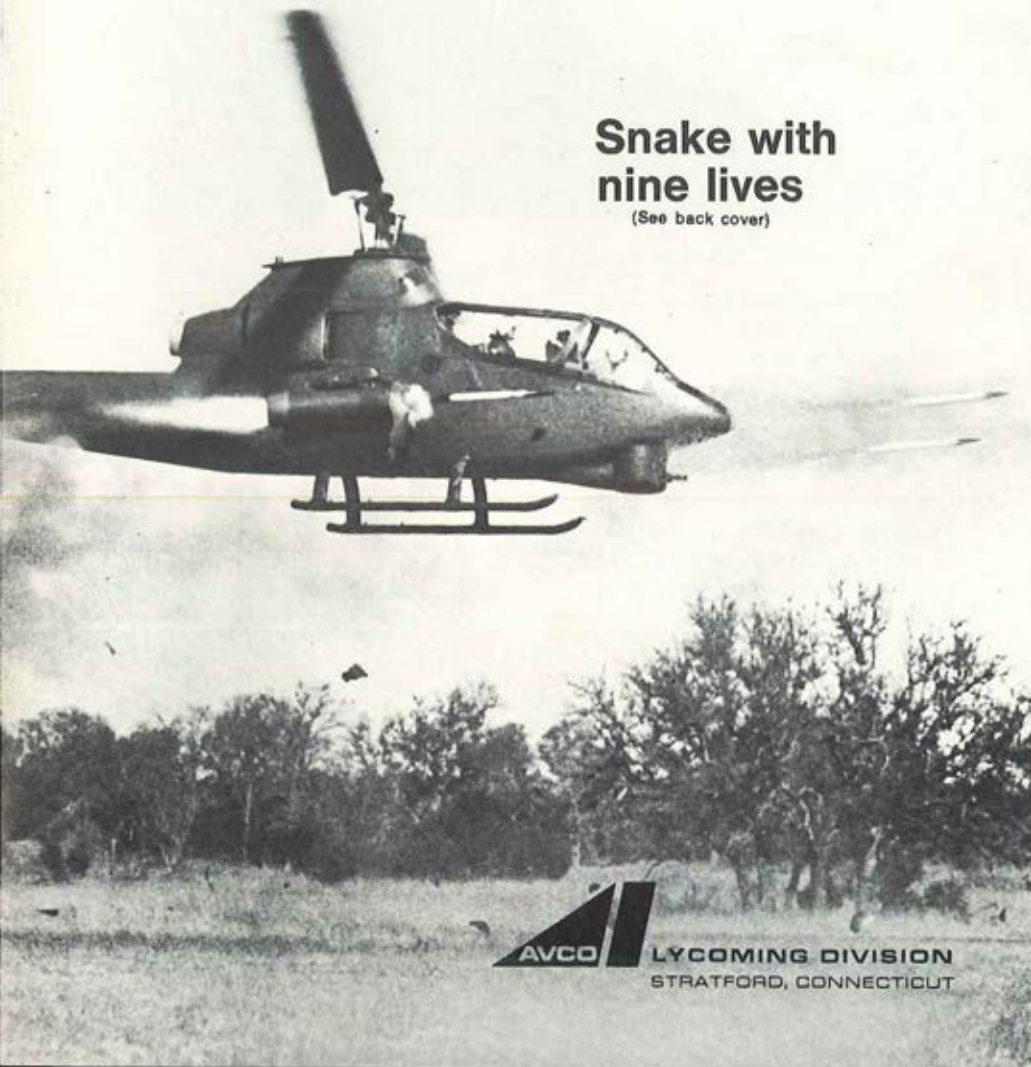


# Army Aviation

MAY 31, 1969

**Snake with  
nine lives**

(See back cover)



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# ARMY AVIATION

MAY 31, 1969

Endorsed by the Army Aviation Ass'n of America

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# SPEAKING OUT



## MAINTENANCE PROBLEM: HELP WANTED!

**V** IETNAM is the helicopter war — a war in which Army Aviation has proven its point: that the helicopter can provide a tremendous edge in tactical mobility and the very significant advantage that goes with that edge.

The point has been accepted so well that there are now two specific airmobile divisions, and every non-airmobile division has a large number of helicopters to utilize, either from organic or non-divisional units.

Also, it is generally accepted that the logistical system which supports these aircraft is remarkably effective. The supply technicians, the mechanics, the supervisors, the

aircraft maintenance officers who put in many long hours in trying to get one more aircraft flyable — all have received a share of the praise heaped on the aviation "team."

But how much is generally known about the aviation logistical system in detail?

Is it generally known that there are two widely different maintenance and supply concepts employed in supporting non-airmobile divisional aviation units and airmobile division units?

Is the major difference in the basic support concept of the 1st Cavalry Division and the 101st Airborne Division recognized?

How many officers, to include aviators, recognize that the 1st Aviation Brigade, which operates about three-fourths of the aircraft in RVN, is supported by a concept that is in several cases radically different from the concept of the airmobile divisions' and especially different from that of the ROAD divisions?

And how about the other aviation units and elements — the small flight sections and

---

**By**  
**MAJOR**  
**HAROLD L. JONES,**  
**USA Transportation**  
**School,**  
**Fort Eustis, Virginia**

---

detachments assigned to corps and army, or to the signal or engineer battalions and groups, the non-divisional med-evac outfits, the radio research units? What concept is used to support flying efforts of these units? They're different, too!

There are at least four major and distinctly identifiable maintenance concepts that are employed to support aviation today, and each has its own internal variations. The *1st Aviation Brigade*, which had three variations to its concept of support, involving the separate, semi-consolidated, and fully consolidated operation of its aviation unit service platoon and direct support Transportation Corps detachment team, has taken a step to standardize.

### The Brigade action

Apparently deciding that the loss of the aviation unit's mobility was worth the price of increasing aircraft availability rates (and thereby increasing the infantry's mobility), the *Brigade* has greatly increased the maintenance capability *organic* to its aviation units. It simply disbanded the direct support TC detachments and moved the men and equipment into new slots on the aviation unit's TO&E.

Some might say that this action is insignificant, for no additional men, equipment, or capability is apparent. But the opposite is the case! The aviation unit has lost a large degree of its former mobility, and it has gained — hopefully — higher aircraft availability rates through more streamlined, standardized organizational lines and a better definition of logistical responsibilities. And with these higher availability rates, the unit has gained in its ability to support its customers.

### Differing concepts

The other three primary maintenance support concepts differ between themselves and with the *1st Aviation Brigade's* concept in this one consideration: *how much logistical capability shall be organic to the aviation unit?*

It's obvious in different situations that different answers will provide the best solution to this problem. However, the benefits to



**FORT WORTH** — The Bell Helicopter Company announced on April 28 that its compound search helicopter (above) had set a record speed of 316 MPH (274.5 knots) in level flight. The modified YH-40 has a Lycoming T53-L13 as its primary engine and two Pratt & Whitney JT12-A3's, with 3,300 pounds static thrust each, on its wing tips. (Bell photo)

be gained from standardization have long been known to the Army. The growing problems of supporting the Army Aviation flying effort indicate that a solution that provides the best answer to one tactical aviation unit in Vietnam very probably will provide a better answer for a similar unit that is not performing as well. And what is the definition of "performing as well"? *Availability Rates measured against Utilization Rates!*

### Defining the objective

One of the primary functions of the manager is to define the objectives of the organization which he is managing. In business these objectives may normally be profit (through quantity) or high quality.

For those of us in the aviation logistical business, the objective of our organization is virtually an individual decision. There's much wrangling and in-fighting over whether we should turn out aircraft in the best possible condition, or whether we should turn out an aircraft that we are confident can safely negotiate the next 100 flying hours.

The answer to this question determines which unit is "not performing as well". It is very often the answer between performing an inspection in 48 hours or 5 days. From the emphasis on availability and utilization

*(Continued on Page 34)*



# New fangs for the Cobra.



Take a look at the HueyCobra — configured for European duty with advanced fire control and weapons:

**FIRE CONTROL** — Improved nose-mounted periscope sight enables the Cobra gunner to direct his weapons more accurately than ever before.

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conjunction with other anti-tank systems in military inventories here and abroad.



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# CHANGE: THE ESSENCE OF A MILITARY CAREER

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By  
Colonel Jack W. Hemingway  
Director of Army Aviation,  
OACSFOR, DA

---

**C**HANGE is the essence of a military career, but as is always true when changes occur, I have mixed emotions about this inevitable fact. First, we will miss the wise guidance of **Brigadier General "Spec" Powell** and wish him the best on his Vietnam assignment.

**Additionally**, many fine officers are leaving this office and we know their talents will be missed. I can't take the space to go into the fine contributions each of these officers has made, but I can assure you they have served the Army Aviation Program unselfishly and outstandingly.

**Since we have** a rather new line-up, I've asked the editor to list our current personnel. (Note separate box on Page 10.) We will continue the momentum and retain the continuity of all important programs. A very important, but seldom recognized element of this Directorate is the group of dedicated civilians who do the spadework, maintain the files, and keep us administratively viable. Again, I wish I had space to recognize their efforts individually.

### Advance notice

**One of the purposes** of these newsletters is to give you advance notice of policy changes that have a direct bearing on your career. One of the most recent messages to the field is recast here in a question and answer format to clear up some matters on the new proficiency requirements.

**Q: Are Category B aviators authorized to fly service missions after completing 60 hours proficiency flying?**

**A: No.** AR 95-32, Annual Flight Requirements for Army Aviators, stipulates that all flying time will be credited toward minimum flying requirements and that when possible, combat readiness flights and service missions will be combined. DA msg 901281, proficiency flying Requirements (reducing annual flying minimums for Category B



assignments from 80 to 48), does not preclude aviators serving in Category B assignments from flying service missions.

When possible, service flights and training flights should be combined to enable Category B aviators to complete the 48-hour minimums. The 60-hour maximum will not be exceeded except in the case of instrument examiners and general officers as further explained in subsequent questions and answers.

★

**Q: Has consideration been given to waiving the annual written examination for Category B personnel?**

**A:** Yes. However, this requirement continues for Category B aviators since the annual written examination requires aviation personnel to review and keep abreast of current flight procedures and Army regulations.

★

**Q: Does the waiver of night and hood minimums apply to cross country as well?**

**A:** Yes. The intent of the message was to waive all specified requirements such as hood, night and cross country.

★

**Q: Are any actions anticipated that will preclude the Category B aviator from maintaining instrument qualifications despite his individual desires?**

**A:** No. Aviators rotated to Category B assignments are not required to maintain their instrument qualifications; however, aviators serving in Category B assignments are encouraged to maintain their instrument proficiency and qualification provided they do so within the specific minimums and maximums. Those aviators who maintain their instrument ratings and meet the annual hood requirements specified in AR 95-32 may continue to fly under actual instrument conditions as first pilot.

★

**Q: Will Category B instrument examiners and instructor pilots who maintain their current instrument ratings and board membership be authorized**

**to conduct flight examinations?**

**A:** Yes. No restriction has been placed on the functions of instrument examiners or instructor pilots serving in a Category B assignment, provided they maintain their proficiency within the reduced minimums and maximums. Instrument examiners are authorized to exceed the specified 60-hour maximum when conducting flights in performance of duties as an instrument examiner.

★

**Q: Is there a minimum period of time that an aviator should serve in a Category A assignment subsequent to graduation from flight school before being rotated to a Category B assignment?**

**A:** Yes. Para 7, AR 600-105 specifies general guidelines for aviator utilization. Normally this will be a 3-year period except for branch career courses and similar assignments.

★

**Q: Will rotary wing qualified only aviators assigned to a Category B position be authorized to continue to log copilot time in fixed wing aircraft?**

**A:** Yes. Rotary wing only aviators serving in a Category A or B assignment will continue to be authorized to log up to one half of annual minimums as copilot in fixed wing aircraft.

★

**Q: How are general officers serving in Category B assignments affected by the reduction in minimums for Category B aviators?**

**A:** Maximum flight requirements for general officers in Category B assignments will be determined on an individual basis by the general officers concerned based on his analysis of the flight proficiency requirements of his position. Those general officers meeting combat readiness flying requirements prescribed in paragraph 5, AR 95-32 may continue to fly under actual instrument conditions as first pilot.

★

**Q: How do aviation operations personnel determine the category ap-**

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OACSFOR (3E486)**

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\*90-day losses

**CHANGE!**

*(Continued from Page 9)*

**plicable to each aviator in order to compute required minimums and maximums?**

**A:** Custodians of individual flight record files (DA Form 759) will insure that the duty MOS of aviator personnel is entered in the remarks section of DA Form 759. Any changes in duty MOS will be posted with the effective date. Per para 7, AR 600-105, aviators serving in the following MOS's are in Category A assignments:

<b>Officers</b>	<b>Warrant Officers</b>
1980 through 1986	100 (all suffixes)
2518	101 (all suffixes)
7423	102A

Other MOS's having a "6" prefix 671C, D, E

All other MOS's are Category B assignments.

