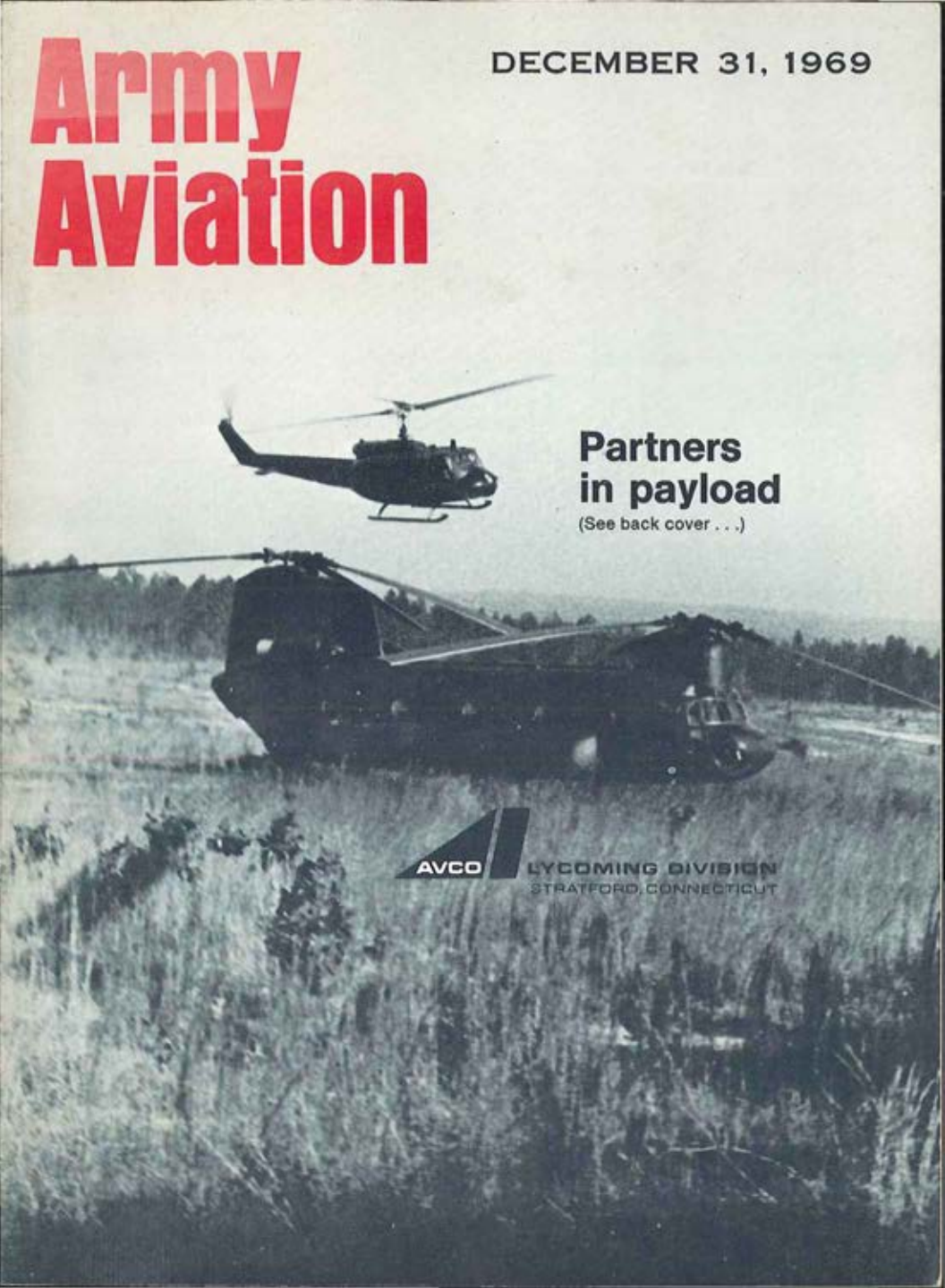


Army Aviation

DECEMBER 31, 1969



Partners in payload

(See back cover . . .)

AVCO

LYCOMING DIVISION
STRATFORD, CONNECTICUT



RESOLUTION

WHEREAS, Warrant Officers and Commissioned Officers in aviation units fly side by side and experience the same risks and face the same flight responsibilities, and

WHEREAS, an area of flight pay inequity exists between Warrant Officers and Commissioned Officers of corresponding grade, and the equalization of flight pay would correct the inequity and improve the morale and the selective retention of Warrant Officers,

BE IT RESOLVED that the Army Aviation Association of America, Inc. (AAAA) encourages and supports those actions undertaken by the Department of the Army to correct the current pay disparity between the Aviation Warrant Officer and the Commissioned Officer by equating the flight pay for a Warrant Officer to the corresponding Commissioned Officer for the grades W1/O1 through W4/O4.

(This Resolution was approved by the National Executive Board of the AAAA on 18 December 1969. A copy of the Resolution was forwarded to the Office of the Secretary of Defense in late December.)

ARMY AVIATION

DECEMBER 31, 1969

Endorsed by the Army Aviation Ass'n of America

CONTENTS

How far should we go with proponency?
by Colonel Jack W. Hemingway
Director of Army Aviation,
OACSFOR, Dept. of the Army 4

Supporting the Army's Aircraft Fleet
by Colonel Benjamin S. Silver
Deputy Support Commander
Logistics Support Activity, AVSCOM 8

"Equalization of Flight Pay" Aired
at AAAA-OPO Personnel Seminar
Career plans and problems discussed
at October, '69 AAAA Convention 13

Let's Prepare for Re-Direction!
Peacetime potential of Army Aviation
by Morris G. Rawlings 15

Mike Button
Q & A on Aviation Personnel Areas 21

13-Year FPPP Claims Totals 22

Report on Proposals of AAAA Junior
Officer/Warrant Officer Councils
Response to 39 separate inputs 23

PCS
Changes of Address and Residence 25

Obituaries 30

ADVERTISERS

Agrinautics 31

Avco Lycoming Division 1

Beech Aircraft Corporation 10-11

Sikorsky Aircraft Division Centerfold

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

Like it is...

First . . . a belated wish that your Christmas stocking did runneth over, and that you and yours enjoyed the recent Holidays. Flip the page and you'll see a more visual greeting from 32 of the Army's senior Aviation Warrant Officers!

We're in the midst of re-doing the entire magazine. New type faces, new columns, a new logo . . . In general, many individual steps that we feel will give the magazine a fresh and new appearance. This major overhaul should be completed by the February issue. A good many of the editorial suggestions were provided to us by the AAAA Junior Officer/Warrant Officer Member Councils, the activities of which are reported on pages 23 and 24.

On invitation, these same Councils have critiqued the AAAA and its programs, policies, and objectives, providing the Association's National Board with an insight into what Quad-A must and must not do, if it is to retain—and increase—its support from the junior member segment. One of the "must" actions is spelled out on the opposite page.

The paper stock is a little bit thicker this month, and for good reason! . . . For the first time since 1956 (a year in which we ended our moonlighting and turned a newsletter hobby into a full-time vocation), we've dropped below nine full page ads in an issue. The list at the bottom of the opposite column—representing 5½ pages of ads—indicates that the crunch is on . . .

We'll try our very best in the face of diminishing revenues and increasing production costs to turn out an informative quality product of which you can be proud. It's important, however, for us to tell you that it has always been industry advertising that has paid the freight, and has returned you such issues as the 64-page Convention and Directory Issues, and the 96-page Annual Equipment Issue.

Keep the copy coming!

A.H.K.



How Far Should We Go With Proponency?

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

AN impending change to AR 611-110 will soon formalize an earlier decision to allow Army Aviators to be assigned to all branches of the Army. Although it hasn't been very long since the decision was made, we already have several Military Police Corps aviators, quite a few in Military Intelligence, and even one in Ordnance.

Of course, the warrant officers are the backbone of our present aviator strength. They number more than 50% of the total and they alone comprise the "aviation branch." Commissioned aviators are scattered throughout the other branches with, as you would expect, the majority being in Artillery and Infantry.

Percentage totals . . .

Here's how a recent breakout looks percentage-wise:

<i>Infantry</i>	31.8%
<i>Field Artillery</i>	20.6%
<i>Transportation Corps</i>	14.8%
<i>Armor</i>	14.0%
<i>Engineers</i>	6.1%
<i>Signal Corps</i>	5.6%
<i>Air Defense Artillery</i>	3.8%
<i>Medical Service Corps</i>	2.6%
<i>GO, MP, MI, OD</i>	0.7%

Aviator assignments are made within the Office of Personnel Operations (OPO) by the career branch offices working in conjunction with the Executive for Army Aviation. As far as possible, aviation units which are functionally oriented toward a particular branch are assigned aviators from that branch, e.g., Armor officers to air cavalry units, Artillery officers to ARA units.

However, in all cases the branches have retained proponency for the individual aviators. This brings me to the real subject of this newsletter - *Proponency for aviation units*. In this sense, proponency is defined as the responsibility for organization and doctrine for the units.

The question of proponency for aviation units has received much attention in recent months. Since aviation is not a branch, who should be responsible for developing the tactics, doctrine and structure for these various organizations?



Members of AWOAC 70-1, the first Aviation Warrant Officer Advanced Course at USAAVNS, send a message to aviators worldwide. Rear, r-l, all CW-4s, PE Crossan, SJ Mowery, "H"—MR Music, "A"—HM Lenhardt, "P"—SF Ellis, "P"—GW Mantooth, "Y"—JH Dill, Jr., JA Walsh, & CD Hooks. Center row: JP Valaer, "H"—HL Knight, "O"—KA Mosser, "L"—BJ Fulbright, "I"—CF Max, "D"—

HF Kittredge, "A"—MJ Madden, "Y"—RW Maxwell, "S"—WJ O'Donnell & DR Joyce. Kneeling: JA Bell, "A"—JW Leonard, "W"—RR Elrod, "O"—KF Anderson, "A"—DR Holloway, "C"—M Rodriguez, DG Kidd, SR Foles, "7"—RW Prouty, "O"—RA Baney, "Dash"—WR Kirkpatrick, "1"—JE Brazil, & PL Pagano.

(USA photo)

The trend since 1960 has been for branches to assume increasing responsibility for that share of aviation which was logically branch identifiable. For example, TOE and doctrine for medical air ambulance units are developed by the Surgeon General; organizations in support of signal functions are developed by the Signal Corps. The same is true of certain engineer, transportation, artillery, and armor-oriented organizations.

However, pronponency for our mainline aviation units, such as *Huey* companies, *Chinook* companies, and gun companies, presently lies with the aviation agency of CDC.

Should pronponency for these units be given to the branches? The answer to this question is not simple.

The advantages . . .

Several obvious advantages accrue from assignment of pronponency for aviation units to the various branches:

... By assigning branch pronponency for aviation units, the full weight and support of

the branch is placed behind the aviation unit. The highly successful air cavalry units that we have in the force structure today illustrate this point clearly.

... The specialization in doctrine and technique afforded by branch pronponency promotes optimum development of the aviation unit and its equipment to meet branch requirements. Considering that members of a combat arm have a good understanding of each other's missions, there is an inherent back-up capability which can be provided from one unit to another, if required.

... The point has been made often that Army Aviation supports exceptionally well because it is provided from within the Army. By the same reasoning it can be argued that the placing of aviation units in the branches could improve aviation support.

. . . and the disadvantages

Several disadvantages are also apparent when pronponency for aviation units is assigned to branches:

PROPONENCY

(Continued from Page 5)

...Decentralization of proponency to branches would change the system of proponency which has developed organizations and doctrine that have been proved successful in combat.

...Changing proponency from aviation to the branches may be unnecessary. Artillery and tank units have not become infantry units when they are part of the infantry division.

...Distribution of proponency to the several branches sacrifices standardization in order to permit the development of specialized branch oriented organizations and doctrine. This could result in several TOE's for similarly equipped units. Branches might compete for modification to the same airframe.

...Branch oriented organizations might lack some of the flexibility of current aviation units in meeting the functional requirements of more than one branch.

Advantages apparent

From an overall point of view, the advantages gained from selected proponency are apparent. The unanswered question is: *How far should we go with proponency?*

Two structuring rules appear to be the basis for any rational approach to branch proponency. Units can be assigned to a branch based on the functions performed by the aviation unit, e.g., the aerial rocket artillery battalion of the airmobile division is an artillery unit. Application of this rule would assign proponency for separate assault helicopter companies to the infantry since the primary function of these units is to participate with infantry troops in the combat assault.

Aviation elements can also logically be given branch proponency based on the primary branch orientation of the parent unit, e.g., infantry proponency for the aviation detachment of the infantry brigade. Some aviation organizations follow both rules for proponency structuring such as the air cavalry troop of the air cavalry squadron.

The subject of proponency is currently



FORT WOLTERS — CPT Nguyen Van Nghia, center, the first Vietnamese Air Force officer to complete the MOI course at USAPHS, is shown with his flight commander, CPT Michael K. Nelson, left, and his instructor pilot, CPT Charles C. Swink. The two officers help him display the plastic cap disk worn to identify instructor pilots at the School. With 4,200 hours to his credit, CPT Nghia will serve as a remedial instructor for his countrymen now undergoing primary training at USAPHS.

CRASH RESISTANT FUEL SYSTEMS TO BE INSTALLED IN ARMY FLEET

The Department of the Army announced plans in mid-December to incorporate a new, Army-developed crash resistant fuel system (CRFS) in its fleet of nearly 11,600 aircraft.

The first aircraft to have the new, life-saving system will roll off the production line in the Spring of 1970. Nearly all Army aircraft are expected to be converted to CRFS by 1975.

