

# Army Aviation

MARCH 31, 1969



**COMMUTING—  
R.V.N. STYLE**

(See back cover . . .)



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# ARMY AVIATION ASSOCIATION

## GENERAL PURPOSES

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

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army aviation.

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

Inspiring Army-wide and nationwide interest in Army aviation careers.

Cementing relationships between those interested in Army aviation in the active U.S. Army forces and the Reserve Forces of the U.S. Army.

Motivating Army aviation personnel to increase their knowledge, techniques, and skills.

Maintaining historical records of Army aviation.

Conducting meetings, seminars, symposiums, exhibitions, air meets, etc.

Recognizing outstanding contributions within Army aviation.

Providing special types of group plans of individual benefit to the membership.

Stimulating good fellowship nationally, regionally, and locally.

A FILM EXCHANGE PROGRAM in which the member is afforded the opportunity of viewing current developments in the state of the art as portrayed through the medium of industry films.

A LOCATOR SERVICE PROGRAM in which the member is assisted in his efforts to keep abreast of the location of his contemporaries.

A SCHOLARSHIP AWARDS PROGRAM in which the sons and daughters of members receive scholarship assistance annually is pursued in conjunction with the AAAA Scholarship Foundation, Inc., a separate, non-profit educational foundation that works closely with the Army Aviation Association.

A SCIENCE AWARDS PROGRAM conceived by the Washington, D.C. Chapter in which the Association endeavors to interest young people in the aviation sciences by sponsoring cash scholarship awards at the Annual Science Fair-International and numerous individual Certificates of Achievement at some 220 local and regional Science Fairs. AAAA individual members serve as judges at local, regional, and national fairs.

## SPECIFIC OBJECTIVES

Fostering a public understanding of Army aviation and arousing a public interest in this segment of the military forces.

Exchanging ideas and disseminating information pertinent to Army aviation through the media endorsed by the Association.

## PARTIAL PROGRAM LIST

An AWARDS PROGRAM in which outstanding individual and unit achievements receive National recognition.

A CHAPTER ACTIVITIES PROGRAM in which outstanding industry and military leaders address the widespread Chapter organizations on specific areas of Army aviation interest.



## ARMY AVIATION ASSOCIATION APPLICATION FOR MEMBERSHIP

I wish to become a member of the Army Aviation Association of America (AAAA). I have enclosed my Membership Dues and the first-year Initiation Fee. Please start my ARMY AVIATION MAGAZINE subscription and send my membership credentials.

- My past or current duties affiliate me with the field of U.S. Army aviation or its allied pursuits.
- My past and current duties have not affiliated me with the field of U.S. Army aviation but I wish to further the aims and purposes of the AAAA.

(Please Print) Rank/Grade

Name

ADDRESS

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

CITY

STATE

SIGNATURE

Failure to sign above invalidates this application.

**ANNUAL AAAA DUES . . \$7.00**  
**INITIATION FEE . . . \$2.50**

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

## CATEGORY OF MEMBERSHIP

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

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# DSC AWARD

BAN ME THOUT, Vietnam — A young warrant officer who took the lead in two daring air operations within 72 hours — including two sensational rescues — has been awarded the *Distinguished Service Cross* and the *Distinguished Flying Cross*. In addition, 22-year-old WO1 Gilbert N. Terry of the 155th Assault Helicopter Company, 10th Combat Aviation Battalion, earned a *Purple Heart*.

The action came last August during the struggle to save the city of Duc Lac. Warrant Officer Terry, who has applied for a commission as a second lieutenant, was wounded in the first mission which began in the early morning hours of August 23rd. He had volunteered to replace a weary commander who had been flying all the previous night.

As Terry's aircraft neared the besieged city, the lead ship developed transmitter trouble, so he assumed the task of coordinating control with the forward air controller and ground troops. He began his gun runs, penetrating the entrenched enemy, his own craft attracting fire in return.

"On the second pass," Terry recalled, "I observed heavy fire originating from some buildings in a small village near the woodline. I requested and received permission to engage these targets."

Three rockets found their mark, but the run cost the officer's ship more damage. The engine's oil pressure gauge dropped.

"The ship was in extremely bad shape and the rotor continued to bleed off," Mr. Terry said. "I flared and tried for a tail-first impact to cushion the rather fast sink rate we were experiencing."

After the chopper came to a halt, the officer managed to crawl out of the tangle and free the pilot. Together, they carried the crew chief who was wounded in the leg to the MACV compound, under a barrage of automatic weapons fire and mortars. When they

reached the post, they learned of a serious shortage of ammunition.

"There was a large supply of mini-gun ammo still on the aircraft," Terry said, "so I elected to go out with two people from the compound to recover it."

The flow of lead had not ebbed, nor had the impacting mortars, but Warrant Officer Terry went anyway. Moments later, he returned with the badly-needed resupply.

His sense of duty had blurred all thoughts of personal safety. Upon his return, he realized that a bullet had found its mark. Though in pain, he spurned medical attention until he saw that his crew chief had been treated. For this action, he was presented the *Distinguished Service Cross* and the *Purple Heart* by General Creighton Abrams, MACV commander.

## A second action . . .

Less than three days later, the native of Raleigh, N.C., was to play a leading role in another thriller. The place and setting had not changed, but in this scene, Warrant Officer Terry was the pilot.

Despite thick enemy fire, he repeatedly scored his targets with attacks until his ammunition was spent. He flew his ship through a blanket of fire to a downed chopper whose pilot had been seriously wounded. He landed, picked up the man, and lifted off — all while under a hail of bullets.

The exposure to enemy fire had to have its effect sooner or later, and shortly, the aircraft's commander was wounded. Terry quickly grabbed the controls and received the ship, and taking complete command, he skillfully flew the damaged aircraft away from further danger. Enroute to the airfield, he contacted the medics on the ground and arranged for ambulances to receive his wounded passengers when he touched down.

Then, in another recent ceremony, Major General Robert R. Williams, commander of the 1st Aviation Brigade, awarded Terry the *Distinguished Flying Cross* for his actions during the second engagement.

Prior to his assignment to Vietnam in March, he trained with the Third Warrant Officer Candidate Company at Ft. Rucker, Ala. At present, he is an aircraft commander in the gun platoon of the 155th.



**HYDRAULIC  
MANIFOLDS**  
by  
**Chandler  
Evans**

Engineered and precision-produced by Chandler Evans are the hydraulic manifolds used in the main landing gear and loading door controls of Lockheed's huge new multi-purpose aircraft—the Air Force C-5 Galaxy.

This CECO product on the C-5 joins a distinguished line of pumps, main fuel controls, afterburner controls and other aerospace components in an array of important military aircraft as well as many of the latest missiles and commercial aircraft.

Chandler Evans is pleased to be "known by the company its products keep" and by the records those products establish.

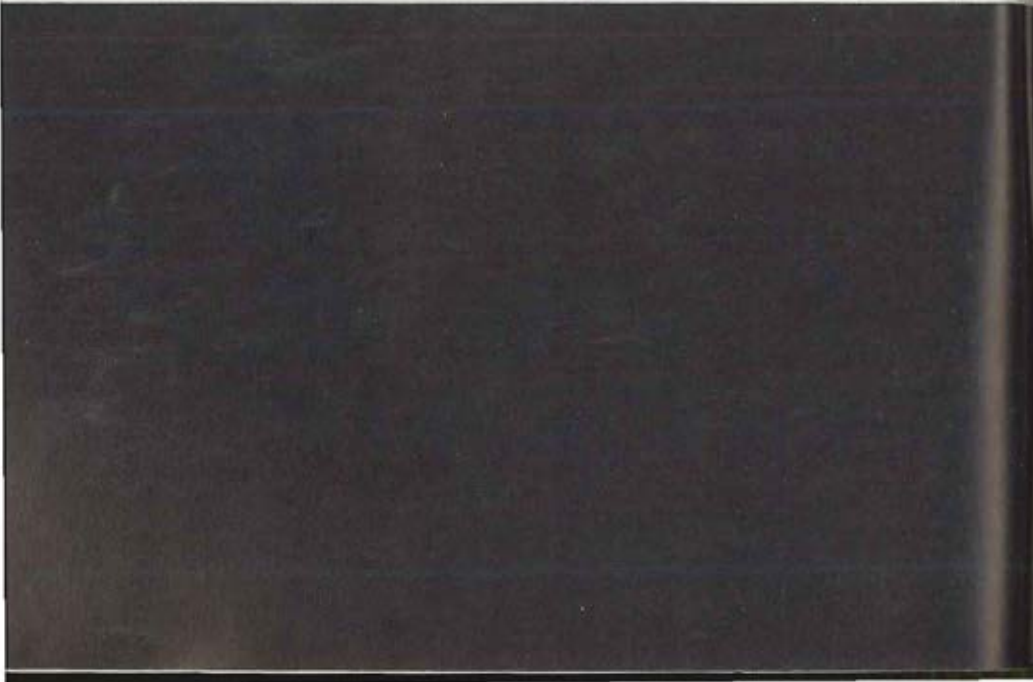
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# Tough machine for a tough war.

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

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

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

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

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

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

**Hughes Helicopters**

At Hunter, representatives of all major agencies and commands discuss future hardware, safety, personnel and logistics at . . .

# The First Total Army Aviation Program Review

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

**T**HE month of February in the Pentagon is the longest month of the year. In 28 days the Army Staff tries to fit all the tasks that were left over from the Christmas-New Year's period; pick up the lost threads of January; and in this year adjust to a new administration; and still celebrate *Washington's Birthday*.

We in Army Aviation did our part to add to the chaos by scheduling a complete review of the Army Aviation Program at Hunter Army Airfield during the 11th and 12th of February. It was quite an experience and quite an education. I believe everyone at every level learned a great deal.

The conference was chaired by the Vice Chief of Staff and every major staff agency and CONUS command was represented by a General Officer. The program was ambitious and the schedule was rather hectic. The scope was indicative of just how big a business our program has become.

## Classified briefings

I wish I could give you a summary of the entire proceedings, but most of the briefings were classified. (You will get the gist of the conference through official channels.) What I can report is that every issue that affects your future — personnel, hardware, safety, and logistics — was examined as a package by our most knowledgeable people.

This was the first total Army Aviation



Program Review and I would like to thank our hosts at Hunter and all the dedicated officers who worked behind the scenes to make it a success. In my own shop, LTC Patnode did an exceptional job in pulling the entire program together, even though it probably took a few weeks (months?) off his expected life span.

I think it is accurate to say that one of the subjects that received major attention in all the discussions was people—their future, their problems, their families, their training, and their contribution to the aviation program as a whole. This is heartening for we have no more precious asset than our personnel, be they enlisted, warrant, or commissioned.

