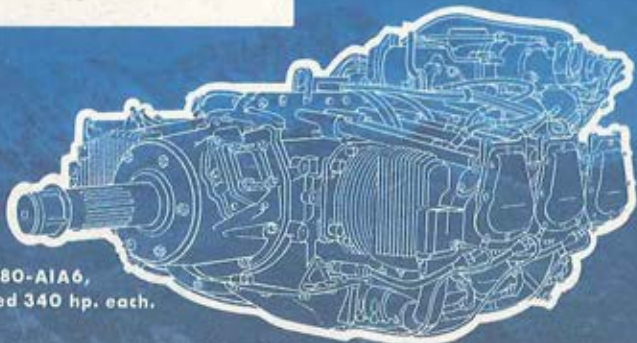


JULY/1962

ARMY AVIATION



Lycoming IG50-480-A1A6,
fuel injection, rated 340 hp. each.

LYCOMING POWERS ARMY'S BEECHCRAFT L-23F



Lycoming

Division—Avco Corporation
Stratford, Conn./Williamsport, Pa.



PROGRESS

CHINOOK DELIVERED



On 2 July 1962, No. 8 HC-1B Chinook stopped at the Pentagon Heliport for static display and flight demonstration. The Chinook was enroute to Fort Rucker, Alabama, for delivery to the United States Army Aviation Board. Stops were also made at Fort Belvoir, Fort Eustis, Fort Bragg, and Fort Benning.

SUMMARY

July, 1962

TO ARMY AVIATION BOARD



VERTOL

DIVISION

MORTON

PENNSYLVANIA

BOEING



POWER

TAKES PRIORITY AT THE "NAP OF THE EARTH"

Today's tactical maneuvers at tree-top level have put new demands on helicopter capabilities. Out of the Hiller growth-planned family of rotorcraft comes the H-23D-1, to meet these demands with common sense qualities which it alone possesses:

Highest Power in Its Class — A continuous rating of 305 horsepower with the Lycoming VO-540 engine, now Standard in the Army H-23F.

Performance Where It Counts — More power means more maneuverability with greater safety. Example: The H-23D-1 has unmatched vertical climb at military-specified gross weight.

Ruggedness — An obvious requirement in an agile, top-performing aircraft. The H-23D-1 is designed to the highest flight and landing load safety factors in its class.

Practical Logistics — Today's H-23D "Raven," standard for the past four years in the Army's logistics system, becomes the new H-23D-1 by only converting to new power. All other dynamic airframe components have flown with this engine in many thousands of successful hours as the civilian 12E and E4 helicopters.

The H-23D-1 offers **today's** capabilities — not yesterday's — within **today's** logistics system — not tomorrow's.

Designs are one thing. Deliveries another. Both come from

HILLER  **AIRCRAFT CORP.**

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IT'S TIME TO POLL ON AAAA AWARDS

By BRIG. GEN. DELK M. ODEN
DIRECTOR OF ARMY AVIATION,
ODCSOPS

THE time has arrived when we all must start thinking about the AAAA Annual meeting which this year will be held 11-12 October in Washington, D.C. One of the most important events of the AAAA Annual Meeting is the presentation of the Honor Awards, and I would like to devote most of this letter to it to insure that every member understands fully what the awards are and who is eligible so that we can obtain maximum participation. However, before going into the AAAA Awards, there is one other new item which I would like to bring to your attention.

SENIOR OFFICER TRAINING

A DA Selection Board has completed a review of applications from senior Army officers serving in the grades of Colonel and Lt. Colonel for entry into the Army Aviation Program. The DCSPER, on 6 June 1962, approved a final roster of sixteen Colonels (8 principals and 8 alternates)



and forty-eight Lt. Colonels (24 principals and 24 alternates). The officers selected will be programmed into regularly scheduled fixed wing flight training classes over the eighteen month period beginning 1 July 1962 through 31 December 1963.

ALTERNATES will be selected to enter flight training on an order of merit basis from the approved roster to replace a principal who is (1) medically disqualified for the flight training, or who is (2) eliminated for flight or academic deficiencies by the training facility, or who (3) cannot enter the program due to nonavailability. All senior officers chosen were selected based on their over-all outstanding record irrespective of branch.

AAAA AWARDS

MAY I AGAIN urge every aviator who has the opportunity to attend the AAAA Annual Meeting in October. One of the highlights of this event will be the AAAA Honors Luncheon. At this luncheon four major awards will be presented:

JAMES H. McCLELLAN SAFETY AWARD
Sponsored by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan; will be awarded to a person who has made an outstanding contribution to Army aviation during the period 1 April 1961 - 31 March 1962. James H. McClellan was a former Army aviator who was killed in an aviation accident in 1958.

AWARD FOR THE ARMY AVIATOR - Sponsored by the AAAA, this award may be presented to the Army aviator who has made an outstanding contribution to U.S. Army Aviation during the period 1 April 1961 - 31 March 1962. It has not been considered necessary to establish criteria for this award, aside from the general eligibility requirements listed below. The National Awards Committee, after reviewing all nominations received, may recommend that no award be made in a given calendar year if it appears that an outstanding contribution has not been made.

OUTSTANDING AVIATION UNIT AWARD (Hughes Award) - For the Aviation Unit that has, as an organized unit effort, demonstrated an outstanding capability in the employment of aircraft in furtherance of the Army mission.

THE AWARD TO THE ARMY AVIATION SOLDIER, sponsored by the Hiller Aircraft Corporation, is an award given to the enlisted man serving in an Army aviation assignment who has made an outstanding contribution to Army aviation during the period 1 April 1961 - 31 March 1962. Documentation should include the soldier's duty assignment in the unit; a description of the outstanding contribution or contributions he has made to Army aviation; his years of service; his number of years in the aviation program; his attendance at service schools; and his character, disciplinary, and proficiency ratings.

ELIGIBILITY

ALL INDIVIDUALS - military and civilian - are eligible as nominees for the JAMES H. McCLELLAN SAFETY AWARD Candidates for the AWARD FOR THE ARMY AVIATOR and the Hiller AWARD TO THE ARMY AVIATION SOLDIER must serve in the active U.S. Army or one of the Army Reserve Components. Any organized aviation unit is eligible as a nominee for the Hughes Award.

DOCUMENTATION

THE ASSOCIATION welcomes nominations from all sources, to include individual members, AAAA Chapters, military units, Army areas, industry, and civilians. Nominations that are submitted for consideration should include the name and current address of the nominee, his unit, where applicable; a detailed description of his qualifications for the particular award and such other supporting data as is necessary; and the name (of the person or organization) making the nomination.

NOMINATIONS for the UNIT award should also be documented by detailed, conclusive data that will serve to assist the Awards

ACROSS-THE-BOARD



JOINT USAGE

■ The military acceptance of the twin-turbine-powered Sikorsky S-61 helicopter is shown in this picture of four S-61's hovering near the Sikorsky plant at Stratford, Conn. From bottom to top, the U.S. Army HSS-2Z of the Executive Flight Detachment which transports the President and other government officials; the U.S. Navy HSS-2; the U.S. Air Force S-61A; and the U.S. Marine Corps HSS-2Z, also used by the Executive Flight Detachment.

Committee in their decision. Nominations and documentation should be typed, tabbed where necessary and forwarded promptly to: AAAA, Attn: Chairman National Awards Committee, 1 Crestwood Road, Westport, Connecticut.

SUSPENSE DATE

NOMINATIONS should be submitted so as to reach the Chairman on or before 1 September 1962.

PRESENTATION

THE FOUR AWARDS will be presented at the AAAA Awards Luncheon to be held during the AAAA Annual Meeting in Washington, D. C., 11-12 October 1962. Every effort will be made to insure the personal attendance of the awardees and unit representatives at the award ceremonies.

SIGNIFICANCE

THE FOUR AWARDS have broad significance to Army aviation in particular, and to the U.S. Army in general. Every effort should be made at local levels to publicize these awards among persons directly concerned with Army aviation.

I HOPE every commander who is contacted for nominations will give the maximum emphasis to the importance of these awards as they represent one of the best means of recognizing our outstanding aviators and aviation units within the professional circles.

A salute to the 20th Anniversary of Army Aviation



This LOH will wear a lot of army hats!



Whatever mission comes its way—anywhere in the world—the Hughes HO-6 four-place helicopter will have the versatility to deliver. ■ Combat recon or counter-insurgency action. ■ Cargo fly-in, or fly-out of litter cases. ■ Hughes HO-6 design features: exceptional speed, small rotor diameter for getting into tight quarters, higher load capacity at lower over-all cost. ■ Flight evaluations will convincingly demonstrate that the HO-6 is just what the commander ordered—the optimum result of experience, imagination and outstanding production capability.

HUGHES TOOL COMPANY, Aircraft Division, Culver City, Calif.



Hughes makes news in mobility

SOUND evaluation procedure is the cornerstone of any quality control system which insures the development and continuous improvement of the end product. The requirement for such sound evaluation is just as critical to the production of complex human skills as it is to that of industrial hardware items. With this philosophy in mind, the United States Army Primary Helicopter School has developed flight evaluation procedures designed to increase training efficiency and to provide supervisory personnel an adequate quality control system in the production of helicopter pilots.

THE FLIGHT EVALUATION system utilized by USAPHS has a threefold purpose:

1. To measure the degree of pilot proficiency attained by student aviators.
2. To determine the instructional proficiency of individual instructor pilots.
3. To provide for standardization of instructor pilots and training procedures.

THE KEY to the evaluation system used by USAPHS is the Pilots Performance Description Record (PPDR). The U.S.

USAPHS MILITARY FLIGHT EVALUATION SYSTEM

BY

**COLONEL JACK K. NORRIS
COMMANDANT, USAPHS**



Army Aviation Human Research Unit's Task Lift started development of the PPDR method for evaluating flight proficiency in early 1957. This project began with a review of extensive reports of previous flight training research, followed by a survey of the Army's primary helicopter flight training program. An analysis of grade books and interviews with instructors provided a basis for determining the most frequent errors made by students.

IN-FLIGHT ANALYSES

EACH PRIMARY and basic flight maneuver was then analyzed in flight to determine its fundamental components. These in-flight analyses provided the basis for the development of descriptive and judgmental scales on which each performance component, such as directional, power and flight path, attitudinal, could be quickly recorded by the check pilot. The first listing of flight-measuring scales was far too large for practical use, consequently, less discriminating scales were progressively eliminated until only the most critical of the scales remained to constitute the Pilot Performance Description Record.

THE PPDR thus does not provide a complete description of student performance; however, the description which results is as complete as can be obtained with a human recorder during a single flight period. One typical page of the PPDR is shown on page 420 of the July 1961 issue of Army Aviation Magazine.

THE PRIMARY and Basic PPDR's include all maneuvers which are taught in the regular training program, and they provide a broad sampling of the student pilot's flight performance. The flight period is broken down into major maneuvers to be evaluated. Each maneuver is further divided into segments to register the observations in the various scales as objectively as possible. During the flight check, student performance normally is recorded near the end of each segment, provided student error is within the limits specified by all scales in that segment. When-

ever an error exceeding "proper limits" of a scale occurs, the check pilot records it immediately, regardless of how much of the segment is completed. If, later in the segment the student exceeds his previous error on the same scale, the check pilot makes a second mark farther out on the scale.

GENERALLY SPEAKING, erratic performance is reflected by multiple markings; for example, if an approach rate of closure is uneven, both "slow" and "fast" are marked. The guiding principle for administering the PPDR is: Obtain a maximum of descriptive and specific judgmental information with a minimum of marking. Check pilots are encouraged to write any comments they wish in the margins of the PPDR's.

PROMPT RECORDING NECESSARY

RECORDINGS must be made as soon as practical, within safety limitations; ideally, the performance of the student should be recorded as it actually happens. The accuracy of detailed recording of performance deteriorates with delay in recording. However, the recording task of the check pilot, who also serves as safety pilot, must not be made so great as to detract from safety considerations. Check pilots experienced in using the PPDR can record student performance with a minimum loss of attention outside the cockpit.

UPON COMPLETION of the ride, the check pilot completes the general evaluation section of the PPDR and uses the record as a guide in debriefing the student. This debriefing is most important to the student in that it gives him a complete rundown on his flight performance and an over-all picture of his progress with respect to planning, judgment, coordination, accuracy and technique, division of attention and alertness.

AFTER CAREFULLY REVIEWING the PPDR, the check pilot assigns a numerical rating to the student's performance. This comparatively informal grade should not in any way be confused with the type

scoring necessary for use in a quality control system. It serves only to provide an approximation of proficiency for the student, and as a means of ranking students in the order of flying performance.