The Army pointed-out that the new fuel system would have wide application in civil as well as military aviation. Designed for use in Bell UH-1D and H model helicopters built for the Army by Bell Helicopter Company, Ft. Worth, Texas, CRFS was also approved for use in Bell's AH-1G Cobras and the UH-1B and C model helicopters. The UH-1 series aircraft has been the mainstay of Army mobility in Vietnam.

being studied by CDC and the DA Staff. Logic and emotion sometimes become confused. I have raised the subject here for consideration and invite your constructive comment.

MERRY CHRISTMAS AND
HAPPY NEW YEAR!



AAAA FOUNDATION OFFERS \$3,500 IN SCHOLARSHIP AID

The AAAA Scholarship Foundation announces the availability of \$3,500 in 1970 scholarship assistance funds for the sons and daughters of members and deceased members of AAAA.

Application forms for the 1970 scholarships may be obtained by writing to the AAAA Scholarship Foundation, Inc., 1 Crestwood Road, Westport, Conn. 06880. The applications, together with other supporting applications data, must be returned to the Foundation on or before March 1, 1970 to receive Awards Committee consideration.

ELIGIBILITY

Eligibility requirements for the awards have been minimized. The applicant must be:

1.

The son or daughter of a member or deceased member of AAAA.

2.

A high school graduate or senior who has made application to an accredited college or university for Fall, 1970 entrance as a freshman, or who has been accepted for freshman enrollment in the Fall of 1970.

3.

Unmarried and a citizen of the United States.

FINAL SELECTION

The final selection will be made by the AAAA National Awards Committee, a permanent standing committee of the National Executive Board of the AAAA that has been designated as the Foundation's judging agency. The selection will be made during the month of March, 1970 period with the winners to be notified by April 6, 1970.

BACKGROUND

Incorporated in December, 1963, the AAAA Scholarship Foundation, Inc. is a separate non-profit education activity created

to administer scholarship assistance for the children of members.

The previous scholarship recipients have included Joel R. Graft (1963); Danny P. Barrett, Cheryl Ann Cretin, Roger A. Moseley, and Robert P. Spears (all in 1964); and Harmon B. Dow, Kathryn M. Eggers, Penny L. Francis, Jessica Ann Fried, Joseph W. Hely, Jr., Michael F. McMaken, and Leslie I. Schockner (all in 1965).

The seven 1966 scholarship winners include Laurie Jo Davis, Eugene F. Geppert, Joseph J. Lahnstein, Roxanne Rochl, Robert P. Thomson, Chauncey L. Veatch, Jr., and Betty R. Williams.

The 1967 \$500 Scholarship winners included Kathryn G. Black, Thomas E. Brazil, Donna M. Budjick, Philip K. Chamberlain, Marion L. Dellapa, Geri I. Paul, and Martin S. Tyson. \$100 Honorariums were awarded to Florence L. Barker, Deborah H. Francis, Sharon J. Raulston, and Lincoln P. Webb.

In 1968, the 14 winners were Samuel C. Pierce, Karen L. Kellar, Mary L. Graft, Cheryl M. Kapec, Mary K. Kislung, Steven R. Otto, Philip D. Walker, Mikel A. Oswalt, Sandra L. Harry, Leslie G. Callahan, III, Patrick B. Thomson, Jeffrey A. Rawlings, Leone E. Long, and William H. Wolff.

The six 1969 \$500 scholarship winners were Samuel K. Biser, William A. Contole, Mark A. Cullen, Patricia A. Hyman, Claudia H. Johnson, and Cynthia J. Ludwig. Bernard D. Thompson (\$250); Tommie Jean Loftin, David E. Trudeau, and Greg Winesette (all \$150); and Christine A. Damon and Mary C. Stevens (both \$125) were joined by \$100 award winners, Nancy J. Chamberlain, Cathy E. Dalpino, Gesna B. Davis, III, Thomas J. Knowles, and William E. Konersman.

With the award of the 16 scholarships in 1969, the Foundation has provided \$22,700 in direct aid to 60 students since the program's start in 1963.

PREVIOUS articles in this series on AVSCOM and its organization have prepared the way for the subject since they lead inevitably to logistics support. AVSCOM's *Logistics Support Activity* is in the business of supporting the cavalry; not the old horse cavalry but the Air Cavalry. Supply and mobility are far removed from the horse days and even from Korea and the first extensive use of helicopters.

ORGANIZATION

The *Logistics Support Activity* consists of six "working" directorates and one field activity, the U.S. Army Aeronautical Depot Maintenance Center, commonly referred to as "ARADMAC," located at Corpus Christi, Texas. This Center is the Army's major aviation rebuild activity. It employs some 5,000 people and carries the lion's share of our depot workload, both airframes and aircraft components.

The remaining six directorates are located at the Headquarters in St. Louis, and include the following:

Systems Introduction Directorate

The *Systems Introduction Directorate* was established to provide the bridge between

Supporting the Army's Aircraft Fleet

By Colonel
BENJAMIN S. SILVER
Deputy Support Commander
Logistics Support Activity

AVSCOM In Transition

THE FOURTH OF A SERIES

the Research and Development effort and the production and fielding of a new aircraft system. Our New Equipment Training (NET) teams from this directorate have introduced to the field the OH-6A *Cayuse*, the AH-1G *Cobra*, the U-21 *Ute*, and are presently fielding the OH-58A *Kiowa*.

International Logistics Directorate

The *International Logistics Directorate* develops plans, programs and procedures to assure responsive support to International Logistics Programs. This directorate is the Command coordinator with higher headquarters, the State Department, foreign governments, other military departments, overseas commands, and other commodity commands on all matters pertaining to supply and support of International Logistics Programs.

Materiel Management Directorate

The *Materiel Management Directorate* is charged with complete logistical support responsibility for all fielded Army aviation equipment. All of the basic responsibilities of an Army National Inventory Control Point are assigned here.

These responsibilities expressed in Army Regulation 700-5 are: Determination of Requirements, Catalog Direction, Procurement Direction, Rebuild Direction, and Initial Distribution and Disposal.

Additionally, financial management of the Army Stock Fund for aviation, control of the overhaul portion of the O&MA funding or P2300 funds, and secondary items funding, and all other materiel management functions are vested in this directorate.

Maintenance Directorate

The *Maintenance Directorate* is AVSCOM's National Maintenance Point, responsible for maintenance policy, planning, and management. It implements the maintenance program by workloading the overhaul facilities at ARADMAC and the Aviation Maintenance Activities at Sharpe Army Depot, Stockton, California, Atlanta, New Cumberland, and Red River, and is responsible for

the division of work between these in-house facilities and commercial contractors.

Field Assistance Directorate

The *Field Assistance Directorate*, as the name implies, is charged with providing assistance to our customers. This includes scheduled visits, providing quick reaction teams, when needed, and the normal Customer and Technical Assistance Programs. Assistance is provided to the field by: personnel assigned to customer sites; periodic visits from Headquarters personnel; and the use of Contractor Service personnel.

Distribution Directorate

The sixth and last of the directorates, the *Distribution Directorate*, is responsible for maintaining our centralized inventory accounts and for the receipt and processing of demands for aviation items from our customers, world-wide.

All of the responsibilities which interface with Army Materiel Command storage depots, involving receipt, storage, and issue of aviation materiel are handled by this directorate.

INTEGRATION

The total organization of the Deputy Commander for Logistics Support is an integrated effort putting the control of all material resources under one head. The introduction of new items, the requirements computations, international logistics needs, maintenance workloading, control of CONUS depot inventories of aviation parts and components, and finally field assistance to users; all wrapped up in one package covering the spectrum from production thru disposal. The logic used in management of the aviation materiel support program is simply stated in these terms.

First, we must use predictive means (engineering estimates) during the procurement cycle to acquire the new levels of repair parts required for support and *second*, we must continue through analysis of customer usage to establish more finitely the current and future needs. These predictive systems are geared to analyze the needs of the customer in the period 12 to 24 months beyond the



ABOUT
THE
AUTHOR

COL Silver enlisted in the Army in May 1942, completing OCS in March 1944. He entered the 2nd Class of Liaison Pilot School at Sheppard Field, Texas in 1946. He then served in Japan and Korea and for four years with Office of the Director of Army Aviation, DA, later joining the 11th Air Assault Division and commanding the 228th ASHB. He deployed to RVN with that unit (then the 1st Cav Div) in 1965. Later that year, as a LTC, he commanded the Support Command, 1st Cav Div. Prior to his assignment to USAAVS-COM, COL Silver attended the Navy War College.

period in time in which the prediction is made. All possible available data are expended toward this end.

Additionally, we maintain a continuing capacity to identify and to analyze materiel deficiencies caused by faulty design, unexpected environmental exposure, or unexpected operator modes of utilization. Upon determination of a solution to a problem we must rapidly implement a program for retrofit to permit optimum levels of equipment availability. These programs require a rapid means of communication of inter-related technical and management data to insure that all functional elements, i.e., engineering, maintenance, inventory, and procurement are oriented toward a single objective.

This communication must assure that problems are not sequentially identified and therefore, sequentially solved, but that concurrent and balanced decisions based on all known data can be affected. The means AVS-COM uses to effect this communication is a high-speed, high-capacity, quick response Automatic Data Processing System.

MASTER DATA RECORD

The AVSCOM *Master Data Record System* merges all basic information on aviation parts and components into a single data bank. This integrated approach to a concept for

It's a cargo carrier!
It's a troop transport!
It's a staff transport!
It's a flying ambulance!



It's the Beechcraft U-21A...now in

Huge double doors and hefty one-and-three-quarter ton useful load enhance its capability as a high-priority cargo carrier. In-the-field conversion to any of its other utility configurations is quick and easy.

This remarkable versatility combines with proven dependability and exceptional performance to make the U-21A the ideal multi-mission airplane. Now in daily use, the traditionally rugged Beechcraft construction is meeting the diversified demands of urgent front-line operations.

Twin turboprop power provides quiet, efficient, trouble-free operation at both high and low flight levels. Amazing short and rugged field capability. Full all-weather dependability.

Big plane range, payload and positive "feel". Yet the U-21A will save its cost over and over again when operated instead of larger aircraft.

The worldwide Beechcraft service organization provides easily accessible parts and expert service, eliminating the need for an expensive logistic support program.



continuous production!

The U-21A is just one member of the Beechcraft family of utility aircraft. Each is built with growth potential in mind, to be quickly adaptable to meet the demands of the future. Write now

for full information, performance data, mission profiles and growth factors. Address Beech Aerospace Division, Beech Aircraft Corporation, Wichita, Kansas 67201, U.S.A.

Beech *Aerospace Division*

BEECH AIRCRAFT CORPORATION • WICHITA, KANSAS 67201

THE ARMY'S FLEET

(Continued from Page 9)

management makes available to any individual within the organization, regardless of function or assignment, all information processed to the data bank from any source.

The uses of this file by Federal Stock Number are virtually limitless in that information may be considered across the complete functional areas, regardless of the point of input. Through the inquiry process, functional and communicational barriers have been minimized and copies of data need not be laboriously reproduced for dissemination.

REQUISITION PROCESSING

To put this master record to work against the requisition process, all requests for material are put through the computer process. Requests flow from transceiver networks, world-wide to St. Louis, directly to the computer. After a total review for error, funding, shipping address, and other essential information, we move on to stock availability. Shipping documents are developed automatically through computer program.

Search patterns based on review of the requesting stations location and proximity of depot stocks to those locations issue orders to ship without the need for human intervention. Using the principles of management by exception, manual review of only those requests which cannot be processed by computer are referred to human screening and processing.

The program steps in the requisitioning process are many and varied and limitless in their application. Demands, financial management, inventory reductions, shipping documents, billing — all are programmed and accomplished in addition to a total historical recording of all activity by station requisition and stock number. Now let's look at the results in customer support.

CUSTOMER SUPPORT

During FY 69 the Deputy Commander for Logistics Support with his directorates provided world-wide support for 11,000 plus aircraft, both fixed wing and rotary craft,

WE SEEK WORLDWIDE AA RECORDS! BLOW YOUR HORN!

At the suggestion of the AAAA Junior Officer/Warrant Officer Member Councils (see p. 23 "Army Aviation Magazine" solicits all individual and unit records — unusual or otherwise — for publication in a "Can you top this?" type of column under the heading, "Blow Your Horn!" . . . High Mohawk combat time, Chinook passenger loads, load to altitude records, Crane carries, availability percentages, blow your horn!

for a total of six million plus flying hours. Some 239,452 lines are catalogued for support of 15 aircraft systems, 2 engine systems and 5 commodities.

Supply control studies are initiated on an Authorized Stock List of 73,059 items. Stocked in CONUS Army Depots are 92,249 items of maintenance significance with an inventory dollar value of more than one billion dollars.

In that same year just short of one million requisitions were received and processed at St. Louis with issues totaling two billion 400 million dollars. (\$2,400,000,000.00, if you like to see the zeros.) These supply requisitions include support of all overseas activities and CONUS posts, camps, and stations and the training bases at Ft. Rucker and Ft. Wolters. In addition, aircraft and support parts are supplied to 29 foreign governments under International Logistics Programs.

On time supply satisfaction for requisitions on a world-wide basis looks like this by year since 1965 and by quarters for FY 69:

SUPPLY PERFORMANCE TREND	
Fiscal Year 1965	75%
Fiscal Year 1966	75%
Fiscal Year 1967	70%
Fiscal Year 1968	77%
Fiscal Year 1969	81%
1st Quarter, FY 69	81%
2nd Quarter, FY 69	83%
3rd Quarter, FY 69	81%
4th Quarter, FY 69	81%

Repeating LTG Harry W. O. Kinnard's comment on Army Aviation used in the first article of this series on AVSCOM, "This is not the end; it is the beginning."