### **An Army tradition . . .**

There is an old tradition "*that the Army takes care of its own.*" We hope we can report to those that follow, that Army Aviation has "*taken care of its own*" in like manner. I am sure that DCSPER will be giving the most careful consideration to all the points raised during the conference. I want to assure you that this Directorate will be making every effort to help form the most positive policy for the long-range term.

One of the proposals that surfaced at the conference was a suggestion that those aviators in CAT II be required to fly only 48 hours a year vs the 80 hrs now required. Now I know this will generate a whole series of debates (as it did here).

I could devote this entire issue to the pros and cons of proficiency flying. Indeed, this subject has filled volumes of the *Congressional Record*, JCS debates, and various ad hoc boards. Rest assured this wealth of reference material will not be ignored and the long-range future of the Army Aviator will be foremost in any decision that will be made.

### **Organizational review**

Let me turn to a related subject. All of us who have been in the aviation business for any length of time will have to admit that our aviation program has grown like Topsy. The original aviation company had a UE of 21 aircraft. Research indicates that this number was picked because the first aviation com-





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.
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- 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  
Look to Beech Capabilities!*

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## ARMY AVIATION REVIEW

(Continued from Page 9)

panies were viewed as aerial truck companies and our transportation truck companies of that era had 21 trucks. No huge "data bank" of computer tapes was available to the early planners and there were very few experience factors. Using 20/20 hindsight, they did quite well and no one could fault their judgment.

However, time and contingencies have changed this "company" into a battalion-size unit and we have all seen examples of a Lieutenant Colonel commanding a company with perhaps 10 or more field grade officers in the same unit. Part of this situation was the pure demand to fill cockpit seats; part was the fact that our aviation organizations were not comparable to the rest of the Army.

We are taking a new look at all of our aviation organizations, their size, the skills required, and the support base. We hope that the study efforts will provide the answers — answers that have a better "data base" than the ancient TOE of a medium truck company.

### The proper titles

Immediately related to the aviation units is the problem of proper titles. We have just finished a study at the Department of the Army to establish more descriptive and standardized unit identifications. In case you haven't received the General Order, I've asked the editor to print the entire list of designations.

We felt that unit designations should be descriptive of the unit mission; i.e., assault, assault support, and attack. It was agreed that titles, where appropriate, should be identified by the name of the parent: Assault Helicopter

Company — Airborne Division, or Assault Helicopter Company — Infantry Division. The definitive adjective "combat" should be added to identify those units which directly engage the enemy and to differentiate the units providing support to a lesser tactical degree. Where possible we have maintained the familiar usage and common terminology that has evolved through unit employment in SEA.

### A public "pat"

Like everyone who has preceded me in this position, I often wonder if the aviator in the field, who has not served on the DA staff, has a real conception of what the *Office, Director of Army Aviation* does in its day-to-day business. I sometimes wonder if they picture us as sort of an impersonal machine that grinds out regulations, demands a ceaseless flow of data, and lives in a world only remotely touched by real life.

Having been at the far end of the pipeline many times in my career, I am quite acquainted with the syndrome of "*General Hardtack*" who vainly looks in his mailbox for a letter from the Pentagon. Actually, if the author of "*Beatle Bailey*" knew the true facts, he would register happy surprise when someone at a remote outpost *did not* receive a directive from the Pentagon.

I do not expect everyone to believe this, but we are in rather close touch with the problems of the field; we do our very best to avoid unnecessary reports; and occasionally, we do wish *our* mailbox was empty some morning.

I say this not to evoke sympathy — I don't see one tear — but rather to publicly pat on the back my small staff who are dedicated to your interests and the interests of Army Aviation as a whole. One must serve a tour as a DA Action Officer to appreciate my comments. I know of no more demanding, time-consuming, frustrating, and challenging job. Believe me, these are the people who fight the biggest problems of Army Aviation every day, then fight the battle of Washington traffic every night. If that doesn't sound heroic — *try it!*

(Continued on Page 30)

#### THE KIOWA

The Army OH-58A, winner of the Army's re-opened light observation helicopter (LOH) competition, will carry the nickname *Kiowa*, in accordance with the Army tradition of labeling its aircraft with the names of Indian tribes. The OH-58A is the Army's version of the Bell Model 206A *JetRanger*. Deliveries of the new helicopter will begin this summer and continue through 1972.

**PREVIOUS TITLE AND DESIGNATION**

**NEW TITLE AND DESIGNATION**

<b>TOE 1-7G</b>	<b>AVIATION OBSERVATION COMPANY</b> DESIG: ..... Aviation Company (Observation)	<b>RECONNAISSANCE AIRPLANE COMPANY</b> Desig: ..... Aviation Company (Reconnaissance)
<b>TOE 1-47G</b>	<b>AVIATION COMPANY, SEPARATE INFANTRY BRIGADE</b> DESIG: ..... Aviation Company	<b>AVIATION COMPANY, SEPARATE INFANTRY BRIGADE</b> Desig: ..... Aviation Company (Infantry Brigade)
<b>TOE 1-55G</b>	<b>AVIATION BATTALION, AIRBORNE DIVISION</b> DESIG: ..... Aviation Battalion (Airborne Division)	<b>COMBAT AVIATION BATTALION, AIRBORNE DIVISION</b> Desig: ..... Aviation Battalion (Combat) (Airborne Div.)
<b>TOE 1-56G</b>	<b>HEADQUARTERS AND HEADQUARTERS COMPANY AVIATION BATTALION, AIRBORNE DIVISION</b> Headquarters, ..... Aviation Battalion (Airborne Division) Headquarters Company, ..... Aviation Battalion (Airborne Division)	<b>HEADQUARTERS AND HEADQUARTERS COMPANY COMBAT AVIATION BATTALION, AIRBORNE DIVISION</b> Desig: Headquarters, ..... Aviation Battalion (Combat) (Airborne Division) Headquarters Company, ..... Aviation Battalion (Combat) (Airborne Division)
<b>TOE 1-57G</b>	<b>LIGHT AIRMOBILE COMPANY AVIATION BATTALION, AIRBORNE DIVISION</b> DESIG: Company ..... (Airmobile), ..... Aviation Battalion (Airborne Division)	<b>ASSAULT HELICOPTER COMPANY COMBAT AVIATION, AIRBORNE DIVISION</b> Desig: Company ..... (Assault Helicopter) ..... Aviation Battalion (Combat) (Airborne Division)
<b>TOE 1-58G</b>	<b>AVIATION GENERAL SUPPORT COMPANY AVIATION BATTALION, AIRBORNE DIVISION</b> DESIG: Company ..... (General Support) Aviation Battalion (Airborne Division)	<b>AVIATION GENERAL SUPPORT COMPANY COMBAT AVIATION BATTALION, AIRBORNE DIVISION</b> Desig: Company ..... (General Support) ..... Aviation Battalion (Combat) (Airborne Division)
<b>TOE 1-75G</b>	<b>AVIATION BATTALION, INFANTRY DIVISION</b> DESIG: ..... Aviation Battalion (Infantry Division)	<b>COMBAT AVIATION BATTALION, INFANTRY DIVISION</b> Desig: ..... Aviation Battalion (Combat) (Infantry Div.)
<b>TOE 1-76G</b>	<b>HEADQUARTERS AND HEADQUARTERS COMPANY AVIATION BATTALION, INFANTRY DIVISION</b> DESIG: Headquarters, ..... Aviation Battalion (Infantry Division) Headquarters Company, ..... Aviation Battalion (Infantry Division)	<b>HEADQUARTERS AND HEADQUARTERS COMPANY COMBAT AVIATION BATTALION, INFANTRY DIVISION</b> Desig: Headquarters, ..... Aviation Battalion (Combat) (Infantry Division) Headquarters Company, ..... Aviation Battalion (Combat) (Infantry Division)
<b>TOE 1-77G</b>	<b>AIRMOBILE COMPANY (LIGHT) AVIATION BATTALION, INFANTRY DIVISION OR AVIATION COMPANY (AIRMOBILE)</b> DESIG: Company ..... (Airmobile), ..... Aviation Battalion ..... Aviation Company (Airmobile)	<b>ASSAULT HELICOPTER COMPANY, COMBAT AVIATION BATTALION, INFANTRY DIVISION</b> Desig: Company ..... (Assault Helicopter) ..... Aviation Battalion (Combat) (Infantry Division) <b>OR</b> <b>ASSAULT HELICOPTER COMPANY, SEPARATE AVIATION COMPANY (ASSAULT HELICOPTER)</b> Desig: ..... Aviation Company (Assault Helicopter)
<b>TOE 1-78G</b>	<b>AVIATION GENERAL SUPPORT COMPANY AVIATION BATTALION, INFANTRY DIVISION</b> DESIG: Company ..... (General Support) Aviation Battalion (Infantry Division)	<b>AVIATION GENERAL SUPPORT COMPANY, COMBAT AVIATION BATTALION, INFANTRY DIVISION</b> Desig: Company ..... (General Support) ..... Aviation Battalion (Combat) (Infantry Division)
<b>TOE 1-87G</b>	<b>DIVISION AVIATION SUPPORT DETACHMENT ARMORED DIVISION OR DIVISION AVIATION SUPPORT DETACHMENT INFANTRY DIVISION (MECHANIZED)</b> DESIG: ..... Division Aviation Support Detachment	<b>DIVISION AVIATION DETACHMENT</b> Desig: ..... Aviation Detachment (Division) <b>OR</b> Detachment ..... (Division Aviation Support), ..... Supply and Transport Battalion
<b>TOE 1-97T</b>	<b>SURVEILLANCE HELICOPTER COMPANY</b>	<b>RECONNAISSANCE HELICOPTER COMPANY</b> Desig: ..... Aviation Company (Reconnaissance Helicopter)
<b>TOE 100T</b>	<b>AVIATION GROUP, AIRMOBILE DIVISION</b> DESIG: ..... Aviation Group (Airmobile Division)	<b>COMBAT AVIATION GROUP, AIRMOBILE DIVISION</b> Desig: ..... Aviation Group (Combat) (Airmobile Division)
<b>TOE 1-101T</b>	<b>HEADQUARTERS AND HEADQUARTERS COMPANY AVIATION GROUP, AIRMOBILE DIVISION</b> DESIG: Headquarters, ..... Aviation Group (Airmobile Division) Headquarters Company, ..... Aviation Group (Airmobile Division)	<b>HEADQUARTERS AND HEADQUARTERS COMPANY COMBAT AVIATION GROUP, AIRMOBILE DIVISION</b> Desig: Headquarters, ..... Aviation Group (Combat) (Airmobile Division) Headquarters Company, ..... Aviation Group (Combat) (Airmobile Division)
<b>TOE 1-102T</b>	<b>GENERAL SUPPORT AVIATION COMPANY AVIATION GROUP, AIR CAVALRY DIVISION</b> DESIG: ..... Aviation Company (General Support), ..... Aviation Group (Air Cavalry Division)	<b>AVIATION GENERAL SUPPORT COMPANY AVIATION GROUP, AIRMOBILE DIVISION</b> Desig: ..... Aviation Company (General Support) ..... Aviation Group (Combat) (Airmobile Div)



