I hope that I am correct in saying that **SGM Jergan**, the USAREUR delegate, is here . . . Apparently not! **SGM Wilson**, is he here? **SGM Virgil A. Wilson**, I think, deserves special credit for he has come here from Korea . . . (Applause.)

### Awards programs

You are aware of the fact that one of the most active of our committees is that which selects the national awardees. These awardees will be introduced to you later in the meeting. This whole annual meeting furnishes a backdrop for their national recognition. **COL Bob Leich** heads this Awards Committee and believe me, it is a very hard working one. I am going to ask some other members of the Board to report on their special activities, and the first is **COL Bryce Wilson** who will report to you on our scholarship program.

■ **BRYCE WILSON:** I appreciate this opportunity to say just a few words about the Foundation which, I believe, is one of our most interesting and most rewarding Scholarship activities. The Scholarship Foundation was organized in 1963 as a separate non-profit organization for the purpose of rendering scholarship aid to sons or daughters of members or deceased members of the Association.

There are only four eligibility requirements for application for an award of a scholarship. They are that the girl or boy must be a son or daughter of a member or a deceased member; that he or she must be a graduate of a high school or a senior in high school having made application as a freshman to a credited college or university; that the applicant must be unmarried; and four, a United States citizen.

The applications are received by the AAAA National Office and are reviewed and edited to eliminate all reference to the identity of the individual in order that the Awards Committee, in reviewing the applications and the scholastic



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## AAAA PRESIDENT'S ANNUAL REPORT

record of the individual, doesn't know the identity of the individual. In this manner there can be no bias. The individual is also interviewed by a member of the Association in almost every case and possibly a good number of you here have conducted an interview.

They do bear on the selection and we appreciate very, very much the work that is unheralded of you who have made these interviews, because they make possible in great degree a successful selection.

Now our sources of funds are two. One is individual contributions from members and the other is memorial donations given to the Association or to the Foundation by individuals in memory of a friend. Now a third possibility for contributions is by testamentary disposition and I might say here that while not being a lawyer I blow the horn of their trade. Every one of you gentlemen should have a will. Uncle Sam will make it very difficult for those who are left behind if you don't have one. So I exhort each of you to have a will. In such an instrument you can leave a memorial or small bequest to such an organization as this Foundation and I commend that to your attention.

### Scholarship awards

Since we started we make one award in 1963; 1964 — four; 1965 — seven; 1966 — seven; 1967 — eleven; and in 1968, fourteen cash awards, six plaques, and four certificates. In '67 we had 65 applicants; in '68 we had 75 applicants. We have disbursed, including this year, almost \$18,000 in aid.

This is the only charitable, or I should say educational organization that disburses scholar-



GEN Hamilton H. Howze, USA (Ret.), AAAA national president, briefs members of the press during the Annual Meeting as "AA of the Year" MAJ Robin K. Miller (right) looks on.

ships, or including any other organization of a charitable nature that I know of, that has zero expenses. Every dollar that is given goes directly to scholarship aid, and that's because our Awards Committee functions without compensation and our National Office does all the paper work without compensation. So every dollar that is given is effective — 100% — and the money that is awarded to an individual scholar goes directly to the university or college, not to the scholar. It is credited to his individual account to defray the expenses, the official expenses of the school.

In conclusion, I would like to suggest to you that our membership dues of seven dollars, I believe, is an equitable bill for the dues of this Association to keep it going. I think that most of us could add a modest increment to this \$7.00 and make out our check for something higher than that, which is then applied to the Scholarship Foundation. With 11,000+ members and a dollar extra from every member we would more than double our input and our output. If everyone of you would recommend this action to several of your friends we would go far towards achieving a much higher level of operation and help to worthy scholars. Now, if there are any questions I would be glad to try to answer them. Thank you.

■ **GENERAL HOWZE:** Are there any questions? There is no question but that is a most worthwhile program. Now I ask COL Dibrell if he will talk to us briefly on the subject of the Flight Pay Insurance Program.

■ **COL DIBRELL:** Each year you — as an Insured — get a report in your renewal of your Flight Pay Protection Policy for the preceding year. I have extracted some of the statistics from this report and I would like to give them to you briefly now to give you an idea now of the "by grade" participation in this program.

In the enlisted area, about 11% of our members are insured in this program, and the Warrant Officer or W-1s are 19%. When you go to the W-2s through the W-4s 61% of our membership are participating in the FPPP. Lieutenants 18%, Captains 50%, Majors 81%, LTCs 83%, COLs 76%, and we have 25% of the General Officer members participating.

### Flight pay claims

In the last 11 years since this program started, we have had a claim alert or claim application from 704 of our members. We had 150 of these people grounded and returned to flight status prior to loss. We did pay 507 some form of compensation and we only had 19 whose claims were disapproved by the underwriters during this 11-year period. During the same period more than \$811,000 has been disbursed to our membership.

Now, there are two things that happened this



past year that I would like to call to your attention. First, in order to assure that each one of student aviators has the chance to get into this program, rather than restrict the enrollment to two times a year as the rest of the membership is restricted, we now allow student aviators to apply for the Flight Pay Protection Program at any time they are a primary student. We should encourage quite a number to do this.

As you all know, we're having quite a number of accidents in Vietnam and as a result quite a number of injuries and I have seen a number of these fellows, particularly during the last couple of weeks in Walter Reed. Several came up to me when I was there and said, "I wish I had taken out that Flight Pay Insurance. I never thought I would be injured." Most of them are around 20-21 years old.

### All-risk FPPP coverage

In this regard, we are going to the underwriter and asking him to consider a program which would be separate from the one we have now to cover combat-incurred injuries, that is, injuries that are a result of enemy action. We are not now covered by this and never have been. When the program started there was a type of a war clause in there. While it doesn't prevent a man that is injured in any other way in Vietnam or becomes sick from collecting, if he is injured as a result of enemy action, that is, he is wounded, he is not eligible for indemnity under the present master policy.

