

May 31, 1970

Army Aviation



Getting the low-down

(See back cover . . .)



LYCOMING DIVISION
STRATFORD, CONNECTICUT, 06497

ARMY AVIATION

MAY 31, 1970

Endorsed by the Army Aviation Ass'n of America

CONTENTS

EDITORIAL

- Who Says It's A Bargain? — Vertical Lift Industry at a Crossroads
by Austin Garland 4

DIRECTORATE:

- An Eye to the Future!
by MG Allen M. Burdett, Jr.
Director of Army Aviation
OACSFOR, Dept. of the Army 7

LOGISTICS:

- Army Aviation Research — Vital to National Defense
by Colonel John R. Adie, CO
USA Aviation Materiel Laboratories 8

OPINION:

- The Birthday is Wrong!
by LTC Walter P. Maersperger
USAF, Retired 11

PROPOSAL:

- Let's Credit Civilian Pilot Time to Meeting Combat Readiness Minimums!
Pro: Major Howard J. Stiles 12
Con: Army Aviation Directorate 13

RESERVE COMPONENTS:

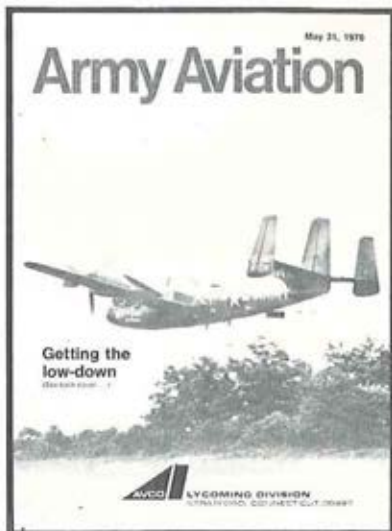
- Army National Guard Aviation Undergoing '70 Modernization
by LTC Donald G. Andrews
Chief, Army Aviation Branch
National Guard Bureau 15

READER SERVICE:

- Compilation of Major Unit Awards and Citations Made in USARV 20

DEPARTMENTS

- "FIRSTS"
Individual and unit pacesetters 5
- BLOW YOUR HORN!
Individual and unit record-holders 3
- PCS
Changes of Address and Residence 23
- AAAA NEWS
Chapter and National Activity Report 25
- NECROLOGY
February-April Obituary Notices 27



ADVERTISERS

- Avco Lycoming Division Front
Hepler & Gibney, New Haven, Conn.
- Bell Helicopter Company Centerfold
Lennen & Newell, Inc., Ft. Worth, Tex.
- Solar Division 6
Phillips-Ramsey, Inc., San Diego, Calif.

NOTICE

The publication of the 96-page June 30, 1970 "Army Aviation Materiel Issue" has been cancelled due to insufficient advertising, and will be replaced by a general news issue.

Advertising information and rates available from the Business Office (203) 227-8266 or from Jobson, Jordan, Harrison & Schulz, 1901 W. 8th St., Los Angeles, Calif. 90057. (213) 483-8530 or 57 Post St., San Francisco, Calif. 94104. (415) 392-6794.

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.

Blow your horn!

A monthly column in which Army Aviation personnel claim individual and unit operational and logistical records . . . Payload, speed, altitude, endurance, length of service, flight time . . . World or service records, in or out of combat . . . Submit 'em!

Largest tonnage airlifted by a CH-47 Chinook helicopter company in a 24-hour period: 377.5 tons during Operation Cedar Falls in USARV in January, 1967. Record claimed by the 178th Assault Support Helicopter Company.

Highest total flight time for a 12-aircraft AH-1G company during a 24-hour period: 100 hours, 25 minutes. Claimed by Company D, 229th ASH, 1st Cav Div (AM), with nine mission-ready aircraft while in support of Division and ARVN troops in Cambodia on 6 May 1970.

Highest total flight time in RVN for an FWLT Company during a calendar month: 1,364 hours. Claimed by MAJ Robert W. Martin, OpnsO, for the 135th Aviation Company (FWLT), for the month of March, 1966.

Highest passenger and cargo totals hauled by an FWLT Company in RVN during a calendar month: 17,337 troops (Aug 66) and 1,801 tons of cargo (Mar 66) claimed by MAJ Robert W. Martin, OpnsO for the 135th Aviation Company (FWLT).

Highest total flight time flown by a CH-47 Helicopter Company during a calendar month: 1,319 hours. Claimed by SFC Stanley Stokes, Opns NCOIC, for A Company, 228th Aviation Battalion, in March 70.

High flight time by individual for calendar month in USARV: 183 hours by CPT Paul L. Joplin, 173rd Aviation Company (Assault Helicopter), during 21 day period of Operation Attleboro. (3).

Highest total flight time for a 12-aircraft AH-1G company during a calendar month: 1,319 hours. Claimed by Company D, 229th ASH, 1st Cavalry Div (AM), for flight hours performed during April, 1970.

Highest total flight time for an aviation company during a calendar year: 32,956 hours, with an aver-

age of 2,746 hours per month. Claimed by the 240th Aviation Company (Combat), Bearcats, Vietnam, during Jan.-Dec., 1969. Part of the 222d Avn Bn (Cbt), the 240th is commanded by MAJ Bruce E. Dubov.

Largest Trans-Pacific air deployment using Army aircraft: 21 aircraft. Claimed by 135th Aviation Company (FWLT), with 258th Trans Det, in leaving Hamilton AFB, Calif., on 11 Jan 66 and landing at Qui Nhon, Vietnam, on 23 Jan 66, after traveling a cumulative 206,493 miles (from Ft. Benning, Ga.) and amassing some 7,014 flight hours. Unit was commanded by LTC (then MAJ) Marvin E. Childers.

Longest dual flight in an Army fixed wing aircraft: 18:00 hours, of which 7 hours were AI and 8 hours were night. Claimed by CPT Jack B. Sutton, CPT Alan M. Smith, and CW2 Billie C. Griffith who flew an Army C-47 from Hunter AAF, Ga., to Albuquerque, N.Mex., during 0730 hours on 23 Aug 69 to 0730 hours on 24 Aug 69.

Longest non-stop flight for an Army single engine aircraft: 2,300 miles. Claimed by LTC (then CPT) Richard S. Freeze, who, while serving with the JFK Center for Special Warfare, flew a U-10A from San Diego, Calif., to Ft. Bragg, N.C., on June 6-7, 1964.

Most combat hours flown in CH-47 helicopters during one tour in USARV: 1,331 hours. Claimed by CW2 Gregory C. Graham, 205th Aviation Company (ASH), during July, 1968-January, 1969.

Most combat hours flown in CH-47 helicopters during one or more tours in USARV: 2,400 hours, claimed by CW2 Gregory G. Graham, 205th Avn Co (ASH).

Oldest enlisted option Warrant Officer to attend the Warrant Officer Candidate School without benefit of an age waiver: CW2 David B. Rhodes, Ft. Meade, Md., who turned age 30 on 21 June 1968, three weeks after initiating USAPHS flight training on 1 June 1968.

200,000th Student to be graduated from the U.S. Army Transportation School: SP4 Jeffrey C. McMillian, graduate of Course 68F30 (Instrument Repair) given in the Aircraft Component Repair Division, Aviation Maintenance Training Dept., USATSch, Ft. Eustis.

DON'T SNORT!

Leave a footprint in the sands of time . . . If you've played a part in the establishment of an Army Aviation record, individual or unit, record it here. Having been published and placed before some 20,000+ readers, your record will either stand or be topped. If it stands, it will be placed in the "Big Book" we're compiling for turnover to the Army Aviation Museum!

AIR MEDAL HIGH NOW 76!

Unless topped by a later claim, ARMY AVIATION MAGAZINE now shows CW3 Patrick A. Gwaltney and CW3 William E. Thomas, both of AWOIC 70-2, USAAVNS, as the Army Aviators holding the largest number of Air Medals. Each has the Air Medal with 76 Oak Leaf Clusters. The enlisted crew member "High" is held by SP5 Thomas G. Kerner, First Radio Research Company (Avn), USARV, with 67 Air Medals.

WHO SAYS IT'S A BARGAIN?

IF an automobile costs more than a house, would the man who had both prize them according to his investment?

Because we spend more for razors, blades, shaving creams, styptic pencils, lotions, etc., than we do for gloves and fingernail clippers, does it follow that man values his facial fuzz more than he values his hands?

The answer to the first question is probably "Yes"; to the second, it is an emphatic "No." Much of our spending, even on items of personal consumption, does not represent personal preference — it is a conditioned necessity. Even booze, which ranks high on the list of items which eat up the personal dollar, achieves its lofty perch because the tax per swallow more than makes up for the reduction in swallows per person which has occurred during the past decade.

This is probably the origin of that old saw about spending more but enjoying it less.

Anyhow, just because we spend more for chewing gum, or to hide baldness, or to brighten unshiny teeth, or to disguise bad breath, or to nullify our sweaty armpits than we do to develop a vertical lift capability in the U.S. that is at least the equal of that possessed by the USSR — just because of our spending peculiarities, we *mustn't* believe that this ranking represents society's assessment of comparative values.

Or does it?

Page E 1711 of the *Congressional Record* of 1970 (Senator Edward Kennedy present-

ing) declares, among other things, that the FY 70 federal expenditures will amount to about \$1,000 for each man, woman, and child in the U.S. Of this amount (to his dismay), some \$400 is devoted to the primary reason for government — the defense of the nation and its people.

The *Record* describes this \$400 as representing about 9% of the Gross National Product (GNP) which is the total of all dollars spent by and for every man, woman, and child for all goods and services. If \$400 equals 9%, then the GNP is approximately \$4,500 per person, and the \$1,000 spent by the federal government represents about 22% of the total.

45¢ of \$400.00!

Because the individual and his non-governmental agencies are allowed to spend about 61% (reduced from 65% since 1960), it follows that state and local governments must spend about 17%. Therefore, the individual and all of his non-governmental business spends \$2,745; state and local governments spend \$755; and the federal government spends \$1,000 per year per person to make up the 1969 GNP. Of the \$1,000 spent by the federal government, \$400 is distributed by the Department of Defense.

Of this \$400, and referring *only* to the FY 70 budget, some \$36 is allocated for all research, development, test, and evaluation. Of the \$36 expended for this purpose, about \$8 goes to the Army. Of the \$8 Army share, about 45 cents goes to Army aircraft and related equipment. Because Army aircraft de-

(Continued on Page 18)

BY
AUSTIN GARLAND

"Firsts!"

