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SEPTEMBER -
OCTOBER, 1969

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ARMY AVIATION

SEPTEMBER-OCTOBER, 1969

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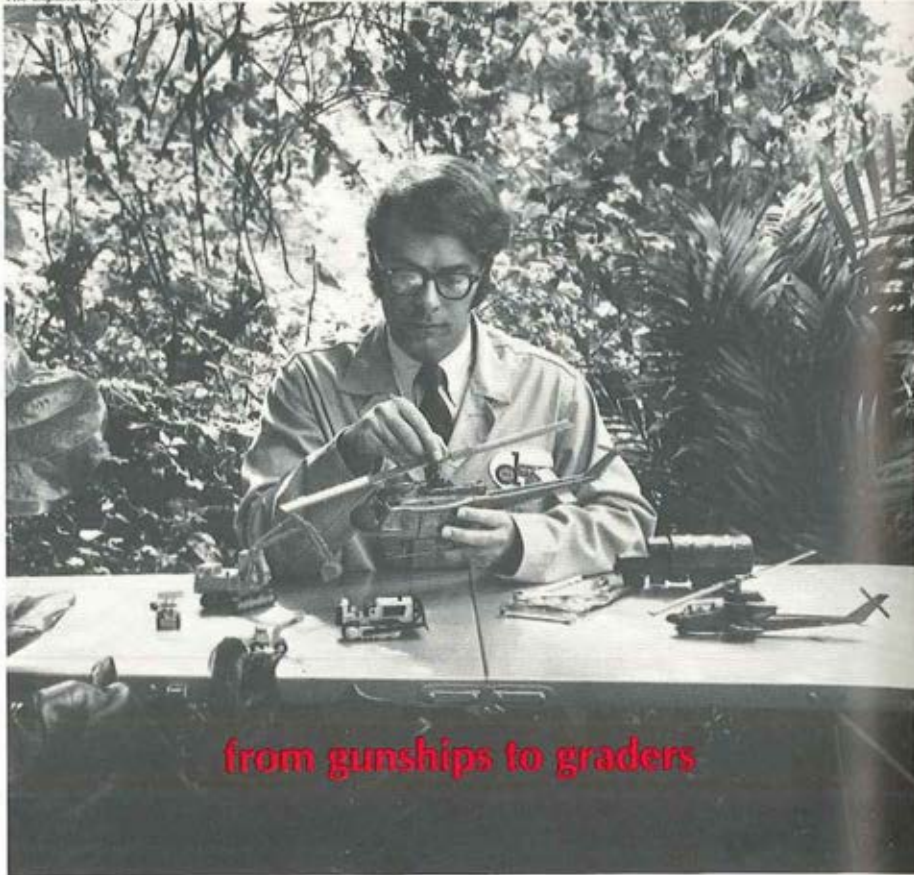
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AAAA CONVENTION: A LOOK BACK TO '59



TEN years and a few months have passed since the first annual meeting of the Army Aviation Association. I don't intend to go through a review of Army Aviation during the past decade but it was interesting to leaf through the July 1959 issue which reported on that first meeting.

Speeches were given by *LTG Arthur Trudeau*, then Chief of Research and Development, DA; *LTG Herbert Powell* who was CG, Reserve Forces, USCONARC; *COL Hallett D. Edson*, Acting Director of Army Aviation; the Director Designate, *BG Clifton von Kann* and others.

Forecasts and prophecies were made; a little philosophy was proffered; and a great deal of information was presented. Although some of the prophecies have come true, some have not. The philosophy was sound (much can still be applied to Army Aviation) and the information was certainly valid then.

A substantial contribution

But the importance of that first meeting of AAAA was that it began a sequence of annual gatherings which have contributed substantially to the recognition of Army Aviation throughout the country and the world. In addition to providing the opportunity for the active Army Reserve component, and civilian members to gather, these meetings enable representatives from industry and civil aviation to keep in touch with Army Aviation in an informal atmosphere.

Each year the program of the meeting has grown in scope and I believe you will

find this year's program interesting and thought stimulating. I urge everyone to mark the dates on his calendar and to make every effort to attend. I hope to see you there.

Life Support Equipment

Now I'd like to discuss a subject that should be close to all of us who fly: *Life Support Equipment (LSE)*. LSE includes all items of personal equipment and aircraft components which are designed specifically to prevent your injury or death when an emergency occurs.

Although it has been little more than a year since we established DA intensified management of the *Army Aviation LSE Program*, significant and meaningful progress has been made. The following is a recap of the most significant advances.

Aircraft Crash Resistant Fuel Systems

As the result of analyzing U.S. Army Board for Aircraft Accident Research developed crash data, aircraft impact survivable, post-crash fires were identified as being the largest single killer of Army Aviators, other crew members, and passengers. A giant step has been taken toward the solution of the problem with the development and programmed use of a new and revolutionary *Crash Resistant Fuel System (CRFS)* for our UH-1 series aircraft.

The first production aircraft with this system will be delivered in April of 1970. A major retrofit of this system is programmed

BY MAJOR GENERAL JOHN L. KLINGSHAGEN, DIRECTOR OF ARMY AVIATION

AAAA CONVENTION

(Continued from page 9)

for older Huey's beginning in May of 1970. The next couple of years will see the expanded use of CRFS's in other Army aircraft as well.

SPH-4 Flight Helmet

The new *SPH-4 Aircrewmen's Protective Helmet* is the result of more than two years of joint development by the Aeromedical Research Lab at Fort Rucker, Alabama, and the U.S. Naval Aerospace Medical Institute at Pensacola, Florida. This helmet is the most thoroughly researched and scientifically developed helmet ever procured by anyone. It represents a dramatic solution to the sizing problems of previous helmets which were either too small or immense.

The *SPH-4* incorporates many significant improvements: It utilizes an adjustable strap-type suspension system which, while certainly not new in concept, is the first effectively adapted to an Army flight helmet. This system not only guarantees proper fit and retention during crash impact but incorporates a method of interior ventilation which provides a significant increase in user comfort.

On the average, the *SPH-4* is about one pound lighter than our present helmets. Helmet weight becomes a very important factor when considering the dynamic physical forces which exert pressure on the neck and spine during crash impact. The Surgeon General of the Army has, by protracted testing and evaluation, established a maximum medically acceptable weight of 3½ lbs. for aircrew protective helmets. The *SPH-4* meets this requirement and additionally provides the best possible crash protection and fragment attenuation consistent with this weight.

This helmet looks like a real winner! I am sure your comment at this point is, "Beautiful! Where is my *SPH-4*?" The answer to that question depends upon your present location. The Army is now procuring more than 25,000 of these new helmets on a limited production basis.

Priority of delivery, which has already be-

gun, is to Army Aviators and crew members in RVN. It is anticipated that the *SPH-4* will become an Army-wide Standard A item later this fall and we certainly plan to get your new *SPH-4* to you as quickly as circumstances and economics permit.

NOMEX Fire Protective Flight Clothing

Your NOMEX flight uniform will save your life in a post-crash fire! This is a fact! Believe it!

In warm weather the *NOMEX* flight suit is less comfortable than the cotton K2-B flight suit. The K2-B is less comfortable than the loose weave nylon flight suit. From a personal comfort standpoint, flying around in your underwear would be the most desirable approach to the problem of heat. I will not belabor the point any more than to recommend that you accept a reasonable reduction in comfort and wear *NOMEX*.

NOMEX flight suits are now the Standard-A item of issue for RVN and the CONUS training bases. Action is currently in progress here at DA to expand the Standard-A status to a world-wide basis. This action already has our indorsement and should become a reality very soon.

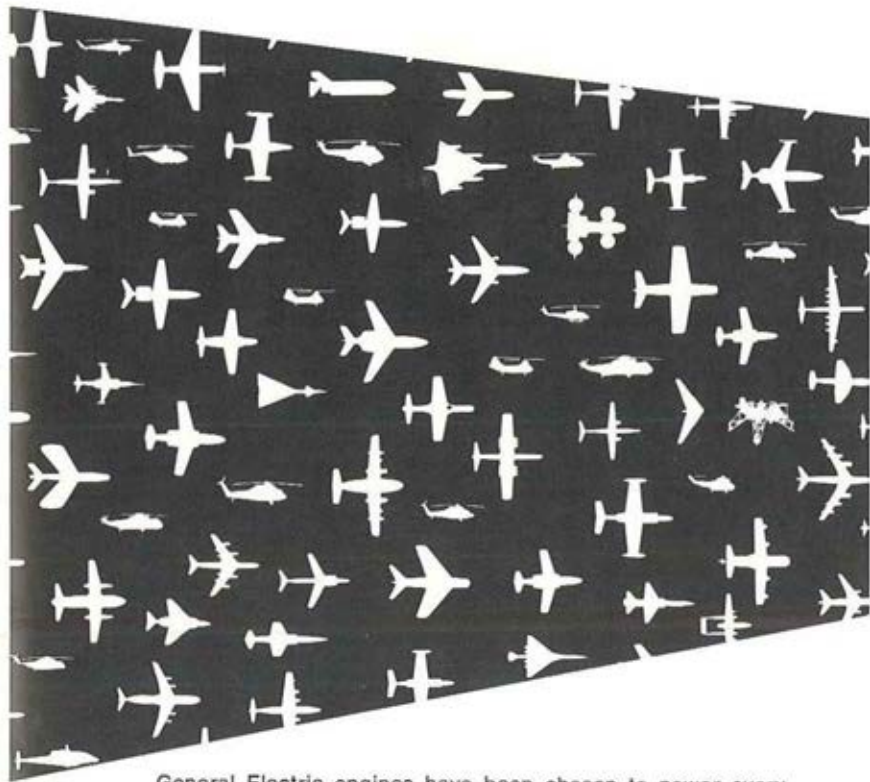
Beware of the "Old Friend" Syndrome

It is human nature to develop a certain affection for your "old" flight helmet or flight suit which has given you "X" number of years of faithful service. This "old" flight clothing might appropriately be equated to your "old" fishing hat, favorite pipe, or family dog.