We have asked the underwriter to give us what they need in the way of information. We could furnish and develop the program, and I understand in talking with Mrs. Kesten last night that she now has the information that they requested, so by next year at this time I hope to report to you that we do have an (all-risk) program. It will be more costly than the one we have now but, at least, it will give a man the opportunity to insure his flight pay against combat injury.

I would like to say one other thing about Flight Pay Insurance. We have had a number of claims come in where the individual had not gone to the Finance Office and received all the entitlements that he was due from the government. You know that now you can accrue up to five months flight pay as a result of your flying. You can put that much in the bank if you fly over 20 hours in a month and a lot of these fellows have not collected this from the government. Well, what this does is by collecting your just government pay you extend your coverage as much as 17 months if you have a non-aviation accident injury by taking advantage of your flight pay accrual, and the underwriters will take up when the government quits paying you, so you have a possibility of 17 months.

In the case of a man injured in an aviation



COL James L. Burke (left), Monmouth Chapter president, and Jack Mannix (center), its secretary, are shown holding a 7' x 7' AAAA banner awarded the Chapter for initiating and staffing co-sponsored briefings for industry at Ft. Monmouth in early '63. COL William Zimmermann (r.) made the presentation.

accident where we pay Flight Pay Insurance for two years he has as much as 29 months of total payments here so when you get back to your chapters you might bring this up. Take advantage of all the entitlements that is due from the government. That is all I have.

■ **GENERAL HOWZE:** Art Kesten has assembled a number of items on special Chapter activities. I call these to your attention simply because these represent departures from the usual cocktail and dinner-dance program. I see nothing wrong with a cocktail program; I've even attended once or twice in my life a nice dinner dance. However, it seems to me with the exercise of what Beech Aircraft calls imagination, a bit of special effort on the part of Chapter Presidents and their program chairmen, can be very worthwhile and will do very much to enhance the attractiveness of AAAA programs to its membership.

I'll read them off very quickly. One is a program on German Army Aviation with German guest speakers; another is a talk by a NASA research test pilot on present generation aircraft. Incidentally I might add parenthetically that one can, if he is near a good city just by inquiring around it is very easy to get excellent speakers within your own city because many industries, such as stock brokers and the like, are extremely anxious to send an individual out to talk for their own selfish interest but nevertheless, this makes a good program.

Golf Tournaments, Black Tie Christmas Balls — quite a number of these — Army-Navy Football Game Brunch and TV, Co-Sponsored Briefings such as those at ECOM and at AVCOM. Both of these are going to take place this next year, too! There is another one called, "Meet

# NATIONAL EXECUTIVE BOARD, 1968-1969



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# NATIONAL EXECUTIVE BOARD, 1968-1969



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INDIVIDUAL PHOTOS  
OF THE TEN AAAA  
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AT-LARGE WERE NOT  
AVAILABLE AT THE  
TIME OF PUBLICATION  
AND WILL APPEAR IN  
THE FEBRUARY ISSUE



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Chapter Member-at-Large  
MAJ RONALD A. JONES  
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Chapter Member-at-Large  
WAYNE R. SMITH  
Lindbergh Chapter



Your Wife After Work Night!" at which they have cocktails and movies and conversation and let the kids stay at home and feed themselves.

There is another one with a presentation by the Israeli Attache, a St. Patrick's Day Dance and Dinner, an out-door Western Barbecue, poolside swim parties, Spring Family Picnics, including a small air show, a fly-by, static displays, and also commercial rides for the kids, a week-end Clam Bake, Birthday Balls, Potomac Excursion, Shrimp and Beer Bust, Halloween Masquerade, and the like. Another activity which is not perhaps as well known to you but which I personally consider as worthwhile is that of the Science Fair Awards Program and this has been a selfless and devoted effort by COL Gerry Gerard and I shall ask him to speak briefly on it.

■ **COL GERARD:** Thank you and I will be brief because I think that most of you have either read about it or heard it discussed or have participated in either a state, regional, or local fair at some time, and know that this year over 165 Aviators served as judges. It is at the local, state, and regional level that the awardees of the Association have a chance to proceed on up to the International Science Fairs.

### National-local science fairs

We have presented over 200 of the Association Certificates in this past year at this level, and this year marked our sixth annual participation at the International Science Fair held at Detroit, Mich. At this fair, we select five or six technically qualified judges from industry, schools, universities, etc. and we never have any problem at all getting volunteers to assist. This



LTC James F. Hill, representing the David E. Condon Chapter membership, accepts an AAAA Lectern Seal from COL Curtis L. Hankins for his Chapter's conduct of the "Most Unique Chapter Meeting" held during the 1967-1968 year.

year in Detroit the judging team of which I was the coordinator looked at over 425 exhibits from all over the world. This a most impressive show to participate in. It's terrific! Most of these kids are geniuses and they are high school kids.

At this level the Association awards a \$100.00 check and a suitably inscribed walnut plaque with our Bronze medallion imbedded in it. This year for the first time we did present one of our awards to a foreign student from Sweden, and he had an excellent project on the refinement of a power source for an aircraft. I don't have time to go into the details of all the exhibits but they have been explained in pictures of the winners in the magazine that you all receive and read. I encourage you to assist when you can and when you are asked to do so at these local fairs because that is where we really get the push up to the big one. In 1969, the International Fair will be held in Ft. Worth, Tex. and I am looking forward to help in that area from the local industry. Thank you.

■ **GENERAL HOWZE:** I don't feel I can conclude this report without making some mention of what work goes into this Annual Meeting. I think that many of you who have never participated in it, and I happen to be one of those, would be surprised at the extent of the labor that is involved. It is a very complex, difficult thing to arrange and filled with frustrations, crises, and last minute changes.