**The "structure"**

**After such an explanation, I deem it appropriate to reiterate for those who are new to our program (or completely outside of it), that such directives do not spring from this office alone, but are the result of considerable coordination throughout the DA staff. Every so often we have to convince various people that the Director of Army Aviation is a supervisor, not the head of a vast aviation empire.**

**Almost every agency** at the Department of the Army has a major day-to-day interest in the aviation program. OCRD, DCSPER, and DCSLOG are examples of staff elements making key inputs daily to the total DA aviation effort.

**ACSFOR** (our boss) has the over-all charter to meld all Army assets into a balanced whole. As part of his shop, we monitor all facets of the aviation program to ensure that people, aircraft, training, R & D, and supplies come marching down the line together with a balanced funding program.



Though often alleged to exist, there is no "aviation chain of command." I know this sounds simplistic to many of you, but there are those in and out of the Army who believe such a "chain" exists and it is hard for them to understand the fundamental way the Army handles its aviation assets compared to the other services. The very reason that Army Aviation is "branch-oriented" rather than oriented to an "aviation branch" is the basic reason we are organized as we are.

On the surface it might appear that many problems could be more easily solved by a vertical aviation structure. This, however, is completely inconsistent with the underlying philosophy contained in DA Memo 95-1 and every Army Regulation that directs the managing of Army Aviation within the overall Army management framework. Worse yet, we would begin to undermine our 27-year-old tradition of being part and parcel of the ground combat team.

### Sheer growth

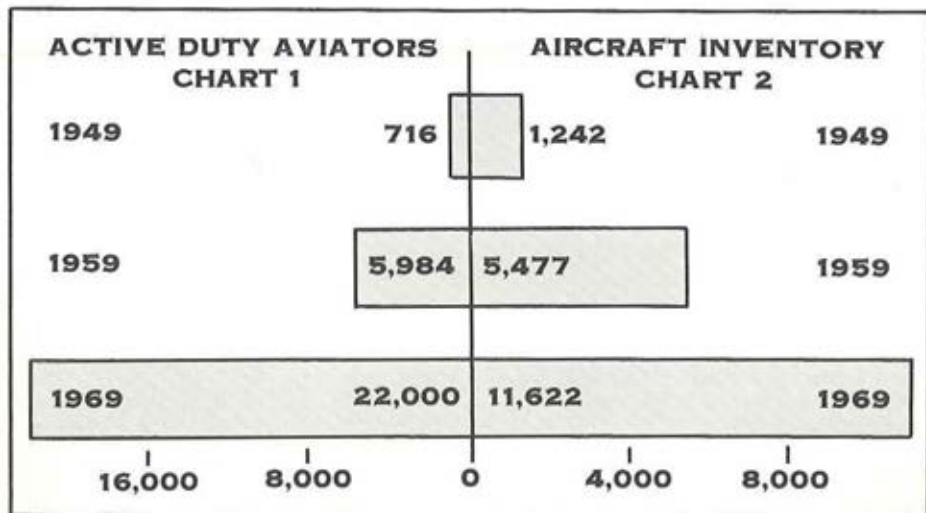
Part of our management problem is the

sheer growth of our program. Perhaps some of you have forgotten how the Army Aviation Program has grown over the past twenty years. I had reason to review the figures for a recent speech and I was surprised by the facts. Take a look at the inventory of aircraft for 1949, 1959 and 1969, as shown in Chart #1.

Then glance at our aviator strength for those same years Chart #2.

The second chart does not include mechanics, crew chiefs, aviation specialists, and the thousands of personnel associated with airmobile organizations. I'll let you draw your own conclusions. But let's not be smug about it.

Every bit of progress on those charts represents the effort of untold thousands of people who believed in and were dedicated to the future of airmobility. We must recognize that airmobility is not a goal in itself, nor does it come free. We cannot rest on our haunches and think that we have reached a comfortable plateau and that automatically dollars and people will just flow into our program.





## THE TWELFTH DIRECTOR

Colonel Hemingway was born in Colorado but lived in Texas during the fifteen years immediately prior to his entry into the Army in 1942. He attended Amarillo Junior College and West Texas State University and received his Bachelor of Science degree from the University of Georgia.

Colonel Hemingway entered the Army as a Second Lieutenant in 1942, serving first with the 35th Infantry Division, and later with the 78th Infantry Division in the European Theatre of Operations during the Ardennes, Central Europe, and Rhineland campaigns.

From the end of World War II until his Korean War assignments, Colonel Hemingway served in command and staff positions at the War Department Personnel Center, Camp McCoy, Wisconsin; General Headquarters, Supreme Command for Allied Powers, Tokyo, Japan; the 14th Regimental Combat Team, Camp Carson, Colorado; and Headquarters, Fifth Army, Chicago, Illinois.

During the Korean War, Colonel Hemingway joined the 40th Infantry Division as Assistant G3 (Plans, Operations and Training) and served as Regimental Executive Officer and Battalion Commander in the 223d Infantry Regiment.

Following his Korean tour, the Director of Army Aviation served on the G4 Staff of Third Army, Atlanta, Georgia, and as a regimental and battle group tactics instructor and Executive Officer of the Department of Tactics at The Infantry School, Fort Benning, Georgia.

During the three year period from 1960 to 1963 Colonel Hemingway was with the U.S. Army Forces in Germany first as Aviation Officer, Seventh Army and later as Commander of the 1st Battle Group, 21st Infantry, 24th Infantry Di-

vision. On reorganization of the Division in February of 1963, he activated the division's 3d Brigade in Munich and commanded the Brigade until his return to the United States in August 1963.

From September of 1963 until June of 1965, Colonel Hemingway was assigned as Deputy Chief of the Field Test Division, Joint Test and Evaluation Task Force, United States Strike Command at MacDill Air Force Base, Florida. The Task Force was formed on direction of the Secretary of Defense to test and evaluate Army and Air Force concepts for enhancement of ground operations through the increased use of aviation.

From July, 1965 to May, 1967 Colonel Hemingway was Military Assistant and Executive Officer in the Office of the Under Secretary of the Army. In May, 1967 Colonel Hemingway was named Deputy Senior Advisor to the Commander of the Vietnamese IV Corps. In November, Colonel Hemingway assumed new duties as the Deputy Commander of the 1st Aviation Brigade in which post he served until returning to the United States in May, 1968 for assignment as the Deputy Director of Army Aviation.

A graduate of the Infantry officer basic and advanced courses, the Command and General Staff College, and the Army War College he completed aviation training in the senior officer qualification program in 1960.

Colonel Hemingway has been awarded the Combat Infantry Badge, the Legion of Merit (two awards), the Distinguished Flying Cross, the Bronze Star (three awards), the Army Commendation Medal, the Vietnamese Cross of Gallantry with Palm, and the Vietnamese Honor Medal First Class.

**Our aviation program**, like liberty, must be defended again and again. Yearly we must prove our worth and, if we are to be viable, find better ways to integrate aviation into the combined arms team. We must continue to build trust and confidence in the minds of the combat commander.

I regret that this seems to have taken on the character of a lecture for it was

not meant as such. I am concerned about complacency. I can only echo the theme of **General Westmoreland's** address at the **1968 AAAA Annual Meeting** during which he said, "I do not think we have any more than reached the line of departure. Having achieved the ability to use the helicopter and employ the tactics of airmobility, we should now 'take off.' This is not the end; it is only the beginning."

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# CDC REPORT

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## NEW STUDY WOULD PLACE DS MAINTENANCE AT THE AVIATION COMPANY LEVEL

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**A** SWEEPING study which would place direct support (DS) aviation maintenance in company-size aviation units has recently been completed by the Combat Developments Command (CDC) Maintenance Agency, Aberdeen Proving Ground, Maryland.

The study is aimed at integrating DS support aircraft maintenance systems down to the Army user level and providing a more responsive maintenance system in support of Army aircraft during the 1970-1975 time-frame. This will help realize optimum maintenance support with CDC providing the necessary doctrine and procedures. Revisions of existing Tables of Organization (TOEs) as well as new ones, will be prepared by this command if the study is approved.

### Limited to minor repairs

Presently, user units have only the resources to perform minor repairs. For DS maintenance or major repairs, aircraft must go to a DS detachment or to the rear areas where a direct support company is located. This results in the operational loss of aircraft for longer periods than if the aviation units had organic DS maintenance.

Under the new concept, the company will be able to perform most DS maintenance, limited only by time, special tools, or non-available components.

A DS maintenance platoon would replace

the service platoon of the aviation companies, and would include all the MOS skills needed to perform repairs of components including engines, hydraulics, transmissions, and airframes.

### Greater responsiveness

The study foresees that organic DS maintenance could provide as much as a 10 percent greater responsiveness to maintenance needs than the conventional DS support. This would increase the operational availability of 70 percent of the aircraft to the commander to approximately 80 percent. As an example, in a rotary wing unit with 31 helicopters the increase would be equivalent to adding four more aircraft to the commander's operational capability.

Every day that an aircraft is non-operational — each hour that it is on a non-flying status — can effect a unit's mission. To provide the same operational capability, a hard dollars and cents expenditure for four more aircraft is necessary, and this does not take into account the need for additional crews and the pyramiding of repairs and logistics to supply the aircraft.

No ivory tower study, the CDC "look" took advantage of a comparative analysis of Army Aviation Maintenance Concepts in Vietnam. Its conclusions indicated that de-

*(Continued on Page 35)*



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GAS TURBINE CONTROLS/PUMPS • AIRCRAFT/MISSILE CONTROLS, VALVES AND ACTUATORS

**A** TALKATIVE back-seat driver will be allowed aboard Army aircraft during air missions under a proposal by Combat Developments Command (CDC), Ft Belvoir, Va. The extra passenger, far from unwanted, will be a *Voice Warning/Recorder System* alerting crewmen to malfunctions in fixed and rotary wing aircraft.

### Frees crewman's eyes

The proposal calls for a lightweight, compact electronic system providing pre-recorded voice warnings through all crewmen's headsets to supplement visual instrument readings. The messages will warn of failures and malfunctions in major operating systems such as engines, transmissions, rotor r.p.m., tail rotors, engine oil, and temperature.

The biggest advantage of the system is that it will free the crewman's eyes from instrument display panels. In demanding flight patterns such as "nap of the earth" maneuvers (where the craft passes close to obstacles on the earth's surface), and in actual fighting missions, crew members must be able to devote as much attention as possible *outside* the cockpit.

"Human factors" research has shown that visual instrument displays, often complicated, are hard to read quickly, particularly in emergency and stress situations. According to CDC, the warning voice system *would in many cases replace* the assortment of panel lights, tones, gauges, bells, and horns adding to "sense bombardment" in tactical and training missions.

### 5-hour duration

The recording part of the system will permit playback of faults and malfunctions occurring over a five hour duration or longer. This will give maintenance crews a moment-by-moment record aiding in post-flight repairs and maintenance analysis. The recorder will also be a reliable "memory-bank" in pilot debriefings and accident investigations.

Each of the 20 messages will have a pre-determined priority. Thus warnings of more critical malfunctions will *automatically* interrupt those of lesser priority. In cases of multi-malfunction each warning will fall into its proper sequence, and none will be "lost."

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# NOW HEAR THIS!

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## CDC Proposal Seeks a Light, Compact Electronic System to Provide Aural "Warnings"

---

The system is intended to fulfill requirements specified for the Heavy Lift Helicopter and the UTTAS (Utility Tactical Transport Aircraft Systems), as well as other aircraft systems of greater and lesser complexity.

Messages will enter crew headsets with good audio quality, understandable above operational (ambient) noise. Time elapsing between an actual malfunction and its warning would be in the millisecond category, virtually instantaneous.