The fact that they are "old" is where the similarity ends. Rover may never turn on you but given the chance, your "old" helmet and flight suit will. When the new versions of protective equipment become available, check them out and use them!

In this respect, protective or survival equipment left in your quarters, in your locker at the flightline, or in the baggage compartment of your aircraft are just like altitude above you or runway behind you — in an emergency situation, they are of very little value.

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AAAA CONVENTION

(Continued from page 10)

Don't think that we have solved all of our LSE problems in the first year. For example, there are some significant technical problems with the FM mode on the new *URC-68 survival radio* which AMC is working hard to solve. The programmed procurement of the *Light Weight Survival Kit* has been cancelled in favor of the USARV recommended procurement of the USAF developed *SRU-21P survival vest*. These survival vests are presently being procured in large numbers for shipment to RVN. It is planned that this vest, or one like it, will become the Standard Army item worldwide as soon as a detailed evaluation is completed.

Though it is gratifying to have the flexibility to react to requirements change as in the case of the survival vest, such changes take time and new ideas and suggestions are often slow in coming. In this vein I solicit your personal comments and recommendations concerning the LSE program.

Address your comments to our LSE Department of the Army Systems Staff Officer (DASSO) LtC F. D. Whiting, at this address: Headquarters, DA; OACSFOR, AV; Washington, D.C. 20310.

We are making real progress with *Army Aviation LSE*. The whole program is oriented upon our most important single asset — *YOU!* Use your equipment and give us your suggestions.



WOULD YOU BELIEVE? — Colonel Thomas L. Lyons, chief of staff of Fort Eustis, Virginia, wants to make certain that the world knows that Lieutenant Colonel Alfred F. Brodeur, the deputy chief of staff, has achieved his Master Army Aviator rating. The official photo caption in the news release from the Transportation Center actually referred to the king-size wings as "the Master Army Aviator Badge." Try sitting in a Cobra front seat with 'em! The presentation ceremony took place on 3 Sept.

AAAA REFUND — Colonel A.T. Pumphrey, left, director of instruction, U.S. Army Aviation School, Ft. Rucker, Ala., and president of the Army Aviation Center Chapter of AAAA, is shown presenting a rebate check of \$375.50 to Warrant Officer Candidate Carl E. Smith, class leader of Warrant Officer Rotary Wing Aviator Class 69-35. The Army Aviation Association rebate, given to aviation primary classes having 100 per cent enrollment in AAAA, was given at the Chapter's recent "Shrimp Bust."



TOP RATING — Lieutenant Colonel Charles A. Mateer, Army Medical Service Corps, is congratulated by Brigadier General Spurgeon H. Neel, Medical Corps (L.) on receiving his Master Aviator Wings. The seventh Army Aviator in MSC history to be so honored, Colonel Mateer is currently the assistant chief of the Aviation Branch in the Office of the Army Surgeon General, Washington, D.C. He's flown helicopter ambulances in Europe, Korea, and Vietnam as well as in several U.S. assignments since '53.





Why is the Army training Colonels and Generals to fly?

BY MAJOR GENERAL ROBERT R. WILLIAMS
Deputy Assistant Chief of Staff for Force Development, DA

TWENTY-FIVE colonels and lieutenant colonels (P) have been selected to take flight training. During the past four years several general officers have qualified as Army Aviators. Protests, or at least serious questions, are now coming from the "old timers." They ask, "Why are all those people being brought in on top of me?" "Will their introduction into the program deny me promotion or good jobs?" "What will they do with these senior officers?"

This situation is not new. Senior officers have been brought into Army Aviation on a fairly regular basis since 1942. Comparatively large groups of colonels and lieutenant colonels were trained in 1946-48, 1955-57, and 1962-64.

This fresh blood approach is more appropriate now than ever before. In 1955 the

small influx of senior officers was applied to an aviation base of about 6,000 aviators; today, the requirement for aviators is 24,000. It is readily apparent that this greatly expanded base demands senior officers with wings in positions that years ago would have been difficult to visualize as pilots' job.

The beginning of training of 12 field grade officers in 1955, and the protests from the "old timers" then, motivated me to write an article for "Army Aviation Magazine." I have requested that the article be republished because 1) it explains the situation of today as accurately as it did the situation of 1955, 2) it makes the point that this is no new or radical idea to train senior officers, and 3) it will, I hope, make some of the present "old timers" who came into the program as field grade officers reflect a bit.

(Editor's Note: The following is a reprint of the article written by General Williams as it appeared in the November, 1955 issue of "Army Aviation Magazine.")

Your Future Is Brightening!

Eight Colonels and four Lieutenant Colonels have entered pilot training at the Army Aviation School! Will this affect you?

All Army Aviators should be interested in the training of senior officers as pilots for directly or indirectly it will affect the future of all Army Aviators.

Many Army Aviators view this program to train senior officers as Army Aviators as a new and shocking development. Many pilots who are today viewing it with alarm should take their blinders off and look a bit.

In 1942 when what is now Army Aviation was 9 months old, two majors (Robert F. Cassidy and Elmer Blaha) were entered in the course at Fort Sill, Oklahoma. At that time, the highest rank called for by any T/O & E was captain. We "old timers" sent up a hue and cry of "unfair." We argued that these "Johnnies come Lately" would take our jobs and that there was no room in the program for them.

Again, the cry, "Unfair!"

In 1946, a program was instituted to train a relatively large number of field grade officers as pilots. The World War II pilots cried "unfair." They argued that when these field grade officers graduated from flying school they would not have sufficient aeronautical experience to hold down appropriate jobs in Army Aviation. Again, many resented officers senior to them coming into the program at that late date. They feared losing their choice jobs. The old timers' fears proved to be true. The newly-trained officers did take their jobs and they did not have the aviation background normally expected in these jobs.

Let's look a little further, however, before we condemn the training of senior officers. Although the senior officers trained in 1946 initially lacked aviation experience they had learned enough in flying school to appreciate and evaluate the advice of the experienced pilots. They soon rectified this lack of experience.

Today, many of the senior officers trained in 1946 are counted among our most competent pilots and have qualifications far beyond most of the World War II senior pilots. As for their taking the choice jobs from the old timers, let's consider this. Initially they did take many of the jobs that the more experienced junior officers would have liked to have had, but as time went on it was the strength they added that permitted Army Aviation to expand and create the positions of importance now held by themselves and the old timers.

Make your own list!

As an exercise to prove the point — make your own list of all the key positions in Army Aviation today and who fills them. Remove all individuals who went through flying school as field grade officers after World War II. Now just try and replace these officers with World War II pilots with sufficient rank and experience to do the job. They don't exist.

During the period 1955-1965 we will have a repetition of the period 1945-1955. Army Aviation will expand beyond the capabilities of current personnel. Right now we desperately need senior officers with broad backgrounds in organization, training, and logistical operations who are pilots. We need men with wings on their chests and eagles or stars on their shoulders to fill positions on higher staffs. These are the men now being trained. They are senior officers with outstanding records who have been carefully selected because they have abilities and experience that we need in the Army Aviation Program.

A higher status

There is one major benefit all of us will enjoy from the influx of these senior officers. The mere fact that outstanding senior officers elect to become Army Aviators will raise the prestige of Army Aviation in the eyes of the rest of the Army. Senior officers in the future will not be as likely to look at a man wearing wings and immediately assume that all he knows is how to fly an airplane. Many of the officers now being trained will advance on to general rank and key positions in the Army. They will move us closer to the day when no

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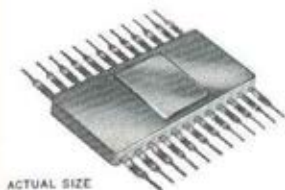
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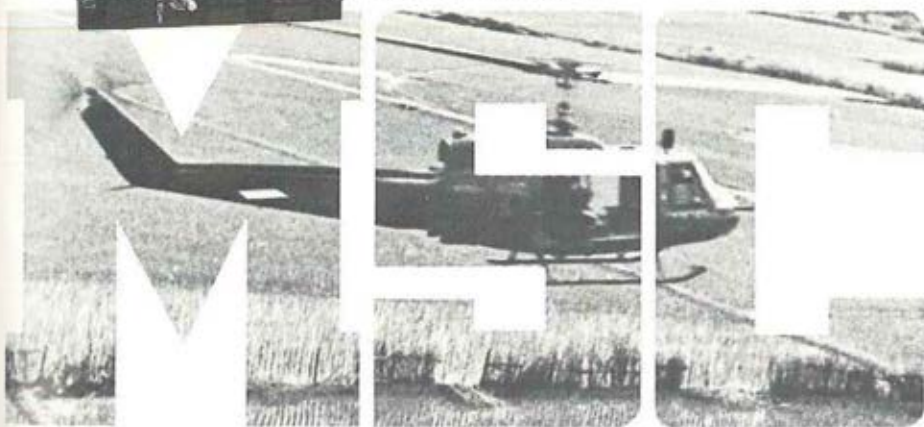
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WHY IS THE ARMY . . .

(Continued from Page 14)

one will be surprised to see an Army officer wearing wings in any job in the Army. All Army Aviators will enjoy a higher status in the eyes of all the services.

Points to remember . . .