We enjoy a rather unique mix of top level military and industry persons who contribute in making this Annual Meeting go. There is a committee photo chart which appears in your program and that chart reflects participation by almost every major aviation command in the District — DA, CDC, ODCSLOG, Army Materiel Command, OPO, and OACSFOR — and the industry participants cover a broad spectrum within the aviation and avionic fields, including Boeing, Sylvania, TRW, and others. The committee even has representation from the FAA and the Smithsonian Institute.

I said a little earlier that membership was the life blood of any Association. We are certainly not unique. I wonder why I belong to the Quad-A and without getting into a lot of detail I listed two reasons and this applies to myself only. I belong because of belonging itself and for the sake of belonging. I enjoy the fellowship of people who fly Army airplanes, and secondly, I enjoy the sense of participation in something which is important, growing, changing, and possessed of a very great vitality.

We are in the midst of a military tactical revolution and I think it is well that we understand it. I am not willing to say that the effect of Army Aviation and the introduction of the whole theory and doctrine of air mobility to the land battle is quite equivalent to the invention of gunpowder. I would not go that far, but I



would say that it is akin to the change in tactics and organization which was brought about by such famous events in history as the appearance of the English Archer at the Battle of Agincourt. It is indeed that important and it has that great a place in my opinion in the history of the world as it will be written in future centuries. We all belong to this Association, and I feel that it is an evangelical requirement on all of us to make sure that we continue to grow and to this end I enlist your support. This closes the Annual Report and I shall turn the microphone over to Joe McDonald of the Nominations Committee. He will give you the slate (of proposed national officers) for the coming year.

■ **JOE McDONALD:** Thank you, **General Howze**. As the Association continues to mature in years its growth in membership as well as the scope of the activities is paralleled by an increase in the number of qualified members who are willing to assume greater responsibilities. This, of course, is absolutely necessary to further the future growth of the Association and the pursuance of our objectives.

It is natural, then, the National Nominations Committee with the recommendations of the general membership is finding it more difficult each year to submit nomination recommendations to the Association for the three or sometimes four elective National Board offices that open each year. We are fortunate that we have a wealth of talent for consideration. Now as **General Howze** has mentioned, National Board membership consists of these four general categories: ten elective offices, six past presidents, eight National Members-at-Large, appointed by the President each year, and, of course, the Presidents of the Regions and Chapters having more than 150 members.

In reviewing the many Association members that we consider for nomination to one of the

The AAAA's 15 National Board Chapter Members-at-Large (CONUS Chapter presidents with Chapters having 150 or more members) are introduced as the head table guests at the AAAA Annual Meeting's Chapter Delegates Luncheon.

elective Board offices, the committee takes into consideration the following factors: the individual has demonstrated a keen interest in and displayed an active participation in local and regional activities and in the development of AAAA programs in their areas; secondly, their ability to participate in National Board meetings and assigned responsibilities consistent with their jobs and duty assignments and even their geographical locations; third, the desirability that we try to achieve in having a balanced representation between Active Duty, Retired, Reserved, National Guard, Civil Service, and industrial experience; and, of course, most important, the individual's willingness to serve.

Our By-Laws, as you know, prescribe that additional nominations for elective Board membership are to be submitted by the general membership to the National Office at least 30 days prior to the Annual Meeting. This year, there were no such nominations submitted to the National Office. As chairman of the National Nominations Committee and with the unanimous vote of the committee members I have the pleasure of placing into nomination the names of the following three members to serve on the Board for three-year terms of office during 1968-1971: **COL Clarence H. (Lance) Ellis, Jr.**, **COL Robert R. Corey, Ret.**, **COL E. Pearce Fleming, Ret.** These gentlemen are all well known to the majority of you and their background, experience, and participation in AAAA activities were set forth in the September issue. Thank you,

■ **GENERAL HOWZE:** We will adjourn for ten minutes.



I have enclosed a check or a money order made payable to the **LADD AGENCY, INC.** for my (annual) (semi-annual) (quarterly) premium of

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I understand that in making application for the coverage during the month of **MARCH** the effective starting date of my coverage will be **APRIL 1**, and that my policy shall be my receipt.

Complete the application form in its entirety during the month of **MARCH**. Select your premium payment mode (annual, semi-annual, quarterly). Make your premium check payable to **LADD AGENCY, INC.**, and mail it with your application during **MARCH** to **LADD AGENCY, INC.**, 1 Crestwood Road, Westport, Conn. 06880. Allow 2-3 weeks for the delivery of your policy.

Rank or Grade                      Name                      ASN                      Monthly Flight Pay

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

City                      State                      Zip                      Years of Service for Pay Purposes

I certify that I am currently on flying status with a U.S. Army unit; that I am in good health at the time of making this application; that I am entitled to receive incentive pay; that no condition is known to me at this time that could result in my loss of flying status for physical reasons; and that no action is pending to re-

move me from flying status for failure to meet required physical standards. I authorize the Company, or Company-designated representatives, to examine all official medical records that may be pertinent to any claim that I may submit.

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

This coverage is limited to AAAA Members.

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The initiation fee applies to the applicant's first year membership only, and covers the one-time provision of a membership decal and a personal lapel insignia. The application form and a check for \$9.50 made payable to "AAAA" should be returned to: AAAA, 1 Crestwood Road, Westport, Connecticut 06880. The individual membership shall become effective on the first day of the month after the month of application.