TO USE the PPDR Evaluation System to best advantage, it was incorporated into a flight training quality control system. Use of the PPDR's for this purpose required the following check ride procedures:

1. Use of the PPDR as an instrument for recording student performance as it occurs throughout the check ride.

2. Use of this record of the flight in debriefing the student immediately following the check ride.

3. Assignment of an over-all grade for the student after reviewing the PPDR.

THE PROCEDURES described provide sufficient information for a sound flight training quality control system. The information obtained through the performance records is analyzed systematically to permit most effective use of the data.

"CLASS" SUMMARIES

FIRST, the individual performance records must be compiled and summarized as class groups to determine flight efficiency standing. This is done by transferring the student performance from the PPDR to IBM cards. This encoding of student performance is done for all students of the same class for each phase of training and is then printed as a class summary showing "propos" and errors for each maneuver item. The percent of error for each maneuver can then be computed by dividing total errors made by total errors possible. This information is then plotted on a graph to compare class performance with the established standard.

SECONDLY, a summary is prepared showing the performance of all the students an instructor has been responsible for during the phase of training. At least

three students must be included in any evaluation of any performance item. A weakness trend for an instructor is reflected where 67 percent of his students have errors recorded for a particular performance item (e.g., where 2 out of 3 students or 3 out of 4 students score an error in performing a particular skill).

SUMMARY OF WEAKNESS trends is then provided an instructor showing such trends for his information and corrective action. If improvement in the indicated "weak" maneuvers is not apparent during the next analysis period of the particular phase of training, the instructor is given a standardization check ride to determine reasons for instructional deficiency.

STANDARDIZATION ACHIEVED

THIRDLY, when each check pilot has checked an adequate number of students (15 or more) on the same phase of training, a check pilot summary can be printed which will show the number of maneuver items marked as proper and the number of errors recorded. The percent of error for each maneuver can then be computed and compared with the established standard. This will immediately show strengths and weaknesses of check pilots in making judgments of student performance. Such information will assist in achieving a high degree of standardization among a group of check pilots, and will insure that they are judging students within a common frame of reference.

IN SUMMARY, objectives of the flight proficiency evaluation and quality control system at USAPHS have been to standardize instruction given by instructor pilots, to standardize check pilots, to pinpoint weaknesses in instructional methods and to develop a set of standards that depicts average student performance. We feel these objectives are being realized and we believe continued use of the system outlined above with refinement and maximum exploitation will ensure the future quality of the end product - the Rotary Wing Aviator.



PROOF OF PERFORMANCE

Single engine capability in action . . . Safety is an integral factor of design in the Aero Commander. The stable characteristics and the *dependable* single engine performance of all Aero Commanders are without equal. This broad, extra measure of superiority is built into every Aero Commander . . . the 500A, 500B, 560F, 680F and the pressurized 680F-P . . . and every model is warranted for a full 12 months. Write Military Relations Department.

AERO **COMMANDER**



USCONARC REPORT

RECENT Army reorganization eliminated all special staff sections at this headquarters including the Aviation Section. Aviation staff officers are decentralized throughout the headquarters, however there is still an identifiable staff aviation organization within the headquarters in the form of an Aviation Division in the Office of the Deputy Chief of Staff for Unit Training and Readiness (UTR), formerly the G-3 Section.

THE AVIATION DIVISION, headed by Col. John Norton, with Col. Robert R. Corey as Deputy, consists of four branches: the Training Branch supervised by Lt. Col. Frank E. Lamothe; the Plans and Operations Branch by Lt. Col. Arlington C. Thomson; the Aviation Safety and Air Space Branch by Col. William H. Byrd, Jr.; and the Equipment Requirements Branch by Maj. Daniel C. Prescott. Functions remain much the same as in the old Aviation Special Staff Section except for the removal of the responsibility for individual aviation training to the Office of the Deputy Chief of Staff for Individual Training and Processing; and doctrinal matters to the Combat Developments Command.



THE TRAINING BRANCH supervises unit training of all Army aviation units, both Active and Reserve Components (USAR and NGUS) including maintenance, control and associated supporting units; monitors aviation unit readiness; reviews aviation unit ATP's and ATT's; prepares that portion of the USCONARC Training Directive pertaining to Army aviation; accomplishes training inspections; coordinates allocation of aviation units for participation in maneuvers and field exercises; reviews and up-dates technical training literature; recommends future training literature requirements; and coordinates Army ROTC flight training.

THE PLANS and Operations Branch is responsible for review and implementation of current operations and mobilization plans pertaining to Army aviation units; recommends units for activation, inactivation or reorganization under the current and proposed troop programs; initiates and reviews changes to current TOE's, TA's,

BY
MAJOR KENNETH D. MERTEL



and TD's for Army aviation units prior to forwarding to the Combat Developments Command; and directs and coordinates Army areas and provides for special mission Army aviation commitments.

BEECH "IMAGINUTY" IN

Air Mobility



Versatile Beechcraft L-23F:

**Economical way to "double time" the
movement of key men and materiel**

Beechcraft's L-23F is a true all-around work-horse. It provides fast, reliable all-weather transportation to meet a wide variety of military requirements. Rugged enough to operate safely from small, unimproved fields even with big loads. Easily fitted with modern JATO units, the L-23F does a big plane job at a fraction of big plane cost.

Holding one of the finest safety records in aviation, the L-23F converts quickly from a command liaison aircraft to a priority cargo plane or a high-speed long range flying ambulance. The L-23F is

also popular as a multi-engine instrument trainer.

With space and weight allowances for all electronic navigation and communications equipment used on the largest planes, the Beechcraft L-23F is an outstanding example of Beech reliability. Twin 340 hp Lycoming supercharged fuel injection engines allow it to cruise at 190 knots at 70% power and provide top speeds in excess of 200 knots.

In worldwide use by the U. S. Army, additional L-23Fs are quickly and economically available.

Beech Aerospace Division

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Beech Aerospace Division projects include R&D on manned aircraft; missile target and reconnaissance systems; complete missile systems; space systems management; programs pertaining to liquid hydrogen propellants and cryogenic tankage systems; environmental testing of missile systems and components; and GSE.

May we help you? Write, wire or phone Contract Administration, Beech Aircraft Corp., Wichita 1, Kansas—or nearest Area Office.

AS COMMAND LIAISON TRANSPORT, THE L-23F HAS SEPARATE PILOT COMPARTMENT AND "CONFERENCE ROOM" PASSENGER CABIN.

FOR HIGH-PRIORITY CARGO TRANSPORTATION, PASSENGER SEATS COME OUT QUICKLY.

CONVERTS QUICKLY TO FAST, RUGGED, ROOMY AERIAL AMBULANCE.



HELPING BUSINESS GROW FASTER: Only Beechcraft offers such a complete line of planes with so much speed, range, comfort and quiet to help business multiply the money-making decisions that each top man can make. That's how thousands of Beechcrafts have paid for themselves.

Executives: Write today for: ☐ "Dollars and Sense of Business Flying." ☐ Beech Financing & Leasing Plans. ☐ New illustrated folders on Beechcrafts for 1962. Address Public Relations Dept., Beech Aircraft Corp., Wichita 1, Kansas, U. S. A.

THE AVIATION SAFETY and Air Space Branch promotes, supervises and monitors the USCONARC Aviation Safety Program; coordinates aviation safety procedures and training with Department of the Army; coordinates CONUS airspace requirements with FAA and CONUS Armies; supervises the flying hour program within CONARC; and maintains comparative costs of aviation activities for both Active Army and Reserve Components.

THE EQUIPMENT Requirements branch maintains current status of all aviation equipment; monitors aviation equipment developments and production programs; reviews and coordinates aircraft and related equipment requirements; and monitors aviation facilities requirements.

ALL of the Army aviation supply and maintenance functions including signal are now the responsibility of the Supply and Maintenance Divisions of DCS for Logistics. Army aviation personnel in the former Transportation and Signal Sections have been transferred to these divisions.

COMBAT SURVIVAL TRAINING

AN EXCELLENT Combat Survival Training Course is conducted by the U.S. Air Force Survival Training School at Stead Air Force Base, Reno, Nevada. This course lasts 21 days and is designed "to train selected personnel in the employment of principles, procedures, equipment and techniques which permit an individual to survive regardless of climatic conditions or unfriendly environment and return to his organization." Quotas for Class Nr 62-46 scheduled 14 June to 4 July and Class Nr 62-47, 21 June to 11 July, have been released to the Armies. Each active Army division has received quotas.

ORIENTATION RIDES are authorized for prospective flight training applicants, both EM and Officers. Applicants should be given a thorough briefing and flight demonstration in the L-19 for fixed wing applicants and in the observation helicopter for rotary wing applicants. Recent reviews of



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personnel eliminated from initial rotary or fixed wing flight training indicates that many had not received a flight orientation ride and had little idea what flying was all about. In one case, an EM was given an orientation ride in a fixed wing aircraft, although he was going into the Warrant Officer Rotary Wing Program. A little more assistance to prospective applicants to make certain they know what is in store for them in flight school and what flying is all about may mean less washouts and more graduating aviators to fill critically short vacancies.

ON HOWZE BOARD

CONGRATULATIONS on the promotion of Lt. Col. G.H. Shea to Colonel. Colonel Shea is now on TDY to the Howze Board at Fort Bragg. Upon return he will be in the Supply Division of DCS Logistics. Also on TDY to the Howze Board from the Aviation Division are Col. John Norton, Aviation Officer and Lt. Col. Horst Joost. Lt. Col. Ramon F. D'Elosua departed for a new assignment at the Aircraft Maintenance Shop, New Cumberland, Pennsylvania. The best of luck.

TWO MOBILIZATION designees, Maj. Robert P. Andrews from Fort Worth, Texas, and Lt. Col. Brenton A. Devol Jr, from Lafayette, Indiana, recently joined the Aviation Division for their annual tours. Glad to have you both with us again.

IT has been a busy period for Headquarters, USAREUR; and many dynamic and far-reaching things have transpired, not only throughout the command, but also within the headquarters itself.

FIRST, here is a brief report of the third USAREUR staff liaison visit recently made to the aviation elements of the MAAG's and Missions. Again all aviation elements were performing their missions in a commendable manner with the limited equipment and facilities available. New matters, however, have reared up pertaining to standardization of high frequency radio equipment, priority for maintenance of L-23 float aircraft, and retrofit. All these items are being staffed within the various responsible staff agencies of Headquarters, USAREUR. The thought behind it all is to give these aviation elements with low aircraft density that are operating in a tough flying environment first crack at the support facilities when needed.

THE VALIDITY of previous recommendations made by this headquarters to Department of the Army that the MAAG's be provided from Department of the Army resources an increase in aviators to permit co-pilot depth and an early delivery of Caribou aircraft was reaffirmed during this recent visit. Considerable progress has been made in the provision for additional aviators; however, the early delivery by Department of the Army of the Caribou aircraft is re-emphasized.

MOREOVER, because of better performance, medical evacuation capability, and passenger capacity, this headquarters has also recommended that the MAAG's Turkey, Iran, Pakistan, and Ethiopia receive high priority by Department of the Army on allocation of L-23F as eventual replacement of aircraft for the L-23D. So, for those far-away places, the fate of early delivery of Caribou aircraft and priority replacement of L-23D by L-23F aircraft lies in resolution between Headquarters, EUCOM, and Department of the Army.

MAAG PERSONNEL

SPEAKING of personalities within the MAAG personnel, Lt. Col. Donald A. Baker, Chief of the Aviation Section, departs Ankara, Turkey, for stateside after a long tour in that rugged country. Don has done an extremely fine job despite the trials and tribulations imposed by this headquarters - such as restriction on L-23 aircraft for minimum single engine enroute altitude and the co-pilot requirement during instrument conditions.

ALSO, a fond farewell to Capt. Dlay B. High who departs MAAG, Iran for the real enlightening parts of CONUS, namely, good old Fort Sam Houston, Texas. Departing too from an important assignment in Karachi, Pakistan, is Capt. John D. Young. Having performed in a commendable fashion despite Karachi's head (122 degrees at high noon on 18 May when the USAREUR (USAREUR/CONTINUED on the next page)

USAREUR REPORT

BY COL. J. ELMORE SWENSON
HEADQUARTERS, USAREUR



Liaison Team toured his installation), John is bound for an interesting whirl at Fort Rucker.

DASHING BACK over the magic carpet of Army aviation to the land of Germany, one finds no dull moments here. At the moment a personnel problem in the nature of an overage in aviator captains is bobbing up. An interesting random example of this difficulty in USAREUR is found in the 2d Aviation Company of the 2d Armored Cavalry Regiment, and the 504th Aviation Company of the 4th Armored Division.