When discussing the training of senior officers set aside emotion for a moment and think of these points:

(1) Most of the senior officers in Army Aviation today went through flying school as field grade officers. You probably came into the program on top of a lot of pilots.

(2) The officers now being trained were selected based on what they could contribute to the program — not based on what they could get out of Army Aviation.

(3) These officers and others who may follow will strengthen our ranks in prestige and capabilities permitting a healthy expansion of Army Aviation. Your future is more dependent on this expansion than on what job you will hold next year.

For years senior officers have advised promising young officers not to go into Army Aviation; they have advised Regular Army field grade officers to get out of Army Aviation on the basis that it is a blind alley. The fact that the Department of the Army has decided to send senior officers to pilot train-

ing and the fact that these officers elect to take the training indicates a new trend.

A real tonic

Place yourself in the position of one of the senior officers now taking pilot training. You have an excellent record; you have already made a name for yourself in your present field; you have an excellent chance of getting a star if you just continue on your present course. Would you gamble on taking a year out of your career to become a pilot and then serving in a new field for several years? You wouldn't unless you had great faith in the future of Army Aviation. The enthusiasm these senior officers have for aviation is a real tonic for all of us.

Be glad that you are part of a program in which the senior officers of the Army have indicated so much faith.

Let's welcome these officers to the ranks of Army Aviation: Lt. Col. Edward W. Bissell, Col. John W. Britten, Col. John D. Edmunds, Col. Hallet D. Edson, Col. John Inskeep, Lt. Col. James H. Lee, Col. Charles R. Murray, Lt. Col. George W. Putnam, Lt. Col. Lester F. Schockner, Col. George P. Seneff, Jr., Col. William R. Tuck, and Col. Horace M. Wood.

Author's Comments, 1969

I refer to the statement in the above article: ". . . the day when no one will be surprised to see an Army officer wearing wings in any job in the Army." This day has now arrived and with it unlimited opportunities for all Army Aviators — old and new — to advance to the highest position depending upon their abilities and energies.

In 1955 I certainly did not foresee that by 1969 four of the Commandants of the Infantry School would have been aviators, and that two of the Commanding Generals of the Combat Development Command and three of the Commanders of the XVIII Airborne Corps would have been aviators. Nor, that many of the key positions on the Army General Staff would be occupied by officers wearing wings. It is no surprise to anyone in these days to find Army Aviators filling every variety of command and staff assignment.

ABOUT THE AUTHOR

A 1940 USMA graduate, Major General Robert R. Williams has served in a wide variety of Army aviation assignments since 1941. The first chief of the Army Aviation Branch, G3, DA, he later served as the initial president of the U.S. Army Aviation Test Board. Later assignments in OCRD and OSD were followed by service as CG of the U.S. Army Aviation Center (1962); ADC of the 2d Infantry Division in Korea; Director of Army Aviation, OACSFOR; and CG of the 1st Aviation Brigade in Vietnam. The first Army pilot to be designated Master Army Aviator, General Williams is also a qualified Navy Jet Pilot. A graduate of C&GSC, the Armed Forces Staff College, and the U.S. Army War College, he entered the Military Academy from Louisiana State University in 1936.



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LEFT:
Nightsun SX-16. Output, 1600 watts; weight, 25 lbs. Installation kits available for Bell 47G series and 205A(A1), Fairchild Hiller FH-1100 and Hughes OH-6A.

RIGHT:
Nightsun FX-150. Output, 20,000 watts; weight, 160 lbs. Installation kits available for Bell UH1 series and 205A(A1), Sikorsky HH-3E, HH-53B&C, Fairchild C-123 and Lockheed C130 aircraft.



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AVSCOM In Transition

THE SECOND OF A SERIES



An Emphasis on R&D

By Colonel
DELBERT L. BRISTOL,
Deputy Commander,
Research, Engineering,
and Data Activity

TO paraphrase General Norton's opening statement in last month's initial article entitled "AVSCOM in Transition": All other factors being equal, victory goes to the Army with the *greater degree of emphasis on research and development.* This Activity, with my whole-hearted support, is dedicated to that purpose.

In connection with this Command's newly placed emphasis on the "Systems" concept, this Activity has been organized along the following functional areas: *Research & Development Management, Flight Standards & Qualification, Systems Engineering, Data Management, Systems and Cost Analysis, and Program & Administrative Control.*

The basic philosophy . . .

To amplify the inner workings of the directorates assigned the above functional areas, I'll discuss their basic philosophy in accomplishing their assigned mission.

Basically, the life cycle of any aircraft includes its development, procurement, and support. Nothing in that cycle molds the eventual character of that system more than its *initial* research and development.

It is here, during this phase, that potential problems are hopefully resolved. These problems are the responsibility of our *Research and Development Directorate.* Said another way, this directorate is charged with the responsibility of applying sufficient technical "know-how" to aircraft research and development to substantially decrease the need for manpower and funds during later stages of an aircraft system's procurement or support cycle.

Specifically, the *Research and Development Directorate* is responsible for the implementation of the Army's Research, Development, Test and Evaluation program in support of Army aviation systems in the R&D phase of their life cycle. This includes the air vehicle, its installed subsystems, and the management of the engineering technology required to design, develop, produce,

supply, maintain, and repair all components and support equipment in the most cost-effective manner.

This responsibility includes close coordination of meeting requirements and compliance with DOD, DA & AMC directives and regulations in the planning, programming, and budgeting for systems development through type classification investigations. This is to assure minimum technical risk at the lowest cost to the government.

Staff surveillance

This directorate also maintains AVSCOM staff surveillance of the *Aviation Materiel Laboratories* at Fort Eustis, Va. through its plans and programs elements. Funding and technical guidance are issued through the *R&D Directorate* in order to insure a coordinated program that will accomplish the immediate and long-range objectives for aviation equipment. Finally, this directorate establishes the interface with the defense industry through processing of unsolicited proposals, review of Independent Research and Development (IR&D) programs, and review of numerous technical documents relating to aviation technology.

A second area of emphasis within this Activity is the combining of men, materiel, and natural law into practical aircraft systems; this requires extensive knowledge of their parameters and limitations. A never-ending study of the latest technological advances must be made if we are to pinpoint these advances and incorporate them into our engineering design standards. To meet this challenging task, our *Flight Standards and Qualifications Directorate* was established to fill a growing Army need to have its own standards of qualification capability.

The need for a highly skilled, functionally aligned organization became apparent as the mission requirements of Army aircraft became more severe compared to those of the civil flying community. The Army's sister services long have had this requirement and are organized to fulfill it.

In order to best exploit the engineering disciplines available within the Army, the *Directorate* is organized into a unique *Directorate Command Group*, staff, and five

ABOUT THE AUTHOR

A graduate of the "Class before Class 1" in 1942, Colonel Delbert L. Bristol has served in virtually every type of command and staff assignment within Army Aviation in his long Army career. The commander of the 10th Aviation in Vietnam, Bristol returned to the Pentagon for a tour as Deputy Director and then Director of Army Aviation. Qualified in almost every Army aircraft, he holds the coveted Master Army Aviator rating.

operating divisions. The *Command Group*, as in any military organization, supervises and directs the activities of the directorate in accordance with the guidance and priorities established by the Deputy Commander, USAAVSCOM.

The staff, consisting of an Aero Engineer, an Aero Design Standards Engineer, a Human Factors Engineer, and a Program Analyst, assist the *Command Group* by managing aeronautical programs which require interface not normally within the disciplines of the five divisions. The Engineering Design Handbook is such a project. This handbook, when completed, is to become the basic reference for Army/Rotorcraft design and qualification requirements for both Army and industry engineers.

A closer look

Four of the five divisions are functionally oriented by engineering disciplines. These divisions insure aircraft safety through examination of airframe structural capability and integrity; that the engines and power train evaluations and tests meet Army standards; and that satisfactory dynamics, handling qualities, and performance requirement compliance are met on new design and modified Army aircraft. The fifth, the *Test Division*, has primary staff cognizance of the *U.S. Army Aviation Systems Test Activity* at Edwards AFB, California. *USAASTA* and the aircraft contractor conduct the initial airworthiness qualification test programs.

The foundation of any System-oriented organization is the engineer who provides technical assistance *after* the aircraft is in the hands of the user. Even though the goal of the research and development engineer is to foresee all possible problem areas, I would

AVSCOM IN TRANSITION

(Continued from Page 19)

state without fear of contradiction that it is not possible to predict every contingency. To meet and solve these contingency problems, the *Systems Engineering Directorate* was established.

This directorate has the basic mission of assuring the integrity, reliability, and maintainability of Army aircraft systems/subsystems and ground support equipment, armor systems, materials, avionics, and other installed systems.

To perform this mission, each type of aircraft system has a Project Engineer Office whose mission is to integrate all engineering functions, components, and subsystems and assure their proper interface and compatibility throughout one specifically assigned aircraft's life cycle. In this capacity, the aircraft system Project Engineer Office, based on total engineering support of fielded systems, provides feedback data on system/subsystems/component deficiencies and problems to the *Flight Standards & Qualification Directorate* for update of aeronautical design standards, military specifications, and military standards.

Feedback to all

This office also supplies feedback data on system/subsystem/component deficiencies and problems to the *Research and Development Directorate*, Commodity Commands, Agencies, Offices, and Labs participating in or interfacing with the aircraft system for resolution. Within the *Systems Engineering Directorate*, the Aircraft System Project Engineer Office is supported by other divisions responsible for detailed systems engineering in major functional areas. The Systems Project Engineer Office interfaces with his counterparts in all Commodity Commands, Agencies, Offices and Labs participating in or interfacing with the aircraft system to assure proper integration and compatibility of all subsystems/components and proposed modifications.