## PREVIOUS TITLE AND DESIGNATION

## NEW TITLE AND DESIGNATION

TOE 1-111T DESIG:	AVIATION AERIAL WEAPONS COMPANY ..... Aviation Company (Aerial Weapons)	Desig:	ATTACK HELICOPTER COMPANY ..... Aviation Company (Attack Helicopter)
TOE 1-128T DESIG:	AERIAL SURVEILLANCE COMPANY ..... Aviation Company (Aerial Surveillance)	Desig:	SURVEILLANCE AIRPLANE COMPANY ..... Aviation Company (Surveillance Airplane)
TOE 1-156 DESIG:	HEADQUARTERS AND HEADQUARTERS COMPANY ASSAULT HELICOPTER BATTALION, AIR CAVALRY DIVISION Headquarters, ..... Aviation Battalion (Assault Helicopter) (Air Cavalry Division) Headquarters Company, ..... Aviation Battalion (Assault Helicopter) (Air Cavalry Division)	Desig:	HEADQUARTERS AND HEADQUARTERS COMPANY ASSAULT HELICOPTER BATTALION, AIRMOBILE DIVISION Headquarters, ..... Aviation Battalion (Assault Helicopter) (Airmobile Division) Headquarters Company, ..... Aviation Battalion (Assault Helicopter) (Airmobile Division)
TOE 1-157T DESIG:	AERIAL WEAPONS COMPANY ASSAULT HELICOPTER BATTALION, AIR CAVALRY DIVISION Company ..... (Aerial Weapons) ..... Aviation Battalion (Assault Helicopter) (Air Cavalry Division)	Desig:	ATTACK HELICOPTER COMPANY, ASSAULT HELICOPTER BATTALION, AIRMOBILE DIVISION Company ..... (Attack Helicopter) ..... Aviation Battalion (Assault Helicopter) (Airmobile Division)
TOE 1-158T DESIG:	ASSAULT HELICOPTER COMPANY, ASSAULT HELICOPTER BATTALION AIR CAVALRY DIVISION Company ..... (Assault Helicopter), ..... Aviation Battalion (Assault Helicopter) (Air Cavalry Division)	Desig:	ASSAULT HELICOPTER COMPANY, ASSAULT HELICOPTER BATTALION, AIRMOBILE DIVISION Company ..... (Assault Helicopter), ..... Aviation Battalion (Assault Helicopter) (Airmobile Division)
TOE 1-166T DESIG:	HEADQUARTERS AND HEADQUARTERS COMPANY ASSAULT SUPPORT HELICOPTER BATTALION AIR CAVALRY DIVISION Headquarters, ..... Aviation Battalion (Assault Support Helicopter) (Air Cavalry Div) Headquarters Company, ..... Aviation Battalion (Assault Support Helicopter) (Air Cavalry Division)	Desig:	HEADQUARTERS AND HEADQUARTERS COMPANY ASSAULT SUPPORT HELICOPTER BATTALION AIRMOBILE DIVISION Headquarters, ..... Aviation Battalion (Assault Support Helicopter) (Airmobile Division) Headquarters Company, ..... Aviation Battalion (Assault Support Helicopter) (Airmobile Division)
TOE 1-167T DESIG:	ASSAULT SUPPORT HELICOPTER COMPANY ASSAULT SUPPORT HELICOPTER BATTALION AIR CAVALRY DIVISION Company ..... Aviation Battalion (Assault Support Helicopter) (Air Cavalry Division)	Desig:	ASSAULT SUPPORT HELICOPTER COMPANY ASSAULT SUPPORT HELICOPTER BATTALION AIRMOBILE DIVISION Company ..... (Assault Support Helicopter) ..... Aviation Battalion (Assault Support Helicopter) (Airmobile Division)
TOE 1-207E DESIG:	ARMY AIR TRAFFIC REGULATION AND IDENTIFICATION COMPANY ..... Air Traffic Company (Regulation and Identification) (Army)	Desig:	AVIATION AIR TRAFFIC CONTROL COMPANY ..... Aviation Company (Air Traffic Control)
TOE 1-252G DESIG:	HEADQUARTERS AND HEADQUARTERS COMPANY AVIATION GROUP Headquarters, ..... Aviation Group Headquarters Company, ..... Aviation Battalion	Desig:	HEADQUARTERS AND HEADQUARTERS COMPANY COMBAT AVIATION GROUP Headquarters, ..... Aviation Group (Combat) Headquarters Company, ..... Aviation Group (Combat)
TOE 1-256G DESIG:	HEADQUARTERS AND HEADQUARTERS COMPANY AVIATION BATTALION Headquarters, ..... Aviation Battalion Headquarters Company, ..... Aviation Battalion	Desig:	HEADQUARTERS AND HEADQUARTERS COMPANY COMBAT AVIATION BATTALION Headquarters, ..... Aviation Battalion (Combat) Headquarters Company, ..... Aviation Battalion (Combat)
TOE 1-257F DESIG:	AVIATION FIXED WING COMPANY ..... Aviation Company (Fixed Wing)	Desig:	UTILITY AIRPLANE COMPANY ..... Aviation Company (Utility Airplane)
TOE 1-258G DESIG:	AVIATION MEDIUM HELICOPTER COMPANY ..... Aviation Company (Medium Helicopter)	Desig:	ASSAULT SUPPORT HELICOPTER COMPANY ..... Aviation Company (Assault Support Helicopter)
TOE 1-259G DESIG:	AVIATION HEAVY HELICOPTER COMPANY ..... Aviation Company (Heavy Helicopter)	Desig:	HEAVY HELICOPTER COMPANY ..... Aviation Company (Heavy Helicopter)

NOTE: The editors will endeavor to obtain a list of the authorized abbreviations for all new unit designations, and publish these abbreviations in the June 30, 1969 issue to be published as the "1969 Army Aviation Command and Staff Directory."





# You don't have to like baseball to be a METS fan.

Up to now, for an engine test system to be effective, it had to be big and virtually immobile.

METS—Avco Lycoming's Modular Engine Test System—changes all that. And cuts costs dramatically in the bargain.

How? By being the first engine test system built on a modular principle.

METS' building-block concept lets you combine the separate units for an unmatched variety of test and training capabilities.

The seven basic interchangeable components are the instrumentation console, engine test dolly, trailer module, water cooling module, control cab, auxiliary power module, and engine test cell module. Just select the units you need to meet your specific requirements. METS does the rest.

Advantages? Genuine economy of operation, easy maintenance, simplification of training—with even greater effectiveness—and a new kind of practicality in system procurement.

And most of all, portability. METS components are light and compact. So they can be transported easily by utility helicopter or fixed-wing aircraft. Anywhere in the world.

Not bad, considering that this means your METS can be installed almost anywhere a chopper can fly. And with speed and simplicity.

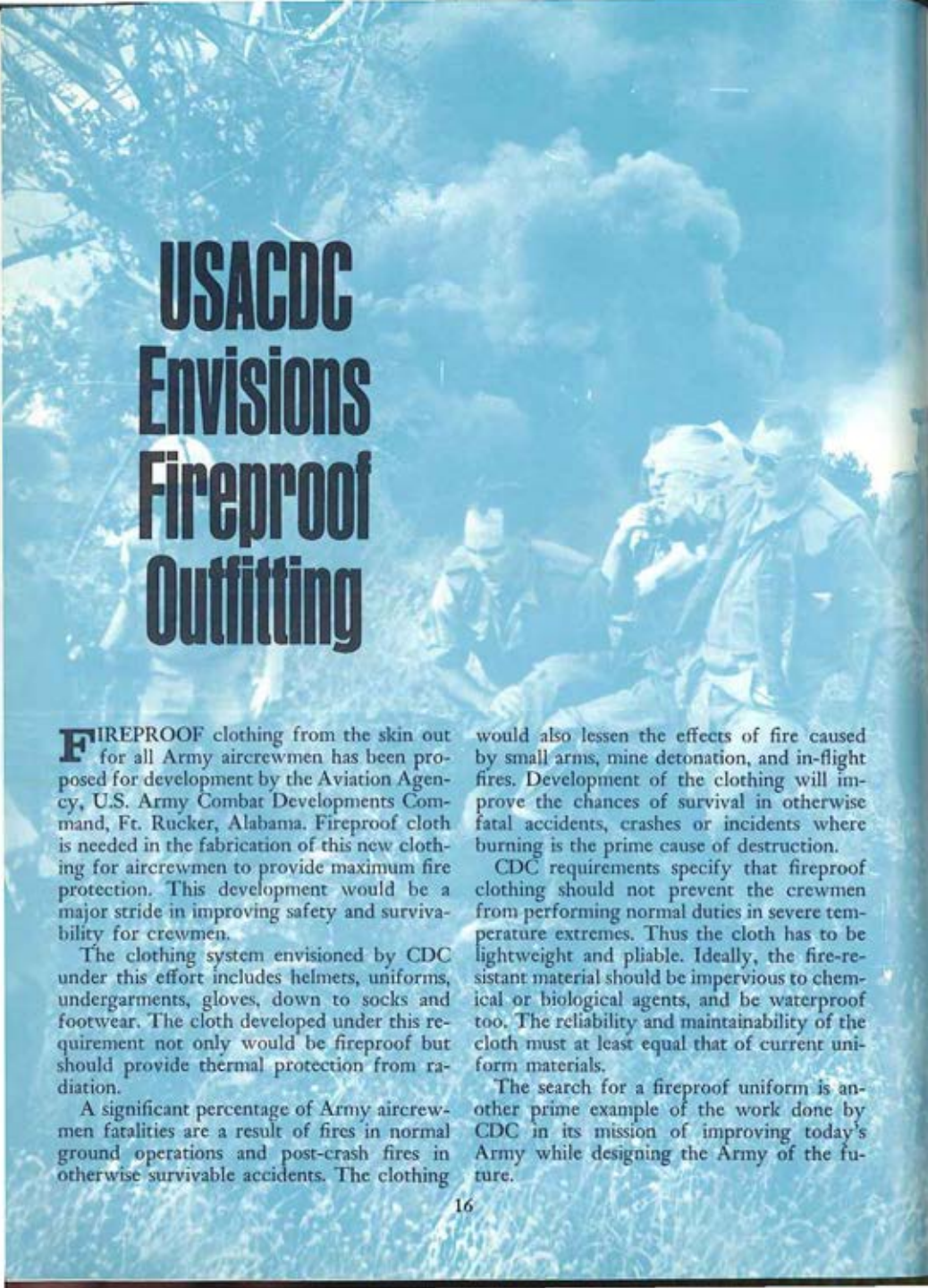
When it comes to total system efficiency, what more could you ask for?