"Equalization of Flight Pay" Aired At AAAA-OPO Personnel Seminar

THROUGH the cooperation of the Office of Personnel Operations, DA, the first *AAAA Aviation Personnel Seminar* was held at the recent October, 1969 AAAA Annual Meeting in Washington, D.C.

The Seminar grew from experience gained at the two previous AAAA Annual Meetings at which attendees expressed an interest in learning the latest information regarding aviation career programs. The members had expressed this interest in meeting with their career branch counselors at a career guidance facility operated at the annual convention site.

Open discussion desired

At the same time, AAAA National Executive Board members. *CPT Jerome R. Daly* and *CW4 Donald R. Joyce* gave indications that the aviator membership, particularly the junior officers and warrant officers in attendance, would welcome, as part of the convention programming, an annual forum at which problems of their profession would be discussed.

Acting on their proposal, the AAAA Na-

tional Board moved to include an *Aviation Personnel Seminar* at the '69 convention, and requested that it be chaired by the Executive for Army Aviation, OPO.

The members of the panel included:

COL John W. Marr, Executive for Army Aviation, OPO.

COL Eugene M. Lynch, Chief, Aviation Warrant Officer Branch, OPO.

LTC Russell J. Folta, Chief, Aviation Assignments, Infantry Branch, OPO.

CPT Jerome R. Daly, USAAVNS Element, Hunter AAF, Ga.

CW4 Donald R. Joyce, Aviation Warrant Officer Advanced Course 70-1, USAAVNS, Ft. Rucker, Ala.

CW3 Robert L. Hamilton, Assignments Section, Aviation Warrant Officer Branch, OPD, OPO.

To provide initial guidance to Seminar panelists, an OPO-prepared questionnaire was distributed through AAAA chapters in CONUS and overseas, the survey providing a representative sampling of views on questions about the aviation career program. Chapter presidents were urged to direct the voluntary questionnaires to junior officers and warrant officers, the survey "input" most desired.

More than 40% of the unsigned questionnaires were returned (200+ of the 500 sent to Chapters), and the forms were routed from the AAAA to OPO for quantification and tabulation. The first 12 questions, and the response percentages by category, were displayed to Seminar attendees while panel members provided appropriate comment. The survey results on the initial 12 questions appear on the next page.



■ Aviation Seminar panelists shown include, left to right, *CW4 Donald R. Joyce*, USAAVNS; *COLs Eugene M. Lynch, Jr.*, and *John W. Marr*, OPD, OPO, DA; and (rear) *CPT Jerome R. Daly*, Hunter-Stewart.



■ Major General *Robert R. Williams*, Deputy Assistant Chief of Staff for Force Development, DA, provides some information at the AAAA Personnel Seminar for junior officers and warrant officers.

AAAA Membership Survey

1. Why did you enter the Army Aviation Program?

Learn to fly	52.5%
Pay	26.0%
Opp'ys for Advancement	18.5%
Other reasons	3.0%

2. Do you intend to remain on active duty beyond your present obligation?

Yes	60.0%
No	40.0%

3. What do you like the most about being an Army Aviator?

Flying	51.0%
Pride and prestige	23.5%
Professional development	12.5%
Flight pay	9.5%
Other	3.5%

4. What do you like the least about being an Army Aviator?

Family turbulence and separations ..	31.5%
No aircraft to fly in CONUS	18.0%
Flight pay inequities	17.0%
Lack of professional commanders	16.0%
Too many non-aviation add'l duties ..	10.0%
Outdated equipment	4.0%
Other	3.5%

5. What are your feelings about the present flight pay structure?

Equalize WO flight pay	69.0%
Base pay upon flight time	21.0%
Increase flight pay	8.0%
Other	2.0%

6. Should aviation warrant officers be eligible (by TOE) to hold positions of leadership?

Yes	63.0%
No	37.0%

7. Should W-5 and W-6 spaces be created in the Aviation Warrant Officer grade structure?

Yes	80.0%
No	20.0%

8. Do you feel that Aviation Warrant Officers should be cross-trained in other non-rated Warrant Officer MOS skills and ro-

tated periodically to career development assignments in non-aviation fields?

Yes	33.0%
No	67.0%

9. What additional MOS skills would you recommend that the Aviation Warrant Officer have?

Aircraft Maint. & Supply	46.5%
None	12.5%
Administrative	11.5%
Safety	10.5%
Avionics and ATC	10.5%
Operations	5.0%
Miscellaneous	3.5%

10. What actions would you recommend to improve aviator retention?

Equalize WO flight pay	50.0%
Additional qualifications	20.5%
Create W-5 and W-6 spaces	18.0%
Variable bonus	6.0%
Miscellaneous	5.5%

11. What suggestions do you have in regard to the recruitment of additional personnel for the Aviation Program?

Increase pay	34.5%
More rigid standards for the completion of flight program	27.0%
Person-to-person recruiting	22.5%
WO Recruiting Teams	8.5%
More Transitions	7.5%

12a. Are you anxious to serve in a basic ground duty assignment?

Yes	37.5%
No	62.5%



WO Chester Jerzowski of the 6th ACR, Ft. Meade, Md., extols the actions of WO aviators and crewmen in Vietnam during the Delegates Luncheon at October's AAAA Convention in Washington. MG George S. Beatty, Jr. is shown seated.

LET'S PREPARE FOR RE-DIRECTION

*"Oh, it's pilot here and pilot there
And pilot every day
But it's pile it in the storage dump
When the troops come home to stay!"*

With apologies to Rudyard Kipling

WHEN a large percentage of a nation's physically-fit and future power-wielding generation is engaged in the consumption rather than the production of goods; when a vociferous minority and a quiet majority are forcing a painful reevaluation of the national goals and priorities; when all decisions are circumscribed or dictated by economic pressures; when *all* of these conditions occur simultaneously — then Army Aviation, as a part of the overall military force, *must* be prepared for redirection.

To a limited extent, that redirection is evident. Commanders of domestic installations have long been authorized to use their manpower and resources for the improvement of ghettos and in other community projects. The directive permits such work to be done with off-duty personnel at any time and with on-duty personnel at those times when they are *not required* for military purposes.

**BY
MORRIS G. RAWLINGS**

The leeway is obviously intentional. The commander will follow the dictates of his conscience and his training program, bending here and there as pressures are applied. Training courses for prospective G-5's are being conducted at Fort Bragg, at Quantico, and in the deep South. These courses lead to careers and career fields not contemplated in TOE's, but to job assignments now prevalent wherever troops are stationed. Non-military goals are being emphasized for military forces, often at the expense of military objectives.

Civic actions commonplace

None of this represents anything particularly new or startling. Though the military does not advertise the fact, neither the concept nor the duty assignments come as a surprise. Civic actions, with trained officer supervision, were commonplace in WW II; political action officers have been present since the advent of I & E; and the work of Army engineers has long entailed changing the face of friendly terrain. *Not all military effort comes out of the muzzle of a gun.*

What is new, and what can only be estimated, is the degree to which these peacefare programs will be emphasized in the near future. The military, for two hundred years, has shown its willingness and demonstrated its capability, to work toward the accom-

**When it
comes to the
Army HLHS,
there's no
“generation gap”
at Sikorsky.**

We're building our third generation heavy-lift flying crane helicopter, and we've been building flying cranes for the past ten years.

We pioneered the concept in 1959 with the world's first crane helicopter—the S-60.

Its practicality proven, we proceeded in 1962 to build the S-64A, which became the Army's ten-ton lift CH-54A. It has been in quantity production for seven years—and proven itself in combat.

We are now building the Army's CH-54B for loads of 12½ tons. Delivery will begin in 1970.

Three consecutive generations of heavy-lift flying cranes.

We have the experience and the know-how to tackle the HLHS with minimum development time and cost.

Sikorsky Aircraft

U
DIVISION OF UNITED AIRCRAFT CORPORATION
A
STRATFORD, CONNECTICUT 06602

TIME FOR RE-DIRECTION

(Continued from Page 15)

plishment of goals set by civilian leadership.

The most newsworthy goals — and therefore, the most highly publicized — have always been those goals achieved against an armed enemy. There has been some recognition of the value of the military as a deterrent to those who wish us ill. There has been, however, little or no recognition of the active role played by the military in nation building.

Reluctance on all sides

There are several reasons: the reluctance of the military to be sidetracked from its primary mission for fear that such diversion will result in the dissipation or dissolution of the force itself; the reluctance of the civil area to admit there is no better organization in being capable of direct, concerted, and single-minded action toward any established goal; and a seeming unwillingness on the part of those charged with the responsibility to set goals, allocate resources, delegate authority, and get out of the way of the worker.

The reasons have their roots based on fact. The military has not yet forgotten the *Civilian Conservation Corps* of the '30's; the mad rush to dissolution in the late '40's; and the hurried, expensive expansion of the '50's. In the minds of many, each condition inevitably leads to the next. The civil sector remembers the confrontation between the little man who grew up to be President and the big man who did not. That confrontation, with its ultimate destruction of a near-idol, left many with a desire to avoid clear-cut issues in the future; to committee-ize, compromise, and effect change by consensus only. Both sectors, civil and military, retain the tacit understanding that emphasis on one goal is recognition of deemphasis on another.

\$3 billion in assets

Army Aviation could increase its status from pawn to knight in the coming game. With its manpower, its inventory of air vehicles and associated equipment, with its vast experience in both mass and selective transport, and because of its anomalous position in the military structure, Army Aviation

could serve the civil sector well in a non-military manner.

It could simultaneously perform a military service by helping to reduce the concentration of potential targets in the United States.

The alternative is less attractive. It could be called upon to disperse its manpower and expertise; reduce its inventory through attrition, give-away, or forced grounding; lower its training base or standards by dollar demand; and thus lose both its capability to serve and its ability to attract those who wish to serve.

Some 70,000 men — 18,000 of whom are aviators — operate and maintain some 14,000 machines in 27 countries — an inventory value of greater than \$3 billion. In this inventory there are more vertical lift machines than there are in the rest of the world combined. To lose this capacity for useful, non-military work through dissolution of the organization or dissipation of resources by a dollar-conscious grounding schedule is neither necessary nor desirable.

It certainly isn't cost-effective — if that remains a criterion!

AR's authorize use

Two Army Regulations, AR 95-10 and 500-60, authorize the use of military resources in disaster relief operations and in civil search and rescue missions. Law enforcement authorities have been known to request and receive assistance in the locating, trailing, or apprehension of lawbreakers. Subject to many restrictions, Army aircraft have been active at the opening of new airport facilities.

Under the stress of exigency, small helicopters have chased starlings, circulated the air in orchards to avert frost, sprayed mosquito breeding grounds, and delivered Santa Claus in time for Christmas. They have taken part in mapping and aerial photography missions on both ends of this continent and in the middle.

Larger machines have emplaced church steeples, delivered hay to hungry, snow-bound animals, and transported hungry animals to new pastures. On at least one occasion, an Army helicopter served as an ambulance at the scene of an automobile wreck. Sued by the patient later, it is doubtful that

the pilot of that machine will ever again serve as a Good Samaritan.

Such activities but scratch the surface of the potential uses for Army aircraft in a non-military role. Given a mission, explicit or implicit, Army Aviation could accomplish as much in the role of nation-building as it has already demonstrated as a valuable military tool.

It could, for example:

... Deliver pre-fabricated factory buildings to areas of the U.S. other than the over-populated East and West coasts.

... Deliver pre-fabricated homes to the same areas to house the workers who will follow the jobs.

... Deliver the machinery and the supplies needed by the workers to activate the factories to make the goods to earn the profit to pay the salaries to own the homes and purchase the goods.

... Distribute the goods from the factories to the markets *until* the routes of communication could take over the load.

... Deliver the road machinery, the bridging material, the pipelines, and the transmission towers needed to open the routes of communications from the factories to the markets.

... Move containerized cargo from offshore ships to sites in New Mexico.

... Move ship sections built in Nebraska to launching sites on either coast.

... Move copper from Arizona to mints in Pennsylvania, reversing the process as needed.

... Aid in the continuing search for raw materials by transporting men and means over and into areas now considered inaccessible.

... Drain swamps, harvest forests selectively, develop leisure time resorts, open airstrips, increase crop production, save foliage or defoliate as desired, aid in rubbish disposal, and in removing pollution from streams.

Enough?

How about "old city" renewal, "new city" development, restocking of lakes and streams, servicing of radar or communications and air

ABOUT THE AUTHOR

Morris G. Rawlings is a retired Army Aviator (LTS, AUS) and a frequent contributor to "Army Aviation." He is the Manager, HLH Market Planning, HLHS Branch, Boeing Vertol Division.

defense sites, highway patrols, ambulance service, weather watches, snow removal, commercial fishing, special mail delivery, ship channel repair, port clearance operations, and a training program for new-generation pilots and maintenance men?

These are but a few of the things which Army Aviation could do. The men, the expertise, and the equipment is there.

The arguments against . . .

Those, who, as a practical matter, do not expect Army Aviation to be assigned a non-military role have many cogent arguments. First and foremost in their reasoning is the fact that so long as we consider it vital to our interests to remain engaged militarily in any overseas area there will be no remaining capacity for work in CONUS. Agreed. That's what the re-evaluation is all about.

Sooner or later, that re-evaluation will result in a changed priority for effort. Once the priority is changed—and it will be—then the resources remaining can either be used constructively, be stockpiled for contingencies, or be used only in part with the remainder grounded for economy reasons. It is the two latter alternatives which should be avoided. Have you been by a Navy yard since WW II and watched the slow deterioration of a once valuable commodity—a capacity for useful work?