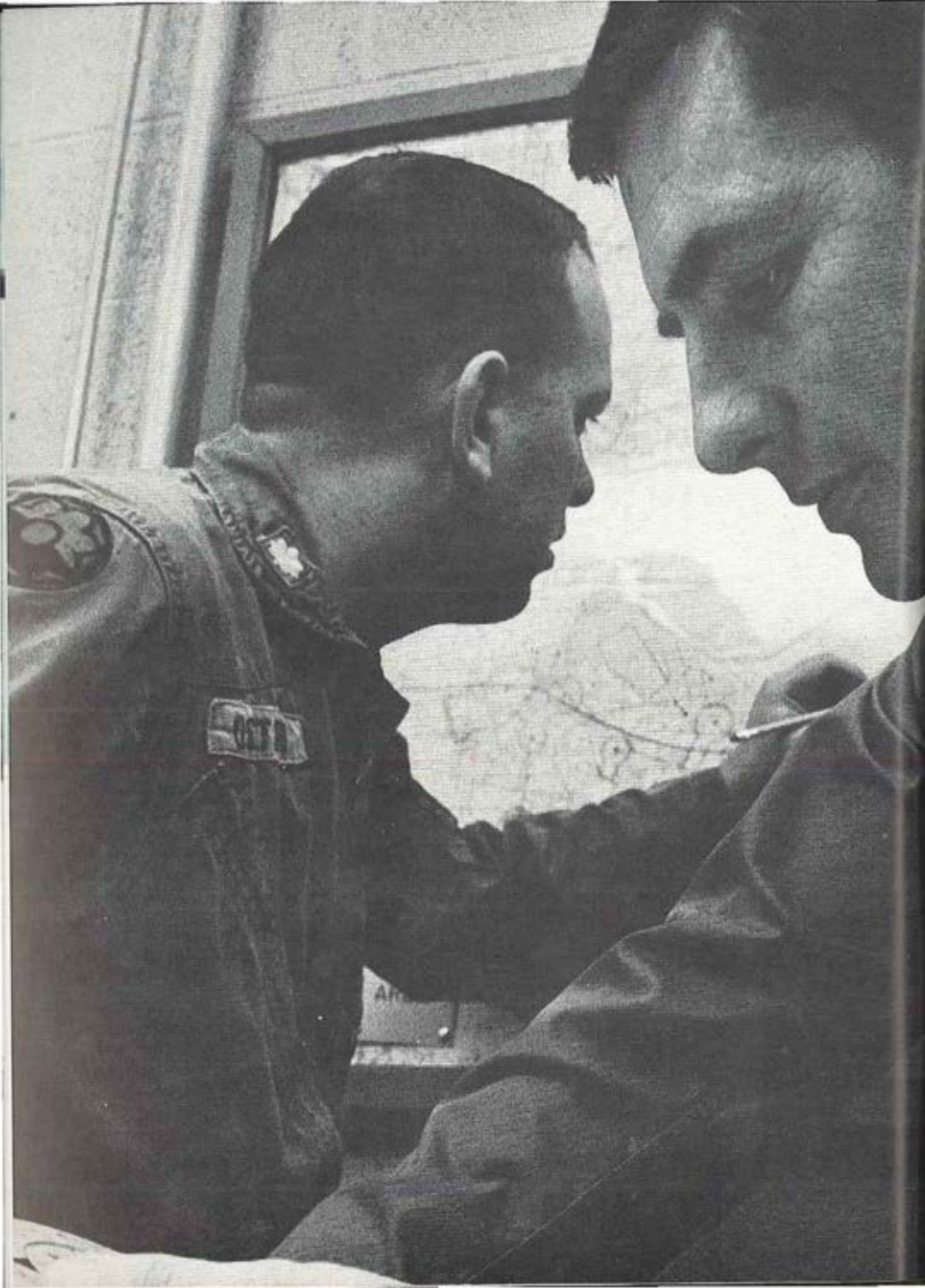
### Stored "warnings"

Pilots will be able to turn the system off when desired, though warnings triggered during any such "silent" periods would be stored and transmitted *immediately* once the system is repowered by the pilot.

System design must be simple, reducing parts required, operating and maintenance cost, and logistic complexity. It would eliminate requirements for preventive maintenance tasks. The system, within the capabilities of present technology, would operate on the ground as well as when airborne.

The entire package for a pilot's "voice out of the blue" should weigh no more than ten pounds and operate for 400 hours without repairs.







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deserve  
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# IN-COUNTRY TAILBOOM REPAIRS SAVE \$ AND TIME



The 330th Transportation Company (Aircraft General Support), better known by its tactical call sign, *Checkmate*, has initiated another first in-country aircraft repair program.

Based at Vung Tau, Vietnam, the 330th is already renowned throughout RVN for its contribution to the Theater Aircraft Repairable Program (TARP). Now, it has expanded its already elaborate sheetmetal facilities to incorporate a UH-1 and AH-1G Tailboom Rebuild Shop that is designed to reduce the cost of the war effort in excess of \$800,000 annually.

## Ends retrograde shipments

This sum includes shipping expenses saved when retrograding tail booms to CONUS, the cost of repairing a percentage of tail booms that are normally salvaged, and reducing the number of replacement tail booms required in the CONUS pipeline. Prior to the 330th opening its Tail Boom Rebuild Shop, all crash and combat damaged UH-1 and AH-1G helicopter tail booms were retrograded to CONUS via the operational unit's direct support unit or salvaged by the general support companies.

This unique operation originated when

CWO Telford M. Morton, 330th's Maintenance Officer, received a UH-1 Tailboom Alignment Fixture — commonly called a Jig — from CONUS in December, 1968. At the monthly TARP conference held at 34th General Support Group Headquarters, the 330th was assigned the requirement of overhauling and returning to the supply system, twelve serviceable UH-1 tailbooms per month with an effective production date of 20 April. The 330th started rebuilding its first tailboom on the 17th of April. The shop incorporates five tailboom work stands, one alignment fixture, and several locally manufactured templates and special tools. At the present time there are five civilian contract employees and five GI's assigned to the shop. Plans to increase the total strength to twelve airframe repairmen and two general mechanics are underway. With this staff working full time, it is estimated that eighteen tailbooms can be overhauled and returned to the supply system each month.

CWO Morton expects the 330th to attain a rebuild capability for every crash and combat-damaged UH-1 tailboom in RVN, completely eliminating the requirement to retrograde tailbooms to CONUS.



# MEMORIAL DAY MAY 30, 1969

## 1954

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

## 1955

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

## 1956

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

## 1957

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

## 1958

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

## 1959

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

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

## 1960

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

## 1961

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

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

## 1962

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

## 1963

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

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

## 1964

LTC Robert L. Allen  
WO1 Roy G. Azbill  
CPT Harley Barrick  
CPT Richard H. Bitter  
1LT Donald G. Bischof  
CWO Floyd E. Branchfield  
WO1 Donald K. Burch  
WO1 Jas. S. Cameron, Jr.  
CPT Richard M. Cannon  
1LT Jimmy Cartwright  
2LT Wm. B. Cawthorne  
MAJ Richard F. Conner  
MAJ Fred Dameron  
1LT Robert G. Dassler  
1LT Gerald W. Davidson  
WO1 Ralph A. Dunn  
CPT Ronald F. Estes  
CWO Joe J. Ebrorn  
CPT Clayton A. Fannin  
CWO Lowell I. Farris  
MAJ William T. Fitts, III  
1LT Roger A. Gauvin  
1LT Robert J. Gilbert  
1LT Alfred M. Herms  
CPT Charles E. Hogan  
1LT Jerry L. Hughes  
1LT Richard E. Jaeck  
MAJ Charles L. Kelly  
CPT James W. Kelly  
2LT John R. Leeds  
WO1 J. L. Lewis  
CPT William G. London  
CPT Marlin E. McCahan  
COL Frank K. MacMahon  
WO1 Charles D. Martin  
CWO Robert L. Maynard  
WO1 David E. Miller  
WO1 Stephen G. Morgan  
MAJ Robert J. Ogden  
CPT William C. Osborn  
CPT Wilson C. Parker, Jr.

2LT Robert G. Ragsdale  
CPT John B. Rose  
CPT Max L. Seyfried  
1LT Kenneth A. Shannon  
CPT Jere C. Spence  
CPT Albert D. Summers  
WO1 Ronald Thomas  
WO1 Robert R. Thurston  
COL Mansell A. Walker  
2LT Walton P. Waller  
CPT Barry A. Winkelman  
1LT James P. Wright  
CPT Charles W. Worley

#### 1965

MAJ Robert L. Anderson  
CPT Leo A. Bauer  
WO1 Benedicto P. Bayron  
CWO Robert E. Beebe  
WO1 Daniel E. Bishop  
WO1 Dana E. Brann  
2LT Patrick P. Calhoun  
1LT Philip D. Childers  
CPT Donald R. Clark  
CPT Charles R. Cornelius  
CWO Lindsey H. Crow  
1LT Leonard J. Dadante  
MAJ Charles F. Amaral  
David Duncan  
MAJ George L. Earl  
CPT Loyal H. Erwin  
LTC Jerome B. Feldt  
WO1 Ronald M. Fero  
1LT Donald J. Fillers  
CPT Royal C. Fisher, Jr.  
2LT Douglas L. Foley  
2LT Michael A. Galaida  
CWO Raym. C. Galbraith  
LTC Rudolph F. L. Giglio  
CWO Paddy W. Griffin  
WO1 James A. Gruezke  
2LT George Gutierrez, Jr.  
MAJ Sayward N. Hall  
LTC A. F. Hammarstrom  
CWO Billy G. Hammer  
CPT Stanley F. Hand  
CWO Richard K. Harper  
CWO Allen L. Holt  
WO1 Josef S. Huwyler  
CPT Marcellus H. Jagoe  
CPT Julius J. Jahns  
LTC Robert J. Jeffrey  
MAJ Richard D. Johnson  
CPT Richard K. Jordan  
CPT Charles F. Kane  
CPT Kirby S. Kapp  
LTC William G. Kilmer  
WO1 Don G. Knowlton  
WO1 Zoltan A. Kovacs  
CWO Dewey C. Little  
A. F. "Sandy" MacDonald  
MAJ Martin V. McInerney

WO1 Douglas D. Mack  
WO1 Ronald W. Macklin  
1LT Carl J. Mangold  
WO1 Ronald E. Medlin  
CWO Joseph R. Mendes  
WO1 James L. Mersman  
CPT Frank L. Miller, III  
WOE Clarence E. Moore  
LTC Allen S. Mou  
WO1 Charles E. Nichols  
WO1 Myron M. Pfoatz  
CWO Edward R. Piper  
1LT H. A. Preisendefer  
LTC Oliver P. Premo  
CWO James L. Purser  
MAJ Donald G. Radcliff  
CWO Robert W. Reagan  
1LT James F. Reed  
CWO Elmer L. Rhoads  
MAJ Barton F. Richards  
WO1 George W. Rice  
1LT Raymond E. Rupcic  
CPT Roberto Samaniego  
CPT Jack W. Sanford  
CWO William C. Sellers  
MAJ James C. Sherriff, Jr.  
CWO Vann D. Sherrill  
WO1 James W. Sizemore  
1LT Donald E. Spencer  
WO1 Clifford E. Spiva  
MAJ Richard E. Steel  
1LT Gary L. Steele  
WO1 John T. Sticher  
CWO George W. Stocks  
WO1 Billy J. Talley  
1LT Josef L. Thorne  
WO1 Dale L. Tooloose  
CWO James Treadway  
1LT Charles G. Tucker  
WO1 John M. Urban  
LTC Austin J. Veatch  
CPT Robert D. Walker  
2LT Alvah A. Wallace  
CWO Joe T. Welborn  
CPT Gerald L. West  
WO1 Michael L. Wilds  
CPT Philip G. Wolf

#### 1966

COL Carlyle W. Arey  
CPT Bobby N. Arnold  
1LT James Q. Aydlett  
WO1 Robert L. Banks  
WO1 John J. Becker, Jr.  
1LT Gerald V. Belcher  
MAJ Lewis D. Bell  
CWO D. G. Blankenship  
CPT Burton A. Blanton  
2LT John F. Boyce  
CWO Joe W. Boyd  
CPT Sylvan K. Bradley  
CPT Aaron L. Bram



## 1954-1969



WO1 James W. Bruhn  
CPT Donald R. Bryant  
CPT Charles S. Burns, III  
CPT Robert M. Caliboso  
MAJ William F. Callinan  
WO1 Larry F. Castle  
WO1 Eugene W. Caswell  
WOC Thomas B. Cawthray  
MAJ Don W. Chabot  
WO1 Robt. F. Chamberlain  
CPT Linus G. K. Chock  
CWO George A. Clark  
LTC Harlow G. Clark, Jr.  
CPT John W. Clayton  
CWO Michael N. Coryell  
WO1 Allan L. Cox  
LTC Roger H. Coye  
CWO Carl J. Crow  
WO1 William R. Davis  
WO1 Jesus De LaRosa, Jr.  
MAJ H. B. Dierdorff, Jr.  
CWO Robert M. Dowling  
WOE Michael C. Dundas  
MAJ Normal L. Dupre  
2LT Dennis B. Easley  
CPT Louis D. Easterday  
CPT William E. Ebel  
CWO John A. Eddy  
WO1 Wayne E. Ellison  
WO1 Darwin H. Engman  
CWO Donald C. Estes  
LT Leon D. Flanders  
CPT Marshall R. Frizzell  
CWO Aiton J. Gajan  
CWO Hugh C. Galbraith  
MAJ Kent A. Gandy  
CPT Robert A. Garth, Jr.  
CPT Charles L. Getman  
MAJ Frank J. Gundaker  
WO1 David A. Haakensen  
MAJ Edward G. Hale, Jr.  
CPT William R. Hardin  
CWO James W. Hargrove  
WO1 Donald Harrison  
WO Tyrone W. Hisey  
MAJ Phillip H. Holmes, Jr.  
LTC Chas. M. Honour, Jr.  
CPT Gary D. Hughes  
BG Carl I. Hutton  
CWO Clifford C. Johnson  
CPT Paul W. Johnson  
MAJ Raymond E. Johnson  
MAJ Taylor D. Johnson  
CPT James M. Johnstone  
1LT Douglas L. Jones