Except maybe an automated system that does most of the work for you.

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# USACDC Envisions Fireproof Outfitting

**F**IREPROOF clothing from the skin out for all Army aircrewmembers has been proposed for development by the Aviation Agency, U.S. Army Combat Developments Command, Ft. Rucker, Alabama. Fireproof cloth is needed in the fabrication of this new clothing for aircrewmembers to provide maximum fire protection. This development would be a major stride in improving safety and survivability for crewmembers.

The clothing system envisioned by CDC under this effort includes helmets, uniforms, undergarments, gloves, down to socks and footwear. The cloth developed under this requirement not only would be fireproof but should provide thermal protection from radiation.

A significant percentage of Army aircrewmember fatalities are a result of fires in normal ground operations and post-crash fires in otherwise survivable accidents. The clothing

would also lessen the effects of fire caused by small arms, mine detonation, and in-flight fires. Development of the clothing will improve the chances of survival in otherwise fatal accidents, crashes or incidents where burning is the prime cause of destruction.

CDC requirements specify that fireproof clothing should not prevent the crewmembers from performing normal duties in severe temperature extremes. Thus the cloth has to be lightweight and pliable. Ideally, the fire-resistant material should be impervious to chemical or biological agents, and be waterproof too. The reliability and maintainability of the cloth must at least equal that of current uniform materials.

The search for a fireproof uniform is another prime example of the work done by CDC in its mission of improving today's Army while designing the Army of the future.

**T**HERE is nothing more vulnerable on the field of battle than man himself. Yet he has participated in and lived through hundreds of wars over the past 4,000 years.

There were those who said the helicopter could not live in Vietnam, who now say it cannot live in a conventional war or in a nuclear war. They are as wrong on the latter two views as they were on their dire predictions of destruction in Vietnam.

### **A good example . . .**

On 18 December 1965, a command helicopter of an infantry battalion participated in an engagement wherein the battalion made an air assault, landing on top of a main force Viet Cong battalion. This was probably one of the best examples of invulnerability and how a helicopter can live in battle.

During this battle a change of tactical plans made it necessary for the command helicopter to mark a new landing zone for an approaching flight of assault helicopters. The command helicopter flew in 100 feet above the ground to mark the new LZ. As it passed around a narrow neck of woods, 15 Viet Cong soldiers with rifles and automatic weapons commenced firing at the bird from 150 yards range. The helicopter continued its pass, dropped a smoke grenade to mark the landing zone, and gained altitude to continue its mission.

During the pass, the left door gunner engaged the Viet Cong returning their fire. The members of the command aircraft continued their job and while the helicopter was hit, not a single person was wounded.

A few minutes later, the command helicopter touched down in a landing zone, one

that was still not securely held by the infantry and was under fire. In the course of landing to dismount the command party, a casualty was noted nearby. One of the members of the command party and the crewchief ran to assist the casualty and to load him in the helicopter.

In the process, the crewchief was seriously hit and later died. Other members of the party eventually got the crewchief and the casualty aboard the helicopter while the two courageous pilots held it steadily on the fire-swept field. In the course of this action, the bird picked up several more hits, one member of the command party receiving a slight nick as a round passed between his flak jacket and his chest.

### **It took 21 hits!**

The aircraft finally took off after being on the ground for about 65 seconds. After returning the casualty to the aid station, the bird touched down at its refueling base for refueling. Here, a thorough check indicated the ship had a total of 21 hits including one in the compressor. The chopper was not permitted to fly any further, in view of the round in the compressor.

However, the main point is that the aircraft did fly and did perform its job despite its having received 21 hits, to include the one in the compressor. If this is an example of the vulnerability of the helicopter, I think it tends to show just the opposite view — one of invulnerability. When an aircraft absorbs 21 hits, including one in a vital component, and yet does not go down, we're talking about invulnerability!

There are many ways to whip the so-called

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When the rotor is used as a propeller  
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*For flight above this speed, the*

V/STOL developments ever since.

Our latest advance is a new high speed rotor configuration.

We call it the tilt-stop-fold rotor and we are currently running it through a series of analyses and wind tunnel tests.

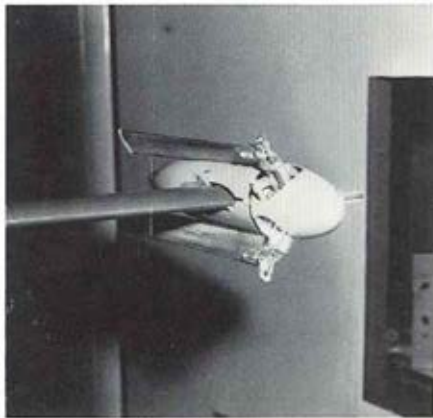
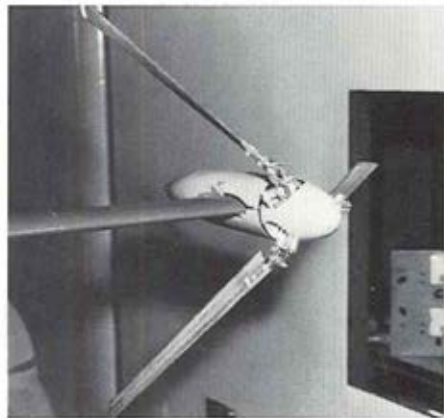
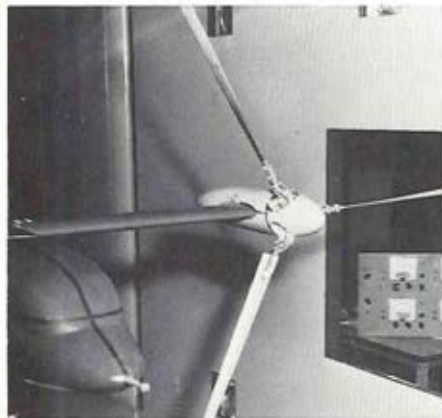
This new rotor gives the aircraft excellent vertical lift with low downwash.

It also provides a high hover capability on hot days.

For flight above this speed, the blades are folded back to a minimum drag configuration. Conventional jet aircraft cruise speeds of 400 knots or more can then be attained.

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## VULNERABILITY!

(Continued from Page 17)

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problem of helicopter vulnerability in Vietnam and in any war. The factors that proved important in Vietnam should also be applicable in a conventional and nuclear war. For example, it's necessary to fly either flat on the deck in and out of the treetops to avoid enemy fire, or to fly at an altitude sufficiently high above the ground to prevent enemy ground weapons from effectively engaging the aircraft.

### Factor of altitude

In Vietnam, this altitude was initially 1,500 feet above the ground. In certain other areas, the altitude was raised to 2,500 feet. At 2,500 feet there is relative safety. The best flight technique was to be flat on the deck for even though there were enemy weapons, the enemy did not have time to accurately bring them to bear.

There are other proven methods. First of all, the careful selection of routes assures that the flight will not pass near or over known enemy positions if they can be avoided. In this respect, a great deal of information is generally known about the enemy situation in any operation, and it takes little effort to plot enemy positions and to locate routes that will bypass them. In the selection of routes, the use of different routes to and from an LZ will reduce vulnerability to ground fire.

### Dummy landing zones

Another deception that helps is the use of mock landing zones to make the enemy think that a landing is being conducted in one place when really it is not. This has been tried successfully in Vietnam, i.e. executing a mock landing in as many as two landing zones — perhaps going in to a mock landing zone for a few seconds to wait, as if letting the troops off, and then going into a second one where the troops are actually debarked, and finally going into a third landing, a second deception.

During any one of these three landings, a barrage of supporting weapons, artillery, aerial rockets, and even tactical air is employed

or any combination thereof. Firepower is a necessary portion of the deceptive means employed.

### Boon: Inclement weather

Inclement weather can reduce also vulnerability. The Army can fly in Vietnam in 95 percent of the weather, to include monsoon conditions. This was especially true in the Central Highlands where for one year the 1st Air Cavalry flew over 95 percent of the time, regardless of weather conditions and these included northeast and the southwest monsoons. Employing the cover of weather and with a minimum of instrument flying proficiency, flights can be assisted to and from a landing zone without a repetition of the same routing by guiding both on the terrain and in and out of the fog or the clouds.

In a nuclear war it is possible to time H-hour flight routes to the landing zones in conjunction with a nuclear strike, in order to take advantage of the protection that those strikes offer to conceal your presence from the enemy.

### Night conditions

Another operation serving to reduce vulnerability is operation under maximum night conditions. This method employs the hours of darkness themselves as concealment for both the approach and the return trips, and clearly reduces helicopter vulnerability and the ability of the enemy to fire at our birds.

By using a combination of different routings, adverse weather, hours of darkness, and the blast from nuclear weapons, combat operations may be concealed from the enemy.

The proof of invulnerability in Vietnam lies in the relatively small number of birds shot down and even more so in the resulting small number of friendly casualties. A review

A great majority of these were recovered and flew after minor repairs. A few required more extensive repairs and were in operation at a later date. To quote a recent remark by

In this connection, one of the biggest benefits has been the CH-47 *Chinook* and the CH-54 *Flying Crane*, two aircraft employed

(Continued on Page 30)



**M**AJOR General Bob Williams always classed people in the Army Aviation program in three distinct classes — the “**Workers**”, the “**Shirkers**”, and the “**Lurkers**.”

The first two categories need no explanation. You list them as easily as I. The third class, the “**Lurker**”, is a bit more hard to pin down and identify; indeed, if you could readily identify him, he is automatically eliminated from this group.

Let me be clear; the “**Lurker**” in Army Aviation does not fall in the “**Spy**” or “**hanger-on**” category — he is not selling specifications to industry — he is not “**cloak and dagger**” in any sense.

On the contrary, he probably holds a very responsible, identified position, observes all the rules of the Department, and, is probably identified by his immediate co-workers as a straight “**Worker**.” The subtle difference is that he is a catalyst and the man behind the scenes in every action that really counts.

In the memo for the record he might be listed as recorder or secretary, or more

# Lurkers, Cats, and a Navy Balloon!

Comments by a self-confessed minor league “**lurker**” . . .  
Colonel James J. Brockmyer,  
OACSFOR, Dept. of the Army

likely not be listed at all. The fact remains that the meeting itself would not have been held without his push and the decisions will be largely based on alternatives he has prepared.

I trust this does not sound too Machiavellian, for such is not the case. The “**Lurker**”, as General Williams defined him, is the man behind the scenes who doesn't pull any strings and doesn't manipulate the facts, but who does have a sense of timing, knows personalities, and is dedicated to the program.