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**CATEGORY OF AAAA MEMBERSHIP**

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

**MARCH 1-31 APPLICATION FOR FLIGHT PAY INSURANCE**



**FLIGHT PAY PROTECTION PLAN  
PREMIUM TABLE**

IF MONTHLY FLIGHT PAY IS:	YOUR ANNUAL FLIGHT PAY IS:	YOUR ANNUAL PREMIUM RATE IS:	YOUR SEMI-ANNUAL PREMIUM IS:	YOUR QUARTERLY PREMIUM IS:
\$245	\$2,940	\$51.45	\$26.75	\$13.85
240	2,880	50.40	26.20	13.60
230	2,760	48.30	25.15	13.10
225	2,700	47.25	24.65	12.80
220	2,640	46.20	24.10	12.55
215	2,580	45.15	23.60	12.30
210	2,520	44.10	23.05	12.05
205	2,460	43.05	22.55	11.75
200	2,400	42.00	22.00	11.50
195	2,340	40.95	21.50	11.25
190	2,280	39.90	20.95	11.00
185	2,220	38.85	20.45	10.70
180	2,160	37.80	19.90	10.45
175	2,100	36.75	19.40	10.20
170	2,040	35.70	18.85	9.95
165	1,980	34.65	18.35	9.65
160	1,920	33.60	17.80	9.40
155	1,860	32.55	17.30	9.15
150	1,800	31.50	16.75	8.90
145	1,740	30.45	16.25	8.60
140	1,680	29.40	15.70	8.35
135	1,620	28.35	15.20	8.10
130	1,560	27.30	14.65	7.85
125	1,500	26.25	14.15	7.55
120	1,440	25.20	13.60	7.30
115	1,380	24.15	13.10	7.05
110	1,320	23.10	12.55	6.80
105	1,260	22.05	12.05	6.50
100	1,200	21.00	11.50	6.25
95	1,140	19.95	11.00	6.00
90	1,080	18.90	10.45	5.75
85	1,020	17.85	9.95	5.45
80	960	16.80	9.40	5.20
75	900	15.75	8.90	4.95
70	840	14.70	8.35	4.70
65	780	13.65	7.85	4.40
60	720	12.60	7.30	4.15
55	660	11.55	6.80	3.90
50	600	10.50	6.25	3.65

# March 1-31 Flight Pay Insurance Enrollment Period Opens!

---

**NEXT FPPP ENROLLMENT  
PERIOD TO OPEN  
SEPTEMBER 1-30**

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**Held by over 4,500 Army Aviators!**

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**Covers your loss of flight pay during  
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**Costs less than 2 % of annual flight  
pay!**

---

**No geographical restrictions!**

---



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# AAAA AFFAIRS

## AVSCOM-AAAA Briefing Planned for April 8-9

More than 700 representatives of the aerospace industry are expected to attend the day and one-half AVSCOM-AAAA Advanced Planning Briefing for Industry (ABFI) to be held at the Chase-Park Plaza Hotel in St. Louis, Mo., April 8-9.

Expected to cover Army Aviation needs for approximately 10 years into the future, the briefing is the first to be held since '67, when nearly 600 members of industry met. Co-sponsors are the Army Aviation Systems Command (AVSCOM), commanded by MG John Norton, and the AAAA, headed by GEN Hamilton H. Howze, USA (Ret.), its national president.

LTG William B. Bunker of AMC and LTG Harry W. O. Kinnard, CDC, are among the key speakers expected to address attendees. The first day of the briefing will include a ladies' day program for wives of attendees.

Direct information may be obtained from Paul Hendrickson, registration chairman, at AVSCOM, ATTN: AMSAV-GR, P.O. Box 209, St. Louis, Mo. 63166. The phone number is Area Code (314) 268-2745.

## National Executive Board Meets at Aviation Center

Following a two-day orientation visit to the U.S. Army Aviation Center and School at which it viewed current training policies and

### NEW BOARD MEMBERS

With the concurrence of the National Executive Board, AAAA national president GEN Hamilton H. Howze has appointed the following as National Members-at-Large on the Board for the period ending at the 1969 Convention:

COL Jack W. Hemingway, OACSFOR, DA; COL Russell P. Bonasso, USABAAR; COL Thomas L. Lyons, Sharpe Army Depot; LTC Jack H. Dibrell (53d Avn Bn); LTC Thomas J. Sabiston, Ret. (USA-VN); LTC Cloyd V. Taylor, Ret., and LTC Richard T. McCrady, Ret., Washington, D.C.; LTC R. Joe Rogers (CINFO); MAJ Robin K. Miller, Ft Benning; CPT Jerome R. Daly (USAFTC); and CW4 Donald R. Joyce (AVLABS).

## Announcing the 1969 AAAA USAEUR Region Convention

Garmisch Recreation Area  
March 5-8, 1969

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writing to the Host Unit:**

**421st Medical Company  
Attn: AAAA Project Officer  
APO New York 09061**

procedures, AAAA's 40-member National Executive Board met in quarterly business session on Saturday, January 11.

Guests of MG and Mrs. Delk M. Oden, the Center commander and AAAA national Treasurer, the AAAA executives met with the local Chapter members at a Chapter dinner-dance held in their honor.

LTG John J. Tolson, III, CG of the XVIII Airborne Corps at Ft. Bragg and a former commander of the Center, addressed the more than 600 attendees as guest speaker for the AAAA dinner meeting. GEN Tolson's address had high praise for today's servicemen, calling the new generation "magnificent."

In a series of CH-47 hops after a Center briefing, the National Board was shown student operations in the field, fixed and rotary wing equipment at Cairns AAAF, tactical training operations and methods at TAC 1, gunnery training and current armament at Matteson Range, and the newly-opened U.S. Army Aviation Museum on main post.

## Six Aviation Primary Classes Join AAAA 100%

In the largest membership action yet undertaken in AAAA, members of six aviation primary classes at the U.S. Army Aviation School joined AAAA 100%, qualifying for major membership incentive refund checks for class use.