Have you personally — or your crew, unit, agency, or firm — ever participated in establishing a "first" in Army Aviation? . . . In '45? . . . In '57? . . . Last year? Get it on the record! Submit it for publication to ARMY AVIATION MAGAZINE, 1 Crestwood Road, Westport, Conn. 06880. We'll publish them in the order they are received.

First acceptance of a Sikorsky CH-54A Flying Crane by the Army: Accepted by MG (then COL) Howard F. Schiltz at Stratford, Conn. on June 30, 1964.

First CH-47 unit in RVN to log 50,000 flight hours: 147th Aviation Company "Hilltoppers" which passed the 50,000 hour mark on 6 Feb 1970.

First Assault Helicopter Company to serve in Korea: 239th Aviation Company (Aslt Hel), activated at I Corps (Gp), on 15 Apr 69, commanded by MAJ Samuel M. Shaw (then CO).

First AA to be assigned to Special Forces: Claimed by MAJ (then 1LT) William T. Clarke, USAR, who reported to the Psychological (now Special) Warfare Center at Ft. Bragg, N.C., on 6 Jan 1956.

First AA to solo and to complete the ROTC Flight Training Course at Rutgers University: MAJ Warren C. Poyce, ODCSI, USAREUR, in June 1957.

First aerial refueling of Army OV-1 aircraft: July, 1964, utilizing a Marine Corps KC-130F tanker with LTC D. R. Butler and MAJ (Ret.) D. V. Guentz, 226th ASE Bn, 11th Air Aslt Div, as project officers.

First aerial recovery of an OH-58A aircraft: 10 Feb 1970. Claimed by CPT Jeffrey A. Roy, pilot, and 1LT William H. Blaine, co-pilot, of the 604th Trans Co (DS), RVN, utilizing a UH-1H as the recovery craft.

First AAAA Chapter to conduct a Chapter meeting in Mexico: Grand Canyon Chapter on 5 Dec 1969 in holding a dinner meeting at Agua Prieta, Mexico.

First Combat Kill in AH-1G: MG G. P. Seneff, Jr., pilot; CWO J. D. Thompson, IP, in #15263 at 1100 hours, 4 Sep 1967, 10 miles N.E. of Can Tho, RVN. 1 sampan destroyed, 4 VC KIA.

First four-engine airplane to land on Fort Rucker Main Post: 70,000-lb Lockheed Constellation, "The Bataan," which landed on 2,200-foot runway of Guthrie Field, on March 10, 1970, for permanent display at Army Aviation Museum.

First Dept. of the Army Civilian (DAC) Distinguished Honor Graduate of an Army-conducted Air Traffic Control Course: Eugene P. Redahan, DAC, Class 70-4, USAAVNS, with graduation on 25 Feb 1970.



First aerial refueling of Army OV-1 aircraft utilizing an Army CV-2B tanker: 18 Feb. 1965 at Ft. Benning, Ga., with MAJ James R. Loudermilk, 226th ASE Bn, 1st Air Aslt Div, and MAJ George R. Nelson, 1st Aviation Company, as project officers.

First Flight of AH-1G in RVN: LTC Paul F. Anderson/MAJ Nicholas Stein, in #15529 at 1707 hours; 31 Aug 1967, at Bien Hoa, RVN.

First combat loss of an OH-6A in RVN: 16 Nov 1967. Claimed by 1LT Thomas L. Pearcy, Sr., USAAVNS.

First Distinguished Graduate of an Aviation Warrant Officers' Advanced Course: CW4 John P. Valaer, AWOAC 70-1, USAAVNS, graduating in Feb., 1970.

First Flight Surgeons to complete USAAVNS four-week rotary wing familiarization course: LTC Tomas Birriel-Carmona, MAJ John P. Heilman, Apr 1970.

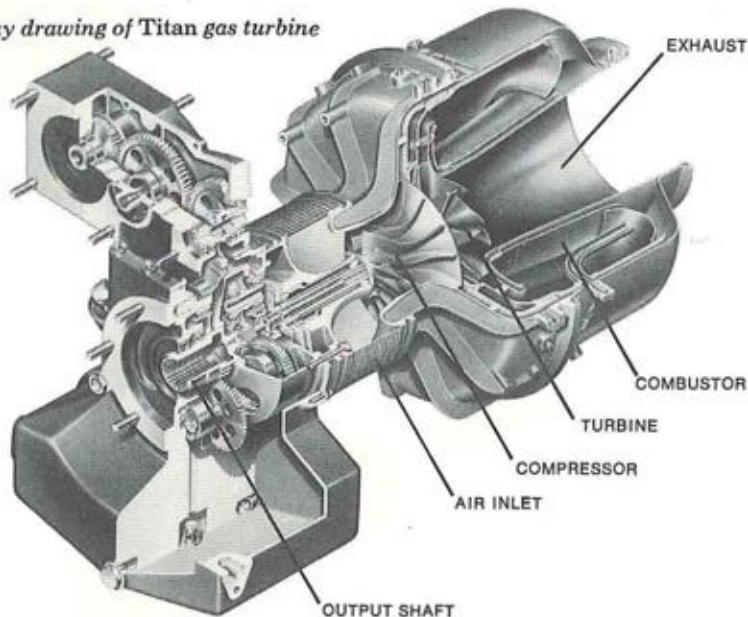
First Trans-Atlantic deployment of an Army Aviation unit: Flight of 18 CV-28 Caribou of the 1st Aviation Company (FWLT), commanded by MAJ William G. Hooks, from Ft. Benning, Ga., to Korat AB, Thailand, a distance of 12,000 miles, during June 1962 via Labrador, Canadian N.W.T., Greenland, Iceland, Scotland, Germany, Italy, Greece, Turkey, Iran, and India.

First aviation unit to place distinctive insignia on aircraft fuselage: The 208th Field Artillery Group Aviation Section painted its "Grasshopper Observer" insignia on its ten aircraft in May, 1943. Claim by LTC William Gardner, Ret.

First Father-Son Team in Army Aviation: LTC James A. McCord, Jr., and 2LT (now MAJ) Thomas B. McCord, when the latter graduated from Camp Rucker, Ala. on July 2, 1955.

That's it for this month! . . . If you have a "First," or know of a "First," send it along!

Cutaway drawing of Titan gas turbine



Over 3,500 battle-proven Solar Titan gas turbine APU's now in use

Primary use of the 80-to-150 hp Solar *Titan*® gas turbine is for auxiliary power on both military and commercial aircraft. More than 3,500 of these units have been sold. Every major military cargo helicopter program in the U.S. is now using the *Titan* turbine for on-board auxiliary power, including the CH-3, CH-46, CH-47, CH-53 and CH-54. *Titan* turbines also are used on F-27 and FH-227 aircraft of several airlines, and on the *Falcon*, DH 125, *Sabreliner*, and *JetStar* business jet aircraft.

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of service under the toughest environmental conditions in combat areas. The *Titan* turbine APU makes it possible to crank up helicopters in seconds without ground support of any kind. In addition to supplying power to start the main engines, the *Titan* turbine powers all hydraulic and electrical systems.

For further information on the reliable, low-cost *Titan* gas turbine APU, write: Solar, Dept. S-144, San Diego, Calif. 92112.

SOLAR
DIVISION OF INTERNATIONAL HARVESTER COMPANY

AS we cast an eye to the future of Army Aviation we can all visualize continued change. One apparent change is that the structure of aviation in the Army is becoming increasingly more interwoven within the fabric of the total force structure.

A recent policy approved by the Chief of Staff assigned pronponency for many aviation units to the branches. This subject was discussed in the December's '69 newsletter in "Army Aviation."

For example, Infantry branch is assigned pronponency for the assault helicopter company. Armor branch retains air cavalry units and assumes pronponency for separate attack helicopter companies. Transportation Corps becomes the proponent for heavy helicopter companies. Military Intelligence, under earlier decision, is developing the organization and doctrine for surveillance airplane companies. These branch alignments are certain to foster functional improvements and a more intimate involvement of aviation in all functions of the Army.

A matter of dollars

Some future changes are relatively easy to visualize because they are mathematical. We can examine the aircraft inventory, predict procurement and wear out, and conclude with an optimum time for modernization. We may become frustrated in the development of alternatives because of funding limitations. However, the problem for the 8-10 year future time frame is essentially a function of dollars and reasonably predictable factors relating to the life expectancy of the fleet.

The future changes which offer less tangible evidence for developmental predictions

relate to force structure, technological breakthrough, and tactical employments for diverse battle fields in a wide ranging — rapidly changing — world-wide environment. Our effectiveness in management, training, readiness, and overall command will reflect how well we are able to look into the future and analyze, predict, and implement our best available judgments.

Let's brainstorm!

In this more speculative area, I'd like to challenge Army Aviators everywhere to toss their hats into the idea ring and think. Now I'm not looking for a deluge of suggestions in my in-basket; instead I'm suggesting to all that we meet in the forum of our professional magazines and thrash out our concepts and ideas in an aviation-wide brainstorm which puts "an eye to the future."

The most immediate topic which could use additional exercising is, "How much of what we have learned in Vietnam is applicable to a more sophisticated battlefield?" "How can we best employ Army Aviation in higher intensities of warfare?"

There have been several thought provoking articles in recent issues of the *Aviation Digest*, *Army Digest*, and the branch magazines which discuss aviation application to the counterinsurgency, low intensity environment.

What does your glance at the mid-high intensity battlefield tell you about what you learned on the Vietnam battlefields? What must be done to supplement airmobile doctrine which is applicable to the modernized tactical environment?

CDC and the Army staff are studying these questions. Join us in the discussion! Increased branch involvement with aviation, changing threats and doctrine, fiscal constraints, and technology all point to changes in our aviation structure, tactics, and training. The satisfaction and rewards of professional participation are open to all of us. Think — write — and be "heard" in the aviation brainstorm by mail to this magazine and to our other professional publications.



**By MAJ. GEN.
ALLEN M.
BURDETT, JR.
Director of
Army Aviation,
OACSFOR, DA**

Logistics

A 400 mile-per-hour Army airplane — that rises like a helicopter — flies like a jet — drops 10 to 20 combat troops into a battle zone — then sticks around to give rocket and minigun fire cover — may not be in the Army's line-up yet — but it's a good bet that many of these ideas are on the minds of AVLABS research engineers — whose job it is to help predict — and prepare for — the Army Aviation needs tomorrow or 20 years hence.

AVLABS — short for *U.S. Army Aviation Materiel Laboratories* — the Army's aviation research center at Fort Eustis, Va., has the prime job of thinking up new, faster and safer methods to boost the Army's air mobility. This means research in subsonic, low-flying aircraft used to support ground combat troops.