THE 2D Aviation Company, commanded by Maj. (but Lt. Col. to be) John Morely, is authorized 44 aviators and has 43 aboard. The TOE authorizes him 8 Captains, yet he has 26 on hand. A similar situation holds true for the 504th Aviation Company. The authorization specifies 73 pilots; yet, 43 Captains are assigned for 13 bonafide Captain spaces. This overage of Captains is a significant problem in that it centers around the real "bread and butter" pilots of Army aviation.

ROOT OF PROBLEM

OF COURSE, everyone is an expert in the personnel field, primarily because each person has a devoted interest in the most important person he knows - himself. It appears that the root of the problems stems from the career system. By the time young officers complete their initial branch schooling, perform necessary ground duty, finish flying school, serve an aviation tour, and get some real flying experience under their belts, lo and behold, they are Captains.

NOW you could solve the problem by having second lieutenants remain in that grade 3 years as prescribed for the permanent grade structure, instead of 18 months time in grade under the AUS criteria; but you'd lose the early pay raise incentive which encourages him to remain, at least, until retention time decision. The starting pay, moreover, offered by industry would beckon him away.

PERHAPS the area that should be fully explored and closely evaluated is the TOE's themselves. For instance, in the aviation company in the Armored Cavalry Regiment, the communications officer is designated a non-rated position. Strangely enough, the non-rated officer who is assigned to this job fights to get out of it and goes to a pure Armored unit to enhance his career; hence, this position is frequently vacant. It could be redesignated for a rated Captain with communications background.

FURTHERMORE, in this company the general support platoon is commanded by a Captain and the transport platoon is commanded by a 1st Lieutenant. This latter slot carries command responsibility and should be re-evaluated as to whether or not it warrants up-grading. The rotary wing tactical support section, the fixed wing support section, and the radar section should also be reviewed. Multiply any gain in Captain slots by all the Cavalry Regiments and comparable aviation units around the theater, and for that matter, Army-wide, and the situation could be somewhat alleviated. This is an area at which the people at Department of the Army should really take a long look.

MANEUVER IN DENMARK

DRIFTING OVER to field events in DRIFBURG, Army aviators again provided excellent support for a recent Exercise JUTLAND JUMP held near Borris, Denmark. Maj. Gen. Andrew J. Goodpaster, Division Commander of the 8th Infantry Division, members of his division staff, plus the battle groups performed well despite the twelve point nine knot winds. Maj. Gen. Edgar C. Doleman, USAREUR DCSOPS, observed the exercise and was well pleased with both the aviation and airborne participation. Out in front was the Commanding Officer of the 8th Aviation Company, Lt. Col. Charles Merritt, and his aviation people doing a real bang-up service for the jumpers.

THIS EXERCISE, incidentally, was Col. Merritt's swan song before leaving for the ZI for an assignment in Department of the Army. With his vast practical troop

experience in Europe, first as commander of the 8th Division Signal Battalion, and then as the Aviation Officer for the Division, he'll be a big asset to the Pentagon staff.

SEPTEMBER CELEBRATION

THE OLDE HEADQUARTERS was setting up the 20th Anniversary party in July at Heidelberg, but political and other considerations deemed it better to delay the get-together until September. The party will take place at the Heidelberg Officers Club over the Labor Day weekend - 1 September to be exact. Complete details will be disseminated through various media, and aviators should start making plans to attend.

MEANWHILE, all unit aviation officers should be giving serious thought to the annual USAREUR aviation award which will be presented at the party under the auspices of the AAAA. At a meeting of Chapter Officers several months ago, a committee from the Rhine Valley Chapter was appointed to investigate the matter of presenting a trophy to the best aviation unit in USAREUR for the year. It was concluded that presentation of an annual USAREUR aviation award could further the aims of the Association and the progress of Army aviation.

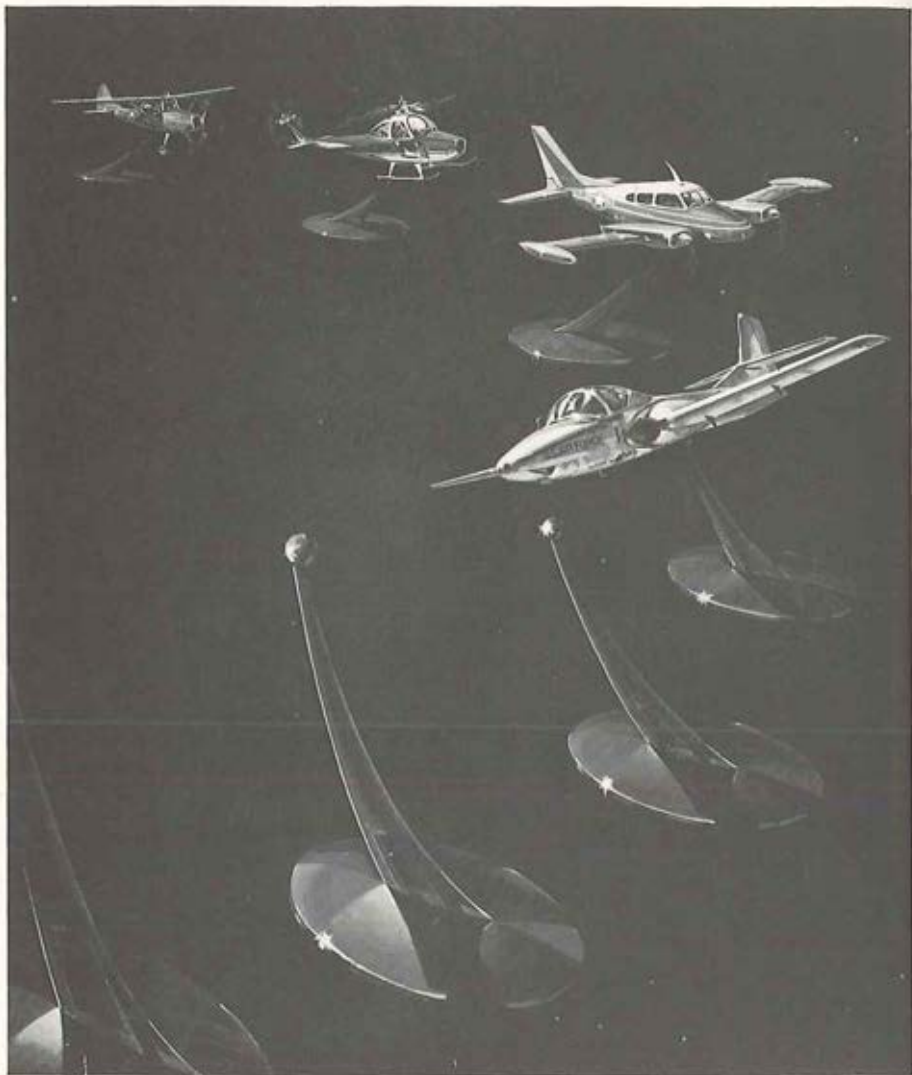
SELECTION would be based on results of operations, safety, inspections and the like. The trophy has been selected and will be on display at USAREUR Headquarters until the night of the party. A letter and form for selection of the award winner has been dispatched to all aviation unit commanders, and their nominations are due back in early August.

A SUITABLE, climatic ending to this report is the announcement of the biggest news to happen in USAREUR in a long time. USAREUR Operations Division has now organized an Aviation Branch! Its official title is the "Aviation Operations Branch." Its inception, approval, and set-up have involved much sweat, tears, and bloodshed. The next report will contain the specific organization and the details of this epic struggle. Things are looking up.

PRESENTATION

■ Lt. Col. Eugene R. Lucas was presented with Master Army Aviator wings by Lt. Gen. Frederic J. Brown (2d from right), Commander, Allied Land Forces, Southeastern Europe (NATO), in Izmir, Turkey. On hand for the presentation ceremonies were two well-known Master Army Aviators, Maj. Leo Bergeron (far left), Aviation Advisor, JUSMAAG, Athens, Greece, and Col. J. Elmore Swenson (far right), Aviation Officer, Headquarters, USAREUR. Lt. Col. Lucas is the Aviation Officer at LANDSOUTHEAST. (U.S. Army photo)





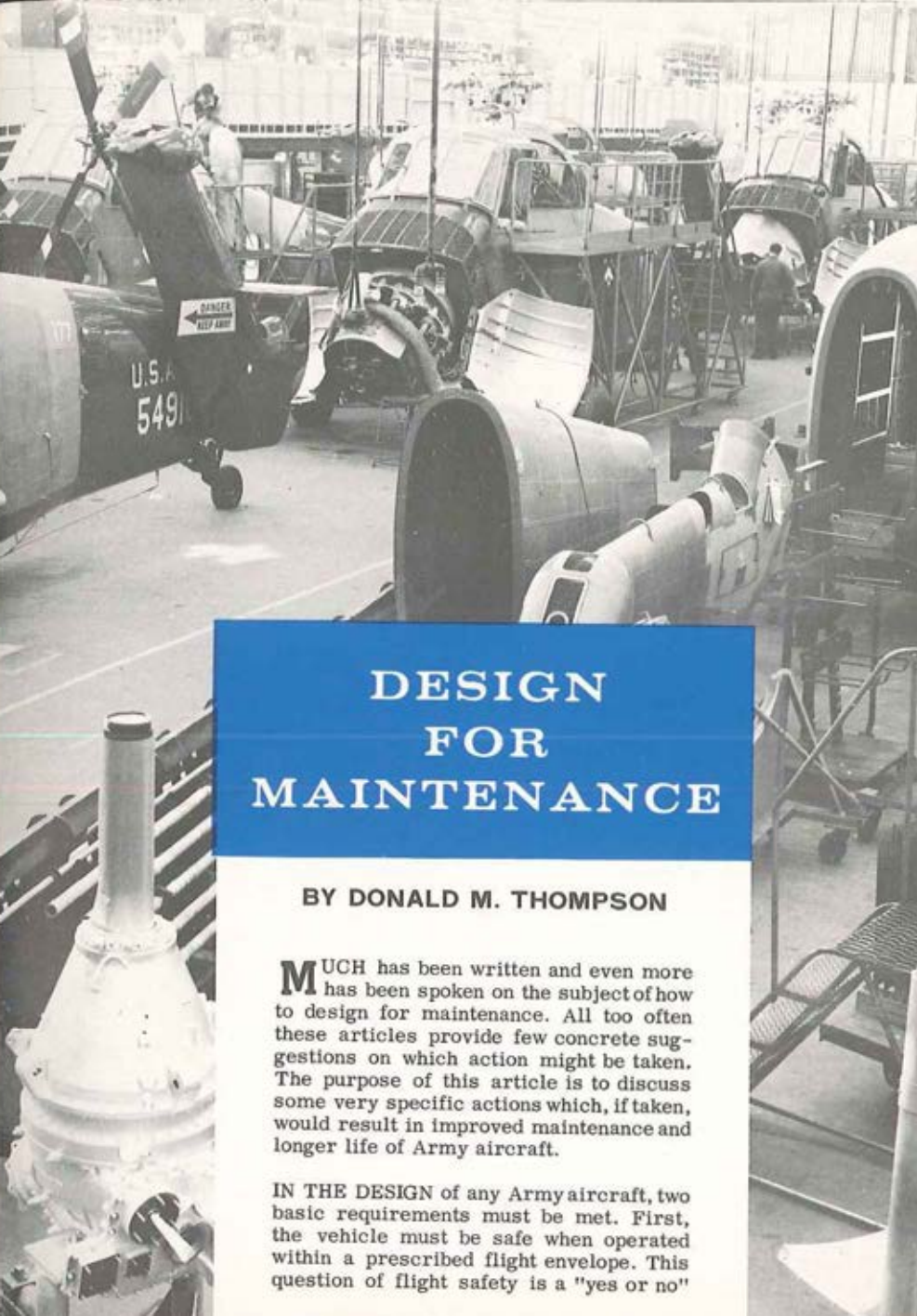
As tomorrow's specific military needs prescribe them

Cessna Capability will design and build them

Cessna Capability, proven in the past and present, is now the promise of great things to come. Count on the world's most experienced makers of utility military aircraft to con-

tinue delivering your exact needs... in quality and quantity ... from major components to complete aircraft. Cessna Military Division, Wichita, Kansas.

CESSNA



DESIGN FOR MAINTENANCE

BY DONALD M. THOMPSON

MUCH has been written and even more has been spoken on the subject of how to design for maintenance. All too often these articles provide few concrete suggestions on which action might be taken. The purpose of this article is to discuss some very specific actions which, if taken, would result in improved maintenance and longer life of Army aircraft.