Receiving their checks at the January 11 Chapter Dinner-Dance were MAJ Bernard F. Jones representing OFWAC 69-2's 22 members; CPT Juan F. Herrera, class leader of OFWAC 69-4's 33 members; and WOC



#### AAAA IN PHOTOS

Counterclockwise, top left: MG William J. Sutton (left), Chief of Army Reserve, receives the Certificate of Honorary Membership from COL John W. Marr, Washington, D.C. Chapter president, at the Chapter's Dec. 7 Christmas Formal. Mid-left: COL Marr proposes a toast to the "President of the United States." Bottom left: Mrs. Sutton and Air Commodore C. T. Nance of the British Embassy Staff (forefront) at one of the Chapter's Distinguished Guest tables. Bottom right: The Honor graduates of the USAPHS Dec. 20 graduating class are, l-r, 1st row, CWO Harry L. Grabowski

Chas. G. Dotson, WOFWAC 69-1's 15 members.

Receiving substantially larger refunds were WOC Alan L. Head of WORWAC 68-23 with 108 members joining AAAA; WOC Hurley L. Wood, Jr. for 101 members in WORWAC 68-523; and WOC Ronald J. Rende, the class leader for WORWAC 69-7's 127 new AAAA members.

(AAAA academic award); 2LT John C. Wickstrom (AAAA flight achievement award) & 2LT Joseph W. Tasler (Honor Graduate); back row: WOCs Thomas J. Ringler (AAAA military achievement award), Eldon R. Payne (Outstanding Soldier), Michael J. Egli (AAAA flight achievement award), Bobby R. Lowe (Honor Graduate), and Dale H. Petersen (AAAA academic achievement award).

Mid-right: LTC Donald Luce (left) receives a "surprise" Texas-AAAA plaque from Ray Sale, Richard H. Bitter Chapter representative, for his long term service to the Ass'n in many Lindbergh, Bitter, and Trinity River Chapter activities. Top right: COL George E. Handley, Jr., Fort Knox Aviation Officer, presents WO1 William A. Melvin, AMOC 5-69 Honor Graduate, with an AAAA Certificate of Achievement during December ceremonies at USATSCH, Fort Eustis, Va. Top center: LTC Jack Dibrell (left), 53rd Avn Bn commander at Ft. Rucker, and CPT Warren M. Tanner, CO of HHC, dress up the unit's 11'5" Polar Bear mascot with a Snoopy helmet, goggles, scarf, gloves, and WW II wristwatch in honor of the January visit of the 40 active and retired members of AAAA's National Board.



# SPEAKING OUT

## YOUR ENTITLEMENT TO FLIGHT PAY

**D**URING the past few years many questions have been asked concerning an individual's entitlement to flight pay, and how suspensions from flight status or physical incapacitation for flight affected that entitlement. This article is intended to shed some light on the subject.

Many old aviators are familiar with such terms as "*restriction, suspension, revocation, rescission, four hours per month, etc.*" Inasmuch as flight pay entitlement has been in a state of turmoil and many changes have taken place, the best course of action while reading this article is to forget all of the old terms and accept this information as the current policy and procedures on this subject.

---

**By Lieutenant Colonel  
WILBUR A.  
MIDDLETON**

**Dir. of  
Military Personnel  
Policies, ODCSPER**

---

The author will not delve into the history or philosophy of flight pay. Neither will differentiation be made between aviators and non-aviators, crew members, or non-crew members. Rather, an attempt will be made to relate entitlement to flight pay with suspensions, medical restrictions, and performance of flight requirements.

### **Dual basis for entitlement**

Essentially, entitlement to flight pay is based on two things; one, an individual being on current flying status and two, an individual meeting the performance requirements for such pay.

Let's discuss current flying status first. Assuming an individual has been placed on flying status by written orders of a competent authority, he remains on such status until he is suspended, retires, changes components, reverts to inactive duty, the period of such flying status has expired (if stipulated), or his flying status is terminated (in the case of non-aviation personnel whose primary duty is changed to those not requiring regular and

frequent participation in aerial flights.) All of these conditions are self evident, except suspensions. Let's discuss these . . .

The old aviator can remember when a local commander could suspend an aviator for 30 days and cause him to lose flight pay through the semantics of revoking or rescinding the suspension. This is no longer possible. The only means of ending a suspension is to terminate it, or to revoke it in the event an administrative error was committed in which case the suspension never should have been imposed.

A local commander can impose a temporary suspension of 30 days on an aviator whom he considers unfit for flying duty, *but not for medical reasons*. For a suspension to continue in effect for more than 30 days, the commander must make an appropriate recommendation to a higher headquarters which can impose an intermediate suspension (by a major commander) or an indefinite suspension (only by Hq, DA).

When an individual is suspended from flying status he is *not* entitled to receive flight pay during the period of such suspension. If the suspension is terminated, then he is entitled to payment of flying pay for the period of suspension during which he *met* the performance requirements as outlined in the *Department of Defense Military Pay and Allowances Entitlements Manual*, hereinafter referred to as the DODPM.

### Examples cited

Realizing that this might be confusing, let's use several examples. *Aviator A* receives a temporary suspension. At the end of 30 days his suspension is terminated. He is entitled to payment of flight pay for the period of suspension, *provided* he has accumulated sufficient flying hours for the period of suspension as outlined in the DODPM, or makes up the flying hour requirements.

*Aviator B* receives a temporary suspension pending Flying Evaluation Board (FEB) proceedings, and was recommended for an intermediate suspension. The major commander approved the intermediate suspension, and the FEB was conducted. The board recommended that the aviator be restored to flying status, and Department of the Army ap-



In a most unusual combat photograph taken during 1st Air Cav Division operations in the A Shau Valley, a CH-47A Chinook is shown unloading much needed supplies at LZ Stallion. Sp5 of the Division IO Office snapped the CH-47 in its teeter-totter position.

proved that recommendation, terminating the intermediate suspension.