In summary, the Aircraft System Project Engineer Office is the point of contact and coordinator for all engineering actions for

the Project Manager, Commanding Officer of Research, Engineering and Data Activity, AVSCOM Directorates, Commodity Commands, Agencies, Offices, and Labs participating in or interfacing with the aircraft system. The Aircraft System Project Engineer Office is responsible to the Commanding General of AVSCOM thru the Systems Engineering Director; Research, Engineering and Data Activity Commanding Officer; and the Project Manager for all technical aspects of aircraft systems when fielded and throughout their subsequent life cycle.

TDC&S

The acquisition and maintenance of technical data also plays an essential role in this activity's participation in systems management. The level of excellence achieved in this area dictates the quality of performance in research and engineering activities conducted within an aircraft system's life cycle. Data acquisition is the responsibility of our *Technical Data, Cataloging and Standardization Directorate*, TDC&S for short.

The term "data acquisition" means any drawings, blueprints, specifications, parts breakdowns, and maintenance publications to be used to catalog, identify, and maintain items of supply to be used on Army aircraft, ground support, and aerial delivery equipment. A portion of all contracts is devoted to placing a requirement on the contractor to provide all required technical data for each and every new item. *TDC&S Directorate* maintains the necessary controls and surveillance on this requirement.

Further, when a new aircraft system or ground support equipment is introduced, wheels are set in motion for an analysis, evaluation, and processing of all parts and components. All determinations and data are maintained on a computer record and are constantly under automated and technical personnel surveillance throughout their life cycle in the AVSCOM Supply System.

TDC&S Directorate is also responsible for obtaining Federal Stock Numbers on those repair parts and components cataloged within the Department of Defense in the Federal Cataloging Program. This function includes

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**THE ARMY AVIATION
ASSOCIATION OF AMERICA**



**ELEVENTH ANNUAL
MEETING**

OCTOBER 16-17, 1969

SHERATON-PARK HOTEL

WASHINGTON, D. C.

*FOR THE AVIATION
Branch of the
Association of
Army Men
in Embroidered
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AAAA ORIGIN

The Army Aviation Association of America (AAAA) was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional-technical societies in existence, the AAAA has grown rapidly, receiving membership support of the majority of those military and civilian persons having an interest in this segment of the Armed Forces.

GENERAL PURPOSES

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

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

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

SPECIFIC OBJECTIVES

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

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

Stimulating good fellowship nationally, regionally, and locally.

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

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

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

Maintaining historical records of Army aviation.

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

Recognizing outstanding contributions within Army aviation.

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

SPECIFIC PROGRAMS

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

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

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

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

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

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

General Hamilton H. Howze,
AAAA's national president,
directs a question to the
non-member in asking . . .

Why Belong?

Why belong to the AAAA?

There are a number of reasons, but one is compelling. I'll therefore devote all my words to that one.

The answer is simply the satisfaction of belonging to an association of the professionals (the military pros, plus those in the aviation industry) in what is still a new and unique endeavor. Army aviation is a development unmatched elsewhere in the world — it is a pioneer effort, following uncharted paths, upsetting all previous ground combat theory, building its doctrine on its own experience because there is no other comparable experience.

Meanwhile other military forces, world-wide, watch and learn. Our allies are carefully developing their own capabilities, much on the pattern of ours and on the basis of what we demonstrate will work, and what won't. We may confidently assume that even our friends in Moscow study no other non-Soviet military development more closely than they do that of US Army Aviation.

Airmobile tactics are revolutionary. No weaker statement will adequately present the case. Military history will never again record a major engagement (one of both adversaries being modern powers) in which vertical rising aircraft do not play a prominent — and frequently the decisive — part. There are practically no combat or combat support units in the Army whose battle mission cannot be better accomplished by the addition of a few light aircraft; but more important than this is the combat potential of air cavalry formations and airmobile infantry divisions. The 1st Cavalry and the 101 Airborne Divisions (Airmobile) are the

two most powerful divisions, for most applications, in the world.

In spite of all this, our Army has no aviation branch. We don't think it should have — an indispensable characteristic of our sort of aviation is its integration into practically all branches of the Army. But for lack of an aviation branch something is necessary to hold together all who belong to Army Aviation, to afford them a society of their own and the strength and pleasure which comes from association with those who share, or have shared, the same exhilarations and dangers, who speak the same professional language, and who in their daily endeavors are changing, forever, the art and science of war on the surface of the earth.



Hamilton H. Howze

Hamilton H. Howze
General, U.S. Army (Ret.)
President, AAAA, 1967-69

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The Officers and vice presidents of AAAA are elected for three-year terms at the Annual Meeting. The executive vice president serves as a five-year national board appointee. National members-at-large are appointed by the president for one-year terms. The regional member-at-large is elected by the USAREUR Chapter presidents for a one-year term. Chapter members-at-large are Chapter presidents representing those Chapters with 150 or more members.





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The Officers and Vice Presidents of the AAAA are elected for three-year overlapping terms of office at the Annual Meeting, three to four new members being elected each year at the general membership meeting. The Executive Vice President serves as a five-year National Executive Board appointee. National Members-at-Large are appointed by the President for one-year terms. The Regional Member-at-Large is elected by the USAREUR Chapter Presidents for a one-year term. Chapter Members-at-Large are those CONUS Chapter Presidents representing activities with 150 or more members.



**ELEVENTH
ANNUAL
MEETING**

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(Listed as Received)

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DELEGATES:

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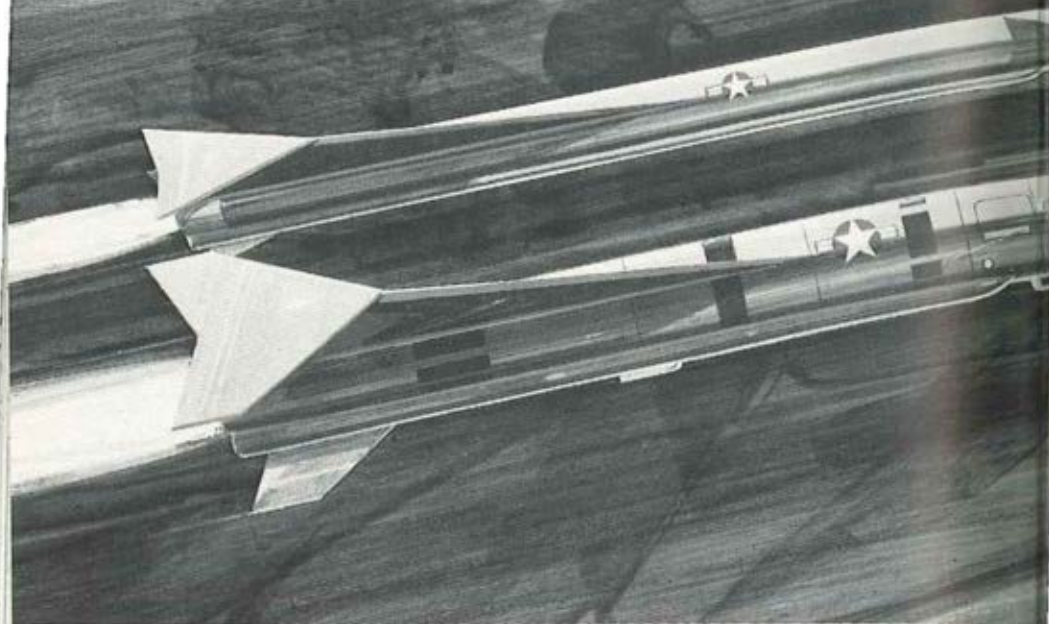
ADDITIONAL DELEGATE AUTHORIZATIONS

The CHICAGO CHAPTER is authorized 3 Delegates.

The FT. RILEY CHAPTER is authorized 3 Delegates.

The eight remaining Chapters in the USAREUR Region are authorized an additional 22 Chapter Delegates.

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Even a casual look at this performance comparison chart will tell you that the two Beechcraft target missiles will give tactical missiles a good test.

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■ STATEMENT REQUIRED BY THE ACT OF OCTOBER 23, 1962; SECTION 4369; TITLE 39 OF THE UNITED STATES CODE SHOWING THE OWNERSHIP, MANAGEMENT AND CIRCULATION as filed on October 1, 1969, on "ARMY AVIATION MAGAZINE" published monthly at 1 Crestwood Road, Westport, Conn. 06880.

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

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

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

a. Total no. of copies printed: 13,114 (12,506).

b. Paid Circulation:
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2. Mail Subscriptions: 12,092 (11,327).

c. Total Paid Circulation: 12,092 (11,327).

d. Free Distribution by mail, carrier or other means: 234 (410).

e. Total Distribution (Sum of c and d): 12,326 (11,737).

f. Office use, left-over, unaccounted or spoiled after printing: 788 (569).

g. Total (Sum of e and f — should equal net press run shown in a): 13,114 (12,506).

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

ARTHUR H. KESTEN
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1969 AAAA PROFESSIONAL PROGRAMMING

THURSDAY, 16 OCTOBER

1040-1045 — Introduction to 1969 AAAA Annual Meeting Professional Programming by Major General Robert R. Williams, Deputy Assistant Chief of Staff for Force Development, Department of the Army, and the Chairman, Programming Subcommittee, 1969 AAAA Annual Meeting.

1045-1135 — Map Exercise with planning title of "The Impact of Air-mobility on the European Battlefield." Presented by the U.S. Army Infantry Center. The map exercise will compare the effectiveness of a Brigade with airmobile assets and a Brigade with conventional assets in attack and delay roles against an armored force in Europe.