IN THE DESIGN of any Army aircraft, two basic requirements must be met. First, the vehicle must be safe when operated within a prescribed flight envelope. This question of flight safety is a "yes or no"

proposition which can be answered with existing standards of either the Air Force, the Navy, or the FAA.

SECOND, the vehicle must operate efficiently in the environment in which the Army operates. This environment, which includes wind, terrain, altitude, and facilities, is different from the operational environment of the other services. There are no good design requirements which describe the design features necessary for efficient operation in the Army environment.

ALTHOUGH vast amounts of operational and maintenance experience have been obtained, this experience has not been translated into design requirements which will serve as a guide for modification of present Army aircraft and the design of new ones.

'DESIGNER'S GUIDE' SUGGESTED

AS A MATTER of high priority, the Army should develop an "Army Aircraft Designer's Guide" which will reflect in engineering terms the lessons learned and state the requirements for satisfactory design. This should not be a duplication of any other existing documents or a cross reference between existing documents. It should express in specific terms the features desired in Army aircraft. For example, instead of stating that the aircraft should have "long life", the guide should specify the minimum acceptable life of components in terms of hours.

THE GUIDE should also show, without reference to a specific manufacturer's product, those design features which have been tested and found unsatisfactory. Whenever the Army accepts an engineering change proposal required to correct a service revealed design deficiency, specific technical information showing the deficiency and the corrective action should be prepared and forwarded to all those interested in design of Army aircraft. Only through means such as this will a general improvement in design be achieved.

TECHNICAL RESPONSIBILITY for engineering decisions during design, production, maintenance, and product improvement must be centralized in a single office. Decentralization of responsibility or split functions perpetuates repetition of error. The developer must be required to develop corrections for service revealed deficiencies. Otherwise, he will repeat the same design error in following generations of aircraft.

CENTRALIZED RESPONSIBILITY

IF WE are to achieve the objective of designing the best possible aircraft to accomplish the Army mission, one office must be held responsible for engineering design from the time that the first specifications are written until the aircraft is obsolete and phased out of the Army system. The current organizational system tends to shift engineering responsibility from one office to another, as the new aircraft passes from development to production and then on to maintenance.

THIS SHIFT of responsibility results in continual change as each office reconfigures the aircraft to suit its own ideas. It also results in repetition of design mistakes, since the developer is seldom forced to correct his basic design mistakes. The development, procurement and maintenance systems for Army aviation should be reorganized to emphasize excellence of product by placing one engineering office in charge from beginning to end. The new organization should emphasize products, like airplanes, engines, etc., and not functions like development, value engineering, maintenance engineering, etc.

THE ARMY, as the customer, must develop specific guidance for the designer which will show in engineering terms of weight and/or complexity, the things which will be overhauled and those things which will be discarded when they are worn out. Considerable saving might be achieved if the designer knew that, for example, a fuel pump could be designed to be thrown away rather than repaired. Manufacturing costs could be substantially reduced by using

pressed or stamped assembly operations, rather than assemblies which are easy to take apart. No training would be required for maintenance personnel on fuel pump repair. The pump may not be the best example, but there should be definite criteria to indicate what types of things are better thrown away than repaired. Repair versus non-repair must be defined to permit realistic design.

DETAILED REQUIREMENTS should emphasize "maintenance free" design. The objective of an air vehicle which can operate with absolutely no maintenance for a minimum period of at least 100 hours is technically obtainable today and should be the goal of every new development. All too often the emphasis is on design for easy maintenance rather than design for no maintenance.

THE PROGRAM for accelerated logistical testing of Army air vehicles should be extended beyond the current 1,000 hour period. There should be some test station where at least two aircraft of each type are kept continuously operating so that they will always have more flying time on them than any similar aircraft in service use. This will not guarantee that all failures will be experienced in the field, but it would materially reduce the probability of service failures in the field as the age of the aircraft increases. If failures are going to occur, they should happen at a test center on a test aircraft, and not out in the field during operations.

TOO MANY 'WARNINGS'

REDUCE the number of warning indicators provided the pilot in the cockpit. Many maintenance "squawks" are caused by failure of warning equipment. There is a growing tendency of every engineer to carry the solution of his problem as far as the cockpit and leave it there for the pilot to complete the task. This results in ever increasing complexity of operation and a tendency of the pilot to "squawk" items which are in reality satisfactory

nel to 100 hour inspections. There should be no requirement for pre-flight, post-flight, weekly, or monthly inspections which cannot be adequately performed by flight personnel.

FOR LARGER AIRCRAFT which require a crew of two for normal operation, institute the "co-pilot-mechanic" system which is used in executive aircraft. This should increase awareness in maintenance by flight personnel and reduce the number of maintenance personnel required.

VIGOROUS R&D PROGRAM

A VIGOROUS RESEARCH and development program on maintenance improvements for Army aircraft should be undertaken. This program should be based upon the fact that Army aircraft operate under conditions far different from the Air Force, Navy, or civil airlines. Equipment and techniques which work well for one of these other services may be completely unsuited to Army operation.

FOR EXAMPLE, engine analyzers may operate well at a fixed base where skilled personnel service the same type of aircraft every day. This same equipment may give false indications if operated in the field by personnel who have to service several different types of aircraft. The Army maintenance equipment and techniques should be based upon Army operational conditions. The designers of Army aircraft should realize that, since Army aircraft do not often meet enemy aircraft in aerial combat, performance may well be secondary to longer life and better availability through reduced maintenance.

THESE SUGGESTIONS for specific areas of improvement are presented with the hope that they will stimulate corrective action and the development of future ideas for designing better Army aircraft. Only through recognition of the importance of the problem and through vigorous effort can people hope to reverse the current trend of increasing complexity and higher maintenance.

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IT'S TIME to remember the lessons of the past. IT'S TIME for Army aviation to measure up to the needs of the future. IT'S TIME for Army aviation to use armed aircraft in the ground battle, in the role which has proven most effective in our past experience. In short, IT'S TIME we used the means at hand to do the job which only an Army aviation weapon will do!

WE HAVE SEEN the air weapon change into something entirely different from the ground support fighter we once knew. Gone is the effective low speed, low level fighter of yesteryear; gone because it could not operate below the terrain profile, nor live above it at the slow speeds which once made it so compatible with the infantryman. The old fighter has become a sleek monster designed to insure survival in its own operating environment.

ITS ENVELOPE of incredible speed and altitude has taken it up and out of that bitter zone of contact so crucial to the footslogger. Its mobile firepower is gone, and in its place remains a void filled only with a sense of unease. Yet, Army aircraft which possess all of the necessary at-

tributes of the ground fighter are relegated to the passive role of a supporting service. Even as we have cautiously approached the use of Air Cavalry, we have preferred to treat the aircraft as a horse rather than a weapon.

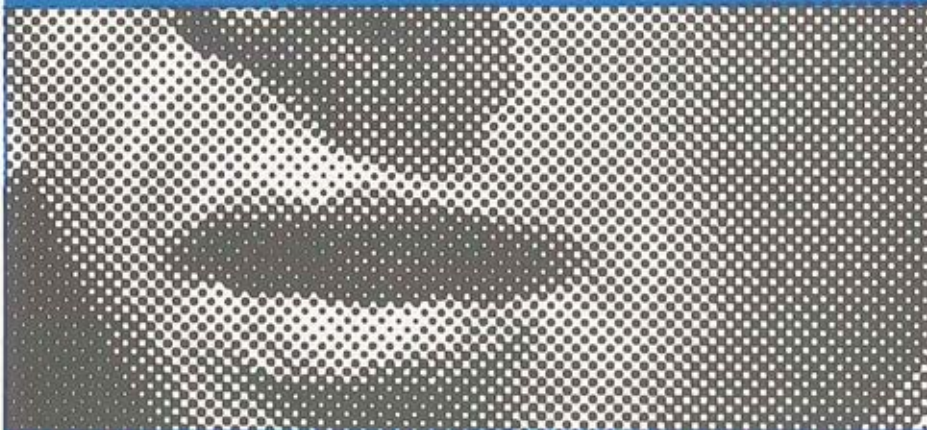
EXCEEDINGLY VULNERABLE

NO DOUBT much of the reluctance to include Army aviation in full partnership with the combined arms team is the result of reasonable fears. It is difficult to see how an aircraft may live over a battlefield which is covered by anti-aircraft missile fire. Aircraft which must operate ABOVE the terrain profile are exceedingly vulnerable.

HOWEVER, we must not be blind to the advantages gained by flying in the nap of the earth. Dependable aircraft operations under conditions of extremely limited visibility are also difficult to visualize. But let's strip away the half-truth.

CERTAINLY, aircraft with high stall speeds cannot operate at the zero speed necessary to fly the ground profile in a

SPEAKING OUT!



IT'S TIME FOR FIGHTERS!

BY MAJ. DARWIN D. BEAUCHAMP

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sorts of weather. But our helicopters can! The fact that we seldom do this now is perhaps due more to an understandable peacetime desire for safety, rather than because of any real aerodynamic limitation.

NOW, let's examine our progress toward arming our aircraft, and dwell on the use of armament. True, we have developed missile, rocket, and machine-gun kits. True, we have developed the doctrine of suppressive fire; a use long the role of ground weapons. But we have not yet opened the way to use the aircraft as a weapon in itself.

IN OUR HASTE to assure our brothers of the ground arms that we did not seek a separate destiny, (as once the former Air Corps sought the more distant reaches of the wild blue yonder), we have closed our eyes to a simple fact: that the combination of a helicopter and effective guns or missiles create a potent assault weapon.

THE COMBINATION of the helicopter and the missile offers a stand-off capability which enhances the odds for survival in open terrain, but more significantly, offers an awesome explosive killing capability. The combination of the helicopter and multiple machine-guns offers the same murderous troop-killing punch which once swept the German army from the roads of France. Indeed, this capability is even GREATER because the helicopter weapon can remain on station simply by sitting on the ground close to where it is needed, ready to react almost before the radio call for help is completed.

AGGRESSIVENESS IMPORTANT

HOWEVER, it is not the combination of the aircraft and armament that is most important, but the USE of that combination in the most aggressive manner possible. The weapon which can be sent directly to destroy a target with one round is infinitely more efficient than the weapon which must search by fire to do the same job.

THE POSSIBILITIES for positive and aggressive use of the helicopter weapon are

limited only by one's imagination. The key to the problem is more than freeing the weapon from the ground, but keeping close to the ground; more than using the terrain for whatever protection it affords but moving over or around that terrain and hitting the target and getting out to fight again!

PERHAPS the best potential use of the fighter helicopter is in direct close support of the infantry, as an integral part of the combat team. This has been considered heretical thinking in the past, from a "political" point of view. Such employment is also the most dangerous, from the pilot's point of view. No doubt this prospect has and will continue to dampen many an aviator's enthusiasm.

YET IT WOULD SEEM, from a soldier's point of view, that a MOMENTARY exposure required to close with a target is preferable to the prolonged ordeal of the foot soldier. The advantages are obvious. The quick jump to superior observation and the swift movement to close to accurate range and bringing the weapon to bear, changing the angle of sight to defeat the enemy's use of cover, and culminating the maneuver with truly devastating firepower, these are prospects to gladden the hearts of the infantry.

THE HELICOPTER armed with missiles or rockets can assist the artillery to bridge the terrain gaps which plague both the howitzer artilleryman and the tank gunner. Fire follows observation, yet observation often fails. The ridgeline or row of trees which blinds the ground gunner is the protection of the fighter helicopter. Being free to move at will, its weapons are carried instantly into position to engage its target and to guide its projectile to the kill. A helicopter gun-platform mounting, say twenty rockets, represents a formidable amount of explosive power. The ability to rapidly move such a quantity of firepower laterally, deliver the fires, and replenish to fire again within minutes is an asset in itself.

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ANOTHER profitable prospect is interdiction conducted in a manner which is recognizable to the troops up front. Here is action which occurs within the immediate zone of contact, as killer teams sweep the rear of the opposing force to destroy its tanks and carriers.

ARMED ESCORT of airmobile operations is equally important to insure success of an effort which the enemy will surely seek to counter. Certainly the enemy will heed the lessons of the past! And in anticipation of airmobile operations, he will position destroyer-helicopters to disrupt our formations. The troop-carrier helicopter (no matter how well armed) cannot hope to maneuver with an agile enemy on the attack. Only a superior force of outriding fighters is capable of screening and breaking up an intercepting attack.