The research center is the R&D field organization under the jurisdiction of the Research, Engineering and Data Activity of the U.S. Army Aviation Systems Command (AVSCOM), St. Louis, Mo., a major subordinate command of the U.S. Army Materiel Command (AMC), Washington, D.C.

Nine technical divisions

The foundation of AVLABS rests with nine technical divisions and supporting administrative offices. A breakdown of the technical divisions offers a quick look at the scope and responsibilities of AVLABS.

AEROMECHANICS DIVISION conducts supporting research in aerodynamics, flight dynamics, and aircraft stability and control. Analytical investigations are augmented by



An aerial view of AVLABS

full scale or model wind tunnel experiments, and flight simulation.

Aerodynamic research now being pursued includes: rotor environment — obtaining quantitative description of rotor wake; rotor performance theory — bringing predictions up to a level of confidence common to fixed wing operations; boundary layer effects — increasing knowledge of viscous flows; advanced concepts — V/STOL and rotary wing aircraft systems for possible future Army application; improved testing techniques — to facilitate improvements in rotary wing and V/STOL testing procedures; and supporting research — devoted to problem areas anticipated in future designs and to elements essential to overall aerodynamic technology improvements.

AIRCRAFT SUBSYSTEMS AND EQUIPMENT DIVISION places primary emphasis on mechanical rather than aerodynamic aspects of aircraft subsystems and components. The R&D efforts of this group fall into four functional areas: power transmission

ARMY AVIATION RESEARCH: VITAL TO NATIONAL DEFENSE

By Colonel John R. Adie, Commanding Officer
U.S. Army Aviation Materiel Laboratories

systems; air cargo handling and delivery; aircraft support systems; other subsystems such as flight controls, pneumatic, and hydraulic systems.

Power transmissions systems investigations vary the development of gear design technology to investigations of new concepts of main speed reducers such as Roller Gear Transmissions. Air cargo handling and delivery systems programs include advanced development of a 500-pound controlled air drop system utilizing a flexible wing, and exploratory development of advanced cargo hoist systems.

Aircraft support equipment studies are directed toward diagnostic equipment such as sonic analyzers to be utilized in inspection and maintenance of Army aircraft. Subsystems and components exploratory development efforts include investigation of methods and materials for rotor blade protection and new concepts of flight control systems actuators.

APPLIED AERONAUTICS DIVISION plans and conducts analytical and exploratory/advanced research projects aimed at establishing advanced technology for future operational Army aircraft.

Among active programs now under way are the Bell UH-1B *High Performance Helicopter*, fitted with stub wings and twin turbojet engines to study rotor characteristics at high tip Mach number and high advanced ratio; *Quiet Helicopter Program* with Hughes, Kaman, and Sikorsky investigating methods of quieting existing helicopters; Vertol-Boeing *Advanced Geometry Rotor Blade Program* to investigate characteristics of an all-fiberglass rotor blade; the *Tactical Aircraft Guidance System (TAGS)*, an advanced aircraft navigation and control concept; and advance rotor concepts analyses.

ENGINEERING AND TECHNICAL SERVICES DIVISION provides direct support to other technical divisions, involving such disciplines and skills as Metrology and Instrumentation laboratories; design, drafting, and technical documentation; experimental



ABOUT THE AUTHOR

Colonel John R. Adie, AVLABS Commander, was formerly Assistant Chief of Staff, Services, Headquarters, 7th Army, Support Command, U.S. Army, Europe (Germany). Earlier, he was Commanding Officer, Headquarters, 107th Transportation Brigade, 7th Army, Support Command, U.S. Army, Europe (Germany). He has served in various command and staff assignments in the logistics field. He holds an advanced degree in Transportation from the University of Tennessee. He is a rated pilot in both fixed wing and rotary wing aircraft.

fabrication; technical illustration and editing; and facilities, equipment, and maintenance. A calibration laboratory maintains secondary reference standards to periodically calibrate all measuring and test equipment utilized for in-house research efforts.

PRELIMINARY DESIGN DIVISION prepares parametric and preliminary design studies of advanced aircraft and rotary-wing concepts against projected Army missions. Also it serves as consultant to other Army agencies for projection of advanced aircraft systems, and pinpoints aircraft concepts and areas of technology that appear to have great potential so that other AVLABS elements can initiate timely research programs.

Efforts are devoted to studies of high priority, near-time-frame aircraft systems scheduled for early development, and the replacement of existing aircraft.

PROPULSION DIVISION probes for more powerful, smaller lighter weight, more efficient power plants. Research efforts include work on future gas turbine components — compressors, combustors, turbines, and heat exchangers. Example of this work is the *1,500 HP Demonstrator Engine Program* with Pratt & Whitney and General Electric.

SAFETY AND SURVIVABILITY DIVISION concentrates on the design and fabri-

This is the seventh article of a thirteen article series entitled "AVSCOM in Transition."

AVLABS

(Continued from Page 9)

cation of lightweight armor or other ballistic protective devices for aircraft and crews as protection against ground-based small arms fire; and it formulates experimental designs as passive countermeasures for Army aircraft, to minimize detection and attack by weapons utilizing infrared, radar, and image motion devices. Also, it generates design criteria for improvement of Army aircraft and related equipment to increase crash survivability. This includes crashworthy aircraft structures, fuel systems, aircrew seating and restraint systems, and ballistic-damage resistant flight control components.

Advance development

STRUCTURES DIVISION is responsible for exploratory and advanced development in aircraft structures and advanced materials applications through a balanced in-house structures laboratory program and contractual efforts. Major areas of effort are stress analysis, fatigue analysis, design methods and test techniques; experimental fabrication and evaluation of structural components; and advanced structural design concepts.

Specific in-house projects include static and

dynamic testing of specimens and structural forms to evaluate fully structural and material characteristics along with joining and cutout techniques; the development of advanced lightweight ballistic resistant flight control components utilizing advanced composite materials; and the development of a crack arresting technique. Contractual efforts include studies directed toward the development of advanced structures technology to permit increased aircraft structural efficiency.

Cost factors

SYSTEMS DIVISION has the overall responsibility for AVLABS programs from the standpoint of systems cost and analysis, maintainability and reliability, and system engineering procedures and policies. It conducts cost-effectiveness and sensitivity analyses and system analyses; exercises reliability and maintainability management; and reviews industry programs. Cost estimates and projections are developed, systems planned for concept formulation, and procedures developed for reliability design criteria and qualification.

All indications at this time point to the expansion of Army Aviation research and development efforts to assure that our ground combat forces have and will continue to have the latest engineering advances in Army aircraft to increase the air mobility of the Army.



FORT WORTH — The Flight Delivery Section, U.S. Army Plant Activity, Bell Helicopter Company, has delivered its 1,000th aircraft, a UH-1H utility tactical transport that was ferried to Ft. Hood, Texas. Bell-produced OH-58A, AH-1G and UH-1H aircraft formerly were delivered by a civilian contractor until a year ago when the Activity began using Army pilots, resulting in more than \$100,000 savings to the government. Participating in the acceptance ceremony at Ft. Hood were from left, CW3 Joseph Jones; CW2 Lawrence Smith and Bruce Boyer; Jake Black, Army quality assurance chief; Margaret Dilling, quality assurance clerk; CW2 Steven Herren; CW3 John Bishop; and CW2s Kit Stephens and Kevin O'Brien. LTC John W. Campbell is CO of the Army Bell Plant Activity.

Opinion

BY Order of the Secretary of War, dated 6 June 1942, organic air observation units were included in Army field artillery organizations. Thus, the word, "organic," to this day differentiates Army Aviation from Air Force aviation.

The date of the order has become celebrated as the birthdate of Army Aviation, although aviation was first assigned "organically" to the Army in 1892. Since the Air Force wasn't born until 1949, the result has been to orphan the early pioneers of military aviation.

It is a most undeserved fate for those "who gave their all of old" and it does violence to tradition. It is said that we aren't dead until we are forgotten. It is also true that esprit d'corps is developed by remembering.

What is "organic"?

The word, "organic," is the damaging word. Organic to what? Company, Division, Army, or theater? The first balloons employed by the Army were civilian-manned and operated for the Army of the Potomac. Their missions ranged from support of the Commanding General to artillery spotting. Were they organic?

In 1892, the first military units to operate balloons were made organic to each "telegraph train"—organic to the Signal Corps. Hundreds were employed in WW I. In the same war and in WW II, airplanes performed both artillery spotting and long range reconnaissance missions. Was one organic and not the other?

In WW I, to insure the success of friendly reconnaissance missions and troop move-

ments, and to deny the enemy the same movements, huge numbers of fighter airplanes waged battles for air supremacy. These actions presaged the coming of an independent air force, but its relationship to the overall mission has never been denied, except by those few who did not make American policy.

MacArthur's views

Listen to Chief of Staff General Douglas MacArthur in his annual message of June, 1933, explaining why the air components were established at such a high organizational level, *"In no other way can either the Army or Navy be assured of that closeness of air support and perfection of tactical cooperation . . . Such an organization does not uselessly dissipate available air strength. That portion of the Army Air Corps classed as its fighting element is maintained as a separate and in war a concentrated unit, constantly available for concerted actions on missions connected directly with the Army's principal objectives . . ."* MacArthur was speaking of major war, not local police actions.

Who developed the principles which MacArthur was then voicing and which he and Generals Eisenhower, Bradley, and others would implement in WW II? Why, Generals J. Pershing and M. Patrick in WW I, neither one an "air officer." The latter enjoyed the confidence of legislators who, in 1926, would create the Air Corps.

While air supremacy fighters and strategic bombers are certainly part of the separate and concentrated unit of which MacArthur wrote, the tactical air force always was and still is another such part that is *"constantly available in support of the Army's principal objectives."* When is "connected directly" not organic?

Far too much has been made of the word, "organic," and the date 6 June 1942 in establishing the Army Aviation's birthday. To give honor to those deserving of honor, to remember that past valor and dedication is the foundation of tradition, and to encompass all the brother men who once flew, or helped those that did, the Army should rededicate an earlier birthday.

The birthday is wrong!

By Lieutenant Colonel
W. P. MAIERSPERGER
USAF, (Retired)

Proposal: Let's Credit Civilian Flight Time Towards Meeting Combat Readiness Training Program Minimums!

"LET'S DO IT," PROPOSES MAJOR HOWARD J. STILES

IN order to ease the problem of supporting increasing numbers of CONUS aviators who require combat readiness flying time, I propose allowing civilian flight time to be credited for that purpose. This proposal will aid the aviator, and provide a substantial savings to the government.