All this is a preamble to my confession as a very minor league lurker in Army Aviation for over twenty years and as a collector of bits and pieces of Army history, memorabilia, and stories. In this last category, I have always promised to write an anthology that collected all the fascinating stories into a single volume and let the reader classify them into lies, exaggerations, or pure fact. (Two problems might immediately arise — I could be sued or court-martialed or both, if names, dates, and data were assembled on the very best stories.)

## One of the better stories . . .

General W. W. Ford is a legend in his own right in the early history of Army Aviation. I am sure we could fill a volume of stores of his exploits alone. However, one of the better stories which I have been told so many times that I do not believe it is apocryphal, is the famous story of the mother cat.

In the mid-forties there was always an L-5 ready and waiting for General Ford at the back of the hangar at Post Field at Fort Sill. By nature the General always gave this a very careful pre-flight. On the day in question he had a sudden mission to fly a VIP to Tulsa and warned the tower that he was going to leave in just a few minutes.

They wheeled out his aircraft and General Ford and his VIP passenger took

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## LURKERS, CATS, ETC.

(Continued from Page 21)

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off as fast as possible directly from the ramp. The tower operator noted that after achieving an altitude of approximately 200 feet, the aircraft performed several wild gyrations not included in any of the standard acrobatic manuals of the times, and essentially it reversed its course and came right back landing downwind on the field. **General Ford** skidded to a stop on the ramp he had only left a few seconds before, while all the mechanics ran out to check the nature of his problem.

**The problem** was readily apparent. Sitting on top of the General's head was a mother cat with all four claws dug firmly into the General's skull and it took two strong mechanics on either side of the aircraft to pry her loose. Fortunately, after appropriate tetanus shots, the wounds were considered to be minor.

**Reconstructing** what had happened, it appeared that the mother cat had searched for a quiet place to have her litter, and this particular aircraft in being in the far corner of the hangar had obviously not been disturbed for many days. Crawling back through the canvas she found a warm and cozy spot near the tail of the aircraft.

**The sudden mission** of the General disturbed her litter and herself, and as the aircraft taxied to the ramp she climbed over the shoulder of the VIP to investigate. He, in turn, being rather startled and afraid of flying in the first place, pounded **General Ford** on the back and indicated the intruder.

**General Ford** reached back, caught the cat by the nap of the neck, and decided that **one** of those nine lives would not be in jeopardy if he put it out the open window. The cat nonconcurred and re-

turned up his arm to secure itself in the position in which the mechanics finally found it on the General's hasty return.

**I will not bore you** with the details of who got fired, the post veterinary's recommendations, and the countless checks that were made on the General's aircraft thereafter. To the best of my knowledge, the mother cat and litter were the only ones that went through this traumatic experience with no after effects.

### Tradition-making

**The second story** that I think should be recorded somewhere is the attempt by the Army Aviation Association to tie Army Aviation to a 100-year old tradition at its annual convention in September, 1961. As you all recall, the Nation went berserk on Civil War history at about this time and each community that had any historical background had some sort of festival or re-enactment of a battle that had occurred the century before.

**Those of us** in Washington who were charged with the programming of the annual convention of the AAAA latched onto a similar ploy — the flight of **Professor Thaddeus P. Lowe**. This appeared to be an extremely timely theme because the Air Force was just getting ready to announce its 50th Anniversary.

**We thought** quite smugly that we had a new gimmick but we were not sure just how to exploit it. The Convention was to be held at the Sheraton-Park Hotel, and as one step we visualized the construction of a Civil War observation balloon in front of the hotel. Little did we know of the problems we would have.

**First of all**, where does one find such a balloon? After many frantic calls we located a spherical balloon, complete with blanket, that was stored in the





NAJEEB HALABY, FAA ADMINISTRATOR, RIDES THE AAAA HEAD TABLE LECTERN-BASKET, AND COMMENTS THAT ARMY AVIATION'S FIRST CLAIMED FLIGHT IN 1861 WAS MADE IN A BALLOON LAUNCHED FROM A BARGE, THEREBY "BECOMING NAVAL AVIATION'S FIRST FLIGHT AS WELL." THE AUDIENCE GREETED HIS OBSERVATION WITH THUNDERING SILENCE.

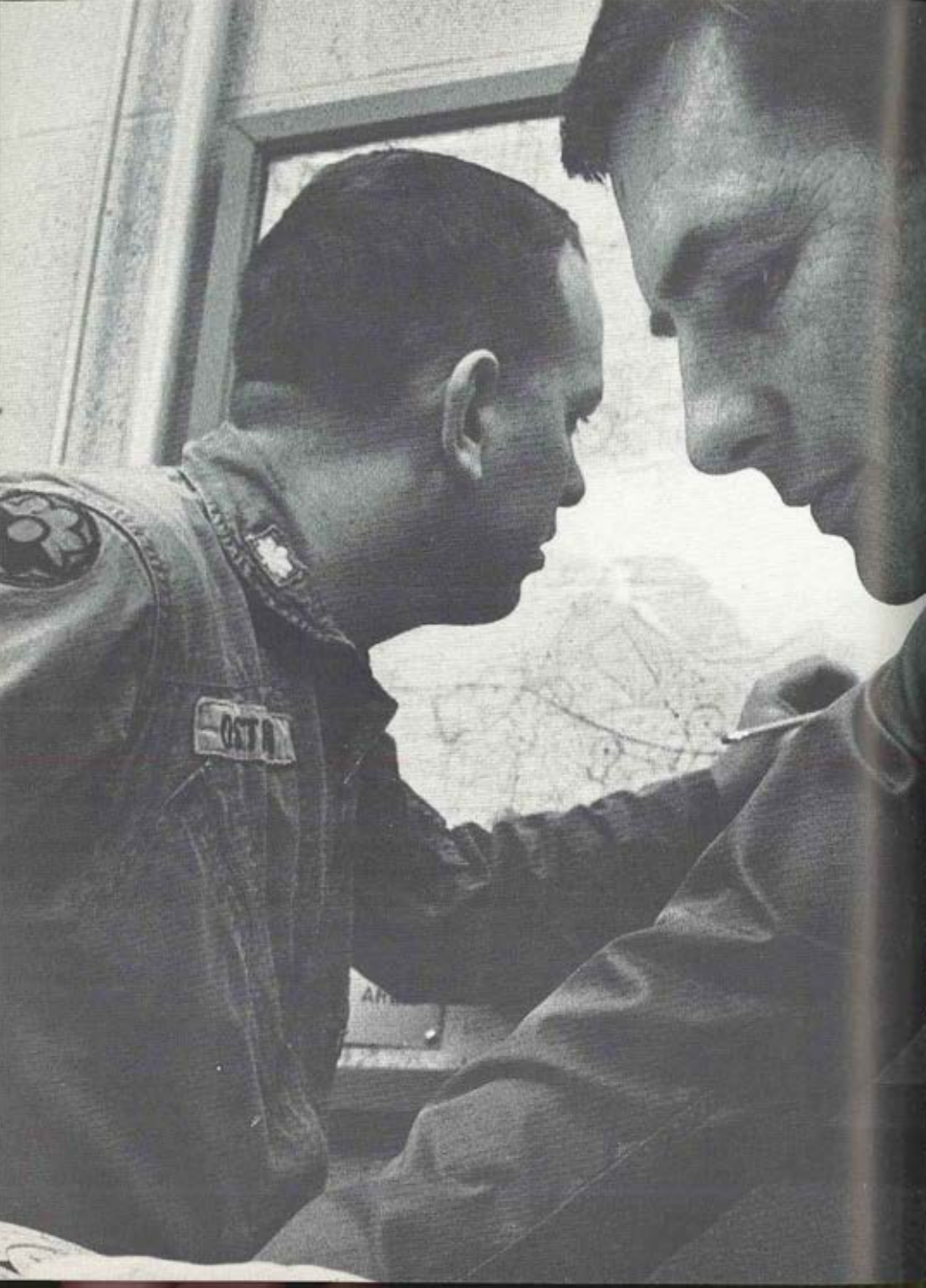
corner of the Navy hangar at Lakehurst, N.J. The Navy agreed to loan this balloon to the Army providing we would pay the cost of transporting it and filling it with helium. After much negotiation, they also agreed to paint out the "U.S. Navy" and to add the title, "Enterprise", which was the name of Professor Lowe's original craft.

Our decorations committee\* at that time had a budget of just over \$100 and we

were quite shocked to learn that the Navy's price for filling this balloon with "USED" helium would be somewhat over \$900. Conversely, the Navy technicians were less than pleased when they learned we expected them to stand

*\*(Ed. Note: D. P. "Gerry" Gerard who did a lot of running with the ball; and former AAAA national president, Bryce Wilson, who just happened to be a close friend and Stanford classmate of the project's potential balloon-deflater, "Jeab" Halaby, FAA Administrator at the time.)*







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## FORD E. ALLCORN DIES IN ST. LOUIS

ST. LOUIS, MO. — The first Army Aviator to fly in combat in World War II died here February 15 from an apparent heart ailment.

Retired Col. Ford E. "Ace" Allcorn, 59, of Hazelwood, Mo., was buried with full military honors February 19 in Jefferson Barracks National Cemetery, following a graveside ceremony at 11 a.m.

A native of Boonville, where his mother, Mrs. H. E. Fiscus still resides, Col. Allcorn entered Army service from the Missouri National Guard prior to WW II. A barnstorming pilot friend had taught him to fly from a pasture near Boonville, so he was a pilot when he entered Army training at Fort Sill, Okla.

### 1942 Graduate

Graduating in October 1942, Col. Allcorn flew into Army aviation history a month later when he led a three-plane flight of L-4 Piper Cubs from the deck of the aircraft carrier USS Ranger during the invasion of North Africa. Radio silence enforced during the trip to Africa resulted in an unexpected hazard. Since other ships did not know the Cubs were from the invasion fleet, they were considered to be enemies.

Despite the efforts of Navy gunners to shoot them down, the flight reached Tunisia, where two of the crews were captured and held prisoner for a short time. Col. Allcorn was shot down by a Vichy French machine-gunner and wounded in the right leg.

He thus became the first Army Aviator to fly in combat; the first shot down and the first to be wounded. Col. Allcorn believed he was the first Missourian wounded during the war. After being aboard two hospital ships which were torpedoed, he was evacuated on a third ship to Walter Reed Hospital in Washington, D.C.

Col. Allcorn later flew in Italy and included among his passengers Gen. Mark Clark and British Field Marshal Alexander.

After flying in seven major campaigns in



WW II, Col. Allcorn became one of the Army's early helicopter pilots. By the time he retired in 1961, he held every Army flight rating, plus a commercial pilot's license and had about 6,000 hours in the air. Since retiring, he had been employed by the McDonnell-Douglas Aircraft Corporation here.

### Director at AVSCOM

He was a member of what is now the Army Aviation Systems Command here some years ago, serving primarily as Director of Maintenance.