A second reason, say the pragmatists, is that use of taxpayer-owned equipment would represent unfair competition for existing business and would create a depression by putting private business and its employees out of work. This argument was persuasive at the end of WW II and we have tons of twisted metal lying in salt water to prove it. It is, perhaps, equally coercive in a political sense today. It is not equally persuasive from an economic viewpoint, nor is it valid in any other competitive effort between profit-

oriented business and service-oriented government.

A third reason, more valid perhaps, is that the military is designed for and has a primary responsibility to maintain the defensive posture of the U.S. Because resources are always limited, any diversion of them to non-military uses reduces the overall capability to defend. That reduction, at some point and to some degree, could be disastrous. Even the most pronounced idealist with his hopes for plowshares instead of guns, is aware that we live in a world peopled by men whose envy of others and their possessions often leads to violence.

Should we cease to be strong enough to protect and preserve our holdings, we will be left without them — and we will lose all our idealists as well. The military must always look to its primary mission. The point here is that Army Aviation, as a part of the military, can serve the military mission while performing a non-military role in the nation-building effort.

Why don't we disperse?

It is axiomatic that when one cannot defend everything at once, a selective type of defense is initiated. That defense often takes the form of protection for those vital interests needed to continue the overall struggle. In the case of the ABM, the purpose is to protect our second-strike capability — a necessity for continued defense.

The ABM is *not* intended as a defense for homes or factories or people. These, under existing circumstances, can best be protected by passive means — by the simple act of dispersion. By this one act, we force a potential enemy to double his targeting effort — increase his first strike capability manifold — or recognize his inability to cripple us with a single blow.

Why don't we disperse? Why don't we relieve the overcrowded coasts by moving our factories inland and moving the workers to new homes in new cities? Why should we expend all our effort to renew already overcrowded cities in order that they can accept an even greater degree of population density? It is obvious that the rate of population growth will force an exodus eventually —



why not start now? This single act will make us both more content as a population and secure as a nation.

Civilian fears

There is another, and if correct, most compelling reason why Army Aviation, as a part of the military, will never be permitted in a nation-building, non-military role. Cynics insist that civilian fears of a military takeover as evidenced by denunciations of a "military-industrial complex", by the ascendancy of formulae over judgment, and by the anguished cries of those who feel slighted for not having been early consulted — that these fears signify a total unwillingness to use uniformed men and their command/staff organization for any purpose other than to carry a gun.

Nuts! The expression of such fear offers a convenient coverup for a myriad of true reasons — primarily economic — which spring from a basic cause. We are not quite sure of what we want to do. We wish to keep our options open, and there is justifiable worry that, given a mission, the military would carry it through, come hell or high water. That could prove embarrassing if the mission assignment were in error.

If the re-evaluation determines nation-building to be more important at the time than a continuation of our efforts off-shore; if national defense onshore retains a high priority within the nation-building effort; and if direct and concerted action as opposed to fitful starts and stops interspersed with consultative delays is desired — then, Army Aviation, as a part of the military, will have many non-military missions to perform.

If . . .

Mike Button

Dear Mike:

I'm a CW2 with the 101st and expect to rotate shortly. What schools can I expect to attend?

D.J.B.

Dear D.J.B.:

As a career warrant officer, you'll be afforded the opportunity to attend various flight qualification courses, the Aviation Warrant Officer Intermediate and Advanced Career Courses, and other military and civil courses that are considered essential to your development, as a technical expert in your chosen career field.

Lastly, civil schooling will be afforded you to reach or exceed the basic education goal for all career Aviation WO's—two years of college or associate degree.

Mike

* * *

Dear Mike:

I believe that the Department of the Army should give the Aviation Warrant Officers a more competitive and meaningful career pattern by adopting the grades of W-5 and W-6. What is the Army's position on these grades?

Author R. Sobey
CW2 AVN

Dear Mr. Sobey:

A DA position on these grades is now being established, and if approved at the C/S-Secretary of the Army level, will be submitted to OSD. While the long-term chances appear good for approval, there are no milestones established as yet, and we cannot provide an estimate on when this subject will receive DA consideration.

Mike

* * *

Dear Mike:

How long a course is the Aviation Warrant Officer Advanced Course, and what subjects does it cover?

Edward R. Small
CW2 AVN

Dear Mr. Small:

AWOAC 70-1, now at USAAVNS, started on 19 August and expects to graduate on 17 February—approximately a 17-week span.

Mike

(Ed. Note: A course breakdown, and a complete class profile—background, service, hobbies, flight time, etc.—will be the subject of an article in the 31 January 1970 issue of "Army Aviation.")

* * *

Dear Mike:

During my second tour in RVN, I was assigned eight "additional duties" while continuing to fly between 100-130 hours a month. Now that I've ro-

tated, I have almost the same number of non-aviation duties, but fly considerably less. Based upon my personal observations, I'd say that many CWOs leave the service, or are contemplating leaving the service, because of the heavy non-aviation duties. Are you aware of this undercurrent?

R.M.L.

Dear R.M.L.:

We're aware of this feeling at OPO. It's borne out somewhat by the AAAA Survey response (Page 14, question 4). However, please note that there are several other factors that play a part in retention, or the lack of it. Consistent with the needs of the service, every attempt is being made to offer you the type of assignment and duty that will be both competitive and interesting.

Mike

* * *

Dear Mike:

I'm a captain — rated and ready to return to a CONUS assignment. For career purposes, I'd like ground duty. When will rated officers resume ground duty?

L.H.H.

Dear L.H.H.:

Officers are now on ground duty. Priority for rotation is given, within each grade, to those who have been away from it the longest. Each post, camp, and station commander has the authority to rotate aviators to ground duty within his command. He need only assure himself that his aviation mission can be met.

If you are not now on ground duty and want to be, seek it out through your immediate commander!

Mike

(Ed. Note: "Mike Button" is a continuing column, one devoted entirely to aviation personnel problems. Questions mailed to the magazine are answered by OPO aviation specialists, rather than the staff of the publication, and are published in "Army Aviation" to assure informal, rapid dissemination.)

NOTE TO FPPP INSURED

Holders of AAAA-endorsed flight pay insurance policies who wish to convert immediately to the new all-risk coverage with full combat protection may do so by writing Ladd Agency, Inc., 1 Crestwood Road, Westport, Conn. 06880, and requesting the conversion. Ladd Agency will forward the Insured a new application form and notify him of the amount of the pro-rated premium refund on his old coverage (if any). The Insured would complete and return the new application form along with any premium balance due. Cancellation of the old coverage would coincide with the initiation of the new coverage, which would take place on the first day of the month after the postmark month of application.

13-Year FPPP Claims Total

■ INITIATED IN 1957: 4 Claims	\$13,910.00
(1 Lieutenant — 2 Captains — 1 Major) .. (4 illness claims; none for bodily injuries)	
■ INITIATED IN 1958: 11 Claims	\$41,585.00
(2 CWOs — 3 Lieutenants — 4 Captains — 2 Majors)	(11 claims for illness)
■ INITIATED IN 1959: 36 Claims	\$86,103.38
(1 SP6 — 6 CWOs — 11 Lieutenants — 11 Captains — 5 Majors — 2 Lt. Colonels)	
(32 claims for illness and disease	4 claims for accidental bodily injuries)
■ INITIATED IN 1960: 44 Claims	\$67,911.19
(7 CWOs — 2 LTs — 19 Captains — 12 Majors — 3 Lt. Colonels — 1 Colonel)	
(40 claims for illness and disease	4 claims for accidental bodily injuries)
■ INITIATED IN 1961: 40 Claims	\$62,484.86
(10 CWOs — 5 LTs — 19 Captains — 3 Majors — 2 Lt. Colonels — 1 Colonel)	
(34 claims for illness and disease	6 claims for accidental bodily injuries)
■ INITIATED IN 1962: 51 Claims	\$73,551.67
(2 SP6s — 12 CWOs — 2 LTs — 22 Captains — 8 Majors — 4 Lt. Cols. — 1 Colonel)	
(40 claims for illness and disease	11 claims for accidental bodily injuries)
■ INITIATED IN 1963: 62 Claims	\$99,807.64
(1 SFC — 9 CWOs — 2 LTs — 25 CPTs — 13 Majors — 11 Lt. Cols. — 1 Brig. Gen.)	
(52 claims for illness and disease	10 claims for accidental bodily injuries)
■ INITIATED IN 1964: 40 Claims	\$59,261.79
(1 SFC — 6 CWOs — 14 Captains — 11 Majors — 6 Lt. Colonels — and 2 Colonels)	
(34 claims for illness and disease	6 claims for accidental bodily injuries)
■ INITIATED IN 1965: 91 Claims	\$129,352.52
(2 SP6s — 1 SSG — 2 WOs — 28 CWOs — 20 CPTs — 23 MAJs — 10 LTCs — 5 COLs)	
(78 claims for illness and disease	13 for accidental bodily injuries)
■ INITIATED IN 1966: 73 Claims	\$116,902.87
(1 PFC — 1 SFC — 1 SP6 — 19 CWOs — 9 CPTs — 24 MAJs — 15 LTCs — 3 COLs)	
(60 claims for illness and disease	13 for accidental bodily injuries)
■ INITIATED IN 1967: 58 Claims	\$91,137.32
(1 SSG — 1 WOC — 4 WOs — 11 CWOs — 1 LT — 4 CPTs — 17 MAJs — 16 LTCs — 3 COLs)	
(48 claims for illness and disease	10 for accidental bodily injuries)
■ INITIATED IN 1968: 40 Claims	\$59,441.67
(1 SFC — 3 WOs — 8 CWOs — 2 Lieutenants — 4 CPTs — 11 Majors — 11 LTCs)	
(37 claims for illness and disease	3 for accidental bodily injuries)
■ INITIATED IN 1969: 52 Claims*	\$64,881.61*
(1 SGT — 1 SSG — 1 WOC — 1 WO — 13 CWOs — 3 CPTs — 10 MAJs — 16 LTCs — 6 COLs)*	
(45 claims for illness and disease	7 for accidental bodily injuries)*
■ 1957-1969 INDEMNITIES: 602 Claims	\$966,331.52

*All 1969 statistics are incomplete and do not reflect delayed claims that will be submitted during the first four months of 1970.

Progress Report on Items Proposed by AAAA JO/WO Member Councils

(On 16 September 1969, AAAA National Executive Board members Howze, Kesten, Oden, Long, Pumphrey, Dibrell, Sabiston, Rogers, Daly, and Joyce met with 12 members of the joint Junior Officer/Warrant Officer Member Councils of Fort Rucker and Hunter-Stewart.

The latter were composed of CPT JF Sprague; CPT JR Daly and CW4 DR Joyce (both wearing two hats); 1LTs JE Burke and PW Feeley; 2LT CW Goodson; CW3 GA Lovett; CW2s Kemmet, Phillips, and Nixon; and WOC GG Harkin.

The purpose of the meeting, which ran about three hours, was to re-examine AAAA's objectives, programs, purposes, and benefits from the standpoint of the member councils representing the 7,445-odd junior officer and warrant officer members of the Ass'n. During the discussions, some 39 separate "inputs" were received with GEN Howze assuring the attendees that the Ass'n would give careful consideration to each proposal made.

The following is part of the progress report made by COL Richard L. Long, USA (Ret.), AAAA incoming National President, to the same JO/WO Member Councils during his 4-5 December visits to Fort Rucker and Hunter-Stewart in the company of the Executive Vice President. The complete 39-part progress report shall be serialized over the next few issues.)

■ **Input: "An animosity towards AAAA has been built up because of the forced membership plan (100% membership for aviation primary classes)."**

Action: In a 15 October action, the AAAA National Board approved the discontinuance of the 100% "Membership Incentive Plan" and its replacement with a new approach to membership solicitation that stresses the professionalism of AAAA. Chapter officers at the Army Aviation Center Chapter, the Fort Wolters Chapter, and the Army Flight Training Center Chapter terminated the 100% plan on 1 January.

■ **Input: "Programs should include a vigorous furthering of the many known complaints of the Aviation Warrant Officer Program, and forwarding to the proper channels and levels..."**

Action: Complaints publicized through magazine reproduction . . . COL Kalagian's article in the July, 1969 issue on flight pay and inequities . . . AAAA 500-member survey of JO/WOs conducted in September, 1969 with statistics being used as jump-off points at the October OPO Personnel Seminar at the AAAA Annual Meeting in Washington, D.C.; a Seminar stressing JO/WO career areas . . . Anticipated December, '69 publication of questions/answers and survey results from the AAAA-OPO Personnel Seminar . . . Anticipated "composite opinion" article pre-



FT. RUCKER, ALA. — COL Richard L. Long, USA (Ret.), right, and Art Kesten, center, AAAA President and Executive Vice President respectively, discuss with CW4 Donald R. Joyce, co-chairman of the AAAA Junior Officer-Warrant Officer Member Council at Fort Rucker, actions taken on points just taken at the council's 4 December meeting.

(USA photo)

pared and submitted to magazine by members of Aviation Warrant Officer Career Courses . . . AAAA endorsement of a Resolution supporting the Army position on the "Equalization of Flight Pay" with anticipated submission to Secretary of Defense in December, '69 . . . With Chapter support, the implementation of AAAA Junior Officer/Warrant Officer Member Councils on a broad, geographic basis to assure continuing review of JO/WO suggestions and inputs.