As MG Burdett pointed out in February's *"Army Aviation,"* aviators in CONUS are having difficulty obtaining combat readiness flying time. Not only are proficiency aircraft in short supply, but economy measures are causing extra scrutiny of all flight requests.

The present practice, as outlined in AR 95-1 and AR 95-64, is that aviators in aviation-related MOS positions are required to fly a minimum of 80 hours and a maximum of 100 hours yearly. For aviators in non-aviation-related MOS's, this requirement is reduced to 48 hours and 60 hours. Civilian flight time can be credited to an aviator's total time. However, this time cannot be utilized to satisfy basic requirements for monthly flight pay or annual flight minimums.

"Moonlighting" excluded

I suggest we allow up to 25 hours civilian flight time to be credited towards our various minimum requirements. To qualify, civilian flight time would have to be time that's accumulated in pursuit of general flying and could not be revenue-producing. For example, flying for hire in an air taxi business, crop dusting, etc. could not be utilized to meet military flying minimums. Any civilian flight time which would be considered as "moonlighting" and produced revenue for the aviator would be excluded, i.e., credited only to total time (AR 95-64).

Although current practice encourages all aviators to maintain individual proficiency, flying time devoted exclusively to this purpose must be held to a minimum. Combat readiness flying will be combined with service missions when possible. By and large, aviators adhere to this regulation; however many aviators, particularly those in non-aviation jobs, are forced to "bore holes in the sky."

Many aviators, regardless of job, would enjoy "family flying" but this is expensive and cannot be utilized to fulfill flight time minimum requirements. My proposal would allow those interested individuals to obtain a portion of their flight requirements with civilian flight time *at no cost to the government.*

In order to calculate savings, several basic assumptions must be made. I assume a total aviator population of 20,000, and that 10% will utilize the proposed privilege. I also assume that dual qualified aviators in non-aviation MOS duty almost exclusively fly T-41/U-6 type aircraft.

Also that 50% of flight time flown by these aviators is point A to point B flying that's non-productive from the military point of view, except to allow the aviator to obtain flight time and receive flight pay. This is particularly true of aviators attending a service school, career course, Command and General Staff College, etc. This is also applicable to aviators in higher staffs who are in aviation MOS related jobs.

2,000 participants

I also assume that 10% of the current rotary wing only aviators hold civilian fixed wing private pilot licenses, and that 5% of the RW only aviators are currently obtaining their fixed wing rating. I further assume that this program would appeal to all aviators and that a minimum of 2,000 would participate if they knew their flying civilian aircraft counted for minimums and flight pay.

The results based on 2,000 aviators flying 25 hours at a cost of \$33.65/hours* results in annual savings of almost \$2 million. (2000 x 25 = 50,000 hr/yr x \$33.65/hr = \$1,982,500/yr.) I realize this figure could go up or down depending upon all the variables.

However, I feel the savings are substantial. Reserve and National Guard aviators have been flying contract commercial aircraft for years in order to maintain proficiency and quality for flight pay. I feel the active Army can also do this — without the contract — and achieve the desired results and considerable savings as well.

* BASED ON FIGURES OBTAINED FROM PROGRAMS DIVISION, G-3, UNITED STATES ARMY AVIATION CENTER. THIS FIGURE REPRESENTS A 75% F/W — 25% R/W MIX UTILIZING T-41/U-6 AND OH-13/23's.

"NOT AT THE MOMENT," SAYS THE AVIATION DIRECTORATE

THE proposal to allow Army Aviators to credit civilian flight time toward combat readiness flying minimums does offer some potential for reducing the cost of the Army's Combat Readiness Training Program. The key issue, however, is keeping our roster of aviators combat-ready.

The question then arises, what overall contribution will the civilian flight time make to the combat readiness of the individual Army Aviator?

It's unlikely that many aviators will feel "flush" enough to rent helicopters. Since the great majority of our aviators are rotary wing only qualified, fixed wing flying would be of limited value in meeting CRT requirements. This statement is made in full recognition of the exception which has been in force allowing rotary wing aviators to log fixed wing time under certain circumstances. This exception was occasioned by military necessity and in no way implies that the resulting program was optimal.

Idea to be considered

As noted below, this exception and others made during the Vietnam buildup are being abandoned. However, Major Stiles' idea is worthy of investigation and will be considered during our general review of CRT requirements.

All future exceptions or changes planned for the Army's CRT program should, first of all, *enhance* combat readiness. When Congress, by public law, required that all aviators fly an average of four hours per month to qualify for incentive pay, the fundamental purpose of regular flying was to insure that military aviators maintained limited proficiency in the basic flying skills.

As an extension of the public law requirements enacted in 1947, the Army developed its aviator combat readiness program in the early 1950's to further enhance the combat readiness of the individual Army Aviator.

This program served well in fulfilling the initial demands for combat ready aviators to

THEY DID IT FIRST!



Members of ACHPC 55-F, the first Cargo Helicopter Pilot Class to start at Fort Rucker, are shown at their 30 April 1955 graduation, more than 15 years ago. L-R, front row: WOJGs MI Keys, JL Dugger, RT Kline, DC Beachaw, RW Buechter, HR Beau, & JF Williams. Center row: WOJGs

RC Flohr, MJ Madden, DR Joyce, LL Share, BG Bruce, JM Truitt, SC Beedy, EE Price, & CWO WL Ruf. Rear row: CPT GW Jones; WOJG CR Hall; 2LT RE Smith; 1LTs CO Greer, WM Dixon, JC Snipes; WOJG JM Hendrickson; 1LT DF Lusk; WOJG LT Brown. They did it first!

support the rapid buildup of new aviation units deploying to RVN. The commitment of large numbers of Army aircraft to RVN during the buildup caused shortages of RW aircraft in other major Army commands, thereby requiring certain temporary exceptions to be made to the standard CRT program.

Exceptions to CRT

These exceptions are:

- Rotary wing only qualified aviators may log up to 40 hours of annual CRT minimums as co-pilots in FW aircraft.
- Rotary wing only qualified aviators may log co-pilot time in observation type helicopters provided they are equipped with dual controls.
- Army Aviators in non-aviation related assignments (previously Category B) are required to fly only 48 hours per year.
- Blanket waiver of instrument proficiency

requirements is authorized for RW only qualified aviators when instrumented aircraft are not available or when serving in a non-aviation related assignment.

Open to change

As a result of the improvement in aircraft distribution worldwide, the Army will again require all Army Aviators on flying status to perform the standard CRT program starting in FY 71.

Changes to the standard CRT program are being considered in light of the change in the mix of Army aircraft that has occurred since the early 1960s from predominately fixed wing to rotary wing. The heavy demands placed on Army Aviators require that the maximum benefit be realized from the CRT program. More specific annual requirements toward the end of achieving even greater readiness from CRT flying may be the result.

On Guard!

THE ARNG Aviation Program is on the move! This is the first of what NGB hopes will be continuing bi-monthly articles designed to keep you abreast of developments in the ARNG Aviation Program.

Your comments are encouraged. If you'd like to make added comments or submit an article for publication they should be addressed to: *Chief, National Guard Bureau, ATTN: NGAROTB, Washington, D. C. 20310.*

The prospects for the Aviation Program have never looked brighter; we are on the threshold of significant modernization. In the aircraft inventory, recent and forecast, improvements include the CH-34, OV-1C, and UH-1. The receipt of 102 CH-34 *Choctaws* is moving somewhat slower than anticipated, primarily because of shipping delays from Europe. However, this delay has allowed us to be a little bit more deliberate in our planning.

80 in use by June!

We now have approximately 50 H-34s in the inventory and expect to be up to 80 by 30 June, and there are prospects of receiving approximately 58 additional *Choctaws* beyond the initial 102.

Outstanding support from the Sikorsky Aircraft Division has materially assisted the ARNG in accepting these aircraft in an orderly fashion. In addition to the factory school for our mechanics, Sikorsky recently conducted a three-day seminar for the State Aviation Officers of all States scheduled to receive this aircraft. NGB plans to continue the Sikorsky school in next fiscal year with one class geared specifically to the Shop Foreman.

The *Mohawk* companies in Georgia have recently received six new OV-1Cs from the Grumman factory. Training of aviators, mechanics, and imagery interpretation personnel is on schedule. The *Mohawk* units have received fine assistance from AVSCOM and Ft. Holabird in this regard.

The *Huey* is scheduled to enter our inventory in early FY 71. Final distribution plans

are not yet finalized but NGB initially plans to spread this asset to as many States as possible with the hope of upgrading the maximum number of aviators and mechanics.

Primary School Quota

Although the Bureau considers recruiting of prior service pilots as our primary source for new aviators, we'll still have a quota of approximately 200 spaces at initial entry flight school next fiscal year for both officer/warrant-officers and warrant officer candidates. The backlog waiting to attend school is almost eliminated and NGB will need continued support next year from ARNG Unit Commanders to insure that all these quotas are filled. We're optimistic at this time due to the recent gains in aviators on flight status.

Our next article will discuss this; suffice it to say that we're doing very well at this point. In the meantime, if you believe that your unit is *the* outstanding aviation unit in the ARNG, you *can* do something about it! Your Flight Activity Commander has been sent the proper AAAA Nomination Form for this AAAA national award to be presented in Washington, D.C., this October. Have him submit your nomination to AAAA, 1 Crestwood Road, Westport, Conn. before 1 August 1970.

ARNG AVIATION UNDERGOING '70 MODERNIZATION

By Lieutenant Colonel
DONALD G. ANDREWS
Army Aviation Branch
National Guard Bureau

OH-58A KIWAW

In the living tradition of a "Huey Team" member, the U. S. Army's Kiowa is making a name for itself as a light observation helicopter.

Here's what the record looks like:

In Vietnam the Kiowa, in its initial deployment phase, is recording over 90% availability; is proving rapid transitional-training advantages and is requiring less than one-half hour maintenance time for each hour of flight time. It is now on the Huey team in its combat role.

The story's the same in Europe. The NET Team trained 24 pilots; the Kiowa had a 90% availability record and flew 373 flight hours—again with less than one-half hour maintenance for each hour flown. The Kiowa is now with the Army trained unit.

In these two theaters, on its introduction and training missions, the Kiowa has logged over 12,000 accident/incident-free hours.

And in the U. S. Navy, the TH-57A SeaRanger flies the Huey tradition flag at full mast too—16,000 accident-free hours with 650 students trained since the delivery of the 40 trainers to Pensacola over a year ago. Average availability? 80%!

Yes, when the combat or training missions are as important as these, then the answer has got to be Bell.