During the period of suspension the aviator was *not* entitled to payment of flight pay, even though he may have qualified for such payment prior to the suspension. However, upon termination of the suspension he was entitled to payment of all flight pay for which he had already qualified, or could make up according to the DODPM.

*Aviator C* was in the same situation as *Aviator B*. However, he had not flown enough hours to entitle him to payment of flight pay for more than the current month. If his suspension lasts more than three months, then he will not be entitled to payment of flight pay, notwithstanding termination of the suspension. This is true because he did not qualify in advance of the suspension, and he is not allowed to make up the period of suspension according to procedures outlined in the DODPM.

*Aviator D* was in the same situation as *Aviator B*. However, his FEB recommended indefinite suspension from flying status; Department of the Army approved the recommendation; and orders were issued indefinitely suspending him from flying status. Even though the aviator had met the performance requirements of the DODPM for payment

(Continued on Page 38)



## FLIGHT PAY ENTITLEMENT

(Continued from Page 5)

of flight pay for five months during the period of intermediate suspension, he is not entitled to payment of flight pay as long as he remains suspended from flying status. Consequently, he would not draw flight pay from the date of the original suspension.

A point to remember is that the years may pass by and the suspension may be terminated at a later date. In this event, the individual would be entitled to payment of flight pay for the period of suspension for which he had met the flight requirements.

### Physical incapacitation

The area in which most people are affected is *physical incapacitation for flight*. When an individual becomes medically disqualified for flying duty, regardless of whether caused by an accident, hostile action, or deterioration in the individual's physical status, the individual is placed on a medical restriction from flying for a period of one day to approximately six months. This means that he is not authorized to pilot aircraft or perform other flying duties until such time as the medical restriction is removed.

In contrast to entitlement to flight pay during a period of suspension, during a period of medical *restriction* the individual is entitled to payment of all flight pay for which he has met the requirements of the DODPM.

If the individual remains incapacitated for flight subsequent to the six months medical restriction, he is *suspended* from flying status for medical reasons. Entitlement to flight pay then would be dependent upon termination of such suspension and meeting the flight requirements as discussed in preceding paragraphs concerning suspensions.

Concerning medical restrictions and entitlement to flight pay, two points must be stressed. One is the procedure for determining when the six month period prior to suspension begins. If the individual met the performance requirements for flight pay during the month in which physical incapacitation occurs (whether by actual flights that month or accrued time), then the six month period

begins the first day of the *following* month. If he has not met the flight requirements of the month in which physical incapacitation occurs, then the six month period begins the first day of the month of incapacitation.

The other point concerns meeting flight requirements. Personnel involved in an aviation accident or those who are incapacitated as a result of hostile action commensurate with flight are considered to have met the flight requirements for three months following incapacitation. The beginning of the three month period is determined in the same manner as the beginning of the six month period prior to suspension discussed in the preceding paragraph.

Even though the period of medical restriction is not affected, his entitlements to flight pay by virtue of performance of flight requirements might be affected. On the other hand, personnel who are incapacitated for other medical reasons are entitled to payment of flight pay *only* for the period for which they have actually met the flight requirements.

### Performance criteria

Having covered suspensions from flying status and medical restrictions from flying duty, our attention must be drawn to performance requirements in general for entitlement to flight pay.

Prior to 1 August 1966, individuals had to perform four hours flight time per month in order to be entitled to flight pay. On some occasions the individual could miss a couple of months flight pay, and then make it up by flying 12 hours during the third month. The DODPM has several examples clarifying these situations. However, in no event could he accrue flying time in advance.

Upon issuance of Executive Order 11292 on 1 August 1966, an individual was authorized to accrue up to five months flying time in advance for entitlement to flight pay. This has generated many more questions concerning whether or not an individual is entitled to flight pay during a specific period of time.

Generally, an individual can determine when he has met the flight requirements for payment of flight pay under the present ac-



crual system. Salient points to remember are that the first four hours of each current month are always applied to flight requirements for *that* month, and then all hours in excess of four hours for that month may be applied against requirements for the *succeeding* five months. Of course, you may still apply the hours in excess of four each month to make up four to eight hours you may have missed for the preceding month or two.

### Don't take "No"

Here again, an individual must be on current flying status (or on a medical restriction), not in a suspended status, in order to be entitled to payment of flight pay. The DODPM gives examples of various conditions under which an individual is entitled. It also covers unusual cases which might affect some individuals.

Under the current policy an aviator could fly one month and accrue enough flying time to entitle him to flight pay for that month, the preceding two months, and five months in advance. As can be seen readily, according to current regulations an individual could fly every eighth month in order to qualify for payment of flight pay without interruption.

Lest you forget, you can't do this and remain on flying status, because you still have to make those semi-annual minimums!

Application of the above knowledge can be most useful to many individuals. Don't take "No" from a finance clerk or finance officer who says that you aren't entitled to payment of flight pay because you didn't fly this month. Just tell him that "It's in the book!" and show him Part II of the DODPM.

### Flight Pay Insurance

For those personnel who participate in the *Flight Pay Protection Plan (FPPP)* through membership in the *Army Aviation Association of America*, be aware that your insurance payments will not begin until the Army has completed its payments to you. Therefore, to save yourself a lot of time in collecting your FPPP insurance payments, be sure that your military entitlements have been exhausted.