WO1 Jackie D. Jones  
Lesco G. Kaufman  
CPT Wallace A. Kell  
1LT Robert C. Keller  
CPT John A. Kemp  
1LT Lorenzo Z. Kidder  
CWO Ronald J. Kinkeade  
CWO Russell W. Kistler  
WO1 David B. Kuhns  
CWO Daniel A. Lambdin  
CWO Robert C. Lane  
WO1 Charles R. Lawhon  
CWO James W. Leach  
CAPT John J. Livingston  
WO1 Johnny F. Long  
1LT Robert B. Lowe  
CPT Larry F. Lucas  
2LT John T. Lyons  
1LT Albert J. McAuliffe  
WO1 Joel W. McDonnell  
LTC Glenn D. McElroy  
CPT Ferris G. McMicken  
CPT Jerry W. McNabb  
CPT Dennis A. May  
1LT Richard W. Meehan  
MAJ Carl S. Miller, Jr.  
MAJ Douglas M. Moody  
CPT Henry L. Mosburg  
MAJ Billy J. Nave  
CPT Hugh R. Nelson, Jr.  
1LT Colin K. Nichols  
WO1 Eric R. Nordman  
WO1 Clyde L. Norvelle, Jr.  
CWO James D. Orsen  
WO1 Ross J. Paterson  
CWO Wm. D. Perkins, Jr.  
CPT Richard T. Perrin  
WO1 David E. Peters  
CWO Jesse D. Phelps  
CPT Howard E. Phillips  
WO1 Robert L. Pruhs  
CPT Martin D. Reilly  
CPT Niel G. Reuter  
1LT Jerry A. Roberts  
MAJ Pierce I. Robertson  
WO1 Terrence M. Rooney  
CWO Frank Roop  
CPT Richard A. Rosbeck  
MAJ Jay D. Rossman  
CPT John S. Sabine, IV  
MAJ Robert E. St. Peter  
WO1 Joseph C. Sampson  
CPT Johnnie P. Sawyer  
COC John W. Scott  
CPT John S. Seelye



# MEMORIAL DAY MAY 30, 1969

## 1966

MAJ Gerald S. Simons  
1LT David L. Siverly  
CPT Albert M. Smith, Jr.  
1LT Lloyd S. Smith  
CPT Milton F. Smith  
W01 Ralph R. Smith  
CPT Walter R. Spearé, III  
CWO Kenneth L. Stancil  
1LT Wm. J. Stephenson  
1LT Dee W. Stone, Jr.  
MAJ Ben W. Stutts  
W01 Daniel A. Sulander  
CWO Robert T. Swanson  
1LT Jerry R. Taylor  
CWO Delmar S. Townsend  
1LT Howard D. Ulmer, Jr.  
1LT Richard A. Veon  
CW2 Daniel B. Vorce  
CWO Billy J. Waymire  
James J. Welsh  
W01 Rutherford J. Welsh  
WOC Billy L. West  
CPT Harry T. Whetzel  
Charles White  
MAJ Joseph D. White  
CPT James L. Whited  
CPT Charles R. Williams  
CWO W. J. Willingham  
W01 William B. Watson  
MAJ William F. Winters  
CPT Donald C. Woodruff  
CPT Lawrence D. Woods  
CPT Edwin G. Young, III

## 1967

CPT Charles S. Abel  
W01 Thomas E. Adams  
1LT Richard C. Allen  
1LT William T. Allen  
W01 Howard D. Anderson  
W01 John M. Andrews  
1LT James L. Ante  
2LT Dale C. Bailey  
CPT Ellis M. Bailey  
1LT Sharel E. Bales  
W01 James P. Barton  
W01 Ronnie H. Beals  
2LT Griffith B. Bedworth  
W01 Russel D. Bentson  
W01 Paul L. Berry  
1LT David R. Blackburn  
W01 Dennis G. Blackburn  
W01 William H. Bochart

W01 James G. Bosley  
CW2 A. J. Bottom  
W01 Ralph E. Bowen  
W01 Gerald D. Boyd  
CPT Robert N. Bradley  
W01 Roy E. Bradley  
CPT Sylvan K. Bradley  
1LT Edwin S. Brague, Jr.  
CPT Aaron L. Bram  
CPT Jimmy M. Brasher  
CPT Richard B. Brockman  
LTC L. W. Brockwell, Jr.  
W01 Albert C. Brose  
W01 Dennis R. Brown  
1LT Haron L. Brown  
W01 James W. Bruhn  
MAJ Blackshear M. Bryan  
W01 James A. Bullington  
1LT Robert G. Burlingham  
W01 Edward L. Bush  
MAJ William F. Callinan  
CWO Harold E. Carty  
W01 Larry F. Castle  
CWO Henry C. Cauthen, Sr.  
WOC Thomas B. Cawthray  
W01 Raymond H. Chase, Jr.  
W01 William C. Cheney  
1LT Thomas J. Chiminello  
CPT Linus G. K. Chock  
W01 John A. Clark  
CWO Joseph K. Clark  
W01 Terry R. Clark  
W01 William K. Clawson  
CPT John W. Clayton  
W01 James M. Coito  
1LT Paul S. Colvin  
COL William S. Contole  
W01 Conny C. Cook  
W01 Robert W. Cook  
W01 Martin J. Coronis  
LTC Roger H. Coye  
CWO Carl J. Crow  
1LT William S. Cutter  
W01 James L. Daniel  
W01 James L. Darcy  
W01 Rodney O. Davie  
1LT Peter E. Day  
W01 Robert N. Dechene  
MAJ Duane F. Denton  
CPT Thomas A. Derosier  
CWO Robert E. Dixon  
W01 James T. Donghue, Jr.  
CWO Cornelius J. Doris

W01 Gerald A. Dorr  
W01 Larry R. Doyle  
W01 Rudolph F. Dungee  
MAJ Dale D. Dwyer  
CPT Louis D. Easterday  
W01 G. J. Eidukaitis  
1LT Karl F. Erb  
CPT Charles H. Evans  
W01 Robert C. Ferris  
W01 Julian A. Fincher, Jr.  
CWO William J. Francis  
CPT Joe R. Fulghum, Jr.  
SP6 Roger C. Fultz  
1LT Lawrence Gallego  
CWO Thomas K. Gibbs  
W01 Myron T. Goddard  
W01 James Godfrey  
MAJ William H. Goodspeed  
CPT Patrick L. Haley  
1LT David C. Hall  
W01 Don R. Harger  
CWO Larry A. Harke  
W01 Donald Harrison  
W01 Michael G. Harvey  
W01 Ernest V. Hensel, Jr.  
W01 Raleigh L. Hewitt, II  
2LT Paul J. Hicks  
W01 Edwin R. Higgins  
CPT William R. Hill  
CPT Wm. E. Hingston, Jr.  
CWO John F. Holz  
W01 Glenn C. Hopes  
W01 Joe K. Hornberger  
MAJ Charles M. Houser  
W01 Harvey C. Howe, Jr.  
W01 Thomas C. J. Hubbard  
W01 Samuel L. Hunt  
MAJ William P. Hurley  
CWO Curtis W. Hutto  
1LT Charles S. Hymers  
MAJ Robert L. Jenkins  
CWO Richard D. Jenks  
CPT Bobby R. Jermy  
CWO Marvin L. Johnston  
CPT James M. Johnston  
1LT Ronald L. Johnston  
MAJ Charles C. Jones  
W01 Wayne E. Jones  
CPT Floyd W. Kaase  
MAJ Paul R. Karas  
CWO Louis F. Keeven  
CPT Wallace A. Kell  
CPT Douglas J. Kelly  
1LT Donald W. Kemble, IV  
CPT John A. Kemp  
CPT Frank R. Kerbl  
CPT Elbert R. Kethley  
W01 Harold K. Kethner, Jr.  
CPT Norman R. Kidd, Jr.  
W01 Michael A. Kight

W01 Thomas R. King  
CPT Rance A. Kirby  
W01 Dennis L. Knoll  
CWO David A. Kreitzer  
CPT Kurt L. Kuhns  
W01 Gerald L. Latini  
MAJ Charles R. Latta  
CWO James W. Leach  
1LT Arthur R. LeGrow, Jr.  
1LT Jack R. Lichte, Jr.  
W01 Freddie B. Lott  
CPT Larry F. Lucas  
2LT John T. Lyons  
1LT Terry L. Manz  
W01 John P. Marlow  
W01 Ricky P. Mattern  
CPT Gene F. Matthews  
1LT Albert J. McAuliffe  
CPT F. B. McBride  
LTC Stanley H. McCullough  
W01 Robert T. McDaniel  
W01 Joel W. McDonnell  
WOC Donald M. McDowell  
MAJ Glenn D. McEiroy  
W01 Jeremiah D. McGarry  
1LT Clifford O. Mignerey  
W01 Daryl L. Miller  
WOC Kenneth Miller  
CPT John R. Minutoli  
W01 R. N. Moldenhauer  
CPT Charles S. Moore  
CPT Michael J. Moran  
MAJ Lowell E. Morgan  
CWO Walter F. Morris  
MAJ Boyd E. Morrow  
W01 Reginald G. Morse  
CPT Robert L. Mosher  
CPT Alfred W. Murphy  
W01 Frank A. Murrietta  
W01 Arnold O. Nakkerud  
CPT John M. Nash  
1LT James A. Nelson  
W01 Terrance W. Nelson  
W01 Allen T. Newman  
CPT Richard E. Newton  
1LT James E. Pavlicek, Jr.  
CPT James P. Perry  
CWO Jesse D. Phelps  
CWO Orman D. Phillips  
LTC William R. Phillips  
W01 Donald R. Phipps  
MAJ Robert P. Plamondon  
1LT James R. Poggemeyer  
LT John C. Popvich  
W01 Robert G. Porea  
MAJ Larry G. Powell  
CPT Billie T. Presson  
W01 Forrest D. Rains, Jr.  
W01 Larry R. Reeves  
W01 William J. Robbins



# 3 big reasons why your Army is going commercial.



- 1.** Transmission powerlines. A Sikorsky S-64 Skycrane recently erected 40.75 tons of steel sections on two 300-foot towers in just 4 hours, 11 minutes of flight time. Operation would have required weeks with conventional surface equipment. The airlift was one of a continuing series of S-64 development projects now underway.

# Skycrane®

- 2.** Oil operations. As oil exploration and production sites move to increasingly remote inland and offshore areas, surface transportation becomes more and more difficult, costly and time consuming. The answer? Airlift by Sikorsky.

- 3.** Heavy construction. 10-ton payload capacity of Skycrane can save time and cut costs in heavy construction jobs.

Photo at right shows Skycrane positioning one of five prefab sections of a mountain-top ski lodge. The entire airlift took 80 minutes of flight time. Result: a saving of 20 percent in costs and 60 percent in time.

**Sikorsky Aircraft**

U  
DIVISION OF UNITED AIRCRAFT CORPORATION  
A  
STAMFORD, CONNECTICUT



1967

WO1 John J. Roberts  
 WO1 William S. Robertson  
 MAJ Ewart E. Robeson  
 CPT Winston T. Robinson  
 WO1 Albert Rochkes  
 CPT Guinn J. Rogers  
 WO1 Larus W. Roland  
 WO1 Terrence M. Rooney  
 WO1 Roger C. Rose  
 CPT Warren R. Ross  
 1LT Ivan D. Roth  
 1LT Lloyd T. Ruggie  
 CPT Edgar J. Saffle  
 MAJ Charles E. Sauer  
 CPT Roger T. Sawyers  
 WO1 Mark V. Schmidt  
 1LT Howard J. Schnabolk  
 CPT C. W. Schneeman, Jr.  
 WOC John W. Scott  
 WO1 Robert L. Scott  
 WO1 Otto A. Seamans, Jr.  
 WO1 Jonathan P. Shaffer  
 WO1 Emery Shropshire  
 WO1 James R. Simpson  
 1LT David L. Siverly  
 1LT Lloyd S. Smith  
 CPT Milton F. Smith  
 WO1 Milton W. Smith  
 1LT George F. Sodaitis  
 CPT Walter R. Speare, III  
 CWO Kenneth L. Stancil  
 WO1 Lawrence J. Stark  
 WO1 Daniel S. Steele  
 CPT Jimmy W. Stewart  
 CPT Robert C. Stewart  
 1LT Paul L. Stimpson  
 CWO Robert G. Strange  
 MAJ Theodore D. Strennen  
 1LT Dee W. Stone, Jr.  
 1LT Conrad A. Stybel  
 WO1 Patrick J. Sughrue  
 WO1 Daniel A. Sulander  
 MAJ Laurence C. Suttlehan  
 MAJ Harold F. Sutton  
 1LT Jerry R. Taylor  
 WO1 David E. Thomas