1430-1615 — "Airmobile 79 — The Need for Further Research Efforts." General theme of the presentation was selected on the premise that while much progress has been made in cockpit related hardware, few advances have been made in the hardware needed to construct and improve the airspace around the landing zone (LZ), to move cargo and equipment within the LZ, and to move, service, and protect the aircraft within the LZ. It is planned to discuss present approaches to these problems and to impress industry with the urgency for research efforts in this area. Presentation by the U.S. Army Aviation Center.*

1430-1615 — Army Aviation Personnel Seminar. An open discussion of the responses received in connection with the AAAA - OPXAA questionnaires disseminated in August through the worldwide Chapter activity structure. The discussion areas are keyed to career guidance, flight pay, promotion, assignment, and pertinent personnel subjects as they apply to junior officers and aviation warrant officers today. The discussion will be followed by an open question and answer period. Seminar arranged by the Executive for Army Aviation, Officer Personnel Directorate, OPO.*

FRIDAY, 17 OCTOBER

0900-0950 — "The Hawks and Doves of Safety." The use of safety data in the design of future aircraft and equipment. The USABAAR presentation will cover the full spectrum of the aviation safety program, to include the gathering of safety data, extracting the useful data, and determining how the data can be used to improve the safety design of aircraft and equipment.

1000-1050 — "Radicalism and Army Aviators." A presentation by Major General G. P. Seneff, Jr., STRICOM. A comparison of the change that has taken place in the various services and branches over the years and the prophecy that if Army Aviators are not careful, they, too, will become yesterday's radicals.

*Concurrent programming.



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PROGRAM

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GENERAL HAMILTON H. HOWZE, USA (RET.)
President, Army Aviation Association of America

Invocation—

BRIGADIER GENERAL NED R. GRAVES
Deputy Chief of Chaplains, U.S. Army

Presentations—

The Aviation Soldier of the Year Award
Presented by
THE HONORABLE STANLEY R. RESOR
Secretary of the Army

The Outstanding Aviation Unit Award
Presented by
GENERAL WILLIAM C. WESTMORELAND
Chief of Staff, U.S. Army

The James H. McClellan Aviation Safety Award
Presented by
THE HONORABLE HOWARD E. HAUCERUD
President, James H. McClellan Foundation

The Army Aviator of the Year Award
Presented by
GENERAL BRUCE PALMER, JR.
Vice Chief of Staff, U.S. Army

Introductions—

DISTINGUISHED SERVICE CROSS WINNERS
1968-1969

Benediction—

BRIGADIER GENERAL NED R. GRAVES
Deputy Chief of Chaplains, U.S. Army



**MAJOR
PATRICK H. BRADY**
"AVIATOR OF THE YEAR"



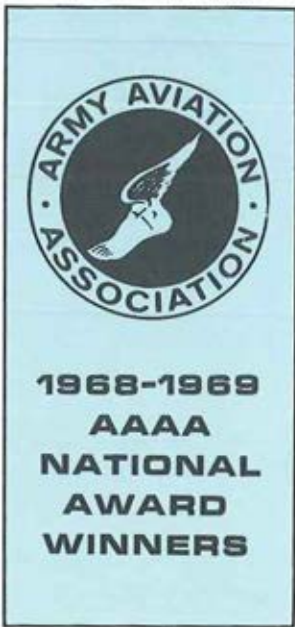
**COLONEL
RUSSELL P. BONASSO**
"McCLELLAN AWARD WINNER"



**SERGEANT FIRST CLASS
WILLIAM R. BAUM**
"AVIATION SOLDIER OF THE YEAR"



**LIEUTENANT COLONEL
KENNETH J. BURTON**
CO, "OUTSTANDING AVIATION UNIT"



**COMMAND SGT MAJOR
WILLIAM H. BENNETT**
CSM, "OUTSTANDING AVIATION UNIT"

THE ARMY AVIATION ASSOCIATION OF AMERICA

ELEVENTH ANNUAL AAAA HONORS LUNCHEON

NATIONAL AWARDS 1968-1969

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD
Established to honor the memory of James H. McClellan, an Army
Aviator who was killed in an aircraft accident 22 July 1958

Presented to
COLONEL RUSSELL P. BONASSO

THE ARMY AVIATOR OF THE YEAR AWARD
Established by the
Army Aviation Association of America

Presented to
MAJOR PATRICK H. BRADY

THE OUTSTANDING AVIATION UNIT AWARD
Established by the
Army Aviation Association of America
and sponsored by the
Hughes Tool Company—Aircraft Division

Presented to the
25th Aviation Battalion, 25th Infantry Division
U.S. Army, Vietnam
and accepted for the unit by
LIEUTENANT COLONEL KENNETH J. BURTON
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THE AVIATION SOLDIER OF THE YEAR AWARD
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Presented to
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DISTINGUISHED GUESTS

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MAJOR PATRICK H. BRADY
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PREVIOUS WINNERS OF AAAA AWARDS

THE ARMY AVIATOR OF THE YEAR AWARD

In 1959, Captain James T. Kerr, assigned to the U.S. Army Transportation Test and Support Activity, Fort Rucker, Ala., received the first "Army Aviator of the Year Award."

Chief Warrant Officer Clifford V. Turvey, assigned to the U.S. Army Aviation Board, Fort Rucker, Ala., received the Award for 1960.

In 1961, Chief Warrant Officer Michael J. Madden, assigned to the U.S. Army Transportation Board, Fort Eustis, Va., was named "Army Aviator of the Year."

Captain Leyburn W. Brockwell, Jr., of Headquarters, XVIII Airborne Corps, Fort Bragg, N.C., received the Award for 1962.

Captain Emmett F. Knight, 57th Aviation Company (Vietnam), was named the 1963 "Army Aviator of the Year," receiving his award from the Honorable Stephen Ailes.

In 1964, Major Marquis D. Hilbert, Aviation Officer at the John F. Kennedy Center for Special Warfare, Fort Bragg, N.C., received the "Army Aviator of the Year Award."

Major Paul A. Bloomquist, Commanding Officer of the 57th Medical Detachment (Helicopter Ambulance), Vietnam, received the 1965 "Army Aviator of the Year Award" from Under Secretary of the Army David E. McGiffert.

The "Army Aviator of the Year Award" for 1966-1967 was presented to Captain James A. Scott, III, of the 219th Aviation Company (USARV). The Honorable Robert A. Brooks, Assistant Secretary of the Army (I&L), presented the award.

Chief Warrant Officer Jerome R. Daly of the

AAAA NATIONAL AWARD SPONSORS

The "Outstanding Aviation Unit Award" is sponsored by the Hughes Tool Company — Aircraft Division of Culver City, California. The "James H. McClellan Aviation Safety Award" is sponsored by the James H. McClellan Memorial Foundation. The "Army Aviator of the Year Award" and the "Aviation Soldier of the Year Award" are sponsored by the Army Aviation Association.

219th Aviation Company (USARV) received the 1967 Award from the Honorable Russell D. O'Neal, Assistant Secretary of the Army (R&D).

General Bruce Palmer, Jr., Vice Chief of Staff, presented the 1968 Award to Captain Robin K. Miller of the 114th Assault Helicopter Company (USARV).

THE OUTSTANDING AVIATION UNIT AWARD

In 1960, the First Reconnaissance Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), Fort Carson, Colorado, received the first "Outstanding Unit Award." Lt. Colonel Robert F. Tugman, CO of the unit, accepted the trophy from Lt. General John C. Oakes, Deputy Chief of Staff for Military Operations, Department of the Army, on behalf of the personnel of his unit.

In 1961, the 937th Engineer Company (Aviation) (Inter-American Geodetic Survey), Fort Kobbe, Canal Zone, received the "Outstanding Aviation Unit Award." Lt. Colonel Jack W. Ruby, the unit's commanding officer, accepted the trophy from General George H. Decker, Chief of Staff, U.S. Army.

The winner of the "Outstanding Unit Award" in 1962 was the 45th Transportation Battalion (Helicopter), APO 143, San Francisco, Calif., commanded by Lt. Colonel Howard B. Richardson. Subordinate units sharing the award included the 8th, 57th, and 93rd Transportation Companies (Lt. Hel), and the 18th Aviation Company. General Earle G. Wheeler, Chief of Staff, U.S. Army, presented the trophy to Majors Milton P. Cherne and William J. Tedesco.

The U.S. Army Utility Tactical Transport Helicopter Company (Vietnam) was awarded the "Outstanding Aviation Unit" trophy in 1963. Gen. Barksdale Hamlett, Vice Chief of Staff, U.S. Army, presented the Award to Major Ivan L. Slavich, commanding officer.

In 1964, the 11th Air Assault Division and the attached 10th Air Transport Brigade, Fort Benning, Ga., jointly received the "Outstanding Aviation Unit Award." The trophy was presented by General Harold K. Johnson, Army Chief of Staff,



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to Major General Harry W. O. Kinnard and Colonel Delbert L. Bristol.

The 13th Aviation Battalion and its attached units received the "Outstanding Aviation Unit Award" for 1965. Two former commanding Officers of the Vietnam-based unit, Lt. Col. Jack V. Mackmull and J. Y. Hammack, accepted the trophy from Army Chief of Staff, General Harold K. Johnson, on behalf of their men.

The 1966-1967 "Outstanding Aviation Unit" was the 1st Cavalry Division (Airmobile), U.S. Army, Vietnam. General Harold K. Johnson, Army Chief of Staff, presented the trophy to Major General Harry W. O. Kinnard and Sergeant Major Kenneth W. Cooper, division representatives.