Kiowa—from the combat know-how generation of Bells.



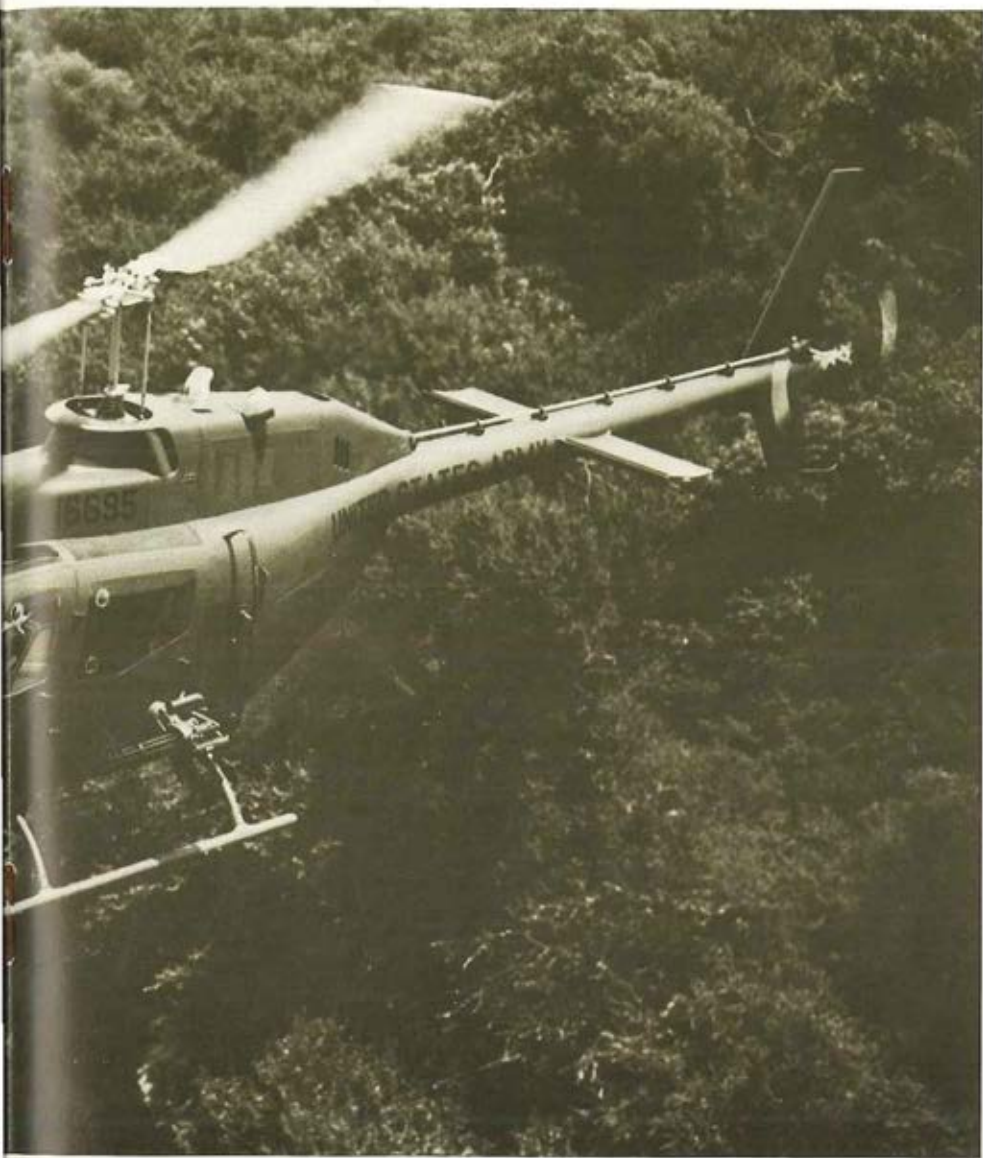
BELL HELICOPTER

FORT WORTH TEXAS • A **textron** COMPANY

The LOH



with Huey Hustle



A BARGAIN?

(Continued from Page 4)

velopment is primarily rotary-wing oriented, this 45 cents is considered to be all spent to develop a vertical-lift, short-to mid-range, slow- to medium-speed transport system which will utilize the relatively uncluttered low-altitude aerial highway.

If these were the only funds devoted to this purpose; 45 cents from each \$100 of GNP — one-tenth of one mill per dollar — and if this amount represented society's evaluation of the development's worth — then today's helicopter industry is in the wrong business and might better be making snowmobiles for use in Mississippi!

Unfortunately, for industry's peace of mind, these *are* the only major funds being expended for the purpose. The individual and his non-governmental business agencies with their 61% of the GNP dollar, are primarily concerned with the present and less worried about the future.

The individual, variously estimated to be between two weeks and two months from bankruptcy, has been exhorted on the one hand to spend so as to keep the economy moving and on the other, to save so as to slow the rate of inflation. His spending habits are largely conditioned by events over which he has little control. Those habits do not include any direct and knowing contributions to the development of a vertical lift transportation system.

Return is all-important

Business agencies, from the corner grocery to the mammoth conglomerate, do engage in those research and development efforts which promise the greatest probable return for the least possible investment in the shortest period of time. The development of a vertical lift capability, unfortunately, meets none of these criteria.

Except for special circumstances, today's helicopter operations are too costly to be competitive with other available transportation means. To develop the capacity for improvement, a heavy capital investment is required and past experience indicates that at least

eight years will pass before worthwhile results are achieved.

During that time, the interest on capital investment alone can be greater than the potential profits from a limited commercial market. Since the individual and his companies and corporations are primarily motivated by a profit incentive, they have but little reason to spend important dollars on vertical lift development.

DOD carries the load

Of total federal expenditures, representing that 22% bite from the GNP dollar which is taxed to ensure prioritized spending without regard for dollar profit, only the Department of Defense has seen fit to put measurable effort into the development of a vertical lift capability. Lacking in the glamor of a moon-walk — incapable of achieving soundless speeds outside the atmosphere — unable to explore the firmament for new worlds to conquer — not considered a proper vehicle for the upgrading of human resources — this somewhat pedestrian branch of technology has had little appeal to any Service other than the Army, to any Agency other than the National Aeronautical and Space (which has obviously emphasized the latter), or to any other Department of the federal government.

Until the need becomes more apparent and more urgent, the Department of Defense will probably be forced to continue carrying the load. Others may some day join. The Department of Transportation, still attempting to tie together land, sea, and air into an intermodal transport system efficiently moving containerized cargo and contented passengers, had its research budget improved upon in FY 70 by a sympathetic Congress.

Funds not discernible

Even so, one will search in vain for those amounts set aside for expenditure on vertical lifting and transporting devices. Our three million miles of paved roads — one mile for each square mile of land area — though choked at peak hours, can still get our goods to market so long as the trucks are permitted to run. Continued work on the inter-state highway system (now estimated to cost \$70 billion rather than the earlier guess of \$27

billion) will permit further postponement of the day of reckoning.

Hopefully, our options will never reduce to three: pave the remaining land area, tunnel under the surface of the United States, or stop the distribution of goods — because long before then other departments of the federal government will have called for the development of vertical lifting and transporting machinery.

It could be that the Departments of Labor and HEW, each of which had their research budgets improved by the joint action of Congress, will find that their assignments in the control of air pollution and the improvement of our environment are well served by relieving some of the clogged arteries of commerce. Except for the use of oxygen, today's devices do not otherwise disturb the balance of nature nor do they require drastic changes in ecology. The added impetus and support from the vehement and articulate proponents of the "now" generation are eagerly sought by some.

The prime constraint . . .

Meanwhile, the Department of Defense with its dwindling 9% of the GNP dollar (reduced to 7% in FY 71), will find ways to fund for the future, the development of a capability in the U.S. for the more efficient vertical lift and aerial transport of outsize and overweight loads. We will, in a few more years, arrive at the point from which the USSR is now departing. How many years is a moot point. The prime constraint is investment dollars, and the major consideration, as usual, is people.

The hundred thousand or so individuals — military and civilian — whose lives, fortunes, and interests are based on the assumed need for their services in an industry which is to remain viable, competitive, and ready to respond to a foreseeable but not yet pressing need, represent but a minuscule percentage (.0005) of those from whom the GNP is obtained.

Their transfer to other fields of endeavor would have no appreciable effect on the economy. Few have noticed, in fact, that *over a third* of them have already departed the scene through choice, through layoff, or from being fired for lack of need for their efforts. It is



FT. EUSTIS — COL Richard L. Long, USA (Ret.), center, National President, AAAA, accepts a \$1,137.46 check, a Chapter contribution to the LTG William B. Bunker Memorial Scholarship Fund following the fund-raising dinner of AAAA's David E. Condon Chapter. COL G. J. Boyle, III (left), Chapter President, and MAJ Leonard E. Small, Ret., dinner-dance chairman, are shown making the turnover of funds.

primarily from within the industry itself that the early air of enthusiasm has been contaminated with the stench of latent gloom. To industry — and to the individual working in it — standing still is worse than going backward, because the lack of movement introduces the element of indecision. There is nothing worse.

Needed: One mill per dollar

There is something equally bad, however, and that is the spectacle of apprehension and worry which motivates some to "poor mouth" and plead and others to doubt that the work they do is useful and important. Three thousand helicopters, together with their crews and their support personnel, relieved one million men of the necessity for serving in Vietnam — so says the *Congressional Record* of May 5, 1969.

That result was paid for by the Army, through the Department of Defense, and they got a bargain. Bought was the technology of the Forties and Fifties, and that technology is wearing out. We need new technology for the future.

To buy the new technology of vertical lift at the rate of .1 mill per dollar of GNP will be another great bargain — *if we can get it*. We've done that well before. We bought Alaska for about four cents an acre.

Is that our evaluation of Alaska's worth?

COMPILATION OF UNIT AWARDS AND CITATIONS

PRESIDENTIAL UNIT CITATION (ARMY)

GO 30, dtd 20 August 1965, for period 1 April 1965-3 April 1965.

197th Aviation Company (Armed Helicopter)

GO 45, dtd 16 July 1969, for period 27-28 August 1965

13th Aviation Battalion, HHD

Aviation Companies:

114th, 121st, 221st

82nd Medical Detachment

Transportation Detachments:

80th, 167th, 544th

Signal Detachments:

28th, 257th, 277th, 325th

Quartermaster Detachments:

5th, 53rd, 62d

Door Gunner Detachments:

5th, 7th, 12th

Company A, 101st Aviation Battalion

GO 40, dtd 21 September 1967, for period 23 October 1965-26 November 1965.