For all personnel, whether insured under

### ABOUT THE AUTHOR

*A Senior AA with aviation experience dating from 1954, Lieutenant Colonel Wilbur L. Middleton served as Bn CO of the 212th Combat Support Aviation Battalion in Vietnam prior to his assignment in ODCSPER. The 21-year Army veteran has a B.A. in Economics from Park College and a Master's in Personnel Administration from George Washington University. Fixed and rotary wing qualified, Middleton has completed the Advanced Infantry Officers Course, Airborne training, and an Air-Ground Operations Course. A Transportation Corps officer, he's a graduate of the C&GSC.*

the FPPP or not, a pause for reflection can be very enlightening. The new accrual system, combined with membership in the FPPP, can result in almost unbelievable benefits to someone incapacitated for flight. An individual involved in an aircraft accident may be entitled to flight pay for the current month, five more months under the accrual policy, and then twenty-four months under FPPP, for a total of thirty (30) months. For physical incapacity not resulting from an accident, one could be entitled to eighteen (18) months flying pay without touching a stick.

The Army has done its part in helping you to maintain your flight pay and to continue your standard of living. The remuneration you receive while incapacitated for flight depends on your personal efforts to maintain flying hours "in the bank" and/or voluntary participation in an insurance program like the AAAA-endorsed FPPP. The author is not an insurance salesman — just a friendly aviator who believes in sharing a wealth of knowledge.

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*"Army Aviation Magazine" reimburses its authors on the basis of three to five cents per word for the first 2,000 words published. Articles should be first-run exclusives and so marked when submitted. See page 3 masthead for mailing address.*

## THE CUSTOMER

(Continued from Page 12)

There is no lack of customer resistance to high helicopter maintenance requirements — if the customer is defined as the user. It is possible that this definition for customer is incorrect. It is also possible that the relative newness of the helicopter leaves us still high on the learning curve. It may well be, however, that the single greatest deterrent to a technological advance in this area is the use of dollars rather than man-hours as the major criterion for choice of system. To keep the initial investment low, it is necessary to postpone something; in this case, maintenance man-hours. In terms of dollars, this postponement carries little penalty; in terms of lost man-hours, it is extremely expensive. It makes the customer wonder who is right.

It's fine for technology to improve the horse and it is helpful to streamline the loads. There's nothing wrong with further development of the horse-collar. But, when all the improvements are done, there still remains a single question.

Who wears the collar — horse or man?

## FOR WANT OF A NAIL

(Continued from Page 17)

ideas like prominently posting each rivet found that could have entered the engine. A large board with "blank days since F.O.D." was developed and placed in a prominent location. Air Filter Screen cleaning barrels (55 gal tubs) were placed on the flight line marked, "Prevent F.O.D." by one of the project officers.

Only the limits of one's imagination will stop advancement of a good program. Remember the two basic questions. *Can F.O.D. be stopped? Can I stop it?* Before you step off on this challenge you must obtain a "Yes" to both of them.

Particle separators and F.O.D. Screens are being installed on all UH-1/AH-1G aircraft in an attempt to prevent F.O.D. Damage. CH-47's are equipped with F.O.D. Screens. This is the engineering approach. However, these "Product Improvements" will not eliminate F.O.D.; they'll only assist. Command action and individual air-crewman attention are and will continue to be required to minimize F.O.D. It is "Yours for action."



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ARMY AVIATION  
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# Bell Designs Airmobile Broom!



bh

OLD  
MOTHER HOVER'S

FBN-147-1/3  
(FLY BY NIGHT)

WITCHCRAFT

- |                 |  |  |
|-----------------|--|--|
| MISSION         | - CLASSIFIED GRAVE SECRET<br>(EMPLOYED IN UNCONVENTIONAL WARFARE)                |  |
| DIMENSIONS      | - VARIED BY OPERATOR TO MEET MISSION<br>REQUIREMENTS.                            |  |
| PERFORMANCE     | - HAIR RAISING   |  |
|                 | V MAX<br>ENDURANCE<br>FUEL CONSUMPTION<br>HOGE<br>(HOVER OUT-OF-GRAVE<br>EFFECT) | INFINITE<br>ONE NIGHT<br>GHASTLY<br>AT ANY ALTITUDE ON<br>STANDARD ARMY HOT<br>HALLOWEEN NIGHT |
| ARMAMENT        | - SINGLE AND DOUBLE WHAMMY'S   |  |
| PASSIVE DEFENSE | - POTIONS AND SPELLS   |  |
| POWERPLANT      | - ONE EWP (EQUIVALENT WITCH POWER)   |  |
| MAINTENANCE     | - WITCH GETS OILED OCCASIONALLY.   |  |
| OVERHAUL        | - NONE. BURN AT STAKE AFTER 500 HOURS OF<br>OPERATION.                           |  |

Fort  
Worth  
Contractor  
Wins  
Halloween  
Design  
Competition  
at AAAA





"Gerry" Gerard of Grumman's Washington office astride his company's swept-wing "Broom"

### BACKGROUND

An "Airmobile Broom" design competition was held at the AAAA president's reception on Halloween night during the recent AAAA convention. Guests were each given a wrapped candy kiss and asked to vote for the "Airmobile Broom" of their choice. Some 300 of the 800 attendees admired the aircraft models; the remainder were more preoccupied with the repulsive witches demonstrating them.

Sikorsky effort was a "Black Light" entry!

The Hughes OH-Sex-E, slightly hung over its platform, and pretty "witch."

Lockheed executives, Burbank witch, and California entry in background.

Toothless Art Sholinsky demonstrates Grumman proposal.



Hard-to-beat: Free kiss & Huey plastic model for your vote.

Tex Taylor (left) awards AAAA Red Ribbon to Bob Wagner, Hughes Tool.

BELL wins!.. AAAA's Art Kesten pins 1st Place Blue Ribbon on witch.

Voice from audience: "Hey, Hans! You're holding Lockheed's basket!"

Hans Weichsel: "I wondered why Dusty was so helpful."

Victory smile from Phil Norwine for Kalista-Franchina teammates.