CPT Robert A. Thompson  
 WO1 Stephen H. Thorton  
 WO1 Michael S. Uhlig  
 WO1 Michael J. Utter  
 1LT Richard A. Veon  
 CWO2 Daniel B. Vorce  
 1LT David B. Wainwright  
 1LT Robert M. Wallace  
 CPT Gordon O. Walsh  
 CWO James E. Watson  
 WO1 James G. Warren  
 CWO Billy J. Waymire  
 CWO Edward J. Weidenbach  
 WO1 Edward W. Wells  
 WO1 William Wentzel  
 WO1 Gary L. Wesselman  
 WOC Billy L. West  
 WO1 Gaylord L. Westbay  
 Charles White  
 CPT James L. Whited  
 WO1 Charles C. Wilcox  
 CWO Bennett G. Wilder  
 CPT Thaddeus E. Williams, Jr.  
 WO1 Robert E. Woods  
 MAJ Johnie J. Wright, Jr.  
 CW2 Richard J. Wright  
 CPT Dennis A. Wrobliski  
 CPT Edwin G. Young, Jr.  
 1LT Alan H. Zimmerman

1968

1LT Steven G. Abbott  
 WO1 Dennis C. Ackerman  
 1LT Jerry D. Adams  
 WO1 Harvey C. Addison  
 LTC John J. Ahern  
 WO1 Gary L. Allen  
 WO1 Charles A. Alvarez  
 WO1 Curtis L. Anderson  
 WO1 Franklin V. Anderson  
 CPT Charles B. Appler  
 WO1 Timothy H. Artman  
 WO1 Marcus R. Asplund  
 1LT Thomas D. Babin  
 WO1 Robert F. Bahl, Jr.  
 MAJ William J. Ballinger



1954-1969



CWO Ross O. Barlow  
 LTC Roger J. Bartholomew  
 WO1 Guido S. Beali, Jr.  
 WO1 Barry J. Becannan  
 CWO Wayne M. Bell  
 WO1 Howard D. Bennett  
 CWO Stephen H. Berg  
 2LT Kenneth W. Birdwell  
 WO1 Martin E. Bixler  
 1LT Robert C. Blackshear  
 WO1 Ronald R. Blohm  
 MAJ Frank O. Bonnarens  
 1LT Raymond P. Bosworth, Jr.  
 WO1 Geddes C. Boyter, Jr.  
 1LT Terance M. Bozarth  
 CPT Franklin S. Bradley, Jr.  
 WO1 Larry J. Branaugh  
 1LT Dave W. Brant  
 WOC Larry L. Breaden  
 WOC Thomas C. Bridges  
 WO1 James A. Brinkoetter  
 WO1 Eddie W. Brown  
 1LT Thal A. Brown  
 MAJ Bertram A. Bunting  
 CPT Donald D. Burnham  
 WO1 Jeffrey R. Byrne  
 WO1 Roger S. Cameron  
 WO1 John H. Cannon  
 CWO Larry D. Carlisle  
 WO1 Thomas G. Carlisle, II  
 WO1 James R. Carroll  
 MAJ Robert H. Carroll  
 1LT Thomas H. Carstens  
 WO1 James D. Carter  
 CWO Steven I. Cavin  
 1LT Douglas D. Cheney  
 WO1 Derrell W. Clemmer  
 WO1 Stephen Cohan  
 WO1 Timothy Cole, Jr.  
 CWO Dwight E. E. Collins  
 WO1 Ronald L. Conroy

LTC Carroll M. Cook, Jr.  
 WO1 John W. Cook  
 WO1 Kenneth Corlew  
 CPT Robert L. Cottman  
 CWO Charles M. Cotton  
 CWO James B. Crockett  
 MAJ Charles M. Crowe  
 1LT James A. Crowley  
 CWO Dale A. Crull  
 WO1 James E. Cummings  
 WO1 Ralph O. Daugherty  
 WO1 James L. Dayton  
 MAJ Marvin E. (Jack) Dempsey, Ret.  
 1LT John A. Dickinson  
 WO1 Gary W. Doolittle  
 WO1 Paul R. Driscoll  
 CWO Thomas W. Duer  
 CWO John C. Duffy  
 WO1 William B. Duncan  
 CWO Orrin L. Dyer, Jr.  
 CWO Thomas W. Eatmon  
 2LT Kenneth C. Eckel  
 WO1 Stephen J. Eckle  
 WO1 Guy L. Eisenhart  
 WO1 Loren E. Engstrom  
 1LT William B. Eoff, Jr.  
 1LT Guy B. Ephland, Jr.  
 CPT Castle H. Farish  
 WO1 Ronald C. Fields  
 CWO John F. Fitzgerald  
 CPT Robert D. Fleer  
 WO1 John J. Foden  
 CWO Lance E. Fogde  
 WO1 Marshall H. Ford  
 CPT Jean C. Foster  
 WO1 Reinis Fox  
 WO1 Walter A. Fry  
 1LT Samuel R. Gardner  
 WO1 Horace G. Giddens  
 WO1 Martin G. Given





# MEMORIAL DAY MAY 30, 1969

1968

CWO Robert W. Gotthardt	W01 Paul N. Larson	5LT Robert C. Peda	WOC Alan B. Tieman
CWO Jerry L. Green	W01 Joseph Laszlo	CPT Gary W. Perkins	CWO David W. Timm
CWO Francis L. Griffin	CWO Elmer D. Lauck	CPT Lawrence W. Peterson, Jr.	W01 Vernon R. Tweedy
W01 Dennis A. Groth	1LT Ronald W. Lazicki	2LT Reuben F. Pettiford	2LT Vernon C. Vahle
W01 Gary W. Hanna	W01 William R. Lee	W01 Ronald G. Phears	MAJ James M. Vrba, Jr.
W01 Charles J. Harrington	W01 Douglas J. Lemaire	CWO Brian H. Philibert	CWO Douglas A. Walker
W01 Jerry L. Harris	MAJ Richard D. LeMay, Jr.	MAJ Morgan L. Phillips, Jr.	W01 John C. Wallace
CWO William R. Hartwell	W01 Vernon L. Leuning	CWO Charles D. Plummer	W01 Russell L. Wallace
W01 Ralph M. Havnaer	W01 Richard G. Lewis	CPT Gerald W. Plunkett	1LT Fred Z. Washburn
CPT Gordon A. Hawkins	CPT Arnold W. Luke	W01 Peter P. Polak	CW4 Merlin E. Watts
W01 Herbert R. Hayashida	W01 Ronald L. Martin	CPT Steven J. Popkin	CWO Kenneth C. Weaver
1LT Thomas J. Hayes	CPT Cary F. McAfee	1LT Robert W. Prine	W01 Edward O. Weiman
CPT Archie A. Hayman	W01 James K. McAleer	W01 Thomas R. Pursel	1LT Robert R. Weiss
CWO Robert R. Haynie	Robert W. McCaskey	W01 Ronald J. Redenius	1LT Clifford K. Welding
W01 William R. Hight	W01 Orval W. McCleary	1LT William A. Rees	WOC Steven D. Wells
W01 Paul J. Hill	W01 Donald B. McCoig	W01 Joseph A. Reichlin	W01 Mark A. Wenzel
CPT Franklin J. Hiner	CWO Bobby L. McKain	W01 Keith A. Reider	W01 Stuart A. Werner
W01 David R. Hoffman	W01 Sims M. McKibben	W01 Levi R. Reynolds	CPT Carl L. West
W01 Bobby F. Holman	W01 Timothy J. McKiernan	CWO Hu B. Rhodes	CW2 Melvin R. White
CWO Peter C. Hooper	W01 Gerald L. McKinsey	W01 Richard S. Riley, Jr.	W01 William W. Wieburg
2LT Douglas H. Howard	W01 Donald K. McNeil	W01 Samuel A. Roberson	W01 Ralph J. Willard
W01 Thomas J. Howe	CWO Donald W. McPeak	W01 William P. Rollins	CWO Bobby R. Williams
Frank G. Hubbard	W01 Franklin L. McPhail	CWO Nicholas A. Romano	W01 Ezekiel A. Williams
W01 Ricky L. Hull	CWO Kenneth E. Messenger	W01 Robert J. Rosar	W01 Floyd L. Williams
MAJ William P. Hurley	W01 Peter T. Miller	W01 Morris J. Ross	W01 Noel D. Williams
1LT Quenton F. Hurst	W01 William M. Miller	2LT Stephen E. Roush	W01 Michael R. Wilson
1LT Donald W. Jacobs	W01 Johnson M. Milligan	WC1 Glendon T. Rowen	1LT Joseph G. Wolfe
W01 Thomas C. Jacobs	CPT Michael Momcilovich	LTC Robert L. Runkle	1LT Ronald A. Wolter
1LT Danny L. Jaterka	W01 Wilbur L. Mong	2LT N. D. Russell	CPT Willard R. Woody
CWO William O. Jenkins	W01 Glenn D. Moore	CWO Tommy G. Sandefur	W01 Edward Worth
W01 James A. Johansen	1LT Roger D. Moore	MAJ Ernest W. Sanders	2LT James A. Wright
MAJ David H. Johnson	W01 Thomas J. Moore	1LT Leslie B. Sayre	COL Lyle H. Wright
W01 Jerry H. Johnson	W01 Joe M. Moran	W01 James I. Schlinger	1LT Robert R. Wright, Jr.
CWO Thomas E. Johnson	W01 Jeffrey P. Morley	W01 Francis B. Schmitt	W01 Jeffrey J. Yarger
CPT Sidney K. Johnston	W01 David M. Morris	W01 Roger L. Schneider	W01 James G. Zeimet
W01 Frank W. Jones	CWO James A. Morris, Jr.	CWO Daniel C. Schuster	
1LT Robert L. Jones	2LT Ray Mullens	W01 Herbert W. Scott, III	
W01 Donald E. Kenton	SP5 Dwight Mullins	W01 Kenneth D. Scott	
CWO Donny R. Kidd	W01 Edward P. Mullins	2LT William H. Shackelford	
CWO Terry G. Kilpatrick	1LT James E. Mullins	W01 Garry D. Sheppard	
CPT Raymond O. Kincannon	1LT David J. Nessel	W01 John C. Sherin	
1LT Robert H. King	CPT William D. Nixon	1LT Gary N. Shy	
CWO John B. Kinney	CPT Thomas T. Oliver	MAJ Paul J. Silberberger	
W01 Eric R. Koeppen	W01 Walter J. O'Neil	CPT Francis J. Silvert, Jr.	
W01 Michael L. Koskovich	W01 Richard A. Ovaitt	1LT John W. Simpson, Jr.	
W01 Sherwood D. Kreis	1LT Geoffrey Oveson	CWO James D. Smith	
W01 Peter Kretzchmar	1LT Walter J. Panamaroff	1LT Robert R. Smith	
CPT Arthur A. Krull	CWO Ray B. Parsons	W01 Stanley B. Smith	
2LT Dale K. Kuberek	W01 Norman W. Partridge	CWO Thomas J. Smith	
CPT Druey D. Lambert, Jr.	1LT Milton D. Pate	W01 Willis W. Smith, Jr.	
1LT Michael S. Lane	CWO Jesse M. Patton	CPT Walter A. Souther, III	
CWO Dayton W. Lanier	CWO Robert M. Paulk	LTC Charles S. Steen, Jr.	
	1LT James E. Pavlicek	WOC Terry M. Strickle	
		W01 Richard W. Strong, Jr.	
		MAJ Jack D. Sundquist	
		W01 John P. Supple	
		W01 James B. Tasker	
		1LT David E. Taylor	
		W01 Ricardo R. Tejano	
		MAJ Frederick G. Terry, Jr.	