SPECIFIC HELICOPTER tactics may well include single aircraft sorties; however, the combined maneuver of a wing team offers a marked advantage in the chances for success. The principle involved is simply that of covering fire. The team principle is based on two aircraft, and in this respect is no different from the fighter tactics of our sister services. The wing mate "flies cover" to hold down counterfire and to allow time for the lead fighter to score the knockout punch with its heavier package. The same holds true for air-to-air tactics in both offense and defense, EXCEPT for the peculiar problems posed by extreme restrictions of vertical maneuver room.

COMBAT ASSAULT TEAM

A FIGHTER-HELICOPTER unit might well be called a Combat Assault Team, or CAT (Tigers, if you prefer), which precisely identifies the function of the fighter-helicopters. CAT units might be formed as cellular units to be attached to a larger unit, and to be used as dictated by mission, terrain, and situation. A suitable unit might be composed of three combat flights, each containing two fighter teams; a total of twelve aircraft.

ABOUT THE AUTHOR

■ Following his present assignment at the Command and General Staff School at Fort Leavenworth, Kansas, Major Darwin D. Beauchamp will command one of the helicopter units now assigned in Southeast Asia. Concerning his forthcoming assignment, the Transportation Corps officer "is certain that the facts of reality will aid my contributions to Army aviation, and, hopefully, will reinforce my own convictions." ■■

THE JOB can be done today with current equipment. However, it can be done better with helicopters designed specifically for the task of fighting along with the infantryman. The need for proper functional design cannot be stressed too strongly. Simplicity of design is all-important. The fighter must be almost primitively simple, without a single pound of unnecessary gadgetry or nice-to-have equipment. This machine must be starkly practical, being chiefly a powerful engine, a light but rugged airframe and rotor system, and armament of decisive power.

RUGGED AIRCRAFT and rugged tactics call for similar training if we are to make a weapon of the aircraft. Combat flying calls for a full time skill; part-time proficiency yields only passive attitudes and equally passive results. We need a full spectrum of aviation training to meet the requirements of combat aviation. Combat flight training should include close formation flying, attack gunnery, low level navigation for both high and low speed penetrations, evasion tactics, and low level emergency landings. All training should place maximum emphasis on night performance and discipline in flight.

THE REAL POTENTIAL of Army aviation will never be realized until bold concepts have been tried and tested on a no-holds-barred basis. Nor will we be accepted by those whom we must support, until we have demonstrated, proved, and sold combat aviation without the equivocation which marks our doctrine today. I say, "Aviation, attack!"

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SUPPORT IN THE FIELD

PART II

BY

MAJOR OLIVER P. PREMO
HQS, SIXTH U.S. ARMY



IN the February issue of this magazine the author discussed some possible new approaches to the problem of aircraft support in the field. Proposals advanced were designed to overcome some of the problems inherent in a major increase in numbers of aircraft to be supported while concurrently decentralizing bases of operation of the various aviation elements of the reorganized division and other organizations.

CERTAIN ASPECTS of the proposal, perhaps require some elaboration to overcome objections which might be raised.

FIRST, it might be said that limiting organizational maintenance to the extent proposed (i.e., those jobs which may be accomplished with a general mechanic's tool set plus lubrication and servicing equipment) would be impractical for an aviation unit in CONUS which is based at a substantial distance from its supporting field maintenance shop. The solution to this problem would appear to lie in continuing to authorize such a unit, usually a TA organization, the organizational back-up tool sets and other equipment which they now have to permit performance of all first and second echelon work currently authorized by applicable Maintenance Allocation Charts.

AS PROPOSED in the February article, the TOE unit, usually based directly adjacent to its field maintenance support in garrison, could be practically limited to first echelon with direct exchange for a maintenance float aircraft when a periodic inspection or other more extensive work was required.

A SECOND and apparently more serious objection to the previously proposed plan is that both in garrison and in field operations, limiting a crew chief to such basic maintenance tasks would result in an unacceptable reduction in his proficiency. Also, frequent exchanges of aircraft for maintenance float from the direct support unit (DSU) would preclude development by the crew chief of an intimate knowledge of and pride in "his" aircraft. Both of these objections could be eliminated by establishing a personnel relationship between the DSU and supported units. This would permit the individual crew chief to remain with his assigned aircraft continuously, regardless of whether it was physically positioned with the unit or at the DSU.

THE ADVANTAGES of this procedure are obvious. By remaining with his aircraft he could maintain the desired familiarity with, and pride in his equipment. While

PROMOTION IN KOREA



Brig. Gen. O. Glenn Goodhand (center), Commanding General, 1st Cavalry Division Artillery, Korea, was promoted on July 2 in a short ceremony in the commanding general's office. Pinning on the stars are Brig. Gen. Donald C. Clayman (left), Commanding General, 1st Cavalry Division, and Col. Herron N. Maples, Executive Officer, Division Artillery. A Master Army Aviator, General Goodhand has held a variety of Army aviation assignments since entering the program in 1942. (U.S. Army photo)

with the unit in tactical operations his work would be limited to daily and intermediate inspections, cleaning and servicing. When his aircraft required a periodic inspection or higher level maintenance he would accompany it to the DSU. Freed of the pressure inherent in a forward area tactical situation, he could assist DSU personnel augmenting their manhour capability while increasing his own proficiency and learning new skills for which, under the present system, he has little opportunity.

FIRST-HAND KNOWLEDGE

FURTHER, being present during inspections of his aircraft by higher echelon he would gain first-hand knowledge of any shortcomings in his own work occurring while with the tactical unit. Such an arrangement, similar to the system currently employed by the Navy, would tend to weld the supporting and supported units into a more cohesive team.

FINALLY, a liaison section composed of one or more NCOs, depending upon the number of separate supported elements, should be established in the DSU. Such personnel, possessing extensive maintenance background, would serve with each supported element to assure prompt and responsive support at the DSU or on-site as appropriate. When on-site support or evacuation was indicated, specific information as to tools, skills and equipment required could be promptly communicated by them to the DSU.

FURTHER, they could function as technical advisors to the unit commander to assure proper maintenance practices and scheduling of operations which would preserve a balanced workload in the DSU and adherence to the scheduling principles outlined in para. 38 and Appendix V to TM 1-32.

IN COMBINATION with the proposals set forth in the previous article these changes could provide a workable system which would increase the effectiveness of aircraft support to the Army by TOE aviation units at a minimum cost in tools, equipment, spare parts and personnel. Further, it could well enhance the career potential of Army aviation maintenance specialists by broadening the opportunity of the career chief to develop his professional skills. In the final analysis he is the backbone of an effective maintenance program.



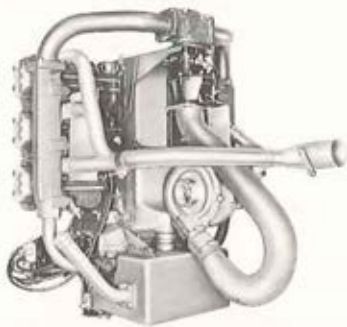
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HAVE you ever felt all alone on a mission far away from the warmth, closeness, and security of a TAAM Company, and said to yourself, "I wish I had a mechanic with me, at least."

THAT'S how all of us ALMOST feel out here Izmir-way in Turkey in the Army Aviation Branch of NATO Headquarters in Southeastern Europe. Yet, while being far away from the general "swim," we in the land of the "hookah" - water pipe, for you uninitiated ones - feel very confident at all times having wonderful maintenance personnel in our unit.

NO HOP & SKIP

WE'RE more than 1,500 miles from the nearest Transportation Corps "shop" with all of those revealing technical manuals, parts that are but an arm's length away on the shelves, and those special tools that do everything but talk. You can just bet that when anything goes wrong here, the only ones we can turn to for help are ourselves. Consequently, maintenance is stressed heavily here in Turkey, perhaps more than in most places.

OUR UNIT consists of five aviators, one administrative specialist, and five maintenance personnel (one short as of this writing). Lt. Col. Eugene R. Lucas commands the Army Aviation Branch having three L-20's and two L-23D's at his disposal.

OUR MISSIONS carry us over the rugged mountainous terrain of Greece and Turkey where minimum enroute altitudes of 10,000 feet are the rule, rather than the exception. The overwater flights across the Aegean Sea often make us wish we had gills and fins. A lack of suitable forced landing area - have you ever tried to land on a scraggly mountain? - together with the difficulty of weather forecasting and the sparseness of communications force us to "hang on to that prop" on most missions.

IN NOT HAVING experienced an accident or a forced landing since the unit's inception in January, 1957, we feel that insufficient tribute is paid to the excellent

overall quality of mechanics turned out by Army aviation.

THE FACT that we're authorized eight mechanics - and are operating on a austere basis with five assigned - also serves to prove that we're blessed with quality. They perform their jobs outdoors with a scarcity of tools - I've yet to see anyone torque a nut with a due-out slip.

USE OF FIELD EXPEDIENTS

WITH the arm of supply off in the distance, the men are forced to use field expedients and care not found in the manuals to keep us flying. Yet, in spite of all of these handicaps, they perform their work cheerfully.

IT IS MECHANICS like these - with their skill, initiative, and selfless devotion to duty - who will, in the final analysis, permit Army aviation to fulfill its mission. To men like Specialists Carel, Kimsey, Clarkson, and Conners and their counterparts who serve in Army aviation units throughout the world, we aviators salute you.

A
SALUTE
FROM
TURKEY

BY
CAPTAIN
HAROLD SILVER

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APO 38, San Francisco, Calif.
GRAVES, AUTHUR W.
1st Aviation Company (FWLT)
APO 146, San Francisco, Calif.
MOORE, JOHN W.
1st Aviation Company (FWLT)
APO 146, San Francisco, Calif.

ASSOCIATES

DEAN, RICHARD A.
2421 Via Rivera
Pais Verdes Est, California
HELMES, J.L.
3881 Lyon Drive
Columbus 24, Ohio
HOFER, THEODORE H.
RFD 1
Charlestown, New Hampshire
HULSE, FRANK W.
3624 Ridgeview Drive
Birmingham 13, Alabama
KRUG, JAMES L.
5590 Hugh Drive
Dayton 59, Ohio
KUMMER, WILLIAM F.
Route 3, Cannon Lake
Faribault, Minnesota
MIALARET, GERARD J.
1328 Melody Drive
Metairie, Louisiana
MURRAY, JAMES L.
3855 Lakewood Boulevard
Long Beach, California
SCHUMANN, WILLIAM A.
Northrop-5731 Gulf Freeway
Houston, Texas
WHEATLEY, MRS. EDITH L.
2090 Hacienda Street
Seaside, California

RETIRED

ELY, D.R., Col.
Boeing Vertol Division
Morton, Pennsylvania
GALL, JOHN, Lt. Col.
Route 1
Edinboro, Pennsylvania

★ CHANGES OF ADDRESS - PCS

HUBBARD, FRANK G., Col.
Lockheed-Plant A1-Bldg 80
Burbank, California
KEHR, JAMES T., Capt.
4109 N.W. 31st Street
Oklahoma City 12, Oklahoma
SMITH, SHERMAN W., Maj.
1955 Grandview Street
Seaside, California

OBITUARIES

RICHARD G. ELKINS

Specialist Fifth Grade Richard G. Elkins, assigned to the 502nd Aviation Company, 2d Armored Division, Ft. Hood, Texas, sustained fatal injuries when the H-13G in which he was flying as a passenger crashed during the conduct of a training mission near Ft. Hood on June 4, 1962. He is survived by his wife, Mrs. Janet Lee Elkins, of Levi's Trailer Park, Killeen, Texas.

GEORGE C. HAAS

First Lieutenant George C. Haas, assigned to the 502nd Aviation Company, 2d Armored Division, Fort Hood, Texas, was killed in the crash of an H-13G helicopter near Fort Hood on June 4, 1962. He is survived by his parents, Mr. and Mrs. Carl F. Haas, of 3839 W. 157th Street, Cleveland, Ohio.

DON R. MCGOWAN

First Lieutenant Don R. McGowan, assigned to the 7th Aviation Company, 7th Infantry Division, APO 7, San Francisco, California, sustained fatal injuries on June 20, 1962, when the L-19A aircraft of which he was pilot crashed during the conduct of an official service mission in Korea. He is survived by his wife, Mrs. Patricia A. McGowan, of 715 Clara Street, Lake Charles, Louisiana.

ROBERT WINKLER

Lt. Colonel Robert Winkler, an Army Aviator serving on the staff at U.S. Continental Army Command, Fort Monroe, Va., died at the Fort Monroe Hospital on May 11, 1962, after a short illness. He is survived by his wife, Mrs. Robert Winkler, of 257 Willow Avenue, Hayward, California.