Col. Allcorn is survived by his wife, Lucille, and two children: Seth, serving with the Navy in the Pacific and Becky, a college student.

Among Army Aviators at the graveside service Wednesday were two contemporaries; Col. Delbert L. Bristol and Col. J. Elmore Swenson, both assigned to AVSCOM. Both were with Col. Allcorn in the early days of Army Aviation.



# MASTERS ALL!



**FT. SILL** — LTC J. R. Stroud (2d from left) and LTC Richard F. Beck (2d from right) are shown shortly after receiving their Master Army Aviator Badges from MG Charles P. Brown (right), Ft. Sill commanding general, as COL Frederick C. Goodwin (left), CO, Arty Avn Comd, looks on.



**SCHOFIELD BARRACKS, HAWAII** (Photograph above). LTC Asa C. McCranie, U.S. Army, Hawaii, Aviation Officer and a charter member of AAAAA, receives the designation of Master Army Aviator from MG Roy Lassetter, Jr., CG of USARHAW, as his wife, Yvonne, watches happily at his side.



**FT. EUSTIS** (Photo at left) — CW4 Curtis R. Hayter has his Master Army Aviator's Badge awarded to him by his wife, Ann, as LTC James F. Hill, USATCFE Aviation Officer, looks on.



**FT. RUCKER** — Five veteran aviators discuss their Master Army Aviator wings which were presented to them by MG Delk M. Oden (3d from right), Fort Rucker commanding general, during a recent ceremony at the post. The pilots are, from left to right, LTC Robert B. Jones of Amarillo, Tex.; LTC Harry G. Fox of Carpinteria, Calif.; LTC James E. Krueger of Malvern,

Ark.; LTC James D. Hays of Camillia, GA.; and LTC W. A. (Dick) Dixon of Kite, Ga. The five — who graduated together in one of the last flight classes conducted at Ft. Sill, Okla. before it was transferred to Ft. Rucker in 1954 — have a combined total of more than 99 years of military service and over 23,000 hours of flight time.

(All USA photos)

# 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 Mini-gun. 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.

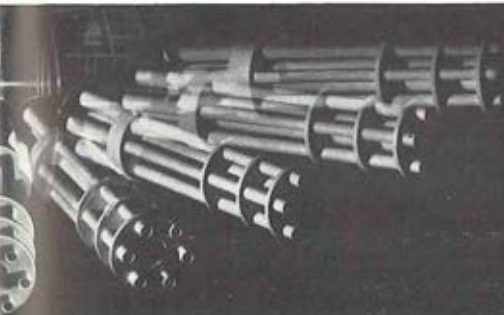
Under an Army contract,

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.



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# AAAA SCHOLARSHIP SELECTION PROCESS OUTLINED

WITH some 16 to 17 scholarship awards being awarded to the sons and daughters of members or deceased members of AAAA on 24 March, I felt that all Association members might like to know a bit more about the Foundation itself, and perhaps several of the details of the unique selection process pursued by the AAAA.

It now appears that an applicant's 1969 chances of winning a \$500.00 scholarship are



## DISCUSSION

ST. LOUIS, MO. — The HueyCobra is a logical subject for discussion when Bell Helicopter Company President E. J. Ducayet, left, and MG John Norton, CG, Army Aviation Systems Command, get together. Mr. Ducayet stopped in St. Louis recently during a trip East. AVSCOM contracts for the majority of Bell's military production. Both gentlemen will meet again in St. Louis on 7-9 April on the occasion of the AVSCOM-AAAA Advance Planning Briefings for Industry.

one in 12 (72 applicants for 6 scholarships) or one in five (72 applicants for 16 cash awards of all types).

A word or two about the Foundation . . . The AAAA Scholarship Foundation, Inc., is a separate corporate entity governed by a six-member Board of Governors. The primary tasks of the Board of Governors are to establish the requirements for a workable scholarship assistance program, to determine the number and dollar amount of scholarship aid to be given in any particular year (and this is dependent upon donations received), and to coordinate with the AAAA on the establishment and implementation of fund-raising programs. The Foundation is a tax exempt organization under the IRS Code, and donations, bequests, etc. are deductible from income or estate taxes.

The Foundation Board of Governors does not select the annual AAAA Scholarship Winners. This task is performed by the National Awards Committee of the AAAA, the same committee that selects the AAAA National Awards Winners ("AA of the Year," etc.) each year. Colonel Robert M. Leich, USAR (Ret.) chairs this 10-member committee.

## An Impartial selection

While the Governors recognize that several members of the AAAA National Awards Committee could know many of the parents of the competitors, it feels that adequate steps have been taken to assure an impartial selection — one that would meet with your personal approval.

This is accomplished in the following manner:

- All applications for scholarship forms, and all completed forms (Personal, H.S., interview, etc.) are submitted to one source, the AAAA National Office, and

- The National Office censors all documents prior to their review by members of the Awards Committee, the censoring consisting of the removal of the names of all applicants, parents, and AAAA interviewers, and the substitution of a "file number" to identify all documents associated with a particular application.

## TWO UNUSUAL PHOTOS

The members of the Awards Committee review the records of the applicant, then, without knowing the applicant's identity. The actual process is a bit more complicated, but the fact remains that the members, in being unaware of the names of the applicants, may judge and compare their academic and personal qualifications, and do so without prejudice.

Having worked with "file number" only, the Committee does not know the names of the winners it selects, first learning these names after the selection of the last winner has been made. Here, the Committee Chairman directs a National Office representative to open a sealed envelope, and to provide the names of those applicants having the winning "file numbers." The Committee does not see the entire list of applicants at any time, Foundation policy calling for the names of the non-winners to remain confidential.

I hope that the foregoing has provided you with some insight into the process the Foundation pursues to assure an impartial selection of winners each year. Actually, the real problem is not one of guarding the identity of the competitors. An exceptionally large number of bright young men and women compete for these awards each year. The real problem is *selecting* the winners!

### Suggestions solicited

Your comments on all facets of this AAAA program — initial forms, selection, notification, etc. — are welcome. Many of the program's refinements were initiated through suggestions made by members, applicants, and parents.

It is a source of some satisfaction to the Governors and to the AAAA National Awards Committee that several divisional units and Army posts — on initiating their own scholarship programs — have heard about the AAAA selection process and have written to the Association for details.

A final note. The general announcement of the 1969 AAAA Scholarship Foundation Award winners will be made in the April 30 issue.

Bryce Wilson  
President, AAAA  
Scholarship Foundation, Inc.



### COVERAGE

**VIETNAM** — Specialist Five Christopher A. Miller, 20, receives the congratulations of his commanding officer, Major Joe M. Miller (no relation), CO of Company C, 227th Assault Helicopter Battalion of the 1st Cavalry Division. Specialist Miller, who resides in Jacksonville, Fla., had flown enough in his position as crew chief to have earned 43 — count 'em! — 43 Air Medals. That's a lot of flying for anyone!



### DISTORTION

**VAN NUYS** — Although the camera lens distortion makes it look like a protective umbrella over the U. S. Army Cheyenne combat helicopter, the pictured 25-foot (7.5-meter) long rotor blade is actually only 28 inches (71 centimeters) wide. Almost undetectable to the untrained eye, blade twist, taper, and camber — a new rotary wing design combination — are expected to greatly improve the helicopter's flight performance. Seen in the Cheyenne's blade shade at Lockheed's Van Nuys, California, plant, flight-test engineer Jim Upton takes a long look from the thick rotor root to the thin tip.





# AAAA CALENDAR

■ **FORT MONROE CHAPTER.** Professional Dinner Meeting with guest speaker. Langley AFB Officers' Club. 1 March.

■ **USAREUR REGION CONVENTION.** Professional-Social meetings with military-industry presentations, Regional AAAA awards. Host: 421st Medical Company (Hel Amb), "Outstanding Aviation Unit, USAREUR Region, AAAA, 1967-1968." Garmisch Recreation Area, Garmisch, Germany. 5-8 March.

■ **FORT BENNING CHAPTER.** Business meeting for general membership. Stag. Fort Benning Main Officers' Club. 13 March.

■ **RICHARD H. BITTER CHAPTER** (Corpus Christi, Tex.). Conduct of mail balloting for Chapter Executive Board office. 17 March closing date for ballots.

■ **STUTTGART CHAPTER.** Business-Social meeting. Cocktails, Fingertip Buffet. Neellingen Officers' Open Mess. March 19.

■ **FORT BRAGG CHAPTER.** General membership business meeting; election of Chapter officers. Pope AFB Log Cabin, 19 March.

■ **ALASKA CHAPTER.** General membership business meeting and election. Wainwright Officers' Open Mess, 21 March.

■ **BLUEGRASS CHAPTER** (Fort Knox). Professional meeting. LTC (COL-Designate) E. Ray Fitzgerald, USAAVNS, Fort Rucker, Ala., guest speaker. Subject: "The Aviation Warrant Officer Career Course." Fort Knox Officers' Brick Mess. Stag. 26 March.

■ **LINDBERGH CHAPTER** (St. Louis, Mo.) Conduct of mail balloting for Chapter Executive Board office. 27 March closing date for ballots.

■ **ALAMO CHAPTER.** General membership business meeting. Planning for Chapter's Handicap Golf Tournament in April. Fort Sam Houston Officers' Open Mess. 28 March.

■ **RHINE VALLEY CHAPTER.** Professional dinner meeting. Albert R. Beeunas, Product Support Manager, Bendix International, guest speaker. Subject: Air Weather Radar. Hors d'oeuvres on the Chapter.

Dinner and dancing. Patrick Henry Village Officers' and Civilians' Open Mess. 28 March.

■ **SHARPE ARMY DEPOT CHAPTER.** Professional dinner meeting. Captain M. W. Campbell, United Air Lines, guest speaker. Subject: "The Boeing 747." Miss Mary Taylor assisted by other UAL stewardesses are to discuss that career and Chapter members were asked to bring their daughters. Sharpe Officers' Open Mess. 28 March.

■ **FORT SILL CHAPTER.** General membership meeting. Late afternoon. Free beer and snacks. Members only. Henry Post Army Airfield. 28 March.

■ **LINDBERGH CHAPTER** (St. Louis, Mo.). Co-sponsorship of AVSCOM-AAAA Advanced Planning Briefing for Industry (APBI), 7-9 April; Reception for registrants and wives, and Chapter members. Chase-Park Plaza Hotel Starlight Room, 1830 hours, 8 April. Ladies' Program: Cocktails and luncheon at revolving restaurant atop Stouffer's Riverfront Inn, followed by a trip to St. Louis' Shaw's Gardens. 8 April.

■ **SOUTHERN BAVARIA CHAPTER.** General membership business meeting, Gablingen NCO Club, Gablingen Kaserne, Augsburg, Germany. 9 April.