■ **Input: "Anti-AAAA feelings have been built up by the apparent failure of many to receive their issues in Vietnam, and the slow delivery of magazines to USARV."**

Action: On 15 October, the National Executive Board approved of a plan wherein expedited (air-mail) copies of "Army Aviation" would be sent gratis to each aviation company and detachment dayroom in Vietnam on the basis of two (2) per company and one (1) per detachment, subject to the CO's request to receive such distribution.

At the same time, the publisher suggested that those departing for Vietnam have their issues sent to their wives or parents at their home addresses while serving in USARV.

■ **Input: "Can't we get all-risk flight pay insurance that will protect us in combat? . . . This would have a high appeal to the new Army Aviator facing a tour in USARV."**

Action: All-risk flight pay insurance with full combat coverage was secured in October, 1969, with the first policies being issued on 1 November 1969. The coverage was not developed as a result of the discussions held at the 16 Sept. JO/WO Member Council meeting, but followed on the heels of a three-year effort to find an underwriter that would offer the coverage at an acceptable premium.

Progress Report on Items Proposed by AAAA JO/WO Member Councils

- **Input:** "Why couldn't the magazine have a monthly 'Dear Abby' type of column from OPO as a continuing feature, a column devoted solely to personnel problems?"

Action: The editors contacted the Executive for Army Aviation (OPXAA), OPO, and the Aviation Warrant Officer Branch, and secured a commitment from these staff sections to provide answers to those personnel and career questions submitted to the magazine by AAAA members. First column planned for Dec., 1969 issue.

- **Input:** "Instead of having a 'Student Membership,' couldn't AAAA come up with a Two Year Dues figure that would offer the new member something of a discount?"

Action: On the recommendation of its ad hoc Fiscal Subcommittee, the National Board approved a discounted two-year new member dues program, effective 1 January 1970, and a discounted two-year renewal dues program, effective 1 April 1970.

- **Input:** "Simplify (the orga) . . . Shorten the 'Aims & Purposes' (in the By-Laws) so that they're understandable . . . We're after more easily read 'Objectives' that portray the professionalism within AAAA."

Action: President Howze directed the By-Laws & Legal Committee to generate streamlined "Objectives & Purposes" on or before 6 February for Board review.

- **Input:** "(We) believe that a captain (experienced aviator) or a retired Colonel or General is not an AAAA Briefer with whom teenage WOCs can identify, and strongly recommend that only young well-informed AAAA members serve as 'AAAA Briefers.'"

Action: The President passed this recommendation along to the Chapter officers at the training bases, with the suggestion that Chapters do not use non-members in any AAAA "briefing" role.

- **Input:** "Nothing is gained or furthered at any AAAA Chapter meeting, other than a get-together."

Action: The records indicate that while some Chapters are 100% "social" entities, a preponderance of the Chapters engage in numerous professional activities that enhance the knowledge of their membership. The AAAA, its National Board, and its National Office stand ready to assist all Chapters in furthering the professional interests of their membership. However, the professional-social "mix" of Chapter membership meetings cannot be directed or decided at the national level, and remains the responsibility of the local Chapter leadership.

(To be continued next month)



DA Receives Boeing Vertol Award at AAAA Dinner for Chinook Record

Highlight of the November dinner meeting of the AAAA's Delaware Valley Chapter, chaired by chapter president, Harry S. Pack, was the presentation of two awards.

Major General John L. Klingenhagen, CG, AVSCOM and meeting guest speaker, presented Boeing Company vice president and Vertol Division general manager Robert W. Tharrington, below right, with a plaque singling out Boeing's Vertol Division for its outstanding efforts in support of Army Aviation.

In turn, Tharrington presented General Klingenhagen with a commemorative plaque honoring Army Aviators for 500,000 combat hours flown by Boeing Chinooks in southeast Asia.

Klingenhagen addressed the 150 attendees on the phenomenal survivability of rotary wing aircraft in the combat environment.

AAAA FLIGHT PAY INSURANCE CLAIMANTS BY RANK/GRADE

Rank/Grade of Insureds	'57-'69 Claimants	'67-'69 Claimants	1969 Insureds
Enlisted	15	4	32
WOCs	2	2	118
WOs	10	8	437
CWOs	131	32	507
LTS	29	3	239
CPTs	156	11	539
MAJs	140	38	1,445
LTCs	96	43	899
COLs	22	6	129
GENs	1	0	11
Totals	602	147	4,356

months takeoffs

PCS - GENERALS

BALDWIN, Clarke T., BG
Dep Dir 1, ODCSOPS DA
Washington DC 20310
COWAN, Alvin E., BG
ADC, 3d Armored Div
APO New York 09165
KLINGENHAGEN, J.L., MG
CG, USAASC, Box 209
St Louis MO 63102
MESZAR, Frank, BG
Hq, UST Aviation Bde
APO San Francisco 96384
NORDON, John, MG
Dptd MAASTER, III Corps
Ft Hood TX 76544
WALKER, Sam S., BG
Quarters 101
West Point NY 10996

COLONELS

ADIE, John R.
USA AVLABS
Ft Eustis VA 23604
BALL, Edmund K.
236 Mount Royal Avenue
Aberdeen MD 21001
DYER, William B.
3433 Gaddy Court
Falls Church VA 22042
LYNCH, Eugene M.
OPD, OPO, DA
Washington DC 20310
SMITH, Harold T.
43 Belvoir Drive
Ft Belvoir VA 22060
TILLERY, George G.
17 South Catherine Drive
Daleville AL 36322
TODD, John A.
7303 Foxe Place
Springfield VA 22151
TUGMAN, Robert F.
1141 Randolph Road
McLean VA 22101
UGALDE, Jesse G.
US Embassy, Mil Group
APO New York 09893

LT COLONELS

ADESSA, Anthony J.
1046 Sionia
Leucadia CA 92024
ALICH, William J.
546A Presidio Blvd
Pres of San Fran CA 94129
ALLGOOD, Charles N.
MATCOM AC of S Maint
APO New York 09052

PCS - LTCS

ARMPFIELD, William F.
33 Logan Street
Ft Rucker AL 36360
BAGWELL, Lavon
Aviation Detachment
Ft McClellan AL 36201
BAL, Roscius I.
12514 Largo Drive
Savannah GA 31406
BALDWIN, Noland Y.
Hq, USACDC
Ft Belvoir VA 22060
BALTZELL, Lowell F.
1426 Johns Road
Augusta GA 30904
BARKER, William L.
936 Lynn Road
Bowling Green OH 43402
BARRETT, Ernest F.
631 Grant
Ft Leavenworth KS 66027
BEASLEY, Lewis E.
4200 Cordell Street
Annandale VA 22003
BENJAMIN, William J.
4337 Warhawk Street
Ft Knox KY 40121
BOURNE, Harold O.
HHC, 1st Aviation Bde
APO San Francisco 96384
BRODEUR, Alfred F.
907 Etna Drive
Newport News VA 23602
BURTON, Kenneth J.
4311 Braeburn Drive
Fairfax VA 22030
BUSIDIECKER, Carl C.
2913 Avondale Road
Columbus GA 31903
BUSH, Emory W.
1735 South Garden Street
Visalia CA 93277
CHAMBERS, Harry W.
34th Gen Support Group
APO San Francisco 96309
CHAPPELL, James H.
7708 Glenister Drive
Springfield VA 22150
CHEDESTER, Robert R.
US Embassy (IAGS)
APO New York 09893
CHRISTIE, Thomas C.
Hq, US Army Hospital
Ft Poik LA 71459
CLARK, Denzel L.
Box 647, JUSMAGTHAI
APO San Francisco 96346
CONLEY, Samuel G., Jr.
37 Third Infantry Road
Ft Leavenworth KS 66027

PCS - LTCS

CREDEUR, John L.
4040 Kalamazoo, S.E.
Grand Rapids MI 49608
CROOK, George R.
CDCINTA
Ft Holabird MD 21219
FORREST, Kenyon L.
Hq, 7th Medical Brigade
APO New York 09154
FRENCH, Dwight R., Jr.
40 Bassett Street
Ft Bragg NC 28307
FUCHS, Edmund L.
813 South Duane
El Reno OK 73036
GREYHOSKY, August
88 Watson Blvd
Colorado Springs CO 80911
HEFFNER, Gary R.
5137 Richardson Drive
Fairfax VA 22030
HOLDER, John B.
305 N.W. 7th Avenue
Mineral Wells TX 76067
HOLLOWELL, Emmett P.
BCT Cmte Gp, USATC
Ft Bliss TX 79916
HONSINGER, Larry E.
2000 Huntington Av., #1215
Alexandria VA 22303
HORAN, Michael J.
2003 Kay Circle
Columbus GA 31907
HOWARD, Jackie M.
43 Logan Street
Ft Rucker AL 36360
HUMPHRYS, James G.
12A Forsyth Avenue
Ft Riley KS 66442
HUTCHINS, Charles F.
4 Yerba Buena Court
Seaside CA 93955
KELLAR, Robert H.
7024 Oak Street
Omaha NB 68106
KEMP, Freddie L.
542A Presidio Blvd
Pres of San Fran CA 94129
KENNEDY, James E.
Hqs, 16th Aviation Bn
APO New York 09061
KING, George G.
19 Ferguson Street
Ft Rucker AL 36360
LUSTER, Albert B.
4202 St. Mihiel Court
St Louis MO 63120
McCLINTOCK, Alfred B.
2918 Stonybrook Drive
Bowie MD 20715

PCS - LTCS

McLAWIN, George W.
125 Rainbow Avenue
Ft Benning GA 31905
MILLER, Harvey F.
US Military Man, COMISH
APO New York 09662
NEEDLES, Paul E.
6210 Apache Street
Springfield VA 22150
O'CONNOR, Thomas W.
6172 Edsall Road, Apt 54
Alexandria VA 22312
ODNEAL, Billy L.
10106 Crebs Avenue
Northridge CA 91324
ORAM, Charles J.
756 North 88th Plaza
Omaha NB 68114
PAULK, Charles M.
1441 Cahaba Drive, S.W.
Atlanta GA 30311
PHILLIPS, Merton H.
Quarters 105
Aberdeen PG MD 21005
POPE, John B.
636 S. Kickapoo Avenue
Springfield MO 65804
RAWLINGS, Charles R.
4339 Gramercy Circle
Alexandria VA 22309
REDMOND, Delye G.
Hq USAREUR, 7 Army
APO New York 09403
RIZOR, George A., Jr.
4319 Franconia Road
Alexandria VA 22310
SCHELHORN, Carlton L.
1912 Stirrup Lane
Alexandria VA 22308
SHIPMAN, Charles S.
Route 1, Box E56
Rolla MO 65401
SMALL, Thomas H.
P.O. Box 476
Florence AL 35630
SMITH, Raymond L.
7529 Elba Road
Alexandria VA 22306
SMITH, Roland C.
9222 S.E. Ankeny
Portland OR 97216
STEINE, Joel R.
2111 Jiran Davis Hy, 9188
Arlington VA 22202
STENEHJEM, George N.
101 Abn Div (Amhb) Avn Off
APO San Francisco 96383

PCS - LTCS

STOCKTON, Norman E.
6417 Whitehall Drive
Fayetteville NC 28307
STRATTON, Jerry R.
418 E. Robertson Avenue
Copperas Cove TX 76522
TAYLOR, Victor C.
ROTC, University Wisc.
Milwaukee WI 53201
THOMAS, Lemuel M.
2743 Edgewood Road
Columbus GA 31906
TYLER, Thomas H.
648 North Ridgemoor
Mundelein IL 60060
URRUTIA, Carlos E.
Avn Div(DCSO-T)3rd Army
Ft McPherson GA 30330
WEST, Pleasant H.
Hq. IFFV, Engr Section
APO San Francisco 96350
WHALE, Raymond K.
1331 Stuart
Helena MT 59601
WHITE, Richard R.
4354 Walsh Street
Ft Knox KY 40121
WILLWERTH, Dean R.
503 Colony Court
Vienna VA 22180
WILSON, Walter C., Jr.
17 13th Infantry Road
Ft Leavenworth KS 66027
WINSLOW, Francis J.
325th Aviation Det
APO San Francisco 96308
WOODARD, James O.
2312 William and Mary Dr
Alexandria VA 22308

MAJORS

ADKINS, Donald V.
4304 San Carlos Drive
Fairfax VA 22030
ANDREE, Robert G.
16 Hancock
Ft Leavenworth KS 66027
BALBERDE, Alexander
402-B Washington Blvd
Pres of San Fran CA 94129
BAUER, Daniel B.
23d Engr Bn, 3d Armd Div
APO New York 09165
BERNSTEIN, Donald
188A Eatoncrest Drive
Eatontown NJ 07724
BERRY, Franklin W.
401 Aspen Place
Sierra Vista AZ 85635
BOSKING, William H.
6 Hope Road
Eatontown NJ 07724
BRIGGS, Bobby G.
6310 Asher Av., Apt 566
Little Rock AR 72204
BRUNELLE, Pierre V.
34 Boyce Lane
Ft Rucker AL 36360