1st Cavalry Division (Airmobile)

1st Squadron, 9th Cavalry

2d Battalion, 20th Artillery (Aerial Arty)

Battery E, 82d Artillery (Aviation)

15th Transportation Battalion (AM&S)

11th Aviation Group, HHC.

227th Aviation Battalion (Assault Helicopter)

228th Aviation Battalion (Medium Helicopter)

229th Aviation Battalion (Assault Helicopter)

11th Aviation Company (General Support)

17th Aviation Company (AML)

478th Aviation Company (Hvy Hel)

GO 59, dtd 21 October 1968, for period 2-20 June 1966

Troop A, 2d Squadron, 17th Cavalry, 1st Brigade, 101st Airborne Division

GO 42, dtd 16 June 1969, for period 6-23 November 1967

335th Assault Helicopter Company

PRESIDENTIAL UNIT CITATION (NAVY)
(While attached to First Marine Division)

GO 59, dtd 25 September 1969, for period indicated

18th Aviation Company (29 March 1966-30 June 1967).

220th Aviation Company (less 4th Platoon) (29 March 1966-30 January 1967)

3d Platoon, 220th Aviation Company (25 April 1967-5 June 1967)

222d Aviation Company (29 March 1966-30 June 1967)

DISTINGUISHED UNIT CITATION

GO 34, dtd 3 August 1966, for period 5 December 1964.

121st Aviation Company (AML)

80th Transportation Det (CHFM)

82d Medical Detachment (Hel Amb)

GO 43, dtd 9 November 1966, for period 10 June 1965-13 June 1965

145th Aviation Battalion

74th, 117th, 118th, 120th, and 197th

Aviation Companies (Airmobile Light)

Company A, 501st Aviation Battalion

Company A, 82d Aviation Battalion

25th, 57th, 93d, 129th Medical Detachments

8th, 69th, 94th, 198th, 225th, 234th, and

320th Signal Detachments

63d, 98th, 151st, 166th, 571st, and 573d

Transportation Detachments

VALOROUS UNIT AWARD

GO 34, dtd 3 August 1966, for period 4-6 April 1965.

13th Aviation Battalion

544th Transportation Det (CHFM)

114th Aviation Company (AML)

121st Aviation Company (AML)

80th Transportation Det (CHFM)

82d Medical Detachment (Hel Amb)

150th Transportation Det (CHFM)

A Company, 502d Aviation Battalion

GO 43, dtd 9 November 1966, for period 26 June 1964.

114th Aviation Company (AML)

GO 20, dtd 25 April 1967, for period 18 September 1965-28 October 1965.

52d Aviation Battalion

119th Airmobile Company

219th Aviation Company

Company A, 1st Aviation Battalion

117th Airmobile Company

Company A, 502d Aviation Battalion

220th Aviation Company

52d Airlift Platoon

140th Transportation Det (CHFM)

545th Transportation Det (CHFM)

GO 17, dtd 23 April 1968, for period 1 January 1966-24 March 1966

10th Aviation Battalion

48th Aviation Company

117th Aviation Company

129th Aviation Company

130th, 286th, 433rd Medical Detachments

140th, 390th, 394th Transportation Detachments

256th, 296th, 579th Signal Detachments

GO 17, dtd 23 April 1968, for period 19 July 1966.

25th Aviation Battalion

53d Aviation Detachment (Prov), 269th

Aviation Battalion

116th Aviation Company 269th Aviation

Battalion

118th Aviation Company, 145th Aviation

Battalion

GO 17, dtd 23 April 1968, for period 22 October 1966-23 October 1966.

116th Assault Helicopter Company, 11th

Combat Aviation Battalion

GO 17, dtd 23 April 1968, for period 4 November 1966-20 November 1966

11th Aviation Battalion

116th, 128th, 162d, 173d, 178th Aviation

Companies

431st, 432d, 758th, 759th Medical Detachments

283d, 285th, 450th, 451st Signal Detachments

392d, 393d, 400th, 407th, 408th Transportation Detachments

GO 17, dtd 23 April 1968, for period 19 March 1967.

145th Aviation Battalion

68th Aviation Company

118th Aviation Company

334th Aviation Company

198th, 282d Signal Detachments

93rd, 430th Medical Detachments

391st, 573d Transportation Dets (CHFM)

GO 17, dtd 23 April 1968, for periods 26 February 1966 and 16-17 March 1966

254th Medical Detachment (Hel Amb)

GO 48, dtd 13 September 1968, for period 31 January 1968-19 February 1968

Troop D, 17th Cavalry

Troop A, 3d Squadron, 17th Cavalry

GO 73, dtd 27 November 1968, for period 1-20 June 1966

10th Aviation Battalion, HHD

Assault Helicopter Companies:

48th, 117th, 129th

135th Aviation Company

Medical Detachments:

130th, 286th, 433d

Signal Detachments:

256th, 279th, 296th

Transportation Detachments:

140th, 258th, 390th, 394th

GO 73, dtd 27 November 1968, for period 1-31 May 1966

587th Medical Detachment (Hel Amb)

GO 73, dtd 27 November 1968, for period 1 April 1967-30 November 1967

228th Aviation Bn (Assault Support Helicopter)

GO 12, dtd 5 March 1969, for period 31 January 1968-5 February 1968

Air Cavalry Troop, 11th Armored Cavalry Regiment

GO 42, dtd 16 June 1969, for period 6-10 December 1967

2d Battalion (Aerial Rocket Artillery),

20th Artillery, 1st Cavalry Division (Airmobile)

VALOROUS UNIT AWARD

(First Oak Leaf Cluster)

GO 40, dtd 21 September 1967, for period 28 May 1966-30 May 1966.

52d Combat Aviation Battalion, 1st Aviation

Brigade

155th Aviation Company

161st Aviation Company

170th Aviation Company

Detachment, 219th Aviation Company

Detachment, 498th Medical Company

Detachment, Company C, 228th Aviation

Battalion, 1st Cavalry Division (Airmobile)

119th Assault Helicopter Company

MERITORIOUS UNIT COMMENDATION

GO 14, dtd 27 April 1965, for period April, 1963-February, 1964

140th Transportation Det (CHFM)

GO 18, dtd 27 May 1965, for period July, 1963-June, 1964.

114th Aviation Company (AML)

GO 40, dtd 31 October 1966, for period May, 1965-November, 1965

197th Aviation Co (Arm Hel)

GO 40, dtd 31 October 1966, for period October, 1964-December, 1965.

765th Transportation Battalion (AM&S)

51st Transportation Company (DS)

339th Transportation Company (DS)

611th Transportation Company (DS)

330th Transportation Company (GS)

110th Transportation Company (Depot Supply)

18th Aviation Co (Airmobile) (FW)

61st Aviation Co (Airmobile) (FW)

73d Aviation Company (Aerial Surveillance)

326th Transportation Detachment (AAR)

398th Transportation Det (CHFM)

258th, 342d Signal Detachments

36th, 85th Medical Detachments

23d Special Warfare Aviation Detachment

GO 20, dtd 25 April 1967, for period July, 1965-April, 1966.

220th Aviation Company

GO 17, dtd 23 April 1968, for period October, 1965-September, 1966

1st Aviation Battalion, 1st Infantry Division

GO 17, dtd 23 April 1968, for period December, 1965-September, 1966

10th Aviation Battalion

48th, 117th, 129th Aviation Companies

145th Airlift Platoon

130th, 286th, 433d Medical Detachments

256th, 279th, 296th Signal Detachments

22d Quartermaster Detachment

140th, 390th, 394th Transportation Detachments

GO 17, dtd 23 April 1968, for period 5 September 1966-31 March 1967

10th Aviation Battalion

48th, 117th, 129th, 281st Aviation Companies

130th, 286th, 433d Medical Detachments

256th, 279th, 286th, 499th Signal Detachments

140th, 390th, 394th, 483d Transportation Detachments

GO 17, dtd 23 April 1968, for period September, 1965-November, 1966

11th Aviation Group, HHC

11th General Support Company

227th, 228th, 229th Aviation Battalions

GO 17, dtd 23 April 1968, for period September, 1965-November, 1966

14th Transportation Battalion (AM&S)

(GS)

339th Transportation Company

540th Transportation Company

GO 17, dtd 23 April 1968, for period December, 1965-June, 1966

57th Aviation Co (Airmobile) (FW)

GO 17, dtd 23 April 1968, for period December, 1964-August, 1966

73d Aviation Company (Aerial Surveillance)

GO 17, dtd 23 April 1968, for period 1 November, 1966-30 April, 1967

Battery E (Aviation), 82d Artillery

GO 17, dtd 23 April, 1968 for period May, 1965-July, 1966

Company A, 82d Aviation Battalion,

173d Airborne Brigade

GO 17, dtd 23 April, 1968 for period December, 1965-November, 1966

82d Medical Detachment (Hel Amb)

GO 17, dtd 23 April, 1968 for period October, 1964-December, 1966

92d Aviation Company

51st Transportation Detachment

GO 17, dtd 23 April, 1968 for period June, 1963-June, 1966

118th Aviation Company

GO 17, dtd 23 April, 1968 for period January, 1966-December, 1966

135th Aviation Company

258th Transportation Detachment

GO 17, dtd 23 April, 1968 for period September, 1965-July, 1966

178th Aviation Company

400th Transportation Detachment

GO 17, dtd 23 April, 1968 for period June, 1965-May, 1966

219th Aviation Company

GO 17, dtd 23 April 1968, for period February, 1966-November, 1966

221st Reconnaissance Airplane Company

325th Signal Detachment

GO 17, dtd 23 April, 1968 for period 1 June, 1966-30 April, 1967

224th Aviation Battalion (Radio Research)

Aviation Co (Radio Research):

138th, 144th, 146th, 156th

GO 17, dtd 23 April, 1968 for period February, 1966-July, 1966

254th Medical Detachment (Hel Amb)

GO 17, dtd 23 April, 1968 for period October, 1965-September, 1966

283d Medical Detachment (Hel Amb)

GO 48, dtd 13 September, 1968 for period 1 January, 1967-31 December, 1967

12th Aviation Group and its assigned and attached units:

12th Aviation Group, HHC

Aviation Battalion HHCs:

11th, 214th, 222d, 269th

Aviation Companies:

21st, 54th, 68th, 73d, 74th, 116th,

118th, 128th, 147th, 162d, 173d,

187th, 188th, 191st, 200th, 205th,

213th, 334th, 335th*, 478th (Hvy Hel,

2d Platoon),

Medical Detachments:

25th, 85th, 430th, 431st, 432d, 758th,

759th, 772d

Signal Detachments:

1st, 4th, 26th, 184th, 198th, 234th,

243d, 282d, 283d, 285th, 320th, 450th,

451st, 622d, 932d

Transportation Detachments:

166th, 171st, 255th, 329th, 391st,

392d, 393d, 407th, 408th, 463d, 571st,

573d, 602d, 603d, 606th, 611th 612th,

619th

Security Detachments:

145th

Quartermaster Detachments:

87th, 390th

*[1 February 1967-31 December 1967]

GO 48, dtd 13 September, 1968 for period 1 November, 1966-31 October, 1967

34th General Support Group (AM&S),

Transportation Battalion HHCs:

14th, 58th, 520th, 765th

Transportation Companies:

56th, 79th, 110th, 241st, 330th, 335th,

339th, 388th, 540th, 604th, 605th,

610th, 611th

Signal Depot Companies:

59th, 128th

Signal Detachments:

2d, 8th, 19th, 69th, 143d, 203d, 241st,

250th, 255th, 258th, 260th, 335th,

342d, 344th, 458th

Data Processing Detachments:

581st, 589th

GO 48, dtd 13 September, 1968 for period 1 August, 1966-31 January, 1967

335th Airmobile Company (Formerly

Company A, 82d Aviation Battalion)

GO 48, dtd 13 September, 1968 for period 20 September, 1965-31 August, 1967

498th Medical Company (Air Amb)

GO 54, dtd 8 October, 1968 for period 13 February, 1967-15 October, 1967

213th Assault Support Helicopter Company

GO 55, dtd 11 October, 1968 for period 1 October, 1966-31 March, 1968

283d Medical Detachment (Hel Amb)

GO 66, dtd 23 October, 1968 for period 2 April, 1966-31 December, 1966

25th Aviation Battalion

341st Airfield Operations Detachment

GO 67, dtd 28 October, 1968 for period 1 June, 1967-31 December, 1967

125th Air Traffic Company

GO 17, dtd 17 March, 1969 for period 1 September, 1967-30 August, 1968

571st Medical Detachment (Hel Amb)

GO 42, dtd 16 June, 1969 for period 1 December, 1967-31 May, 1968

4th Aviation Battalion

GO 48, dtd 4 August, 1969 for period 9 August, 1967-27 July, 1968

190th Aviation Company

605th Transportation Detachment

520th Medical Detachment

GO 60, dtd 17 October 1969, for period 1 December, 1967-31 May, 1968

21st Aviation Co (Recon Apln)

NAVY UNIT COMMENDATION

(While serving with the 7th Regimental

Landing Team)

GO 17, dtd 17 March, 1969 for period 18-23 August, 1965

1st Platoon, 220th Aviation Company

Detachment D, 3d Platoon, 220th Aviation

Company

7th Airlift Platoon, I Corps Aviation

Company (Prov)

**NAVY MERITORIOUS UNIT
COMMENDATION**

**GO 17, dtd 17 March, 1969 for period 1
January, 1968-3 June, 1968**
1st Platoon, 203d Reconnaissance Com-
pany

**VIETNAMESE CROSS OF GALLANTRY
WITH PALM**

**GO 22, dtd 24 May, 1968 for period 1
March, 1966-26 March, 1967**
1st Aviation Brigade and Attached
Units:

Aviation Groups:
12th, 17th

Aviation Battalions:
10th, 11th, 13th, 52d, 145th, 210th,
214th, 222d, 223d, 268th, 269th

Aviation Companies:
18th, 48th, 54th, 68th, 71st, 74th,
114th, 116th, 118th, 119th, 120th,
121st, 125th (Air Traf Control), 129th,
131st, 147th, 155th, 161st, 162d, 170th,
173d, 174th, 175th, 176th, 178th,
179th, 180th, 183d, 184th, 187th,
188th, 189th, 191st, 196th, 200th,
213th, 219th, 220th, 221st, 225th,
231st, 240th, 281st, 282d, 334th,
335th, 336th,

Aviation Detachments:
5th, 338th, 339th, 340th, 341st, 342d,
343d, 344th, 345th, 346th, 347th,
348th

Medical Detachments:
8th, 25th, 41st, 83d, 85th, 94th, 129th,
130th, 134th, 154th, 163d, 286th,
320th, 430th, 431st, 432d, 433d, 534th,
546th, 755th, 756th, 758th, 759th,
772d, 774th

Infantry Detachments:
68th, 69th

Field Artillery Detachments:
29th Artillery, Battery H; 78th

Signal Detachments:
1st, 4th, 6th, 26th, 28th, 70th, 94th,
96th, 109th, 208th, 234th, 243d, 256th,
257th, 277th, 279th, 282d, 283d,
285th, 296th, 325th, 449th, 450th,
451st, 452d, 454th, 499th, 504th,
538th, 821st, 932d.

Transportation Detachments:
80th, 98th, 140th, 150th, 151st, 165th,
166th, 167th, 171st, 255th, 256th,
329th, 390th, 392d, 393d, 394th,
400th, 402d, 403d, 405th, 406th,
407th, 408th, 409th, 411th, 448th,
483d, 484th, 544th, 545th, 571st,
573d, 589th, 602d, 603d, 604th, 606th,
610th, 611th, 619th, 647th

Quartermaster Detachments:
5th, 24th, 52d, 53d, 62d, 87th, 255th,
390th, 391st

8th Military History Detachment
12th Public Information Detachment
Security Platoons:
13th, 14th, 52d, 145th

**GO 46, dtd 3 September, 1968 for periods
indicated:**

Delta Aviation Battalion
114th Aviation Company (5 May 1963-
30 June 1964).
121st Aviation Company (1 July 1963-
30 June 1964)

**GO 46, dtd 3 September, 1968 for period
December, 1965-June, 1966**
11th Aviation Battalion

**GO 46, dtd 3 September, 1968 for period
28 January, 1966-30 January, 1966**
13th Aviation Battalion

**GO 46, dtd 3 September, 1968 for period
April, 1963-beginning of 1966**
52d Aviation Battalion

**GO 46, dtd 3 September, 1968 for period
2 June, 1964-12 June, 1964**
145th Aviation Battalion
68th Aviation Company
118th Aviation Company
120th Aviation Company
98th, 571st, 573d Transportation De-
tachments
57th, 93d, 129th Medical Detachments
69th, 255th Signal Detachments
Airlift Platoon, 145th Aviation Battalion

**GO 46, dtd 3 September, 1968 for period
29 December, 1964-4 November, 1965**
145th Aviation Battalion

**GO 46, dtd 3 September, 1968 for period
14-16 November, 1965**
11th Aviation Group

**GO 46, dtd 3 September, 1968 for period
21 January, 1965**
Company A, 502d Aviation Battalion

**GO 21, dtd 8 April, 1969 for period 12
July, 1965-16 October, 1968**
1st Aviation Battalion
Aviation Detachments:
314th, 317th, 322d, 340th

**GO 21, dtd 8 April, 1969 for period Decem-
ber, 1965-August, 1968**
25th Aviation Battalion
341st Aviation Detachment, 58th Avia-
tion Battalion

**GO 21, dtd 8 April, 1969 for period 9 Decem-
ber, 1966-18 January, 1967**
Troop A, 2d Squadron, 17th Cavalry

**GO 21, dtd 8 April, 1969 for period 19
April, 1968-15 August, 1968**
2d Squadron, 17th Cavalry

**GO 31, dtd 13 May, 1969 for period 1
December, 1966-30 June, 1968**
9th Aviation Battalion

**GO 59, dtd 25 September, 1969 for period
9 August, 1965-19 May, 1969**
1st Cavalry Division (Airmobile)
assigned and attached units
11th Aviation Group, IIIC
11th General Support Company
2d Battalion, 20th Artillery
227th Aviation Battalion
228th Aviation Battalion
229th Aviation Battalion

**GO 59, dtd 25 September, 1969 for period
January, 1969-June, 1969**
9th Infantry Division and its assigned
and attached units:
9th Aviation Battalion
162d Aviation Company
191st Aviation Company
214th Aviation Battalion, IIIC
240th Aviation Company
361st Aviation Detachment
Troop D, 3d Squadron, 5th Cavalry
Troop A, 3d Squadron, 17th Cavalry
Troop B, 3d Squadron, 17th Cavalry

**VIETNAMESE CROSS OF GALLANTRY
WITH PALM
(Second Award)**

**GO 21, dtd 8 April, 1969 for period 27
March, 1967-17 May, 1968**
1st Aviation Brigade and its assigned
and attached units

**CIVIL ACTION HONOR MEDAL,
FIRST CLASS
(Republic of Vietnam)**

**GO 59, dtd 25 September, 1969 for period
19 December, 1966-28 June, 1969**
9th Infantry Division and its assigned
and attached units:
9th Aviation Battalion
214th Aviation Battalion, HHC
162d Aviation Company
191st Aviation Company
240th Aviation Company
361st Aviation Detachment
Troop D, 3d Squadron, 5th Cavalry
Troop A, 3d Squadron, 17th Cavalry
Troop B, 3d Squadron, 17th Cavalry



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AAAA Activities

AAAA CALENDAR — JUNE, 1970

Fort Benning Chapter. Professional luncheon meeting. Charles Black, guest speaker. Supper Club, FBROOM. 1 June.

National Executive Board. Business meetings, Hunter AAF, Ga., 4-6 June.

Army Flight Training Center Chapter. Army Aviation Birthday Ball. HOOM. Informal. 5 June.

High Plains (Amarillo, Tex.) Chapter. Spring Fling, Western Style. Western Cowpunchers' Ass'n Club-house. Barbecue & trimmings. 5 June.

Fort Sill Chapter. Army Aviation Birthday Ball. FSO-OM. Formal. 5 June.

Army Aviation Center Chapter. Army Aviation 28th Birthday Picnic and Family Barbecue. Proceeds to AAAA Scholarship Foundation. Aviation Museum. 0930-1600, 6 June.

Washington, D.C. Chapter. Fifth AAAA Annual Spring Picnic for AAAA members, their families, and guests. Davison Army Airfield Picnic Area (Anderson Park, Ft. Belvoir, Va.), 1300-1700, 13 June.

David E. Condon Chapter. Professional meeting. LTC William H. Scanlan, Defense Intelligence Agency, DOD, guest speaker, FEOOM, 1600-1800, 18 June.

Monmouth Chapter. Third Annual Army Aviation Birthday Ball. Installation of '70-'71 AAAA officers. Barclay Hotel, Delmar, N.J. Dress optional. 6:30 p.m., refreshments; 7:30 p.m., dinner. Thursday, 18 June.