1969

W01 Davey M. Adams
CWO Nicholas R. Alexandre
CWO Keith D. Allen, Jr.
CWO Douglas S. Allred
CWO Michael H. Andress
SP5 Thomas Anton
1LT Stephen Babuljak
CWO Billie M. Baker
W01 Robert A. Baetzel
CPT Kenneth D. Bailey
CPT Ralph W. Baker
1LT Dana R. Barker
W01 Jackson D. Barnes
W01 Jerry Baxter
1LT Stephen C. Beals
1LT Lawrence V. Beattys
CPT Richard C. Benicewicz
1LT Johnny W. Benton
W01 Larry A. Bodell
W01 William E. Boehm
W01 Richard J. Bois
W01 Dean F. Bolhouse

# MEMORIAL DAY MAY 30, 1969

WO1 William W. Breece, Jr.  
WO1 John W. Brinkmeyer  
MAJ Richard A. Brown  
CPT Franklin D. Bryan  
CWO Billie W. Budd  
1LT Tony L. Buholtz  
WO1 Willard H. Burkhart  
WO1 Merle F. Butler, II  
WO1 Gerald A. Cahela  
1LT Hardy E. Calloway  
CPT David A. Carlin  
WO1 Walter A. Carpenter  
WO1 Thomas J. Casey, Jr.  
1LT Douglas J. Cavin  
1LT Daniel B. Cheney  
WO1 William S. Childers  
WO1 Kenneth R. Clough  
CWO Benson M. Collett  
WO1 Vaughn D. Connell  
1LT Sterling E. Cox  
WO1 Terry L. Crawford  
1LT Billy G. Creech  
WO1 David R. Crow  
WO1 Arthur A. Crosby  
CPT William A. Currence  
1LT Robert A. Dalton  
WO1 Bard E. Davenport  
WO1 Ray R. Davis  
WO1 Sylvester Davis

CWO James D. Doran  
WO1 Allen E. Duneman  
WO1 James E. Ellingson  
SP5 William R. Eversole  
WO1 Walter L. Ferrell  
CWO Glenn L. Fetterman  
1LT Kenneth L. Fountain  
MAJ Laurence A. Frank, Jr.  
CPT Douglas D. Gaylord  
1LT Harry H. Gibson  
1LT Alan C. Gilles  
1LT Joel R. Graft  
1LT Richard J. Griggs  
WO1 Scott C. Griswold  
WO1 Darrell L. Haggard  
MAJ Edward G. Haislop, III  
WO1 George K. Hamilton  
WO1 Edward L. Harris  
WO1 William M. Harrison  
WO1 George E. Hayward  
WO1 David E. Herschbach  
1LT Lynnford H. Higley  
WO1 William C. Hix, Jr.  
CPT Kenneth R. Hughes  
CPT Gary D. Humphries  
CWO Ben H. Ide  
CWO Julius H. Ingram  
WO1 Kenneth B. James  
WO1 Robert W. Jantz

WO1 Guy F. Johnson  
CWO Steven F. Kay  
CWO Harold M. Kelley, Jr.  
WOC James M. Kidney  
1LT Barry D. Kingman  
WO1 James E. Kirby  
1LT Walter A. Koehler  
WO1 Walter N. Koslosky  
CWO George F. Lapan  
WO1 Leslie H. Laroque  
WO1 Paul R. LoForti  
WO1 Willard S. Lund  
WO1 Gerald D. Markland  
WO1 Angus W. McAllister, Jr.  
1LT Wilofard A. McClain II  
WO1 Ronald S. McCrary  
MAJ William E. McDonald  
WO1 William H. McDonnell  
SP5 Malcolm T. McGlasson, III  
SP5 Victor E. McKnight  
WO1 Rand R. Merker  
WO1 Mark D. Mitchell  
WO1 Terrence J. Mortensen  
WO1 Michael T. Murphy  
1LT Thomas M. Newman  
LTC Eldon B. Oakley  
1LT Daniel J. O'Neill  
WO1 Gerald M. Ortego  
CWO James O. Ozburn  
WO1 Arthur L. Papale  
WO1 Norman P. Perron  
WO1 Kenneth W. Peters  
CPT David B. Peterson  
WO1 James B. Pettys  
CWO David A. Poley

CPT Otha L. Poole  
WO1 William D. Potter  
WO1 Richard C. Pugh  
1LT Eric V. Pulliam  
1LT August K. Ritzau  
WO1 Jon P. Roche  
CPT Charles D. Rogers  
CPT Harry Q. Rose  
WO1 Roger A. Ross  
MAJ J. C. Rothwell  
WO1 Wilfred F. Schmidt, Jr.  
WO1 Charles E. Sellner  
CPT Thomas J. Shafer  
WO1 Bruce W. Shaffer  
WO1 Donald J. Shang  
1LT Stephen A. Shortall  
WO1 Arvid O. Silverberg, Jr.  
CWO Robert K. Slonecker  
WO1 Michael L. Stacy  
WO1 Larry L. Stoner  
WO1 Robert L. Storey  
WO1 Douglas E. Stover  
1LT Nicholas J. Swidonovich  
1LT Deane A. Taylor, Jr.  
CWO Michael G. Taylor  
WO1 Selwyn R. Taylor  
CWO Henry J. W. Tews  
WO1 Theodore V. Thoman  
CWO Frank M. Thomas  
CPT Michael K. Thompson  
WO1 Stephen L. Tronerud  
WO1 Jerone J. Warnick  
1LT Jeffrey L. Whynnaught  
1LT Joseph F. Willis  
WO1 Dale A. Yatemans

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**"Army Aviation" will pay**  
**\$60 to \$100 for your**  
**exclusive article! . . .**



## NOMINATIONS SOUGHT

Nominations for AAAA National Awards are open for the awards period covering March 31, 1968 through March 31, 1969. The "Army Aviator of the Year," "Aviation Soldier of the Year," "Outstanding Aviation Unit of the Year," and the "James H. McClellan Safety Award" winner will be honored at the AAAA Honors Luncheon to be held at the Sheraton-Park Hotel, Washington, D.C., October 17, 1969. Nomination forms outlining awards' criteria serve as "cover sheets" and may be obtained by writing to AAAA, 1 Crestwood Road, Westport, Conn. 06880. Nominations close August 1, 1969.





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## THE ARMY AVIATOR OF THE YEAR AWARD

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### ■ GENERAL

Established in 1959, the "Army Aviator of the Year Award" is sponsored by the Army Aviation Association of America and is presented annually to an Army Aviator who has made an outstanding individual achievement in Army aviation during the previous April 1-March 31 period. The Award is presented to the Awardee at the Annual Meeting of the AAAA by a distinguished Army dignitary. In past years, this award has been presented by the Under Secretary of the Army or one of the several Assistant Secretaries of the Army.

### ■ ELIGIBILITY

A candidate for this Award must be a rated Army Aviator in a active U.S. Army or in the Army Reserve Forces, and must have made an outstanding individual achievement in the period specified. Membership in AAAA is not a requirement for eligibility.

### ■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of

the nominee, his assignment or position, the name of his organization, his address, and a brief outline of the reasons for his nomination for this Award. A photograph of the nominee should accompany the documentation.

Supporting documents should be typed. Tabs should not be used in that the documentation will be photo-copied for individual review by the ten-member National Awards Committee.

### ■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate military or corporate authorities. The Awardee and his wife will be guests of the Association at all Annual Meeting functions.

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## THE AVIATION SOLDIER OF THE YEAR AWARD

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### ■ GENERAL

Established in 1961, the "Aviation Soldier of the Year Award" is sponsored by Stanley Hiller, Jr., of Palo Alto, California, and is presented annually to the enlisted man serving in an Army aviation assignment, who has made an outstanding individual contribution to Army aviation during the previous April 1-March 31 period. The Award is presented to the Awardee at the Annual Meeting of the AAAA by a distinguished Army dignitary. The Secretary of the Army has made the presentation of this award during each of the past six years.

### ■ ELIGIBILITY

A candidate for this Award must serve in an Army aviation assignment in the active U.S. Army or in one of the Army Reserve Components. Membership in AAAA is not a requirement.

### ■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or position,



GEN Palmer, MAJ Miller

his address, a photo (for publicity purposes), and a brief outline of the reasons for his nomination, to include: his duty assignment in the unit, a description of his outstanding contribution or contributions made to Army aviation during the period specified, his years of service, his number of years in the Army aviation program, his attendance at service schools, and his character and proficiency ratings.

Supporting documents should be typed. Tabs should NOT be used in that documentation will be photo-copied for review by the ten-member National Awards Committee.

### ■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate U.S. Army authorities.

The Awardee and his wife will be guests of the Association at all Annual Meeting functions.

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## THE OUTSTANDING AVIATION UNIT AWARD

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### ■ GENERAL

Established in 1960, the "Outstanding Unit Award" is sponsored by the Hughes Tool Company - Aircraft Division of Culver City, California, and is presented annually to a unit that has, as an organized unit effort, demonstrated an outstanding capability of aircraft in furtherance of the Army mission, over and above the normal mission assigned to the unit.

### ■ ELIGIBILITY

Any active U.S. Army or Army Reserve Forces aviation unit, group, or organization is eligible for this Award.

### ■ BASIS FOR AWARD

While it is recognized by the sponsors and the National Awards Committee of AAAA that many Army aviation units demonstrate an outstanding capability of aircraft in fur-



LTCs Lehman, Lukert; GEN Westmoreland;  
LTC Smith; SGM Winters (Oct., 1969)

therance of the Army mission, the unit nominated for this Award must have demonstrated clearly that the unit achievement or achievements for which it has been nominated are accomplishments OVER AND ABOVE THE NORMAL MISSION ASSIGNED TO THE UNIT.

### ■ DOCUMENTATION

Documentation in support of a nomination for the "Outstanding Unit Award" should include the name of the unit, the name of its commanding officer or chief, the present assignment or official address of the unit, and a brief outline of the reasons for the unit's nomination.

Supporting documents should be typed. Tabs should not be employed so that the documentation may be photo-copied for individual review by the ten-member National Awards Committee.

### ■ ATTENDANCE

In October, 1969, the AAAA will arrange to have the Award accepted by the commanding officer and senior non-commissioned officer who served with the winning unit for the longest period during the April 1, 1968-March 31, 1969 awards zone. The unit representatives and their wives will be guests of the Association at all Annual Meeting functions.

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## THE J. H. McCLELLAN AVIATION SAFETY AWARD

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### ■ GENERAL

Established in 1959, the "James H. McClellan Aviation Safety Award" is sponsored by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, a former Army aviator who was killed in a civil aviation accident in 1958. Mr. Howard E. Haugerud, a former National Vice President of AAAA and a former Deputy Under Secretary of the Army, is President of the foundation that administers this Association award. The award is presented annually to the person who has made an outstanding individual contribution to Army aviation safety during the previous April 1-March 31 period. A large, handsome trophy, the Award is presented to the Winner at the Annual Meeting of the AAAA.

### ■ ELIGIBILITY

Any individual, military or civilian, is eligible as a nominee for this Award. Membership in AAAA is not a requirement.

### ■ BASIS FOR AWARD

The Award is based on an "individual" contribution to Army aviation safety, such as a broad technical achievement, an operating procedure, an aircraft or equipment modification with broad safety implications,



H. E. Haugerud; Mr. & Mrs. McCourt

etc. It is recognized by both the donors and the National Awards Committee that a safety achievement may result from the development, planning, and implementation activities undertaken by several individuals, or several agencies. Every effort should be made, however, in documenting a nomination, towards pin-pointing the single individual primarily responsible for such an improvement, since only one award will be given to one individual, in accordance with the original intent of the donors who established the Award. The Award is NOT intended to be given for competitions between units for safe flying, etc.

### ■ DOCUMENTATION

Documentation in support of a nomination for this Award should include the name of the nominee, his assignment or job title, the name of his organization or firm, his address, and a brief outline of the reasons for this Award. A photograph of the nominee should accompany the documentation.

Supporting documents should be typed. Tabs should not be used in that the documentation will be photo-copied for individual review by the ten-member National Awards Committee.

### ■ ATTENDANCE

The Association will arrange to have the Awardee attend the presentation ceremonies in person by coordination with the appropriate military or corporate authorities.



Secretary Resor; SFC Dodson (Oct., 1969)





# AAAA AFFAIRS

## CHAPTER ACTIVITIES

- **Bluegrass Chapter (Ft. Knox).** First Annual Army Aviation Ball; installation of Chapter officers. Ft. Knox Officers' Brick Mess. April 18.
- **Southern California Chapter.** Professional-social dinner meeting. **Norman T. Hirsh**, OH-6A Project Engineer, Hughes Tool Co. - Aircraft Division, guest speaker. USAF Space Systems Division Officers' Open Mess, April 23.
- **Grand Canyon Chapter.** General membership business meeting following the conduct of a mail ballot during April 1-20. Ft. Huachuca NCO Open Mess, April 25.
- **Fulda Chapter.** General membership business meeting, Dammersfelderhof Gasthaus, April 29.
- **Washington, D.C. Chapter.** Professional luncheon meeting. **MG John L. Klingenhagen**, AAFSS Systems Manager, guest speaker, with "The Cheyenne Program" as subject. Arlington Hall Station Officers Club, April 30.
- **Connecticut Chapter.** Mail ballot for new Chapter officers conducted during April 15-May 1.
- **Monmouth Chapter.** Professional dinner meeting with round-table discussion on "The Problems of Avionics for V/STOL" chaired by **COL Raymond L. Martin**, CO of the Avionics Laboratory, USAECOM, Shelburn-Murray Hill Hotel, New York City, May 8.
- **Ft. Wolters Chapter.** General membership business meeting; election of new Chapter officers. Picnic Area adjacent to Post swimming pool. May 15.
- **Lindbergh Chapter.** Professional dinner meeting, following a tour of Parks College of St. Louis University and a special exhibit of models of Leonardo da Vinci's 15th century inventions. **CPT Charley Johnson**, USA, guest speaker. Parks College, May 15.
- **Connecticut Chapter.** Chapter activation, installation of officers, and professional dinner meeting with **LTG William B. Bunker**, Deputy Commanding General, as guest speaker. Frederick's Restaurant, Fairfield, Conn. May 21.
- **Delaware Valley Chapter.** Chapter activation, installation of officers, and professional dinner meeting with **GEN Hamilton H. Howze**, USA, Ret., as guest speaker. Alpine Inn, Springfield, Pa. May 27.
- **Washington, D.C. Chapter.** Fourth AAAA Annual Spring Picnic for members, guests, and their families. Static display, antique aircraft, prizes, airplane rides. Davison Army Airfield Picnic Area (Anderson Park), Ft. Belvoir, Va. May 31.
- **Nurnberg Chapter.** Professional-social Saturday afternoon family gathering. Schnitzel dinner, beer, entertainment. AH-56A film for the fathers. Eisenhof Gasthaus, Ansbach, May 31.
- **Monmouth Chapter.** Mail ballot for new Chapter officers conducted during June 1-17.
- **Fort Sill Chapter.** Annual Army Aviation Birthday Ball. Main Ballroom, FSDOM, June 6.
- **Sharpe Army Depot Chapter.** Professional dinner meeting with **COL Wayne N. Phillips**, Sixth Army Aviation Officer,