ARMY AVIATION

JUNE-JULY PHOTOS



■ **TOP LEFT:** In this view of the Sikorsky S-64 Skycrane an 8- by 20-foot truck trailer is carried aloft illustrating one of the pod-carrying possibilities of the twin turbine transport helicopter. The S-64 made its debut on June 5.

■ **TOP CENTER:** Compiling an accident-free record of over 10,000 hours, aviation personnel at Brooke Army Medical Center Heliport, Fort Sam Houston, Tex., celebrated the first anniversary of the Heliport's operation on the sixteenth of June. The heliport is the only known Army Medical Service facility of its type in the United States.

■ **BOTTOM CENTER:** Flown at the recent Lindbergh Chapter Air Show in St. Louis, the replica of the "Spirit of St. Louis" was presented to the City of St. Louis through the combined efforts of owners Paul Mantz & Frank Tallamn, the Lindbergh Chapter of the AAAAA, and the Chamber of Commerce of St. Louis, Mo.

■ **BOTTOM LEFT:** A non-pilot operator is shown at the controls of the 17" x 13" drone control panel operating an Army H-13E "drone." A Bell 47J-2 was employed as the "mother ship" during recent Bell feasibility testing of pilotless drone helicopters.

■ **RIGHT:** Using a new helmet sighting system developed by Sperry Gyroscope Company, an H-13 pilot is shown sighting his target through the reticle attached to his helmet visor. The Sperry system mechanically controls the armament so that it automatically wheels around to face the same direction as the pilot's eyes.

■ **TOP RIGHT:** Completing a program of flight tests at USATRECOM, Ft. Eustis, Va., the "Skyspark" embodies a unique set of shark-like fins



VIETNAM GATHERING

■ **LEFT:** Army Aviators in the Saigon area of South Vietnam are shown at a recent gathering held in celebration of the Twentieth Anniversary of Army aviation. Colonel Delbert L. Birstol, a former member of "The 1942 Class Before Class No. 1," and the senior Army Aviator in South Vietnam, is shown doing the honors by "cutting the cake" with the most readily available implement in the area - a tail rotor blade. Written in icing atop the chunk of chocolate are the words, "Col. Bristol - 20 Years - Army Aviation," commemorating the Anniversary & the good Colonel's participation in this business all of the way. Take a close look at this uncaptioned photograph - you may find many of your friends around the table. Two familiar faces that we spotted in the group: Maj. Donald S. Muttoni (center) and Lt. Col. Howard B. Richardson (in group at the right). An article on operations in Vietnam - unsigned - is found on Page 401 of this issue of AA.



mounted on its nose just behind the propeller. By controlling the direction of the prop blast, these fins more than double the maneuverability of the test aircraft at the critical 20 mphairspeedused for landing and takeoff. The "Skyshark" also features wing shrouds, R.D.C wing flaps extending from wingtip to wingtip, turbo-prop capability, and a top speed in excess of 250.

■ **BOTTOM RIGHT:** Captain Theodore E. Mathison of Fort Ord's 52nd Trans Battalion, is shown outlining the methods and problems of flight routing to interested members of the Aerospace Educ'n Workshop at Fritzsche Army Airfield.

♦ ♦ ♦

EXCLUSIVES

If you have an exclusive photo pertaining to an Army aviation occurrence other than a personal promotion, rating, or achievement, mark it as "first run" and send it to "Army Aviation," Westport, Conn. We guarantee publication of your "first run" photo.



IT was with considerable interest that I read the April 1962 issue of ARMY AVIATION, in particular the article "A Look at Alaska," by Major Kenneth Mertel.

AVIATION PARTICIPATION in "Exercise Great Bear," as indicated by Maj. Mertel, was a complete success. This success, to a great degree, is attributable to the tremendous maintenance effort exerted by both organizational and field maintenance activities. Although specific operational activities were mentioned, I feel that tribute should be paid to the 18th Trans. Det. (CHFM), in direct support of the 65th Trans. Co. (LH), commanded by Capt. O.H. Morrill; the 334th Trans. Det., commanded by Lt. R.E. Short, in direct support of the 80th Trans. Co. (LH); and the 568th Trans. Co., commanded by Capt. Walter S. Ganevsky, in general support of all aviation units in USARAL. The personnel of these units are the unsung heroes of the battle of "Exercise Great Bear," which started several weeks prior to the maneuver, during which time these maintenance units moved into pre-maneuver position.

TEMPERATURES during the maneuvers were in the vicinity of 20 degrees F to -35 degrees F, and presented little, if any, operating problems. However, the pre-maneuver period with temperatures down to -61 degrees F, with a low of -78 degrees F, did present problems of considerable concern. A few are cited as follows:

- ◆ Continuing blast of dual 400,000 BTU heaters over a substantial period of time failed to provide sufficient heat for engine starting.

.....

BY

MAJOR WALTER S. TRAPP

USARAL SUPPORT COMMAND

.....

- ◆ After starting, inability to raise cylinder head and oil temperatures to within safe take-off range.

- ◆ Inability to maintain safe in-flight cylinder head temperatures on the U-1A, particularly on deceleration.

- ◆ Strut assemblies leaking and freezing, due to internal condensation.

- ◆ Unintentional over-boosting of engines, due to extreme cold.

OTHER serious difficulties caused by extreme cold should be obvious to all. We are trying with "Yankee Ingenuity" to work out a few of our own problems.

FOR THE RECORD, the 568th TC is under the Office, Director of Maintenance. USARAL Support Command, commanded by Col. D. M. Curtis. Col. C.T. Krampitz is the Director of Maintenance, with yours truly serving as the Aircraft Maintenance Officer under Col. Krampitz. The CO's of the 18th and 334th are under the USARAL Aviation Battalion. Although we are divided for control purposes, the desired results are produced.

LET'S give the man with the wrench a pat on the back - he deserves it.

A SECOND LOOK AT

.....
ALASKA

ALTHOUGH this is our first report we want all of our friends to know that they can expect more information from this part of the world in later issues. We helped all of you celebrate the 20th Anniversary of Army Aviation. Our Top Aviator, Col. Delbert L. Bristol, is one of the few remaining of the group that tested and sold Army aviation. His group was known as the "class before class number 1" and they must be quite proud of the weapons they forged. All of the Army Aviators who could make it here held a party to honor Col. Bristol and the 20th Anniversary on a hotel roof top in Saigon, South Vietnam, on 6 June 1962. The celebration was a success, judging from the amount of coffee and other remedies, short of oxygen, that were used the following morning.

OUTSTANDING SUPPORT

WE HAVE a real fine crew here and everyone is trying to document the worth-while lessons learned. The H-21 helicopter is doing a highly satisfactory job; the units commanded by Lt. Col. Howard B. Richardson having achieved an outstanding reputation in supporting the South Vietnamese combat operations. Our aircraft are under Viet Cong fire - there's no doubt about that - but our aviation is right in there supporting the Vietnamese. All of the helicopter companies have sustained damage from ground fire but in each instance the company has recorded instances wherein they have turned in an outstanding performance. Three aviators have been wounded; all are recovering nicely.

A REPORT ON VIETNAM ACTIVITY

VIETNAM has a most distinguished list of Army aviators, people who are respected for their know-how and enthusiasm. It's amazing just how DA deployed so many, so quickly, who fitted in so well once here.

THERE is a difficulty to be faced in writing this article, trying to talk aviation people and numbers, when so much of what we do is classified. One project completed and mailed is an information packet of proper classified material. These have been forwarded to those charged with writing official publications on Army aviation subjects. We believe this timely information (a kit of maps, fact sheets, and a tape recording,) will serve to answer many questions. Unfortunately, we are not equipped to staff and record sufficient kits for everyone; however, the Commandants of the Aviation School, Armor School, Infantry School, and the Artillery and Missile School have copies, as does Lt. Gen. Hamilton H. Howze, Commanding General, XVIII Airborne Corps, Fort Bragg, N. C.

THE AVIATORS who were wounded during combat support operations include Capt. Robert F. Cornell (now Maj. Cornell,) who was wounded in the heel; CWO Henry R. Beau, wounded in the hip and abdomen; and CWO Bennie B. Potts, who received slivers of metal in his side and chest.

GROUND FIRE

SEVERAL helicopters have been forced to land following ground fire, (some near the site of action,) but all were repaired and evacuated. None have crashed after receiving ground fire. Many have been hit with one or more rounds. Throughout this country, it is possible to pick up a bullet hole while flying in traffic patterns.

WE ARE quite proud of our operational and logistical accomplishments and have a feeling of adding something important to operations here. We know that some of you will be heading this way with fresh ideas and a sense of urgency. You'll find Vietnam to be a most interesting and rewarding assignment.



EN'JUN JOE

MAINTENANCE TIPS

QUESTION has been asked, "What tribe does En'jun Joe come from?" Our answer, of course, is that En'jun Joe and his ancestors were traveling operators and mechanics - Nomad types; that's why Joe is such a sav'vy buck. You might say - he has a well developed background. That's enough about Joe. Now it's time for Joe to expound on Army aviation.

MAINTENANCE PRACTICES

TM 55-405-1, dated November 1961 gives you a lot of general information. Tells you about desert and tropic maintenance, which may not be conducive to your location, but it's sure timely weatherwise. It gives you general instructions for fueling, defueling, oil, oxygen, hydraulic, and pneumatic servicing. Gives you ground-handling, parking, and mooring instructions.

You operators should peruse this manual too, because it contains items that are of

interest to you, such as - Test Flight requirements, inspections, records, AND other pertinent instructions. Tells you about survival equipment, which consists of life rafts, life preservers, pyrotechnic pistols, flares, etc.

TURBINE ENGINES

ARMY AVIATION has been in the Turbine Age for some time. Our maintenance practices must keep current with this progress. To tell the truth though, a lot of the old GOOD maintenance practices are not only still good and in effect, but more so now.

WHAT'S THAT Crazy Horse En'jun Joe talking about? Well, one thing is, CLEANLINESS. Both the aircraft and the ramp. You helicopter types know that a clean ramp or parking area is essential. Everybody knows by now that these turbine engines are VORACIOUS; they gulp up everything, mostly air, but if the opportunity presents itself, they will devour nuts, bolts, and whatever else they can pick up. So-o-o, what's the best practice? Why CLEANLINESS, of course.

Since Joe has been expounding on Turbine Engines, how many of you maintenance types are aware of the new Army Aviation Maintenance Engineering Manual titled: "Aircraft Engines?" For your information, its number is TM 55-405-5.

DID YOU KNOW . . .

. . . That rubber goods are no longer subject to shelf-life criteria during storage in depot stocks?

. . . That 0-480-1 engine requisitions not required at this time should be cancelled in order to help alleviate a short supply on these engines?

. . . That for a current listing of shipping containers, see Supply Letter 12-62, dated 27 March 1962?

. . . That for Run-in-Test instructions of Aircraft Engines received from overhaul, see Supply Letter 508-62, dated 20 February 1962?

"WEIGHT AND BALANCE"

OLD SUBJECT, but a new Army Publication, TM 55-405-0, February 1962, titled "Weight and Balance." The conversion of TOs to TMs has finally caught up with weight and balance. The specific instructions for each aircraft are contained in the -10 and -20 technical manuals. General weight and balance information is reflected in TM 55-405-9 and consists of the following:

THEORY AND RESPONSIBILITIES. The aircraft's flight characteristics are directly dependent upon its weight and balance. Aircraft loaded in excess of maximum gross will require longer takeoff roll or may not develop enough lift to become airborne. An improperly loaded aircraft may move the center of gravity out of its limits, the results of this will be extremely hazardous flight conditions.

Aircraft manufacturers are responsible for furnishing basic weight and balance data for every aircraft delivered to the Army. Once the aircraft is delivered, it is the using unit's responsibility to maintain accurate weight and balance data in accordance with applicable directives.

And last but not least, it is the pilot's responsibility to insure that his aircraft operates within the prescribed limits.

CLEAR DEFINITIONS

WEIGHT AND BALANCE PRINCIPLES. Weight is one of the most important factors and for various purposes, different weight configurations must be considered. To clarify these different types - each must have a clear definition. Some of the most commonly used types are empty weight, basic weight, and gross weight.

On some aircraft the gross takeoff weight is one figure, while the gross landing weight is another. So-o-o it's not hard to see why weight is one of the most important factors. Balance is another important factor. The center of gravity must remain within specified limits or disaster may result.



WEIGHING AIRCRAFT. Nowadays, the Army uses a portable electronic weighing kit. This kit will accurately determine aircraft weights up to 150,000 pounds. It resembles an average size suitcase and is easily portable.