■ **ARMY AVIATION CENTER CHAPTER.** Business-Social meeting honoring the Allied students in attendance at Fort Rucker. Installation of new AAAA Chapter officers. Cocktails (Dutch Treat); Fried Chicken Dinner (Served at table). Officers' Lake Lodge. 15 April.

## 1969 "WHO'S WHO IN AA" 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 command assignments within Army Aviation.

Unit, school, and aviation agency commanders 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 requested to write for an appropriate Directory Form in care of "Army Aviation," 1 Crestwood Road, Westport, Conn. 06880.



## AAAA IN PHOTOS



**MONMOUTH CHAPTER** — Shown receiving an Honorary Membership in the Monmouth Chapter is BG Richard C. Horne, III, (right), Commandant of the Signal Center and School. The newly-assigned general officer received his certificate on 18 February from COL James L. Burke (l.), Chapter president and Special Assistant for Aviation and Aviation-Electronics at ECOM.



**BLUEGRASS CHAPTER** — MG James W. Sutherland, Commanding General of the U.S. Army Armor Center at Fort Knox, Ky., is shown addressing the Chapter membership as guest speaker at a recent professional-social dinner meeting. A Chapter Honorary Member, General Sutherland gave one of the major presentations at the '68 AAAA Annual Meeting in Washington.



**BLUEGRASS CHAPTER** — New AAAA officer slate at Ft. Knox includes L-R (front): MAJ James D. Rockey (Secy); LTC William Klim, Jr. (Pres); and LTC Willis Pratt (ExVP). In rear row L-R are CWO Fred Lieb, Ret. (VP, Pub Aff); CPT Gary Lewis (Trea); Cy Reitman (VP, Indus Aff); and LTC Herman Bishop (VP, Reserve Aff).



**MONMOUTH CHAPTER** — Shown prior to the 18 Feb. AAAA dinner meeting are, l-r, Arthur H. Kesten, national Executive Vice President; COL J. J. Moran, Dep for Plans & Programs, ECOM; MG James Dreyfus, USA (Ret.), VP, Industrial Aff, Monmouth Chapter; and BG R. C. Horne, III, Commandant of the U.S. Army Signal Center and School.



**NURNBERG CHAPTER** — COL Kenneth D. Mertel, president of AAAA's USAREUR Region for '68-'70, is shown addressing a mid-February professional dinner meeting of the Nurnberg Chapter. COL Clarke T. Baldwin, Jr., Assistant Division Commander (Maneuver), 4th Armored Division, received an Honorary Membership during the meeting.

# OBITUARIES

- ALEXANDER** — In Vietnam, Chief Warrant Officer Nicholas R. Alexander, 145th Combat Aviation Battalion, due to hostile action on November 27, 1968; husband of Mrs. Julie A. Alexander, 725 North Garfield Street, Algona, Iowa.
- BARKER** — In Vietnam, First Lieutenant Dana R. Barker, 198th Infantry Brigade, due to hostile action on February 13, 1969; husband of Mrs. Brenda J. Barker, 4923 Twain Avenue, San Diego, California.
- BARNES** — In Vietnam, Warrant Officer Jackson D. Barnes, 145th Combat Aviation Battalion, due to an aircraft accident on February 1, 1969; husband of Mrs. Linda S. Barnes, 981 Sarazen, Rockledge, Florida.
- BOLHOUSE** — In Vietnam, Warrant Officer Dean F. Bolhouse, 269th Aviation Battalion, due to an aircraft accident on January 2, 1969; husband of Mrs. Lana J. Bolhouse, 32 South 50th Street, Lawton, Oklahoma.
- BURKHART** — In Vietnam, Warrant Officer Willard H. Burkhardt, 9th Infantry Division, due to an aircraft accident, on February 5, 1969; husband of Mrs. Betty J. Burkhardt, Sun Lake Ranch, Daleville, Alabama.
- CARLIN** — In Vietnam, Captain David A. Carlin, 1st Cavalry Division (Airmobile), due to an aircraft accident on January 16, 1969; husband of Mrs. Sue H. Carlin, 12508 West 52nd Street, Shawnee Mission, Kansas.
- COLLETT** — At Fort Worth, Texas, Chief Warrant Officer Benson M. Collett, assigned to the U.S. Army Bell Helicopter Plant Facility, due to an aircraft accident on February 2, 1969; husband of Mrs. Bettye A. Collett, 3532 Ruth Road, Richland Hills, Fort Worth, Texas.
- COX** — In Vietnam, First Lieutenant Sterling E. Cox, 7th Squadron, 17th Air Cavalry, due to hostile action on January 15, 1969; husband of Mrs. Joyce G. Cox, 5504 Inwood Road, N.W., Knoxville, Tennessee.
- CURRENCE** — In Vietnam, Captain William A. Currence, 212th Aviation Battalion, due to hostile action on January 15, 1969; husband of Mrs. Marianne C. Currence, AM Schuss 8, 817 Bad Toelz, Germany.
- DAVIS** — In Vietnam, Warrant Officer Sylvester Davis, 283rd Medical Detachment, due to hostile action on January 23, 1969; husband of Mrs. Roselyn A. Davis, Lot 18, 186 Hillview Court, Radcliff, Kentucky.
- ELLINGSON** — In Vietnam, Warrant Officer James E. Ellingson, 13th Aviation Battalion, due to hostile action on January 18, 1969; son of Mr. and Mrs. Herbert R. Ellingson, 22 Pleasant Street, Milo, Maine.
- EVERSOLE** — At Fort Wolters, Texas, Specialist Fifth Class William R. Eversole, assigned to the 2d Warrant Officer Company, due to an aircraft accident on February 18, 1969; son of Mr. and Mrs. Edwin M. Eversole, 1610 Lake Avenue, Pueblo, Colorado.
- FERRELL** — In Vietnam, Warrant Officer Walter L. Ferrell, 101st Airborne Division (Airmobile), due to an aircraft accident on January 27, 1969; son of Mr. and Mrs. Enoch E. Ferrell, Route 1, Box 630, Vashon, Washington.
- GILLES** — In Vietnam, First Lieutenant Alan C. Gilles, 52nd Aviation Battalion, due to hostile action on January 8, 1969; husband of Mrs. Nancy L. Gilles, 10372 Haddon Street, Pacoima, California.
- GRIGGS** — In Korea, First Lieutenant Richard J. Griggs, assigned to I Corps (GP), due to an aircraft accident on November 27, 1968; husband of Mrs. Sharon L. Griggs, 664 1st Avenue, Williamsport, Pennsylvania.
- GRISWOLD** — In Vietnam, Warrant Officer Scott C. Griswold, 52d Aviation Battalion, due to hostile action on January 24, 1969; son of Mr. and Mrs. Maurice D. Griswold, 1713 Silverwood Drive, San Jose, California.
- HAMILTON** — In Vietnam, Warrant Officer George K. Hamilton, 1st Cavalry Division (Airmobile), due to hostile action on February 12, 1969; son of Mr. and Mrs. George Hamilton, 7840 Northwest 26th Street, Hollywood, Florida.
- HARRISON** — In Vietnam, Warrant Officer William M. Harrison, 268th Aviation Battalion, due to hostile action on February 6, 1969; husband of Mrs. Brenda J. Harrison, 2201 Nebraska Street, Pecos, Texas.
- HAYWARD** — In Vietnam, Warrant Officer George E. Hayward, 101st Airborne Division (Airmobile), due to hostile action on February 5, 1969; son of Mr. and Mrs. George J. Hayward, 6248 Brooks Boulevard, Mentor, Ohio.
- HIGLEY** — In Vietnam, First Lieutenant Lynnford H. Higley, 223d Aviation Battalion, due to an aircraft accident on January 9, 1969; husband of Mrs. Shirley M. Higley, Route 1, Cummings, Kansas.
- HIX** — In Vietnam, Warrant Officer William C. Hix, Jr., 45th Medical Company, due to hostile action on February 5, 1969; son of Mr. William C. Hix, Sr., 7354 60th Street, South West, Miami, Florida.



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# OBITUARIES

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**HUMPHRIES** — In Vietnam, Captain Gary D. Humphries, 1st Cavalry Division (Airmobile), due to hostile action on January 26, 1969; husband of Mrs. Betty M. Humphries, 5523 Beech Valley Drive, San Antonio, Texas.

**INGRAM** — In Korea, Chief Warrant Officer Julius H. Ingram, assigned to I Corps (GP), due to an aircraft accident on November 27, 1968; husband of Mrs. Mary A. Ingram, 2031 Gibson Street, Montgomery, Alabama.

**JANTZ** — In Vietnam, Warrant Officer Robert W. Jantz, 269th Aviation Battalion, due to an aircraft accident on January 2, 1969; son of Mr. and Mrs. Alvin Jantz, Box 278, Syracuse, Kansas.

**KAY** — At Fort Rucker, Alabama, Chief Warrant Officer Steven F. Kay, assigned to the US Army Aviation School Regiment, due to a Vehicle Accident on February 14, 1969; husband of Mrs. Patricia G. Kay, Townhouse Apartments #213, Enterprise, Alabama.

**KIRBY** — In Vietnam, Warrant Officer James E. Kirby, 223d Aviation Battalion, due to hostile action on February 11, 1969; husband of Mrs. Ruth A. Kirby, 1344 Marlboro Drive, Ann Arbor, Michigan.

**LAPAN** — In Vietnam, Chief Warrant Officer George F. Lapan, 1st Cavalry Division (Airmobile), due to an aircraft accident on January 16, 1969; husband of Mrs. Carol A. Lapan, 43 Mary Jane Lane, Florence, Massachusetts.

**MCCRARY** — In Vietnam, Warrant Officer Ronald S. McCrary, 10th Aviation Battalion, due to an aircraft accident of January 3, 1969; son of Mr. and Mrs. Joe E. McCrary, Sr., 615 N. McCrary Road, Columbus, Mississippi.

**MCDONNELL** — In Vietnam, Warrant Officer William H. McDonnell, 52d Aviation Battalion, due to hostile action on January 24, 1969; son of Mr. and Mrs. William J. McDonnell, Spring Garden Mill Drive, Newtown, Pennsylvania.

**MITCHELL** — In Vietnam, Warrant Officer Mark D. Mitchell, 25th Infantry Division, due to hostile action on January 17, 1969; husband of Mrs. Susana I. Mitchell, 548 S. 5th Avenue, La Puente, California.

**PETERS** — In Vietnam, Warrant Officer Kenneth W. Peters, 13th Aviation Battalion, due to hostile action on January 18, 1969; husband of Mrs. Judith M. Peters, 6114 North Fairhill Street, Philadelphia, Pennsylvania.