**TOP:** Representing more than 317 AAAA members, newly-elected Chapter Executive Board officers of the CONNECTICUT CHAPTER gather for an informal photo following their initial activation meeting in Fairfield, Conn. on May 21. Shown, l-r, front row are: **John A. McKenna** (Sikorsky), Ex-VP; **LTG William B. Bunker**, guest speaker; **MG Beverly H. Warren**, USAF, Ret. (Lycoming), Pres; **LTC Leland F. Wilhelm**, Ret. (Lycoming), Sec. Standing, l-r: **COL Richard L. Long**, Ret. (Sikorsky), AAAA VP, Indus Aff; **LTC Bernard H. Mattson**, Ret., VP, ARNG Aff; **LTC Chester Dillahunt**, Ret. (Norden), VP, Indus Aff; **Arthur H. Kesten**, AAAA ExVP; **LTC Billy C. Furot**, Ret. (Sikorsky), VP, Pub Aff; **Eugene J. Tallia** (Sikorsky), Treas; and **COL Robert R. Corey**, Ret. (Sikorsky), AAAA VP, ARNG Aff. **BOTTOM PHOTO:** **LTG William B. Bunker**, DCG, Army Materiel Command, is shown addressing the Connecticut Chapter membership at its activation meeting on May 21, **MG Beverly H. Warren**, USAF, Ret., (seated), newly-elected Chapter president, is an interested listener. (Photos: Rick Long)

as guest speaker; farewell to **COL Thomas L. Lyons**, CO, Sharpe Army Depot. Sharpe Officers' Open Mess, June 7.

■ **David E. Condon** Chapter. Professional luncheon meeting. **COL Lester C. Robertson**, AMC, guest speaker, with "F.O.D. and You, The Pilot" as subject. Ft. Eustis Officers' Open Mess. 11:30 a.m., June 18.

## HELP WANTED!

(Continued from Page 5)

rates it would seem that our aviation logistical system's objective is profit through quantity, while maintaining the highest quality standards possible under the conditions that we face individually. The alternative — turning out nearly perfect aircraft every time they enter the shop — won't provide high availability rates.

### Finding "the foundation"

With so many situations and with major and minor variations of each being the rule rather than the exception, it is actually surprising that the aviation logistical system and its key member — the maintenance officer — does as well as it does. In preparing for his first assignment as a maintenance officer, the new aviator in particular is hard pressed to find a foundation.

*Is he going to organizational maintenance?* There are at least four kinds of organizational maintenance. *Direct support?* That can also mean four very different organizations and four very different maintenance concepts.

*Where does he start in trying to prepare for his next job?* The case isn't much different when more experienced officers go to a new assignment. If the maintenance officer was with the *1st Cav* on his first tour, things will be drastically different on his second tour when he serves in the *1st Brigade*.

*Does he know it? Is he aware of the sometimes subtle differences in organizational objectives, maintenance concepts, support structures, and the consequences of his actions in relation to those factors?* Certainly he will realize the obvious differences and certainly fixing an aircraft resolves itself into a combination of men, tools, and parts. But what is the best way to mix these components? Will what worked before work again?

This isn't the individual maintenance officer's problem alone. The problem is also felt and recognized by the people who are responsible for training the maintenance officer. Which job should he be trained for? Managing the efforts of 120 men involved in maintaining 31 aircraft of two

different types and providing both organizational and direct support maintenance presents problems that some highly experienced people find very difficult. That job is drastically different from providing first and second echelon (the old way of saying "organizational") maintenance on sixteen aircraft of the same type, and having 20-30 men to do the job with.

Then there's the problem of providing direct support maintenance in a direct support role or in a back-up support role, or from a unit with 350 men and expanded capability and responsibility, or from a 220-man unit with "normal" capabilities or from a 150-man unit with no supply capability and reduced manpower and equipment capability, but with "normal" results expected.

While we're complicating things, consider that the same student maintenance officer is ideally capable of managing maintenance at a CONUS base where the organization is tailored after that of a civilian maintenance contractor and is different from anything else found in the Army — and where mechanic turn-over is abnormal, to say the least.

Most people would agree that writing doctrine to cover these many variations would be difficult. It would also be difficult to determine what paperwork flow should be taught as a foundation, what management techniques are the best and have the widest application, and how to schedule the maintenance requirements on a fleet of aircraft where every "flyable" is flown an unpredictable number of hours every day.

### Room for more!

These tasks are being accomplished. The maintenance officers are being trained. The aircraft are being maintained.

Things could be better though, if our objectives were more clearly defined and more universally understood; if organizations were streamlined and standardized as much as possible; and if standard management techniques were developed and taught.

There's evidence that some of these things are being investigated and that solutions are being developed, but there's always room for more good people.

We in the aviation logistical business are



in urgent need of intelligent and dedicated people, people with training and experienced in the management of very complex tasks involving many, many variables, people who know how to supervise and to lead, people with inventiveness and initiative.

Most of all though, we need people who understand the *urgency* of putting one more aircraft into the air, because whether we're involved in training mechanics, or in considering problems in organization, or in determining objectives, or in managing maintenance through the most sophisticated scientific methods known or through whatever common horsensense we have, our purpose is to produce one more "flyable".

If you're interested in complex problems and varying situations; if you don't mind hard work and long hours, if you will accept the challenge and be content with the self-satisfied feeling that you've earned your pay — if you meet these requirements, then *you* qualify. We need *you*.



### Today's picture

**FT. WOLTERS** — COL Lloyd G. Huggins, USAPHS commandant, cuts a video-tape during a ceremony to mark the opening of the new weather telecaster at the School. The new facility consists of a carousel card holder which rotates around a stationary TV camera to beam up-to-date info on local weather conditions to the three heliports and numerous pilot briefing rooms. A joint product of the School's Office of ETV and Training Aids Center, and the USAF Weather Detachment, the project saved \$49,000 compared to the cost of a commercially-built system.

## CDC STUDY

(Continued from Page 13)

centralized maintenance and DS platoons in the companies produce a marked increase in aircraft availability and readiness rates. Later CDC liaison trips to Europe, and again to Vietnam, bore out the desirability of the decentralized support system.

The study will give birth to a new expression, "Expanded Organization Maintenance," which embraces the principles of both decentralized and integrated direct support.

In airmobile and non-divisional units an alternative proposal would establish a separate expanded organizational maintenance capability in the form of an attached team. This would be determined by the critical flexibility and mobility requirements.

DS aircraft maintenance companies or battalions would continue to give area support. As backup support, they would provide maintenance of operational readiness float, repair parts receipts, storage and issue, avionics support, armament, and limited recovery of aircraft.

CDC, which is responsible for designing tomorrow's Army while concurrently improving today's, may well have put new emphasis in the old motto, "Keep 'em flying."

**FT. KNOX** — Shown following the installation ceremony of AAAA's Bluegrass Chapter held during its first Annual Army Aviation Ball on May 18 are newly-elected officers, L-R, front: MAJ Larry Cogan (VP, Army Aff); COL John C. Hughes (Pres); and LTC Willis G. Pratt (ExVP). Rear row: CPT Garrett O. Lewis (Trea); MAJ Jack F. Bisping (Sec); CWO (Ret) Fred Lieb (VP, Pub Aff); and Seymour Reitman VP, Indus Aff). Missing: LTC Herman Bishop (VP, ARNG Aff).





**A** WOUNDED Skytrooper is hoisted off the ground, up through the jungle foliage, into a hovering helicopter, and rushed to medical facilities for immediate treatment.

Medevacing wounded from the jungle floor when there is no landing zone is a highly dangerous job and requires a great amount of skill. The men of the *Air-Ambulance Platoon, 15th Medical Battalion, 1st Air Cavalry Division* possess this skill and take high risks daily with a self-assured calmness.

Two types of lift attachments, the *rigid litter* and *jungle penetrator*, are used when extracting wounded from a contact area where the Medevac helicopter is unable to land. The maneuvering of the chopper is the same for both attachments.

*"We hover at treetop level while our medic lowers the hoist,"* said Captain Robert Wood, platoon leader of the Cav Medevacs. *"This puts us in a bad situation. The area is almost always 'hot' and we're just sitting ducks for Charlie when we're hanging over the trees. That's why everybody — the medics, gunners and pilots — are all volunteers. As a result, we have the top men in their field working for us."*

Since each man is a virtuoso, the team effort of the four-man Cav Medevac unit in each aircraft comes off in well-orchestrated precision. The medic takes charge of the aircraft. He positions the chopper and bosses the hoist operation. The pilot must keep the bird as low and as stable as possible. They all are working toward one goal — to get the hoist attachment to the ground troops and get the wounded on board and back to the hospital.

The torpedo-like *jungle penetrator* is designed specifically for penetrating dense

jungle canopy. The metal projectile is about three feet in length and is dropped from the helicopter. The lower half unfolds to form seats while a canvas cover on the top contains safety straps.

The disadvantage of the *jungle penetrator* is that the person cannot be seriously wounded. He is required to sit upright and hold onto the hoist's stabilization ring.

If the wound is serious, the *rigid litter*, rather than the *jungle penetrator*, is thrown from the Medevac helicopter. The litter has strong supporting spines running the length of it which act as a body splint. The wounded soldier is secured on the litter from head to toe and lifted vertically to the chopper.

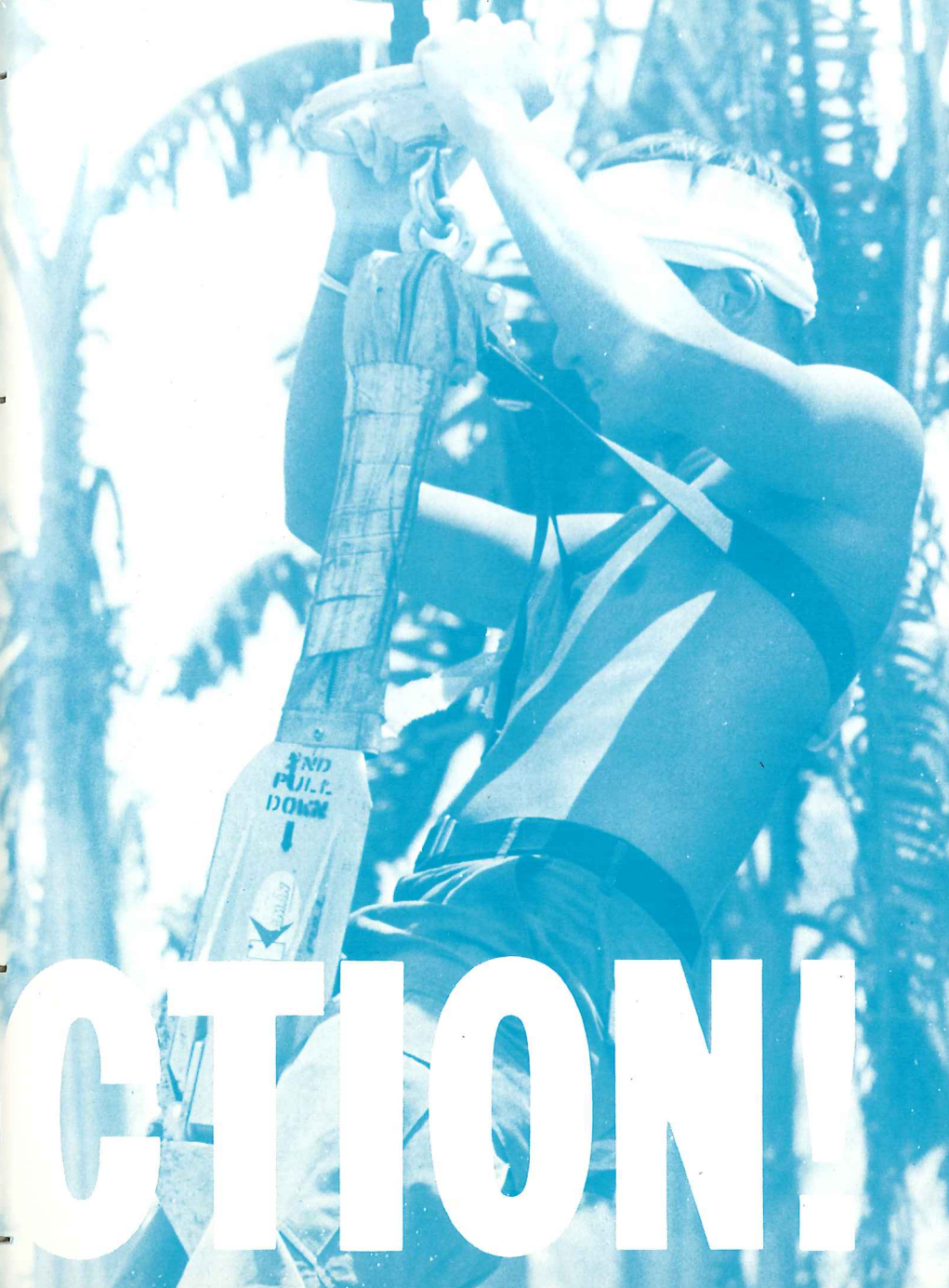
The electrically-driven hoist in the helicopter is operated entirely by the medic. He must keep the patient from oscillating, keep him out of the foliage, get him into the chopper, and treat the patient while the ship is on the way to the hospital.