The 1st Aviation Brigade (Vietnam) received the Award for 1967-1968. General Harold K. Johnson presented the trophy jointly to Major General C. P. Seneff, Jr., Brigade Commander; Major Thomas W. Wheat, 174th Assault Helicopter Company; and Brigade Sergeant Major Douglas W. Sims.

General William C. Westmoreland, Chief of Staff, presented the 1968 Award to LTCs Raymond G. Lehman, Jr., Edward P. Lukert, Jr., and Paul C. Smithy, and SGM Ernest J. Winters, representing the 52d Combat Aviation Battalion (USARV).

THE JAMES H. McCLELLAN AVIATION SAFETY AWARD

In 1959, Major Arne H. Eliasson, assigned as the Chief of the Aviation Safety Division of Headquarters, Seventh U.S. Army, APO 46, New York, N.Y., received the "James H. McClellan Aviation Safety Award."

Colonel John L. Inskeep, Commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Tex., and Raymond L. Thomas, General Manager of the Southern Airways Company contract operations at that facility, received the 1960 Award jointly.

The "James H. McClellan Aviation Safety Award" was not presented in 1961.

Colonel Spurgeon H. Neel, Jr., the Commandant of the U.S. Army Hospital at Fort Rucker, Ala., was the 1962 winner.

In 1963, Colonel James F. Wells, Military Advisory Assistance Group, Republic of China (Taiwan), was named the winner.

Colonel Conrad L. Stansberry received the "James H. McClellan Aviation Safety Award" in 1964 for his contributions to flight safety as the Aviation Officer, Hqs. USAREUR.

In 1965, Mr. Ralph B. Greenway, Air Safety Specialist, Department of the Army, was named the winner for his outstanding contributions to the Army Aviation Safety Program.

Gerard M. Bruggink, a safety specialist with the U.S. Army Aviation Board for Aviation Accident Research, Fort Rucker, Ala., received the 1966-1967 Award at the 1966 Annual Meeting.

In 1967, Captain Cary F. Ramage, a unit safety officer with the 228th Assault Helicopter Battalion (Vietnam), was named the winner.

Francis P. McCourt, U.S. Army Aviation Laboratories, Fort Eustis, Va., received the "McClellan Aviation Safety Award" in 1968.

THE AVIATION SOLDIER OF THE YEAR AWARD

In 1961, Master Sergeant Robert R. Young, Flight Operations Chief, Airfield Operations Command, Fort Rucker, Ala. was named the "Aviation Soldier of the Year," receiving the Award from the Honorable Elvis J. Stahr.

The Honorable Stephen Ailes, then Under Secretary of the Army, presented the 1962 Award to Specialist First Class James C. Dykes of the 255th Signal Detachment (Vietnam).

The 1963 Award was made to Sergeant First Class James K. Brock, Maintenance Chief of the 1st Aviation Company (Caribou) (Vietnam), by the Honorable Cyrus R. Vance, then Secretary of the Army.

Sergeant First Class Robert M. George of the UTT Company (Vietnam) was named the 1964 "Aviation Soldier of the Year." The Honorable Stephen Ailes, Secretary of the Army, made the presentation.

In 1965, Master Sergeant Cyril G. Manning, Operations Sergeant of the 13th Aviation Battalion, Vietnam, received the award from Secretary of the Army Stanley R. Resor.

Sergeant First Class Donald A. MacNevin, 114th Aviation Company, Vietnam, was selected as the 1966-1967 "Aviation Soldier of the Year." General Frank S. Besson, Jr., Commanding General, Army Materiel Command, made the 1966 presentation.

In 1967, Specialist Fifth Class Dennis L. Falo, a crew chief serving with the 1st Cavalry Division (Airmobile), was selected as the winner, receiving the award from Secretary of the Army Stanley R. Resor.

Secretary of the Army Stanley R. Resor presented the 1968 Award to SFC Jesse J. Dodson, Jr., 405th Transportation Maintenance Detachment (USARV).

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CHANGE OF COMMAND

FT. WOLTERS — Shown on the reviewing stand at the September 12 Change of Command ceremonies held at the U.S. Army Primary Helicopter Center are, from left to right (front row), Lieutenant General Harry Critz, Fourth U.S. Army commander; Colonel Lloyd G. Huggins, departing Ft. Wolters commander; and Colonel James D. Bowen, new Center commander and commandant of the Army Primary Helicopter School. Colonel Bowen served as the assistant chief of staff, G1, at the U.S. Army Aviation Center prior to assuming the duties of assistant commandant of USAPHs in September, 1968. A Master Army Aviator, he completed Army liaison pilot training in 1947, and earned his helicopter wings in 1955.



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UP, UP, AND AWAY!

CU CHI, VIETNAM — A U.S. Army CH-54A Skycrane is shown in the process of moving an observation tower out of the firing lane of a 105mm howitzer of Alpha Battery, 1st Battalion, 8th Artillery (gun emplacement is seen at the far right). The battery had just set up its new emplacements along the east perimeter of the Cu Chi base camp which serves as the headquarters for the 25th Infantry Division. The "Up, Up, and Away" operations of the heavy lift helicopters in moving the towers is but one of the many forms of direct support rendered by rotary wing aircraft to the furtherance of the artillery mission.

(USA photo)



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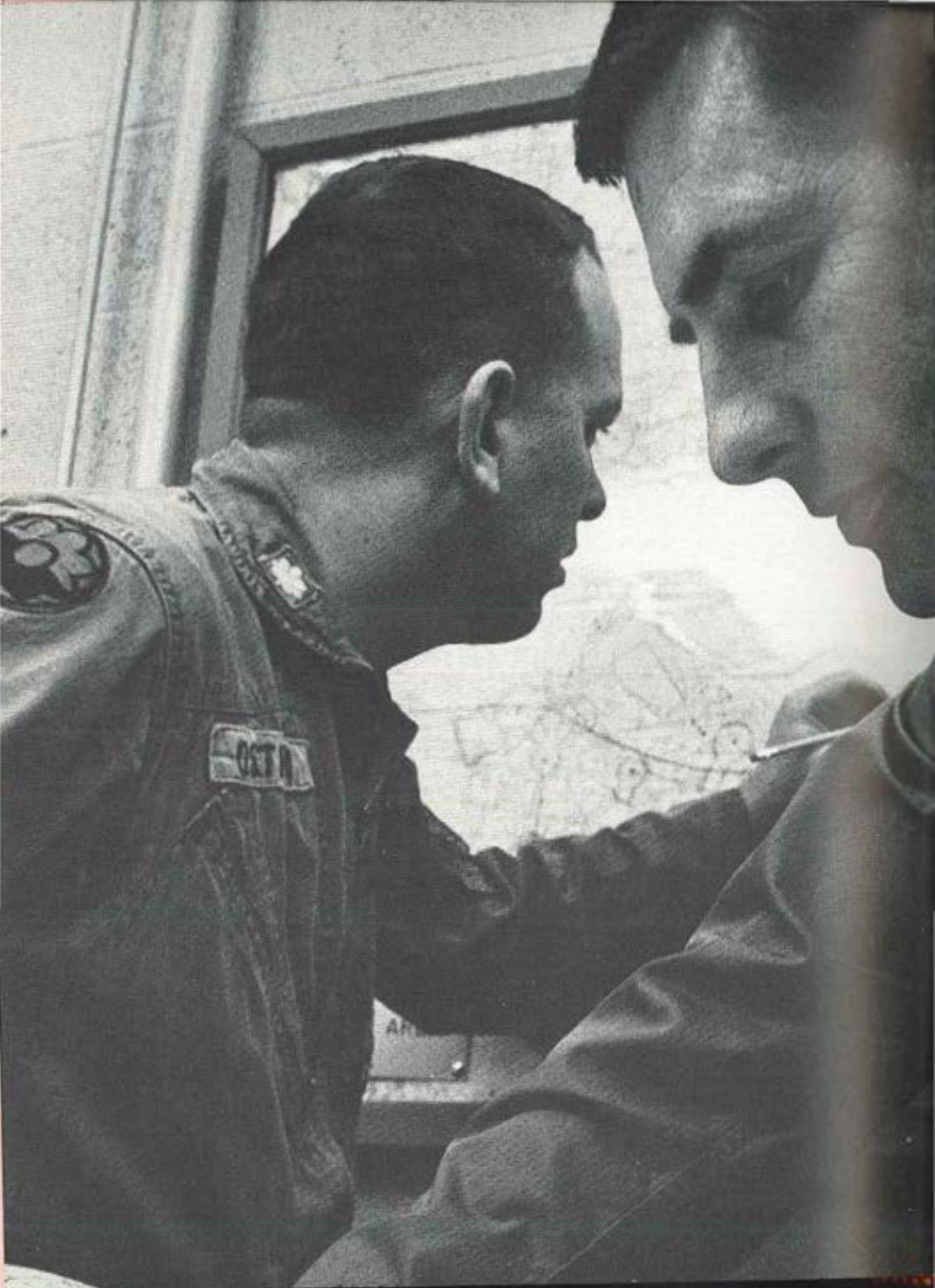
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25,000 HOURS

ABERDEEN PG — Army Aviators with more than 25,000 hours of accident-free flying time to their credit pose with Major General Frank M. Izenour, commanding general of the Test and Evaluation Command, following ceremonies in which they received Aviation Safety Awards in recognition of their individual achievements. From left are COL Raymond E. Johnson (6,700 hours); LTC Robert W. Wood (3,300); LTC Thomas G. Ziek (2,700); Gen. Izenour; LTC Richard A. Humes (2,700); LTC Bertram G. Leach (3,700); and LTC Marvin H. Dorr (3,100). MAJ Richard K. Eakley (2,700 hours) was not present for the photo. TECOM aviators need 2,000 hours of accident- and incident-free flying time to qualify for the award.