**PETTEYS** — In Vietnam, Warrant Officer James B. Petteys, 7th Squadron, 17th Air Cavalry, due to hostile action on January 15, 1969; son of Mr. and Mrs. Lloyd W. Petteys, Route 3, Shippensburg, Pennsylvania.

**POOLE** — In Vietnam, Captain Otha L. Poole, 45th Medical Company, due to hostile action on February 5, 1969; husband of Mrs. Donetta D. Poole, RR 3, Box 53-C, Kilgore, Texas.

**ROCHE** — In Vietnam, Warrant Officer Jon P. Roche, 52d Aviation Battalion, due to hostile action on January 8, 1969; son of Mr. and Mrs. Richard M. Roche, 12 Bennett Street, Canisteo, New York.

**SELLNER** — In Vietnam, Warrant Officer Charles E. Sellner, 269th Aviation Battalion, due to an aircraft accident on January 2, 1969; husband of Mrs. Connie M. Sellner, 4041 Wooddale Avenue, St. Louis Park, Minnesota.

**SHAFAER** — In Vietnam, Captain Thomas J. Shafer, 223d Aviation Battalion, due to an aircraft accident on January 9, 1969; husband of Mrs. Patricia A. Shafer, 5340 Rimrock Court, Fayetteville, North Carolina.

**SILVERBERG** — In Vietnam, Warrant Officer Arvid O. Silverberg, Jr., 283rd Medical Detachment, due to hostile action on January 23, 1969; son of Mr. and Mrs. Arvid O. Silverberg, Sr., Ragged Hill Road, West Brookfield, Massachusetts.

**SWIDONOVICH** — In Vietnam, First Lieutenant Nicholas J. Swidonovich, 212th Aviation Battalion, due to hostile action on January 15, 1969; son of Mr. and Mrs. John Swidonovich, 22 East Street, South River, New Jersey.

**TAYLOR** — In Vietnam, First Lieutenant David E. Taylor, 3d Squadron, 17th Cavalry, due to hostile action on January 20, 1969; husband of Mrs. Rocklyn Taylor, 1110 East Railroad Street, Sandwich, Illinois.

**TAYLOR** — In Vietnam, First Lieutenant Deane A. Taylor, Jr., 198th Infantry Brigade Americal Division, due to hostile action on January 15, 1969; husband of Mrs. Hattie L. Taylor, c/o Mr. and Mrs. Deane A. Taylor, Sr., 2593 Circlewood Road, Northeast, Atlanta, Georgia.

**THOMAS** — At Fort Monmouth, New Jersey, Chief Warrant Officer Frank M. Thomas, assigned to the Avionics Laboratory, US Army Electronics Command, due to an aircraft accident on February 6, 1969; husband of Mrs. Lucy M. Thomas, 155 South Pemberton Avenue, Oceanport, New Jersey.

**TRONERUD** — In Vietnam, Warrant Officer Stephen L. Tronerud, 1st Cavalry Division (Airmobile), due to an aircraft accident on January 7, 1969; husband of Mrs. Nam Sun Sin Tronerud, 830 North Union Boulevard, Colorado Springs, Colorado.



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## ARMY AVIATION REVIEW

*(Continued from Page 12)*

Most of their battles are unsung. Most of the effort is labor unnoticed, except in-house. Most of their effort will not see fruition in their tour. Few of their families will understand. Before I get maudlin and before you get bored, I wish to merely state you are being served by some of the finest officers with whom I have ever had the privilege to be associated.

At times we identify a single officer so intimately as the single expert in a particular field, that it is hard to ever conceive of his departure, even though we have lived with the thought that no one is indispensable. Fortunately, Army Aviation has great depth in most areas and *Colonel Marr* at OPO is always able to find an excellent replacement for the so-called "indispensable man."

If you are selected for a DA Staff position, you may be assured that you will be facing a great challenge. You can also be confident that your records were most carefully

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## LURKERS, CATS, ETC.

*(Continued from Page 23)*

by dressed in Army uniforms of the Civil War era.

A slight safety problem also arose when the Federal Aviation Administration considered the possibility of some drunk cutting himself loose in front of the Sheraton-Park Hotel and enjoying a free-flight over the White House, National Airport, and other Washington obstacles.

### ... and more problems

Mr. Halaby had to be convinced that the balloon would be so anchored and guarded that this possibility could not occur. I will not go into the insurance disclaimers and other problems that we had to fill out before the "Enterprise" finally sat in all its glory in front of the Sheraton-Park.

There was a sequel, too, that was rather important. Having gone to all that trouble, we felt it most appropriate to

screened by many people. An assignment to the Pentagon has often been described as a "hardship tour" — and in a sense, it is. However, it is a special opportunity and will be an education that cannot be received any other way.

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## VULNERABILITY!

*(Continued from Page 20)*

to evacuate helicopters which heretofore might have been destroyed, but, which can now be recovered within a few minutes after being knocked down or deliberately landed due to emergency conditions. Damaged birds are quickly evacuated and returned to a repair facility where they can rapidly be put back in operation.

As far as casualties are concerned, the number of pilots, co-pilots, crewchiefs and gunners wounded and killed is small compared to other casualties in the Vietnam War.

Man still lives on the battlefield. Helicopter vulnerability simply is not proving to be the bugaboo one would think it would be.

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send a message to **President Kennedy** from the balloon just as the Professor sent a message by telegraph to Abraham Lincoln 100 years before.

With great effort we connected the telegraph key to the balloon and sent off an appropriate telegram quoting Lowe's comments when he ascended from the lawn over the White House to the effect "that he could see 50 miles in all directions." (Since then, no one has had 50 miles visibility in the Washington area).

The message having been dispatched; the Convention being over; the Navy having been paid for their helium; and, everyone having gone back to work, the story should have ended. However, still another footnote has to be added. Two weeks after the event, I received a package of action papers marked "Most Urgent" and buried under initials from the President's Military Attache, and through the Department of Defense on down, at the bottom of the pile was our telegram to the President with the comment, "Prepare Appropriate Reply."

# month's takeoffs

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## Father-Son I

FORT WOLTERS, TEX. — MG Anthony T. Shtogren, USAF, congratulates his son, Army Captain Thomas A. Shtogren, who was one of the 314 flight students completing primary rotary wing flight training at the Army Primary Helicopter School in mid-February. General Shtogren was the guest speaker for the graduation exercises. He serves as deputy director, Communications-Electronics, Joint Chiefs of Staff, The Pentagon. Behind Captain Shtogren is COL Lloyd G. Huggins, School commandant, and at the left is COL James D. Bowen, assistant commandant.



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## Father-Son II

**VIETNAM** — Specialist Four James A. Ellsworth "just happens" to bump into his father, Captain Johny E. Ellsworth, a member of the 346th Bomber Squadron, in front of the 1st Cavalry Division Headquarters. Captain Ellsworth visited the First Team with 11 other B-52 crew members to get a ground-level view of the contribution made by the B-52 strikes. The group was briefed on the airborne concept and given a tour of the aviation facilities at the headquarters. Specialist Ellsworth is assigned to the 11th Aviation Group at present.



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## CONUS Test-Firing

CORPUS CHRISTI, TEX. — Test pilots Bill Fette (left) and Bryan Hutchinson check the gunsights on a HueyCobra just before conducting static and aerial test-firing of the gunship's armament at the nearby Matagorda Isalind Air Force gunnery range. Although the Army Aeronautical Depot Maintenance Center (ARADMAC) had taken on the HueyCobra overhaul and repair program in late 1968, it did not test-fire the aircraft's sophisticated weapons system until mid-February. Several hundred of the Cobras are already in use in Vietnam.



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## Right at Home!

VAN NUYS, CALIF. — British Air Marshal Sir Peter Wykeham, a former RAF test and fighter pilot, feels right at home in the cockpit of the U.S. Army AH-56A Cheyenne combat helicopter during a visit to the Lockheed-California plant where the winged rotorcraft is being built. Rotary-wing qualified, Wykeham holds the U.S. Air Medal, awarded for attached service with the USAF in Korea in 1950. Pointing out features of the new Cheyenne is William Dillen, Lockheed rotary-wing international sales manager.

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## Three Straight!

FORT WORTH, TEX. — One of only a handful of Army helicopter pilots who have served three consecutive combat tours of duty in Vietnam, CW4 Frank E. Pauli is shown being decorated by COL John Bergner, commander of the U.S. Army Aviation System Command's Bell Plant Activity. Pauli, whose son is serving his second straight tour in Vietnam with the Navy river patrol forces, received the Bronze Star with cluster and the 12th cluster to his Air Medal. He is now an acceptance pilot in flight test at the Bell facility.



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## Grand Opening

FORT WOLTERS, TEX. — Representatives of the USAPHS' Class 69-18 congratulated each other on the completion and grand opening of an allied students' lounge which the class redecored as a class project. CPT Stephen W. Parratt (left) presented keys to the newly-decorated lounge to 1LT Nguyen Con (3rd from right) from Vietnam. Others helping included, from left, 2LT Karl Brown, WO Leonard D. Peck, 1LT Larry Holgren, 2LT Michael Goynne, and 2LT John W. Tinnin, II. (USA Photo)

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# ARMY AVIATION

MARCH 31, 1969

Endorsed by the Army Aviation Ass'n of America

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Colonel Kenneth D. Mertel, Commanding Officer of the 15th Combat Aviation Group, has been re-elected as president of AAAA's nine-Chapter USAREUR Region for the 1969-1970 term of office. Elections for the 700-member Region took place at the Regional Convention in Garmisch, Germany, during 5-8 March. (Ritter)

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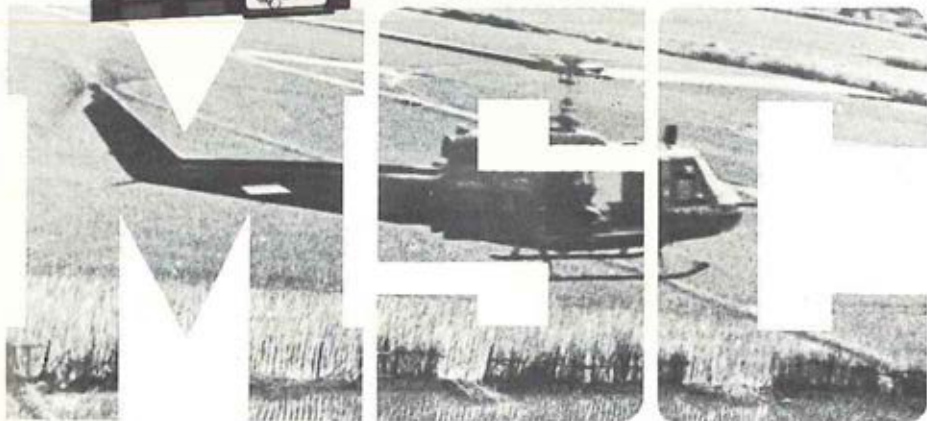
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