*"Back it up, sir! He's on the way up now! He's past the skids. I've got him now,"* are some of the instructions given by Specialist Four Harold Daily, a medic with the Air-Ambulance Platoon. The hoist has 275 feet of cable and is capable of lifting 600 pounds at an operating rate of 100 feet per minute.

*"We usually get about 40 missions from one hoist,"* said CPT Wood, *"and then it has to be replaced."*

The 13 medics and 26 pilots give a tremendous amount of time and effort to their mission. Every day, many times a day, they see the grim side of war. But the personal gratification gained from saving a fellow soldier's life is worth all the sacrifices the men of the Air-Ambulance Platoon readily give.

# EXTRA



END  
PULLEY  
DONG

**ACTION!**



# OBITUARIES

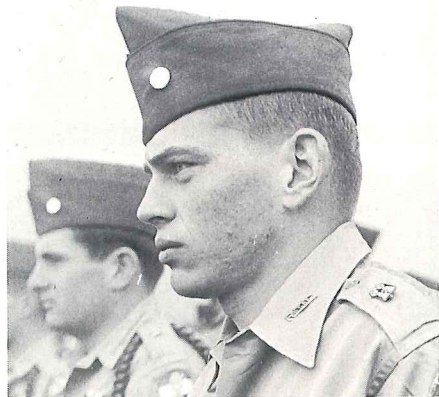
## Joel Graft, 1st AAAA Award Winner, Killed at Ft. Rucker

The winner of the Army Aviation Association's first scholarship award, First Lieutenant Joel Richard Graft, of Fort Rucker, Ala., was killed in a military aircraft accident on April 18 near Booneville, Ark. The son of Lieutenant Colonel and Mrs. Charles V. Graft, Jr., of 6925 Cabin John Road, Springfield, Va., he is shown below with his parents at the time of the 1963 award.

Born in Detroit, Mich., on May 29, 1945, he was a 1963 graduate of Heidelberg American High School where he was an honor student, a National Merit Scholarship Finalist, and a basketball letterman, as well as being an Eagle Scout and president of the Explorer Post in Heidelberg.

He was a distinguished military graduate at the University of Oklahoma in 1967, and was commissioned upon graduation. In October of 1967, he was married to Rita Anne Hayden of Tulsa, Okla. He received his Army Aviator wings in July, 1968, and was stationed at Fort Rucker. At the time of his death he was participating in a training flight with two other aviators, one of whom survived the accident.

Surviving in addition to his wife, Rita, and



Lieutenant Graft

his parents are his grandmother, Mrs. C. V. Graft of Groveland, Fla.; a brother, Charles, of Indianapolis, Ind.; a sister, Lynn, of West Lafayette, Ind.; and five other brothers, Thomas, Patrick, Jon, Rodrick, and Rex. Following memorial services at the Fort Myer Chapel on April 24, he was buried at Arlington National Cemetery.

His parents have requested that contributions be made to the AAAA Scholarship Foundation, 1 Crestwood Road, Westport, Conn. in his name.

## LTC Eldon B. Oakley Dies in Thailand Vehicle Accident

Lieutenant Colonel Eldon B. Oakley, US-MACTHAI/JUSMAGTHAI, was killed in a vehicle accident in Bangkok, Thailand, on May 9, 1969. LTC Oakley is survived by his widow, Mrs. Katherine Arnold Oakley, and his mother, Mrs. Nancy Campbell Oakley of Route 2, Estill Springs, Coffee, Tennessee. Interment took place in the National Memorial Cemetery of the Pacific, Honolulu, Hawaii, May 16, 1969.

Mrs. Oakley's residence after May 20 will be c/o Colonel Wilfred Arnold, Jr., Quarters 1E Wheeler Drive, Fort McPherson, Ga. 30330. She has requested that donations in LTC Oakley's memory be made to the Army Aviation Association of America Scholarship Foundation, 1 Crestwood Road, Westport, Conn.



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## 35,000 HOURS

**FORT WOLTERS** — MAJ Eduardo Gonzales, commander of Flight A-5 at the USAPHS, accepts a Certificate of Achievement from school commandment, COL Lloyd G. Huggins (left) for the recording of 35,000 accident-free flying hours. Flight members shown are, front row l-r: CWOs Michael E. Neufeld, Robin Hicks, Gary L. Scofield, Dale E. Garber, Theron A. Parlin, Kenneth Vigneux, and Phillip L. Berg. Back row from left: CPT Glenn D. Robnett; CWO Loyal E. Jones; 1LT Wesley B. Anderson; CWOs Jack Fischer and Prince Alexander; and CPT Lendon M. Fisher. (USA photo)

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## A LOOK-SEE

**CORPUS CHRISTI** — Mr. Irving Brown (left), president of the Corpus Christi Chapter of the NAACP, and Mr. William Jobe (right), acting deputy director of maintenance at ARADMAC, stop for a moment during the former's visit to the Army repair depot. Shown in the rear seat are Mrs. Jim Alice Scott, member of the executive board; and Mr. Hugh Dorn, chairman of the NAACP equal employment opportunity committee. The three visitors met with COL Luther G. Jones, Jr., ARADMAC commanding officer, prior to their taking a guided tour of the U.S. Army helicopter overhaul and repair facility. (USA photo)



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## "OUTSTANDING!"

FORT WOLTERS — Captain Jose Soler Lopez (right), a member of the Spanish Army, is congratulated by COL Roy L. Bates on his graduation from the USA Primary Helicopter School in late April. CPT Lopez maintained the highest flight average in his officer class to earn the "Outstanding in Flight Achievement" award sponsored by the AAAA. The Spanish officer also received a special award for scholastic achievement. COL Bates of the Medical Field Service School at Ft. Sam Houston, Tex., was the graduation guest speaker. At the left is COL Lloyd G. Huggins, commandant of the USAPHs. (USA photo)



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## OUR GAIN!

FORT WOLTERS — In what must be considered a reverse twist, a young Canadian has crossed the border into the U.S. and has enlisted in this country's warrant officer flight training program. WOC Kenneth M. Werenko, moreover, traded his horse and the colorful garb of the Royal Canadian Mounted Police for a "chopper" and the uniform of the U.S. Army. A "musical" Mountie (bandsman, rather than a man-hunter), Werenko became "hooked" on flying, earned a commercial pilot's license, and after joining a commercial firm as a bush pilot, came to the U.S. to undertake USAPHS training. (USA photo)



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## TWO LOADS

**TAY NINH** — How do you get a 12-ton road grader from the Tay Ninh Base Camp to the top of Nui Ba Den Mountain? . . . The answer is simple — all you need is five men from the 25th Infantry Division's 65th Engineer Battalion, and one powerful CH-54 flying crane. Said one Engineer specialist, "The crane is powerful enough to lift equipment weighing 12 tons, but because of the way the weight is distributed on the 'Big Cat,' we had to break it in half." After some 30 minutes of bolt-loosening, the "Cat" was divided into a control cab (shown in photo) and the grader blade (second lift). (USA photo)

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## TOPS IN AMOC

**FORT EUSTIS** — COL Garrison J. Boyle, III, left, Director of the Aircraft Maintenance Training Detachment, U.S. Army Transportation School, presents an Army Aviation Ass'n of America (AAAA) Certificate of Achievement to Chief Warrant Officer (W-2) Robert S. Hankins, the Distinguished Graduate of Aircraft Maintenance Officers Class 12-69. COL Boyle was guest speaker at the graduation ceremonies held at Fort Eustis. Sponsored by the David E. Condon Chapter of AAAA, the Certificate Award program is now in its third year. (USA photo)



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# PSYOPS

**A** NEW weapon has been added to those employed by the 1st Air Cavalry Division during a firefight — *Psychological Operations*.

Under recently initiated operations, the enemy is not only faced with the awesome Cavalry firepower, but he must cope with attacks upon his sense of security, purpose, and well-being. Oftentimes, this attack is coordinated to take place while the enemy is still being ripped and pounded by ground fire, artillery, and aerial rocket artillery. At the latest, it occurs immediately after he is beaten and while he is still retreating.

## Assigned to brigades

Each of the division's brigades is now equipped with a 1,000-watt loudspeaker, a two-man psychological operations (PSY-OPS) team, and a stand-by helicopter in addition to an arsenal of leaflets.

Reaction time from the moment contact is made to the time the team is over the area is minimal, usually 10 minutes or less. Once there, the team evaluates the situation, selects

a tape recorded message for the loudspeaker, and drops thousands of safe-conduct and *Chieu Hoi* leaflets.

Is the method effective? "Yes," said Sergeant Howard B. Patrick, a member of the 2nd Brigade's PSYOPS team. "*When we fly over and announce that they lost a specific number of men in a previous battle, address them by the supposedly secret designation for their unit, and warn them that they are going to get beaten again — it definitely undermines their morale.*"

The second member of the PSYOPS team, who comes from the 6th PSYOPS Battalion, is specialist Five Clarence V. Spawr.

He explained, "*We get up there over Charlie and either play a pre-recorded tape, which has been pre-tested by my unit's Propaganda Development Board, or get an interpreter to announce the message if we have no tape to cover the situation. Appeals made may be to the individual enemy's emotions, logic, or drive to survive. If we have discovered a large rice cache, we tell him we have taken his food and ask him what he*



## PSYOPS

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is going to do now. Since we know that their doctors and medical support are very poor, sometimes we tell him so and let him know that he could have the best medical care if he will Chieu Hoi.

"Another avenue of attack is through his love for his family. If the unit is VC or mixed with VC, we tell him that his family misses him and he can be reunited with them if he will rally. To the NVA we cannot offer repatriation immediately with their families — so we ask them if they want to die here, away from their families and the place of their birth. (In their religion it is important to be buried in the place where they were born.) Then we tell them that if they come over to our side we will treat them well and return them to their families when the war is over."

### Some ground fire

In an attempt to render the broadcasts inaudible, enemy leaders often fire at the helicopters with anything from a rifle to a .50-caliber machinegun. "We have taken some ground fire from them," said SGT Patrick, "and we have been hit by 50's before — but not very often."



A PSYOPS team from the 1st Cav Div prepares for takeoff on a leaflet-drop mission. An appeal to enemy troops to surrender will be broadcast over the loudspeakers (at left) while Chieu Hoi (free pass) tickets are dropped.



WO1 Merlin E. Mabry (left) and WO1 John W. Hinckley of Company C, 229th Aviation Battalion, pick up a loudspeaker assembly which they will mount in their bird for a Psychological Operations (PSYOPS) mission.

"Since we usually fly at over 1,000 feet (where we can best be heard) it is difficult for them to hit us in the air. At night we can fly up to 2,500 feet and still be heard. With the 1,000-watt speakers, at that altitude, it is heard at a normal conversational tone on the ground. Psychologically, the broadcasts are probably most effective at night. For one thing they can't tell where it's coming from."

### Effectiveness measured

"Determining effectiveness in terms of the number of Hoi Chanhs responding to each individual broadcast is probably the most difficult thing in our position. Usually the Hoi Chanb turns himself in to a field unit and we never see him."

"Sometimes we get the word that he has come over to the government's side because of a broadcast he heard on a certain date when he was in an area where we worked that day — but this doesn't happen very often," said SP5 Spawr.

"The way we find out how well it works is by the total number of Hoi Chanhs that come in. Last year, there were over 30,000 and this year will probably end with an even higher number because now we are hitting him when he is most vulnerable — when he is right in the middle of battle."



# ARMY AVIATION

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See section 157.4 of the postal manual.



## Snake with nine lives

The HueyCobra can take it as well as dish it out. Its crew is protected by 270 pounds of boron carbide armor-plate — and additional armor panels are wrapped around the compressor section and fuel controls of the Lycoming T53-L-13 engine.

Even so, it's not that unusual for an armor piercing round to find its way into our rugged gas turbine. Most times, however, the HueyCobra goes right on flying, bringing its two man crew back to base to fly and strike again.

Enemy ammo in the engine... that's an ingestion problem that is a bit more than our designers bargained for. But what a test, what a testimonial for reliability — Avco Lycoming gas turbine reliability.

The HueyCobra can take it, because the engine can.

And damaged T53's can be back on the job within hours in most cases — because they are so quick and easy to repair. Modular design, you know.

So when we sing the praises of the snake and its power plant, we never speak with forked tongue.



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