WEIGHING PRACTICES AND PROCEDURES. Here again proper preparation of the aircraft is essential. Standard weighing procedures must be followed. Accurate weighing can only be accomplished in closed hangers. In addition, the aircraft must be dry, jacked-up uniformly, and leveled. Verification of each weighing may be achieved by a comparison with a previous weighing of a same model aircraft.

WEIGHT AND BALANCE RECORDS. DD 365 series forms are still in use. In fact they are one of the few aircraft type forms that project TAPER did not revise. This manual describes each form, outlines its purpose/use and exhibit sample for your convenience.

LOAD ADJUSTORS. The slip stick, though general in use, has scales that are applicable to the specific type aircraft. This manual describes the method of use and illustrates in detail each step required. Remember, forget the old TO 1-1B-40. Because: "Weight and Balance" general information, TM 55-405-9 is the number.

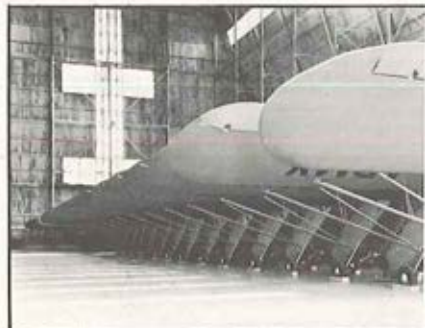


ARMADA-1942

THE TIE-DOWN LINE AT THE DEPARTMENT OF AIR TRAINING, POST FIELD, FORT SILL, OKLA., SEPTEMBER, 1942. THE L-4'S SHOWN WERE BUT A PART OF THE FLEET EMPLOYED IN THE TRAINING OF LIAISON PILOTS AT FORT SILL. NOTE THE COMPLETE ABSENCE OF CONCRETE & ASPHALT TAXIWAYS.

THREESOME

COLONEL (THEN MAJOR) GORDON J. WOLF, LT. COL. (THEN LT.) BRYCE WILSON, AND LT. COL. (THEN LT.) EDWIN F. HOUSER AT FORT SILL, OKLAHOMA, IN FEBRUARY, 1942. COL. WOLF LATER ASSUMED COMMAND OF THE DEPARTMENT OF AIR TRAINING.



STACKED

A FAMILIAR SCENE TO LIAISON PILOTS AT FORT SILL, OKLAHOMA, IN 1942: THE "STACKED" PIPER CUBS IN THE BALLOON HANGAR. BY NOSING UP THE L-4'S THE HANGAR TOOK ON THE APPEARANCE OF A CARRIER BELOW DECKS. THE SIMILARITY TO A SUPER-MARKET SETTING IS INESCAPABLE.

DISCUSSION

COLONEL (THEN CAPT.) ROBERT M. LEICH, LT. PAGET W. THORNTON, AND BRIG. GEN. (THEN LT.) ROBERT R. WILLIAMS ARE SHOWN DISCUSSING A PROBLEM DURING AIR OP TESTS CONDUCTED AT FORT SAM HOUSTON, TEX., DURING MARCH AND APRIL, 1942. (ALL PHOTOGRAPHS BY BRYCE WILSON).



A successful organization, offering a product to the public, strives for a catchy slogan or an attractive and distinctive emblem. The obvious purpose is to increase public acceptance of the organization and its product.

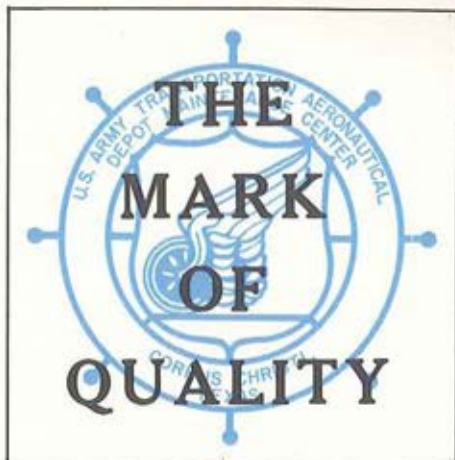
THE ARMED FORCES of this nation are usually considered to have but one product - service - the ready capability to defend against all enemies. Army aviation recently increased its capability, within the framework of the national defense, with a new product to announce and foster.

ALL of the preceding palaver serves to introduce the distinctive insignia of Army aviation maintenance, an identifying trademark and one we hope will soon be widely identified as a mark of quality as well. The reproduction you see here is being placed on every piece of equipment or component assembly overhauled and on all items manufactured by Army aviation's own aircraft maintenance center.

IDENTIFIES CENTER'S WORK

THIS brightly colored decal is not to advertise the products of ARADMAC - a short title for a mouthful - U.S. Army Aeronautical Depot Maintenance Center. It is affixed to aviation products to readily identify the Center's work. Center personnel are also pledged to make this mark a symbol of assured quality and useful life of components to the limits of engineering "know-how."

MALFUNCTION and necessary replacement of in-service components, ahead of the scheduled time, currently occurs in a higher percentage of cases than we care to note. Hundreds of operational flying hours, and the frayed nerves of aviators and mechanics will be favorably



affected when unscheduled replacement of components is minimized. This Utopia can be achieved only by aggressive, collective efforts on the part of all aviation-minded men. Everyone must take a sincere personal interest in improving the standards of Army aircraft overhaul.

IN THE FIELD, the user must be critical of less than adequate service. All shortcomings in overhaul specifications can be ferreted out by extensive teardown quality audits at ARADMAC, which is being done. However, there is always the possibility of something slipping by the sampling process.

QUALITY AUDITING

ALTHOUGH ARADMAC performs quality audits only on its own production, the range of the product schedule is such that over a period of three years, almost all of the thousands of Transportation Corps components in the aviation logistics system will have been proofed through the Corpus Christi plant. Each year, one in every three components issued to the field will be an ARADMAC product.

THE PROTOTYPE has a multiple purpose. Aside from auditing the adequacy of the overhaul and process specifications, en-

BY
LIEUTENANT COLONEL
JOHN F. SULLIVAN

gineering changes and modifications are proofed, tools are physically evaluated, lists are purified, and detail data is collected upon which to negotiate commercial overhaul contracts. In addition, and not to be minimized, is the essential mobilization consideration of a total overhaul capability, proven in practice and instantly available.

ARADMAC has been authorized to fill a very serious void in the Army aviation program. The degree of success the objective attains is largely in your hands - the readers of this article. Your assistance is urgently required to speed the program down the road to success.

ARADMAC is an essential part of your life - Support It!

NEWS BRIEFS



Marinelli



Peyer



Lehrman

BEECH APPOINTMENT

■ The Beech Aircraft Corporation has appointed Col. Jack L. Marinelli to its Wichita, Kan. engineering department following his retirement on June 30. One of Army aviation's pioneers, Col. Marinelli last served as President of the U.S. Army Aviation Board, Fort Rucker, Alabama.

KAMAN ADDITION

■ Michael Lehrman, who recently received his MBA degree from the Harvard Graduate School of Business Administration, has joined Kaman Aircraft as a Staff Specialist in Military Affairs. A Cornell graduate, the former Army Aviator serves in the 43rd Aviation Company of the Connecticut Army National Guard.

WELCOME



■ Col. Alexander J. Rankin (right), new President of the U.S. Army Aviation Board, is welcomed to Fort Rucker by Lt. Col. John L. Rowan, Deputy President. Immediately after meeting his staff, Col. Rankin returned to Fort Bragg, N.C., to resume his duties with the Howze Board. Col. Rankin served as Deputy President when the Board was headed by Brig. Gen. Robert R. Williams, now Commanding General of Fort Rucker.

ASSISTANCE TEAMS

■ Four Technical Assistance Teams, with headquarters at USATMCS, St. Louis, Mo. recently completed nearly 1,120,000 miles of travel in the past fiscal year. The 6-man teams visited over 100 installations in the U.S. and overseas giving TMC direct contact with Army field elements. Team captains were Majors William G. Phillips Allie Calender, and Harry A. Pasch; and Capt. Kenneth L. Eshbaugh.

WAR COLLEGE SELECTEE

■ Lt. Col. Gustave A. Peyer, Chief of the Transportation Technical Training Division of USATSCH, has been selected to attend the '62-'63 session of the U.S. Army War College. A former President of the David E. Condon Chapter of AAAA, Col. Peyer was one of ten Transportation Corps officers selected to attend a senior service college.

THE
ARMY AVIATION ASSOCIATION
OF AMERICA, INC.

1962
ANNUAL
MEETING

COMMEMORATING THE
20TH ANNIVERSARY
OF ARMY AVIATION
BY THE U.S. ARMY

OCTOBER 11-12, 1962

SHERATON-PARK HOTEL

WASHINGTON, D.C.



AAAA NEWS

DURING June, the 75 AAAA members in Hawaii activated a separate Chapter activity of AAAA, the fortieth such organization to be activated. Maj. Bruce B. Campbell serves as President of the new Chapter.

A SIMILAR number of Quad-A members residing in the Greater Fort Huachuca Area will meet on July 27 to consider the activation of a separate Fort Huachuca Chapter. Maj. Richard A. Rusk serves as Chairman of the Activation Committee.

THE ANNUAL AUDIT of the Association's fiscal activities has been completed, the General Fund as at March 31, 1962 totaling \$5,983.76. Receipts for the 1 April 1961-31 March 1962 fiscal year totaled \$36,590.17 and expenditures \$39,129.21.

PRESIDENT Joseph E. McDonald, Jr., has appointed Col. Robert R. Corey, Ft. Bragg, N.C., and Lt. Col. Robert K. Moore, Carlisle Barracks, Pa., as members of the National Awards Committee, replacing Col. O. Glenn Goodhand, 1st Cavalry Division Artillery, Korea, and Col. Alexander J. Rankin, Ft. Rucker, Ala., respectively.

SOME 25 FOURSOMES participated in the Inaugural AAAA Golf Tournament sponsored by the Washington, D.C. Chapter at the Army-Navy Country Club, Arlington, Va. Low Gross Winner with a score of 72 was Col. W. Robinson, USMC, with Col. Higgins, USA, taking Low Net Honors with a score of 71. Door prize winner - score not provided - was E.E. "Tug" Gustafson, Sales Manager of Sikor-

Meeting in early June, the National Nominations Committee selected six nominees for National Executive Board office, three nominees for 3-year terms ending in 1965 and three National Members-at-Large with terms ending October, 1963. The names of the nominees will be announced in the August, '62 issue.

sky Aircraft, who actually won a door. All attendees reported that this particular "stag" was one of the best they've attended in months. The June 7 Tournament was followed by a "19th Hole" Cocktail Gathering and a Stag Banquet. Lt. Col. George Kelly served as Chairman of the Golf Turnament Committee as was assisted by Lt. Col. Frederick C. Goodwin, FAA; E. Morgan Fox, North American Aviation; and A.D. "Dusty" Hight of Hiller Aircraft.

SEPTEMBER "GALA"

THE ASSOCIATION'S largest Chapter, the Army Aviation Center Chapter, plans a "co-educational gala" on September 1 at the new Lake Lodge at Lake Tholocco, the first big affair after the opening of Fort Rucker's new recreational retreat. The informal Dinner-Dance will be preceded by a Cocktail Party and followed by a Floor Show. Members intending to visit Fort Rucker on September 1 are encouraged to attend the social gathering and are asked to contact Lt. Col. Thomas W. Sabiston, Ret., Chapter Secretary, at 510 Cedar Drive, Enterprise, Ala., to coordinate individual attendance.

JULY, 1962 ACTIVITIES



20TH

ANNIVERSARY

CELEBRATION

THE 1962 ANNUAL MEETING of the Army Aviation Association of America will be held October 11-12, 1962, at the Sheraton-Park Hotel in Washington, D.C. This will be the Fourth National Get-Together of Association members and it promises to be even bigger and better than the Association's previous three meetings.

THE DATES for the Association meeting have been scheduled to coincide with the Annual Meeting of the Association of the United States Army which will be held in the same hotel on October 8-10, 1962.

BRIG. GEN. Delk M. Oden, Director of Army Aviation, ODCSOPS, D/A, and G.W. Fey, Washington Representatives of the Sikorsky Aircraft Division, head the present 13-member Committee charged with overall direction of the 1962 AAAA Annual Meeting.

REGISTER NOW!

Registration will open at 8 a.m. on Thursday, October 11, in the lobby of the Cotillion Room of the Sheraton-Park. All who attend the 1962 Meeting are expected to register. The registration fee for all attendees is \$3.00 per attendee, to include the wife of the attendee. You may register in advance by mailing a check to AAAA, Westport, Conn., to cover your individual registration, or you may accomplish this at the AAAA Registration Desk at meeting-time. To assist the Committee in their overall Annual Meeting planning, you are requested to indicate your attendance by accomplishing advance registration.