PCS - MAJORS

BYRD, Joseph L., Jr.
519 Fair Lane
Lansing KS 66043
CAMPBELL, James T.
5618-B Gilkey Street
Ft Knox KY 40121
CLARK, Charles F.
330 Holly Drive
APO San Rafael CA 94903
CLARY, William T.
10152 Gerald Avenue
Granada Hills CA 91344
CLEMENS, Paul J.
Qtrs 1922A, Butner Street
Ft Eustis VA 23604
CLEMENTE, Anthony
30 Red Cloud Road
Ft Rucker AL 36360
COLLINS, Raymond E.
207 Trent Circle
Newport News VA 23602
CORSO, Richard J.
HHC, USA SETAF
APO New York 09168
COTTRELL, David D.
2703 Oak Hill
Petersburg VA 23803
COX, Marvin B., Jr.
147th Aviation Company
APO San Francisco 96291
DAVIDSON, John M.
USARV Trans Det
APO San Francisco 96384
DEEL, Arlin
6811 Spaatz
Edwards AFB CA 93523
DOTEN, Frederick S.
7542 East Lurline Drive
Tucson AZ 85710
ELLINGTON, Roy G.
3311 Michigan Avenue
Colorado Springs CO 80910
FETTER, Robert D.
4401 West Marlette
Glenside AZ 85019
FLOYD, Ralph H., Jr.
1704 Winsted Lane
Austin TX 78703
FULLER, Christopher L.
21 Cushman Street
Augusta ME 04330
GANTT, John R.
Hq USARV, Aviation
APO San Francisco 96375
GARNEAU, Lucien R.
7426 Van Noy Loop
Ft Geo. Meade MD 20755
GARRETT, Hoke S., Jr.
100-C Running Avenue
Ft Benning GA 31905
GARRISON, Darrold D.
HHC, 229th Aviation Bn
APO San Francisco 96490
GASTON, Joseph R.
27th Co, 2d Student Bn
Ft Benning GA 31905
GLOVER, Leo M.
104 Dove Street
Ft Huachuca AZ 85613
GREENE, John H.
USA Aviation Sup Det
Homestead AFB FL 33030

PCS - MAJORS

HARDY, Thomas O.
110 Cherokee Lane
San Antonio TX 78232
HEARN, Forrest
8505 S. Hillcrest Terrace
Oklahoma City OK 73159
HEDRICK, Miles C.
Y-9 Callaway Grdn Apts
Athens GA 30601
HOOD, John W.
1460 N.W. 40th Street
Lawton OK 73501
HOOKS, Roy P.
5703-B Gilkey
Ft Knox KY 40121
HORTON, William R.
Joshua
Texas 76058
IVEY, Charles E.
2175 Awikiwiki Street
Pearl City HI 96782
JACKSON, George F., Jr.
10 South Broadway
Cape May NJ 08204
KAHALEKULU, Benjamin
930 Walnut Street
Coshobon OH 43812
KAISERMAN, Donald B.
45 Wedgewood Drive
Cinnaminson NJ 08077
KEEPER, Gary L.
11673 Jaquetta Court
Bridgeton MO 63042
KILLETTTE, James L.
4 McIntosh Place
Ft Stewart GA 31313
KIMZEY, Guy S.
4716 Cuming Street, #3
Omaha NE 68132
KRAUS, George F.
Building 854, Apt 1
Pt Hill OK 73503
LEINS, David V., Jr.
USACDCCAG
Ft Leavenworth KS 66027
LESTER, Rodney D.
Green Acres Trl Ct., #23
Daleville AL 36322
LEWIS, Harold B., Jr.
170 Corinthia Drive
Newport News VA 23602
LINER, Cornelius E.
196-C Scott Place
Ft Riley KS 66442
LOBAN, Gary G.
5671-A Conroy Avenue
Ft Knox KY 40121
MASSEY, Lee T.
11 Donovan Street
Ft Rucker AL 36360
MATOS, Joseph A., Jr.
2940 North 38th Street
Kansas City KS 66104
McCURDY, John D.
P.O. Box 384
Sidney MT 59270
McKENZIE, Robert C.
212 East Quincy
Pittsburg KS 66762
MEISSNER, Kenith E.
AMCPM-SL, Bldg 432
Ft Monmouth NJ 07703

PCS - MAJORS

MONROE, Eddie D.
MACTHAI, JUSMAG
APO San Francisco 96303
MOSS, Pat L.
323 Roberts Lane, #35
Bakersfield CA 93308
MULLER, Anthony N.
Hqs, V Corps (G-3)
APO New York 09079
NAUMANN, Ralph E.
AC of S (G-1)
Ft Stewart GA 31313
NEWSOME, Joseph D.
3414 East Bijou
Colorado Springs CO 80909
PAASO, Thomas H.
402 Holiday Drive
Lansing KS 66043
PARKER, Ellis D.
68615 Farrington, Bx700
Waihua HI 96791
PAULSEN, David D.
1510 Bill Nye Avenue
Laramie WY 82070
PORTEFIELD, Edward G.
B Co, 703d Maint Bn
APO New York 09031
RENEGAR, Ray V.
Picutinny Arsl, Box 86
Dover NJ 07801
SENER, George J.
100 Dellwood Lane
Ozark AL 36360
SHAHAN, Donald H.
1102 Sullivan Drive
Lawton OK 73501
SILVA, Warren R.
273d Heavy Helicopter Co
APO San Francisco 96384
SLYE, Kenneth M.
2949-A Summerall Circle
Ft Eustis VA 23604
SMITH, Hubert G.
MOQ 915B NAS
Patuxent River MD 20670
SMITH, Richard L.
209 Beachwood
Universal City TX 78148
SOLLIE, Stanley C.
97th General Hospital
APO New York 09757
STRANG, Paul H.
13-B Lloyd Way
Ft Benning GA 31905
TATEM, Kenneth E.
94-1202 Kahuaia Street
Waipahu HI 96797
THOMAS, James E.
298-B Bizerte Road
Ft Lee VA 23801
THOMAS, James R.
303A First Division Road
Ft Benning GA 31905
THOMPSON, David E.
309 Aschen Road
Ft Ord CA 93941
THORNTON, Olen D.
7513 Long Pine Drive
No. Springfield VA 22151
THORP, Douglas E.
CMR 2, Box 7127
Ft Rucker AL 36360

PCS - MAJORS

TOSO, Norman C.
5527 Bouffant Blvd
Alexandria VA 22311
WOODMANSEE, H.T., II
135th Avn Co, Aslt Hel
APO San Francisco 96530
YANDELL, James C.
16 North Nancy
Daleville AL 36322

CAPTAINS

ANDERSON, Jerry F.
835A Tidball, Schofield Brks
APO San Francisco 96557
ASH, Theodore S., Jr.
2933 N. Anderson Court
Woodbridge VA 22191
BELTCH, Lyle W.
P.O. Box 296
APO Seattle 98733
BLUNT, Charles D.
HHC, 16th Aviation Bn
APO New York 09061
BROOKS, Jerry R.
USATC
Ft Eustis VA 23604
BURKE, Charles M.
2026 Grasmere Drive
Louisville KY 40205
CHARLES, Craig E.
35 Beech Lane, R.D.2
Macungie PA 18062
CHENAULT, Michael S.
415-A Craig Court
Ft Benning GA 31905
CHRICHIGNO, Luis G.
B Troop, 7/17th Cavalry
APO San Francisco 96262
COZART, John W.
6512-B Lucas Street
Ft Sill OK 73503
CRAIG, Lorrax
176th Aslt Helicopter Co
APO San Francisco 96374
DANBY, James C.
2530 H. Wurzbach Rd., 9B
San Antonio TX 78209
DEUKER, Robert C.
Box 83A, Route 3
Traverse City MI 49684
DOUGLASS, James B., Jr.
Co E, 2d Bn, 2d Bde
Ft Dix NJ 08640
EMORY, Sherwood L., Jr.
224 Moreland Drive
West Monroe LA 71291
FARMER, Danny C.
510 Woodcrest
Brandon FL 33511
GARRISON, William E.
6505 Meglachin
Ft Sill OK 73503
GILBERT, James P.
P.O. Box 216
Fredertok MD 21701
GOFF, George W., Jr.
Bx 500, Stoney Batter Rd
Kingsville MD 21087
GUY, Leroy E.
Route 1, Box 203A
Seale AL 36875

PCS - CAPTAINS

HALFF, Henry R.
1030 W. Beltline Road
Richardson TX 75080
HAYNES, Thomas R.
P.O. Box 658
Daleville AL 36322
HOLDER, James R.
2706 Hilltop Drive
Lawton OK 73501
HORLACHER, Donald R.
3686H Sherwood Arms Apt
Denhigh VA 23602
HOUSLEY, Robert E.
1612A James Road
Ft Belvoir VA 22060
KEEHN, Richard C.
814 N. Delaware, #406
San Mateo CA 94401
KERRIGAN, Robert J.
6717A Spaulding Avenue
Ft Sill OK 73503
KEY, Claude S.
500 N.E. 23rd St., Tr110
Mineral Wells TX 76067
LAINE, Leroy C., Jr.
B Trp, 3/17th Cavalry
APO San Francisco 96289
LETTIS, Clifford E., Jr.
170 Harris Drive
Ft Rucker AL 36360
MARTIN, Donald L.
5104 Flatrock Drive
Fayetteville NC 28301
MASON, Lloyd D.
5481-B Jamison Street
Ft Knox KY 40121
McCLOY, Michael N.
6920 Lanette Rd., Grdn Vlg
Baltimore MD 21206
McMILLAN, Donald J., Jr.
1295 Marian Way
Petahuma CA 94952
MEBANE, Eddie B.
511 South 9th Street
Copperas Cove TX 76522
MOSLEY, Kenneth W.
102 Waltham Circle
Newport News VA 23602
NELSON, Joel R.
P.O. Box 64
Ft Rucker AL 36360
OLDER, Steven T.
1335-D Wickham Street
APO San Francisco 96557
OLNEY, Roger P.
115 Trotman Drive
Ozark AL 36360
OSBORN, Roger J.
Route 5, Evans Road
Clarksville TN 37040
OSTLER, Robert H.
1702 Goodwin Drive
Mineral Wells TX 76067
OSTOVICH, Rudolph, III
139-B Arrowhead Road
Ft Benning GA 31905
PATRICK, Harry A.
Hq, 7th Medical Bde
APO New York 09154
POUCH, Richard C.
612 Valleybrook Road
Savannah GA 31406

PCS - CAPTAINS

PRESSLY, Paul A.
304 S. Lumpkin Rd., #22D
Columbus GA 31903
QUEEN, John F.
263 Wave Street
Laguna Bch CA 92651
RENDER, Terrence M.
126 Tibet Ave., Apt 4F
Savannah GA 31406
RICHESON, Jeffrey E.
701 Austin Drive
Mineral Wells TX 76067
RIETZ, Dieter R.
244th Aviation Co (SA)
APO San Francisco 96215
SEILER, Curtis W.
107 Woodland Drive
Mechanicsburg PA 17055
SHIBAO, Lincoln H.
2330 Paddy Avenue
Columbus GA 31903
SMEEEKS, Frank C., Jr.
805 Sycamore Street
Ravenswood WV 26164
STEAHNS, Richard N.
6530 Glenview Drive
Tinley Park IL 60477
SZYMANOWICZ, Philip B.
CMR 2, Box 7336
Ft Rucker AL 36360
TARKER, Alexander D.
3854 Hilpert Street
Pittsburgh PA 15227
TASTAD, Jerome W.
USAAVNS CI70-9, Bx6615
Ft Rucker AL 36360
TETU, Robert G., Jr.
CMR, Box 2406
APO New York 09057
THOMAS, Blain J.
169th Aviation Company
Ft Carson CO 80913
TRICKLER, Roger D.
5855B Demoret Avenue
Ft Knox KY 40121
WALLACE, William J.
1224 Bunker Hill Road
Columbus GA 31907
WATERS, Joseph C.
5809B Billymer
Ft Knox KY 40121
WEAVER, Richard L.
11317 Winston Place, #2
Newport News VA 23601
WHITEHEAD, John B., III
1 Bn, 32d Armor, 3d AD
APO New York 09074
WHITING, Leonard W.
Westside
IOWA 51467
WHITSON, Dennis R.
3221 Wayne Avenue
Granite City IL 62040
WILLIAMS, Welborn J.
14th Aviation Company
APO New York 09025

LIEUTENANTS

BAADE, Clifford K.
3805 South 19th Street
Lincoln NB 68502

PCS - LIEUTENANTS

BANASICK, Peter A.
613 Scottdale Avenue
Scottsdale PA 15683
BECK, Christian E.
2840 S. Circle Dr., #335
Colorado Springs CO 80906
BENNETT, Robert J.
5417-D Mulvaney Street
Ft Knox KY 40121
BENNETT, William J.
602 East Lyons Street
Sulphur LA 70663
DEWEY, Larry R.
Hamilton St., R.D. 1
Weedsport NY 13166
EASTERLING, Dale A.
USATSCH, AMOC 9-70
Ft Eustis VA 23604
GIGNAC, Fred J.
2400 Jeffrey Street
Schenectady NY 12309
HARRIS, Stephen P.
5800 100th St., S.W., Apt 3
Tacoma WA 98499
HUTCHINSON, Donald
1131 Noble Avenue
Bridgeport CT 06608
MAHLE, John R.
HHC, 15th Cmbt Avn Gp
APO New York 09025
MARCZAK, Stanley A., Jr.
Box 745
Gilbert LA 71336
McALLISTER, John M.
4911 Kavanagh
Little Rock AR 72207
MILLER, Michael E.
700 Greenwood Road
Union NJ 09083
PUG, John V.
1819 Clark
Laredo TX 78040
ROSSITER, Steven J.
1352 Wood Road
Fulton CA 95439
STOUT, Duane C.
336 University Drive
E. Lansing MI 48823
SWAN, Peer A.
120th Aslt Helicopter Co
APO San Francisco 96384
TOLEDO, John
739 Lincoln Street
Watsonville CA 95076
VINCENT, Barry D.
P.O. Box 808
Alpine TX 79830
WECHS, John J.
5529 North 15th Street
Arlington VA 22207
WILLIAMS, Raymond W.
347 North Dougherty
Ft Bragg NC 28307
WITT, Terrence G.
2104 Criston Dr., Apt 1B
Newport News VA 23602
YERGER, John P.
1976 Morrison Avenue
Union NJ 07083