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AVSCOM IN TRANSITION

(Continued from Page 20)

communication with other DA and DOD activities on all cataloging data and the maintenance of this data throughout the life cycle of the items. The magnitude of this operation can best be expressed by the fact that there are presently almost 215,000 AVSCOM managed and used items in the Federal Cataloging Program of which 13,000 represent new items introduced in the past year.

Further, their publications program is highly active in providing current operational, maintenance, and repair parts listings. Over 135,000 pages of data covering all Army aircraft and related ground support and aerial delivery equipment are presently published and being maintained. Annually, almost 100,000 pages are produced which cover new equipment and changes to existing publications.

Finally, under *TDC&S Directorate* is the Aerial Delivery Liaison Office at Fort Bragg, N.C., which monitors and reports progress on the testing of parachutes and other aerial delivery equipment being conducted by the *Airborne, Electronics and Special Warfare (AESW) Board*.

New member in family

One of the newest members of this activity's family of directorates is *Systems and Cost Analysis Directorate*.

Early in FY 68, General Norton asked his Management Study Team to investigate the scattering of "cost" activities throughout his Command. Earmarked for study were such activities as: Cost Effectiveness Studies; Life Cycle Cost Studies; Cost Analysis Studies, and Cost and Economic Information Systems.

The findings of this study indicated that, though the Cost and Economic Information Systems functions were closely related with the procurement activity, the Cost and Economic Information Systems correlation with the cost-effectiveness studies and cost analysis would be greater. In addition, systems cost would be located in one area. Thus, the Cost and Economic Information Systems activity was consolidated with Cost Analysis Studies

and Special Studies Office, and the *Systems and Cost Analysis Directorate* was established as a separate entity within this Activity.

I have recognized the following advantages of this consolidation of functional areas:

Costing activities within the Command, with the exception of contract pricing, are now centralized and the duplication that existed previously in the scattered "cost" activities has been eliminated.

Cost-effectiveness studies received total systems cost input for cost-effectiveness and life cycle cost studies. In turn, the studies and techniques developed can be utilized in the cost analysis activities so that the interface enhances overall technical proficiency.

A focal point for systems and cost analysis within the Command has been established for higher headquarters, other activities, and project managers.

An integrated life cycle cost system is capable of being formulated within an organizational entity.

The development of a centralized data bank of cost information including historic data from major contractors, trend data, industry-wide labor rate data, typical experience factors, and statistical data is possible for use in life cycle costing, cost-effectiveness studies, resource allocation, and other economic analysis efforts. This has resulted in a new effective tool being available for my review and analysis whenever needed.

Binding us together

Finally, for effective control of this activity's planning, programming, and evaluation activities, a separate Program Control Office was established. I have assigned the office the responsibility of exercising control over resource requirements such as funds, manpower, facilities, and equipment, as well as mission and function assignments. This office is the coordinating and cohesive factor which binds this activity together.

As can be determined by the above brief discussion, this activity is composed of diverse, but complementary, functional areas which contribute to the advancement of aviation research and development within the life-cycle system of Army aircraft management.

OBITUARIES

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

AMEIGH — In Vietnam, Warrant Officer James K. Ameigh, 1st Infantry Division, due to hostile action on June 24, 1969; son of Mr. and Mrs. John E. Ameigh, Mountain View, Arkansas.

ARANN — In Vietnam, Chief Warrant Officer Richard M. Arann, 17th Aviation Group, due to hostile action on June 24, 1969; husband of Mrs. Catherine Arann, 2103 Cromwell Drive, Norfolk, Virginia.

ARNOLD — In Vietnam, Major Robert W. Arnold, 334th Aerial Weapons Company, due to an aircraft accident on May 22, 1969; husband of Mrs. Emily M. Arnold, 2 Spanish Moss Court, Savannah, Georgia.

BAKER — In Vietnam, Specialist Fourth Class Ronald R. Baker, 12th Aviation Group, due to hostile action on June 5, 1969; son of Mr. John P. Baker, 122 Handley Street, Santa Cruz, California.

BECK — In Vietnam, Chief Warrant Officer Gregory G. Beck, 4th Infantry Division, due to an aircraft accident on May 18, 1969; husband of Mrs. Schyrrrell A. Beck, 1318 W. Cerritos Avenue, Anaheim, California.

BEDFORD — At Fort McClellan, Alabama, Captain Gerald E. Bedford, Aviation Detachment, due to an aircraft accident on June 27, 1969; husband of Mrs. Barbara D. Bedford, 3634B Morton Road, Fort McClellan, Ala.

BONINE — In Vietnam, Chief Warrant Officer Thomas M. Bonine, 1st Infantry Division, due to hostile action on June 3, 1969; son of Mr. and Mrs. Marvin C. Bonine, 18236 Yellow Wood Way, Irvine, California.

BOSENBARK — In Vietnam, Warrant Officer Samuel G. Bosenkark, 1st Cavalry Division, due to hostile action on June 6, 1969; husband of Mrs. Janet A. Bosenkark, 327 Arbor Avenue, Monroe, Michigan.

BRESKI — In Vietnam, First Lieutenant Joseph Breski, Jr., 1st Cavalry Division, due to hostile action on June 6, 1969; son of Mr. and Mrs. Joseph Breski, Sr., 322 Cleveland Street, Kittanning, Pennsylvania.

BRYAN — At Fort McClellan, Alabama, Captain William R. Bryan, Aviation Detachment, due to an aircraft accident on June 27, 1969; son of Mr. and Mrs. Robert R. Bryan, Route #3, Box 165, DeRidder, Louisiana.

BRYANT — In Vietnam, Captain Johnny L. Bryant, 334th Aerial Weapons Company, due to an aircraft accident on May 22, 1969; son of Mr. and Mrs. John L. Bryant, 1122 West Broadway, Maryville, Tennessee.

CAHILL — In Vietnam, First Lieutenant Carl T. Cahill, 1st Cavalry Division, due to hostile action on June 1, 1969; son of Mrs. Mary A. Cahill, 439 Crestwood Avenue, Akron, Ohio.

CASEY — In Vietnam, Warrant Officer James P. Casey, 4th Infantry Division, due to an aircraft accident on May 18, 1969; husband of Mrs. Marsha Casey, Apt. 46, Windsor Arms Apartments, 12409 Largo Drive, Savannah, Georgia.

CARR — In Vietnam, Captain George D. Carr, 1st Aviation Brigade, due to hostile action on June 18, 1969; husband of Mrs. Jean A. Carr, 1325 Sandstone Drive, Corpus Christi, Texas.

CRISP — In Vietnam, First Lieutenant Jimmy W. Crisp, 269th Aviation Battalion, due to hostile action on June 5, 1969; husband of Mrs. Elizabeth B. Crisp, Post Office Box 531, Menard, Texas.

DePALMA — In Vietnam, First Lieutenant Thomas C. DePalma, 210th Aviation Battalion, due to hostile action on May 22, 1969; husband of Mrs. Cheryl A. DePalma, 16 Hyatt Street, Providence, Rhode Island.

ELBRACHT — In Vietnam, First Lieutenant William M. Elbracht, 9th Infantry Division, due to an aircraft accident on June 25, 1969; son of Lieutenant Colonel and Mrs. William A. Elbracht, 8721 McNair Drive, Alexandria, Virginia.

FUCHS — In Vietnam, Captain Gregory G. Fuchs, 101st Airborne Division, due to hostile action on June 4, 1969; son of Mrs. Catherine M. Fuchs, 7975 McCreery Road, Brecksville, Ohio.

GOSS — At Dothan, Alabama, Chief Warrant Officer W. J. Goss, 376th Transportation Company, Aviation Maintenance, General Support, (Reserve Unit), due to an aircraft accident on June 7, 1969; son of Mr. Curtis D. Goss, Box 125, Route 7, Nacogdoches, Texas.

GREEN — In Vietnam, Warrant Officer Kish L. Green, 1st Cavalry Division, due to an aircraft accident on June 15, 1969; husband of Mrs. Margo M. Green, 14924 Roscoe Boulevard, Apartment 12, Panorama City, California.

HAIRE — In Vietnam, Warrant Officer Benjamin W. Haire, 52nd Aviation Battalion, due to hostile action on May 20, 1969; son of Mr. and Mrs. Levi O. Haire, 6225 South Expressway, Lot 63, Avalon Trailer Park, Jonesboro, Georgia.

HARKER — In Vietnam, Warrant Officer Jack A. Harker, Jr., 1st Cavalry Division, due to hostile action on June 9, 1969; son of Mr. and Mrs. Jack A. Harker, Sr., Travel Inn Motel, 103 Gibbons Avenue, Post Office Box 393, West Yellowstone, Montana.

OBITUARIES

KONYU — In Vietnam, Warrant Officer William M. Konyu, 101st Airborne Battalion, due to hostile action on April 16, 1969; brother of Miss Patricia A. Konyu, 819 Wilbur Avenue, Phillipsburg, New Jersey.

KUMMINGS — In Vietnam, Captain James A. Kummings, 307th Aviation Battalion, due to hostile action on June 4, 1969; husband of Mrs. Paula G. Kummings, 2116 Schuyler Avenue, Lafayette, Indiana.

LAYMAN — In Vietnam, Warrant Officer Robert E. Layman, Jr., 54th Medical Detachment, due to hostile action on May 22, 1969; son of Mr. and Mrs. Robert E. Layman, Sr., 35 Hollow Brook Road, Poquonock, Conn.