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**ALTITUDE RECORDS***(Continued from Page 13)*

zero at 32,000 ft. and hurricane force winds  
in excess of 115 mph at the 30,000-ft. level.

Both Ervin and Lamb are veteran CH-54A  
pilots having served with the 478th Aviation  
Co. (Heavy Helicopter) of the 1st Cavalry  
Division in Vietnam.

Lending assistance to the Army team were  
Sikorsky test pilots John J. Dixon and Charles  
M. Reine. Also involved were Carl D. Steph-  
enson, heavy-lift helicopter project engineer  
for the Army (Material Command); Robert  
J. Tyana, senior project engineer for Sikor-  
sky; Fred Bietsch, contest director of the National  
Aeronautic Association; Ralph P. Alex,  
president of the International Helicopter  
Commission of the FAI; and John E. Waite,  
Pratt & Whitney field engineer.

**1969 "WHO'S WHO IN ARMY AVIATION"  
TO BE PUBLISHED IN JUNE**

The third edition of the worldwide Army  
Aviation Directory (Official title: U.S. Army  
Aviation 1969 Command and Staff Directory)  
will be published as the June 30, 1969  
issue of "Army Aviation Magazine."

The Directory features name, address,  
and phone listing information for more than  
3,000 military and Department of the Army  
civilian employees holding staff and com-  
mand assignments within Army Aviation.

Unit, school, and aviation agency com-  
manders will be forwarded reprints of '68  
listings on April 1 for review and updating.  
Commanders of those units and agencies  
not listed in the 1968 Directory are re-  
quested to write for an appropriate Directory  
Form in care of "Army Aviation," 1 Crest-  
wood Road, Westport, Conn. 06880.



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# OBITUARIES

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**BEALS** — In Vietnam, First Lieutenant Stephen C. Beals, 1st Cavalry Division (Airmobile), due to hostile action on November 26, 1968; son of Mr. and Mrs. John N. Beals, 7606 Eastern Street, Dallas, Texas.

**BENTON** — In Vietnam, First Lieutenant Johnny W. Benton, 11th Armored Cavalry Regiment, due to hostile action on November 25, 1968; son of Mr. and Mrs. Finis W. Benton, 420 East Avenue A, Jerome, Idaho.

**BREECE** — In Vietnam, Warrant Officer, William W. Breece, Jr., 7th Squadron, 1st Cavalry, due to hostile action on December 5, 1968; son of Mr. and Mrs. William W. Breece, 169 Harper Avenue, Yardley, Pennsylvania.

**BRINKMEYER** — In Vietnam, Warrant Officer John W. Brinkmeyer, 101st Airborne Division (Airmobile), due to hostile action on November 27, 1968; husband of Mrs. Leona M. Brinkmeyer, Route 2, Box 78, Dickinson, North Dakota.

**BUDD** — At Fort Rucker, Alabama, Chief Warrant Officer Billie W. Budd, assigned to the Officers Student Company, due to an aircraft accident; husband of Mrs. Chris Budd, c/o Elvin Budd, 2851 Harding Avenue, Harrison, Michigan.

**CAHELA** — In Vietnam, Warrant Officer Gerald A. Cahela, 14th Transportation Battalion, due to an aircraft accident on September 23, 1968; son of Mrs. Lilly J. Cahela, 510 11th Street, South Bessemer, Alabama.

**CAVIN** — In Vietnam, First Lieutenant Douglas J. Cavin, 9th Infantry Division, due to an aircraft accident on September 21, 1968; husband of Mrs. Barbara A. Cavin, 4518 N. Cornelia Circle, Corpus Christi, Texas.

**DORAN** — In Vietnam, Chief Warrant Officer James D. Doran, 1st Cavalry Division (Airmobile), due to hostile action on November 26, 1968; son of Mrs. Helen C. Doran, 164 Hudson Avenue, Ridgely Park, New Jersey.

**DUNEMAN** — In Vietnam, Warrant Officer Allen E. Duneman, 269th Aviation Battalion, due to an aircraft accident on November 27, 1968; husband of Mrs. Theresa M. Duneman, c/o Master Sergeant Thomas M. Staples, Jr., 2029 Shaw Street, Grissom AFB, Indiana.

**KIDNEY** — At Fort Stewart, Georgia, Warrant Officer Candidate James M. Kidney, U.S. Flight Training Center, Hunter Army Airfield, due to an aircraft accident on November 20, 1968; son of Mr. and Mrs. Milton G. Kidney, P.O. Box 161, Loomis, California.

**LAROCQUE** — In Vietnam, Warrant Officer Leslie H. Larocque, 145th Aviation Battalion, due to hostile action on November 27, 1968; son of Mr. and Mrs. John R. Larocque, West Hill Road, Brookfield, Vermont.

**LOFORTI** — In Vietnam, Warrant Officer Paul R. LoForti, 14th Combat Aviation Battalion, due to an aircraft accident on November 23, 1968; son of Mr. and Mrs. Richard P. LoForti, 838 Loma Verde Avenue, Palo Alto, California.

**ORTEGO** — In Vietnam, Warrant Officer Gerald M. Ortego, 198th LIB, due to hostile action on November 21, 1968; husband of Mrs. Janice F. Ortego, c/o Mr. Richard Luch, Chapman Street, Paw Paw Illinois.

**RITZAU** — In Vietnam, First Lieutenant August K. Ritzau, 269th Aviation Battalion, due to an aircraft accident on November 27, 1968; son of Mrs. Sylvia K. Ritzau, Route 1, Box 83, Clackamas, Oregon.

**STOREY** — In Vietnam, Warrant Officer Robert L. Storey, 52d Combat Aviation Battalion, due to hostile action on November 21, 1968; son of LTC Henry J. Storey, 222-AN March Avenue, Grand Forks AFB, North Dakota.



# 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.



## The Beetles and the Horse

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