PCS - CW4

ASTRIKE, Charles H., Jr.
171B Middleton Road
Ft Belvoir VA 22060
DEGEEST, Gordon E.
CMR 2, Box 6072
Ft Rucker AL 36360
HOLCOMBE, Albert M.
33 OTC, Box 3
APO San Francisco 96291
LUDWIG, Dean R.
478th Avn Co, Hvy Hel
APO San Francisco 96349
MOSSER, Kent A.
171 Harris Drive, North
Ft Rucker AL 36360
NICHOLSON, Bruce C.
16 Irwin
Ft Rucker AL 36360
SHEETS, Carlos E.
1905A Virginia Avenue
Homestead AFB FL 33030
SMITH, Ronald L.
90th Aviation Company
APO Seattle 98749
STEVENS, Merrill E.
18 Hartell Way
Ft Rucker AL 36360
YORK, John, Jr.
41 Kirby Street
Ft Rucker AL 36360

CW3

BELL, Nelson E.
540th Trans Co (AM-GS)
APO San Francisco 96238
CHARPENTIER, Norman J
E. Moore Lp(504C)Mil Acd
West Point NY 10996
DONNEWIRTH, Robert G.
83 Tidball St., Schofield
APO San Francisco 96557
FIGUEROA, Josue
Co A, 15 Trans Bn, 1 Air CD
APO San Francisco 96490
GARRETT, Robert H.
11 Union Hills Lane
Wilmington CA 90744
GEARAN, Leonard H.
Dept 6, USASATC-S
Ft Devens MA 01433
GIBSON, Cecil C.
303d Trans Co (GS)
APO San Francisco 96530
KING, Jack J.
12401 Sunnybrook Road
Savannah GA 31406
ROWLEY, James E.
93 Harris Drive, North
Ft Rucker AL 36360
TEICH, Henry W.
611 Morgan Lane
Enterprise AL 36330
TILGNER, Armit C.
128th Aslt Helicopter Co
APO San Francisco 96289
VAUGHN, Donald E.
303rd Trans Co (GS)
APO San Francisco 96530

PCS - CW2S

BALDWIN, William R.
2513D Jackson Avenue
Ft Eustis VA 23604
CALLAWAY, Rodney W.
156th Aviation Co (RR)
APO San Francisco 96215
ELLSWORTH J
2400 North Lockhart
Sherman TX 75090
FELIX, Ariel A.
110 Lucas Creek Road
Newport News VA 23602 Z
GREEN, Millard L.
101 Oliver Avenue
Hunter AAF GA 31405
JOHNSON, John K.
A Btry, 4/77 ARA, 101 AD
APO San Francisco 96383
KARSTEN, Richard C.
2962 Las Vegas Trl., #154
Ft Worth TX 76116
LYON, James V.
13441 Warlick Blvd, #24
Newport News VA 23602
PENTTILA, Eric D.
125 Patrick
Mineral Wells TX 76067
PETTIT, Thomas W.
224th Avn Bn, (RR)
APO San Francisco 96307
ROBBINS, James D.
1201 Broadmoor
Austin TX 78723
SATTERFIELD, Richard J.
5025 North Plane Avenue
Tucson AZ 85705
STEVENS, Harry F.
Main Street
Jonesport ME 04649
TAYLOR, Daniel L.W.
582d Trans Co (AM-GS)
APO New York 09028
WIEBERSCH, Dominic J.
4061 Overland
Riverside CA 92503
WILLIAMS, Robert G.
364 Grant Ave., Box 21
Junction City KS 68441

CWOS

DAULEY, James F.
2102 Brentwood Drive
Savannah GA 31404
FRUTZ, Lester
Box 93
Rubicon WI 53078
KNUDSLIEN, Martin G.
2209B Pennsylvania Ave
Homestead AFB FL 33030
OLSEN, Alan V.
120 Eklund Avenue
Hoquiam WA 98550
ROWE, Dennis A., Jr.
115 Jenkins Drive
Hunter AAF GA 31405
SMITH, Howard W.
P.O. Box 68
Stockton AL 36579
THOMAS, Henry A.
Hq. 34th Gen Spt Gp AM&S
APO San Francisco 96309

PCS - WOS

ADAMS, John L.
P.O. Box 285
Holly CO 81047
ADKINSON, Rodger D.
D Co, 1/1 Cav, 123 Avn Bn
APO San Francisco 96374
ARNOLD, Richard M.
2905 Portales Drive
Ft Worth TX 76116
AYTON, James S.
P.O. Box DG 401
Williamsburg VA 23185
BORLAND, James M., Jr.
242 Clymer Avenue
Indiana PA 15701
BOYCE, Richard M.
5565 Territorial Road
Grand Blanc MI 48439
BUCHAN, Patrick C.
517 Webster Street
Traverse City MI 49684
BUSHY, Daniel A.
1118-A Thompson Circle
Ft Eustis VA 23604
CAPLAN, David L.
82d Aviation Battalion
Ft Bragg NC 28307
CLARK, Robert L.
HHT Avn, 3/11th ACR
APO San Francisco 96257
COSBY, Robert M.
A Co, 123 Avn (Americal)
APO San Francisco 96374
COUSINS, Russell E.
Box 117, Route 3
Enterprise AL 36330
CREWS, John W., Jr.
Dependent Mail Section
APO San Francisco 96301
DANITZ, Jeffery J.
4197 Circle Court
Williamsville NY 14221
DIZE, Jesse H.
R.F.D. 1, Box 99
Kilmarnock VA 22482
DUTSON, Richard N.
60th Aviation Company
Ft Geo. Meade MD 20755
EASTERDAY, Glenn R.
427 S. Pickaway Street
Circleville OH 43113
EMERSON, Charles L.
Dixie Estates, #19, R.R.2
Daleville AL 36322
FINDER, Adolph J.
45th Medical Co (AA)
APO San Francisco 96491
FOWLER, Ernest G., III
P.O. Box 3103
Ft Sill OK 73503
FROST, Bobby G.
3307 N.E. 10th Street
Mineral Wells TX 76067
GRAHAM, Tyrone L.
2002 Gorgas Street
Montgomery AL 36106
HALE, Gerald L.
609th Trans Company
Ft Benning GA 31905
HARNAGE, Thomas A.
36-A Battle Park
Ft Benning GA 31905

PCS - WOS

HARRIS, William E.
6135 N. Maplewood Ave
Chicago IL 60645
HARRISON, William J.
618 Drayton Street
Savannah GA 31401
HATTON, John T.
1420 Belmont Avenue
Ceres CA 95307
HAYES, Willard D.
239th Avn Co, Aslt Hel
APO San Francisco 96207
HERNANDEZ, Robert J.
114th Avn Co, Aslt Hel
APO San Francisco 96357
HODIN, David
928 N. Pearl, #40, Bldg E4
Tacoma WA 98406
HOFMANS, Jerome A.
282 ASHC, 3PT, Drawer 15
APO San Francisco 96349
HOLLAND, Merlin J.
Route 2
Princeton MN 55371
IRLAND, Billy S.
800 Vagabond Drive
Fayetteville NC 28304
JACKSON, Keith M.
56 Pershing Place
Cresskill NJ 07626
JOHNSON, George R.
16524 126th Avenue, S.E.
Renton WA 98055
JOHNSTON, Darrel R.
Box 161
East Moline IL 61244
JONES, Donald L.
110th Aviation Company
APO New York 09168
KELLEY, Arthur D.
706 Patton
Killeen TX 76541
KOSKO, Charles J.
32 Lwallen Drive
Newport News VA 23602
LAMIELL, James M.
1571 South Corona
Denver CO 80210
LINK, Robert C.
2123 Suffed Drive
Winter Park FL 32789
LOEPKE, Malcolm V.
1238 South 16th Street
Richmond IN 47374
MALAVOLTI, George L.
D Trp, 3/1 Cav, 1st AD
Ft Hood TX 76544
MARLING, Everett S.
D Trp, 3/1 Cav, 1st AD
Ft Hood TX 76545
MARTIN, Randall A.
HHB, 212th Arty Group
Ft Lewis WA 98433
MASTERJOHN, Victor R.
120-50 5th Avenue
College Point NY 11356
McCOY, Gregory E.
8543 White Avenue
Brentwood MO 63144
McDONALD, James O.
600 W. Hallmark, Apt 602
Killeen TX 76541