ADVANCE GET-TOGETHER

An Advance Get-Together will be held for early arrivals on Wednesday evening, October 10. The Sheraton-Park meeting room to be used for this gathering will be announced at a later date. Plan to meet your friends at this "kickoff meeting."

MEMBERSHIP MEETING

The National Executive Board of AAAA will conduct general membership business meetings on the mornings of Oct. 10 and 11 at which National, Regional, and Chapter officers will discuss and review the programs and activities of AAAA. The National balloting to elect three new members to the National Executive Board will be conducted at the October 10 business meeting.

HONORS LUNCHEON

The 1962 Annual Honors Luncheon will be held at noon, October 10, in the Cotillion Room of the Sheraton-Park Hotel, or the Main Ballroom, if space demands. Presentation of the "James H. McClellan Aviation Safety Award," the "Army Aviator of the Year Award" sponsored by the AAAA, the "Outstanding Aviation Unit Award" sponsored by the Hughes Tool Company - Aircraft Division, and the "Aviation Soldier of the Year Award" sponsored by the Hiller Aircraft Corporation will be made during the Honors Luncheon.

Lieutenant General Hamilton H. Howze, Commanding General of the XVIII Airborne Corps and Fort Bragg, North Caro-

FOURTH AAAA ANNUAL MEETING

lina, will be the principal speaker at the 1962 Honors Luncheon.

Tickets for the Annual Honors Luncheon are \$6.00 each. Chapter tables seating ten persons each may be reserved prior to 1 October by forwarding a check for \$60 for each table to AAAA, Westport, Conn. Member, Chapter, Delegate, and Industry Member tables will be interspersed; the assignment of table locations being made in the order in which purchases are made.

Single tickets for the Honors Luncheon are available with table allocations to be made on or after 15 September. Refunds for Luncheon Tickets cannot be made for cancellations received after 1 October.

CO-SPONSORED RECEPTION

The Annual AAAA-Industry Co-Sponsored Reception will be held Thursday evening, October 11. Some forty-two Industry Member firms and the National Executive Board will host the attendees at this early evening function. Your registration badge is your ticket for admittance. Dress will be informal and ladies are invited. This will be an excellent place

to renew acquaintances with old friends. Besides, where can you get a better bargain for \$3.00 in this age of inflation?

ACCOMMODATIONS

The AAAA cannot accept or handle any reservations for rooms at the Sheraton Park Hotel. Requests for hotel accommodations should be directed to the Reservations Manager, in care of the Sheraton Park Hotel. The Association has reserved a large block of rooms for attendees and you are encouraged to cite attendance at the "AAAA Annual Meeting" in making your room reservation.

PROGRAMMING

Additional details on the Annual Meeting Programming will be announced in the subsequent issue, following the 12 July "details" meeting of the Annual Meeting Committee. Please be assured that the overall programming will be in keeping with the Celebration of the Twentieth Anniversary of Army Aviation and that the professional and social activities of this meeting will be arranged with your interests in mind.

ANNUAL MEETING COMMITTEE

In addition to Gen. Oden and "Bill" Fey, the 1962 Annual Meeting Committee includes Warren T. Rockwell, Hiller Aircraft Corporation, National Executive Board Liaison; Arthur H. Kesten, National Office Liaison; Lt. Col. Darwin P. Gerard, Ret., of Grumman Aircraft, Programming and Col. Allen M. Burdett, Jr., OASA (R & D), and Lt. Col. William P. Craddock, OASA (I & L), Distinguished Guests and Protocol.

Also, Lt. Col. William H. Gardner, OCOFT, Administration; Lt. Col. William C. Dysinger, OCRD, Finance; Jack E. Leonard, Hughes Tool Company-Aircraft Division, and Jean Ross Howard, AIA Publicity; Billie J. Timm, Ryan Aeronautical Company, Co-Sponsored Reception; Thomas I. Bean, Bell Helicopter Company Honors Luncheon; and Luke H. Sample, Avco Corporation, Printing & Programs

AAAA AWARDS

Do you qualify for an AAAA National Award? Does YOUR UNIT? Does YOUR CREWCHIEF?

You'll find a general outline of the National Awards Program in Gen. Oden's ODCSOPS Newsletter appearing on Page 357.

An Awards Blank for each of the four AAAA National Awards may be secured by writing to AAAA, Westport, Conn. The suspense date for the receipt of Awards Nominations is 1 September 1962.

The presentation of Awards will be made at the Honors Luncheon of the Fourth Annual Meeting of AAAA, 11 October 1962.



GOLF TOURNAMENT

LEFT: Najeef Halaby, Administrator, FAA; Mel Gough, FAA; Warren T. Rockwell, Hiller Aircraft; and Harvey Gaylord, Bell Aerosystems, one of the Tournament's 25 foursomes.

Door prize winner, E.E. "Tug" Gustafson (center), of Sikorsky Aircraft, roars his approval as he receives a "personal" door to the Executive Laboratory. MC Fred Goodwin (left) and Chapter President Gerry Gerard (right) enjoy the presentation to the new Sikorsky executive.



REGISTRATION FORM AAAA ANNUAL MEETING

Enclosed please find \$.....in payment for my registration for the October 11-12, 1962 AAAA Annual Meeting and the tickets indicated below:

FUNCTION	QUANTITY	PRICE	AMOUNT
Registration and Reception		\$3.00	
Annual Honors Luncheon		\$6.00	

NAME
(Print or Type)

ADDRESS
(Street)

.....
(City) (State)

UNIT OR FIRM.....

FULL PAYMENT MUST ACCOMPANY THIS REGISTRATION

Forward Check and Registration Form to: AAAA, Westport, Connecticut

Application for Coverage

I have inclosed a check or money order made payable to the FLIGHT PAY PROTECTION PLAN for my annual premium of → \$ PREMIUM

I understand that my coverage under this Plan will commence upon the first day of the month after the postmark month in which I apply for the coverage.

A check or money order in the amount of your annual premium should be made payable to FLIGHT PAY PROTECTION PLAN and submitted with your application form to AAAA, Westport, Conn. Be certain to refer to the reverse side of this application form. This form may be used for quarterly or semi-annual premium payment plans.

Rank or Grade Name	ASN	Annual Flight Pay
Address Post Office Box Number, Residence or Quarters Address is desired		
City	Zone State	Years of Service for Pay Purposes

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 remove 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

Failure to sign above invalidates this application.

This coverage is limited to AAAA Members. ☐ I am an AAAA Member.

☐ **INITIATION FEE . . . \$3.00**

First Year Membership Only. Includes Lapel Pin and Decal.

ANNUAL OR PRO-RATED AAAA DUES

Membership Year Terminates Each March 31st

- ☐ \$6.00 (Applications submitted April 1 - June 30)
- ☐ \$4.50 (Applications submitted July 1 - September 30)
- ☐ \$3.00 (Applications submitted October 1 - December 31)
- ☐ \$1.50 (Applications submitted January 1 - March 31)

IMPORTANT: Your Dues should be paid by separate check made payable to AAAA. Your premium check should be made payable to FLIGHT PAY PROTECTION PLAN.

CATEGORY OF AAAA MEMBERSHIP

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

**Flight Pay Protection Plan
Premium Table**

IF MONTHLY FLIGHT PAY IS:	YOUR ANNUAL FLIGHT PAY IS:	YOUR ANNUAL PREMIUM RATE IS:	YOUR SEMI- ANNUAL PREMIUM IS:	YOUR QUAR- TERLY PREMIUM IS:
\$245	\$2,940	\$44.10	\$23.05	\$12.05
240	2,880	43.20	22.60	11.80
230	2,760	41.40	21.70	11.35
225	2,700	40.50	21.25	11.15
220	2,640	39.60	20.80	10.90
215	2,580	38.70	20.35	10.70
210	2,520	37.80	19.90	10.45
205	2,460	36.90	19.45	10.25
200	2,400	36.00	19.00	10.00
195	2,340	35.10	18.55	9.80
190	2,280	34.20	18.10	9.55
185	2,220	33.30	17.65	9.35
180	2,160	32.40	17.20	9.10
175	2,100	31.50	16.75	8.90
170	2,040	30.60	16.30	8.65
165	1,980	29.70	15.85	8.45
160	1,920	28.80	15.40	8.20
155	1,860	27.90	14.85	8.00
150	1,800	27.00	14.50	7.75
145	1,740	26.10	14.05	7.55
140	1,680	25.20	13.60	7.30
135	1,620	24.30	13.15	7.10
130	1,560	23.40	12.70	6.85
125	1,500	22.50	12.25	6.65
120	1,440	21.60	11.80	6.40
115	1,380	20.70	11.35	6.20
110	1,320	19.80	10.80	5.95
105	1,260	18.90	10.45	5.75
100	1,200	18.00	10.00	5.50
95	1,140	17.10	9.55	5.30
90	1,080	16.20	9.10	5.05
85	1,020	15.30	8.65	4.85
80	960	14.40	8.20	4.60
75	900	13.50	7.75	4.40
70	840	12.60	7.30	4.15
65	780	11.70	6.85	3.95
60	720	10.80	6.40	3.70
55	660	9.90	5.95	3.50
50	600	9.00	5.50	3.25

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The AAAA now has forty Chapter activities in operation in the U.S. and overseas.



LETTERS TO THE EDITOR

BUREAU DRAWER

SIRS:

I DO NOT agree with one change in "AA" - the elimination of the column, "The Bureau Drawer." Is there some way (and maybe we National Guard AA's could help) to return these informative Reserve Forces' articles?

Capt. L.L. Griffin
Ohio National Guard

(Ed. The copy "flow" just stopped. We have the space and would welcome the column's return.)

COLLOQUIALISMS

SIRS:

I THOUGHT other "AA" readers would be interested in the definitions of some terms that are bandied about in Army aviation. These are "colloquial" definitions, not Webster's - and some are original, and some are not.

SAM PILOT - A pilot who thinks a tactical flight is one from Davison AAF to Washington National.

NEWLY RATED FIELD GRADE AVIATOR - The living exemplification of that old adage, "A little learning is a dangerous thing."

NEWLY RATED JUNIOR GRADE AVIATOR - Same as above, except that this type is in a position to cause harm ONLY to himself and ONE aircraft.

FIELD GRADE CWO'S - Generally those who graduated from the "Old School" at Fort Sill (Brown shoe Army), and who have raised enough young lieutenants and captains to qualify as Chaplains.

STRAC - Shhhh, the RUSSIANS are coming! (Various word substitutions are used here.)

ACR and VERTICAL ENVELOPMENT CONCEPT - Good luck, son! We'll see that your family gets your personal effects.

TDY PER DIEM - Money that soldiers received in the old days to help defray the expenses of remaining on active duty.

NAP-OF-THE-EARTH CONCEPT - Bureaucratic term for what we used to call "contour flying."

RE-ORGANIZATION - A preparatory command that brings homesteaders to a "Ready" position, with necks craning and eyes searching frantically for a new home.

NATKROOWOT - Abbreviation for that unofficial organization, "National Association To Keep Real Officers Off Warrant Officers' Tails."

A. Coward
Bridgeton, Missouri

"ARMY BRAT"

SIRS:

IF MEMORY serves me properly, this year marks the Twentieth Anniversary of Army Aviation. The growth of this "Army Brat" has been quite remarkable, especially since 1950, when I was assigned to the then Department of Air Training of The Artillery School at Fort Sill, Oklahoma, as the first Flight Surgeon for Army aviation.

MANY were the problems which beset the growth and development of this child, but having sprung from a hardy parentage; endowed with courage, tenacity, and no little motivation, it has struggled through its adolescence and is approaching maturity as a most important addition to the Army family.

IN THE COURSE of my association with Army aviation, it was my good fortune to have known and worked with the successive commandants commandants of the Army Aviation School. During the early years of this association, Aviation Medicine was looked upon as the unwanted and possibly a somewhat illegitimate offspring of the Army Medical Service.

THIS CHILD has also passed through several years of trials and tribulations; but I am happy to note that it now appears to be in a state of healthy growth, and although not yet having reached maturity, it seems destined to assume a proper position with relation to its older brother, Army aviation.

I AM PROUD to have been associated with these younger members of the Army family and will continue to be interested in their progress and accomplishments.

Rollie M. Harrison, M.D.
500 Merritt Street
Fort Worth 14, Texas

ARMY AVIATION

VOLUME 11
NUMBER 7
JULY, 1962

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