LILES — In Vietnam, Warrant Officer Ephriam R. Liles, Jr., 1st Cavalry Division, due to hostile action on July 4, 1969; son of Mr. and Mrs. Ephriam R. Liles, Sr., 103 Glassy Mountain Street, Pickens, South Carolina.

MARTIN — In Vietnam, Warrant Officer Steven L. Martin, 222nd Aviation Battalion, due to hostile action on May 31, 1969; son of Mr. and Mrs. Warren C. Martin, 3828 West 17th Street, Wichita, Kansas.

MAYER — In Vietnam, Warrant Officer Oscar C. Mayer, III, 11th Aviation Battalion, due to an aircraft accident on June 4, 1969; son of Mr. and Mrs. Oscar C. Mayer, Jr., Rural Delivery 1, Lititz, Pennsylvania.

MOODY — In Vietnam, Warrant Officer Stephen T. Moody, 1st Cavalry Division, due to hostile action on July 2, 1969; son of Mr. and Mrs. Charles T. Moody, 45 Webster Street, Malverne, New York.

MOORE — In Vietnam, Warrant Officer Douglas F. Moore, 52nd Aviation Battalion, due to hostile action on May 22, 1969; son of Mr. and Mrs. George V. Moore, 1 Taft Street, Ayer, Massachusetts.

OAKLEY — In Thailand, Lieutenant Colonel Eldon B. Oakley, assigned to USMACTHAI/JUSMAGTHAI, died due to injuries received in an automobile accident on May 9, 1969; husband of Mrs. Katherine A. Oakley, c/o Colonel Wilfred Arnold, Jr., Quarters 1-E, Wheeler Drive, Ft. McPherson, Georgia.

OWENS — In Vietnam, Warrant Officer Albert D. Owens, 9th Infantry Division, due to an aircraft accident on June 8, 1969; son of Mr. and Mrs. Albert C. Owens, P.O. Box 514, 724 Cedar Street, Mount Shasta, California.

PEARLSTEIN — In Vietnam, Warrant Officer Jerrold S. Pearlstein, 1st Cavalry Division, due to hostile action on June 19, 1969; son of Mr. and Mrs. Abraham Pearlstein, 7805 Westlawn Avenue, Los Angeles, California.

PHILLIPS — In Vietnam, Captain Dennis M. Phillips, 222nd Aviation Battalion, due to hostile action on May 31, 1969; husband of Mrs. Karen A. Phillips, 226 Falcon Drive, Irving, Texas.

PORTER — In Vietnam, First Lieutenant Donald J. Porter, 1st Cavalry Division, due to hostile action on June 2, 1969; husband of Mrs. Sharon L. Porter, 525 South Washington Street, Naperville, Illinois.

RICHARDSON — In Vietnam, Chief Warrant Officer Donald H. Richardson, 1st Infantry Division, due to hostile action on June 3, 1969; son of Mr. and Mrs. Harold E. Richardson, Box 646, Chester, California.

ROBERTSON — In Vietnam, Warrant Officer Allen H. Robertson, 1st Cavalry Division, on June 3, 1969; son of Mrs. Edna P. Robertson, 1209 McSpadden Street, Northwest, Knoxville, Tennessee, and Master Sergeant George H. Robertson, 1112 North Campbell Street, El Paso, Texas.

ROBINSON — In Vietnam, Captain Alvin B. Robinson, 256th Aviation Company, due to an aircraft accident on June 11, 1969; husband of Mrs. Joanne Robinson, 2004 Haring Road, Metairie, Louisiana.

SALANITRO — In Vietnam, Warrant Officer Gary C. Salanitro, 1st Aviation Brigade, due to hostile action on June 18, 1969; son of Mr. and Mrs. Charles Salanitro, 55 Pearwood Drive, Huntington Station, New York.

STUCK — In Vietnam, Warrant Officer Lawrence M. Stuck, 336th Aviation Company, died May 21, 1969; son of Mr. and Mrs. Lawrence A. Stuck, Jr., 1861 West Kimberly Road, Atlanta, Georgia.

VALE — In Vietnam, First Lieutenant Charles Vale, 1st Cavalry Division, due to hostile action on June 3, 1969; son of Mr. and Mrs. Charles F. Vale, 3600 Chickasaw Trail, Orlando, Florida.

WALTERS — In Vietnam, Warrant Officer Fredrick S. Walters, 54th Medical Detachment, due to hostile action on May 22, 1969; husband of Mrs. Ruby O. Walters, Lake Crystal Trailer Park, Lot 66, Columbus, Georgia.

WATSON — In Vietnam, Captain Richard W. Watson, Americal Division, due to hostile action on June 3, 1969; son of Brigadier General and Mrs. Paul C. Watson, 6839 Lemon Road, McLean, Virginia.

WILLIAMS — In Vietnam, Warrant Officer Roy K. Williams, 9th Infantry Division, due to an aircraft accident on June 25, 1969; husband of Mrs. Colleen R. Williams, 37986 Tralee Trail, Northville, Michigan.

ZAPPINI — In Vietnam, Warrant Officer Joseph V. Zappini, Jr., 11th Aviation Battalion, due to an aircraft accident on June 4, 1969; son of Mr. and Mrs. Joseph V. Zappini, 3815 East Finch Street, Orlando, Florida.

**THE ARMY AVIATION
ASSOCIATION OF AMERICA**

PROGRAM

WEDNESDAY, OCTOBER 15

0900 - 1900

REGISTRATION

OPO CAREER GUIDANCE

Justice Suite

1500 - 1830

HAPPY HOUR

CASH BAR

Gilded Cage

1900 - 2130

EARLY BIRDS' RECEPTION

CASH BAR

Gilded Cage

THURSDAY, OCTOBER 16

0800 - 2000

REGISTRATION

Justice Suite

0800 - 1700

OPO CAREER GUIDANCE

Justice Suite

0900 - 0945

AAAA GENERAL MEMBERSHIP

BUSINESS MEETING

The President's Annual Report;

Election of National Officers

for 1969-1972 Terms of Office

Park Ballroom. Registrants only

1000-1020

Break

1000 - 1030

Last call for Chapter Delegates'

Luncheon Tickets. (Open to all members).

1020-1025

Welcome and Keynote Remarks

Maj. Gen. Robert R. Williams,

Deputy Assistant Chief of Staff

for Force Development,

Department of the Army

Park Ballroom

1025-1115

*"The Impact of Airmobility
on the European Battlefield"*

A Presentation by the

U.S. Army Infantry Center

Park Ballroom

1115-1120

Stretch Break

1120-1150

Critique, Comments,

and Questions from the Floor

General Hamilton H. Howze, USA

(Ret.), Moderator

Park Ballroom

1030 - 1200

AAAA LADIES' BRUNCH

Room G-600. \$2 Ticket at Door.

1200 - 1415

CHAPTER DELEGATES' RECEPTION

AND LUNCHEON

Open to Members

Cotillion Room

1415 - 1430

NATIONAL EXECUTIVE BOARD

BUSINESS MEETING

Cotillion Room

1430 - 1515

*"Airmobile 79 — The Need for
Further Research Efforts."*

A Presentation by the

U.S. Army Aviation Center

Park Ballroom

THURSDAY, OCTOBER 16

1430 - 1515

Army Aviation Personnel Seminar
Panel discussion — Open Questions
and Answers for Junior Officer
and Warrant Officer Members
Seminar arranged by the Executive
for Army Aviation (OPXAA), OPO.
Wilmington Room

1515 - 1530

Break

1530 - 1615

Continuation of Afternoon
Professional Presentations
*Park Ballroom and
Wilmington Room*

1700 - 1800

Cub Club Reunion
Continental Room

1900 - 2030

PRESIDENT'S RECEPTION
Admission by Ticket.
Sheraton Hall.

2030 - 2400

"PASSENGER STOP"
Open Door Hospitality
Cash Bar
Delaware Suite

FRIDAY, OCTOBER 17

0900 - 1200

REGISTRATION
Justice Suite

0900 - 0950

"The Hawks and Doves of Safety"
A Presentation by the U.S. Army
Board for Aviation Accident
Research
Continental Room

THE ARMY AVIATION ASSOCIATION OF AMERICA

PROGRAM

0950 - 1000

Break

1000 - 1050

"Radicalism and Army Aviators"
A Presentation by
Maj. Gen. G. P. Seneff, Jr.,
U.S. Strike Command
Continental Room

1100 - 1200

HONORS LUNCHEON RECEPTION
Park Ballroom
Admission by ticket

1200 - 1415

ELEVENTH ANNUAL AAAA
HONORS LUNCHEON
Presentation of
AAAA National Awards

The Award to the
"Army Aviator of the Year"
The Award to the
"Aviation Soldier of the Year"
The Award to the
*"Outstanding Aviation Unit
of the Year"*
*"The James H. McClellan
Aviation Safety Award"*
Sheraton Hall

1445 - 1530

NATIONAL EXECUTIVE BOARD
BUSINESS MEETING
Justice Suite

1800 - 2030

DIEHARDS' RECEPTION
Delaware Suite

ARMY AVIATION

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



Bus stop

The Army with the Huey at its beck and call can transform any clearing, any meadow, any mountain top into a scheduled stop for the slickest omnibus of them all.

Whenever the call goes out for instant airlift, the Hueys leap into the sky, deliver the goods.

At the heart of their predictable performance, their combat-readiness, their weight-lifting ability is the low-cost Avco Lycoming T53 gas turbine.

It gets them there, and brings them back.

Its time-on-the-bench is so much less than you'd expect — with our modular design allowing replacement of worn or damaged sections in minutes — not hours.

Over the months, over the years, the T53 has proved that it stays on the job — even after ingesting gritty sand and hard-nosed bullets.