Atlanta Area Chapter. Activation Meeting. Members only. FMOC, 1830 hours, 24 June.

Alamo Chapter. Stag social meeting to welcome new Chapter members. Boiled shrimp and keg beer provided. FSHOOM, 1600 hours, 24 June.

Connecticut Chapter. Professional dinner meeting. MG Robert R. Williams, Acting Assistant Chief of Staff for Force Development, DA, guest speaker. Longshore Country Club, Westport, Conn. 6:30 p.m., refreshments; 7:30 p.m., dinner. Friday, 26 June.



COL Richard L. Long, Ret., left, National President of AAAA, awards the "Outstanding Aviation Support Unit" trophy of 1969-1970 to CPT Jerry Foster, 30th Transportation Company CO, as MAJ Robert Pratt, past commander, looks on. The award was made at the USAREUR Region's 1970 meeting at Garmisch.

USAREUR REGIONAL SLATE

Meeting at Garmisch, Germany, members of AAAA's USAREUR Region elected the following to their 1970-1971 Regional Executive Board: Pres: COL O. B. Butler, USAAMAC; ExVP: COL Robert F. Little, Jr., Hq, 15th Avn Gp; Secr: LTC James Rogers; and Trea: CPT Gerald L. Durnell, 122d Avn Co.

Also, VP, Army Aff: LTC Leland W. Keister, Jr., Army Sec, MAAAG Germany; VP, Allied Aff: Michel Bouvier, Grumman International; VP Indus Aff: LTC Herman M. Orrell, III, Hq, USAAMAC; and VP, Public Aff: LTC John F. Paterson, DCSOPS, Hq, USAREUR.

NATIONAL BOARD OFFICERS

AAAA's National Executive Board welcomed six new members following Chapter elections conducted during the February-May period. Assuming seats on the National Board as Chapter Members-at-Large were the Presidents of those CONUS Chapters having 150 or more members.

The group included MAJ Patrick H. Brady, Alamo Chapter; LTC Howard Kessinger, Fort Wolters Chapter; Carl D. Stephenson, Lindbergh (St. Louis) Chapter; John F. Hopkins, Richard H. Bitter (Corpus Christi) Chapter; LTC Herschel E. Reynolds, Ret., Sharpe Army Depot Chapter; and John A. McKenna, Connecticut Chapter. The six join twelve incumbent Chapter Members-at-Large on the AAAA governing board.

NEW ATLANTA CHAPTER

AAAA members in the Greater Atlanta Area have been invited to attend a Chapter Activation Meeting to be conducted at the Fort McPherson Officers' Club at 1830 hours on Wednesday, 24 June. Sparked by COL Carlos E. Urrutia, the new Chapter activity will bring together approximately 100 members. An earlier "Atlanta Chapter" was most active during '64-'67, but deactivated after heavy personnel turbulence in September, 1967.



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Obituaries

- ARMSTRONG, Gary D.**, Chief Warrant Officer (W2), Fort Rucker, Alabama; due to an aircraft accident on February 20, 1970.
- BRASIER, Ronald D.**, Chief Warrant Officer (W2), Fort Rucker, Alabama; due to an aircraft accident on March 5, 1970.
- CLEMONS, Willard L.**, Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to an aircraft accident on April 3, 1970.
- COOK, Donald W.**, Chief Warrant Officer (W2), 16th Aviation Group, (Vietnam); due to an aircraft accident on March 28, 1970.
- CRESPO-RIVERA, Miguel A.**, First Lieutenant, Fort Wolters, Texas; due to an aircraft accident on April 1, 1970.
- GRAHAM, Donald T.**, Warrant Officer, 12th Aviation Group, (Vietnam); due to hostile action on March 22, 1970.
- HARRIS, Noel A., Jr.**, First Lieutenant, 12th Aviation Group, (Vietnam); due to hostile action on March 22, 1970.
- HARRISS, David A.**, Chief Warrant Officer (W2), Fort Wolters, Texas; died on March 26, 1970.
- HATFIELD, Michael J.**, Warrant Officer, 12th Aviation Group, (Vietnam); due to hostile action on March 22, 1970.
- HOWE, Olan J.**, Captain, 101st Airborne Division (AMBL), (Vietnam); due to hostile action on April 5, 1970.
- HULSE, Richard D.**, Captain, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on March 23, 1970.
- ISHMAEL, Johnnie L.**, Chief Officer (W2), 101st Airborne Division (AMBL), (Vietnam); due to hostile action on February 4, 1970.
- JANSZEN, James H.**, Major, Fort Stewart, Georgia; died on March 19, 1970.
- JONES, Robert C.**, Chief Warrant Officer (W3), Edgewood Arsenal, Maryland; died on January 31, 1970.
- MALLOY, John P.**, Chief Warrant Officer (W2), 1st Cavalry Division (AMBL), (Vietnam); due to an aircraft accident on March 21, 1970.
- MORDAN, John W.**, Lieutenant Colonel, Hershey, Pennsylvania; died in Walter Reed Hospital on April 24, 1970.
- NORRIS, Truman D.**, Chief Warrant Officer (W2), Americal Division, (Vietnam); due to an aircraft accident on March 17, 1970.
- PARDEE, Scott K.**, Warrant Officer, 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on March 23, 1970.
- PAWLAK, Richard V.**, Chief Warrant Officer (W2), 101st Airborne Division (AMBL), (Vietnam); due to an aircraft accident on March 3, 1970.
- QUAM, John M.**, Captain, Fort Wolters, Texas; due to an aircraft accident on April 8, 1970.
- QUICK, Ralph R., Jr.**, Warrant Officer, XXIV Corps, (Vietnam); due to hostile action on March 27, 1970.
- SCHUNEMANN, James E.**, Chief Warrant Officer (W2), 164th Aviation Group, (Vietnam); due to hostile action on March 20, 1970.
- TURNER, Otis G.**, Captain, Fort Sam Houston, Texas; due to an aircraft accident on March 26, 1970.
- WHIKEHART, Mark A.**, Warrant Officer, Americal Division, (Vietnam); due to an aircraft accident on March 17, 1970.

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.

FLIGHT PAY PROTECTION PLAN - OPEN ENROLLMENT FOR ALL RANKS AND GRADES



AAAA-endorsed

I understand that in making application for flight pay insurance that the effective starting date for my coverage will be the first day of the month after the month in which I make application.

Complete the application form in its entirety. Make your check or money order payable to **LADD AGENCY, INC.** in the amount of the appropriate premium (See premium table on the reverse side). Mail your check and this application form to **LADD AGENCY, INC., 1 Crestwood Road, Westport, Conn. 06880** in the status of AAAA member or applicant. Allow 2-3 weeks for the delivery of your policy; provide a permanent address to which your policy may be sent **IF** you expect your address to change within 2-3 weeks after making application.

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

\$

PREMIUM

Date of Birth

Month Day Year

Monthly Flight Pay

Years of Service for Pay Purposes

Rank or Grade

Name

ASN

ADDRESS

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

City

State

Zip

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

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

SIGNATURE _____

DATE _____

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

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YOUR MONTHLY FLIGHT PAY \$5.	YOUR ANNUAL FLIGHT PAY \$5.	YOUR ANNUAL PREMIUM \$5.	YOUR ANNUAL PREMIUM \$5.	
			YOUR ANNUAL PREMIUM \$5.	YOUR QUARTERLY PREMIUM \$5.
\$245	\$2,940	\$73.50	\$37.75	\$19.38
240	2,880	72.00	37.00	19.00
230	2,760	69.00	35.50	18.25
225	2,700	67.50	34.75	17.88
220	2,640	66.00	34.00	17.50
215	2,580	64.50	33.25	17.13
210	2,520	63.00	32.50	16.75
205	2,460	61.50	31.75	16.38
200	2,400	60.00	31.00	16.00
195	2,340	58.50	30.25	15.63
190	2,280	57.00	29.50	15.25
185	2,220	55.50	28.75	14.88
180	2,160	54.00	28.00	14.50
175	2,100	52.50	27.25	14.13
170	2,040	51.00	26.50	13.75
165	1,980	49.50	25.75	13.38
160	1,920	48.00	25.00	13.00
155	1,860	46.50	24.25	12.63
150	1,800	45.00	23.50	12.25
145	1,740	43.50	22.75	11.88
140	1,680	42.00	22.00	11.50
135	1,620	40.50	21.25	11.13
130	1,560	39.00	20.50	10.75
125	1,500	37.50	19.75	10.38
120	1,440	36.00	19.00	10.00
115	1,380	34.50	18.25	9.63
110	1,320	33.00	17.50	9.25
105	1,260	31.50	16.75	8.88
100	1,200	30.00	16.00	8.50
95	1,140	28.50	15.25	8.13
90	1,080	27.00	14.50	7.75
85	1,020	25.50	13.75	7.38
80	960	24.00	13.00	7.00
75	900	22.50	12.25	6.63
70	840	21.00	11.50	6.25
65	780	19.50	10.75	5.88
60	720	18.00	10.00	5.50
55	660	16.50	9.25	5.13
50	600	15.00	8.50	4.75

FLIGHT PAY PROTECTION PLAN - PREMIUM TABLE

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PHOENIX — Egil Skogstrom, Sperry Flight Systems Division, is shown addressing AAAA's Grand Canyon Chapter members and their wives at the Chapter banquet following its "Day in Phoenix." LTC Malcolm McDonald, Chapter President, and his wife flank the guest speaker.

FORT RUCKER — Robert G. Lee, an instructor in the CH-47 division of the Department of Maintenance Training, demonstrates the use of the department's newest training aid, a CH-47 Utility Hydraulic System. Designed by the instructors themselves and built by Boeing Aircraft Co., the device is used to supplement training in the CH-47 Pilot Qualification and Pilot Transition Courses.



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Getting the low-down

In the space age, the satellites that reconnoiter from 200 miles up have become routine. But nothing replaces the close-in look of a down-to-earth observer — skimming along the tree tops in plain sight of its prey — and of the gunners charged to protect it.

The Grumman Mohawk has that hairy mission. The people who take it down for a close-in view must have what it takes. And so must the engines which push it along on the deck, through curtains of automatic weapons' fire. The twin T53's that push the Mohawk along have proved themselves over and over again in this kind of setting. Time and time again, they have ingested hot lead — only to fly, fight and snoop again. The record of maintenance in the field, their ability to shrug off punishment and come back for more has made them the favorites of the tree top snoopers. Ruggedness, reliability and performance — that's just some of the products turned out by Avco Lycoming gas turbines.



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