PCS - WOS

McINNIS, Michael R.
7131 Westlyn Drive
San Antonio TX 78227

McMAHON, Kerry R.
10 Hamilton Street
Ft Bragg NC 28307

MEANA, Richard D.
7430 Masonville Drive
Falls Church VA 22042

MINOGUE, James
216-18 110th Avenue
Queens Vlg NY 11429

MOORE, Michael A.
2520 South Steele
Denver CO 80210

MURRAY, Brian D.
4301 Columbia Pike, #606
Arlington VA 22204

NEAL, Billy D.
162d Aviation Company
APO San Francisco 96215

O'BRIEN, Thomas D.
364 Grant, Holiday Ct. #98
Junction City KS 66441

OSBORN, James P.
Phillips Trl Ct., Lot 41
Daleville AL 36322

OWEN, Richard B.
904 Spring Valley Road
Altamonte Spgs FL 32701

PARKER, Jamie A.
3810 Leahi Ave., Apt 106
Honolulu HI 96815

PATRICK, Stephen A.
P.O. Box 490
Hinton WV 25951

PEREGOV, Nelson G.
OSC, CMR 2, Box 5957
Ft Rucker AL 36360

PETERSON, Daniel T.
Div Army, 24th Infantry
Ft Riley KS 66442

PICKART, Ronald E.
D Trp, 2/1 Cavalry Regt
APO San Francisco 96317

PRAHL, Brian W.
210 North Monroe Street
Ridgewood NJ 07450

PUCCI, Larry R.
2329 North 81st Way
Scottsdale AZ 85257

RALEY, Jerry E.
833 Nevin Way, #2
San Jose CA 95128

RENSVOLD, Roger B.
CMR 2, Box 7604
Ft Rucker AL 36360

RETH, Bernard E., III
A Co, 4 Avn Bn, 4 Inf Div
APO San Francisco 96262

REYNOLDS, John P.
HHC, 3d Bde, 8th Infantry
APO New York 09028

ROGGENKAMP, Robert J.
D Trp, 1/10th Cav, 4th Div
APO San Francisco 96262

ROSE, James W.
2691 Graceland Avenue
San Carlos CA 94070

SCHWARTZKOPF, Louis
261 5th Avenue
Roebling NJ 08554

PCS - WOS

SHAFFER, George E.
23 Sherman Street
Auburn NY 13021

SIFFORD, John T.
717 Second Street
Wright Patterson AFB OH

SITES, Richard A.
4042 Marlin Drive
Corpus Christi TX 78418

SPURRIER, David L.
3409 South Patton Way
Denver CO 80236

STERLING, Paul L.
P.O. Box 100
Old Orchard Bch ME 04064

STERLING, Stephen J.
211 Montclair Avenue
Pittsburgh PA 15229

STEVENSON, Harry R.
741 Hagner Street
Philadelphia PA 19128

STROM, David L.
3005 Galley Rd., Apt 210
Colo. Springs CO 80909

SWIFT, John J.
1383 Airport Drive
S. Burlington VT 05401

TATE, Craig T.
HHC, 3d Bde, 25th Inf Div
APO San Francisco 96225

THIEM, Kenneth E.
HHC, 3d Bde, 25th Inf Div
APO San Francisco 96225

THOMAS, David M.
Co C, 229 Avn Bn(AH)1CD
APO San Francisco 96490

TROMPSON, Larry A.
B Trp 2/17 Cav, 101 Abn
APO San Francisco 96383

WARD, William A., III
48 Mapleshade Avenue
Pearl River NY 10965

WHARTON, James R.
303d Trans Company
APO San Francisco 96530

WILLARD, Ronald L.
1321 Highland Drive
Baltimore MD 21212

WILSON, William A., II
3005 Galley Rd., Apt 210
Colo Springs CO 80909

WYLLIE, Lawrence R., Jr.
Highway 85 South, Lot 2
Daleville AL 36322

ENLISTED

HINNERS, Teddy L., SP6
3609 Lancashire Street
Colo Springs CO 80907

MOLINE, Wm. P., Cadet
Company B, USCC
West Point NY 10996

REILLY, Thomas P., SP6
USACSA, Bldg 2525
Ft Monmouth NJ 07703

SIMPSON, Carroll, SGM
106 Hirsch, Anzio Acres
Ft Bragg NC 28307

WOZNIAK, Leon, S., SFC
610 Trans Co (AM-GS)
APO San Francisco 96349

PCS - RETIRED

BAKE, Robert W., SSG
107 Greenoble Way
Polisom CA 96530

BASIC, Nick J., LTC
Rural Route 1
Loretta WI 54852

BROWN, Archie J., LTC
443 Juedes Avenue N.
Salem OR 97303

DELPORTE, Jack B., MAJ
13 North River Drive
Stuart FL 33494

SILVER, Harold, LTC
2066 N.W. 20th Lane
Gainesville FL 32601

VANDIVER, Gilmer L. LTC
P.O. Box 125
Cleveland GA 30528

WALTS, Charles C., COL
Parson Hmstd Pleasant Av
Peaks Island ME 04108

WEBB, Hugh W., COL
P.O. Box 4949
Clearwater FL 33518

ASSOCIATES

AHERN, John J., Mrs.
Lyndel Drive, R.D. 2
Phoenixville PA 19460

ANDERSON, Robt L., Mrs.
907 Cincinnati
El Paso TX 79902

BACHMAN, John A.
1155 15th N.W., Suite 1010
Washington DC 20005

BUNKER, William B., Mrs
7001 Bradley Circle
Annandale VA 22003

CALDWELL, D.C.
Cl 5, MS 35-92, Bx 2839
Long Beach CA 90801

CHRISTIAN, James E.
P.O. Box 92
Waterloo IL 62298

COBEY, William E.
903 Lake Shore Dr., #103
Lake Park FL 33403

COLANGELO, Nicholas
6718 Bellamy Avenue
Springfield VA 22152

CRIGLER, John L., Jr.
Lockheed, Dpt 9641, Bx 551
Burbank CA 91503

DUNHAM, William H.
P-W, Bx 2691, MI Stop A86
W. Palm Beach FL 33402

ECKER, Fred J.
Grumman, P.O. Box 2206
Savannah GA 31402

GRAPT, Joel, Mrs.
3418 Terrace, Box 146
Kent OH 44240

GRAY, Frank W.
HHC, 16th Aviation Bn
APO New York 09061

HARRISON, Paul D., Jr.
3801 Lake Drive, #123
Granite City IL 62040

HILFMAN, Blair R., Mrs.
9249 Granville Lane
Indianapolis IN 46229

PCS - ASSOCIATES

HOCKER, Earl C.
4630 Hamlin
Corpus Christi TX 78411

KAUFMAN, Lesco G., Mrs.
540 East Lincoln Avenue
Waukega IL 60970

KEY, Clarence E.
P.O. Box 1085
Jensen Bch FL 33457

KIGGINS, Harold Z.
3428 Union Street, North
St. Petersburg FL 33713

KLEIN, R.P.
1660 "L" St., N.W., Rm 808
Washington DC 20036

LANGE, Garland D.
10622 Gettysburg
Corpus Christi TX 78410

LEWIS, Carl F.
P.O. Box 8831
Stockton CA 95204

MAY, Harold D.
Dynalectron, CMR, Bx 74
APO San Francisco 96235

McKEE, Burton E.
1835 Golden Vista Drive
West Covina CA 91790

McPHERSON, David L.
Lear Siegler, 3737 5th Ave
San Diego CA 92103

MIMNAUGH, John D.
85 Polecat Rd., Fox Vly
Glen Mills PA 19342

MONTONE, Neil A.
18042 Osborne Street
Northridge CA 91324

NERL, Lewis
3 Cronis Court
Rolla MO 65401

O'QUINN, Edwin B.
523 Venice Way, Apt A
Inglewood CA 90302

PHILLIPS, D.K.
Hughes Aft., P.O. Bx 6
Dresher PA 19025

POTTS, Homer W.
1487 Sommerset Shire
Florissant MO 63031

RAYMOND, Conley, Mrs.
675 East 1st North, Apt 3
Logan UT 84321

RESSLER, Ronald K.
17122 Stare Street
Northridge CA 91324

SCHAEFER, Richard, Mrs.
720 Coronado Avenue
Coronado CA 92118

WHEAT, Finess A.
Dynalectron, Box 9034
Honolulu HI 96820

WINDER, Theodore T.
811 Lamplight Lane
Hazelwood MO 63042

WIRT, Charles A.
1415 Fourth Street S.W.
Washington DC 20024

WOLCOTT, Fred W.
7016 Benjamin Street
McLean VA 22101

OBITUARIES

- ABRAMSON** — In Vietnam, Warrant Officer Andrew J. Abramson, 101st Airborne Division (Airmobile), due to an aircraft accident on October 23, 1969; son of Mr. and Mrs. Stanley L. Abramson, 17253 SW Kelok Road, Lake Oswego, Oregon.
- BASTIAN** — At Walter Reed General Hospital, Lieutenant Colonel Richard K. Bastian, last assigned to the Far East Engineer District, Seoul, Korea, died on August 26, 1969, after a brief illness; husband of Mrs. Jean A. Bastian, of 503 Merrill Avenue, Beloit, Wis.; father of Nancy, 15; Susan, 14; Steven, 12; and Diane, 7; son of Mr. and Mrs. Clifford Bastian, of Beloit, Wis.; brother of Mrs. Warren Sarow, Evansville, Wis., and Joseph Bastian, Arco, Idaho.
- BLACK** — In Vietnam, Chief Warrant Officer (W2) Nolan E. Black, 17th Aviation Group, due to hostile action on October 30, 1969; husband of Mrs. Carol A. Black, 1150 Garfield Avenue, Beloit, Wisconsin.
- CAMPBELL** — In Vietnam, Captain Thomas E. Campbell, 17th Aviation Group, due to an aircraft accident on October 28, 1969; son of Mr. and Mrs. Edward C. Campbell, 1803 N.W. 40th Street, Lawton, Oklahoma.
- FORE** — At Fort Wolters, Texas, Chief Warrant Officer John R. Fore, assigned to the US Army Primary Helicopter Center, due to an aircraft accident on October 20, 1969; husband of Mrs. Roseanne A. Fore, 200½ South West 6th Avenue, Mineral Wells, Texas.
- GETZ** — In Vietnam, Chief Warrant Officer (W3) Paul R. Getz, 1st Cavalry Division (Airmobile), due to an aircraft accident on October 31, 1969; husband of Mrs. Charlene L. Getz, 1211 Lake Avenue, Lawton, Oklahoma.
- HAMILTON** — In Vietnam, Warrant Officer Milbert W. Hamilton, 101st Airborne Division (Airmobile), due to hostile action on October 25, 1969; husband of Mrs. Yong C. Hamilton, 3319 Maple Avenue, Rapid City, South Dakota.
- HODGES** — In Vietnam, Chief Warrant Officer (W3) Ferman B. Hodges, 1st Cavalry Division (Airmobile), due to an aircraft accident on October 28, 1969; husband of Mrs. Mitzie D. Hodges, 249 Howard Drive, Gardendale, Alabama.
- LEACH** — In Vietnam, Warrant Officer Kenneth R. Leach, 25th Infantry Division, due to an aircraft accident on November 3, 1969; husband of Mrs. Pamela K. Leach, 41852 East Acacia Street, Hemet, California.
- PAYDO** — Chief Warrant Officer (W2) James W. Paydo, died as the result of an aircraft accident on October 13, 1969; son of Lieutenant Colonel and Mrs. John Paydo, Jr., 3770 Rolison Road, Apt. 14, Redwood City, California.
- ROSENTHAL** — In Vietnam, Warrant Officer Michael D. Rosenthal, Jr. 1st Cavalry Division (Airmobile), due to an aircraft accident on October 31, 1969; husband of Mrs. Hazel F. Rosenthal, 2201 Riverland Drive, Chalmette, Louisiana.
- PROULX** — Warrant Officer Francis E. Proulx, assigned to Fort Hood, Texas, died on October 15, 1969; son of Mrs. Rita L. Proulx, 16 Park Avenue, Southbridge, Massachusetts.
- ROSENOW** — In Vietnam, Warrant Officer Thomas A. Rosenow, Americal Division, due to hostile action on August 10, 1969; son of Mr. and Mrs. Arthur J. Rosenow, Rural Route 2, Cashton, Wisconsin.
- RUDOLPH** — In Vietnam, Chief Warrant Officer (W2) Ronald C. Rudolph, 164th Aviation Group, due to an aircraft accident on October 13, 1969; husband of Mrs. Paula W. Rudolph, 2607A West Oak Road, San Antonio, Texas.
- SLONECKER** — At Fort Rucker, Alabama, Chief Warrant Officer Robert K. Slonecker, assigned to U.S. Army Aviation School Regiment, died March 23, 1969; husband of Mrs. Lola J. Slonecker, 213 Harris Drive, Fort Rucker, Alabama.
- STOKKERMAN** — In Vietnam, Warrant Officer Jon W. Stokkerman, 164th Aviation Group, due to an aircraft accident on November 2, 1969; son of Mr. and Mrs. Joseph J. Stokkerman, 1610 Baker Drive, Kalamazoo, Michigan.
- TADEVIC** — In Vietnam, Warrant Officer Ralph D. Tadevic, 1st Cavalry Division (Airmobile), due to an aircraft accident on October 28, 1969; son of Mr. and Mrs. Stanley R. Tadevic, 4049 N. LeClaire Avenue, Chicago, Illinois.
- THORNTON** — In Vietnam, Captain Dwight J. Thornton, 101st Airborne Division (Airmobile) due to hostile action on October 25, 1969; husband of Mrs. Sandra G. Thornton, 2303 Pembroke Drive, Albany, Georgia.
- WATKINS** — In Vietnam, Chief Warrant Officer (W2) Robert J. Watkins, Jr., 101st Airborne Division (Airmobile), due to an aircraft accident on October 8, 1969; husband of Mrs. Loretta J. Watkins, 4358 Timuquana Road, Apartment 150, Jacksonville, Florida.
- WRIGHT** — In Vietnam, Warrant Officer John P. Wright, 17th Aviation Group, due to an aircraft accident on October 28, 1969; son of Mr. and Mrs. Lynn A. Wright, 430 South Uvalda Circle, Aurora, Colorado.

MILITARY AERIAL DISPERSAL SYSTEMS

UH-1 HELICOPTER SPRAY SYSTEM

MODEL 3090 AVAILABLE TODAY

AGRINAUT. a new aviators rating

ALWAYS ON TARGET

Send for Catalog 3090

THE AGRINAUT MODEL 3090 MILITARY SPRAYER IS A FULLY TESTED QUALIFIED SPRAYER FOR DEFOLIATION, INSECT ERADICATION & DISEASE PREVENTION

AGRINAUTICS

1333 PATRICK LANE, McCARRAN AIRPORT, LAS VEGAS, NEVADA 89109

AAAA CALENDAR

- **Schwaebisch Hall Chapter.** General membership meeting. Garmisch planning. Beer and chips. NCO Club. 15 Dec.
- **Fort Benning Chapter.** Christmas "social." Cocktails and dinner. Fort Benning Ski Lodge. 16 December.
- **Midnight Sun Chapter.** Professional meeting. Speaker: Don Sheldon. Fort Richardson NCO Open Mess. 16 Dec.
- **Monmouth Chapter.** Christmas social. Joint dinner meeting with AUSA. Gibbs Hall. 18 December.
- **Fort Wolters Chapter.** Junior Officer/Warrant Officer Member Council. Business Meeting. Troop Brigade Hqs. 18 December.
- **Valley View Chapter.** General membership meeting. Garmisch planning. Peden Barracks Officers' Club. 31 Dec.
- **National Executive Board.** Business Meeting. ARADMAC, Corpus Christi, Tex. 5-8 February.
- **USAREUR Region.** 11th Annual Meeting. U.S. Army Recreation Center. Garmisch, Germany. Contact: AAAA Project Officer, 122d Aviation Company, APO N.Y. 09165. 4-7 March.

Members Activate Second Alaska Chapter and "High Plains Chapter" in Amarillo

Members south of the Alaskan Range (below the 63rd parallel) have spun off from the parent "Alaska Chapter," forming a "Midnight Sun Chapter" following 28 October activation meeting.

Officers: MAJ FN Harris, Pres; MAJ DK Higgins, ExVP; MAJ AR Russell, Sec-Trea; COL CM Grandelli, VPA; LTC CA Davis, Jr., VP, Social AF; MAJ BJ Spencer, VP, Memb; CW4 JG Schommer (Ret.), VP, Pub Aff.

Members in the Amarillo, Tex. area activated the "High Plains Chapter" at a 21 November dinner meeting with 27 members present. A follow-on meeting was scheduled for 12 December.

Officers: CW3 RL Hatter (Ret.); LTC RE McDonald, ExVP; Miss MK Sutton, Sec; LL Clark, Trea; EH Seiber, VPA; LTC AF Burch (Ret.), VPRA; BM Hendricks, VPI; and JA Bruner, VPP.

PRESIDENT APPOINTS NEW AAAA NATIONAL MEMBERS-AT-LARGE

AAAA President COL Richard L. Long, USA (Ret.) has appointed ten National Members-at-Large to the National Executive Board for the term ending 16 October 1970. The new appointees include:

MG George S. Beatty, Jr., Hunter AAF, GA; COL Jack W. Hemingway, Washington, D.C.; COL James L. Burke, Fort Huachuca, Ariz.; COL Thomas L. Lyons, Fort Eustis, Va.; and LTC Jack Dibrell, Fort Rucker, Ala.

Also, MAJ Patrick H. Brady, Fort Sam Houston, Tex.; CPT Jerome R. Daly, Hunter AAF, Ga.; CW4 Donald R. Joyce, Fort Rucker, Ala.; CW3 Robert L. Hamilton, Washington, D.C.; and SFC William R. Baum, Korea.

ARMY AVIATION

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

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

See section 157.4 of the postal manual.



Partners in payload

The versatile Huey is shown hustling over the CH-47 Chinook. Between the two of them, these hardworking helicopters keep the U.S. Army the most mobile fighting force in the world.

The driving power behind each copter comes from Avco Lycoming. Our gas turbines give the Huey its zip, the Chinook its record-breaking weight lifting ability.

The twin turbines of the Chinook, the single engine of the Huey have this in common: reliability under all conditions, including combat. Long time between overhauls, even when the trail going gets rough and dusty. Ease of maintenance, due to the Avco Lycoming modular design.

Where the action is, 8 out of 10 U.S. copters now fly on Avco Lycoming gas turbine power. Workhorse, packhorse, or warhorse, Avco provides the go for the gallop.



LYCOMING DIVISION
STRATFORD, CONNECTICUT